

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

***Executive Summary***

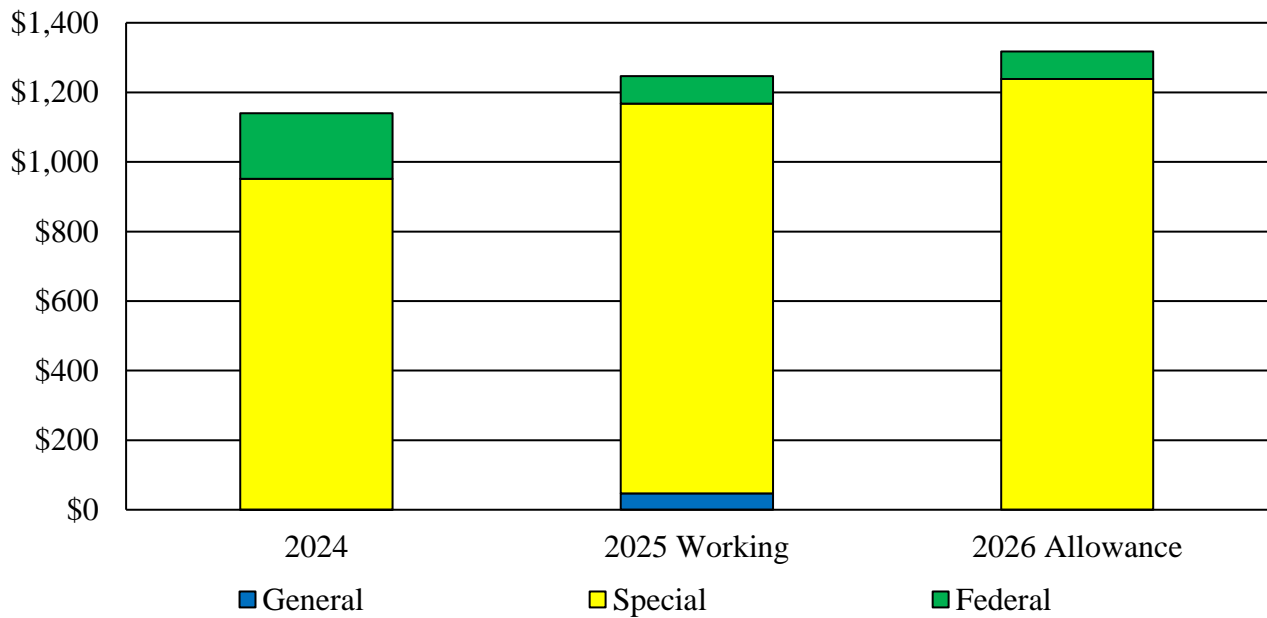
---

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***

---

**Fiscal 2026 Budget Increases \$71.0 Million, or 5.7%, to \$1.3 Billion**  
(\$ in Millions)



Note: The fiscal 2025 working appropriation accounts for deficiencies. The fiscal 2025 impacts of statewide salary adjustments are centrally budgeted in the Department of Budget and Management (DBM) and adjustments are not reflected in this agency’s budget. The fiscal 2026 impacts of the fiscal 2025 statewide salary adjustments appear in this agency’s budget. The fiscal 2026 statewide salary adjustments are centrally budgeted in DBM and are not included in this agency’s budget.

- The fiscal 2025 working appropriation for MTA includes a proposed deficiency appropriation of \$58.5 million, which includes \$46.8 million in one-time general funds and \$11.7 million in special funds. Absent this deficiency, the allowance would increase by \$129.5 million.

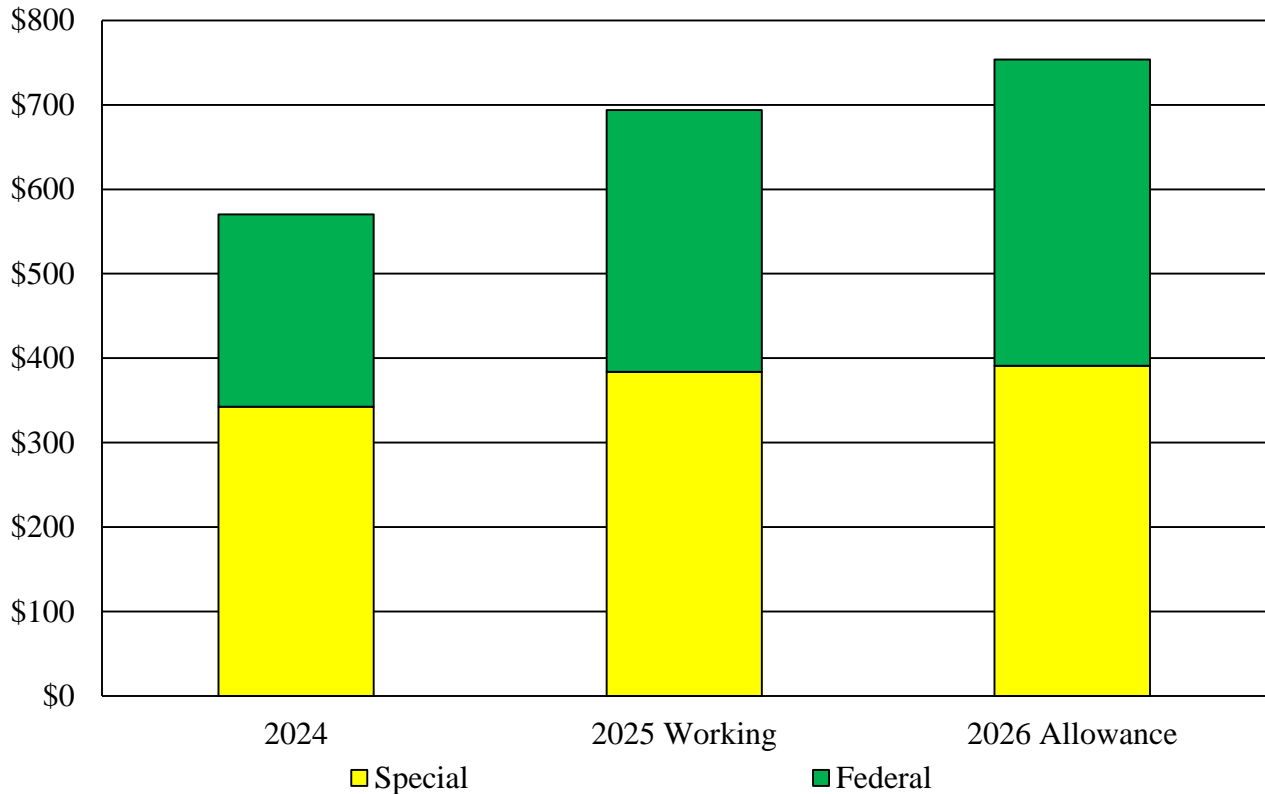
For further information contact: Samuel M. Quist

samuel.quist@mlis.state.md.us

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

---

**Fiscal 2026 Budget Increases \$59.9 Million, or 8.6%, to \$753.8 Million  
(\$ in Millions)**



Note: The fiscal 2025 impacts of statewide salary adjustments are centrally budgeted in the Department of Budget and Management (DBM) and adjustments are not reflected in this agency's budget. The fiscal 2026 impacts of the fiscal 2025 statewide salary adjustments appear in this agency's budget. The fiscal 2026 statewide salary adjustments are centrally budgeted in DBM and are not included in this agency's budget.

---

## ***Key Observations***

---

- ***New Positions in MTA:*** The fiscal 2026 allowance includes the creation of 171 new positions across the MTA operating and capital budgets. These new positions include 92 positions to improve the deliverability and reliability of existing transit services and 78 MTA police positions to allow for recruitment to begin in preparation for the opening of the Purple Line.
- ***Status of Major Transportation Projects:*** An additional contract modification for the Purple Line public-private partnership (P3) agreement was approved in March 2024 and extended the projected completion date from spring to winter 2027. Construction is ongoing and was approximately 74% complete as of November 2024. Preliminary design and engineering for the Red Line project is ongoing following the announcement in June 2024 that the project’s mode would be light rail. MTA has developed three primary alternatives for the project’s route, which were presented at a series of open houses in fall 2024. Preparation of an environmental impact study for the project is ongoing.
- ***Analysis of Impacts of MTA Transit Service Changes:*** Legislation enacted following the 2023 and 2024 sessions requires MTA to conduct transit equity analyses, a cost benefit analysis, and consult with members and leaders of affected communities prior to announcing a major service change and expand the information that MTA is required to publish on its website before it holds a public hearing on proposed major service changes. In response to budget bill language, MTA submitted a report focusing on fall 2023 bus route service changes to the CityLink Brown and LocalLink 33 routes in Baltimore City.

## **Operating Budget Recommended Actions**

1. Adopt committee narrative requesting bimonthly construction progress reports for the Purple Line project.

## **PAYGO Budget Recommended Actions**

1. Concur with Governor’s allowance.

## **Updates**

- In December 2024, the Board of Public Works (BPW) approved the designation of the MTA-owned freight rail lines on the Eastern Shore as a public infrastructure asset delivered through a P3 and approved the use of a competitive solicitation by MTA to select a private provider to design, build, and finance improvements to the rail lines and operate and maintain the facilities for the contract term. MTA indicates that it plans to issue a request for proposals (RFP) for this solicitation in early 2025.
- Following an investigation into MTA MobilityLink paratransit program noncompliance with the Americans with Disabilities Act (ADA) undertaken by the U.S. Department of Justice (DOJ), the investigation was closed on January 16, 2025, as MTA was found to be meeting or exceeding all required performance metrics at that time.
- MTA has begun work on preparing updates to two reports required by statute to be completed during 2025; the Central Maryland Regional Transit Plan, which is required to be updated every five years; and the Capital Needs Inventory (CNI) Assessment, which is required to be updated every three years.

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

***Budget Analysis***

---

**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 bus 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.

MTA shares the key goals identified by MDOT to advance its mission of being a customer driven leader that delivers safe, sustainable, intelligent, exceptional, and inclusive transportation solutions in order to connect customers to life's opportunities:

- enhance safety and security in order to protect the safety and security of all residents, workers, and visitors;
- deliver system quality through the delivery of a reliable, high-quality integrated transportations system;
- serve communities and support the economy through the expansion of transportation options to allow Maryland's diverse communities to access opportunities and to support the movement of goods; and
- promote environmental stewardship by minimizing and mitigating the environmental effects of transportation.

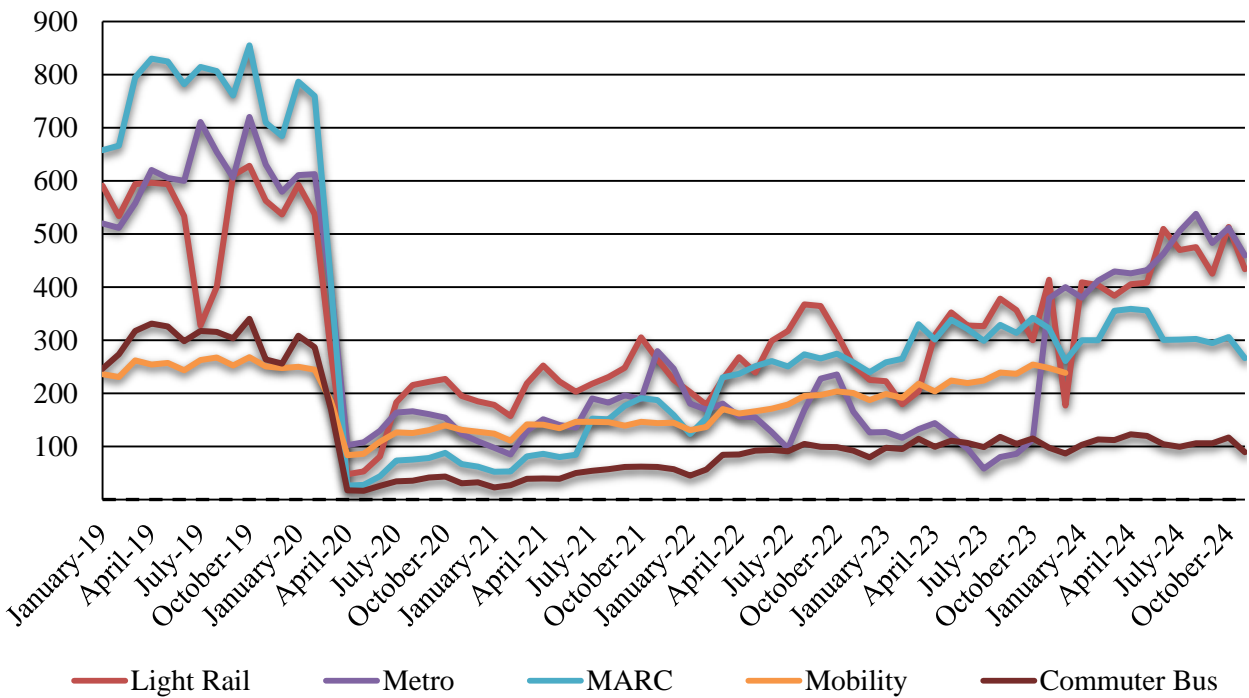
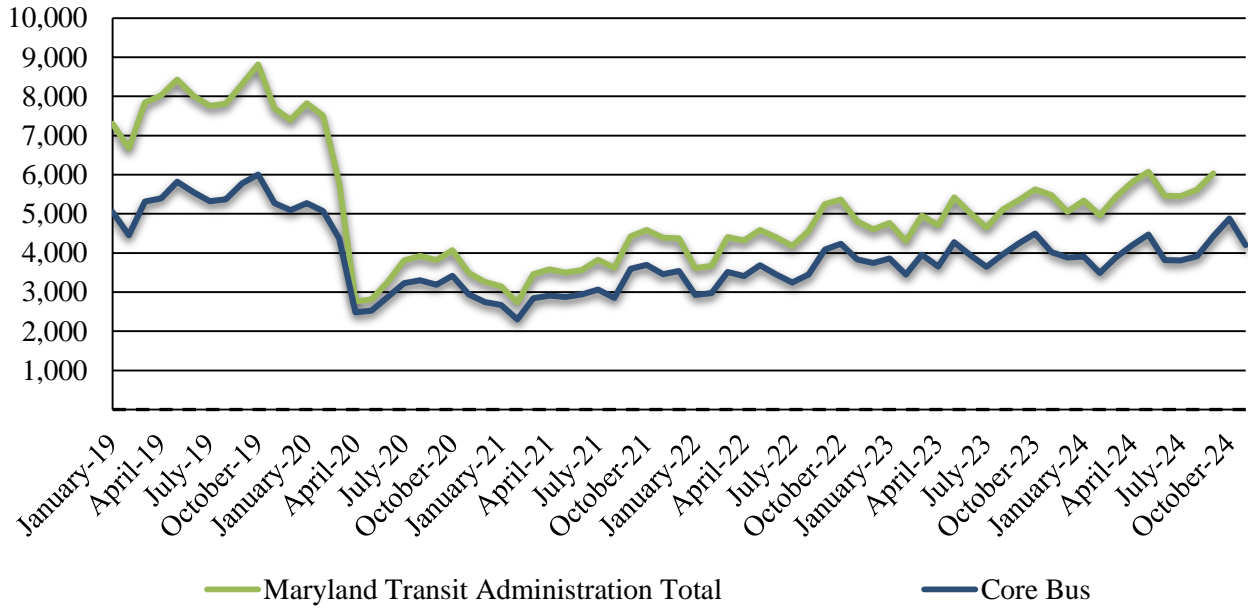
## ***Performance Analysis: Managing for Results***

