

MARC Growth and Transformation Plan

Baltimore Regional
Transportation Board

July 22, 2025



Agenda

Welcome and Introductions

Project Overview

What We Heard and Learned

Future Service Plan

Capital Investments

Schedule and Next Steps

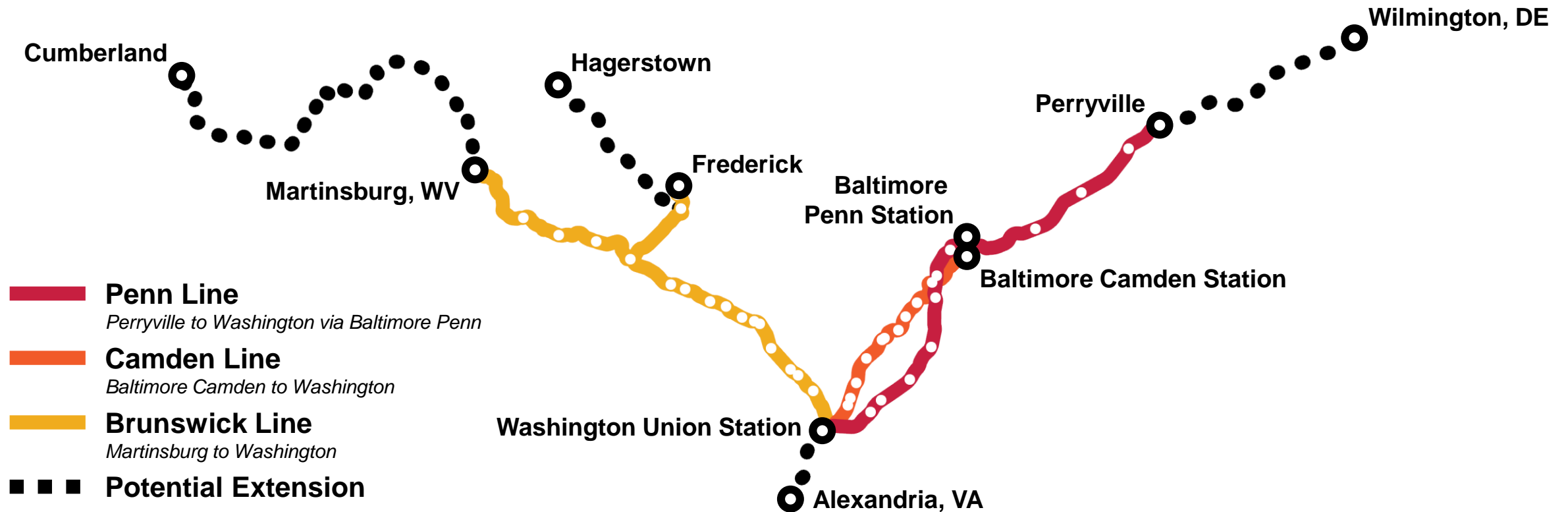


Study Overview

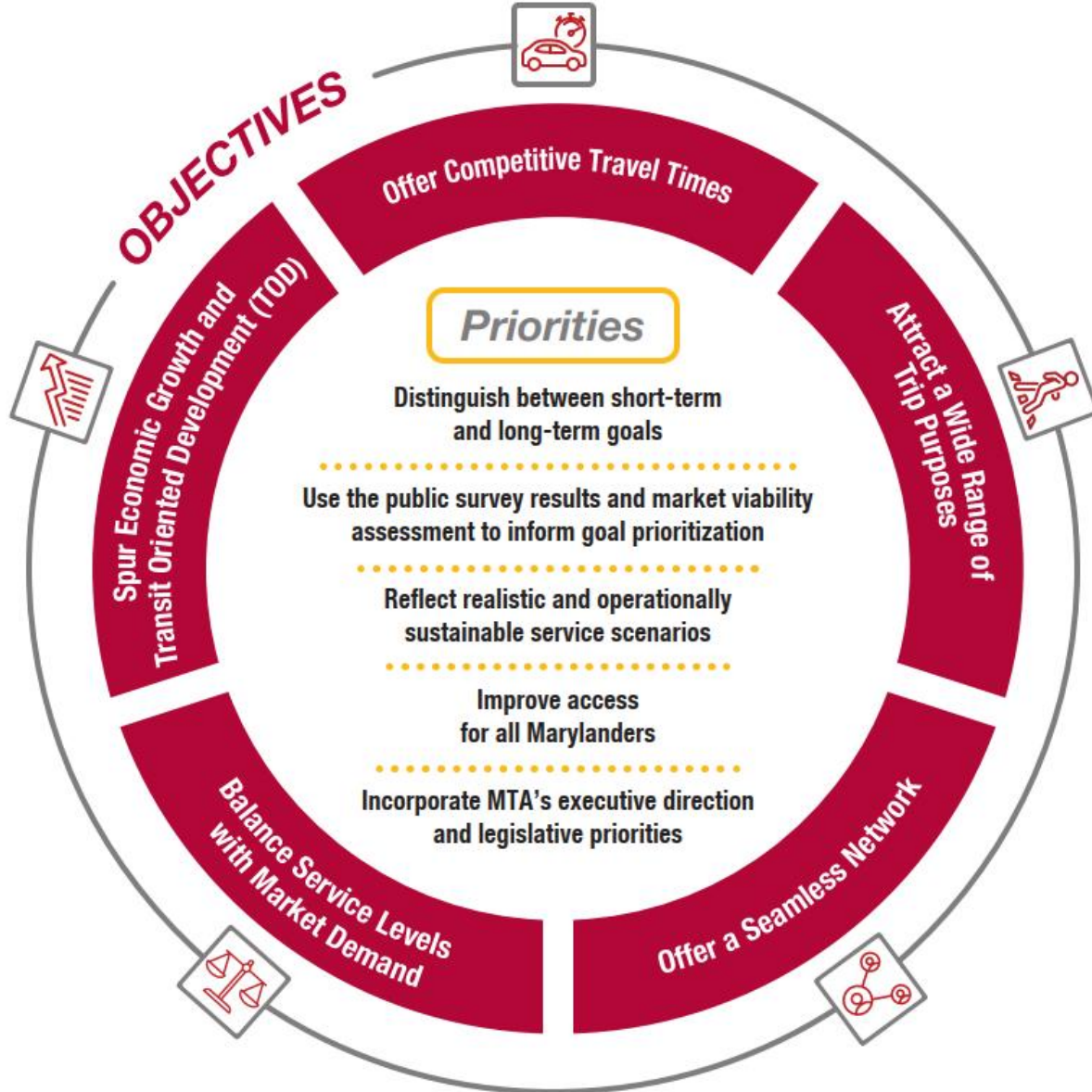
Study Overview

The MARC Growth and Transformation Plan includes:

- MARC's existing three lines (Penn, Camden, and Brunswick)
- Potential extensions into Virginia, Delaware, and Western Maryland



