

Capital Needs Inventory Update

Maryland Transit Administration

July 11, 2025



Capital Needs Inventory

The CNI is a key guidance document produced by MTA's Asset Management program, in accordance with the requirements of §7-309. The 2025 CNI:

- Shows investment needed in MTA to reach and maintain a State of Good Repair (SGR)
- Identifies some high priority enhancement projects to improve operational efficiency and the customer experience
- Quantifies MTA's contractual obligations (such as Purple Line availability payments and commitments to major MARC projects) and lays out the total capital budget needs over the next ten years to maintain MTA services

The previous CNI was published in July 2022, and it is updated every three years

MDOT MTA | CY2025–2034

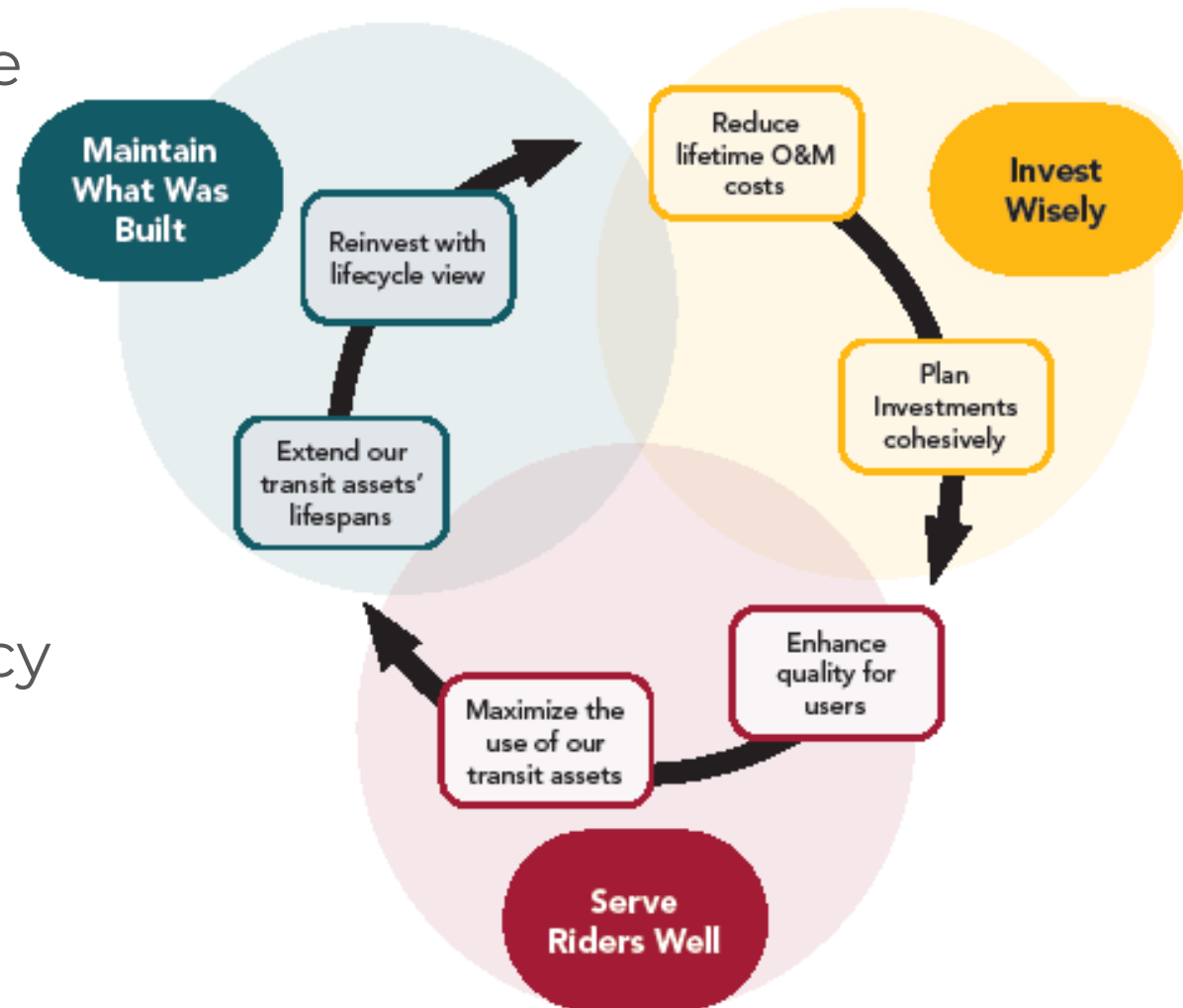
10-Year Capital Needs Inventory & Prioritization

