

Workgroup on the Reorganization of the Maryland Transit Administration (MTA)

Meeting #4
October 30, 2025
9:30 A.M. – 11:30 A.M.

[Website](#)

Location: Maryland Department of Transportation (MDOT), 7201 Corporate Center Drive,
Hanover, MD 21076 – Harry Hughes Conference Room

Online Meeting Information: [Microsoft Teams](#) or <https://bit.ly/HB517M4>

Materials Cover Sheet

Item #	
1	Meeting #4 Agenda
2	Meeting #3 Draft Minutes
3	Meeting #4 Public Participation List
4	National Transit Governance Models – American Public Transportation Association
5	Meeting #3 Follow-up Requests – Maryland Transit Administration
6	Interim Report Considerations – Maryland Department of Transportation
	Adjournment

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Agenda

Item #	Administrative	Contributor	Time (min)
1	Call to Order	Chair	
	Public Comment		
2	Public Comment	Chair	30
	Reports and Briefings		
3	National Transit Governance Models	American Public Transportation Association	30
4	Meeting 3 Follow-up Requests	MTA	10
	Discussion and Other Business		
5	Interim Report Considerations	Chair/MDOT	30
	Adjournment		

Workgroup on the Reorganization of the Maryland Transit Administration (MTA)

Meeting #3 Minutes

1. Attendance:
 1. MTA Administrator Holly Arnold
 2. Delegate Mark Edelson, House Appropriations Committee
 3. Mike Kelly, Baltimore Regional Transportation Board (BRTB)
 4. Delegate Marc Korman, Chair, House Environment and Transportation Committee
 5. Jon Laria, Chair, Baltimore Regional Transit Commission (BRTC)
 6. Wesley “Wes” Mitchell, MTA Rider
 7. Maryland Department of Transportation (MDOT) Assistant Secretary Dianna Rosborough, on behalf of Acting Secretary Samantha Biddle
 8. Sameer Sidh, MTA Rider, Chair
2. Call to Order
 1. Chair Sidh called the meeting to order.
 2. Chair Sidh made a motion to approve the minutes for meeting two. Delegate Edelson provided a second. **The minutes were approved unanimously.**
 3. Chair Sidh provided an update on the meeting schedule. The next meeting is scheduled for October 30th at 9:30am in the MDOT Secretary’s Office located in Hanover, MD. The meeting five date is still being scheduled, but is tentatively set for November 20th.
 4. Delegate Edelson acknowledged that public input would be good before moving to the Interim Report.
 5. Chair Sidh introduced the Public Policy Participation for approval to the Workgroup. Chair Sidh made a motion to approve the policy. Delegate Korman provided a second. **The policy was approved, effective 10/9/2025.**
3. Briefings
 1. Ms. Minilla Malhorta, Deputy Administrator and Chief Administrative Officer, MTA – MTA Workforce Considerations Presentation
 - i. Ms. Malhorta provided an overview of MTA’s workforce and its collective bargaining agreements.
 - ii. Chair Sidh asked if there was a direct collective bargaining agreement (CBA) relationship between the contracted services – like MARC and Mobility – at the MTA directly. Ms. Malhorta stated no, outside of certain call center operations for mobility services.

- iii. Chair Sidh noted that MTA has its own Procurement Office. He asked if MTA could provide additional context involved in the contract final selection and review process with the Secretary's Office (TSO). Ms. Malhorta noted that a full procurement packet is provided to MDOT before it is sent to the Board of Public Works.
- iv. Mr. Mitchell asked that with the agreement terms expiring in 2026 for some CBAs, if the renewal process could be described. Ms. Malhorta noted that the process would start in earnest now in fall 2025. Mr. Mitchell followed up asking if the agreement terms will be the same. Ms. Malhorta responded noting that the last period was a 4-year term. Mr. Mitchell noted that the term is in fact subject to negotiation.
- v. Delegate Edelson asked how MTA's procurement is different than other modes at MDOT. Ms. Malhorta noted that MDOT review components are similar, however she stated that MTA's contracts tend to be large dollar and complex triggering BPW review. Ms. Arnold also noted that other MDOT modes have certain delegated contract authority. Delegate Korman asked if there was dollar amount threshold. **Mr. Laria asked if the volume of SHA contracts that are exempt from BPW could be shared with the Workgroup.**
- vi. Mr. Mitchell asked if salaries are set by MDOT's salary structure. Ms. Malhorta noted that compensation is set at MDOT level for Transportation Service Human Resources (TSHR) subject individuals, however the CBAs themselves govern the salary structure for unionized workforces. Ms. Arnold noted that MTA's unionized salary rates are generally in line with national transit salary rates.
- vii. Chair Sidh asked about administrative support on statewide and Baltimore services. For example, Human Resources or procurement, do those offices correspond to a specific MTA mode. Ms. Malhorta noted that those functions are not limited to a specific MTA mode or region. Ms. Arnold noted for example that contract officers work on healthcare contracts as well as MARC ones. Ms. Malhorta noted that cross training is very important to the success and resiliency of MTA.
- viii. Mr. Laria asked if the CBAs are assignable. Ms. Arnold noted that for certain CBAs, state law prevents assignability and cautioned that any changes should be well thought out. Mr. Laria noted that there is a certain cost-benefit to all potential decisions in front of the Workgroup. What does reopening these contracts mean?
- ix. Delegate Korman asked about the federal 13(c) requirements. Ms. Malhorta noted that MTA would have to ensure compliance with any potential structure or mode changes. Delegate Korman noted that the