---

### **1. MTA Ridership Improves but Remains Below Prepandemic Levels**

MTA has a goal to encourage transit ridership. For all modes of MTA service, there were 64.3 million boardings in fiscal 2024, representing an 11% increase from the prior year as MTA ridership continued its recovery from the COVID-19 pandemic. However, total MTA boardings in fiscal 2024 were only 68% of total boardings in fiscal 2019, the year before the pandemic began, when there were over 94 million boardings. **Exhibit 1** shows total ridership by MTA mode from calendar 2019 through November 2024. Ridership recovery has been uneven among the different modes because some modes, such as core bus and mobility, serve individuals' everyday transportation needs, while others mostly serve commuters, whose needs now differ with increased telework flexibility that has been in place since the pandemic.

**Exhibit 1  
Monthly Ridership  
Calendar 2019-2024**

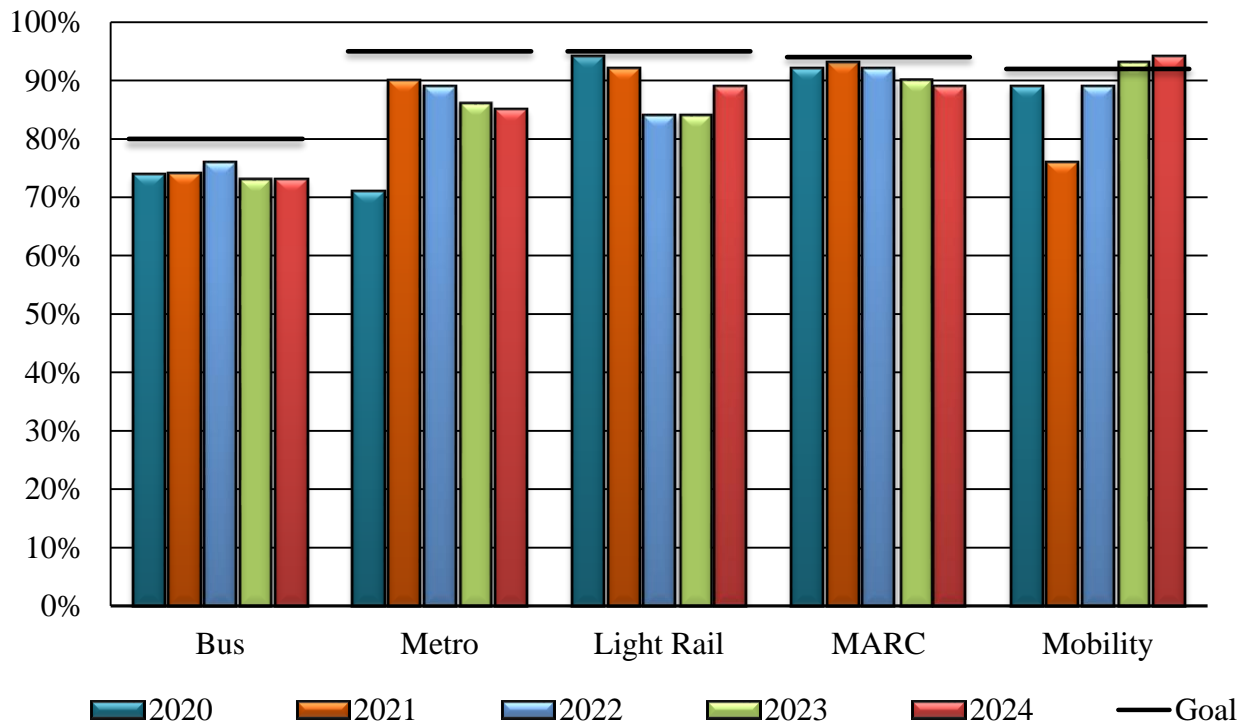


Source: Federal Transit Administration; Maryland Transit Administration; Department of Budget and Management

## 2. MTA On-time Performance Data

As part of its goal to enhance the customer experience, MTA strives to provide high on-time performance with goals of 80% on-time performance for core bus services, 95% for Metro and light rail service, 94% for MARC service, and 92% for mobility services. Each mode also has a different threshold that is considered “on-time”, generally within 10 minutes of the scheduled time. Mobility paratransit service, which is on demand, is considered on time if the ride arrives within 30 minutes of the scheduled pickup time. **Exhibit 2** shows the percentage of on-time service by mode for fiscal 2020 through 2024. Although three out of five modes saw increased or equal on-time performance, only mobility paratransit service achieved MTA’s goal in fiscal 2024, with 94% on-time performance. Mobility paratransit has maintained its improved performance following significant service issues in fiscal 2021. Bus service had the lowest on-time performance in fiscal 2024, with only 73% of service being provided on-time.

**Exhibit 2**  
**On-time Performance**  
**Fiscal 2020-2024**



Note: Mobility represents a combination of the MobilityLink and Taxi Call-a-ride programs.

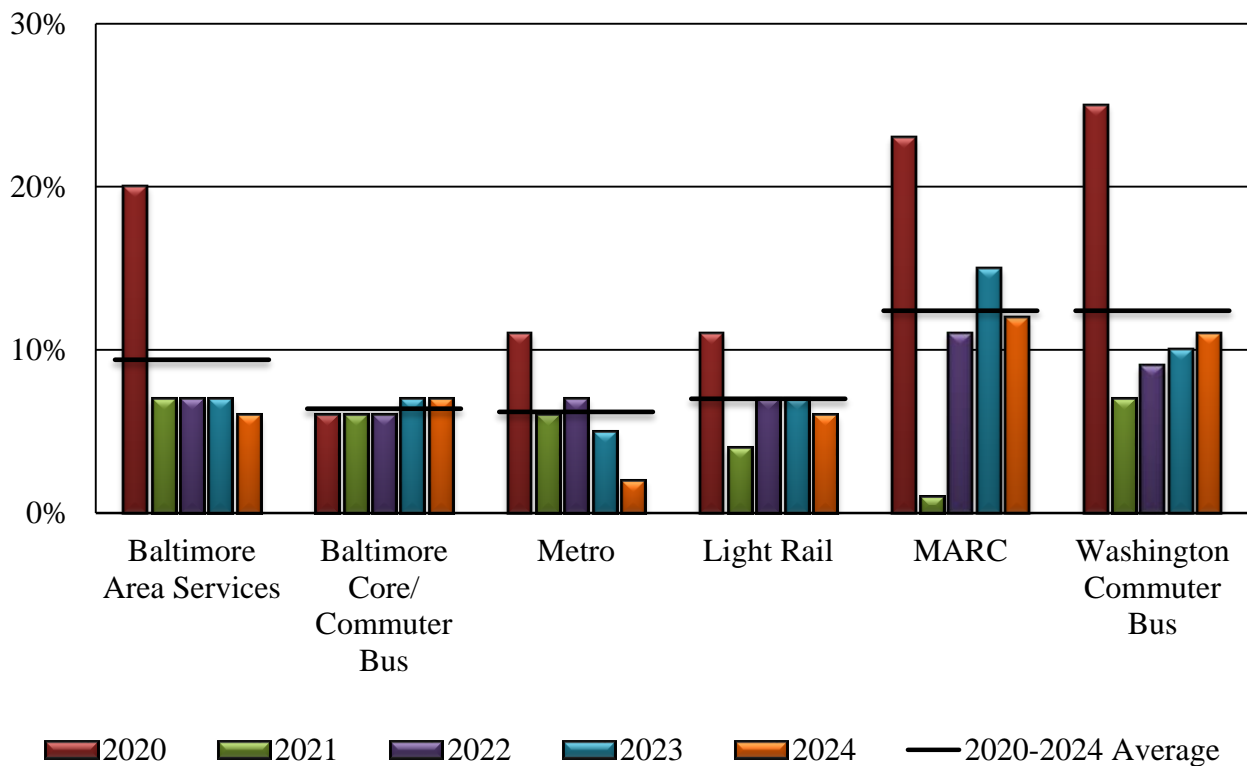
Source: Department of Budget and Management



### 3. MTA Farebox Recovery Data

Farebox recovery illustrates the percentage of operating costs for a particular transit mode that are recovered through passenger fares. The number of paying passengers and the operating costs per revenue mile are both important factors for this measure. 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 3** compares farebox recovery rates by mode of transit and for the Baltimore-area services as a whole for fiscal 2020 through 2024 to the average rates for the five-year period ending with fiscal 2024. The farebox recovery rates fell dramatically in fiscal 2021 compared to the prior year for most modes, reflecting decreased ridership due to the COVID-19 pandemic. While transit ridership generally continued to increase in fiscal 2024, escalating operating costs have outpaced ridership growth, causing the farebox recovery ratio to decrease for most modes.

