

HB 517 – Workgroup on the Reorganization of the Maryland Transit Administration

Meeting #1

August 28, 2025

10:00am – 12:00pm

Location: Governor’s Reception Room, 100 State Circle, 2nd Floor, Annapolis, MD 21401

Workgroup Member Materials

Item #	Item
1	HB 517 Meeting 1 Agenda
2	Proposed HB 517 2025 Meeting Schedule
3	HB 517 and HB 350 Copies
4	Department of Legislative Services – HB 517 Overview
5	Department of Legislative Service – Transportation Trust Fund Overview
6	Maryland Transit Administration (MTA) – MTA Overview
7	Maryland Department of Transportation – Secretary’s Office Overview
8	Other Business: Central Maryland Transportation Alliance – HB 517 Memo

HB 517 – Workgroup on the Reorganization of the Maryland Transit Administration

Meeting #1
August 28, 2025
10:00am – 12:00pm
[Website](#)

Location: Governor's Reception Room, 100 State Circle, 2nd Floor, Annapolis, MD 21401
Livestream Information: <https://vimeo.com/event/4067005>

Agenda

Item #	Administrative	Contributor	Time (min)
1	Call to Order	Maryland Department of Transportation	5
2	Workgroup Organization	Workgroup Chair	10
3	Workgroup Goals and Objectives	Workgroup Chair	15
	Reports and Briefings		
4	HB 517 Overview	Department of Legislative Services	10
5	Transportation Trust Fund Overview	Department of Legislative Services	20
6	Overview of Maryland Transit Administration (MTA)	MTA	30
7	Overview of The Secretary's Office (TSO)	MDOT TSO	20
	Discussion and Other Business		
	Adjournment		

HB 517 – Workgroup on the Reorganization of the Maryland Transit Administration

Proposed Meeting Schedule

Location: Governor’s Reception Room, 100 State Circle, 2nd Floor, Annapolis, MD 21401

Meeting	Date	Time	Topic
1	August 28, 2025	10:00 a.m.	Workgroup Organization, Budget and MTA-MDOT Overviews
2	September 17, 2025	1:30 p.m.	MTA Contracts, Federal Relationship, and Workforce: Part I
3	October 9, 2025	10:00 a.m.	MTA Contracts, Federal Relationship, and Workforce: Part 2
4	Week of October 27, 2025		Review of Governance Efforts and MDOT Boards and Commission and National Transit Perspectives
5	Week of November 17, 2025		Public Forum and Initial Recommendations

HOUSE BILL 517

R2

(5lr1146)

ENROLLED BILL

— *Environment and Transportation and Appropriations/Budget and Taxation and Finance* —

Introduced by **Delegates Korman ~~and Solomon~~, Solomon, and Spiegel**

Read and Examined by Proofreaders:

Proofreader.

Proofreader.

Sealed with the Great Seal and presented to the Governor, for his approval this

_____ day of _____ at _____ o'clock, _____ M.

Speaker.

CHAPTER _____

1 AN ACT concerning

2 ~~Transportation—Maryland Area Rail Commuter Rail Authority—Establishment~~
3 ~~(MARC Rail Authority Act of 2025)~~

4 Workgroup on the Reorganization of the Maryland Transit Administration

5 FOR the purpose of establishing ~~the Maryland Area Rail Commuter (MARC) Rail Authority~~
6 ~~and the powers and duties of the MARC Rail Authority, acting on behalf of the~~
7 ~~Department of Transportation, has with respect to the supervision, construction,~~
8 ~~operation, maintenance, and repair of MARC railroad facilities projects; and~~
9 ~~generally relating to the establishment of the Maryland Area Rail Commuter~~
10 ~~(MARC) Rail Authority~~ the Workgroup on the Reorganization of the Maryland
11 Transit Administration to study reorganizing the Maryland Transit Administration;
12 and generally relating to the Workgroup on the Reorganization of the Maryland
13 Transit Administration.

EXPLANATION: CAPITALS INDICATE MATTER ADDED TO EXISTING LAW.

