

**J00H01**  
**Maryland Transit Administration**  
**Maryland Department of Transportation**

***Executive Summary***

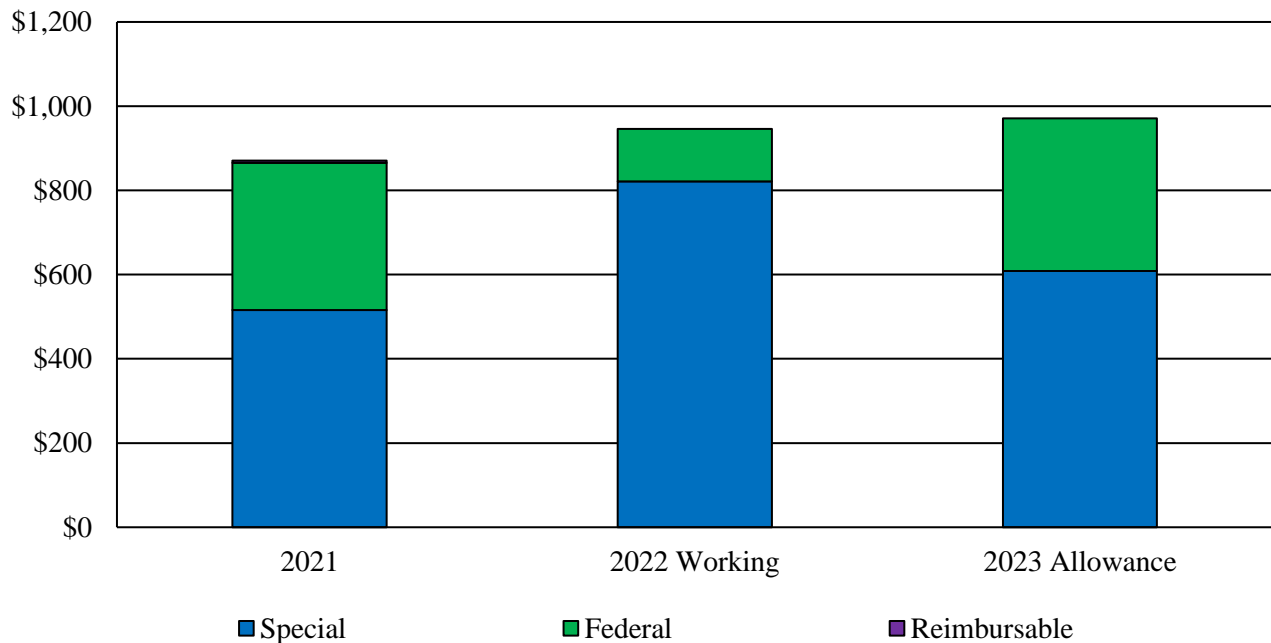
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The Maryland Transit Administration (MTA) is responsible for the construction, operation, and maintenance of the Baltimore metropolitan area transit system and commuter services in suburban areas of the State. Transit modes include the Baltimore Metro, light rail, bus (local and commuter), and commuter rail.

***Operating Budget Summary***

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**Fiscal 2023 Budget Increases \$25.5 Million, or 2.7%, to \$971.4 Million**  
**(\$ in Millions)**



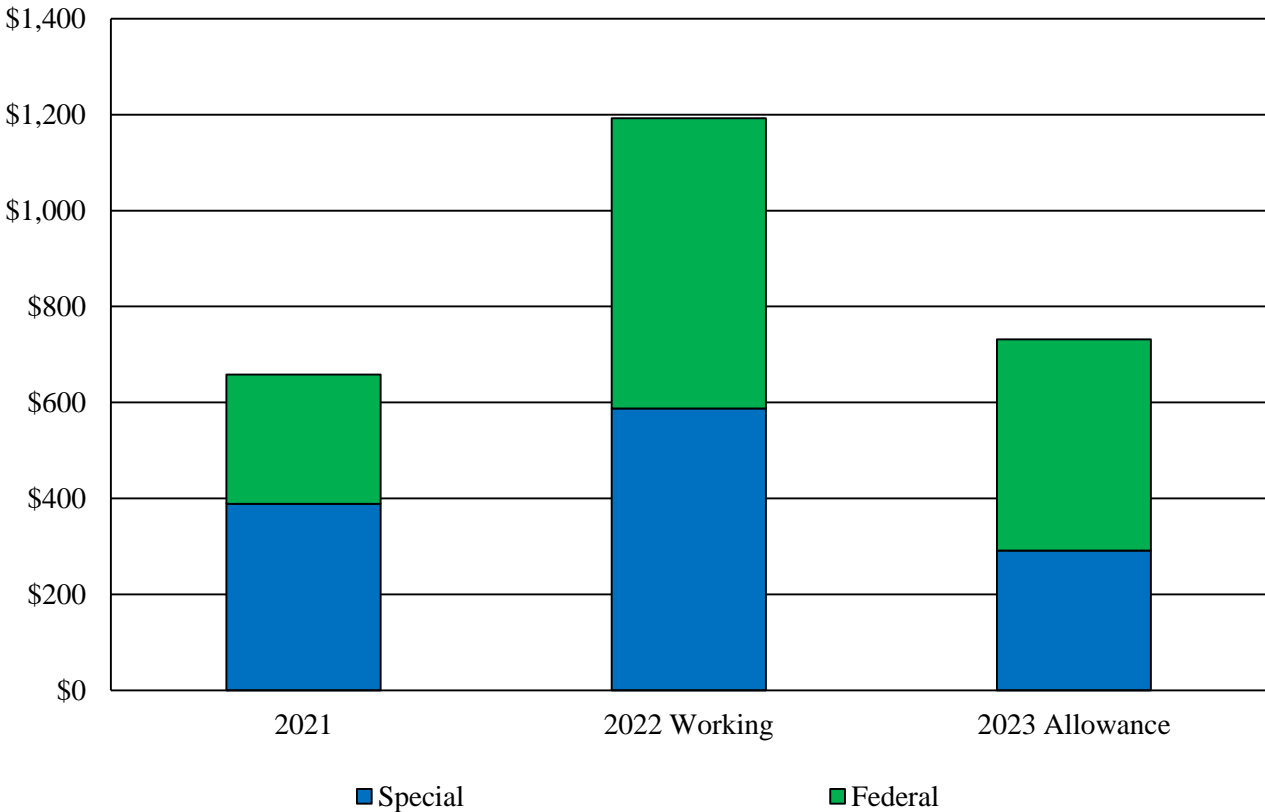
Note: The fiscal 2022 working appropriation and fiscal 2023 allowance do not reflect funding for statewide personnel actions budgeted in the Department of Budget and Management, which include cost-of-living adjustments, increments, bonuses, and may include annual salary review adjustments.

- The fiscal 2022 working appropriation does not reflect a \$424 million fund swap replacing special funds with federal COVID-19/stimulus funds made through a budget amendment approved after the budget was submitted.

## ***PAYGO Capital Budget Summary***

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**Fiscal 2023 Budget Decreases \$460.7 Million, or 38.6%, to \$731.6 Million  
(\$ in Millions)**



Note: The fiscal 2022 working appropriation and fiscal 2023 allowance do not reflect funding for statewide personnel actions budgeted in the Department of Budget and Management, which include cost-of-living adjustments, increments, bonuses, and may include annual salary review adjustments.

## ***Key Observations***

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- ***Transit Ridership:*** Transit ridership has increased since the early days of the COVID-19 pandemic but has not returned to prepandemic levels. Commuter rail and commuter bus ridership remain depressed.
- ***Purple Line Back on Track:*** On January 26, 2022, the Board of Public Works (BPW) approved the contract for the replacement design-build contractor on the Purple Line Transit Project along with amendments to the public-private partnership (P3) agreement. This will enable full construction on the project to resume in spring 2022 with service now expected to begin in calendar 2026.

## **Operating Budget Recommended Actions**

1. Concur with Governor's allowance.

## **PAYGO Budget Recommended Actions**

1. Concur with Governor's allowance.

## **Updates**

- In fall 2021, MTA adjusted bus service to Tradepoint Atlantic, a growing employment center in Baltimore City. MTA will include Tradepoint Atlantic in its annual evaluation of bus route and service changes.

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***Budget Analysis***

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**Program Description**

The Maryland Department of Transportation (MDOT) supports transit in Maryland through MTA. MTA consists of the following operating budget programs:

- **Transit Administration** provides executive direction and support services for MTA.
- **Bus Operations** manages bus services in Baltimore City and surrounding counties. These services include the operation of fixed route and paratransit lines and contracts with commuter and paratransit service providers.
- **Rail Operations** includes the Baltimore Metro heavy rail line and the Baltimore area light rail line as well as the management of the MARC service operated on rail lines owned by Amtrak and CSX Transportation.
- **Statewide Programs Operations** provides technical assistance and operating grants to local jurisdictions' transit services, including Montgomery County's "Ride-On," Prince George's County's "the Bus," and Baltimore City's "Charm City Circulator" services. Assistance is also provided to several short-line freight railroads to support the maintenance of State-owned rail lines.

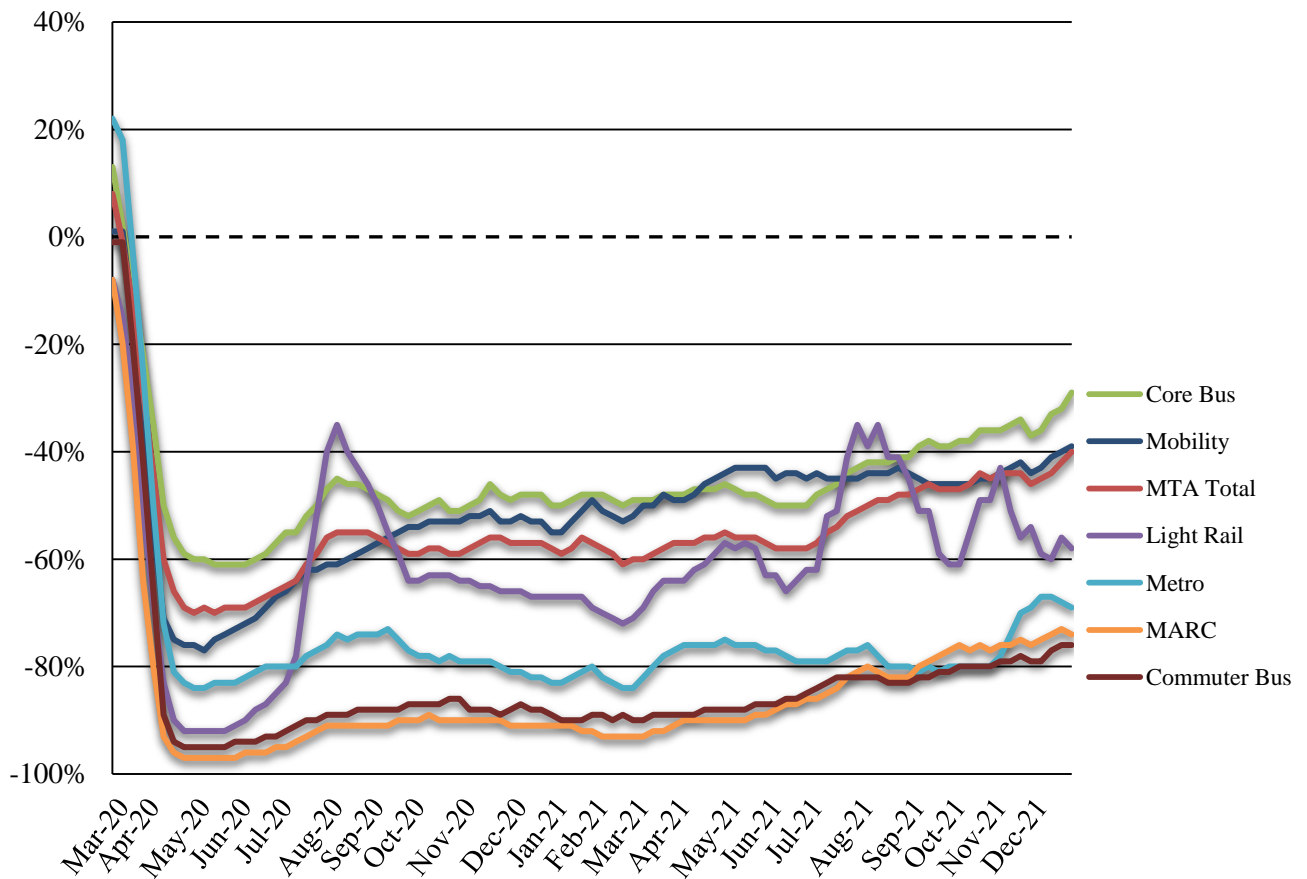
The administration shares the key goals identified by MDOT:

- ensuring a safe, secure, and resilient transportation system;
- maintaining a high standard and modernizing Maryland's multimodal transportation system;
- improving the quality and efficiency of the transportation system to enhance the customer's experience;
- providing better transportation choices and connections; and
- facilitating economic opportunity and reducing congestion in Maryland through strategic system expansion.