**Exhibit 3**  
**Farebox Recovery**  
**Fiscal 2020-2024**

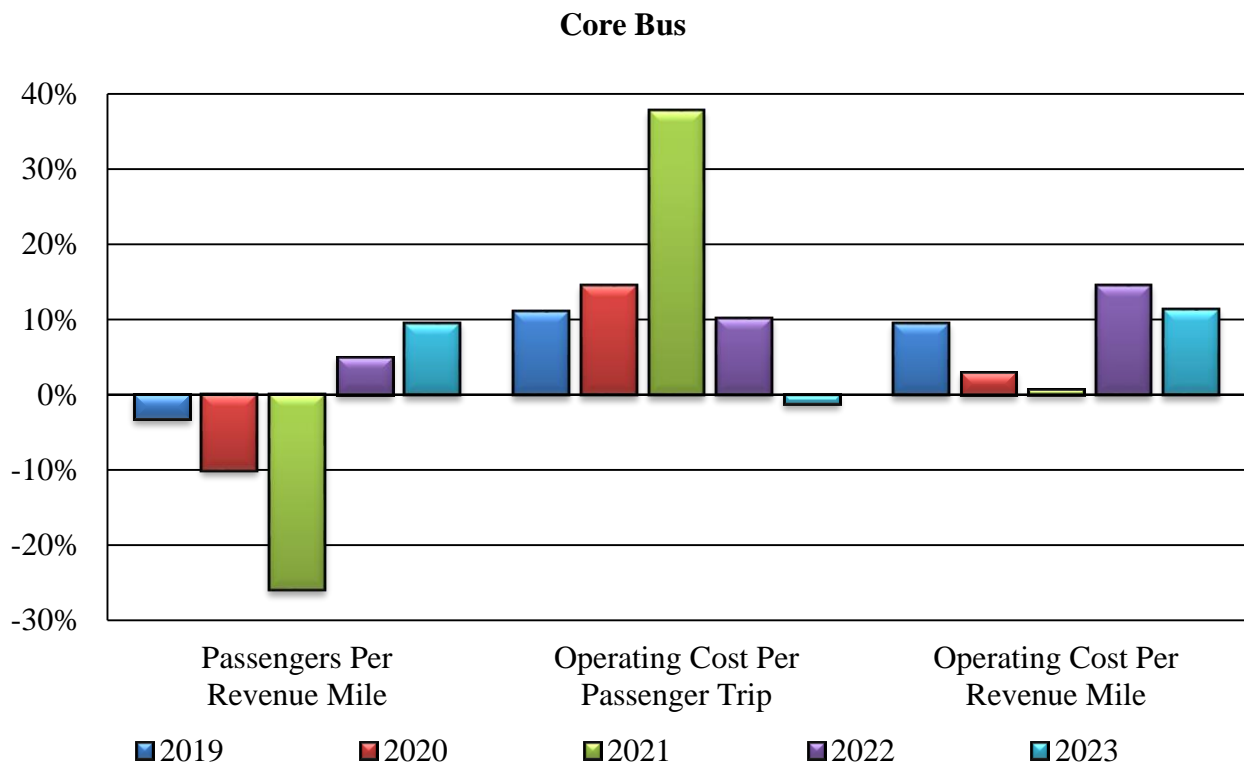


Source: Department of Budget and Management

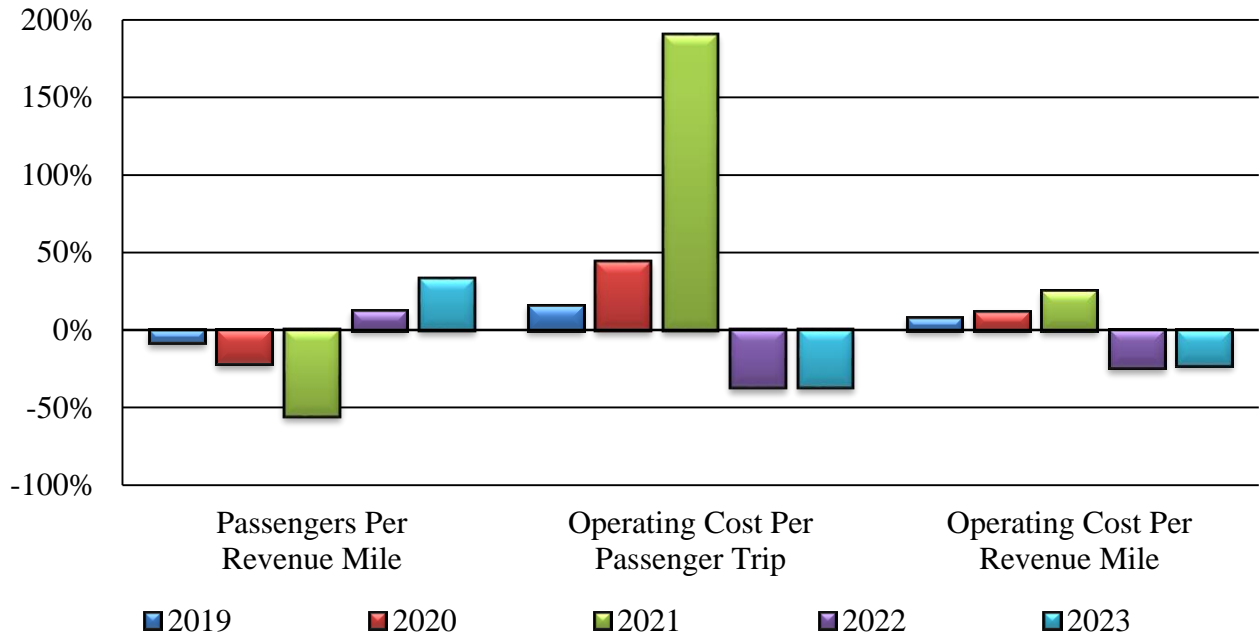
#### 4. Transit Performance Measures

Section 7-208 of the Transportation Article requires MTA to annually 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 (FTA). **Exhibit 4** shows the percentage change from the prior year for these performance measures for core bus, Light Rail, and Metro services for fiscal 2019 through 2023, the most recent year for which data is available. The operating cost per passenger trip increased dramatically in fiscal 2021, due to the significant decrease in ridership during the COVID-19 pandemic, coupled with little change in operating expenses as the frequency of service was not reduced. Similarly, negative amounts for this measure for Light Rail and Metro in fiscal 2022 demonstrated decreased costs per passenger trip due to increased ridership, reduced operational costs, or a combination thereof. In fiscal 2023, operating cost per passenger trip continued to decline at a similar rate compared to the previous year for Light Rail, declined slightly for core bus, and increased for Metro. Passengers per revenue mile increased for both core bus and Light Rail in fiscal 2023 but declined for Metro. Operating cost per revenue mile decreased for both Light Rail and Metro in fiscal 2023 but increased for core bus.

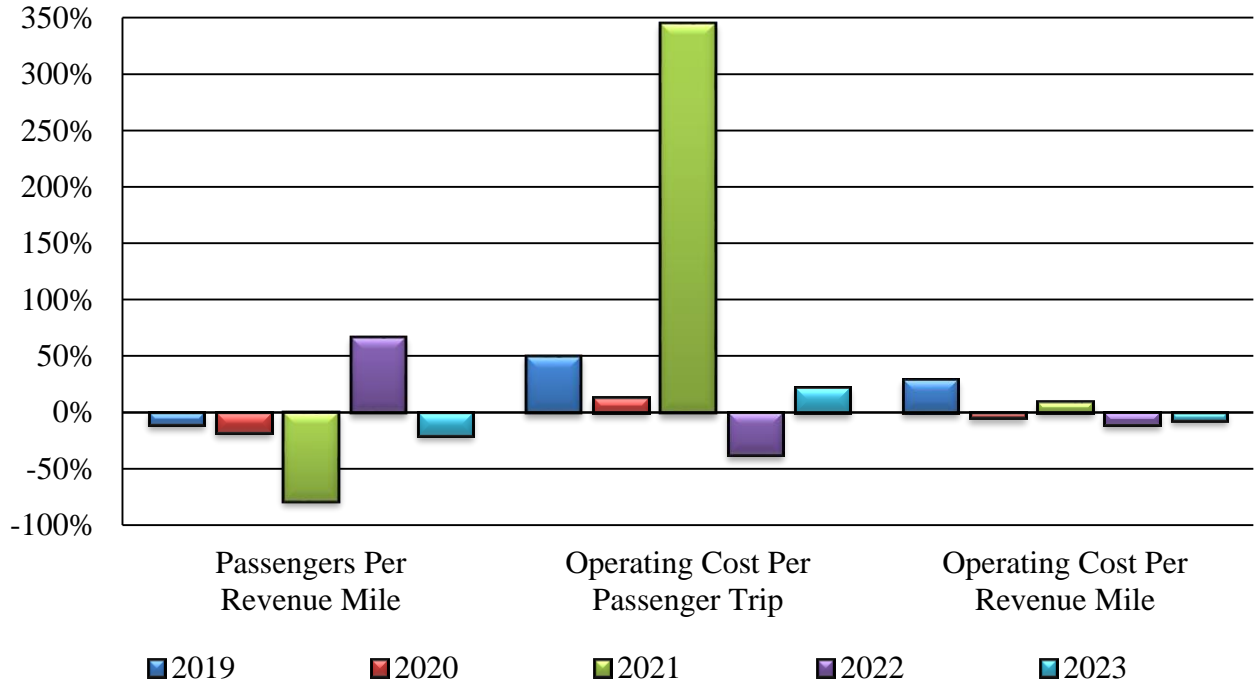
**Exhibit 4**  
**Transit Performance Measures**  
**Fiscal 2019-2023**



**Light Rail**



**Metro**



Source: Federal Transit Administration; 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 5** 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 2023 data, the most recent year for which data is available. MTA’s performance compares favorably relative to the group average on two measures. In operating expenses per passenger trip, which demonstrates an ability to keep costs-per-rider low, MTA was ranked third out of the group, and in passenger trips per vehicle revenue mile, which represents ridership density, MTA was also ranked third out of the group. MTA was slightly higher than average for operating expenses per vehicle revenue mile.

**Exhibit 5**  
**Local Bus Compared to Peer Systems**  
**Fiscal 2023**

	<b>Operating Expenses Per Vehicle Revenue Mile</b>	<b>Operating Expenses Per Passenger Trip</b>	<b>Passenger Trips Per Vehicle Revenue Mile</b>
Baltimore	\$21.19	\$9.12	2.3
Average	20.09	10.65	2.2
Atlanta	11.70	9.06	1.3
Dallas	13.94	13.36	1.0
Houston	14.44	10.56	1.4
New York	37.49	5.47	6.9
Pittsburgh	19.85	10.87	1.8
San Jose	20.37	15.90	1.3
Seattle	23.75	11.32	2.1
Salt Lake City	12.66	11.41	1.1
Washington, DC	25.47	9.41	2.7

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

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

## **Fiscal 2025**

Two budget amendments have been processed that will increase the fiscal 2025 operating budget for MTA by a total of \$45.6 million in special funds and are not reflected in the fiscal 2025 working appropriation. These budget amendments account for fiscal 2025 salary increases and other adjustments to operating expenses. Additional information on these budget amendments can be found in **Appendix 2** of this analysis.

### **Implementation of Legislative Priorities**

Language in Section 21 of the fiscal 2025 Budget Bill included \$100,000 in general funds added to the appropriation for the purpose of providing \$50,000 grants to the Maryland Senior Rides Program within the Transportation Association of Maryland, which provides transport services for low- and moderate-income seniors throughout the State and the Neighbor Rides program, which provides door-to-door transportation services for seniors in Howard County. According to MDOT, grant agreements have been completed and the funds have been provided to the grantees.

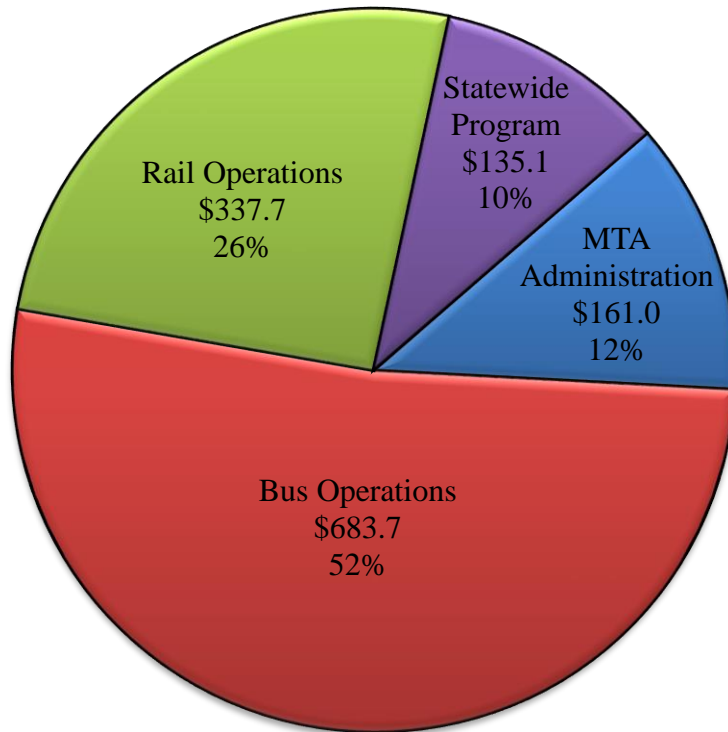
### **Proposed Deficiency**

The fiscal 2026 Budget Bill contains a proposed deficiency appropriation for MTA totaling \$58.5 million, including \$46.8 million in general funds and \$11.7 million in special funds, representing a settlement payment to State Center, LLC as approved by BPW in November 2024. This payment will settle outstanding litigation against the State relating to the redevelopment of the State Center property in Baltimore City.

## **Fiscal 2026 Overview of Agency Spending**

**Exhibit 6** shows the share of the fiscal 2026 operating budget for each of the units within MTA. Bus operations account for slightly over half, and rail operations account for slightly over a quarter of operating spending in fiscal 2026.

**Exhibit 6**  
**Overview of Agency Spending**  
**Fiscal 2026 Allowance**  
**(\$ in Millions)**



MTA: Maryland Transit Administration

Note: The fiscal 2026 statewide salary adjustments are centrally budgeted in the Department of Budget and Management and are not included in this agency's budget.

Source: Governor's Fiscal 2026 Budget Books

---

### **Proposed Budget Change**

As shown in **Exhibit 7**, the fiscal 2026 allowance increases by \$71.0 million, or 5.7%, compared to the fiscal 2025 working appropriation. Personnel costs increase by \$37.1 million in the fiscal 2026 allowance due to statewide salary actions and the addition of 167 new positions. New positions are discussed in more detail in the Personnel section of this analysis. Prior to accounting for the proposed \$58.5 million deficiency appropriation, MTA operating expenses increase by a total of \$92.3 million. Transit service contracts, including contracts for paratransit, commuter bus, and MARC train service, increase by a total of

\$83.5 million and are the largest area of operating expense increase. These contract changes reflect increases for inflation for all three services and projected ridership growth for paratransit. Contracts for MARC train service show a net decrease due to the cancellation of planned service expansion on the Brunswick Line.

