MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION

MTA Budget Update

Maryland Transit Administration
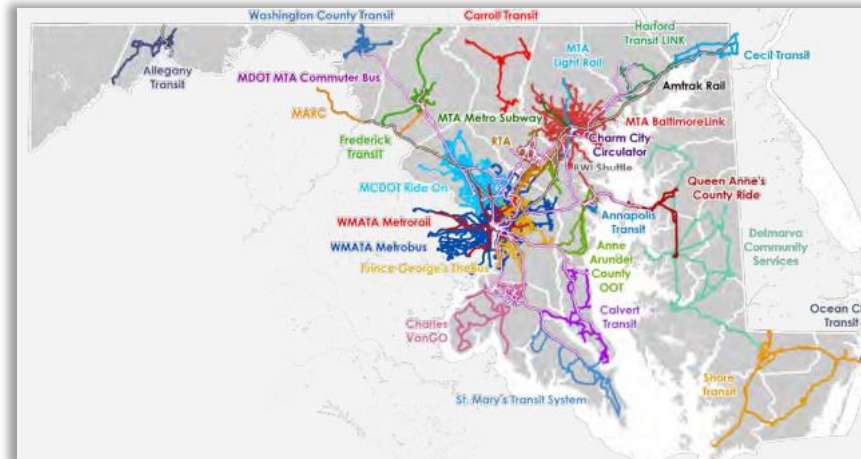
July 11, 2025

Regional Definitions

Baltimore Region	Statewide	MARC
Core Service (Core Bus, Light Rail, Metro)	Non-Baltimore Region LOTS	Penn Line
Mobility	Non-Baltimore Region Commuter Bus	Camden Line
Baltimore Region LOTS*		Brunswick Line
Baltimore Region Commuter Bus		

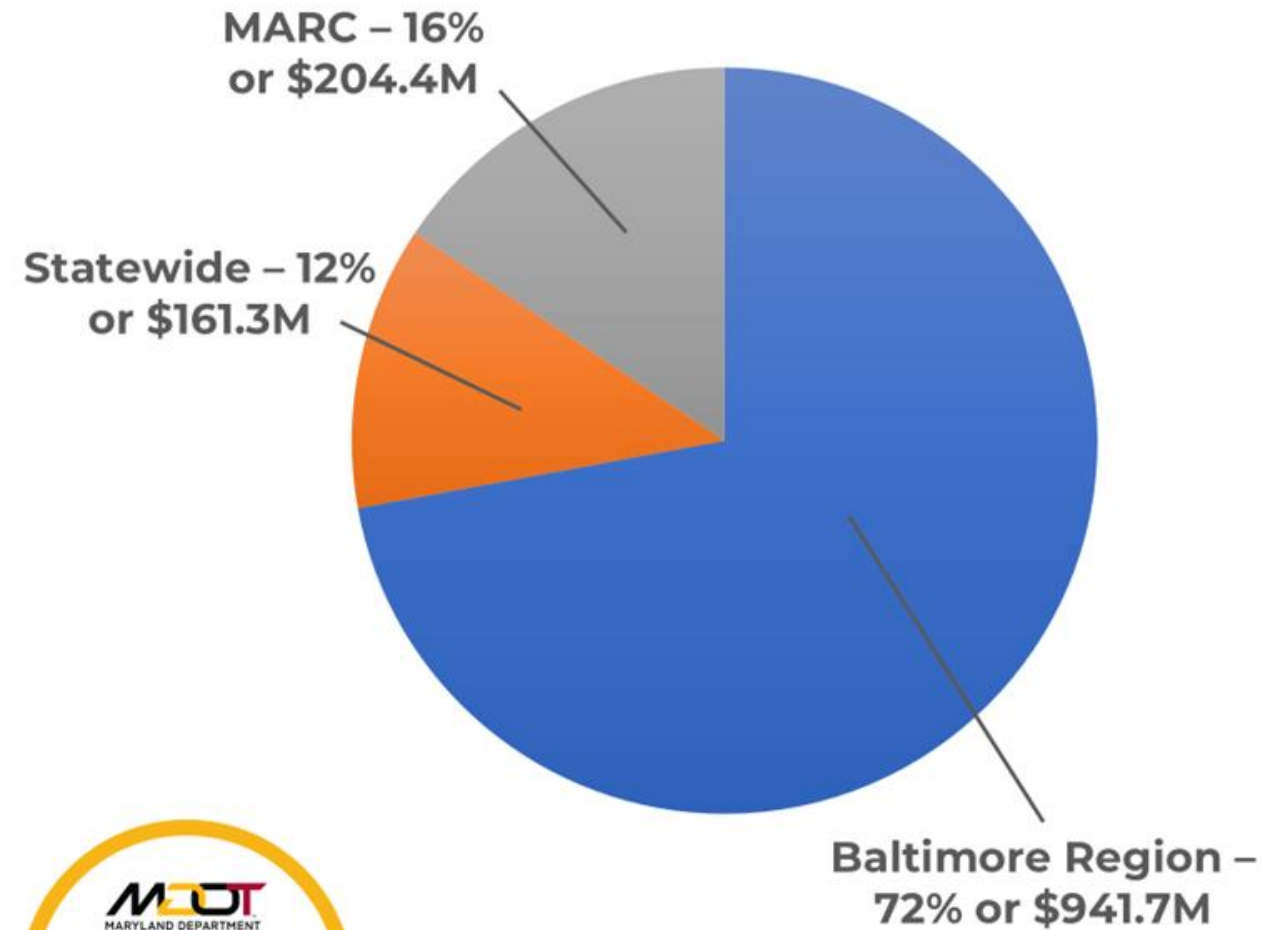*includes all BRTC-represented counties and Baltimore City