point of 13(c) was to ensure that transit workforces remained unionized. In Maryland at the state-level, he did not believe there was a current desire to change that.

2. Mr. Mike Kelly, BRTB, BMC Governance Studies Presentation

- i. Chair Sidh observed that the slides noted that MTA governance is a bit of anomaly nationally. He asked how many of the organizations that BMC looked at nationally were an authority structure or within a state agency. Mr. Kelly noted that it was roughly a 50/50% split. Mr. Laria noted that the primary difference is the ability to independently raise revenue, Mr. Sidh noted that, that was exactly what he was trying to get at.
- ii. Mr. Laria noted that the first bill to create the Baltimore Regional Transit Commission did have budget authority originally, but it was negotiated out.
- iii. Mr. Korman asked how the BRTC is working. Mr. Kelly noted that the BRTC is working well overall and has been an effective advocate for MTA funding. However, the current dynamic does not allow for the input that an authority would have, by comparison. Mr. Laria noted that BRTC has made a difference in calling attention to key issues, but at the end of the day, it does not have ultimate authority over budget or staff. Mr. Korman stated that there is obviously a limit on your powers, however can the BRTC work, structurally, to compel information, especially if there were a more hostile one to transit in general. Mr. Laria noted that a more hostile Administration could hurt progress made to date. The Red Line decision, for example, BRTC could not have stopped that decision.
- iv. Mr. Korman noted that for WMATA, the local governments in Northern Virginia paid for an infill station at Potomac Yards. He asked if that model is what BMC's reports suggest, governance and revenue. Mr. Kelly stated yes.
- v. Delegate Edelson asked if the group today decided to move forward on a state-Regional Transit Authority (RTA) model could a high-level overview be provided on what would need to occur. Mr. Kelly stated the first objective would be that it would not disrupt the current operations of the MTA. Then it is a question of legislation and form. Mr. Kelly said it could take the form of a governance board with certain budget powers or executive oversight powers, for example.
- vi. Delegate Edelson asked if MTA's current structure holding it back from providing great service in Baltimore. Hypothetically, could a board just be created for Baltimore-area services. Mr. Kelly responded stating that the initial legislation propose the BRTC be structured that exact way.

- vii. Delegate Edelson noted that while the Workgroup's charge is not revenue, it is impossible to just ignore that question. The Transportation Trust Fund cannot support two major transit systems that both want to grow as currently structured. Mr. Kelly stated that a state-controlled RTA would create more parity in our regions and could help advance the local revenue discussion. Mr. Laria stated that he did not intend to target WMATA, but a state-controlled RTA is not really parity with WMATA.
 - viii. Chair Sidh noted that there seems to be a consensus on governance reform and improvements within the Workgroup. Mr. Laria noted that governance is important, but it is hard to divorce it from revenue. Chair Sidh noted that when contemplating an adjusted governance model, it will not wall off revenue discussions from occurring.
 - ix. Delegate Korman just wanted to point out that WMATA also does not have dedicated and sustainable revenue sources. Mr. Kelly clarified that he only intended to point out its board structure, not revenues.
 - x. Mr. Mitchell asked if there are also other authority structures, outside of transit, that the Workgroup could evaluate. Mr. Kelly noted that within MDOT there are diverse structures. But looking around the country, there is not one-size-fits-all approach.
 - xi. Delegate Edelson noted that one of the difficulties that he has is that, when it comes to MTA's budget, it is hard to ultimately know where the dollars go. And that is a structural issue. He asked if a state-controlled RTA would assist in this structural problem. Mr. Kelly stated that an empowered board would be able to assist.
 - xii. Mr. Mitchell asked would a state-controlled RTA structure assist in predictable funding for planning. Mr. Kelly noted that there has been legislative mechanisms to provide funding for specific purposes in the past.
 - 3. Ms. Holly Arnold, MTA, Meeting Two Follow-up Presentation
 - i. No questions from the Workgroup.
- 4. Other Business
 - 1. Chair Sidh moved to other business.
 - 2. Chair Sidh introduced to the Workgroup a question of what problem(s) it is attempting to solve. He stated that Mr. Kelly's chart, which shows the growth of transit expansion in the Washington-area versus the Baltimore region, is one given that the Baltimore-area has not realized a real expansion project in 30+ years. Chair Sidh proposed that the Workgroup should propose governance reform to ensure the Baltimore region is in greater control of transit expansion proposals. He said key questions to answer would be, should the BRTC be