## COVID-19 Impacts

The continuing impact of the COVID-19 pandemic is readily apparent when comparing ridership since March 2020 against the levels in 2019. As shown in **Exhibit 1**, although ridership has generally increased since the pandemic began, ridership is still well below prepandemic levels, and commuter service – both on MARC and commuter bus – is 75% below 2019 levels.

**Exhibit 1**  
**Ridership by Mode**  
**Percent Change from 2019**  
**Calendar 2020-2021**



MTA: Maryland Transit Administration

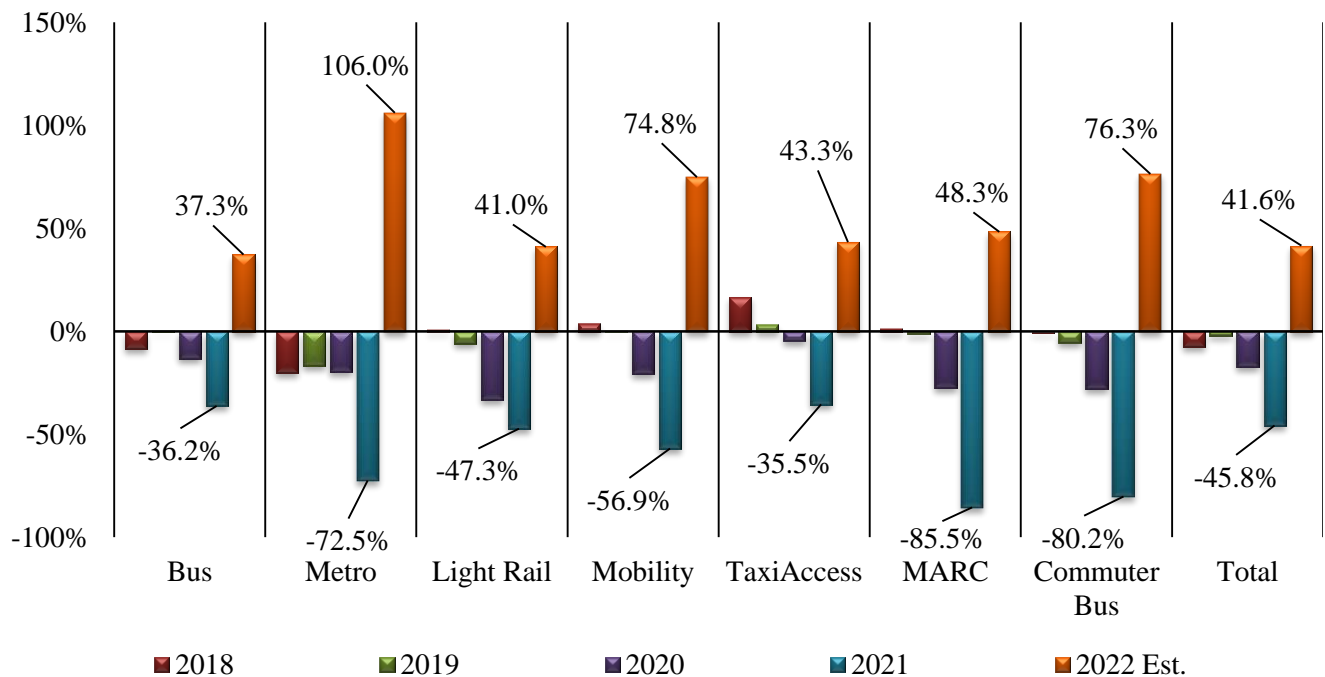
Source: Maryland Transit Administration; Department of Legislative Services

## ***Performance Analysis: Managing for Results***

### **1. Pandemic Causes Steep Decline in Transit Ridership**

MTA has a goal to encourage transit ridership. One method of measuring transit ridership is the number of boardings that occur during a specific period. **Exhibit 2** shows the percent change in boardings from the prior year for fiscal 2018 through 2022 estimated. For all modes of MTA service, there were 42.2 million boardings in fiscal 2021, representing an 45.8% decrease from the prior year and a level less than 45% of the boardings experienced in fiscal 2019, the year before the pandemic began. Although MTA is projecting a 41.6% increase in total ridership in fiscal 2022, ridership during the first quarter was down 0.6% compared to the first quarter of 2021.

**Exhibit 2**  
**Change in Maryland Transit Administration Boardings**  
**Fiscal 2018-2022 Est.**

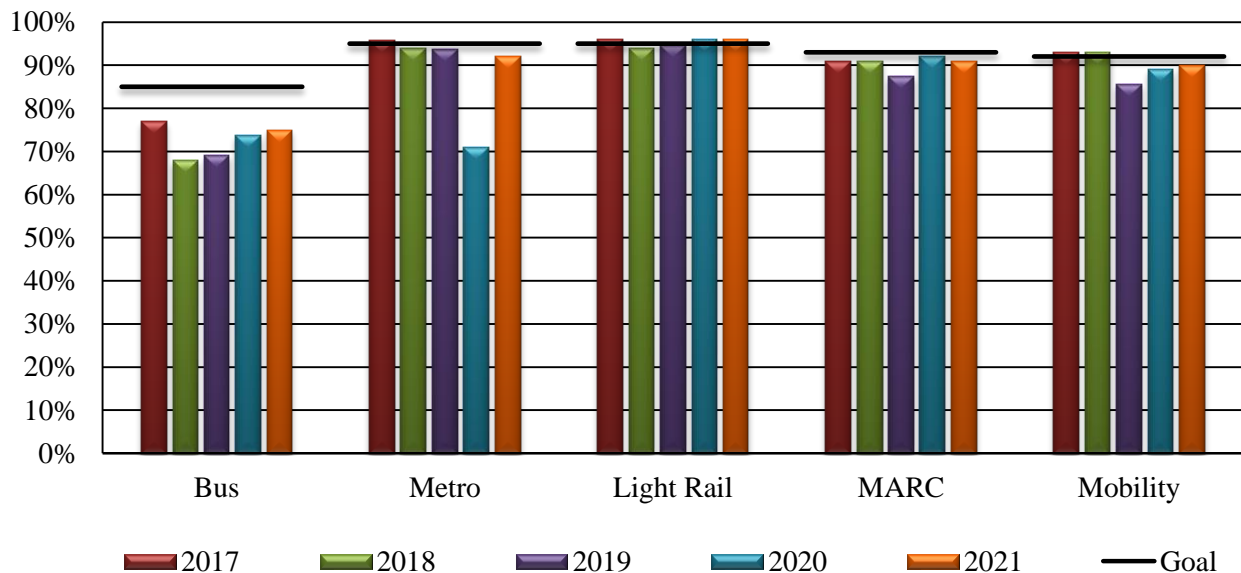


Source: Managing for Results; Department of Legislative Services

## 2. Light Rail Only Service to Meet On-time Performance Goal in Fiscal 2021

As part of its goal to enhance the customer experience, MTA strives to provide high on-time performance with goals of 85% on-time performance for core bus service, 95% for Metro and Light Rail service, 93% for MARC service, and 92% for Mobility services. **Exhibit 3** shows the percentage of on-time service by mode for fiscal 2017 through 2021. Only light rail met its goal in fiscal 2021, although performance improved for every other mode except MARC.

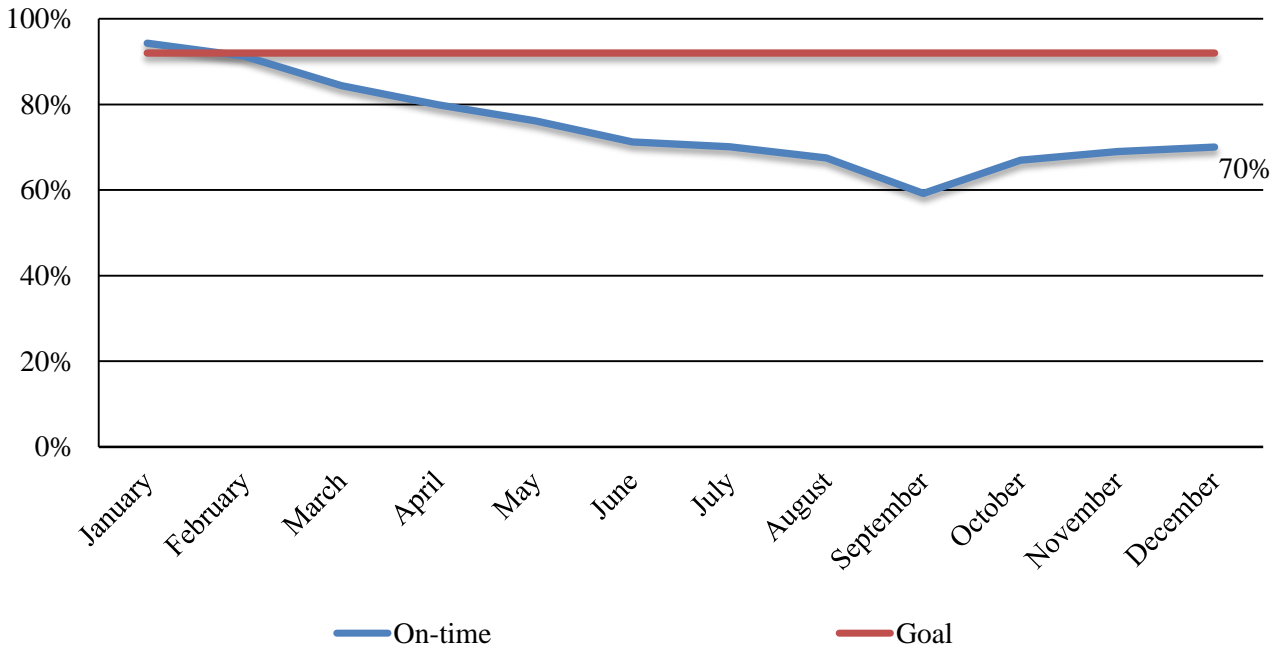
**Exhibit 3**  
**On-time Performance**  
**Fiscal 2017-2021**



Source: Managing for Results; Department of Legislative Services

In calendar 2021, MobilityLink on-time performance declined each month through September when just 59% of trips were on-time, as shown in **Exhibit 4**. Although performance improved each month of the last quarter, just 70% of December trips were on time – well below the goal of 92%. **MTA should brief the committees on the issues contributing to the poor MobilityLink performance and the steps it is taking to address them.**