MTA Operating Budget Update

- FY26 budget is $1,307.4M
  - 95 PINs (70 for operations)
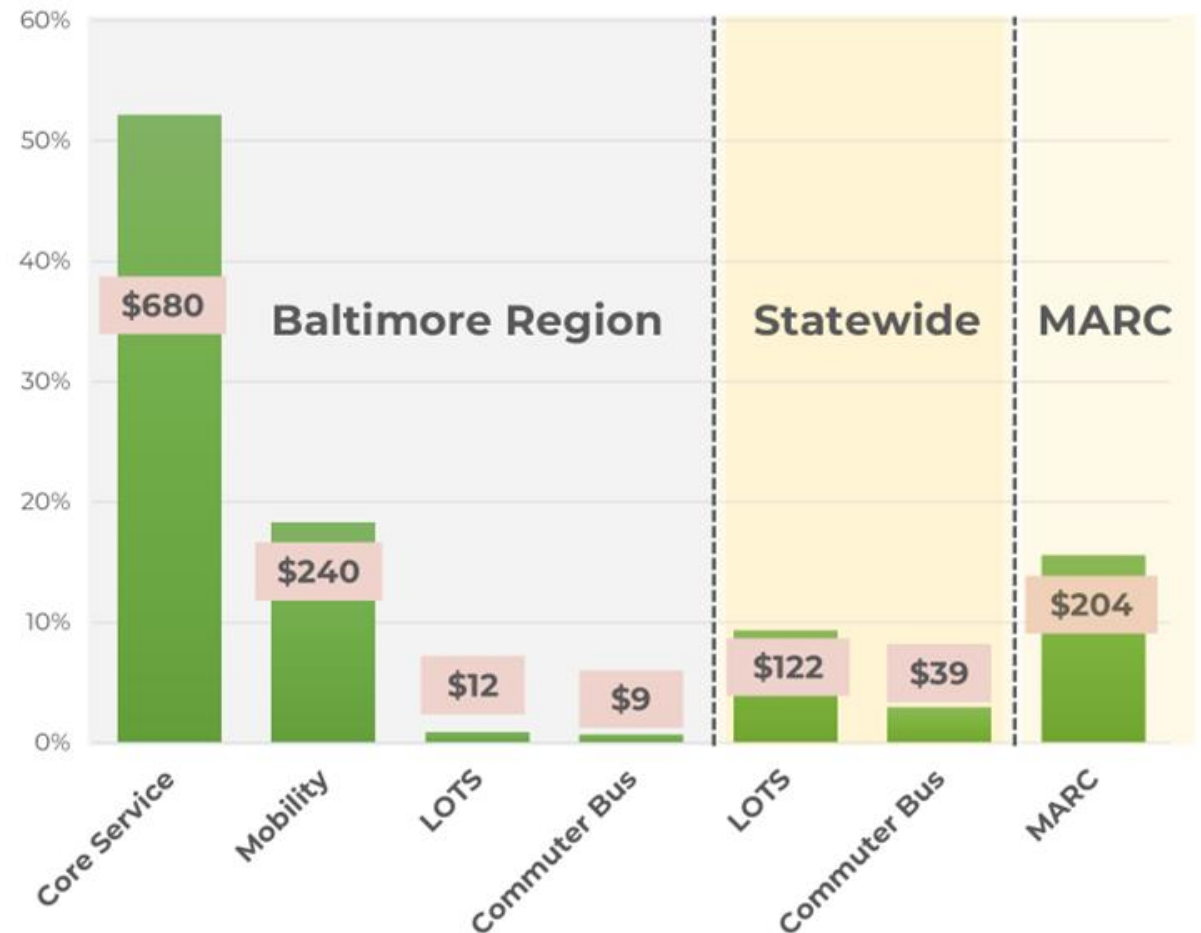 - Service levels increase by >2%

	FY25	FY26	YOY ($)	YOY (%)
Total MTA Operating Budget	**$1,236.6**	**$1,307.4**	**$70.8**	**5.7%**
Baltimore Regional Total	**$896.4**	**$941.7**	**$45.3**	**5.5%**
Core Service	$657.0	$680.2	$23.2	3.5%
Mobility	$219.3	$240.2	$20.9	9.5%
Baltimore Region LOTS	$11.5	$12.3	$0.8	7%
Baltimore Commuter Bus	$8.6	$9.0	$0.4	4.7%
Statewide Total	**$151.1**	**$161.3**	**$10.2**	**6.8%**
LOTS	$115.0	$122.8	$7.8	6.8%
Commuter Bus	$36.1	$38.5	$2.4	6.6%
MARC	**$189.1**	**$204.4**	**$15.3**	**8.1%**