July 2025



Importance of SGR Investment

- Adequate SGR funding levels enable good stewardship of resources
- As needs rise due to aging assets, matching the need level with funding will allow a proactive rather than reactive response
- Strategic investments, vs. emergency repairs, result in wiser and more efficient investments that extend asset life

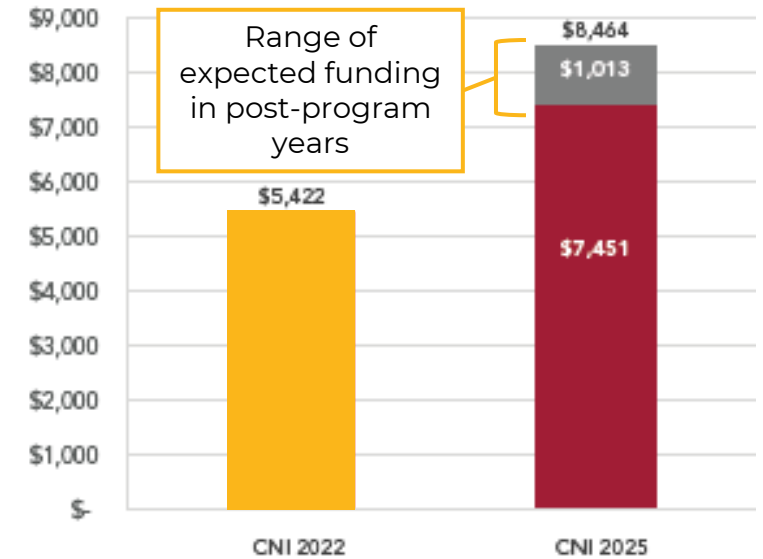


Agencywide Assets and Expected Funding

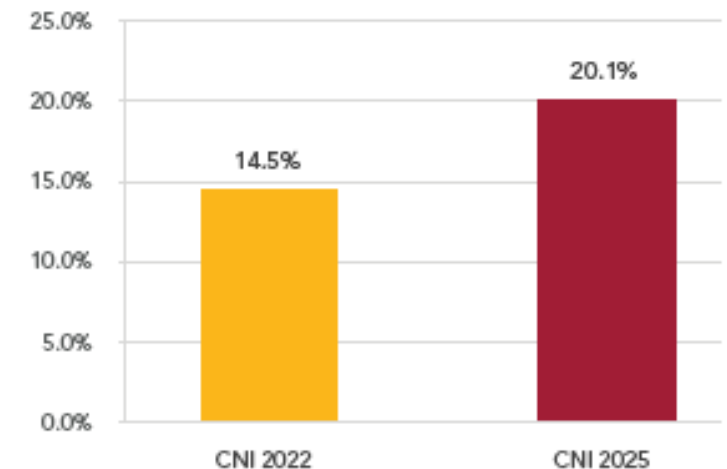
Recent CNI Update Shows:

- Total 10-year funding expected for MTA has grown since 2022
- Though the percentage of assets in backlog has grown, 90% of needs are met over the 6-year program
- Backlog increase is due to growth in contractual commitments, as well as supply chain issues, funding instability, and other challenges that slowed planned SGR investment since 2022