**Exhibit 4  
MobilityLink On-time Performance  
Calendar 2021**



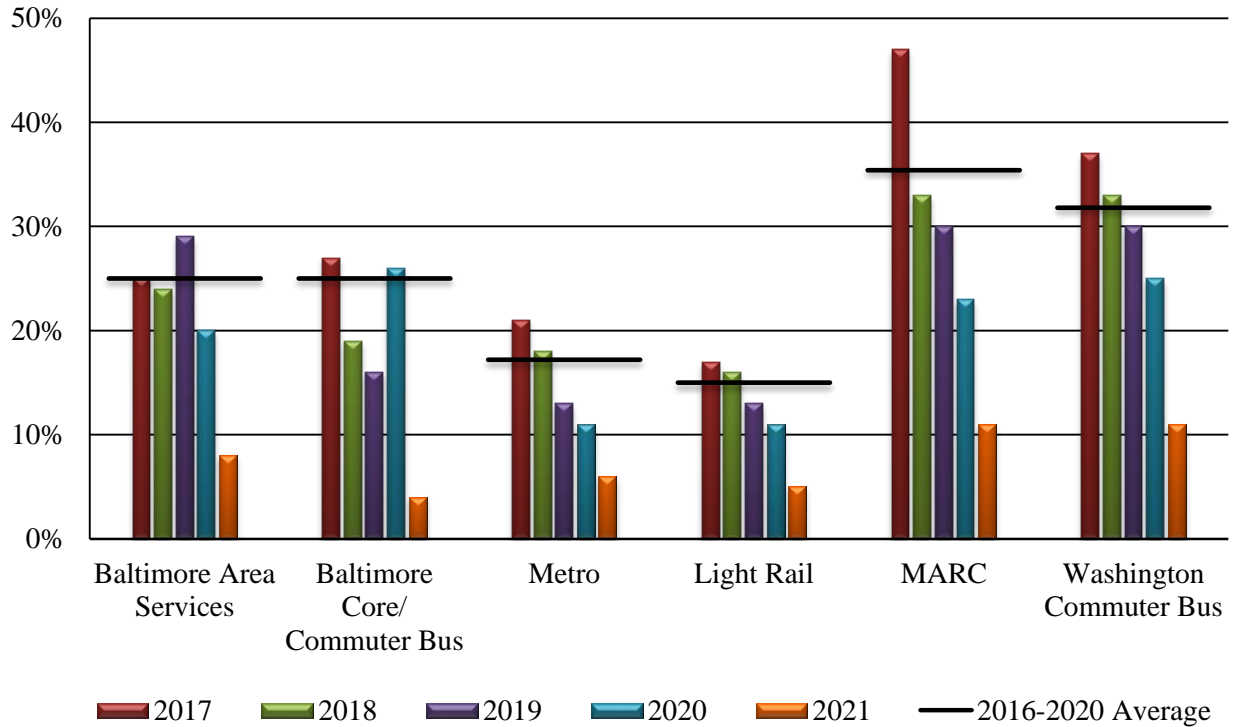
Source: Maryland Transit Administration; Department of Legislative Services

### 3. Farebox Recovery

Although there is no longer a farebox recovery goal set in statute, one of MTA’s objectives is to optimize farebox recovery for the Baltimore-area core services and MARC service. **Exhibit 5** compares the farebox recovery rates by mode of transit and for the Baltimore-area services as a whole for fiscal 2017 through 2021 to the average rates for the five-year period ending with fiscal 2020. The farebox recovery rates fell in fiscal 2021 compared to the prior year for all modes, reflecting decreased ridership due to the COVID-19 pandemic.



**Exhibit 5  
Farebox Recovery  
Fiscal 2017-2021**



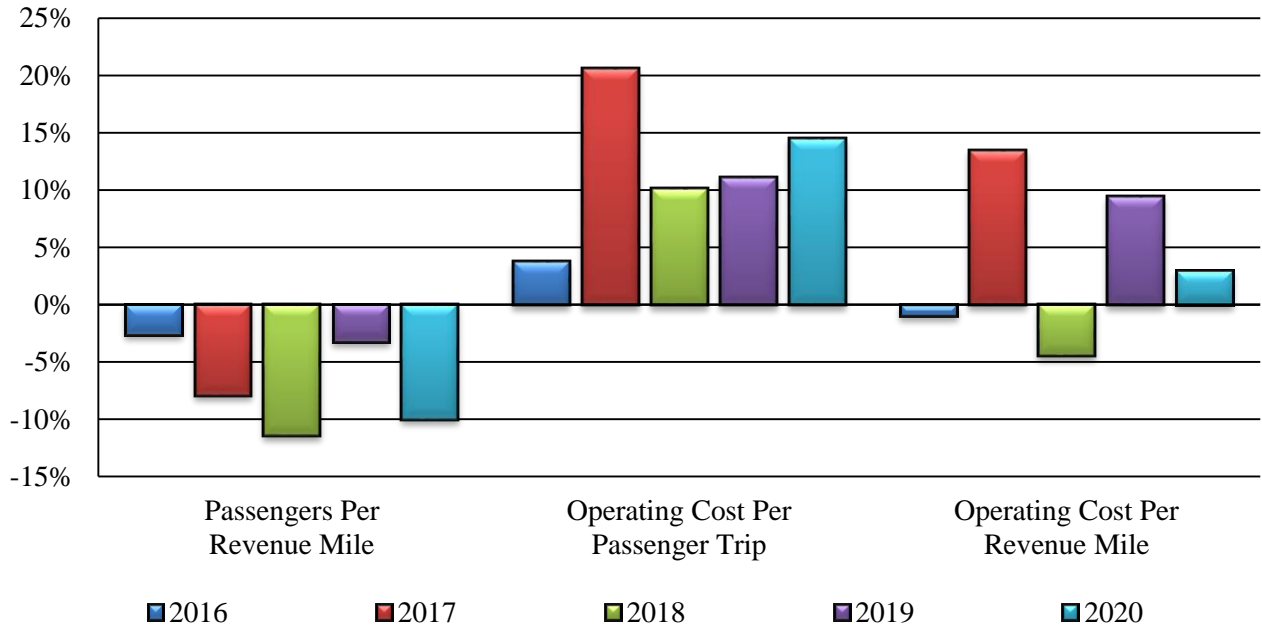
Source: Managing for Results; Department of Legislative Services

**4. Transit Performance Measures**

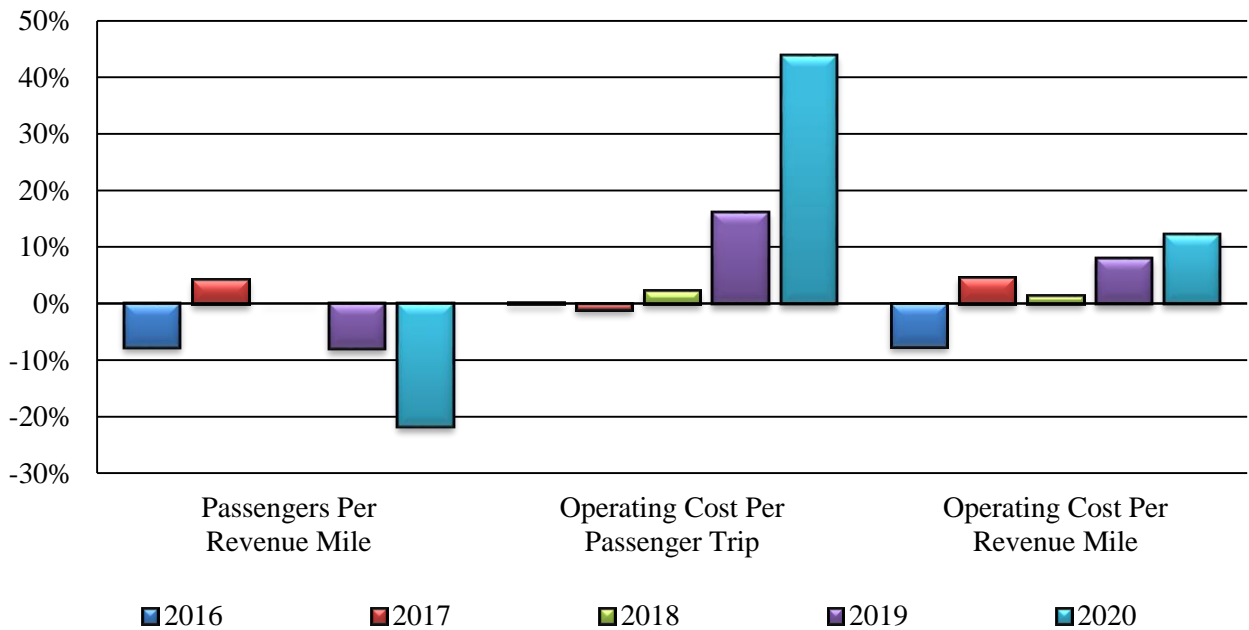
Section 7-208 of the Transportation Article requires MTA to report performance measures by mode for passenger trips per vehicle revenue mile and operating expenses per passenger trip and per vehicle revenue mile. As a recipient of federal transit funding, MTA is also required to report this and other performance data to the Federal Transit Administration. **Exhibit 6** shows the percent change from the prior year for these performance measures for core bus, Light Rail, and Metro services for fiscal 2016 to 2020, the most recent year for which reported data is available.

**Exhibit 6  
Transit Performance Measures  
Fiscal 2016-2020**

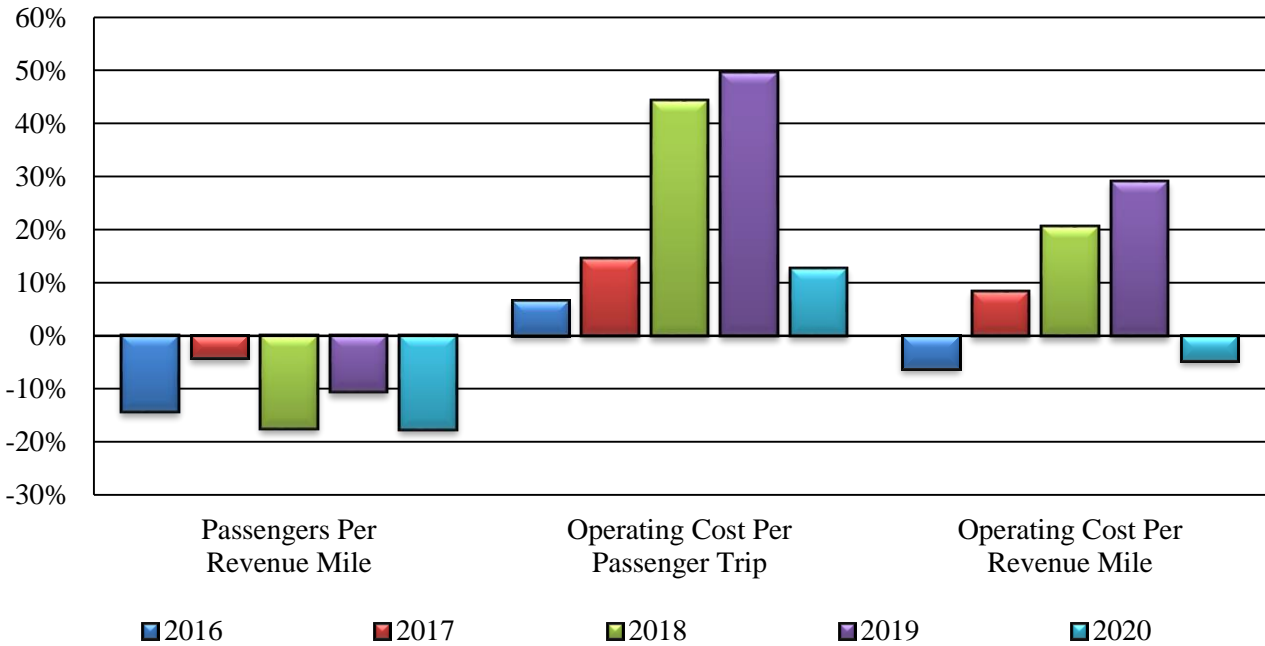
**Core Bus**



**Light Rail**



**Metro**



Note: For measures with the same value in each year, the percent change is zero and it appears as if the bar is missing.