Operating Budget Update

Regional Distribution of FY26 Operating Budget

MARC – 16% or $204.4M

Statewide – 12% or $161.3M

Baltimore Region – 72% or $941.7M

Share of FY26 Operating Budget by Mode and Region

(in $ millions)

Baltimore Region
- Core Service: $680
- Mobility: $240
- LOTS: $12
- Commuter Bus: $9

Statewide
- LOTS: $122
- Commuter Bus: $39

MARC
- MARC: $204

MTA Capital Budget Update

Highlights of MTA's 6-year capital budget:

- Addressing **critical state of good repair needs** across MTA

- Advancing needed **planning efforts for the Baltimore Red Line**

- Annual purchase of buses to **support MTA's fleet and maintain needed service levels**

- **Modernizing Baltimore's Light Rail system** in conjunction with the State's $213 million federal grant award

- **Fully matches all federal formula and discretionary grant programs** including the more than $7 billion Amtrak-led projects, including Frederick Douglass Tunnel, Susquehanna River Bridge, Baltimore Penn Station, the Bridge to Burgos Catenary Renewal Project, and the Mid-Atlantic South Signal System Upgrades.
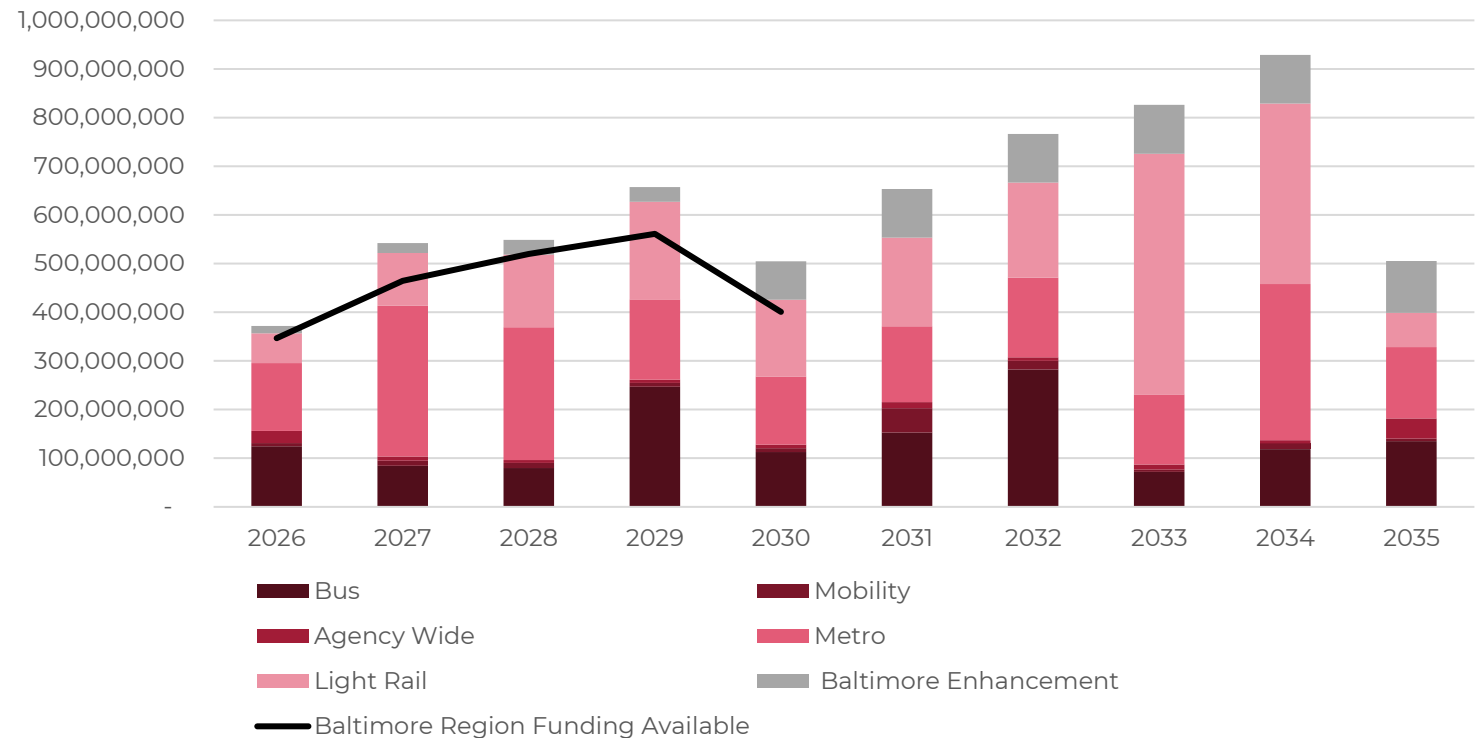