Study Overview



Objectives, Priorities, and Metrics

Offer Competitive Travel Times

Attract a Wide Range of Trip Purposes

Offer a Seamless Network

Balance Service Levels with Market Demand

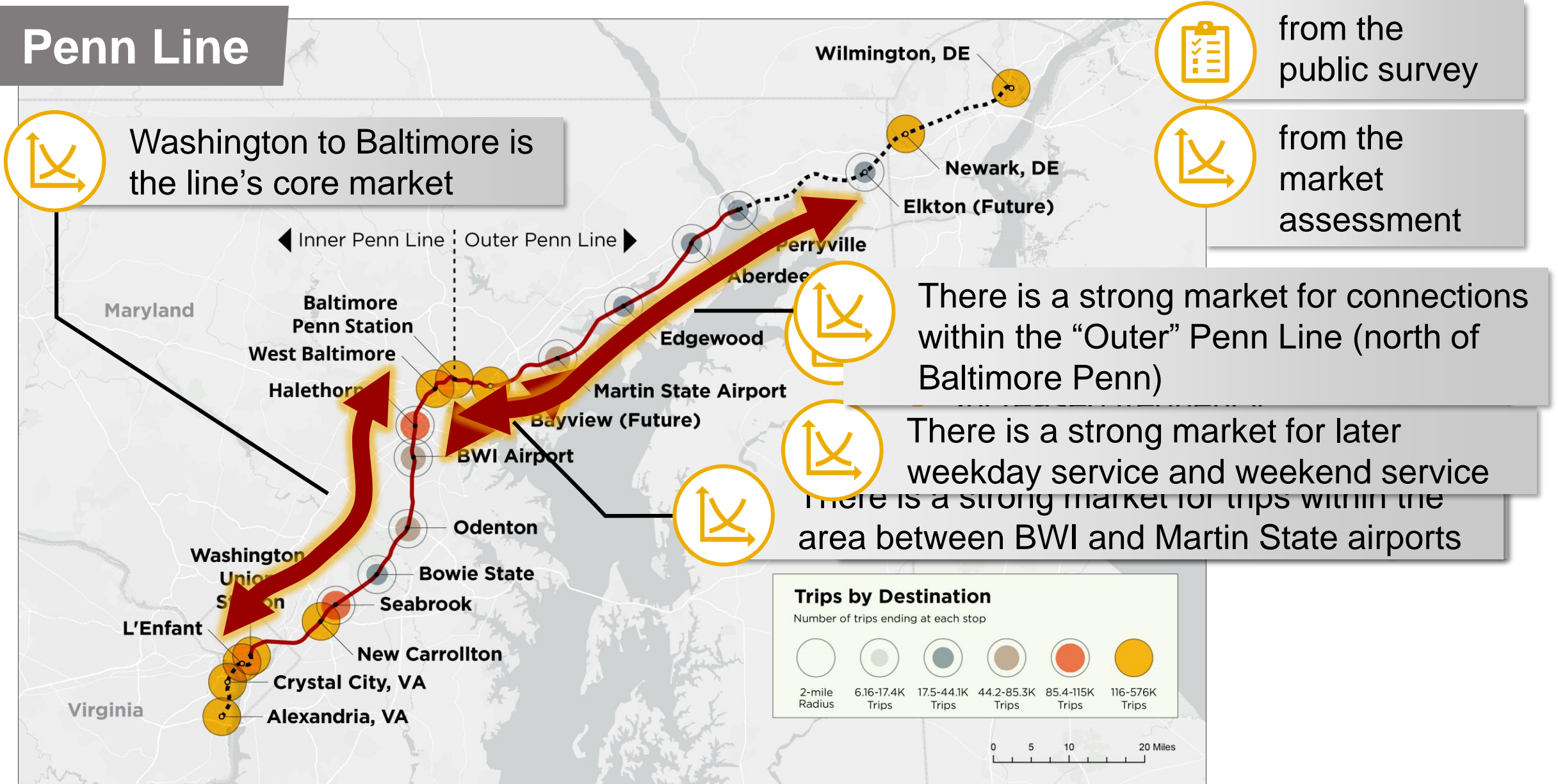
Spur Economic Growth and TOD

Each objective has one or more metrics that informed decision-making for future service plans

What We Heard and Learned

What We Heard and Learned

Penn Line



What We Heard and Learned

Camden Line



The Camden Line has a market that presents the best opportunity for transit-oriented development at and around stations