Total MTA Funding



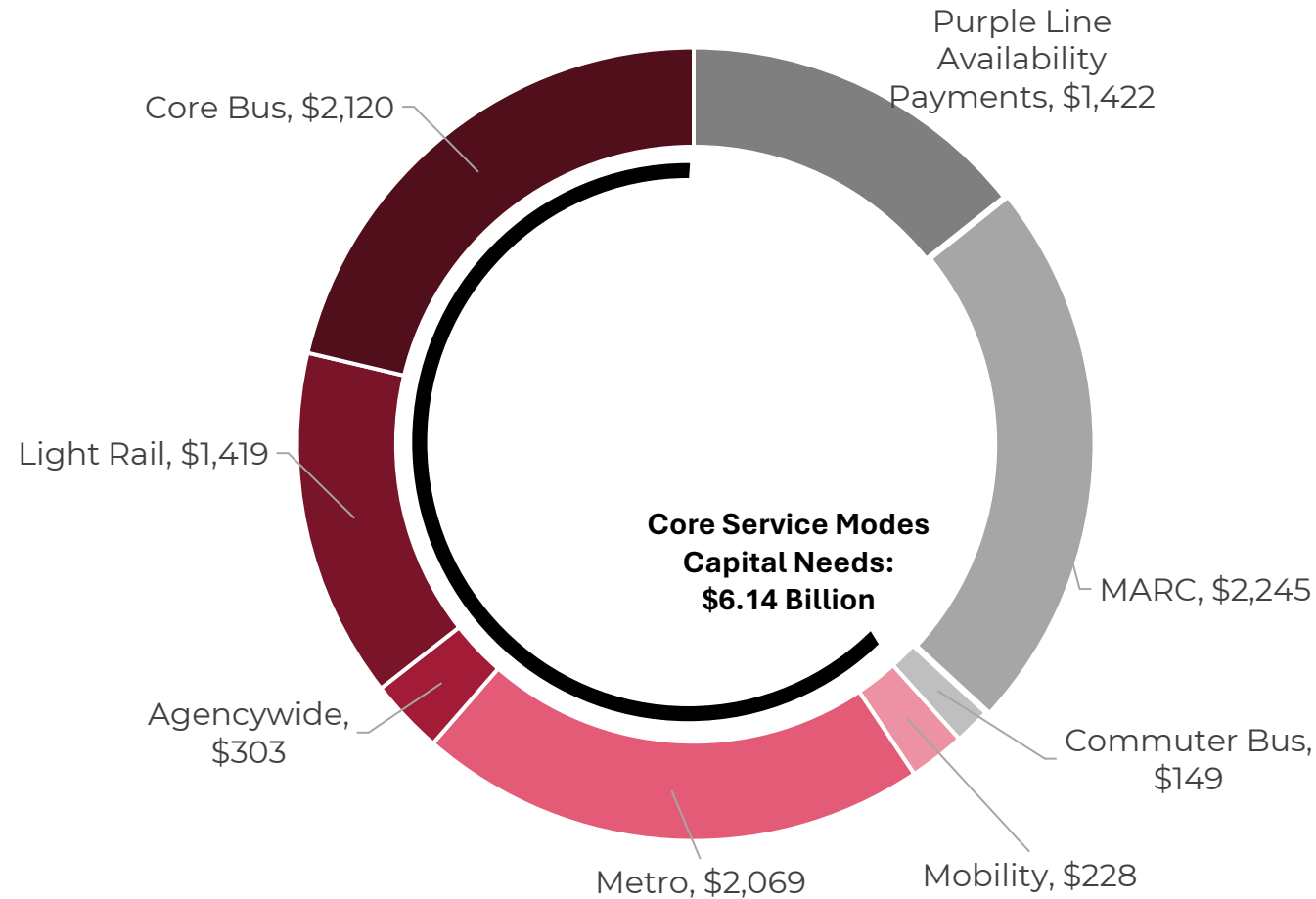
Percentage of MTA Assets in Backlog



MTA Capital Needs

- As described in the Capital Needs Inventory, MTA's 10-year Capital need is \$9.9 billion for state of good repair (SGR), enhancement, and contractual commitments
 - Baltimore Core services needs are \$6.14 billion
- The CNI excludes administrative and capital staffing costs, expansion, freight, and local transit