Agencywide, $732.3M 13%
Core Bus, $628.1M 11%
New Starts (RL & PL), $1,517.5M 27%
Light Rail, $1,053.4M 18%
Metro, $516.1M 9%
MARC*, $873.2M 15%
Mobility, $78.1M 1%
LOTS, $306.1M 5%
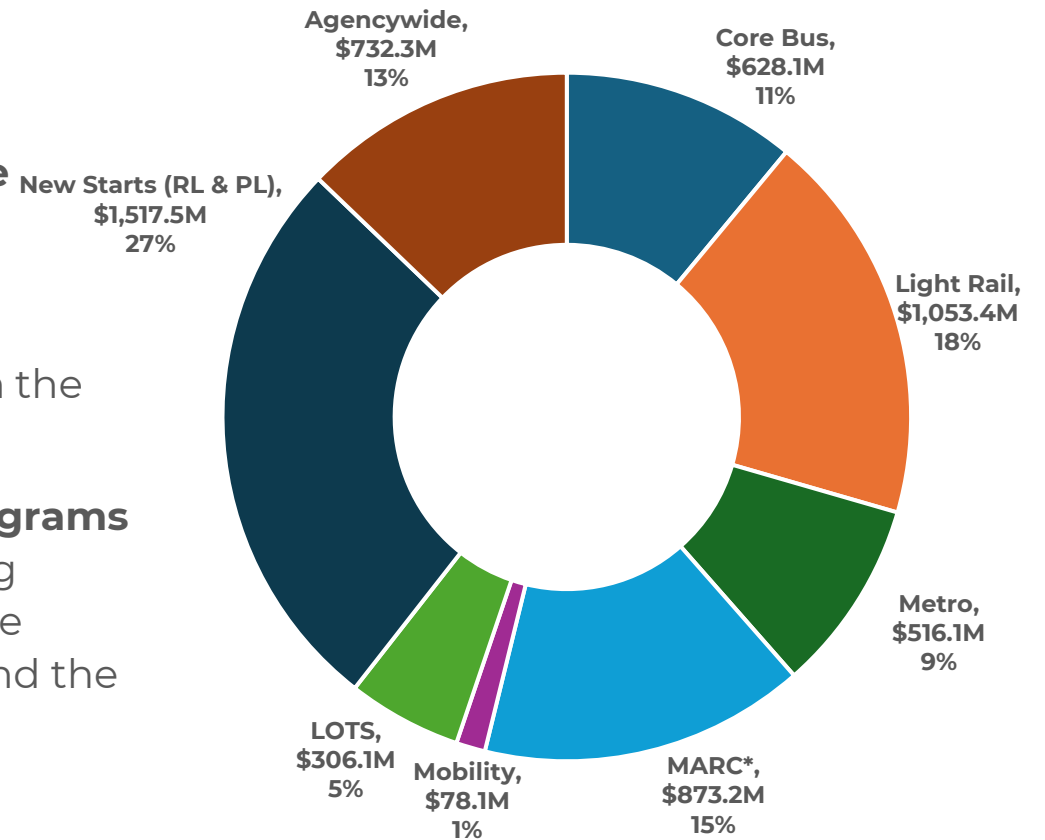
*includes Frederick Douglass Tunnel

Baltimore Core Services

- **Current CTP period (2026-2030):**
  - $2.36B of $2.62B SGR and Enhancement needs are met (90%)

- **2031:**
  - $553M SGR need
  - $100M ENH need

- **2031-2035 average need:**
  - SGR: $686M
  - ENH: $116M

Baltimore Core Services Needs

Legend: Bus, Mobility, Agency Wide, Metro, Light Rail, Baltimore Enhancement, Baltimore Region Funding Available

Baltimore Core Services Funded SGR Capital Projects

Light Rail Modernization Program

Metro and Light Rail Systems, Station Rehabilitations, & Maintenance of Way

Bus and Mobility Vehicle Replacements

Metro Elevator Rehabilitation

Fare Collection System & Equipment Replacement

Metro Railcar and Train Control Replacement Program

Upcoming Core Services SGR Priorities

Looking ahead to FY31 budget request, SGR priorities include:

- Continue currently ongoing SGR projects and annual vehicle replacements (~$240M)
- Capital maintenance and annual SGR needs (e.g. tunnel leaks, power systems cleaning and repairs, inspections and capital staff) (~$80M)
- Next SGR projects ready to advance to construction shown in the table at right (~$100M)
- Advance development and engineering for identified needs (~$130M)
 - >$3B in SGR project needs identified

Next SGR Construction Projects	FY 31 Need
Metro (Guideway, Systems and Stations projects including rehab or replacement of contact rail, aerial piers, switch heaters, and substation breaker)	$25M
Light Rail (Includes stormwater management projects, grade crossing improvements, power systems and track projects)	$55M
Bus (Includes improvements to bus facilities such as HVAC, roof and window replacements, etc.)	$5M
Mobility (Scheduling system upgrade and vehicle replacements)	$3M
Agencywide/IT (network and server expansions, access control system upgrades, cable testing, etc.)	$12M

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Core Service Area Enhancements

Discretionary grants help advance Enhancement projects:

- RAISE E-W Transit Priority Corridor
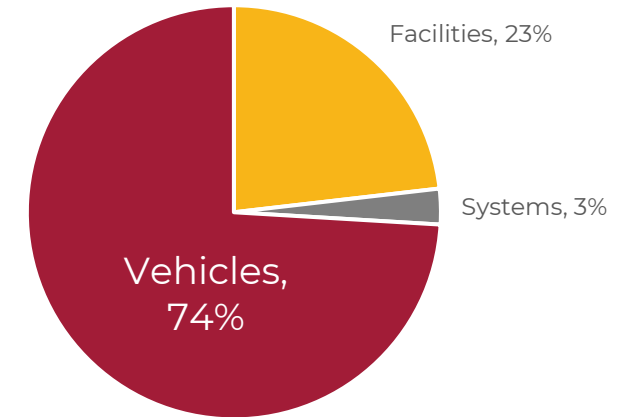- Mondawmin Transit Hub RAISE
- Building Penn Station Connections RAISE

Continued commitment to new bus shelters, passenger information, safety and security investments

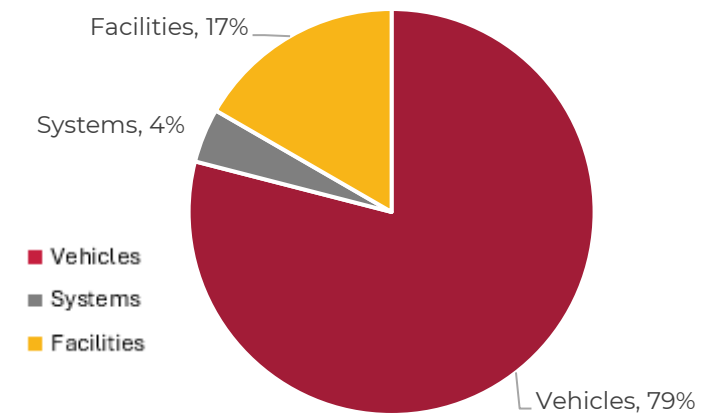RAISE E-W

Mondawmin Hub

Penn Station
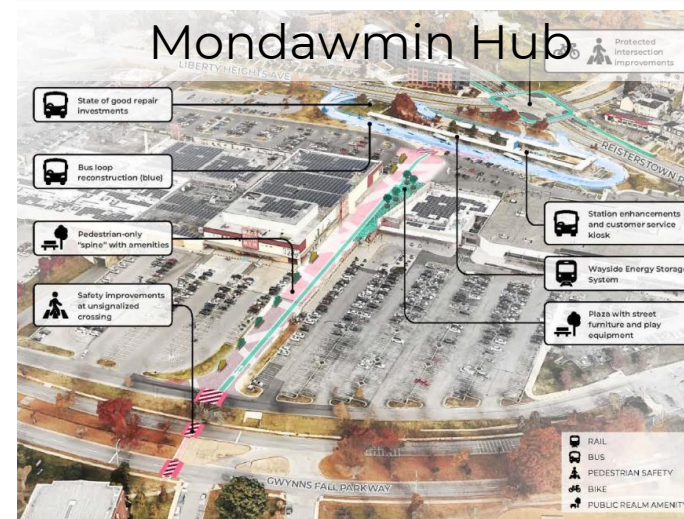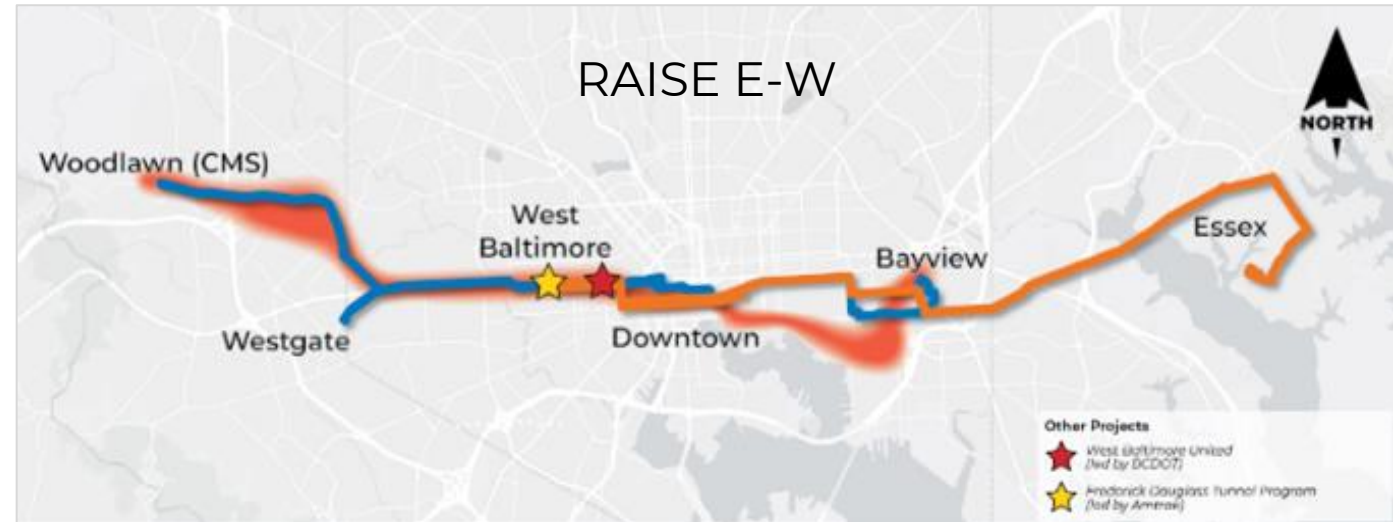
Baltimore Area LOTS SGR Needs