enhanced, what is the membership of this board, and what are its responsibilities.

3. Delegate Edelson stated that the problem to solve in his mind is that despite strong staff at MDOT and MTA, we are still far from the system that we need for the Baltimore region. And a significant piece of that is due to the structure of the MTA. He stated that it is not a capital-region vs Baltimore discussion. He stated that part of the problem statement should be how we prevent a decision like the cancellation of the Red Line project from happening again, which includes local representation at the table.
4. Chair Sidh also noted the legislation notes for a study of the creation of a statewide transit service and asked Delegate Korman if he could provide some of his legislative intent.
 - i. Delegate Korman noted that MARC service, in a recent Trains Magazine article, received an F-grade for inefficient costs and ridership not fully recovering from the pandemic. He noted the Virginia Railway Express (VRE) received a B-grade. Delegate Korman stated that he thinks the MARC service is not living up to its potential.
5. Delegate Edelson noted that meeting four could be an opportunity to discuss solutions and a way forward.
6. Chair Sidh noted that ATU Local 1300 provided the Workgroup with a memo and it is available in the meeting materials packet.
5. Adjournment.
 1. Chair Sidh moved to adjourn the meeting. Delegate Edelson provided a second.
There was no discussion and the motion to adjourn carried unanimously.

Name	Organization	Date Signed Up	Confirmation Information Sent	Email
Robin Budish	Transit Choices	10/10/2025	10/15/2025	robin@transitchoices.org
Eric Norton	Central Maryland Transportation Alliance	10/14/2025	10/15/2025	enorton@cmtalliance.org
Monica Blair	Amalgamated Transit Union	10/15/2025	10/15/2025	Monica Blair <mblair@atu.org>
Anna Ellis	N/A	10/22/2025	10/22/2025	anna.ellis2222@gmail.com
Patrick Fleming	Baltimore City DOT	10/22/2025	10/22/2025	Fleming, Patrick A. (DOT) <Patrick.Fleming@baltimorecity.gov>

HB 517 Workgroup on the Reorganization of the Maryland Transit Administration



American
Public Transportation
Association

Public Transit Governance

- ✓ City, County, or Local Department of Transportation
- ✓ State Government or State Department of Transportation
- ✓ Independent Transit Public Agency or Authority
- ✓ Metropolitan Planning Organization (MPO) or Council of Governments (COG)
- ✓ Other Publicly-Owned or Privately Chartered Corporation
- ✓ Private-For-Profit Corporation
- ✓ Transit Agency Subsidiary Unit
- ✓ Tribe
- ✓ University
- ✓ Agency on Aging

Public Transit Governance Models

***“A primary objective of the study was to identify effective regional organizational models that could be used elsewhere in the country. However, in the course of the study, it became apparent that models are not directly or easily transferrable, and that governance choices must be tailored to a region’s specific needs and characteristics.*”**

The case studies also suggest seven strategies for successful organizational transformation for public transportation:

- 1. Every region is unique and precise governance choices for public transportation must fit the region.*
- 2. It is important to recognize and capitalize on windows of opportunity for governance change.*
- 3. Governance and financing for public transportation are so closely inter-related, they must be addressed together.*
- 4. Governance change takes time and is never static.*
- 5. Leadership and champions are critical to change in public transportation governance.*
- 6. Advocacy groups and individuals can be extremely helpful.*
- 7. Good working relationships with other public agencies are critical to successful organizational transformation in public transportation.”*