**Exhibit 7**  
**Proposed Budget**  
**MDOT – Maryland Transit Administration**  
**(\$ in Thousands)**

<b>How Much It Grows:</b>	<b><u>General</u></b>	<b><u>Special</u></b>	<b><u>Federal</u></b>	<b><u>Total</u></b>
	<b><u>Fund</u></b>	<b><u>Fund</u></b>	<b><u>Fund</u></b>	
Fiscal 2024 Actual	\$50	\$950,891	\$189,395	\$1,140,336
Fiscal 2025 Working Appropriation	46,900	1,120,561	79,039	1,246,500
Fiscal 2026 Allowance	<u>0</u>	<u>1,238,714</u>	<u>78,787</u>	<u>1,317,500</u>
Fiscal 2025-2026 Amount Change	-\$46,900	\$118,153	-\$253	\$71,000
Fiscal 2025-2026 Percent Change	-100.0%	10.5%	-0.3%	5.7%

**Where It Goes:**

**Personnel Expenses**

	<b><u>Change</u></b>
Salary increases and related fringe benefits, including fiscal 2025 cost-of-living-adjustment and increments .....	\$22,898
167 new positions for transit reliability and MTA police for Purple Line .....	12,541
Employee and retiree health insurance .....	4,201
Increased turnover rate from 3.41% to 4.02% .....	-2,499

**Transit Service Contracts**

Paratransit, including taxi call a ride .....	64,400
Commuter bus .....	19,500
MARC train .....	-400

**Operating Expenses**

MTA debt service payments for replacement fare collection system .....	5,800
Bus and other equipment repairs and maintenance .....	2,000
Motor vehicle liability insurance costs .....	1,103
Incremental costs for various software contracts .....	500
Software maintenance costs .....	200
Janitorial services contracts for MTA Metro due to rate increases .....	188
Rent for MTA leases .....	127
Security services contracts related to the Purple Line .....	117
Insurance paid to the State Treasurer .....	-16
Fuel costs based on most recent actual costs .....	-278

*J00H01 – MDOT – Maryland Transit Administration*

<b>Where It Goes:</b>	<b><u>Change</u></b>
Electric utility costs based on most recent actual costs .....	-963
<b>Technical Adjustments</b>	
LOTS grants for elderly and handicapped transportation services due to increase required to account for inflation.....	187
Cost allocations .....	-4
One-time fiscal 2025 grants for transportation services for seniors.....	-100
Proposed fiscal 2025 deficiency for State Center redevelopment settlement.....	-58,500
Other .....	-1
<b>Total</b>	<b>\$71,001</b>

MDOT: Maryland Department of Transportation  
 MTA: Maryland Transit Administration  
 LOTS: locally operated transit system

Note: Numbers may not sum to total due to rounding. The fiscal 2025 working appropriation accounts for deficiencies. The fiscal 2025 impacts of statewide salary adjustments are centrally budgeted in the Department of Budget and Management (DBM) and adjustments are not reflected in this agency’s budget. The fiscal 2026 impacts of the fiscal 2025 statewide salary adjustments appear in this agency’s budget. The fiscal 2026 statewide salary adjustments are centrally budgeted in DBM and are not included in this agency’s budget.

## **Budget Reconciliation and Financing Act**

The Budget Reconciliation and Financing Act (BRFA) includes two provisions relating to MTA revenues and expenditures in future fiscal years. The first would delay the mandate that MTA procure only zero-emission buses from beginning in fiscal 2027 to beginning in fiscal 2032, which would result in reduced capital expenditures in those years. Chapter 293 of 2021 prohibited MTA, beginning in fiscal 2023, from procuring buses for its transit fleet that are not zero-emission buses. Chapter 717 of 2024 included a provision that delayed this requirement from fiscal 2023 to fiscal 2027.

The second MTA-related provision in the BRFA would expand the allowable uses of the Grant Anticipation Revenue Vehicle (GARVEE) bond funding to include supporting the major rehabilitation of the existing MTA light rail system, including replacement of light rail vehicles and related station and maintenance facility improvements. Under current law, only certain projects specified in statute can be supported through GARVEE bond proceeds. The MDOT fiscal 2025-2030 *Consolidated Transportation Program* (CTP) adds a new Light Rail Modernization Program, with an estimated total cost of \$1.4 billion. The funding plan for this program includes the use of \$634 million in GARVEE bonds, along with \$415 million of special funds and \$321 million of federal funds. MDOT has indicated that the project would be unable to move forward without the planned federal fund support.



## Locally Operated Transit Systems Mandated Appropriation

Chapter 652 of 2024 requires the Governor, beginning in fiscal 2026, to include an annual appropriation in the budget bill from the Transportation Trust Fund (TTF) of at least \$80,533,314 to the Locally Operated Transit System (LOTS) grant program for statewide program operations. Funding budgeted in recent fiscal years for the LOTS program has generally exceeded this minimum level, and in fiscal 2026 totals \$134.6 million, an increase of \$187,125 compared to the fiscal 2025 working appropriation. In effect, the mandated appropriation sets a floor for the program to prevent funding reductions in future fiscal years. In addition to the establishment of a mandated appropriation for the LOTS program, MTA developed a new LOTS funding formula that went into effect and was used to award fiscal 2025 operating grants. **MTA should comment on the changes to the LOTS funding formula that took effect for fiscal 2025 and key changes from the previous funding formula.**

## Elderly and Handicapped Transportation Mandated Appropriation

Chapter 416 of 2022 requires that within the LOTS program, minimum levels of annual funding are budgeted for grants to each county and Baltimore City for locally operated elderly and handicapped transportation services, beginning with \$4,305,908 in fiscal 2024 and adjusted each year for inflation based off of forecasts of the Consumer Price Index and from Moody’s Analytics. In fiscal 2026, funding budgeted within the LOTS program for this purpose increases by \$187,125 based on forecasted inflation rates.

## Operating and PAYGO Personnel Data

	<b>FY 24</b>	<b>FY 25</b>	<b>FY 26</b>	<b>FY 25-26</b>
	<b><u>Actual</u></b>	<b><u>Working</u></b>	<b><u>Allowance</u></b>	<b><u>Change</u></b>
Regular Operating Budget	3,277.50	3,380.50	3,547.50	167.00
Regular PAYGO Budget	89.00	104.00	108.00	4.00
<b>Total Regular Positions</b>	<b>3,366.50</b>	<b>3,484.50</b>	<b>3,655.50</b>	<b>171.00</b>
Operating Budget FTEs	15.00	15.00	15.00	0.00
PAYGO Budget FTEs	1.35	1.00	1.00	0.00
<b>Total FTEs</b>	<b>16.35</b>	<b>16.00</b>	<b>16.00</b>	<b>0.00</b>
<b>Total Personnel</b>	<b>3,382.85</b>	<b>3,500.50</b>	<b>3,671.50</b>	<b>171.00</b>

### Vacancy Data: Regular

Turnover and Necessary Vacancies, Excluding New Positions	139.92	4.02%
Positions and Percentage Vacant as of 1/1/25	259.5	7.4%
Vacancies Above Turnover	119.6	

*J00H01 – MDOT – Maryland Transit Administration*

- The agency’s budgeted turnover rate increases from 3.41% to 4.02% in fiscal 2026 due to the addition of new positions. The agency’s vacancy rate increased from 5.22%, or 176.5 vacant positions on January 1, 2024, to 7.4%, or 259.5 vacant positions on January 1, 2025. The increase in the vacancy rate is due to a portion of new positions added in fiscal 2025 still being in the process of being filled.
- The fiscal 2026 allowance adds a total of 171 positions in MTA, of which 167 new positions are created in the operating program and 4 new positions are created in the capital program. These positions include 92 new positions to improve the delivery and reliability of existing transit services. These positions are the second installment of 200 total new positions created for this purpose (108 new positions were created in fiscal 2025). These positions include:
  - 42 bus operator positions to support the expansion of bus operations;
  - 28 positions supporting rail operations and maintenance;
  - 14 positions in human resources, procurement, and MTA pension management; and
  - 8 positions to support capital and information technology needs.
- The remaining 75 new positions are MTA police positions created to allow recruitment and training of officers to begin in preparation for the opening of the Purple Line.

## **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.

### **Infrastructure Investment and Jobs Act and Inflation Reduction Act Funding**

MTA receives federal formula funding for transit operations and capital projects from FTA as currently authorized by the Infrastructure Investment and Jobs Act. In addition to that guaranteed federal support, MTA has applied for various discretionary grants available through various programs for capital improvement, expansion, and safety projects across the State. As shown in **Exhibit 8**, MTA was awarded \$7.2 billion in discretionary grants between

federal fiscal 2021 and 2024 and has applied for an additional \$29.8 million in federal fiscal 2024 and 2025.

**Exhibit 8**  
**Federal Discretionary Grants**  
**Federal Fiscal 2021-2024**

<b>Project</b>	<b><u>Amount</u></b>	<b><u>Year</u></b>
Connecting Howard Street’s Commercial Corridor	\$25,000,000	2025
Expanding Rural Transit Options: Washington County Bus Facility Project	2,832,390	2025
Maryland Area Rail Infrastructure Accelerator	2,000,000	2024
<b>Total – Pending</b>	<b>\$29,832,390</b>	
Light Rail Vehicle Replacement Project	\$213,696,341	2024
Opportunities for Access and Connectivity at Reisterstown Plaza Station	4,690,700	2024
Preparing for the Purple Line: An Anti-Displacement Plan	1,649,931	2024
College Park MARC Station 30% Design and NEPA Project	1,395,330	2024
Kensington MARC Station Overpass Feasibility Study	150,000	2023-2024
Federal-State Partnership for Intercity Passenger Rail (Frederick Douglass Tunnel)	4,707,571,556	2023
Susquehanna River Bridge Replacement Program	2,081,215,100	2023
Baltimore Penn Station Master Plan	108,320,000	2023
Gunpowder River Bridge Replacement Program	30,000,000	2023
Mondawmin Transit Hub	20,000,000	2023
Bush River Bridge Replacement Program	18,800,000	2023
Cloud-Based Transit Signal Priority	1,276,000	2023
West Baltimore MARC Red Line Station TOD Implementation Plan	550,000	2023
Penn Camden Connector	8,800,000	2022
Martin State Airport Station Project for ADA	7,109,500	2022
Building Baltimore Penn Station Connections	6,000,000	2022
Anne Arundel County Bus Electrification Project	1,890,000	2022
Warner Street Highway-Rail Grade Crossing Project	1,534,280	2022
East-West Corridor Priority Corridor Project	22,000,000	2021
Metro Tunnel Pumping/Dewatering Study and 30% Design	674,995	2021
The Rebuilding Better: A Short-Range Transportation Plan	300,000	2021
<b>Total – Awarded</b>	<b>\$7,237,623,733</b>	

ADA: Americans with Disabilities Act  
NEPA: National Environmental Policy Act

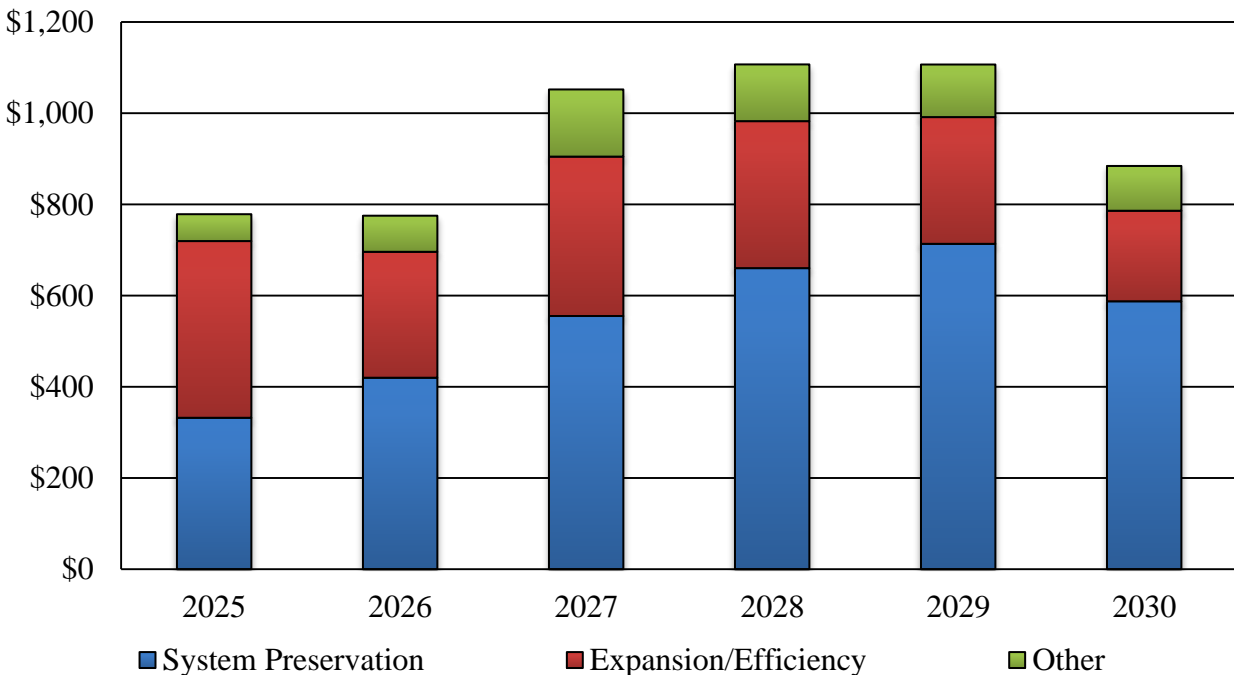
TOD: Transit Oriented Development

Source: Maryland Department of Transportation

## Fiscal 2025 to 2030 Consolidated Transportation Program

The fiscal 2025 to 2030 capital program for MTA totals \$5.7 billion, an increase of \$1.2 billion compared to the previous year’s CTP. **Exhibit 9** shows funding by investment category for each year of the program. Over the six-year period, system preservation accounts for 57% of spending, and expansion/efficiency accounts for 32%. The “Other” category includes projects addressing safety and security, the environment, nonpublic facilities for MTA, capital salaries and wages, and funding provided to local governments.