- LOTS SGR needs are addressed in the Statewide transit asset management plan*

- Baltimore area LOTS average annual capital SGR need is $12.9M
  - Capital grants in FY24 and FY25 averaged $6.8M (53% of SGR need)
  - Local governments contribute match to the grants and additional LOTS funding from local budgets

- LOTS Operating grants are determined by formula
  - FY25 Baltimore area LOTS Operating grants grew from $10.6M in FY24 to $16.0M in FY25 with implementation of the formula methodology
  - Local governments also contribute extensively to operating funds

*Montgomery County RideOn develops its own TAM plan

Average Annual Need by Category

Facilities, 23%

Systems, 3%

Vehicles, 74%

Backlog Breakdown By Category

Facilities, 17%

Systems, 4%

- Vehicles
- Systems
- Facilities

Vehicles, 79%

Core Service Area Future Priorities

MTA remains focused on SGR while advancing a vision to improve Service in the Core Service Area.

Top capital investment priorities for future improvement in the Core Service area are:

- The Red Line
- BMORE Bus Implementation (5th Bus Division)
  - Would enable a 20-25% increase in core bus resources
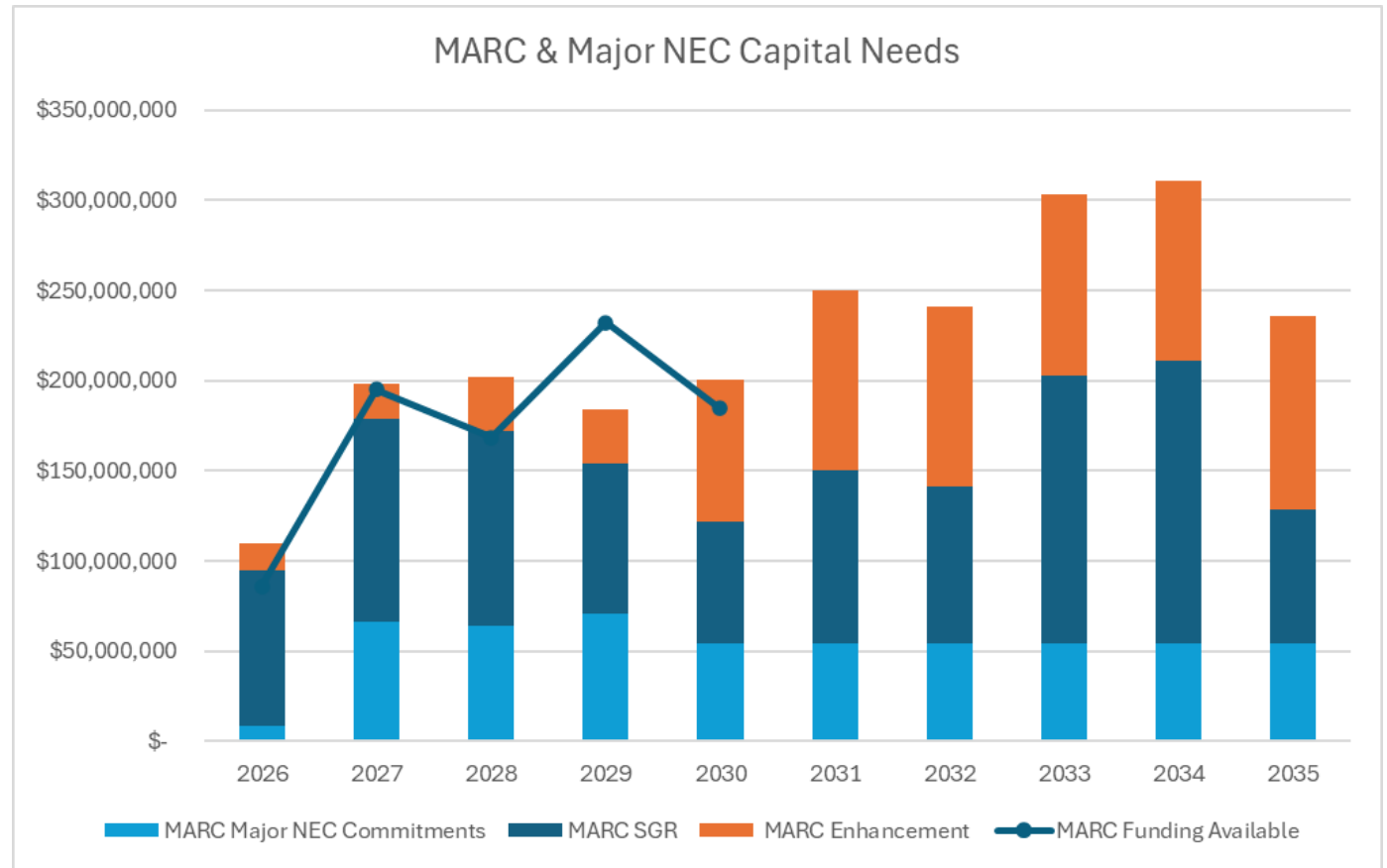 - Would increase frequency systemwide, as well as adding limited stop service on key corridors