Source: Federal Transit Administration, National Transit Database; Department of Legislative Services

## 5. MTA Performance Compared to Peer Systems

MTA is required by statute to submit an annual report that compares itself to other similar transit systems nationwide. **Exhibit 7** shows this comparison for local bus systems for operating expenses per vehicle revenue mile, operating expenses per passenger trip, and passenger trips per vehicle revenue mile based on fiscal 2020 data, the most recent year for which data is available. MTA’s performance compares favorably on all three measures, scoring better than the group average. It had the second best performance on operating expenses per passenger trip and the third best in the number of passenger trips per revenue mile. On the operating expenses per vehicle revenue mile measure, however, four of the peer systems had better performance than MTA.

**Exhibit 7**  
**Local Bus Performance Compared to Peer Systems**  
**Fiscal 2020**

	<u>Operating Expenses per Vehicle Revenue Mile</u>	<u>Operating Expenses per Passenger Trip</u>	<u>Passenger Trips per Vehicle Revenue Mile</u>
Baltimore	\$16.50	\$6.08	2.7
Average	16.68	8.91	2.1
Atlanta	8.51	5.40	1.6
Dallas	10.91	10.68	1.0
Houston	10.96	8.41	1.3
New York	32.55	6.47	5.0
Pittsburgh	16.57	7.39	2.2
San Jose	17.92	11.76	1.5
Seattle	20.29	13.04	1.6
Salt Lake City	10.29	12.55	0.8
Washington, DC	22.34	7.27	3.1

Note: Shaded entries indicate better performance by the peer system relative to that of Baltimore.

Source: Federal Transit Administration, National Transit Database (2020); Department of Legislative Services

## Fiscal 2021

### Federal Stimulus Funds

In fiscal 2021, MTA utilized \$272.3 million in federal COVID-19/stimulus relief funds, not including \$21.1 million that was passed through to Locally Operated Transit Systems (LOTS) nor \$5.1 million received as reimbursable funds through the Maryland Department of Health (MDH).

## Fiscal 2022

### Federal Stimulus Funds

Federal COVID-19/stimulus funding totaling \$486 million, of which \$424 million is not currently reflected in the budget due to the budget amendment not having been finalized before the budget was submitted (subsequently approved and processed), is supporting MTA operations in

fiscal 2022. Also in fiscal 2022 is \$106 million in capital funding through the American Rescue Plan Act (ARPA) for the Purple Line.

## **Fiscal 2023**

### **Federal Stimulus Funds**

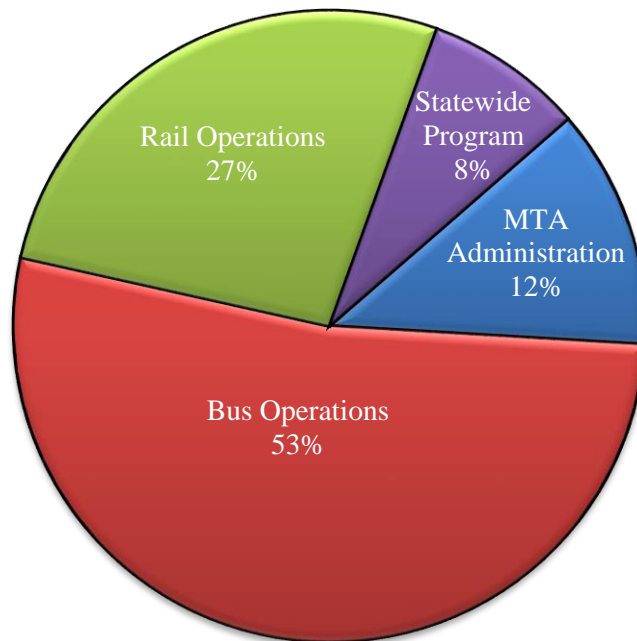
MTA’s fiscal 2023 budget includes \$300 million in ARPA funds.

## **Fiscal 2023 Overview of Agency Spending**

**Exhibit 8** shows the share of the fiscal 2023 operating budget for each of the units within MTA. Bus operations account for over half of MTA operating spending, and rail service makes up more than a quarter of total operating spending in fiscal 2023.

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**Exhibit 8**  
**Overview of Agency Spending**  
**Fiscal 2023 Allowance**



MTA: Maryland Transit Administration

Source: Governor’s Fiscal 2023 Budget Books; Department of Legislative Services

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## Proposed Budget Change

As shown in **Exhibit 9**, the fiscal 2023 allowance for MTA increases \$25.5 million over the current year working appropriation. Personnel expenses increase by \$1.4 million with most of the remaining increase related to the return to full service levels. The increases are partially offset by a \$13 million decrease in COVID-19-related cleaning contracts and supplies and a \$2 million reduction in funding for LOTS in recognition that federal COVID-19/stimulus funding received directly by LOTS will support those systems for five years at current spending rates.

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**Exhibit 9**  
**Proposed Budget**  
**Maryland Department of Transportation – Maryland Transit Administration**  
**(\$ in Thousands)**

<b>How Much It Grows:</b>	<b>Special Fund</b>	<b>Federal Fund</b>	<b>Reimb. Fund</b>	<b>Total</b>
Fiscal 2021 Actual	\$515,813	\$349,601	\$5,096	\$870,510
Fiscal 2022 Working Appropriation	821,240	124,662	0	945,902
Fiscal 2023 Allowance	<u>608,854</u>	<u>362,532</u>	<u>0</u>	<u>971,386</u>
Fiscal 2022-2023 Amount Change	-\$212,386	\$237,870	\$0	\$25,484
Fiscal 2022-2023 Percent Change	-25.9%	190.8%		2.7%

<b>Where It Goes:</b>	<b>Change</b>
<b>Personnel Expenses</b>	
Employee and retiree health insurance.....	\$753
Turnover adjustments.....	350
Employee retirement contributions.....	329
Other fringe benefit adjustments.....	10
<b>Transit Administration</b>	
Vehicle insurance (3.3% increase).....	8,000
Vehicle maintenance and repair at fiscal 2021 actual level.....	-2,966
<b>Bus and Rail Operations</b>	
Annualization of return to full service for MARC and commuter bus.....	13,400
MARC, commuter bus, and mobility annual contract cost increases.....	10,600
Enhanced cleaning contracts for Metro.....	6,500
Vehicle gas and oil usage.....	3,000
Insurance.....	337
Natural gas/propane usage.....	91
Rent paid to the Department of General Services.....	68
COVID-19 cleaning contracts.....	-6,500
COVID-19 cleaning supplies.....	-6,500

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<b>Where It Goes:</b>	<b><u>Change</u></b>
<b>Statewide Operations</b>	
Locally Operated Transit Systems – unallocated funding.....	-2,000
<b>Other</b>	12
<b>Total</b>	<b>\$25,484</b>

Note: Numbers may not sum to total due to rounding. The fiscal 2022 working appropriation and fiscal 2023 allowance do not reflect funding for statewide personnel actions budgeted in the Department of Budget and Management, which include cost-of-living adjustments, increments, bonuses, and may include annual salary review adjustments.

***Operating and PAYGO Personnel Data***

	<b>FY 21</b>	<b>FY 22</b>	<b>FY 23</b>	<b>FY 22-23</b>
	<b><u>Actual</u></b>	<b><u>Working</u></b>	<b><u>Allowance</u></b>	<b><u>Change</u></b>
Regular Operating Budget Positions	3,275.50	3,274.50	3,275.50	1.00
Regular PAYGO Budget Positions	<u>90.00</u>	<u>90.50</u>	<u>90.00</u>	<u>-0.50</u>
<b>Total Regular Positions</b>	<b>3,365.50</b>	<b>3,365.00</b>	<b>3,365.50</b>	<b>0.50</b>
Operating Budget FTEs	7.00	15.00	15.00	0.00
PAYGO Budget FTEs	<u>1.00</u>	<u>1.00</u>	<u>1.00</u>	<u>0.00</u>
<b>Total FTEs</b>	<b>8.00</b>	<b>16.00</b>	<b>16.00</b>	<b>0.00</b>
<b>Total Personnel</b>	<b>3,373.50</b>	<b>3,381.00</b>	<b>3,381.50</b>	<b>0.50</b>

***Vacancy Data: Regular Positions***

Turnover and Necessary Vacancies, Excluding New Positions	86.49	2.57%
Positions and Percentage Vacant as of 12/31/21	252.5	7.50%
Vacancies Above Turnover	166.0	

- Regular positions for MTA increase by 0.5 in the allowance reflecting an interdepartmental transfer. Across all of MDOT, regular positions are unchanged between the current year and the allowance.

## PAYGO Capital Program

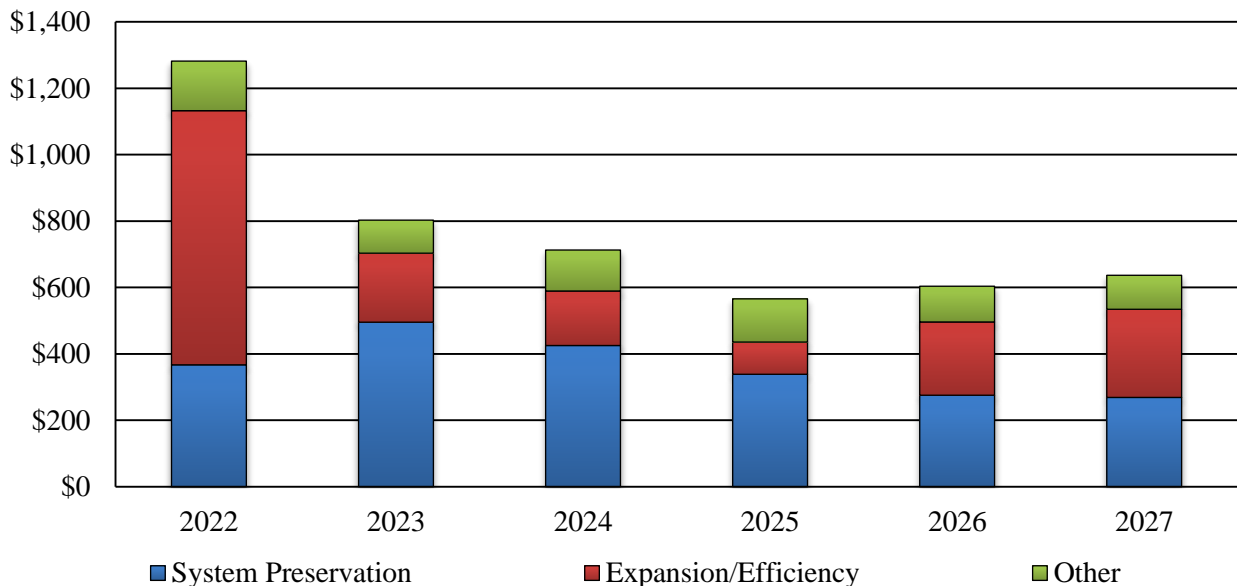
### Program Description

MTA’s capital program provides funds to support the design, construction, rehabilitation, and acquisition of facilities and equipment for bus, rail, and statewide programs. The program also provides State and federal grants to local jurisdictions and nonprofit organizations to support the purchase of transit vehicles and the construction of transit facilities.