Public Transit Governance Models

Governance Models	Examples
State Transit Agencies	Maryland, Massachusetts, New Jersey, Rhode Island
General Purpose Transit Authorities	Texas, Washington State, Ohio Transit Authorities (e.g., Cleveland), Florida County Transit Districts, New Mexico RTAs
Special Purpose Regional Transit Authorities	WMATA, San Francisco BART, Utah Transit Authority, Denver RTD, Chicago Transit Authority
Municipal Transit Agencies	San Francisco Muni, Seattle King County, Honolulu Transit, Charlotte CATS
Joint Powers Authorities	Virginia Railway Express, San Francisco/San Jose Caltrain, Fort Worth Trinity Railway Express

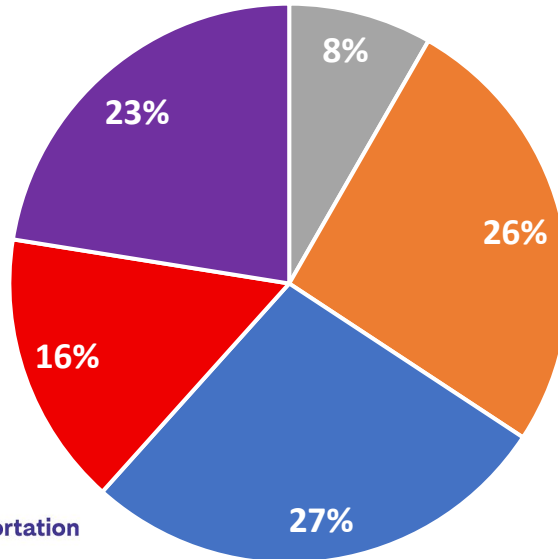


Public Transit Governance: Increasing Regional Coordination

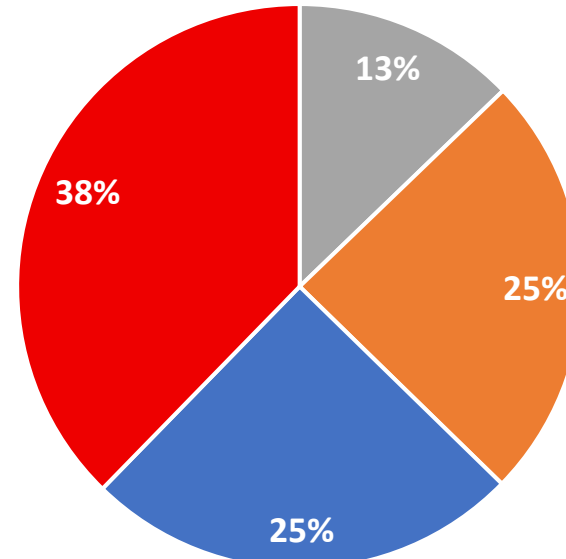
- ✓ **Charlotte: 2025 Law and Ballot Initiative**—*establishes Metropolitan Public Transit Authority (MPTA); MPTA funded by proposed increase in sales tax*
- ✓ **Chicago: 2025 Pending Legislation**—*establishes Northern Illinois Regional Authority; regional coordination of fares, customer service, and service standards; regional prioritization of capital projects*
- ✓ **San Francisco Bay Area: 2025 Law and 2026 Ballot Initiative**—*regional coordination of fares, customer service, and service schedules; initiative funded by proposed increase in sales tax*