BMORE BUS
Better Buses → Better Baltimore

Access to Very Frequent Transit in the Visionary Network

+163K people on weekdays
+202K people on weekends

+39K In-person jobs
+21 schools
+11 healthcare facilities

Very frequent transit: A bus arrives every 10 minutes or better
Frequent transit: A bus arrives every 15 minutes or better

MARC & NEC Major Projects

- **Current CTP period (2026-2030):**
  - $608M of $633M SGR and Enhancement needs are met (96%)
  - Fully funds $263M NEC Commitments

- **2031:**
  - $54M NEC commitment need
  - $96M SGR need
  - $100M ENH need

MARC & Major NEC Capital Needs

Legend: MARC Major NEC Commitments, MARC SGR, MARC Enhancement, MARC Funding Available

- **2031-2035 average need:**
  - NEC: $54M   SGR: $84M   ENH: $130M

MARC State of Good Repair Funded Projects

MARC Vehicle Overhauls and Replacements

Amtrak and CSX Capital PRIIA and Joint Benefit Contributions

Frederick Douglass Tunnel (Amtrak Lead) Includes new West Baltimore MARC station

MARC Station and Platform Repairs

MARC Riverside Facility Upgrades

Additional MTA supported Amtrak projects:
Positive Train Control (PTC) Compliance
Susquehanna River Rail Bridge
Baltimore Penn Station
Mid-Atlantic South Signal System Upgrades
New Carrollton Station upgrades

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MARC Enhancements

Key MARC enhancement priorities are in planning and design phase:

- ADA improvements for the Martin State Airport station
- Penn-Camden Connector
- Bayview station
- ADA improvements for the College Park station

Additionally, continuing commitment to bike/MARC enhancements and improved passenger information systems
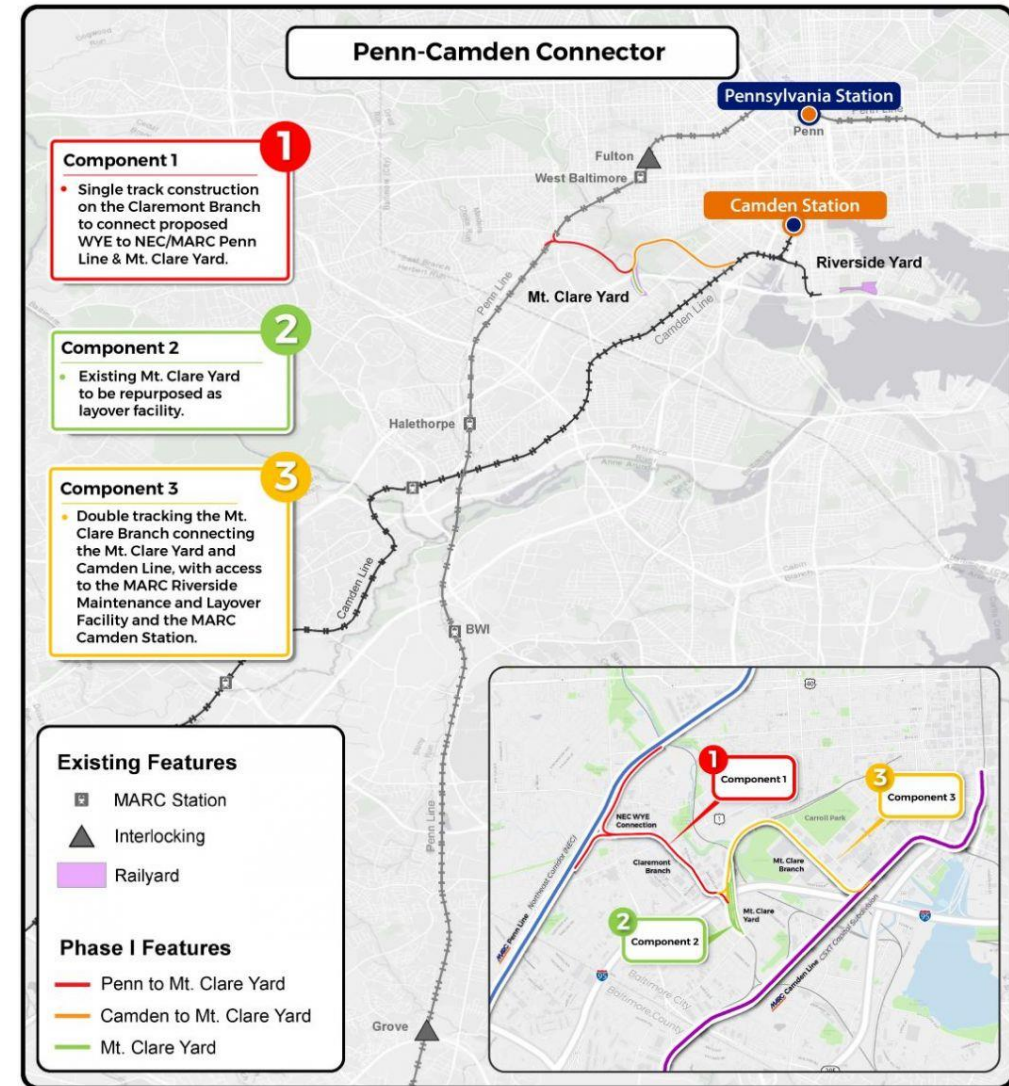
MARC Future Priorities