**Exhibit 9**  
**Programmed Capital Spending by Category**  
**Fiscal 2025-2030**  
 (\$ in Millions)



Source: Maryland Department of Transportation, 2025-2030 Consolidated Transportation Program

## Fiscal 2026 Capital Allowance

MTA’s programmed capital spending in fiscal 2026, including other funds that do not flow through the TTF and MTA’s budget, totals \$775.2 million, a \$3.5 million decrease, compared to total capital spending programmed for fiscal 2025. **Exhibit 10** lists the programmed fiscal 2026

spending for projects and programs along with estimated total project cost and total six-year funding included in the CTP.

**Exhibit 10**  
**PAYGO Capital Projects**  
**Fiscal 2026**  
**(\$ in Millions)**

<b><u>Project/Program Title</u></b>	<b><u>2026</u></b>	<b><u>Total Cost</u></b>	<b><u>Six-year Total</u></b>
<b>Projects</b>			
Purple Line	\$168.8	\$3,403.3	\$819.1
D&E: Red Line	58.9	224.3	152.7
Metro Railcar and Signal System Overhauls and Replacement	55.0	556.7	231.3
Hybrid Bus Procurement	52.2	126.6	126.6
MARC Improvements on Penn Line	28.0	448.3	211.9
Fare Collection System and Equipment Replacement	19.0	96.6	60.0
Light Rail Modernization Program	13.1	1,379.3	814.1
MARC Locomotives – Overhauls and Replacements	10.0	251.7	161.3
D&E: Southern Maryland Rapid Transit Study	8.0	34.6	19.4
Bus Facilities Preservation and Improvements	7.3	36.4	26.3
Light Rail Vehicle Overhaul	7.1	227.4	20.5
D&E: MARC Penn-Camden Connector	6.1	15.5	13.7
D&E: MARC BWI Marshall 4th Track	5.0	20.0	20.0
MARC Improvements on Camden and Brunswick Lines	4.9	181.9	52.1
Light Rail Systems Overhauls and Replacement	4.5	154.3	98.9
MARC Positive Train Control	4.2	43.1	9.9
Fast Forward	4.1	26.3	12.8
Metro Systems Overhauls and Replacements	3.9	26.8	23.9
MARC Coaches – Overhauls and Replacement	3.8	209.7	74.0
Light Rail Trackwork Overhauls and Replacement	3.3	59.5	49.9
MARC Maintenance, Layover, and Storage Facilities	3.3	125.7	58.4
Metro Interlocking Renewals	2.8	112.2	63.8
Purple Line – Third-party Funded Projects	2.2	116.3	72.6
MARC Odenton Station Renovation	2.1	2.6	2.2
Agencywide Radio and Telecommunications Upgrade	1.7	19.9	5.4
East-West Bus Priority Corridor (RAISE)	1.6	57.9	53.0
Susquehanna River Bridge Replacement	1.5	18.8	18.8
Metro and Light Rail Maintenance of Way	1.2	200.7	72.5
MARC BWI Marshall Station Upgrades and Repairs	0.9	10.9	1.5
Metro Maintenance Facility Improvements	0.9	30.7	21.0

*J00H01 – MDOT – Maryland Transit Administration*

<b><u>Project/Program Title</u></b>	<b><u>2026</u></b>	<b><u>Total Cost</u></b>	<b><u>Six-year Total</u></b>
D&E: Agency Customer Experience Technology Initiatives	0.8	7.0	3.9
Bus Network Improvements	0.7	19.7	2.1
Transit Innovation Grant	0.7	2.8	1.6
Howard Street Rail Replacement	0.5	41.5	39.1
Metro Tunnel Repairs and Improvements	0.4	79.8	54.9
D&E: I-495/I-270 Corridor Transit Investments Program	0.2	0.4	0.2
Frederick Douglass Tunnel	0.2	451.7	201.2
Homeland Security	0.2	16.5	7.8
Zero Emission Bus Pilots	0.2	16.2	4.3
Zero Emission Bus Infrastructure and Program Management	0.1	13.5	2.5
Metro Mondawmin Transit Hub	0.1	34.0	34.0
Metro Station Rehabilitation and Lighting Program	0.1	26.5	23.4
<b><i>Subtotal – Projects</i></b>	<b><i>\$489.4</i></b>	<b><i>\$8,927.7</i></b>	<b><i>\$3,742.6</i></b>
<b>Programs</b>			
Minor Projects	160.4	0.0	534.2
LOTS Capital Procurement Projects	39.6	0	219.2
Zero Emission Bus Procurement	28.2	0	68.4
Capital Salaries and Wages	21.4	0	111.8
Assistance to Private Nonprofit Agencies for the Transportation of the Elderly and Persons with Disabilities	9.3	0	29.9
Montgomery County Local Bus Program	7.7	0	18.0
Prince George’s County Local Bus Program	6.7	0	37.0
Mobility Vehicle Procurement	6.1	0	73.6
Agencywide Elevator and Escalator Rehabilitation	3.0	0	106.2
Major Information Technology Infrastructure Improvements	2.8	0	19.1
Freight Rail Program	0.3	0	14.6
D&E: LOTS Transit Development Plan	0.2	0	2.1
<b><i>Subtotal – Programs</i></b>	<b><i>\$285.8</i></b>	<b><i>0</i></b>	<b><i>\$1,234.1</i></b>
<b>Total – Projects and Programs</b>	<b>\$775.2</b>	<b>\$8,927.7</b>	<b>\$4,976.8</b>

BWI Marshall: Baltimore/Washington International Thurgood Marshall Airport

D&E: development and evaluation

LOTS: Locally Operated Transit Systems

RAISE: Rebuilding American Infrastructure with Sustainability and Equity

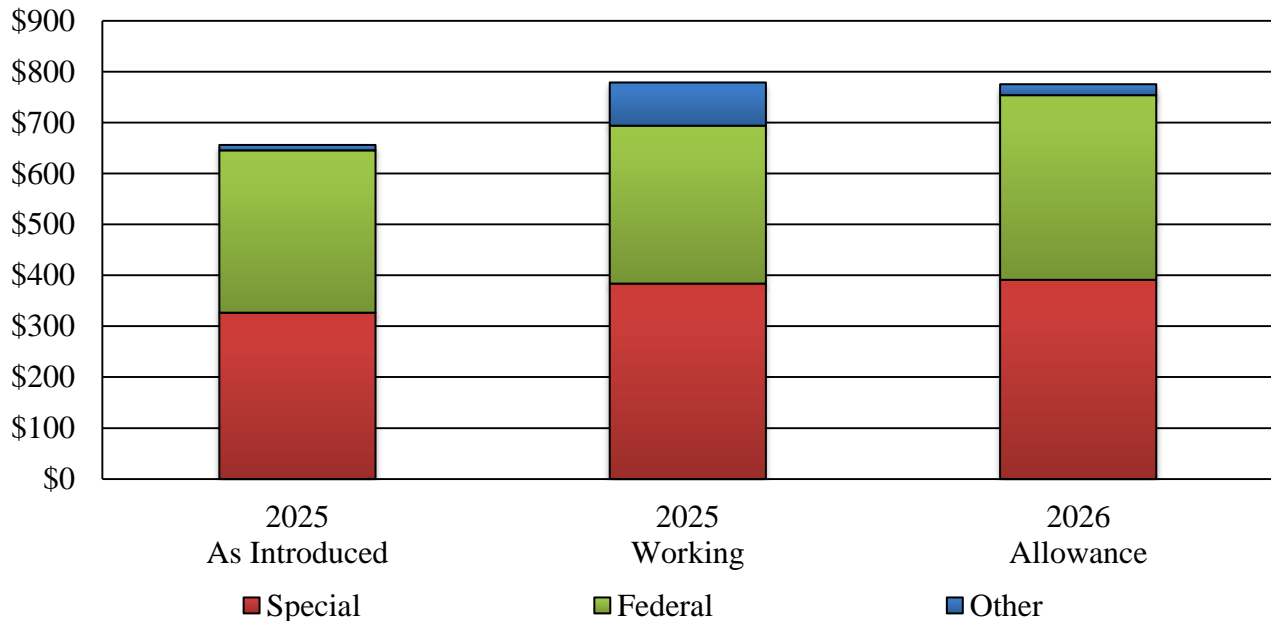
Note: Numbers may not sum to total due to rounding.

Source: Maryland Department of Transportation, 2025-2030 *Consolidated Transportation Program*

## Fiscal 2025 and 2026 Cash Flow Analysis

**Exhibit 11** shows the changes in MTA capital funding, including other funds that do not flow through the TTF and MTA budget, between the fiscal 2025 budget as introduced and the working appropriation and between the working appropriation and the fiscal 2026 allowance. From the fiscal 2025 budget as introduced to the fiscal 2025 working appropriation, there is an increase of \$122.7 million, including \$74.2 million in additional other funds, \$57.2 million in additional special funds, and a decrease of \$8.7 million in federal funds. Compared to the fiscal 2025 working appropriation, the fiscal 2026 allowance decreases by \$3.5 million, including a \$63.3 million decrease to other funds that is partially offset by a \$52.6 million increase in federal funds and a \$7.3 million increase in special funds.

**Exhibit 11**  
**Capital Cash Flow Changes**  
**Fiscal 2025-2026**  
 (\$ in Millions)



Source: Maryland Department of Transportation, 2024 and 2025 *Consolidated Transportation Programs*

### Cash Flow Changes – Fiscal 2025 as Introduced Compared to Working Appropriation

As shown in **Exhibit 12**, the fiscal 2025 working appropriation is \$122.8 million greater than the fiscal 2025 budget as introduced during the 2024 session. Due to the complexity of major

projects, cash flow changes occur for various reasons, including procurement schedules, favorable or unfavorable weather conditions, environmental permitting, or other logistical considerations.