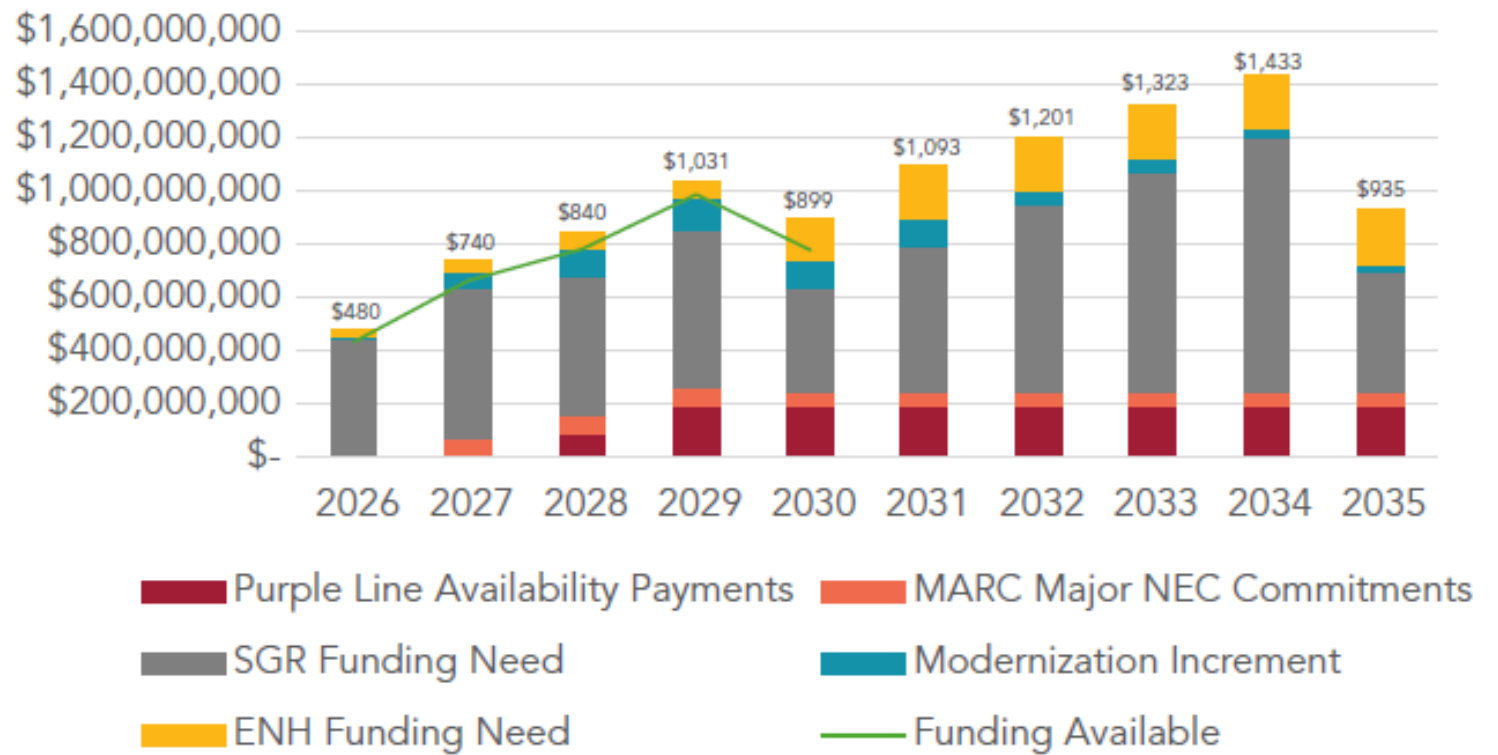
10-year Capital Needs by Mode



2025 MTA Capital Needs Inventory

MTA Capital Needs

- Within the 6-year program, **over 90% of SGR needs are funded**
- Funding need rises in future years due to assets reaching the end of their useful life, and a rising baseline of contractual commitments
- Average annual need:
 - \$800M in 2026-2030
 - \$1.2B in 2031-2035



Ongoing SGR Projects

- New Metro Railcars and state-of-the-art train control system will begin service this year, reducing the SGR backlog by >\$400M
- Bus and Mobility vehicle replacements are getting back on track after supply chain disruptions
- Transportation revenue package funds critical projects:
 - Light Rail Modernization Program, which includes new modern vehicles, train control, traction power, and investments in stations and maintenance facilities
 - Light Rail and Metro trackwork
 - Elevators and escalators in need of rehabilitation
 - MARC locomotives, railcars and maintenance facility upgrades
- These multiyear projects address overdue investment needed for effective transit services