U.S. Public Transit Agencies: Operating and Capital Funding Sources

Operating

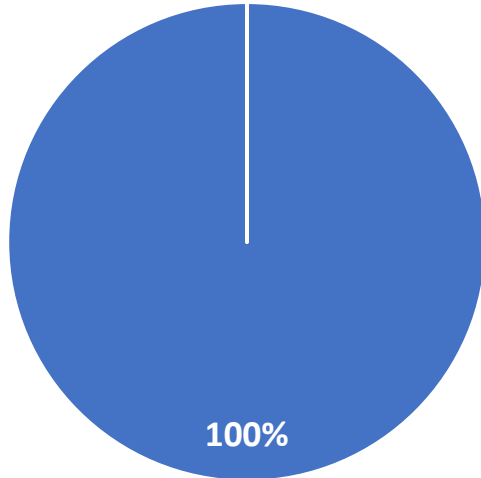


Capital

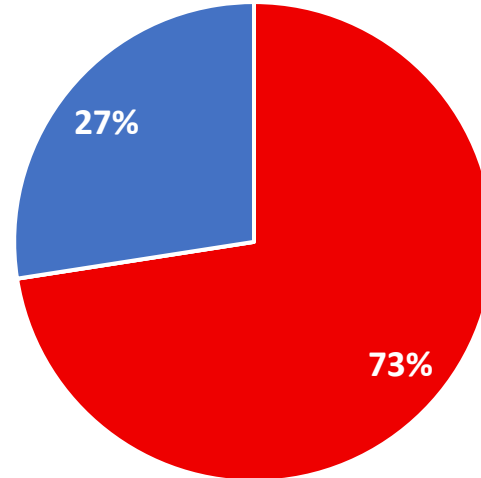


Maryland Transit Administration: Operating and Capital Funding Sources

Operating



Capital

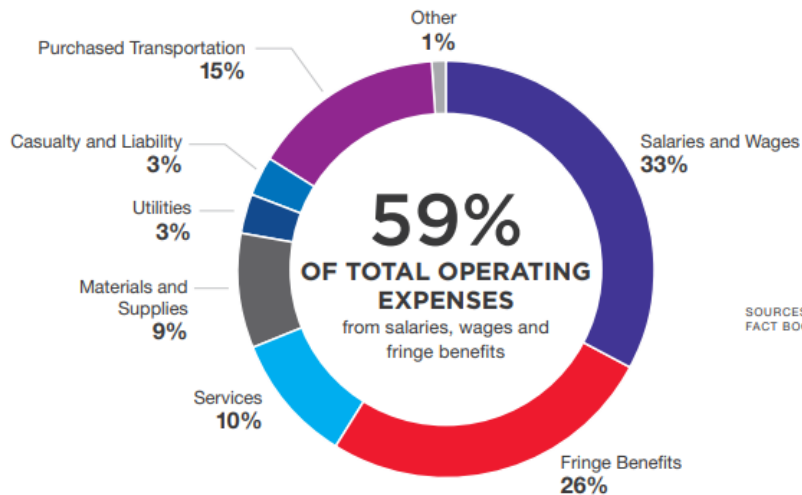


American
Public Transportation
Association

■ State ■ Federal

Source: [FTA 2024 Annual Agency Profile](#).

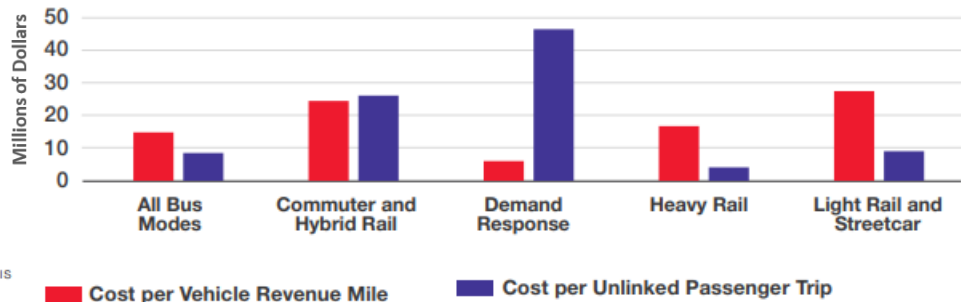
Total Public Transit Operating Expenses



SOURCES: APTA
FACT BOOK ANALYSIS

Operating Expenses by Mode

(Dollars per Revenue Mile/Unlinked Trip)



SOURCE: APTA FACT BOOK ANALYSIS

Federal Transit Administration Requirements

A Transit Agency must demonstrate the legal, financial, technical capacity to carry out the programs and projects:

- ✓ Federal Procurement
- ✓ Environmental Review (e.g., NEPA, NHPA)
- ✓ Public Transit Employee Protections
- ✓ Disadvantaged Business Enterprise (DBE)
- ✓ Civil Rights (e.g., Title VI, ADA)
- ✓ Public Transit Agency Safety Plans

Triennial Review—Every three years, FTA reviews an agency's performance and adherence to current FTA requirements and policies. The review currently examines up to 23 areas.