**Exhibit 12**  
**Capital Cash Flow Changes**  
**Fiscal 2025 as Introduced Compared to Working Appropriation**  
**(\$ in Millions)**

<u><b>Project Title</b></u>	<u><b>Change</b></u>	
<b>Major Projects</b>		<b>\$114.1</b>
Purple Line	\$156.0	
Purple Line – Third-party Funded Projects	68.2	
Hybrid Bus Procurement	19.4	
Zero Emission Bus Procurement	9.9	
Fare Collection System and Equipment Replacement	5.4	
Light Rail Modernization Program	5.1	
Assistance to Private Nonprofit Agencies for the Transportation of the Elderly and Persons with Disabilities	3.7	
Beyond the Bus Stop	1.6	
MARC Laurel Platform Replacement	1.0	
Transit Innovation Grant	0.9	
Bus Network Improvements	0.7	
Light Rail Trackwork Overhauls and Replacement	0.6	
Agencywide Radio and Telecommunications Upgrade	0.5	
Bus Procurement	0.5	
Mobility Vehicle Procurement	0.4	
Frederick Douglass Tunnel	0.1	
Purple Line Availability Payments	0.0	
Howard Street Rail Replacement	-0.4	
MARC Improvements on Penn Line	-0.4	
Agencywide Elevator and Escalator Rehabilitation	-0.6	
MARC Positive Train Control	-0.7	
Penn Station Investments	-0.9	
Metro Mondawmin Transit Hub	-0.9	
MARC BWI Marshall Station Upgrades and Repairs	-0.9	
Prince George’s County Local Bus Program	-1.1	
East-West Bus Priority Corridor (RAISE)	-1.2	
MARC Odenton Station Renovation	-1.9	
Metro Maintenance Facility Improvements	-2.1	
Major Information Technology Infrastructure Improvements	-2.5	
Zero Emission Bus Pilots	-2.9	
Metro Tunnel Repairs and Improvements	-3.0	
MARC Maintenance, Layover, and Storage Facilities	-3.8	
Light Rail Vehicle Overhaul	-4.1	



*J00H01 – MDOT – Maryland Transit Administration*

<b><u>Project Title</u></b>	<b><u>Change</u></b>	
Freight Rail Program	-4.4	
Metro Interlocking Renewals	-4.7	
Metro Station Rehabilitation and Lighting Program	-5.1	
Zero Emission Eastern Bus Facility Redevelopment	-5.2	
Homeland Security	-6.0	
Metro and Light Rail Maintenance of Way	-6.1	
MARC Coaches – Overhauls and Replacement	-6.3	
Montgomery County Local Bus Program	-7.0	
Bus Facilities Preservation and Improvements	-7.6	
LOTS Capital Procurement Projects	-7.8	
MARC Locomotives – Overhauls and Replacements	-8.1	
Metro Systems Overhauls and Replacements	-8.5	
Fast Forward	-8.7	
Light Rail Systems Overhauls and Replacement	-10.9	
Metro Railcar and Signal System Overhauls and Replacement	-11.1	
MARC Improvements on Camden and Brunswick Lines	-11.4	
Zero Emission Bus Infrastructure and Program Management	-13.6	
<b>Development and Evaluation Projects</b>		<b>-\$0.6</b>
D&E: Red Line	10.0	
D&E: MARC Stations and Service Studies	3.5	
D&E: Southern Maryland Rapid Transit Study	3.2	
D&E: Agency Customer Experience Technology Initiatives	0.4	
D&E: Patapsco Ave Pedestrian/Bicycle Bridge	0.4	
D&E: LOTS Transit Development Plan	0.2	
D&E: I-495/I-270 Corridor Transit Investments Program	-0.4	
D&E: Susquehanna River Bridge Replacement	-1.5	
D&E: Regional Transit Plan Corridor Studies	-1.6	
D&E: MARC BWI Marshall 4th Track	-3.5	
D&E: MARC Penn-Camden Connector	-5.4	
D&E: Low Floor Light Rail Fleet Transition	-6.1	
<b>Minor Projects</b>		<b>\$10.1</b>
<b>Capital Salaries and Wages</b>		<b>-\$0.8</b>
<b>Total Change</b>		<b>\$122.8</b>

BWI Marshall: Baltimore/Washington International Thurgood Marshall Airport

D&E: development and evaluation

LOTS: Locally Operated Transit Systems

RAISE: Rebuilding American Infrastructure with Sustainability and Equity

Note: Numbers may not sum to total due to rounding

Source: Maryland Department of Transportation, *2024 and 2025 Consolidated Transportation Programs*

**Cash Flow Changes – Fiscal 2025 to 2026**

As shown in **Exhibit 13**, fiscal 2026 capital funding, including other funds, decreases by \$3.5 million from the current year working appropriation.

**Exhibit 13**  
**Capital Cash Flow Changes**  
**Fiscal 2025 Working to Fiscal 2026 Allowance**  
**(\$ in Millions)**

<u><b>Project Title</b></u>	<u><b>Change</b></u>
<b>Major Projects</b>	<b>-\$127.2</b>
Hybrid Bus Procurement	\$32.7
Zero Emission Bus Procurement	17.7
Metro Railcar and Signal System Overhauls and Replacement	11.8
LOTS Capital Procurement Projects	11.3
MARC Locomotives – Overhauls and Replacements	8.8
Light Rail Modernization Program	8.0
Montgomery County Local Bus Program	7.9
Fare Collection System and Equipment Replacement	5.9
Bus Facilities Preservation and Improvements	5.4
MARC Positive Train Control	3.8
MARC Improvements on Camden and Brunswick Lines	3.3
Metro Interlocking Renewals	2.5
Assistance to Private Non-profit Agencies for the Transportation of the Elderly and Persons with Disabilities	2.3
Fast Forward	2.2
Metro Systems Overhauls and Replacements	2.1
Light Rail Trackwork Overhauls and Replacement	2.1
MARC Odenton Station Renovation	1.9
Agencywide Elevator and Escalator Rehabilitation	1.7
Susquehanna River Bridge Replacement	1.5
MARC BWI Marshall Station Upgrades and Repairs	0.8
Howard Street Rail Replacement	0.4
Metro Mondawmin Transit Hub	0.0
Penn Station Investments	-0.1
MARC Improvements on Penn Line	-0.1
Prince George’s County Local Bus Program	-0.2
Transit Innovation Grant	-0.2
MARC Maintenance, Layover, and Storage Facilities	-0.4
Frederick Douglass Tunnel	-0.5
Bus Network Improvements	-0.5
Zero Emission Bus Pilots	-0.6

*J00H01 – MDOT – Maryland Transit Administration*

<u><b>Project Title</b></u>		<u><b>Change</b></u>
Homeland Security	-0.6	
Metro Station Rehabilitation & Lighting Program	-0.7	
MARC Laurel Platform Replacement	-1.0	
East-West Bus Priority Corridor (RAISE)	-1.4	
Beyond the Bus Stop	-1.6	
Agencywide Radio and Telecommunications Upgrade	-2.0	
Light Rail Systems Overhauls and Replacement	-2.2	
Zero Emission Bus Infrastructure and Program Management	-2.2	
Zero Emission Eastern Bus Facility Redevelopment	-2.8	
Freight Rail Program	-3.2	
Metro Tunnel Repairs and Improvements	-3.2	
Metro Maintenance Facility Improvements	-3.3	
Light Rail Vehicle Overhaul	-3.4	
Metro and Light Rail Maintenance of Way	-3.7	
Major Information Technology Infrastructure Improvements	-5.2	
MARC Coaches – Overhauls and Replacement	-5.3	
Mobility Vehicle Procurement	-17.0	
Bus Procurement	-51.8	
Purple Line – Third-party Funded Projects	-67.8	
Purple Line	-80.4	
<b>Development and Evaluation Projects</b>		<b>\$35.0</b>
D&E: Red Line	28.4	
D&E: MARC BWI Marshall 4th Track	5.0	
D&E: MARC Penn-Camden Connector	4.5	
D&E: Southern Maryland Rapid Transit Study	1.2	
D&E: Agency Customer Experience Technology Initiatives	0.4	
D&E: I-495/I-270 Corridor Transit Investments Program	0.2	
D&E: LOTS Transit Development Plan	-0.2	
D&E: Patapsco Ave Pedestrian/Bicycle Bridge	-0.4	
D&E: Regional Transit Plan Corridor Studies	-0.6	
D&E: MARC Stations and Service Studies	-3.5	
<b>Minor Projects</b>		<b>\$75.5</b>
<b>Capital Salaries and Wages</b>		<b>\$13.2</b>
<b>Total Change</b>		<b>-\$3.5</b>

BWI Marshall: Baltimore/Washington International Thurgood Marshall Airport

D&E: development and evaluation

LOTS: Locally Operated Transit Systems

RAISE: Rebuilding American Infrastructure with Sustainability and Equity

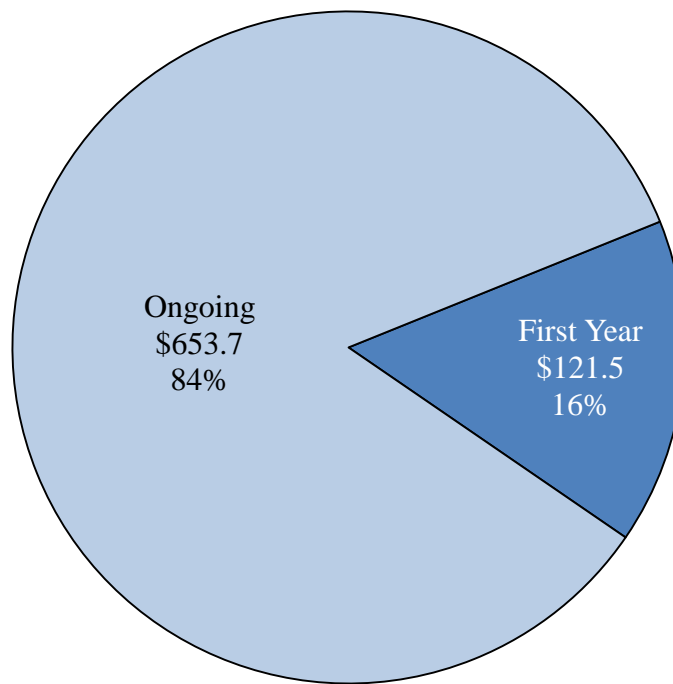
Source: Maryland Department of Transportation: *2025-2030 Consolidated Transportation Program*

## First Year Construction and Design Funding

Chapters 27 and 563 of 2022 require the CTP to include tables listing projects that are receiving first-year funding for design or construction either in the budget year or the current year (if the funding was not shown in the budget year in the prior year CTP). As shown in **Exhibit 14**, \$121.5 million, or 16%, of MTA’s fiscal 2026 capital funding is first-year funding. The MTA capital projects receiving first-year funding in fiscal 2025 and 2026 are listed in **Exhibit 15**.

---

**Exhibit 14**  
**First Year and Ongoing Programmed Spending**  
**Fiscal 2026**  
**(\$ in Millions)**



Source: Maryland Department of Transportation, 2025-2030 *Consolidated Transportation Program*

---

**Exhibit 15**  
**Projects Receiving First-year Design and Construction Funding**  
**Fiscal 2025-2026**  
**(\$ in Millions)**

<b><u>Project Title</u></b>	<b><u>2025</u></b>	<b><u>2026</u></b>	<b><u>2025-2026</u></b>
<b>Construction</b>			
LOTS Capital Procurement Projects (Local Jurisdictions)	\$8,147	\$3,906	\$12,053
Prince George’s County Local Bus Program	1,600	0	1,600
Metro Tunnel Repairs and Improvements	1,199	100	1,299
Transit Innovation Grant	626	668	1,294
Fare Collection System and Equipment Replacement	350	168	518
Beyond the Bus Stop	249	0	249
Metro Interlocking Renewals	202	1,360	1,562
MARC Laurel Platform Replacement	175	0	175
MARC Improvements on Camden and Brunswick Lines	136	0	136
Zero Emission Bus Procurement	66	0	66
Agencywide Elevator and Escalator Rehabilitation	25	1,835	1,860
MARC Maintenance, Layover, and Storage Facilities	16	2,000	2,016
Fast Forward	3	127	130
Mobility Vehicle Procurement	3	6,122	6,125
Light Rail Modernization Program	0	1,224	1,224
MARC Positive Train Control	0	2,165	2,165
Metro and Light Rail Maintenance of Way	0	300	300
Light Rail Trackwork Overhauls and Replacement	0	779	779
Bus Facilities Preservation and Improvements	0	4,000	4,000
Howard Street Rail Replacement	0	500	500
Light Rail Systems Overhauls and Replacements	0	440	440
Metro Railcar and Signal System Overhauls and Replacement	0	1,458	1,458
Metro Station Rehabilitation and Lighting Program	0	68	68
Metro Systems Overhauls and Replacements	0	800	800
Montgomery County Local Bus Program	0	1,600	1,600
Purple Line	0	30,500	30,500
<b><i>Subtotal – Construction</i></b>	<b><i>\$12,798</i></b>	<b><i>\$60,120</i></b>	<b><i>\$72,918</i></b>
<b>Design</b>			
Red Line	\$17,660	\$46,846	\$64,506
Light Rail Modernization Program	3,261	4,967	8,228
MARC Penn-Camden Connector	756	557	1,313
LOTS Capital Procurement Projects (Local Jurisdictions)	430	518	948
Frederick Douglass Tunnel	400	0	400
Metro and Light Rail Maintenance of Way	316	219	535
Fare Collection System and Equipment Replacement	313	0	313

*J00H01 – MDOT – Maryland Transit Administration*

<b><u>Project Title</u></b>	<b><u>2025</u></b>	<b><u>2026</u></b>	<b><u>2025-2026</u></b>
Metro Tunnel Repairs and Improvements	270	0	270
Prince George's County Local Bus Program	269	0	269
Agencywide Elevator and Escalator Rehabilitation	233	83	315
Regional Transit Plan Corridor Studies	219	0	219
MARC Maintenance, Layover, and Storage Facilities	164	189	353
Light Rail Trackwork Overhauls and Replacement	155	1,007	1,161
Beyond the Bus Stop	99	0	99
Fast Forward	90	0	90
Zero Emission Bus Pilots	74	0	74
Zero Emission Bus Infrastructure and Program Management	50	12	63
MARC Stations and Service Studies	38	0	38
Metro Station Rehabilitation and Lighting Program	27	0	27
Bus Facilities Preservation and Improvements	10	0	10
Metro Railcar and Signal System Overhauls and Replacement	5	145	150
East-West Priority Corridor	4	0	4
Montgomery County Local Bus Program	0	0	0
Freight Rail Program	0	25	25
MARC Improvements on Camden and Brunswick Lines	0	500	500
Southern Maryland Rapid Transit	0	6,250	6,250
Metro Systems Overhauls and Replacements	0	80	80
<b><i>Subtotal – Design</i></b>	<b><i>\$24,842</i></b>	<b><i>\$61,397</i></b>	<b><i>\$86,239</i></b>
<b>Grand Total</b>	<b>\$37,640</b>	<b>\$121,517</b>	<b>\$159,157</b>

LOTS: Locally Operated Transit Systems

Source: Maryland Department of Transportation, 2025-2030 *Consolidated Transportation Program*

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

**Exhibit 16** lists significant changes from the fiscal 2024 to 2029 CTP, which comprises of two projects that are moved from the development and evaluation program to the major construction program. No other new additions are made to the major construction and development and evaluation programs in the 2025-2030 CTP.

