



BRANDON M. SCOTT
MAYOR

*100 Holliday Street, Room 250
Baltimore, Maryland 21202*

September 22, 2025

Acting Secretary Samantha J. Biddle
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, MD 21076

Dear Acting Secretary Samantha J. Biddle,

I am pleased to provide this supplemental Priority Letter reflecting the City of Baltimore's transit related priorities for inclusion in the Consolidated Transportation Program (CTP). We are grateful for our continued partnership with the Maryland Department of Transportation (MDOT) and the Maryland Transit Administration (MTA). These requests are made in addition to those outlined in my Administration's previously submitted 2025 Priority Letter.

MTA State-of-Good Repair

While many of our neighboring states struggle to fund transit, Maryland is well-poised to become a leader in transit investment. We are grateful for MDOT's willingness to collaborate with Baltimore City and our elected officials, as evidenced by the restoration of transit funding following the City's 2024 CTP Tour. Additionally, we recognize that this draft CTP funds 90% of MTA's state-of-good repair needs. However, the \$6 million reduction to MTA's maintenance and enhancement compared to FY25 is a step in the wrong direction, and we urge MDOT to reverse this change. MTA's most vulnerable customers have struggled with unreliable service for far too long, this must change.

BMORE BUS Project

The MTA recently published its final plan for the BMORE BUS Project, an effort to bring additional bus service to the Baltimore region. This Project would improve headways, expand high-frequency transit service to countless students and workers, and extend high-frequency transit access to tens of thousands of jobs. With 80% of MTA's ridership being on core bus service, this Project is an investment in the quality of life of the bulk of MTA's riders. As such, we are deeply concerned that this visionary 10-year plan is not funded in the 6-year draft CTP. Not only is this Project unfunded, proposed capital spending on core bus service is lower compared to the previous years' CTP. Full funding of the 10-year BMORE Bus Project must begin within the term of this CTP so that Baltimore area residents can realize the benefits of this service. Bus service is a lifeline for our most vulnerable residents, and we must remain steadfast in our commitment to their success.

Baltimore Red Line

With significant uncertainty around federal funding, the future of the Baltimore Red Line is at a critical juncture. Now more than ever, the State must take the lead in advancing this transformative project. The Baltimore Red Line would connect tens of thousands of City and County residents with major job centers Downtown and along

the US 40 corridor. My Administration is fully committed to realizing our region's first east-west connection. We cannot allow this opportunity to falter. If we do not move forward now, we risk losing momentum for generations to come.

MTA North-South Corridor Study

There is a clear and growing need for fast, reliable, and high-capacity transit connecting Downtown Baltimore, Towson, and every community in between. Today, several bus routes link these urban centers, carrying millions of passengers each year. The CityLink Red route alone served more than 225 thousand riders along Greenmount Ave and York Rd this May.

Targeted investment in more frequent, reliable, high-capacity transit would improve the quality of life of existing riders while encouraging drivers to commute by transit. Additionally, a direct transit link between these urban cores would mitigate the heavy traffic volumes along I-83 and various commuter corridors. For these reasons, we find it unacceptable that funds for the planning of the North-South Corridor have been removed from the draft CTP. We cannot stand idly by while other regions work to build networks of high-quality transit. Baltimore has not opened new rail service in nearly 30 years; we need to be proactive in our efforts to plan for the construction of transit corridors identified in the Central Maryland Regional Transit Plan. The Baltimore Red Line and North-South Corridor projects should be planned for as the next steps in building a robust, high-quality transit system for the Baltimore region.

Light Rail Modernization Project

Finally, I want to commend MDOT for fully funding MTA's Light Rail Modernization Project. This initiative will allow for modern, low-floor railcars to be brought into service along the Baltimore region's existing light rail line. In addition, these improvements will bring various stations into compliance with modern Americans with Disabilities Act (ADA) standards. We must prove ourselves capable of maintaining our region's existing rapid transit infrastructure as we work to expand and compete for limited Federal transit investment.

Closing

Thank you for your favorable consideration of these additional requests. Should you have any questions, please do not hesitate to contact Director Veronica P. McBeth at veronica.mcbeth@baltimorecity.gov or 410-274-1165. The Baltimore region is long-overdue for a comprehensive mass transit system that is safe, fast, and reliable. We in Baltimore are committed to working with MDOT and MTA to bring our residents the quality service they deserve.

In service,



Brandon M. Scott

Mayor

City of Baltimore