State Transit Agencies

Agency	Board Structure	Local Funding*	
Massachusetts Bay Transportation Authority (MBTA)	9 Members <i>7 Appointed by Governor</i> <i>1 Appointed by Boston Mayor</i> <i>1 Appointed by MBTA Advisory Board</i> <i>Requires Specific Expertise</i>	Capital:	\$50 million (5%)
		Operating:	\$351 million (18%)
NJ Transit	13 Members <i>11 Appointed by Governor</i> <i>(including 8 public and 3 state officials)</i> <i>2 Non-voting Appointed by Labor</i> <i>Governor May Veto Board Decisions</i>	Capital:	\$160 million (34%)
		Operating:	\$141 million (13%)
Rhode Island Public Transit Authority (RIPTA)	9 Members <i>9 Appointed by Governor</i> <i>and Confirmed by State Senate</i>	Capital:	\$10 million (100%)
		Operating:	\$52 million (75%)
Maryland Transit Administration (MTA)	No Board of Directors	Capital:	\$0
		Operating:	\$0
Connecticut DOT	No Board of Directors	Capital:	\$0
		Operating:	\$21 million (8%)
Delaware Transit Corporation	No Board of Directors	Capital:	\$0
		Operating:	\$2 million (2%)

*Local Funding does not include agency fares.

Source: NTD 2024 Revenue Sources.

Questions?





HB 517 Workgroup

*Advisory Councils and Public Groups
Informing MTA's Process*

October 30, 2025



Overview

- MARC Riders Advisory Council
- Citizens Advisory Committee
- Citizens Advisory Committee for Accessible Transportation
- Youth Transit Council
- Purple Line Community Advisory Team
- Red Line Community Advisory Team
- Rider Experience Focus Groups
- Operator Advisory Council



MTA also convenes stakeholder and advisory groups on an as-needed basis, such as meeting with route-focused groups during Commuter Bus operational changes.

MARC Riders Advisory Council

- **Purpose:** Advise on MARC service and passenger opinions
- **Members:** 19 members - must be MARC riders
- **Meeting Information:** 2nd Thursday of the month, open to the public
- **Feedback Example:** Letters of support for various grant applications (Penn-Camden Connector, Brunswick Line Improvement Projects, College Park Station ADA Accessibility).
- **Recent Agenda Included:**
 - MARC 2025 Emergency Preparedness Drill
 - Review of September performance data
 - Customer Experience Team – Navigating Service Disruptions

Citizens Advisory Committee

- **Purpose:** Make recommendations for solutions to problems that are identified regarding the MTA transit system
- **Members:** 9 to 15 members - must be familiar with MTA services
- **Meeting Information:** 3rd Tuesday of the month, open to the public
- **Recent Agenda Included:**
 - Rider Code of Conduct
 - Customer Experience Action Plan

Citizens Advisory Committee for Accessible Transportation

- **Purpose:** Advise on issues related to accessible transportation services for people with disabilities
- **Members:** 9 to 15 members - must be familiar with MTA services
- **Meeting Information:** 3rd Thursday of the month, open to the public
- **Recent Agenda Included:**
 - Rider Code of Conduct
 - Mobility Updates

Youth Transit Council

- **Purpose:** Offers young people in the Baltimore area an opportunity to learn how MTA operates, offer suggestions, and explore career options in the public transportation industry
- **Members:** 12 members – Must be 14–18 years old at the time of application, a resident within the MTA service area, and the ability to attend at least six meetings per academic year
- **Meeting Information:** One Saturday each month, attendance limited to members and invited guests
- **Feedback Example:** Rider Code of Conduct language and relevant bus cards
- **Recent Agenda Included:**
 - Rider Code of Conduct
 - Customer Experience Action Plan

Purple Line Community Advisory Team

- **Purpose:** Community Advisory Teams (CATs) are composed of neighborhood and civic association representatives, business associations, and local government officials to serve as a bridge for residents and other stakeholders to engage in open dialogue with the project and share updates with their communities.
- **Members:** 268 - members are nominated and invited to participate.
- **Meeting Information:** Held 2X per year, spring and fall; open to the public. CAT member listening sessions and post-meeting surveys occur 2X per year.
- **Feedback Example:** CAT members advocate for the communities they represent and collaborate with the project on pedestrian accessibility, community and business outreach, signage, landscaping, and Art In Transit installations.