### Fiscal 2022 to 2027 Consolidated Transportation Program

The fiscal 2022 to 2027 capital program for MTA totals \$4.6 billion, an increase of \$1.5 billion over the prior year six-year capital program. **Exhibit 10** shows funding by investment category for each year of the program. Over the six years, system preservation comprises 47% of spending and expansion/efficiency spending comprises 37%. The “Other” category comprises projects addressing safety and security, the environment, nonpublic facilities for MTA, capital salaries and wages, and funding provided to local governments. Spending in fiscal 2022 is elevated due to the Purple Line project.

**Exhibit 10**  
**Program Capital Spending by Category**  
**Fiscal 2022-2027**  
**(\$ in Millions)**



Source: Maryland Department of Transportation, 2022-2027 Consolidated Transportation Program; Department of Legislative Services



**Fiscal 2023 Capital Allowance**

MTA’s capital program in fiscal 2023, including other funds that do not flow through MTA’s budget, totals \$802.7 million, a \$479 million decrease from the current year working appropriation. **Exhibit 11** shows the programmed fiscal 2023 spending for projects and programs along with the estimated total project cost and six-year funding included in the *Consolidated Transportation Program* (CTP).

**Exhibit 11**  
**Maryland Transit Administration PAYGO Capital**  
**Fiscal 2023**  
**(\$ in Millions)**

<u>Project/Program Title</u>	<u>2023</u>	<u>Total Cost</u>	<u>Six-year Total</u>
<b>Projects</b>			
Metro Railcar and Signal System Overhauls and Replacement	\$132.5	\$526.0	\$328.1
Purple Line	88.2	2,530.4	784.3
Purple Line – Third-party Funded Projects	39.5	195.2	154.6
Howard Street Rail Replacement	39.3	42.0	39.9
MARC Improvements on Camden, Brunswick, and Penn Lines	32.2	503.3	208.1
Light Rail Vehicle Overhaul	32.1	214.8	59.3
Fare Collection System and Equipment Replacement	29.1	101.7	77.3
Bus Network Improvements	25.0	73.3	57.5
Light Rail Trackwork Overhauls and Replacement	24.4	141.9	94.7
MARC Maintenance, Layover and Storage Facilities	19.2	88.2	69.9
Light Rail Systems Overhauls and Replacements	15.7	140.1	82.1
Metro Station Rehabilitation and Lighting Program	15.2	44.5	44.5
MARC Locomotives – Overhauls and Replacements	13.7	87.3	83.4
MARC Coaches – Overhauls and Replacement	11.9	95.1	66.5
Bus Facilities Preservation and Improvements	10.3	27.0	26.9
Metro Interlocking Renewals	9.3	100.3	55.9
D&E: Regional Transit Plan Corridor Studies	9.2	22.4	22.1
Metro Maintenance Facility Improvements	8.8	22.9	21.5
Eastern Bus Facility	5.6	194.3	194.2
Zero Emission Bus Infrastructure and Program Management	4.8	50.4	49.9
Metro Systems Overhauls and Replacements	3.1	16.8	16.8
Agencywide Radio and Telecommunications Upgrade	3.0	18.8	8.9
MARC Laurel Platform Replacement	2.7	3.0	3.0
Bus Hub at Baltimore Arena	2.4	3.1	2.5
Beyond the Bus Stop	2.1	5.5	4.6
Transit Innovation Grant	1.2	5.0	4.4
Zero Emission Bus Pilots	1.0	10.3	10.2

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<b><u>Project/Program Title</u></b>	<b><u>2023</u></b>	<b><u>Total Cost</u></b>	<b><u>Six-year Total</u></b>
East-West Bus Priority Corridor (RAISE)	1.0	50.0	50.0
MARC Odenton Station Renovation	0.9	2.6	2.6
D&E: Southern Maryland Rapid Transit Study	0.6	5.6	0.8
D&E: Agency Future Montgomery County Priority Transit Project	0.4	0.8	0.8
D&E: Patapsco Ave Pedestrian/Bicycle Bridge	0.2	0.8	0.8
North Avenue Rising	0.2	27.7	7.4
D&E: MARC Penn-Camden Connector	0.1	2.0	1.6
<b><i>Subtotal – Projects</i></b>	<b><i>\$584.9</i></b>	<b><i>\$5,353.1</i></b>	<b><i>\$2,635.0</i></b>
<b>Programs</b>			
System Preservation and Minor Projects	\$109.7	n/a	\$665.0
Bus Procurement	50.2	n/a	167.4
Locally Operated Transit Systems Capital Procurement Projects	13.2	n/a	167.3
Mobility Vehicle Procurement	9.5	n/a	49.3
Agencywide Elevator and Escalator Rehabilitation	8.0	n/a	199.7
Assistance to Private Nonprofit Agencies for the Transportation of the Elderly and Persons with Disabilities	6.5	n/a	30.6
Freight Rail Program	3.9	n/a	12.2
Montgomery County Local Bus Program	1.8	n/a	12.8
D&E: Agency Innovation and Technology Initiatives	1.0	n/a	5.4
Prince George’s County Local Bus Program	0.5	n/a	4.2
D&E: Locally Operated Transit Systems Transit Development Plan	0.4	n/a	2.5
Capital Salaries and Wages	13.0	n/a	84.0
<b><i>Subtotal – Programs</i></b>	<b><i>\$217.7</i></b>		<b><i>\$1,400.5</i></b>
 <b>Total – Projects and Programs</b>	 <b>\$802.7</b>	 <b>\$5,353.1</b>	 <b>\$4,035.5</b>

D&E: development and evaluation

PAYGO: pay-as-you-go

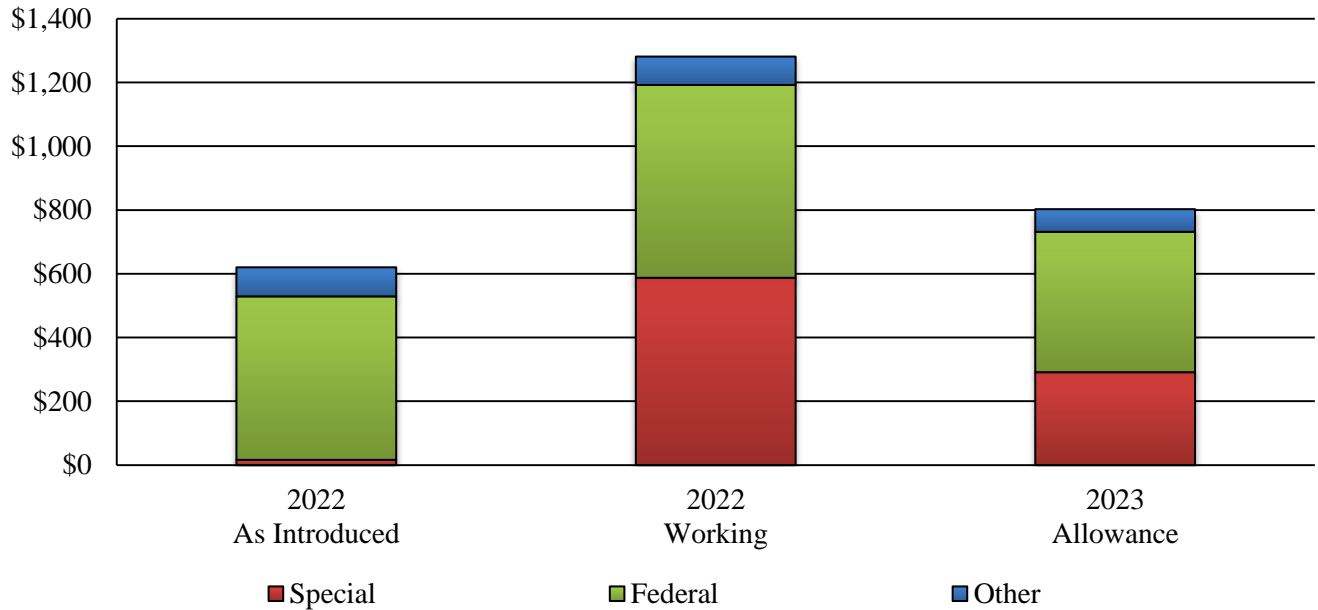
RAISE: Rebuilding American Infrastructure with Sustainability and Equity

Source: Maryland Department of Transportation, 2022-2027 *Consolidated Transportation Program*; Department of Legislative Services

### **Fiscal 2022 to 2023 Cash Flow Analysis**

**Exhibit 12** shows the changes in MTA capital funding, including other funds that do not flow through the MTA budget, between the fiscal 2022 budget as introduced during the 2021 session and the working appropriation and between the working appropriation and the fiscal 2023 allowance. The large increase in special funds between the fiscal 2022 budget as introduced and the working appropriation is largely attributable to Purple Line spending and includes the second and final installment of the payment required under the Settlement Agreement and the early retirement of the private activity bonds (PAB) to facilitate restructuring of the project’s financing.

**Exhibit 12  
Capital Cash Flow Changes  
Fiscal 2022-2023  
(\$ in Millions)**



Source: Maryland Department of Transportation, 2021 and 2022 *Consolidated Transportation Programs*; Department of Legislative Services

**Cash Flow Changes – Fiscal 2022 as Introduced to Working Appropriation**

As shown in **Exhibit 13**, the fiscal 2022 working appropriation is \$660.1 million higher than the fiscal 2022 budget as introduced during the 2021 legislative session. Over 86% of the increase is due to Purple Line spending.

**Exhibit 13**  
**Capital Cash Flow Changes**  
**Fiscal 2022 As Introduced to Working Appropriation**  
**(\$ in Millions)**

		<u>Change</u>
<b>Major Projects</b>		<b>\$627.6</b>
Purple Line Advance Payment	\$341.6	
Purple Line	234.6	
Locally Operated Transit Systems Capital Procurement Projects	39.5	
Light Rail Trackwork Overhauls and Replacement	21.4	
Bus Procurement	14.8	
Bus Network Improvements	10.1	
Light Rail Systems Overhauls and Replacements	9.9	
Zero Emission Bus Pilots	6.8	
Fare Collection System and Equipment Replacement	6.7	
Bus Facilities Preservation and Improvements	5.6	
Light Rail Vehicle Overhaul	5.4	
MARC Maintenance, Layover and Storage Facilities	5.0	
Kirk Bus Facility Replacement	4.5	
MARC Positive Train Control	3.7	
North Avenue Rising	3.2	
Zero Emission Bus Infrastructure and Program Management	3.1	
Assistance to Private Nonprofit Agencies for the Transportation of the Elderly and Persons with Disabilities	2.9	
Metro Station Rehabilitation and Lighting Program	2.4	
MARC Locomotives – Overhauls and Replacements	2.2	
Beyond the Bus Stop	1.9	
Freight Rail Program	1.4	
Eastern Bus Facility	1.4	
Prince George’s County Local Bus Program	0.6	
Montgomery County Local Bus Program	0.6	
Metro Maintenance Facility Improvements	0.6	
MARC BWI Station Upgrades and Repairs	0.5	
Homeland Security	0.4	
MARC Odenton Station Renovation	0.3	
Bus Hub at Baltimore Arena	0.1	
Bus Communications Systems Upgrade	0.1	
Agencywide Radio and Telecommunications Upgrade	-0.2	
Transit Innovation Grant	-0.4	
MARC Coaches – Overhauls and Replacement	-0.8	

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	<u>Change</u>	
Mobility Vehicle Procurement	-1.1	
Downtown Transfer Center	-1.7	
Metro Interlocking Renewals	-3.2	
Agencywide Roof Replacement Program	-3.7	
Agencywide Elevator and Escalator Rehabilitation	-3.7	
Purple Line – Third-party Funded Projects	-6.8	
MARC Improvements on Camden, Brunswick, and Penn Lines	-14.7	
Rail State of Good Repair	-14.7	
Howard Street Rail Replacement	-16.6	
Metro Railcar and Signal System Overhauls and Replacement	-36.2	
<b>Development and Evaluation Projects</b>		<b>\$0.6</b>
D&E: Agency Innovation and Technology Initiatives	\$1.0	
D&E: Patapsco Ave Pedestrian/Bicycle Bridge	0.6	
D&E: Locally Operated Transit Systems Transit Development Plan	0.5	
D&E: MARC Penn-Camden Connector	0.4	
D&E: Central Maryland Regional Coordination Studies	0.2	
D&E: Frederick Douglass Tunnel	0.2	
D&E: Southern Maryland Rapid Transit Study	0.1	
D&E: Regional Transit Plan Corridor Studies	0.1	
D&E: Corridor Cities Transitway	0.0	
D&E: Eastern Bus Facility	-1.0	
D&E: Zero Emission Vehicles and Environmental Planning Initiatives	-1.3	
<b>System Preservation and Minor Projects</b>		<b>\$31.8</b>
<b>Total Change</b>		<b>\$660.1</b>

BWI: Baltimore/Washington International Thurgood Marshall Airport  
D&E: development and evaluation

Source: Maryland Department of Transportation, 2021 and 2022 *Consolidated Transportation Programs*; Department of Legislative Services

**Cash Flow Changes – Fiscal 2022 to 2023**

As shown in **Exhibit 14**, fiscal 2023 capital funding, including other funds, decreases by \$477.8 million from the current year working appropriation.