**Exhibit 16**  
**Major Project Changes**  
**From the 2024 *Consolidated Transportation Program***  
**(\$ in Millions)**

**Projects Moved from the Development and Evaluation Program to the Construction Program**

Light Rail Modernization Program	\$1,379.3
Susquehanna River Bridge Replacement	18.8

Source: Maryland Department of Transportation, 2025-2030 *Consolidated Transportation Program*

---

## ***Issues***

---

### **1. Updates on Major Transportation Projects**

BPW approved an additional contract modification for the P3 agreement for the Purple Line light rail project in March 2024, extending the revenue service availability date from spring to winter 2027.

The 2025 CTP programs funding for design and engineering for the Red Line project. Light rail was announced as the project's preferred mode in June 2024, and in fall 2024, MTA held a series of public open houses to present alternatives for the project's route. Preparation of an environmental impact study for the project is ongoing.

#### **Purple Line Light Rail Project**

Since the January 2022 approval by BPW of a contract for a new design-build contractor and amendments to the P3 agreement for the Purple Line light rail project, there have been two additional major modifications to the P3 contract. In July 2023, BPW approved a contract modification with the Purple Line Transit Partners (PLTP), LLC to account for a project delay associated with utility relocation challenges. This modification increased the contract amount by a net \$148.3 million and postponed the revenue service availability date (the date on which a certificate of revenue service availability is issued for a project and passenger service can begin) from fall 2026 to spring 2027.

In March 2024, BPW approved an additional modification to the P3 contract reflecting a final settlement with PLTP for various project issues, including time and compensation for project delays, closure of numerous open claims from PLTP, and commitments from PLTP on several key issues. Under this modification, the P3 contract amount was increased by a net of \$415.0 million, resulting in a revised total agreement of \$9.8 billion. The revenue service availability date was further extended from spring to winter 2027. The net compensation of \$415.0 million is made over several years and is contingent on the achievement of certain project milestones, including arrival and assembly of the first light rail vehicle in Maryland; completion of major construction work on the University of Maryland, College Park Campus (UMCP); the reopening of the Capital Crescent Trail; and the commencement of systems testing.

As of November 30, 2024, the overall project is 74.2% complete, with 100% of civil design, 84% of systems design, 94% of utility relocation, 66% of civil construction, 29% of rail installation, and 26% of systems and station construction complete. Of the 21 stations proposed, 18 are under construction, and over 56,000 feet of track out of 193,000 feet total has been laid. Delivery of the first light rail vehicle occurred in spring 2024, and currently 7 out of 28 total estimated total light rail vehicles are on site at the Glenridge Operations and Maintenance Facility. The remaining light rail vehicles are either ready to ship or expected to be ready for shipment in January 2025 and are scheduled to be delivered by the end of fiscal 2025. Essential construction was completed at UMCP during summer 2024, and major construction is in progress at key



locations, including Bethesda, Silver Spring Transit Center, Wayne Avenue, University Boulevard, Campus Drive, Riverdale Park, New Carrollton, and the Capital Crescent Trail. Since the most recent contract modification in March 2024, there have been no additional material changes to the project cost or schedule. Construction is scheduled for completion in spring 2027, and revenue service is expected to start in winter 2027 following a period of testing and commissioning activities. **The Department of Legislative Services (DLS) recommends committee narrative requesting that MTA continue to provide bimonthly construction status updates on the Purple Line light rail project.**

## **Red Line Transit Project**

The Red Line transit project is a planned 14-mile, high frequency, high-capacity light rail line that will create an east-to-west connection through downtown Baltimore spanning from a western terminus in Woodlawn in Baltimore County to an eastern terminus in the Bayview neighborhood in eastern Baltimore City. In June 2023, Governor Wes Moore publicly announced his intention to restart the Red Line project, following the cancellation of the project in 2015. Due to development in the intervening period, the Red Line project cannot be completed as previously planned and much of the previously completed planning efforts, including the National Environmental Policy Act (NEPA) process, must be completed again.

Following the restart of the project, the Red Line project team developed and analyzed preliminary alternatives for the project's mode, including both light rail transit and bus rapid transit, and three primary alignment options for the project's route through Baltimore City. In June 2024, Governor Moore announced that the preferred mode of the Red Line project would be light rail transit, and BPW later approved a program management consultant contract for MTA to enable the project team to further advance preliminary engineering activities such as project design, schedule development, and environmental reviews. MTA subsequently announced a restart of the NEPA process with FTA to examine potential environmental impacts from the project.

In fall 2024, a series of public open houses were held to share potential route alignment options, key project considerations, technical input, and to solicit input from the community. At the fall 2024 open houses, MTA presented information on the three primary route alternatives under consideration:

- ***Alternative 1 Light Rail Transit (LRT) Tunnels:*** This alignment would include a combination of at-grade surface transitways and underground tunnels along the proposed route, including a transitway along I-70, between the western terminus in Woodlawn to the I-70 Park and Ride at the terminus of I-70 west of Baltimore City, a tunnel under Cooks Lane, a transitway through west Baltimore along Edmondson Avenue and US-40, a tunnel under downtown Baltimore, and a transitway along Boston Street to the eastern terminus in the Bayview neighborhood;
- ***Alternative 2A LRT Surface North:*** This alignment would include an at-grade surface transitway for the entirety of the route, running along Security Boulevard, Cooks Lane,

Edmondson Avenue, US-40, Baltimore Street/Lombard Street, and Eastern Avenue/Fleet Street; and

- ***Alternative 2B LRT Surface South:*** This alignment would include an at-grade surface transitway for the entirety of the route. The western portion of the route would be similar to the route of Alternative 2A, running along Security Boulevard, Cooks Lane, Edmondson Avenue, and US-40, but would pass through downtown Baltimore along Pratt Street near the Inner Harbor. The eastern portion of the route would be similar to the route of Alternative 1, running along Boston Street to its eastern terminus.

While specific stations and their locations are subject to the selected route alternative, the routes of all three alternatives under consideration include major stations or transfer points at the following locations:

- Centers for Medicare and Medicaid Services;
- I-70 Park and Ride;
- West Baltimore MARC Station;
- Baltimore Convention Center/Baltimore Arena;
- Inner Harbor; and
- Bayview.

Public input will inform the selection of a Locally Preferred Alternative to define the project's specific route alignment and station locations. At the time the preferred alternative is identified, a Supplemental Environmental Impact Statement will be released for additional public comment. A Final Environmental Impact Statement will then be prepared, and a federal Record of Decision will be published.

The 2025 CTP includes a total of \$152.7 million in programmed capital funding in the MTA Primary Development and Evaluation Program for the Red Line project over the six-year period from fiscal 2025 to 2030 to support planning and engineering efforts. Approximately \$58.9 million is programmed for these purposes in the fiscal 2026 MTA capital budget. **MTA should comment on its anticipated timeline for the announcement of a Locally Preferred Alternative and the completion of the federal NEPA process for the Red Line project.**

## **2. MTA Transit Service Changes**

MTA periodically proposes and implements service changes to adjust core bus routes to adapt to changing travel needs and other trends. Generally, pursuant to statute, MTA must hold a public hearing before it:

- fixes or revises any fare or rate charged to the general public;
- establishes or abandons any bus or rail route listed on a published timetable;
- changes a bus or rail route alignment listed on a published timetable, unless the change is needed because of temporary construction or changes in the road network;
- reduces the frequency, number of days, or days of service for a commuter bus or commuter rail route without substituting a comparable level of service, except under specified circumstances, or
- establishes or abandons a rail transit station.

Chapters 583 and 584 of 2023, effective July 1, 2024, require that before announcing any service change that would constitute a major service change under FTA Title VI Requirements and Guidelines for FTA Recipients, MTA must conduct transit equity analyses to determine whether the change will create a disparate impact on persons with disabilities or create a disparate or disproportionate burden; perform a cost-benefit analysis of impacts on economic development, employment, education, health, and environmental justice; and consult with members and leaders of affected communities, including through community outreach, to racial minority communities, low-income communities, disabled riders, limited English proficiency riders, transit-reliant riders, and senior riders.

Chapters 649 and 650 of 2024 expand the information that MTA is required to publish on its website before it holds a public hearing on a proposed major service change and requires MTA to distribute the report required under statute on the impacts of a proposed service change to each member of the Maryland General Assembly whose district would be impacted by the proposed service change. Prior to holding a public hearing on a proposed service change, MTA is required to publish on its website with a visible link identifying the proposed service change on the primary page, for the routes, lines, or any corresponding transit service impacted by the service change:

- a description of the demographics of the riders on the affected route, line or paratransit service area and the affected service area; the schools in the affected service area; the types of businesses in the affected service area; the monthly ridership for the route, line or service area; and the effect the proposed service change would have on the commutes of riders on the route, line, or service area, the corresponding paratransit service area, and the estimated number of paratransit riders impacted;

- a summary of any publicly available minutes, records, or documents related to the proposed service change; and
- a brief statement explaining the reason for the proposed service change.

Language in the *2024 Joint Chairmen's Report* (JCR) restricted funding in the MDOT Secretary's Office and MTA pending the receipt of a report on fall 2023 bus route service changes to the CityLink Brown and LocalLink33 routes in Baltimore City. A report was submitted to the budget committees in December 2024 that included requested information on the demographic information of the rider population and monthly ridership data, descriptions of schools and businesses in the service area, the projected impacts of the service change including impacts to the corresponding paratransit service area, and a summary of MTA's annual outreach efforts prior to route changes and how outreach can be improved.

MTA conducts public engagement efforts to solicit feedback on proposed service changes in accordance with legal requirements and agency outreach policies. For the fall 2023 service change adjustments, these efforts included a public comment period and two virtual hearings. In addition to public hearings, MTA utilizes other outreach strategies including distribution of print materials, public media, visual displays and audio announcements throughout the MTA core service network and other forms of stakeholder communication, including engagement with advisory groups, elected officials, civic organizations, and direct rider outreach. MTA has indicated that additional resources such as more transit ambassadors and rider outreach staff could aid in increasing the capacity of MTA's public engagement efforts and better fulfill the needs of disadvantaged riders who lack Internet access or cannot attend public meetings.

**DLS recommends the release of \$250,000 in special funds restricted in fiscal 2025 pending the submission of a report on the CityLink Brown and LocalLink 33 bus route changes and will process a letter to this effect if no objections are raised by the committees during the budget hearings.**

## ***Operating Budget Recommended Actions***

---

1. Adopt the following narrative:

**Purple Line Project Status Reports:** Given challenges and cost overruns associated with completing construction on the Purple Line light rail project, the committees request that the Maryland Transit Administration (MTA) submit six bimonthly construction status reports for the Purple Line to the committees. The status reports shall provide:

- the completion percentages for the project as a whole and for each major category of work;
- the running total amount expended for construction; and
- an explanation of any material changes to the total construction cost estimate or construction schedule as set forth in the revised public-private partnership agreement as amended to add Maryland Transit Solutions as the replacement design-build contractor for the project.

<b>Information Request</b>	<b>Author</b>	<b>Due Date</b>
Reports on Purple Line construction progress	MTA	July 1, 2025, and bimonthly thereafter ending with the May 1, 2026 report

## ***PAYGO Budget Recommended Actions***

---

1. Concur with Governor’s allowance.

## ***Updates***

---

### **1. Eastern Shore Freight Rail Lines P3 Agreement Presolicitation Report**

On October 9, 2024, MDOT submitted for review and comment a proposed P3 presolicitation report for the Eastern Shore Rail Lines in accordance with Section 10A-201 of the State Finance and Procurement Article. Section 10A-201 requires P3 agreements to be submitted simultaneously to the budget committees of the General Assembly, the Comptroller, the State Treasurer, and DLS for review and comment for a period of up to 45 days, after which MDOT may seek official designation by BPW of the rail lines as a public infrastructure asset delivered through a P3 and approval of the use of the solicitation method to select a private partner. The comment period for this presolicitation report ran through November 21, 2024. DLS reviewed the report during the comment period and notified the chairs of the budget committees and the House Ways and Means Committee on November 7, 2024, that it had no issues to note with the proposal to conduct a P3 procurement. At its December 18, 2024 meeting, BPW approved an agenda item to designate the MTA-owned Freight Rail Lines on the Eastern Shore as a public infrastructure asset delivered through a P3 and approved the use of a competitive solicitation to select a private provider to design, build, and finance improvements to the rail lines and operate and maintain the facilities for the contract term.