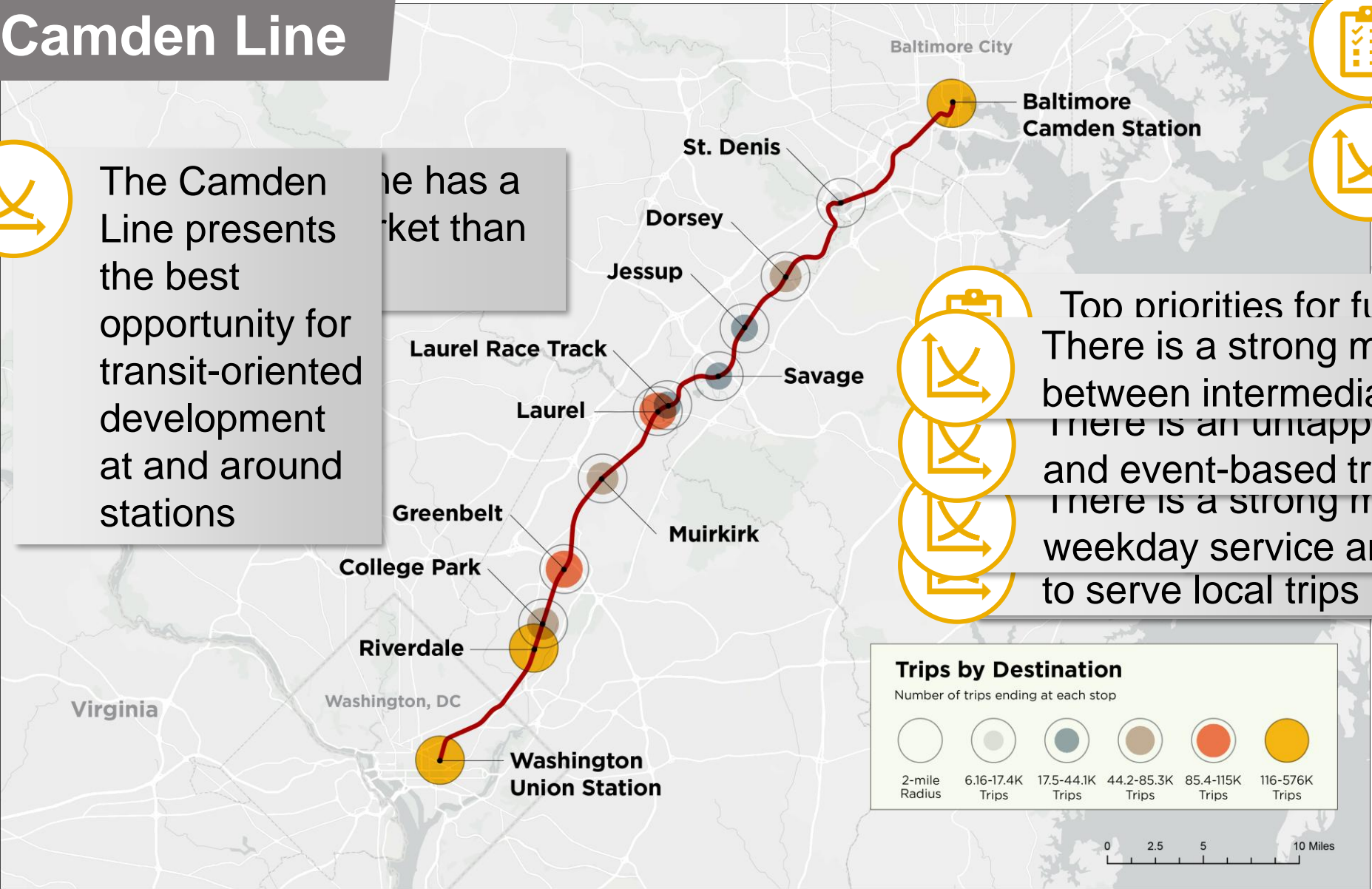
from the public survey



from the market assessment

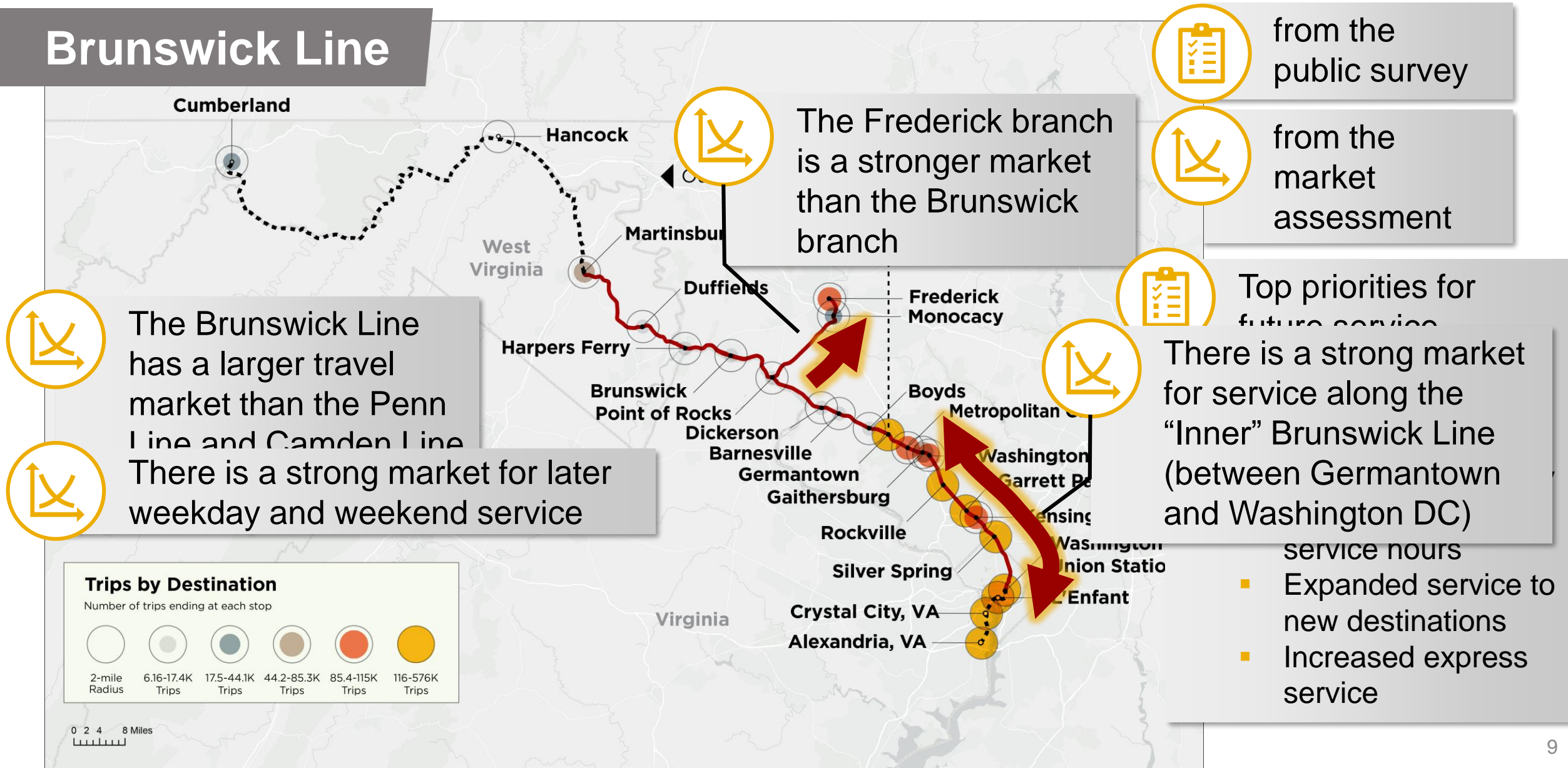


Top priorities for future service include:
There is a strong market for service between intermediate stations
There is an untapped market for leisure and event-based trips
There is a strong market for later weekday service and weekend service to serve local trips



What We Heard and Learned

Brunswick Line



Future Service Plan

Future Service Plan

Developing Future Service Plans



Phasing Strategy

5-Year Plan:
FY2026-2030

15-Year Plan:
2031-2040

Unconstrained Plan:
FY2041 and Beyond

Future Service Plan: Systemwide

The Future MARC System

- **Transformational, market-oriented service** that recognizes constraints
- **More equitable, frequent, all-day service** (including weekends) across the system to serve changing and new travel markets
- **Improved system connectivity** between MARC lines, other MTA services, Amtrak, WMATA, VRE, and SEPTA
- **Expansions into Virginia, Delaware, and Western Maryland**



Future Service Plan: Unconstrained Service Plan



Weekday Peak

- 20-min Penn Line (WAS-MSA)
 - Hourly Baltimore Camden-Alexandria
 - Hourly Edgewood-Perryville
 - Service to Wilmington, DE every 2 hours
- 30-min Camden Line service



Weekday Off-Peak and Weekend

- 30-min Penn Line (WAS-MSA)
 - Hourly Baltimore Camden-Alexandria
 - Hourly Edgewood-Perryville
 - Service to Wilmington, DE every 2 hours
- Hourly Camden Line Bus or Train Service