**Exhibit 14**  
**Capital Cash Flow Changes**  
**Fiscal 2022 Working to Fiscal 2023 Allowance**  
**(\$ in Millions)**

	<u>Change</u>	
<b>Major Projects</b>		<b>-\$478.3</b>
Metro Railcar and Signal System Overhauls and Replacement	\$76.8	
Howard Street Rail Replacement	38.8	
Fare Collection System and Equipment Replacement	20.1	
MARC Improvements on Camden, Brunswick, and Penn Lines	13.4	
Metro Station Rehabilitation and Lighting Program	12.8	
Bus Network Improvements	12.5	
Purple Line – Third-party Funded Projects	10.0	
Light Rail Vehicle Overhaul	9.1	
Light Rail Systems Overhauls and Replacements	5.9	
MARC Locomotives – Overhauls and Replacements	5.6	
Bus Facilities Preservation and Improvements	4.7	
Eastern Bus Facility	4.2	
Mobility Vehicle Procurement	3.5	
Metro Interlocking Renewals	3.1	
Metro Systems Overhauls and Replacements	3.1	
Light Rail Trackwork Overhauls and Replacement	3.0	
MARC Laurel Platform Replacement	2.7	
Bus Procurement	2.3	
Bus Hub at Baltimore Arena	2.3	
Metro Maintenance Facility Improvements	2.3	
Zero Emission Bus Infrastructure and Program Management	1.7	
East-West Bus Priority Corridor (RAISE)	1.0	
MARC Odenton Station Renovation	0.6	
Transit Innovation Grant	0.5	
Beyond the Bus Stop	-0.3	
Agencywide Elevator and Escalator Rehabilitation	-0.4	
MARC BWI Station Upgrades and Repairs	-0.5	
Homeland Security	-0.6	
Freight Rail Program	-0.8	
Prince George’s County Local Bus Program	-1.2	
Montgomery County Local Bus Program	-1.3	
MARC Coaches – Overhauls and Replacement	-1.7	
Assistance to Private Nonprofit Agencies for the Transportation of the Elderly and Persons with Disabilities	-2.4	
Agencywide Radio and Telecommunications Upgrade	-2.9	

*J00H01 – MDOT – Maryland Transit Administration*

	<u>Change</u>	
MARC Positive Train Control	-3.7	
Bus Communications Systems Upgrade	-4.1	
Kirk Bus Facility Replacement	-4.5	
North Avenue Rising	-7.0	
Zero Emission Bus Pilots	-8.2	
MARC Maintenance, Layover and Storage Facilities	-27.6	
Locally Operated Transit Systems Capital Procurement Projects	-45.9	
Purple Line	-263.6	
Purple Line Advance Payment	-341.6	
<b>Development and Evaluation Projects</b>		<b>\$6.9</b>
D&E: Regional Transit Plan Corridor Studies	\$8.4	
D&E: Southern Maryland Rapid Transit Study	0.5	
D&E: Agency Future Montgomery County Priority Transit Project	0.4	
D&E: Agency Innovation and Technology Initiatives	0.1	
D&E: Corridor Cities Transitway	0.0	
D&E: Frederick Douglass Tunnel	-0.2	
D&E: Patapsco Ave Pedestrian/Bicycle Bridge	-0.4	
D&E: MARC Penn-Camden Connector	-0.5	
D&E: Central Maryland Regional Coordination Studies	-0.6	
D&E: Locally Operated Transit Systems Transit Development Plan	-0.9	
<b>System Preservation and Minor Projects</b>		<b>-\$6.8</b>
<b>Capital Salaries and Wages</b>		<b>\$0.5</b>
<b>Total Change</b>		<b>-\$477.8</b>

BWI: Baltimore/Washington International Thurgood Marshall Airport

D&E: development and evaluation

RAISE: Rebuilding American Infrastructure with Sustainability and Equity

Source: Maryland Department of Transportation, 2022 *Consolidated Transportation Program*; Department of Legislative Services

**Significant Changes from the Previous *Consolidated Transportation Program***

**Exhibit 15** lists significant changes from the fiscal 2021-2026 CTP, which comprises additions to the construction and development and evaluation programs and the move of two projects from the development and evaluation program to the construction program.

**Exhibit 15**  
**Major Project Significant Changes**  
**From the 2021 Consolidated Transportation Program**  
**(\$ in Millions)**

<b>Projects Added to the Construction Program</b>	
Bus Facilities Preservation and Improvements	\$27.0
Light Rail Systems Overhauls and Replacements	140.1
Light Rail Trackwork Overhauls and Replacement	141.9
Metro Systems Overhauls and Replacements	16.8
MARC Odenton Station Renovation	2.6
MARC Laurel Platform Replacement	1.8
Purple Line Advance Payment	355.0
Zero Emission Bus Procurement	210.0
East – West Bus Priority Corridor (RAISE)	50.0
<b>Projects Moved from Development and Evaluation to Construction Program</b>	
Zero Emission Bus Infrastructure and Program Management	\$50.4
Eastern Bus Facility	194.3
<b>Projects Added to the Development and Evaluation Program</b>	
Frederick Douglass Tunnel	\$0.2
Future Montgomery County Priority Transit Project	0.8

RAISE: Rebuilding American Infrastructure with Sustainability and Equity

Source: Maryland Department of Transportation, 2022 *Consolidated Transportation Program*; Department of Legislative Services

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## ***Issues***

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### **1. Purple Line Replacement Design-build Contractor Selected, P3 Agreement Amendments Submitted for Approval**

#### **Background**

In spring 2016, MDOT MTA selected the Purple Line Transit Partners (PLTP) to design, build, finance, operate, and maintain the Purple Line light rail system through a 36-year P3 concession comprising a 6-year construction period followed by a 30-year operations and maintenance period. The P3 agreement provided for PLTP to be compensated through construction progress and milestone payments during project construction, a revenue service availability payment (AP) at the time revenue operations of the transit line commenced and semiannual APs during the operations and maintenance period of the concession. Revenue service was expected to begin in March 2022.

A lawsuit brought by opponents to the project resulted in the project's record of decision being vacated; while that action was eventually overturned on appeal, it resulted in a delay of approximately one year. PLTP filed several claims for additional time and money related to this and other delays. After months of unsuccessful negotiations, PLTP sought to terminate the P3 Agreement. After MTA was unsuccessful in obtaining a court injunction against the design-build contractor quitting the project and had to assume direct oversight of contracts, subcontracts, and other agreements to continue work on the project, it reached an agreement in November 2020 to settle all Purple Line claims and terminate litigation related to the Purple Line.

Pursuant to the Settlement Agreement approved by BPW on December 16, 2020, PLTP agreed to continue as the concessionaire, procure a replacement design-build contractor, and obtain new financing for the remaining costs to complete the project. MTA paid a \$250 million settlement payment, provided funds to retire the \$313 million in PABs issued for the project, and has continued direct oversight of the project pending the selection of a replacement design-build contractor.

#### **Replacement Design-build Contractor**

PLTP began the procurement process for a replacement design-build contractor in January 2021. It shortlisted three firms that had responded to its request for qualifications and, in October 2021, received two proposals in response to its March 2021 request for proposals. PLTP, with concurrence from MTA, selected Maryland Transit Solutions (MTS) as the replacement design-build contractor. MTS is a joint venture between Dragados USA, Inc. and OHLA USA, Inc., both of which are subsidiaries of international construction firms based in Spain. Under the terms of the Settlement Agreement, BPW approval of the replacement design-build contractor is required even though neither the State nor MTA is a party to the design-build contract. BPW approved the contract and modifications to the P3 Agreement at its January 26, 2022 meeting.

## Revised Costs and Schedule

BPW’s approval included an increase to the P3 contract of \$3.4 billion and an extension to the term of just over four years. The cost increase results in a revised contract of \$9.3 billion (including the \$250 million modification for the settlement payment approved in December 2020) and a term of just over 40 years. The increase in term is to maintain the 30-year operating term following the start of revenue service that is now projected for fall 2026. **Exhibit 16** compares cost components between the original and revised P3 contracts.

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### Exhibit 16 P3 Agreement Cost Overview (\$ in Millions)

	<b>Original Agreement (2016 to 2052)</b>	<b>Revised Agreement (2016 to 2056)</b>	<b>Change</b>
Design-build Contract	\$1,971.9	\$3,435.8	\$1,464.0
Settlement Payment	0.0	250.0	250.0
Work Completed by MTA since September 2020	0.0	218.7	218.7
Operations and Maintenance	1,744.3	1,977.2	232.9
Insurance	272.6	340.6	68.0
Capital Renewal	289.1	295.9	6.8
Financing	1,312.0	2,765.8	1,453.7
<b>Total P3 Agreement</b>	<b>\$5,590.0</b>	<b>\$9,284.0</b>	<b>\$3,694.0</b>

MTA: Maryland Transit Administration  
P3: public-private partnership

Source: Maryland Department of Transportation; Department of Legislative Services

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MDOT cites the following as major factors that contribute to the increased cost of the P3 contract:

- delays resulting from federal court action that was later overturned;
- the COVID-19 pandemic;
- mandatory wage increases from living wage laws in Maryland and Montgomery County;
- changes in the insurance market, making insurance harder and more costly to obtain;

- inflation experienced over the last five years; and
- bringing on a new design-build contractor to the project mid-construction.

**Exhibit 17** shows cost increases for the design and construction portion of the P3 agreement by category.

**Exhibit 17**  
**P3 Agreement Design and Construction Cost Increases by Category**  
(\$ in Millions)

<u>Category</u>	<u>Original Agreement</u>	<u>Expended Pre-new Financial Close</u>	<u>Additional Post-new Financial Close</u>	<u>Revised Agreement</u>
Mobilization	\$78.9	\$95.3	\$229.1	\$324.4
Guideway and Track Elements	258.8	136.4	210.8	347.1
Stations, Stops, Terminals, Intermodal	115.3	18.2	229.8	248.0
Support Facilities: Yards, Shops, and Administration Buildings	94.2	76.2	9.0	85.2
Sitework and Special Conditions	453.3	188.5	375.5	563.9
Systems	248.9	57.2	425.5	482.7
Vehicles	212.9	116.5	181.1	297.5
Other*	526.5	457.7	627.8	1,085.5
<b>Total</b>	<b>\$1,988.8</b>	<b>\$1,145.9</b>	<b>\$2,288.5</b>	<b>\$3,434.3</b>

P3: public-private partnership

\*Professional Services, Insurance, Operations and Maintenance Preparation, Third Party

Note: Numbers may not sum to total due to rounding.