Red Line Community Advisory Team

- **Purpose:** Bring a range of perspectives from diverse communities, share opportunities for partnerships with local organizations, identify Red Line impacts in the community, advise on methods for successful local engagement
- **Members:** 27 members representing geographic diversity of the Red Line corridor
- **Meeting Information:** Held quarterly; Open to the public
- **Feedback Example:**
 - Provided feedback on the 2024 Open House materials
 - Provided community contacts and input on methods to engage community members
 - Invited and coordinated Red Line participation at Community Association meetings
- **Recent Agenda Included:**
 - Input on public engagement materials, messaging and outreach methods
 - Critical project updates
 - MTA's Partners in Economic and Community Development
 - Planning for the Red Line Preservation and Enhancement Tour

Rider Experience Focus Groups

- **Purpose:** Provide a space for current rider voices to be heard and offer direct feedback on existing small, medium and large customer experience project initiatives.
- **Members:** Group of active and regular transit riders with diverse backgrounds. Riders are invited based on their experiences using MTA modes/ services and their ability to reflect diverse rider perspectives including youth, older adults, visually impaired, or limited English proficient audiences.
- **Meeting Outcomes:** Co-create solutions to share and workshop with agency project teams for generating and implementation phases.
- **Feedback Example:** Help inform direction and ideas to pilot continuous improvement efforts for the Service Disruptions project like shuttle stop locations, signage and wayfinding.
- **Future Agenda's May Include:**
 - Station signage design and language that is inclusive for all
 - A/B user testing messaging for service disruption alerts

Operator Advisory Committee

- **Purpose:** Provide a forum where operators can engage in meaningful dialogue with MTA stakeholders, fostering collaborative solutions to improve the operator experience
- **Members:** Are among a selected group of Operators from Bus, Light Rail and Metro
- **Meeting Information:** Third Thursday of each month; MTA employees only (not open to public)
- **Feedback Example:** Development of OAC Mission Statement, service disruption planning, fall service changes, and facility improvements
- **Recent Agenda Included:**
 - Baltimore Balance Project Briefing Phase 2
 - Rider Code of Conduct

Workgroup on the Reorganization of the Maryland Transit Administration

*Interim Report Considerations
Meeting Four
October 30, 2025*



Overview

- Chair's Remarks
- Meeting #2 Governance Concept Chart
- Interim Report Key Considerations
- Governance Concepts



Interim Report Considerations/Questions

- Problem Statement Recap
 - Problem #1: Greater Control of Baltimore Region's Transit Future
 - Problem #2: Improvement of MARC Services
- Last Meeting Requested Preliminary Governance Discussions and Interim Report Considerations
- Key Governance Questions:
 - Who is represented on a potential governance board?
 - What MTA services does the potential governance board oversee?
 - What authorities will the potential governance board be provided?

Governance Board Overview

Board/Commission	Executive Personnel Oversight	Budget Oversight	Local Representation	Contract Award Authority
Maryland Aviation Commission	Yes ¹	Partial ²	Yes	No
Maryland Port Commission	Yes ¹	Partial ³	No	Partial ⁴
MDTA Board	Yes	Yes	No	Partial ⁵
Baltimore Regional Transit Commission	No	Partial	Yes	No

1 MD Transportation Code § 5-201.1 and MD Transportation Code § 6-201.2.

2 MD Transportation Code § 5-201 and 5-201.1: provides authority to approve major projects, but ultimate approval of budget is subject to Secretary of Transportation.

3 MD Transportation Code § 6-201.1(a) and 6-201.1(b)(2): all Commission actions which “impact upon the Transportation Trust Fund” and approval of the budget are subject to the Secretary of Transportation.

4 Md. Code Regs. 21.02.01.04: delegated authority for “capital expenditure contracts in connection with State roads, bridges, and highways.”

5 Md. Code Regs. 21.02.01.04: certain general delegated authorities for contracts not greater than \$200,000.

MDOT Interim Report Considerations

- Key Considerations
 - Holistic Approach to Ensure Integrated Planning Across MTA Modes
 - Representation for Local Governments
 - Executive Personnel and Compensation Authority
 - Maintain Existing Complex Contractual Relationships
 - Findings to Improve MTA Efficiency:
 - Provide MTA an additional Position Identification Number (PIN) to support administration of a potential governance reform.
 - Consider finding regarding MTA liability reform.
 - Consider certain delegated authority for capital construction contracts on existing fixed guideway systems.

Interim Report Governance Concepts

- Option A: Statewide, Multi-modal Board
- Option B: Baltimore Core Service Board
- Option C: Independent, Mode-Specific or Geographic Specific Boards

Interim Report Governance Concepts

- Option A – Statewide, Multi-modal Board
 - A statewide board would be created to govern the MTA, within the current MDOT structure.
 - This board model closely mirrors the composition and appointment structure of the Metropolitan Transportation Authority (MTA-NY), the busiest transit system in the US and an industry leader.
 - The MTA-NY Board has **established subcommittee groups to oversee specific services** – like commuter rail and bus – **and key cross-agency functions like capital delivery**.
 - If recommended, MDOT would propose establishing the following subcommittee groups:
 - Baltimore Core Service Subcommittee
 - MARC Service Subcommittee
 - While a majority the appointments would rest with the Governor, local governments would directly appoint or provide consent for some appointments.