Service Hours

Overall Weekday:

- 5 AM – 12 AM

Weekday Peak:

- 5 AM – 10 AM
- 3 PM – 9 PM

Future Service Plan: 15-Year Service Plan



Weekday Peak

- 20-min Penn Line (WAS-MSA)
 - Hourly Baltimore Camden-Alexandria
 - Hourly Edgewood-Perryville
 - Pilot service to Wilmington, DE (two trains per day)
 - New Bayview and Elkton stations
- 30-min Camden Line service



Weekday Off-Peak

- 30-min Penn Line (WAS-MSA)
 - Hourly Baltimore Camden-Alexandria
 - Hourly Edgewood-Perryville
- Hourly Camden Line Bus Service - Baltimore-College Park



Weekend

- 30-min Penn Line (WAS-BAL)
 - Hourly Camden-Alexandria
 - Baltimore-Perryville: 4 trains/day Saturdays, 3 trains/day Sundays
- Hourly Camden Line Bus Service - Baltimore-College Park



Future Service Plan: 5-Year Service Plan



Weekday Peak

- 20-to-30-min Penn Line (WAS-MSA)
 - Hourly Edgewood-Perryville service
- 30-min Camden Line service



Weekday Off-Peak

- Hourly Penn Line (WAS-PRY)
 - 30-min Martin Airport – Baltimore Penn
- Hourly Camden Line Bus Service
 - Baltimore-College Park



Weekend

- Hourly Penn Line (WAS-BAL)
 - 4 trains/day Saturdays to Perryville
 - 3 trains/day Sundays to Perryville
- Hourly Camden Line Bus Service
 - Baltimore-College Park



Service Hours

Overall Weekday:

- 5 AM – 11 PM

Weekday Peak:
Camden

- 5 AM – 9 AM
- 3 PM – 8 PM

Penn and Brunswick

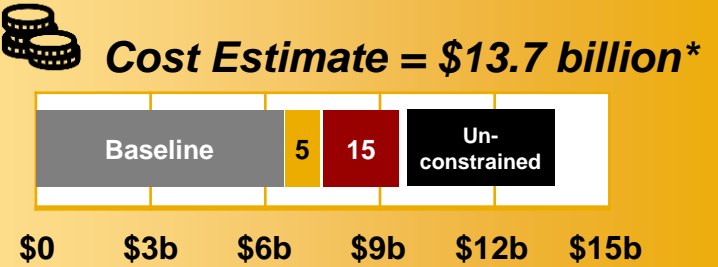
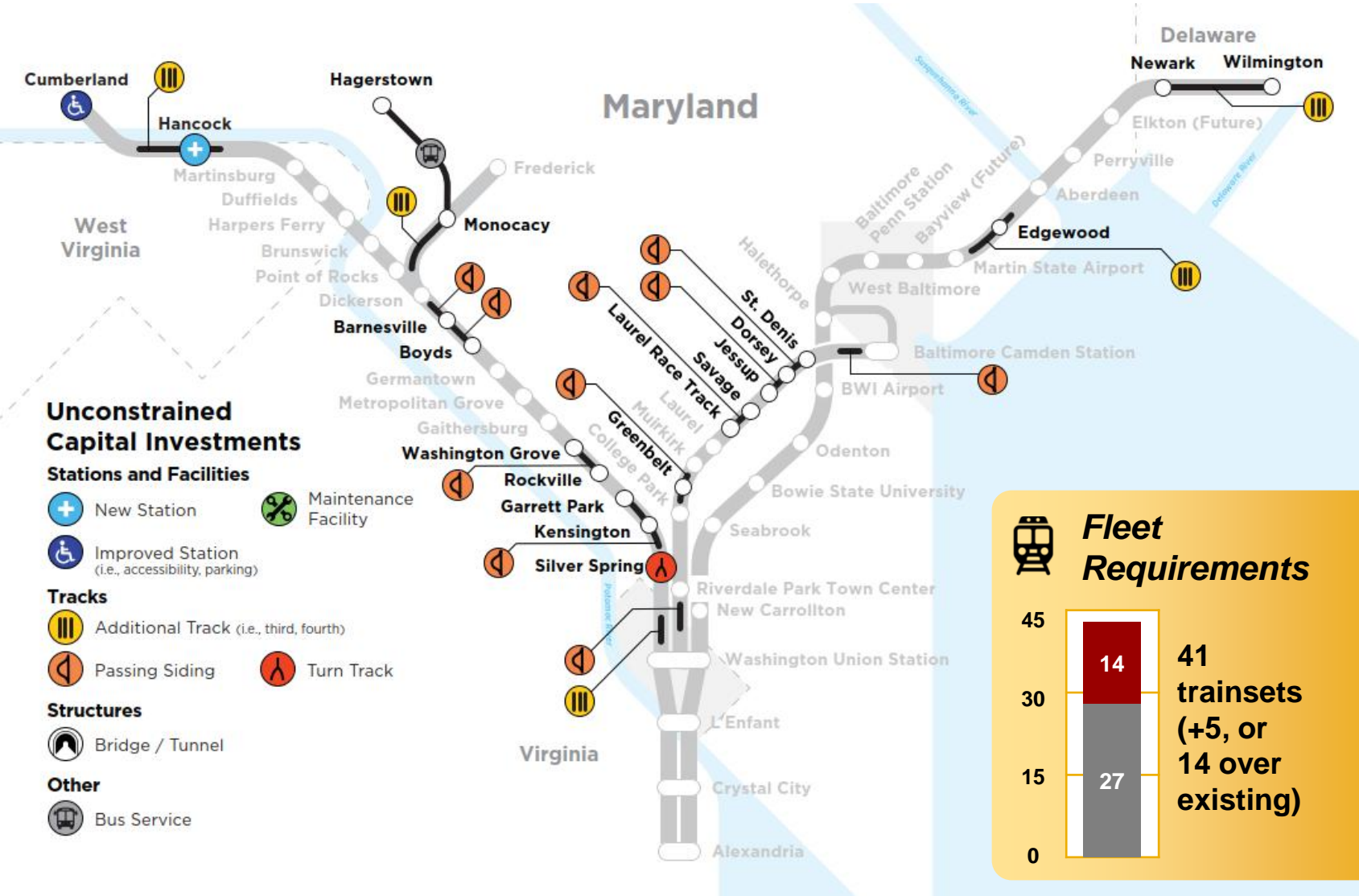
- 5 AM – 10 AM
- 3 PM – 9 PM