Source: Maryland Department of Transportation; Department of Legislative Services

**Exhibit 18** shows the schedule for remaining milestones for the project under the revised agreement.

**Exhibit 18**  
**Remaining Milestones under the Revised P3 Agreement**

<u>Milestone</u>	<u>Date</u>
Mobilization and Start-up	Spring 2022
Commencement of Construction Work	Spring 2022
Delivery of First Light Rail Vehicle	Fall 2023
Test Track Construction Complete and Power Live	Summer 2024
Onsite Dynamic Testing of Light Rail Vehicles Complete	Spring 2025
Commencement of Full System Integration and Testing End-to-end	Fall 2025
Operator/Supervisor Training – Full Alignment Complete	Summer 2026
Systemwide Testing Complete	Fall 2026
Revenue Service Begins	Fall 2026

P3: public-private partnership

Source: Maryland Department of Transportation; Department of Legislative Services

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### **Project Refinancing**

MTA and PLTP will work to achieve commercial close (execution of the P3 amendment and replacement design-build contract) and financial close (issuance of the new private debt and equity), with both expected to be completed by mid-March 2022.

The upfront construction progress payments funded by MTA have already been fully paid, and no additional progress payments will be made. As originally planned, MTA will still make a milestone payment of \$100 million when the project achieves revenue service (when passengers are able to access and ride the transit system). PLTP will finance the remaining construction costs using a combination of a federal Transportation Infrastructure Finance and Innovation Act (TIFIA) loan, PABs, and equity.

TIFIA loans typically provide up to one-third of eligible project costs. It is anticipated that PLTP's existing TIFIA loan of \$859 million, which has not been drawn upon, will be either canceled and replaced with a new loan or refinanced/restructured with the loan amount increasing to \$1.7 billion. New PABs in the amount of \$700 million are expected to be issued, and PLTP is increasing its equity stake from \$140 million to \$280 million as required under the Settlement Agreement.

This debt, along with the costs to operate, maintain, and do capital renewal work, will be paid for through the APs that MTA will make monthly over 30 years once the project begins revenue service. APs are expected to average \$250 million per year over the 30-year operating period. Repayment of the debt and equity is the largest component of the APs, and MTA retains the risk of any change in

interest rates prior to financial close. The debt portion of the APs is estimated based on a TIFIA interest rate of 2.25% and a PABs interest rate of 3.25%. These rates are higher than actual rates as of mid-January 2022 and, if rates remain below these levels when financial close is achieved, the APs will decrease. The revised P3 contract authority includes a \$192 million contingency to cover an increase in rates prior to financial close.

### **Modifications of P3 Terms**

MDOT indicates that changes are being made to the terms of the P3 Agreement in five main areas:

- risk allocation, the State assumes the risk for:
  - any unknown defects in the construction work completed to date or in owner-performed construction work for a certain period;
  - material changes or delays in progressing a limited scope of owner-performed design work by the amendment effective date;
  - utility adjustments to be completed by the State or unanticipated utility adjustments;
  - MTA-provided governmental approvals;
  - expanded pandemic-related relief;
  - delays and other requirements concerning materials procured by the State; and
  - limited relief for light rail vehicle mechanical performance failures outside of the control of the replacement design-build contractor;
- removal of the unconditional right to terminate for extended delay and narrowing of the conditional right to terminate for same;
- provision of an owner-controlled insurance program for the remaining design-build period;
- removal of the light rail vehicle options (during its direct management of the project, MTA exercised an option under the P3 contract to purchase an additional two light rail vehicles); and
- streamlining claims and dispute resolution procedures.

## **Conclusion**

With the perspective of hindsight, it is easy to identify specific actions or decisions that could have been made differently to avoid or mitigate the problems experienced thus far with the Purple Line project. For example, additional language in the nearly 900-page original P3 agreement clarifying how a determination that an extended delay in the critical path existed might have prevented, or altered the outcome of, the litigation that allowed the original design-build contractor to exit the project. While some will point to the P3 agreement as a flawed procurement method for the project, MTA could have faced the same delays and cost increases had the State used a more familiar design-build procurement wherein MTA would have maintained control and oversight. The problems experienced with the Purple Line, however, should serve as a cautionary tale on the dangers of overselling the benefits of using P3s as a procurement method. Ideally, a P3 will align both public and private interests and result in the delivery of an asset at the best value to the public. Executing a P3 agreement does not, however, remove the need for flexibility on the part of both sides of the agreement to keep the public and private interests aligned. It should be hoped that the experience gained on this project will lead to better decisions on future projects.

## **2. Expenditures on Capital Needs Less than Programmed**

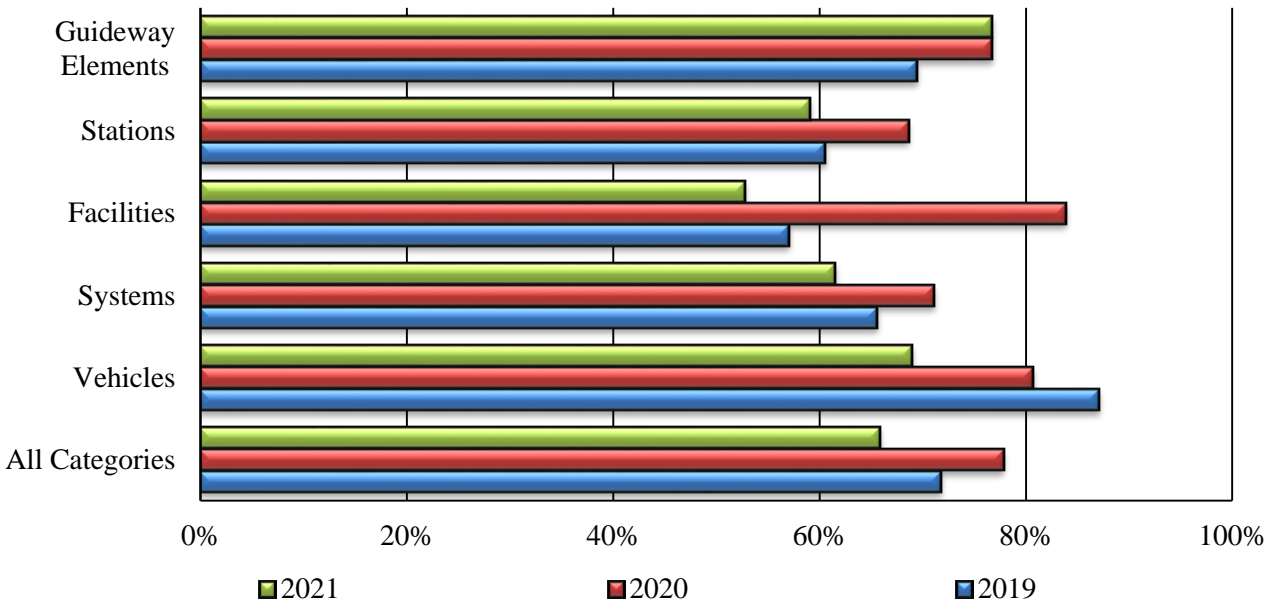
Chapter 11 of the 2021 special session modified statute to require MTA to submit a report each January detailing the programmed and actual capital spending in the prior fiscal year related to the capital needs identified in the Capital Needs Inventory (CNI), the first of which was released in 2019 (updates to the CNI are required every three years). In the first report submitted to comply with Chapter 11, MTA provided data on programmed and actual spending for fiscal 2019 through 2021. As shown in **Exhibit 19**, actual expenditures on projects addressing State of Good Repair in fiscal 2021 was only 66% of the programmed level. For projects addressing enhancements, actual spending was 94% of the programmed level.

MTA notes that the COVID-19 pandemic has significantly delayed many projects due to reduced staffing, slowed construction progress, and delays in the supply chain.

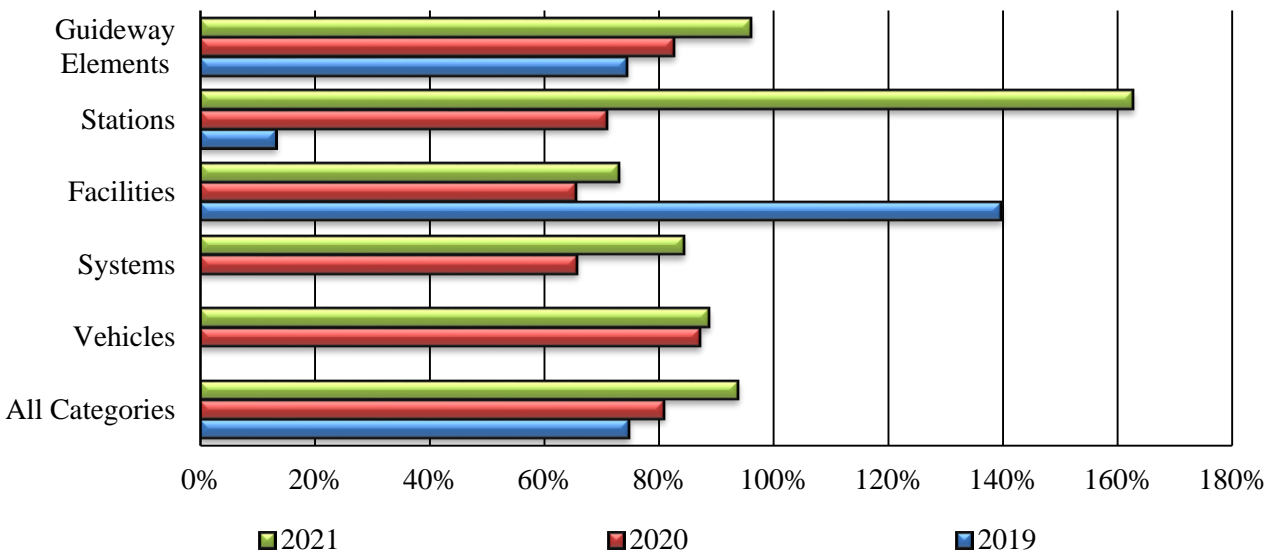
**MTA should brief the committees on the steps that it is taking to address the gap between programmed capital spending and actual expenditures.**

**Exhibit 19**  
**Capital Needs Expenditures as a Percentage of Programmed Spending**  
**Fiscal 2019-2021**

**State of Good Repair**



**Enhancements**



Source: Maryland Transit Administration; Department of Legislative Services

### **3. Locally Operated Transit Systems Provide Only a Portion of Non-Emergency Medical Transportation Service**

Language added to MTA’s fiscal 2022 appropriation restricted \$100,000 pending a report on the services provided by LOTS, including Non-Emergency Medical Transportation (NEMT), to determine if these services are adequate to meet the local transportation requirements of the areas they serve. MTA submitted the requested report in December 2021.

#### **Locally Operated Transit Systems**

LOTS are operated in all 23 counties as well as in Baltimore City, the City of Annapolis, and Ocean City. In addition, LOTS include organizations that receive funding through the Statewide Special Transportation Program (SSTAP) to help pay for services for seniors and people with disabilities. In most cases, the same department or organization that operates public transportation services is also the SSTAP provider.

LOTS operate a variety of different service modes, including:

- ***Fixed Route Service:*** operates along a prescribed route according to a fixed schedule and is typically characterized by features such as printed schedules or timetables, designated bus stops, and the use of larger transit vehicles;
- ***Demand-response Service:*** individual passengers can request door-to-door or curb-to-curb transportation from a specific location to another specific location at a certain time and generally requires advanced reservations;
- ***Route Deviation Service:*** operates along established routes and on set schedules but permits user-initiated deviations from the established route within a defined off-route service area;
- ***Americans with Disabilities (ADA) Complementary Paratransit Service:*** origin to destination service required by the ADA for individuals with disabilities who are unable to use fixed route transportation system; and
- ***User-side Taxi Subsidy:*** subsidy in the form of a sum or a discount paid or applied directly to riders of a transportation system.