While MTA remains focused on SGR, **Penn Camden Connector** is the next major Capital investment priority to improve MARC efficiency and service for the Baltimore region

- The Penn Camden Connector
  - Would allow select Penn Line trains to terminate at Camden Station
  - Would increase maintenance efficiency by avoiding a turnaround at Union terminal for Penn Line trains to reach Riverside maintenance yard
- Select short-term improvements from MARC G&T Plan:
  - Expansion of Core Service to include Martin State
  - Mid-day and weekend Camden Line bus service when MARC is not operating
  - Dedicated connecting MARC bus-train service between Hagerstown and Monocacy
  - Select Brunswick Line trains from Frederick during the morning peak period will continue on the Camden Line

GROWTH AND TRANSFORMATION PLAN

JUNE 2025
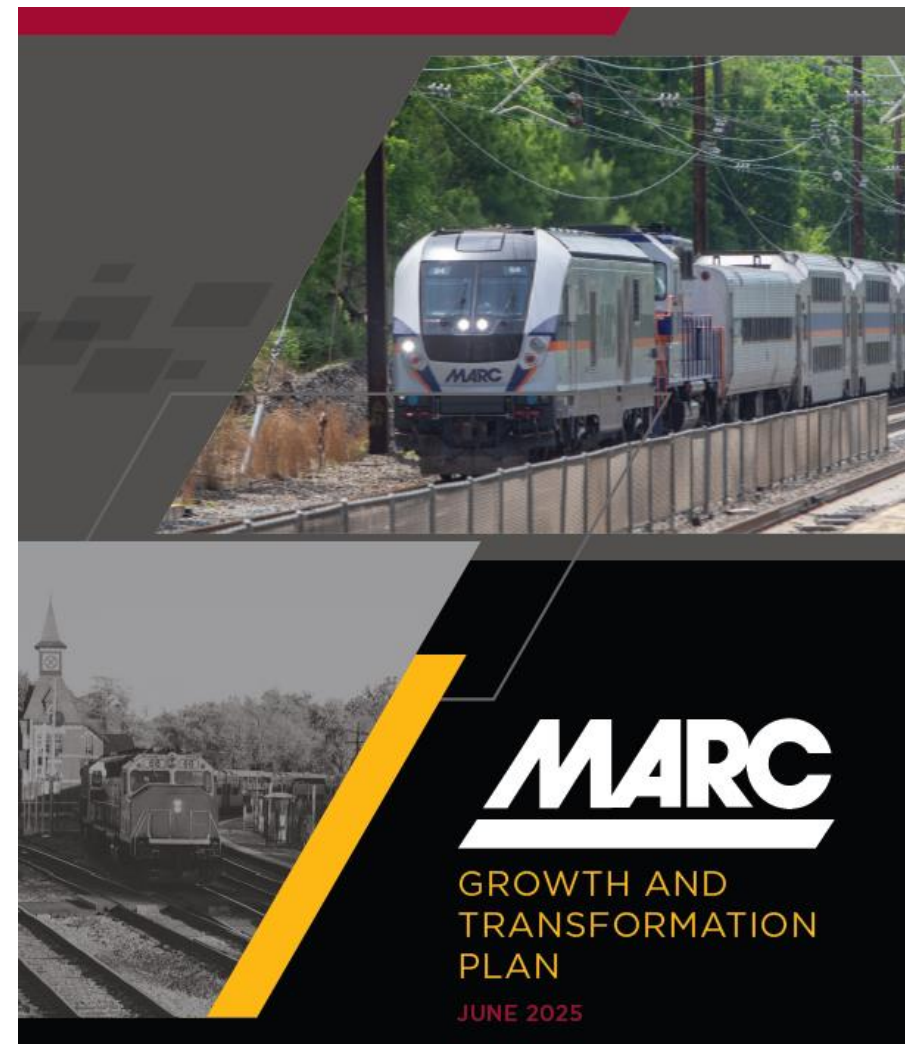
Overall Budget Request Summary

- Within the 6-year program (FY26-30), **over 90% of MTA's SGR needs are funded** both for Baltimore Core Services as well as MARC commitments

- Funding need rises in future years due to assets reaching the end of their useful life, and a rising baseline of contractual commitments
  - **2031 SGR need: $881M**
    - Baltimore Core Services: $553M   MARC: $84M MARC
    - Purple Line Availability: $190M   MARC Major Project Commitments: $54M

- MTA is focused on using the approved revenues to address SGR needs and build capacity to address growing future year needs
  - Secure ability to match discretionary grants for enhancement needs
  - Vision for future enhancements includes Red Line, Fifth Bus Division, and Penn Camden Connector