Capital Investments

Capital Investments: Unconstrained Phase

Key Projects

Camden Line Passing Sidings	Penn-Camden Connector, Riverdale Park, Greenbelt, Laurel Race Track Dorsey, St. Denis
Penn Line Additional Track	Edgewood, Newark to Wilmington



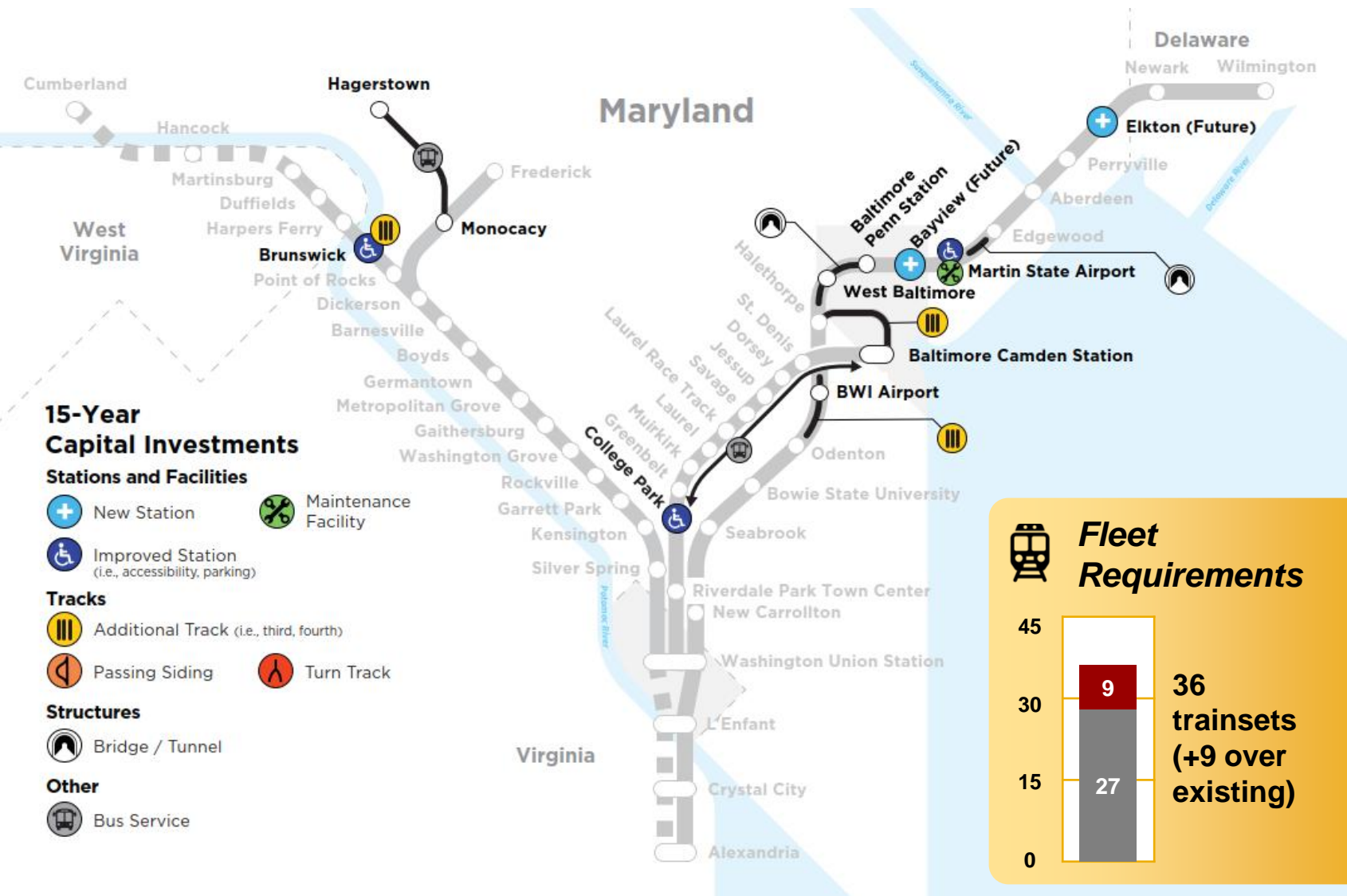
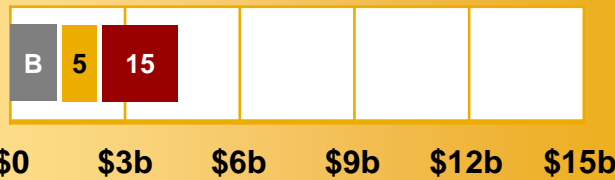
* Information subject to change.