[Brackets] indicate matter deleted from existing law.

Underlining indicates amendments to bill.

~~Strike out~~ indicates matter stricken from the bill by amendment or deleted from the law by amendment.

Italics indicate opposite chamber/conference committee amendments.



~~BY adding to~~

~~Article — Transportation~~

~~Section 7-1301 through 7-1310 to be under the new subtitle “Subtitle 13. Maryland~~

~~Area Rail Commuter (MARC) Rail Authority”~~

~~Annotated Code of Maryland~~

~~(2020 Replacement Volume and 2024 Supplement)~~

SECTION 1. BE IT ENACTED BY THE GENERAL ASSEMBLY OF MARYLAND,
That ~~the Laws of Maryland read as follows:~~

~~Article — Transportation~~

~~SUBTITLE 13. MARYLAND AREA RAIL COMMUTER (MARC) RAIL AUTHORITY.~~

~~7-1301.~~

~~(A) IN THIS SUBTITLE THE FOLLOWING WORDS HAVE THE MEANINGS
INDICATED.~~

~~(B) “MARC” MEANS MARYLAND AREA RAIL COMMUTER RAIL SERVICE.~~

~~(C) “MARC RAILROAD FACILITIES PROJECT” INCLUDES:~~

~~(1) (i) THE BRUNSWICK, CAMDEN, OR PENN LINES OF THE
MARYLAND AREA RAIL COMMUTER (MARC) SERVICE; AND~~

~~(ii) EXTENDING MARC SERVICE; AND~~

~~(2) ANY ADDITIONS, IMPROVEMENTS, OR ENLARGEMENTS TO ANY OF
THE PROJECTS LISTED UNDER ITEM (1) OF THIS SUBSECTION, WHENEVER
AUTHORIZED.~~

~~7-1302.~~

~~THERE IS A MARC RAIL AUTHORITY.~~

~~7-1303.~~

~~(A) (1) THE SECRETARY IS THE CHAIR OF THE MARC RAIL AUTHORITY.~~

~~(2) THE SECRETARY SHALL DESIGNATE AN EXECUTIVE DIRECTOR
OF THE MARC RAIL AUTHORITY.~~

~~(B) IN ADDITION TO THE CHAIR, THE MARC RAIL AUTHORITY CONSISTS OF
THE FOLLOWING MEMBERS:~~

~~(1) (i) ONE MEMBER WITH A BACKGROUND IN RAIL TRANSIT,
APPOINTED BY THE PRESIDENT OF THE SENATE; AND~~

~~(ii) ONE MEMBER WITH A BACKGROUND IN RAIL TRANSIT,
APPOINTED BY THE SPEAKER OF THE HOUSE; AND~~

~~(2) AS AN EX OFFICIO MEMBER, THE EXECUTIVE DIRECTOR OF THE
MARC RAIL AUTHORITY.~~

~~(c) (1) THE TERM OF AN APPOINTED MEMBER IS 4 YEARS.~~

~~(2) AN APPOINTED MEMBER MAY NOT SERVE MORE THAN THREE
CONSECUTIVE TERMS.~~

~~(3) AT THE END OF A TERM, A MEMBER CONTINUES TO SERVE UNTIL
A SUCCESSOR IS APPOINTED AND QUALIFIES.~~

~~(4) A MEMBER WHO IS APPOINTED AFTER A TERM HAS BEGUN SERVES
ONLY FOR THE REST OF THE TERM AND UNTIL A SUCCESSOR IS APPOINTED AND
QUALIFIES.~~