The MTA-owned Freight Rail Lines on the Eastern Shore include approximately 92 miles of rail lines in four areas: the Cambridge Line (Caroline and Dorchester counties); the Centreville Line (Kent and Queen Anne’s counties); the Chestertown Line (Kent County); and the Preston Track (Caroline and Dorchester counties). These rail connections serve agricultural, manufacturing, and related industries on the Eastern Shore. Currently, MDOT does not collect any operating revenues from the freight railroad service but pays both an operating grant of approximately \$500,000 annually and capital costs to operate and maintain the rail lines. Capital expenditures have totaled over \$48 million since fiscal 2000, with average annual expenditures of \$2.5 million since 2020. The proposed P3 agreement would allow MTA to maintain full ownership of the rail lines while sharing future operating and capital costs with the private operator.

At its December 18, 2024 meeting, BPW approved an operating and maintenance service contract extension with the current operator through December 31, 2025, while the new P3 agreement is being solicited. MDOT indicates that it will use a one-step solicitation process consisting of a single RFP, and that the estimated duration of the solicitation process will be 9 to 12 months. Once the RFP has been issued and proposals have been received, MDOT will review the proposals to determine whether each respondent meets the technical and financial qualifications and identify the proposal that provides the best value to the State. Prior to execution of the P3 agreement, MDOT will provide an opportunity for review and comment by the Comptroller, the Treasurer, the General Assembly, and the public before submitting the P3 agreement to BPW for approval. MDOT projects issuing the RFP in the first quarter of calendar 2025, selecting a preferred bidder in the second quarter of calendar 2025, and submitting the final P3 agreement for BPW approval in the third quarter of calendar 2025. Once approved, the P3 agreement would be executed shortly thereafter. The final step in implementing the P3

agreement will require the selected operator to seek and acquire federal regulatory approval from the Surface Transportation Board, as required under federal regulations.

## **2. Paratransit Service Performance Metrics Improve**

On June 29, 2023, the U.S. District Attorney for Maryland released an official letter of findings regarding noncompliance of MTA’s MobilityLink program with Title II of ADA. The letter noted that its investigation found MobilityLink to be in violation of the ADA and describes actions necessary to correct the violations. MTA fully cooperated with the subsequent investigation that was undertaken by DOJ and on January 16, 2025, the investigation was closed as MTA was found to be currently meeting or exceeding all required performance metrics at that time. As discussed in the Managing for Results section of this analysis, on-time performance for mobility transit increased to 94% in fiscal 2024, the highest on-time service percentage among MTA transit modes. According to MTA, other paratransit performance metrics that saw improvement in fiscal 2024 include:

- the percentage of Fixed Route Equivalency, which is the measure of adherence of paratransit service travel to MTA comparable fixed route bus, light rail, and metro service travel time on a systemwide level (85.2% in the fourth quarter of fiscal 2024);
- the percentage of certification determinations for individuals to use paratransit issued within 21 days (100% in the fourth quarter of fiscal 2024); and
- call center service levels (95.9% in the fourth quarter of fiscal 2024).

Additionally, Chapters 646 and 647 of 2024 require the Maryland Transit Institute (MTI) at the University of Maryland to conduct a study to identify methods to improve MTA MobilityLink paratransit service. MTI is required to submit a report of its findings and recommendations to the Governor, the General Assembly, MDOT, and certain local government entities by July 1, 2025.

## **3. Central Maryland Regional Transit Plan Update Development**

The Central Maryland Regional Transit Plan is a 25-year plan for improving public transportation in central Maryland (Anne Arundel, Baltimore, Harford, and Howard counties and Baltimore City). The plan addresses traditional transit (buses and trains) and explores new mobility options and technology. The plan is developed by MTA in coordination with the Central Maryland Regional Transit Plan Commission, the five jurisdictions that compose the Central Maryland region, local transit agencies, the Baltimore Regional Transit Commission, and members of the public. The Regional Transit Plan is a guide for MTA, local transit operators, local jurisdictions, and planning agencies to focus planning efforts and investment on addressing service coverage gaps and areas of need.

Chapters 351 and 352 of 2018 required the initial development of the Regional Transit Plan and that it be reviewed, revised, and updated at least every five years. The first edition of the report, titled *Connecting Our Future: A Regional Transit Plan for Central Maryland*, was developed over an 18-month period and finalized in October 2020. MTA has begun work to update the Regional Transit Plan and plans to finalize the 2025 edition of the report in fall 2025. The finalized plan will be presented to the Baltimore Regional Transit Commission for approval. The 2025 Regional Transit Plan report will include the following items:

- an update on progress towards achieving strategies identified in the 2020 Regional Transit Plan;
- an update of the 2020 Regional Transit Plan’s transit market and demand analysis to reflect changes over the last five years and new projections for the next twenty years;
- prioritization and phasing plans for the Regional Transit Plan corridors based on review of all analysis and project development conducted along corridors identified in the 2020 Regional Transit Plan and the updated market and demand analysis; and
- assessment of what modes and service types may be feasible along each corridor, considering local needs, regional importance, potential funding, and project delivery capacity.

#### **4. MTA Capital Needs Inventory Assessment Update Development**

MTA is required by statute to update its CNI every three years and submit it to the budget committees and the House Environment and Transportation Committee. CNI was most recently updated in July 2022, and the next scheduled update is in 2025. MDOT has indicated that they have begun work on updating CNI and that it is anticipated to be published prior to the deadline. The purpose of CNI is to assess MTA’s ongoing unconstrained capital needs over a 10-year period. It presents a snapshot from MTA’s ongoing transit asset management analyses and annual call for projects process and is intended to support improved decision making regarding the maintenance and enhancement needs of MTA’s transit assets over the long term. The 2022 CNI highlighted MTA’s progress in reducing its State of Good Repair backlog by prioritizing these investments. In addition to updating CNI every three years, a *CNI Annual Report* is required by statute to provide an annual update on capital funding programmed, appropriated, and expended on each of the projects identified in CNI during the prior fiscal year. The 2024 *CNI Annual Report* was submitted in February 2025.



**Appendix 1**  
**2024 Joint Chairmen’s Report Responses from Agency**

The 2024 JCR requested that MTA prepare two reports. Electronic copies of the full JCR responses can be found on the DLS Library website.

- ***Report on CityLink Brown and LocalLink 33 Bus Route Changes:*** Language added to MTA’s fiscal 2025 appropriation restricts funds in MTA and the Secretary’s Office pending the receipt of a report including an impact assessment of the calendar 2023 changes to the CityLink Brown and LocalLink 33 bus routes in Baltimore City. The report also was required to contain information on how outreach efforts prior to annual fixed route service changes. Additional information about MTA service changes and the information contained in this report can be found in Issue 2 of this analysis.
- ***Purple Line Construction Progress:*** Six bimonthly reports were requested describing progress on the Purple Line project. The reports are requested to contain completion percentages for the project as a whole and major categories of work, total amount expended for construction, and material changes to the total construction cost estimate or schedule as described in the revised P3 agreement. Additional details about the Purple Line can be found in Issue 1 of this analysis.

**Appendix 2  
Budget Amendments for Fiscal 2025  
Maryland Department of Transportation  
Maryland Transit Administration**

**Operating**

<u>Status</u>	<u>Amendment</u>	<u>Fund</u>	<u>Justification</u>
Approved	\$3,875,943	Special	Fiscal 2025 salary actions including a 3% general salary increase, (5% for State Law Enforcement Officers Labor Alliance employees), an increment step increase, annual salary review increases for certain position classifications, and Executive Pay Plan merit increases.
Approved	\$42,700,000	Special	Commuter bus service contract restoration (\$17.2 million), Mobility Transit contract due to increased demand (\$20.0 million), Mobility Transit union contract costs (\$12.0 million), MARC Train contract cost decreases due to the cancellation of Brunswick Line expansion (-\$6.5 million).

**Capital**

<u>Status</u>	<u>Amendment</u>	<u>Fund</u>	<u>Justification</u>
Approved	\$552,097	Special	Fiscal 2025 salary actions including a 3% general salary increase, (5% for State Law Enforcement Officers Labor Alliance employees), an increment step increase, annual salary review increases for certain position classifications, and Executive Pay Plan merit increases.
Approved	\$100,000,000	Special	Transfer funds from the Dedicated Purpose Account to the Maryland Transit Administration for the Red Line Project and the Southern Maryland Rapid Transit Project.
Projected	\$42,234,587	Special	Adjusts special and federal fund appropriations to agree with anticipated expenditures for the current year as reflected in the Maryland Department of Transportation final fiscal 2025-2030 <i>Consolidated Transportation Program</i> .
	-8,752,597	Federal	

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

<u>Object/Fund</u>	<u>FY 24</u> <u>Actual</u>	<u>FY 25</u> <u>Working</u> <u>Appropriation</u>	<u>FY 26</u> <u>Allowance</u>	<u>FY 25 - FY 26</u> <u>Amount Change</u>	<u>Percent</u> <u>Change</u>
<b>Positions</b>					
01 Regular	3,277.50	3,380.50	3,547.50	167.00	4.9%
02 Contractual	15.00	15.00	15.00	0.00	0%
<b>Total Positions</b>	<b>3,292.50</b>	<b>3,395.50</b>	<b>3,562.50</b>	<b>167.00</b>	<b>4.9%</b>
<b>Objects</b>					
01 Salaries and Wages	\$ 481,932,445	\$ 468,492,516	\$ 505,633,809	\$ 37,141,293	7.9%
02 Technical and Special Fees	821,096	1,276,326	1,276,326	0	0%
03 Communication	3,255,512	3,210,718	3,210,718	0	0%
04 Travel	741,049	504,855	504,855	0	0%
06 Fuel and Utilities	14,249,711	14,471,664	13,228,680	-1,242,984	-8.6%
07 Motor Vehicles	82,172,293	90,121,928	91,225,322	1,103,394	1.2%
08 Contractual Services	449,838,039	458,875,787	545,376,915	86,501,128	18.9%
09 Supplies and Materials	7,836,236	7,008,688	7,008,688	0	0%
10 Equipment – Replacement	193,572	111,490	111,490	0	0%
11 Equipment – Additional	39,700	130,635	130,635	0	0%
12 Grants, Subsidies, and Contributions	91,008,411	134,286,149	134,373,274	87,125	0.1%
13 Fixed Charges	8,247,661	9,509,541	15,419,672	5,910,131	62.1%
<b>Total Objects</b>	<b>\$ 1,140,335,725</b>	<b>\$ 1,188,000,297</b>	<b>\$ 1,317,500,384</b>	<b>\$ 129,500,087</b>	<b>10.9%</b>
<b>Funds</b>					
01 General Fund	\$ 50,000	\$ 100,000	\$ 0	-\$ 100,000	-100.0%
03 Special Fund	950,891,102	1,108,861,107	1,238,713,694	129,852,587	11.7%
05 Federal Fund	189,394,623	79,039,190	78,786,690	-252,500	-0.3%
<b>Total Funds</b>	<b>\$ 1,140,335,725</b>	<b>\$ 1,188,000,297</b>	<b>\$ 1,317,500,384</b>	<b>\$ 129,500,087</b>	<b>10.9%</b>

Note: The fiscal 2025 appropriation does not include deficiencies. The fiscal 2026 allowance does not include statewide salary adjustments budgeted within the Department of Budget and Management.

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

<u>Program/Unit</u>	<u>FY 24</u> <u>Actual</u>	<u>FY 25</u> <u>Wrk Approp</u>	<u>FY 26</u> <u>Allowance</u>	<u>Change</u>	<u>FY 25 - FY 26</u> <u>% Change</u>
01 Transit Administration	\$ 133,778,258	\$ 142,328,280	\$ 160,970,695	\$ 18,642,415	13.1%
02 Bus Operations	605,002,789	577,546,460	683,719,426	106,172,966	18.4%
04 Rail Operations	310,131,329	333,129,481	337,727,062	4,597,581	1.4%
05 Facilities and Capital Equipment	569,333,964	693,515,836	753,752,752	60,236,916	8.7%
06 Statewide Programs Operations	91,423,349	134,996,076	135,083,201	87,125	0.1%
08 Major IT Development Projects	847,115	379,311	0	-379,311	-100.0%
<b>Total Expenditures</b>	<b>\$ 1,710,516,804</b>	<b>\$ 1,881,895,444</b>	<b>\$ 2,071,253,136</b>	<b>\$ 189,357,692</b>	<b>10.1%</b>
General Fund	\$ 50,000	\$ 100,000	\$ 0	-\$ 100,000	-100.0%
Special Fund	1,293,576,033	1,492,660,797	1,629,794,721	137,133,924	9.2%
Federal Fund	416,890,771	389,134,647	441,458,415	52,323,768	13.4%
<b>Total Appropriations</b>	<b>\$ 1,710,516,804</b>	<b>\$ 1,881,895,444</b>	<b>\$ 2,071,253,136</b>	<b>\$ 189,357,692</b>	<b>10.1%</b>

Note: The fiscal 2025 appropriation does not include deficiencies. The fiscal 2026 allowance does not include statewide salary adjustments budgeted within the Department of Budget and Management.