Capital Investments: 15-Year Phase

Key Projects

Camden Line	College Park Station Improvements, Penn-Camden Connector
Penn Line	BWI Fourth Track, Bayview Station, Elkton Station, Frederick Douglass Tunnel, Martin State Airport Improvements

 **Cost Estimate = \$3.8 billion***



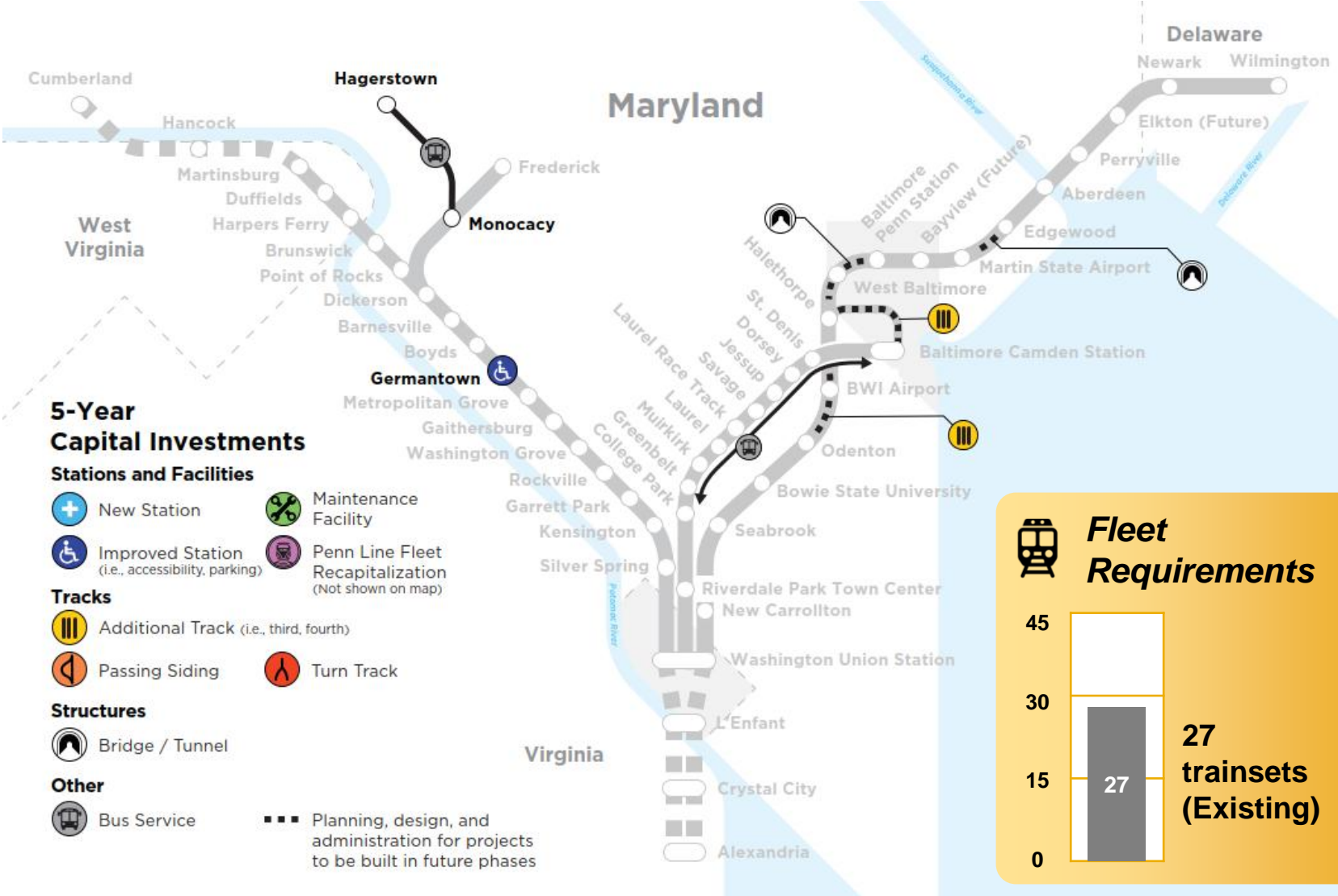
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Capital Investments: 5-Year Phase

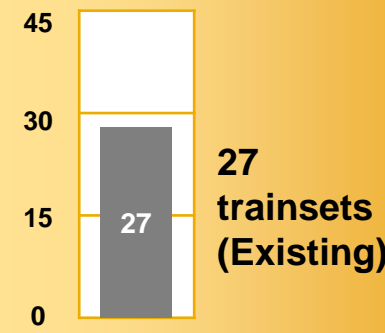
Key Projects

Camden Line	Off-peak Camden Bus Service, Planning, design and administration Penn-Camden Connector
Penn Line	Planning, design and administration for BWI Fourth Track and Frederick Douglass Tunnel

 **Cost Estimate = \$885 million***



Fleet Requirements



* Information subject to change.