Interim Report Considerations

- Option A – Board Representation
 - Statewide, Multi-modal Board: Eleven (11) Seats
 - Governor of Maryland – Nine (9) Seats
 - One (1) appointment with the consent of the Anne Arundel County Executive
 - One (1) appointment with the consent of the Baltimore County Executive
 - One (1) appointment with the consent of the Howard County Executive
 - One (1) appointment with the consent of the Montgomery and Prince George's County Executives
 - One (1) appointment must reside in the MARC Brunswick service territory
 - One (1) appointment must reside in the MARC Camden service territory
 - One (1) appointment must reside in the MARC Penn service territory
 - One (1) appointment representing a Locally Operated Transit System (LOTS)
 - One (1) appointment that maintains a transportation industry background or is an MTA user.
 - Mayor of Baltimore – Two (2) Seats
 - Appointments must maintain a transportation industry background or be MTA users.

Interim Report Governance Concepts

- Option B – Baltimore Core Service
 - A Baltimore Core Service board (light rail, core bus, metro) would be created to govern the MTA's core service territory, which includes Baltimore City, Howard County, Baltimore County and Anne Arundel County, within the current MDOT structure.
 - While a majority the appointments would rest with the Governor, this board would provide local representation for MTA's Core Baltimore Service region.
 - Board Representation – Nine (9) Seats
 - Eight (8) Governor Appointed Seats
 - One (1) appointment with the consent of the Anne Arundel County Executive
 - One (1) appointment with the consent of the Baltimore County Executive
 - One (1) appointment with the consent of the Howard County Executive
 - One (1) Secretary of Transportation or designee.
 - Two (2) Baltimore Core Service MTA Riders
 - Two (2) appointments that maintain a transportation industry background or are MTA users.
 - One (1) Mayor of Baltimore Seats
 - Must maintain a transportation industry background or be an MTA user.

Interim Report Governance Concepts

- Option C - Independent, Mode-Specific or Geographic Specific Boards
 - Baltimore Core Service Board
 - MARC Advisory Board
 - An advisory Board, like the Baltimore Regional Transit Commission (BRTC), would be created for MARC services.
 - Board Representation –
 - Baltimore Core Service Board – see previous slide.
 - MARC Advisory Board – Nine (9) Governor Appointed Seats
 - Two (2) appointments must reside in the MARC Penn Line service territory
 - Two (2) appointments must reside in the MARC Brunswick Line service territory
 - Two (2) appointments must reside in the MARC Camden Line service territory
 - One (1) Secretary of Transportation or designee
 - One (1) MARC rider
 - One (1) appointments that maintains a transportation industry background

Governance Board Preliminary Considerations

	Statewide, Multi-modal Board	Baltimore Core Service Board	Multiple Independent Boards
Pros	- Formally provides geographic and modal balance to MTA's governance, reflecting the diverse needs of all Marylanders that rely on transit. - Ensures Board can have holistic view to ensure integrated planning of transit services . - Ensures that the Board can be provided with and effectively utilize powers to positively impact transit services for Marylanders and enhance efficiency.	- Local government representation and participation. - Potential greater attention to specific MTA modes/services.	- Local government representation and greater public participation of regions. - Potential greater attention to specific MTA modes/services.
Cons	May lack power to address and influence key decisions or projects without additional legislative changes.	- Challenges in determining the exact service oversight of the board given LOTS, MARC, and other MTA transit and administrative functions serve multiple regions and mirror Core Service functions. - No local representation for statewide entities. - Unclear jurisdiction over key agencywide functions like executive personnel or contracts.	- Challenges in determining the exact oversight of each board. - Challenges in determining exact authorities of each board. - Potential conflict between boards on modes that serve multiple regions. - Creates additional decision-making and administrative requirements
Comments	Creation of Subcommittees to focus on specific modes or regions.	- Extent of decision-making power delegated to the Board would determine how different it is from the current condition with a Baltimore area focused commission. - Presume this body would replace BRTC.	- Presume this body would replace BRTC. - Presumes advisory board for MARC or other statewide service.



**Thank you!
Questions?**