#### **Non-Emergency Medical Transport**

The federal Medicaid program provides medical assistance for qualified low-income individuals, families and children, pregnant women, the elderly, and people with disabilities. Federal guidelines require that states assure the transportation of Medicaid recipients to health care services, and a portion of each state’s Medicaid funds is used to fund NEMT for Medicaid recipients. In Maryland, the Medicaid transportation program is funded on the State level by the MDH Division of



Community Support Services. MDH has a Medicaid Transportation Grant Program that funds NEMT for eligible trips on the county level. The grants have a base funding level of nearly \$44 million in fiscal 2022. Counties can request additional funds if needed based on demand for NEMT. **Exhibit 20** shows the county distribution of the fiscal 2022 Medicaid NEMT base funding.

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**Exhibit 20**  
**Medicaid NEMT Funding**  
**Fiscal 2022**

<u>County</u>	<u>Base Award</u>
Allegany	\$1,404,866
Anne Arundel	2,942,870
Baltimore City	7,227,878
Baltimore	4,801,500
Calvert	896,185
Caroline	456,088
Carroll	1,344,541
Cecil	1,069,704
Charles	933,295
Dorchester	1,070,606
Frederick	844,497
Garrett	790,417
Harford	2,929,922
Howard	1,754,664
Kent	617,210
Montgomery	3,879,386
Prince George's	3,510,543
Queen Anne's	786,273
St. Mary's	769,151
Somerset	835,732
Talbot	433,034
Washington	1,353,932
Wicomico	2,109,444
Worcester	1,010,712
<b>Total</b>	<b>\$43,772,450</b>

NEMT: Non-Emergency Medical Transport

Source: Maryland Department of Health; Maryland Transit Administration; Department of Legislative Services

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## **LOTS as NEMT Providers**

According to MTA, at least four LOTS operate some Medicaid-funded NEMT under contract, and NEMT regulations require county health departments to screen for the availability of public transportation for specific Medicaid NEMT trips and refer clients to those services when available. However, because LOTS operate public transit services for any trip purpose, the extent to which LOTS services are addressing NEMT needs is not comprehensively tracked. In its report, MTA stresses that LOTS are not responsible for meeting Medicaid NEMT needs and, in many counties, LOTS play a very small role in providing such service.

The Task Force to Study Transportation Access, created by Chapter 705 of 2019, issued its final report in December 2021. The report notes that many NEMT passengers require special services that require a level of care and training that transit agencies and nonprofits are not fully equipped to provide, and it recommends the improvement of on-demand paratransit programs and the improvement of collaboration between medical transportation providers as a means of improving assisted transit access.

Service provided through Medicaid-funded grants distributed by MDH appears to be the primary method by which NEMT is delivered. The requirement that county health departments must refer clients to public transit when available indicates that LOTS can and do play a role in providing NEMT services throughout the State. Because trip purpose is not collected for most modes of service, however, the extent to which they meet the need cannot be determined but is likely minor.

***Operating Budget Recommended Actions***

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1. Concur with Governor's allowance.

***PAYGO Budget Recommended Actions***

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1. Concur with Governor's allowance.

## ***Updates***

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### **1. MTA Submits Report on Expanding Bus Service to Tradepoint Atlantic**

Language added to MTA’s fiscal 2021 appropriation restricts \$100,000 pending a report on expanding bus service to Tradepoint Atlantic. In MTA’s report, it notes that Tradepoint Atlantic, a growing employment center in the Baltimore region, is currently served by one local bus and one express bus. Service routes on these two routes were modified as part of MTA’s fall service modifications. The modifications increased access to Tradepoint Atlantic to 9,000 additional minority households and 2,000 low-income households. In total, 48,000 residents of Baltimore City are within one-fourth of a mile of a bus connection to Tradepoint Atlantic. MTA advises that it continues to monitor transit needs at Tradepoint Atlantic and throughout the rest of its service area and will consider additional modifications to Tradepoint Atlantic service in the context of its regular review and route adjustments. **The report was responsive to the restrictive language and, unless the committees raise an objection, a letter instructing that the funds be released will be processed following the budget hearings.**

**Appendix 1**  
**2021 Joint Chairmen’s Report Responses from Agency**

The 2021 *Joint Chairmen’s Report* (JCR) requested that MTA prepare three reports. Electronic copies of the full JCR responses can be found on the Department of Legislative Services Library website.

- ***Services Provided by LOTS:*** Language added to MTA’s fiscal 2022 appropriation restricted funds pending a report on services provided by LOTS, including NEMT. Further discussion of this topic can be found in Issue 3 of this analysis.
- ***Expanded Bus Service to Tradepoint Atlantic:*** Language added to MTA’s fiscal 2022 appropriation restricted funds pending a report on expanding bus service to Tradepoint Atlantic. Further discussion of this topic can be found in Update 1 of this analysis.
- ***Steps Necessary to Add a MARC Station within East Baltimore Development, Inc. Footprint:*** Language added to MTA’s fiscal 2022 appropriation restricted funds pending a report on the steps that would be necessary to add a MARC station on the Penn Line within the East Baltimore Development, Inc. footprint. MTA submitted the report outlining a number of challenges making adding a station in the identified area impractical.

**Appendix 2**  
**Budget Amendments for Fiscal 2022**  
**Maryland Department of Transportation**  
**Maryland Transit Administration – Operating and Capital**

**Operating**

<u>Status</u>	<u>Amendment</u>	<u>Fund</u>	<u>Justification</u>
Approved	\$1,097,146	Special	Increase for annualization of the January 2021 2% general salary increase and funding for the \$15 per hour minimum wage annual salary review.
	2,132	Federal	
	<b>\$1,099,278</b>	<b>Total</b>	
Pending	-\$424,000,000	Special	Fund swap to reflect availability of American Rescue Plan Act funding for MTA operations.
	424,000,000	Federal	
	<b>\$0</b>	<b>Total</b>	

**Capital**

<u>Status</u>	<u>Amendment</u>	<u>Fund</u>	<u>Justification</u>
Approved	\$191,400	Special	Increase for annualization of the January 2021 2% general salary increase and funding for the \$15 per hour minimum wage annual salary review.
Approved	\$525,000,000	Special	Increase to make payments in accordance with a settlement agreement approved by BPW to resolve open claims related to the Purple Line Transit Project.
Pending	-\$104,080,131	Special	Adjusts the amended appropriation to agree with the final fiscal 2022 to 2027 CTP.
	92,005,911	Federal	
	<b>-\$12,074,220</b>	<b>Total</b>	

**Appendix 3**  
**Object/Fund Difference Report**  
**Maryland Department of Transportation – Maryland Transit Administration**

<u>Object/Fund</u>	<u>FY 21</u> <u>Actual</u>	<u>FY 22</u> <u>Working</u> <u>Appropriation</u>	<u>FY 23</u> <u>Allowance</u>	<u>FY 22 - FY 23</u> <u>Amount Change</u>	<u>Percent</u> <u>Change</u>
<b>Positions</b>					
01 Regular	3,275.50	3,274.50	3,275.50	1.00	0%
02 Contractual	7.00	15.00	15.00	0.00	0%
<b>Total Positions</b>	<b>3,282.50</b>	<b>3,289.50</b>	<b>3,290.50</b>	<b>1.00</b>	<b>0%</b>
<b>Objects</b>					
01 Salaries and Wages	\$ 380,738,622	\$ 410,134,098	\$ 411,575,880	\$ 1,441,782	0.4%
02 Technical and Special Fees	981,460	1,276,326	1,276,326	0	0%
03 Communication	2,198,472	2,430,718	2,430,718	0	0%
04 Travel	521,358	504,855	504,855	0	0%
06 Fuel and Utilities	10,536,263	13,454,761	13,543,176	88,415	0.7%
07 Motor Vehicles	63,861,357	65,833,940	73,867,906	8,033,966	12.2%
08 Contractual Services	305,586,912	351,211,074	375,224,156	24,013,082	6.8%
09 Supplies and Materials	7,464,631	13,533,653	7,033,653	-6,500,000	-48.0%
10 Equipment – Replacement	263,501	111,490	111,490	0	0%
11 Equipment – Additional	41,271	130,635	130,635	0	0%
12 Grants, Subsidies, and Contributions	91,202,259	80,094,177	78,094,177	-2,000,000	-2.5%
13 Fixed Charges	7,091,662	7,186,177	7,593,124	406,947	5.7%
14 Land and Structures	21,916	0	0	0	0.0%
<b>Total Objects</b>	<b>\$ 870,509,684</b>	<b>\$ 945,901,904</b>	<b>\$ 971,386,096</b>	<b>\$ 25,484,192</b>	<b>2.7%</b>
<b>Funds</b>					
03 Special Fund	\$ 515,813,155	\$ 821,239,748	\$ 608,853,811	-\$ 212,385,937	-25.9%
05 Federal Fund	349,600,809	124,662,156	362,532,285	237,870,129	190.8%
09 Reimbursable Fund	5,095,720	0	0	0	0.0%
<b>Total Funds</b>	<b>\$ 870,509,684</b>	<b>\$ 945,901,904</b>	<b>\$ 971,386,096</b>	<b>\$ 25,484,192</b>	<b>2.7%</b>

Note: The fiscal 2022 working appropriation and fiscal 2023 allowance do not reflect funding for statewide personnel actions budgeted in the Department of Budget and Management, which include cost-of-living adjustments, increments, bonuses, and may include annual salary review adjustments.

**Appendix 4**  
**Fiscal Summary**  
**Maryland Department of Transportation – Maryland Transit Administration**

<u>Program/Unit</u>	<u>FY 21 Actual</u>	<u>FY 22 Work Approp.</u>	<u>FY 23 Allowance</u>	<u>Change</u>	<u>FY 22 - FY 23 % Change</u>
01 Transit Administration	\$ 108,129,065	\$ 125,346,909	\$ 119,648,571	-\$ 5,698,338	-4.5%
02 Bus Operations	425,196,809	485,291,191	510,594,139	25,302,948	5.2%
04 Rail Operations	245,188,575	254,459,700	262,339,282	7,879,582	3.1%
05 Facilities and Capital Equipment	648,602,773	1,187,719,063	729,858,670	-457,860,393	-38.5%
06 Statewide Programs Operations	91,995,235	80,804,104	78,804,104	-2,000,000	-2.5%
08 Major IT Development Projects	9,633,988	4,543,199	1,720,000	-2,823,199	-62.1%
<b>Total Expenditures</b>	<b>\$ 1,528,746,445</b>	<b>\$ 2,138,164,166</b>	<b>\$ 1,702,964,766</b>	<b>-\$ 435,199,400</b>	<b>-20.4%</b>
Special Fund	\$ 904,915,738	\$ 1,408,679,461	\$ 900,135,002	-\$ 508,544,459	-36.1%
Federal Fund	618,734,987	729,484,705	802,829,764	73,345,059	10.1%
<b>Total Appropriations</b>	<b>\$ 1,523,650,725</b>	<b>\$ 2,138,164,166</b>	<b>\$ 1,702,964,766</b>	<b>-\$ 435,199,400</b>	<b>-20.4%</b>
Reimbursable Fund	\$ 5,095,720	\$ 0	\$ 0	\$ 0	0.0%
<b>Total Funds</b>	<b>\$ 1,528,746,445</b>	<b>\$ 2,138,164,166</b>	<b>\$ 1,702,964,766</b>	<b>-\$ 435,199,400</b>	<b>-20.4%</b>

Note: The fiscal 2022 working appropriation and fiscal 2023 allowance do not reflect funding for statewide personnel actions budgeted in the Department of Budget and Management, which include cost-of-living adjustments, increments, bonuses, and may include annual salary review adjustments.