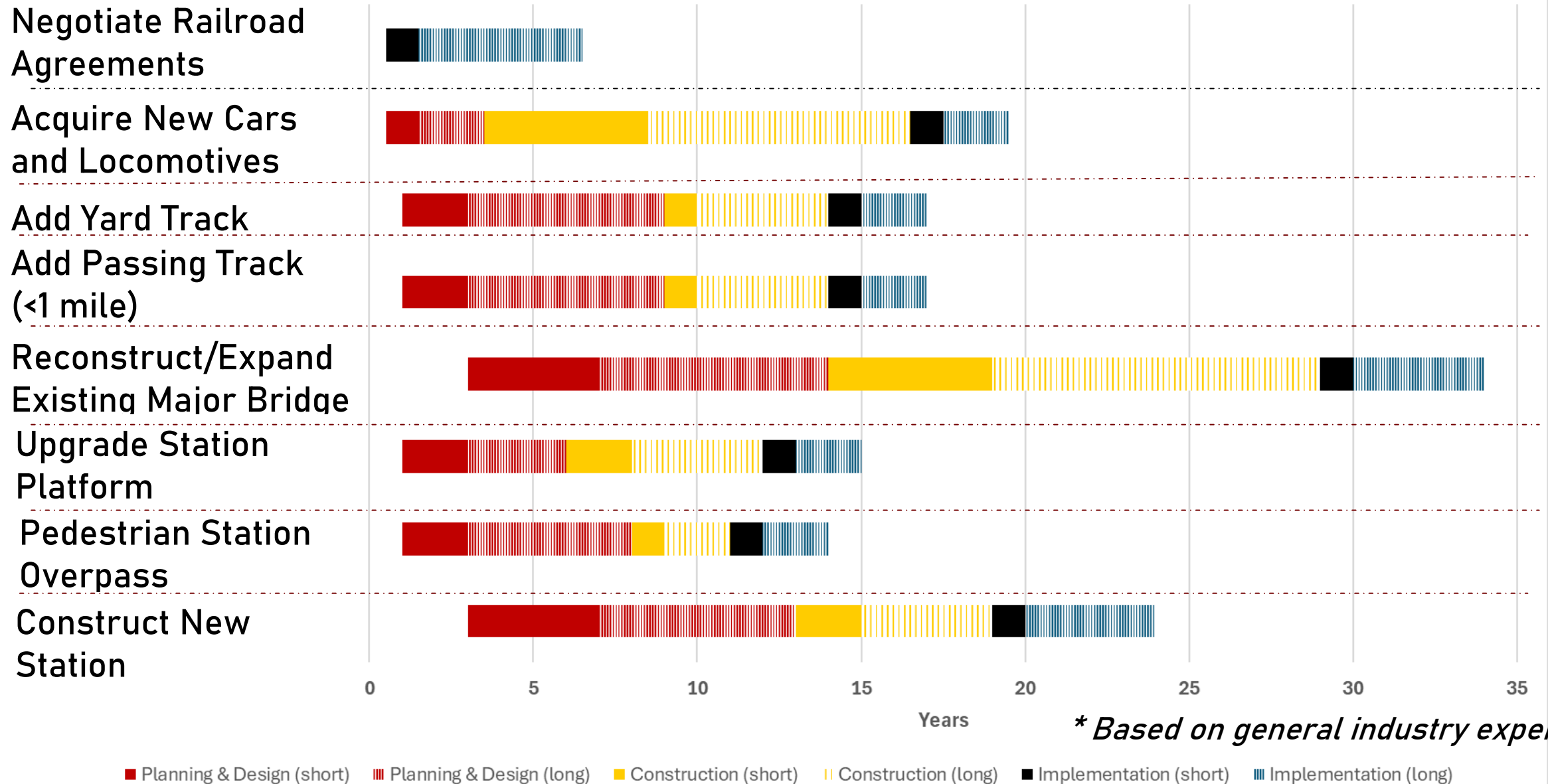
Capital Investment Summary

Plan Phase	Estimated MTA Capital Cost
Baseline (Total through 2050)	\$7,119,300,300
5-Year Phase	409,068,000
15-Year Phase	1,765,195,400
Unconstrained Phase	4,409,710,600
TOTAL	\$13,703,274,300



Schedule and Next Steps

Next Steps – Capital Delivery Timeframes*



Schedule and Next Steps

June 25, 2025:
Final Plan Published

**Identify Next Steps for
Implementation**

**Identify Funding Opportunities to
Advance Project Development**



Thank You!

For more information, please visit:
mta.maryland.gov/marc-growth-plan