~~(d) AN APPOINTED MEMBER OF THE MARC RAIL AUTHORITY IS ENTITLED
TO:~~

~~(1) THE COMPENSATION PROVIDED IN THE STATE BUDGET; AND~~

~~(2) REIMBURSEMENT FOR EXPENSES UNDER THE STANDARD STATE
TRAVEL REGULATIONS, AS PROVIDED IN THE STATE BUDGET.~~

~~(e) THE MARC RAIL AUTHORITY IS SUBJECT TO THE OPEN MEETINGS
ACT UNDER TITLE 3 OF THE GENERAL PROVISIONS ARTICLE.~~

~~7-1304.~~

~~(a) THE MARC RAIL AUTHORITY IS ENTITLED TO THE STAFF PROVIDED IN
THE STATE BUDGET.~~

~~(b) THE SECRETARY SHALL PROVIDE THE MARC RAIL AUTHORITY WITH
THE PERSONNEL OF THE DEPARTMENT THAT THE SECRETARY CONSIDERS
NECESSARY FOR PERFORMANCE OF THE MAINTENANCE AND OTHER FUNCTIONS
REQUIRED OF THE MARC RAIL AUTHORITY TO MEET ITS OBLIGATIONS WITH
RESPECT TO ITS MARC RAILROAD FACILITIES PROJECTS.~~

~~7-1305.~~

~~(A) (1) ACTING ON BEHALF OF THE DEPARTMENT, THE MARC RAIL AUTHORITY HAS THOSE POWERS AND DUTIES RELATING TO THE SUPERVISION, FINANCING, CONSTRUCTION, OPERATION, MAINTENANCE, AND REPAIR OF MARC RAILROAD FACILITIES PROJECTS AS ARE GRANTED TO IT BY THIS SUBTITLE.~~

~~(2) THE MARC RAIL AUTHORITY MAY:~~

~~(I) DELEGATE PROJECT OPERATIONS, MAINTENANCE, AND REPAIR TO THE ADMINISTRATION; AND~~

~~(II) USE FARE REVENUE TO PROVIDE THE ADMINISTRATION WITH PAYMENTS FOR PROJECT OPERATIONS, MAINTENANCE, AND REPAIR.~~

~~(B) THE MARC RAIL AUTHORITY HAS GENERAL SUPERVISION OF MARC RAILROAD FACILITIES PROJECTS.~~

~~(C) THE MARC RAIL AUTHORITY SHALL FINANCE, CONSTRUCT, OPERATE, REPAIR, AND MAINTAIN IN GOOD ORDER THE MARC RAILROAD FACILITIES.~~

~~(D) THE MARC RAIL AUTHORITY SHALL, TO THE EXTENT PRACTICABLE, ADHERE TO THE TRANSIT PLANS PREPARED UNDER SUBTITLE 3 OF THIS TITLE.~~

~~7-1306.~~

~~(A) THE MARC RAIL AUTHORITY MAY ACQUIRE, HOLD, AND DISPOSE OF PROPERTY IN THE EXERCISE OF ITS POWERS AND PERFORMANCE OF ITS DUTIES.~~

~~(B) THE MARC RAIL AUTHORITY MAY MAKE ANY CONTRACTS AND AGREEMENTS NECESSARY OR INCIDENTAL TO THE EXERCISE OF ITS POWERS AND PERFORMANCE OF ITS DUTIES.~~

~~(C) THE MARC RAIL AUTHORITY MAY APPLY FOR AND RECEIVE GRANTS FROM ANY FEDERAL AGENCY FOR THE PLANNING, CONSTRUCTION, OPERATION, OR FINANCING OF ANY PASSENGER RAIL OR TRANSIT PROJECT AND MAY RECEIVE AID OR CONTRIBUTIONS OF MONEY, PROPERTY, LABOR, OR OTHER THINGS OF VALUE FROM ANY SOURCE, TO BE HELD, USED, AND APPLIED FOR THE PURPOSES FOR WHICH THE GRANTS, AID, AND CONTRIBUTIONS ARE MADE.~~

~~(D) THE MARC RAIL AUTHORITY MAY ADOPT RULES AND REGULATIONS TO CARRY OUT THE PROVISIONS OF THIS SUBTITLE.~~

~~(E) THE MARC RAIL AUTHORITY MAY DO ANYTHING ELSE NECESSARY OR
CONVENIENT TO CARRY OUT THE POWERS GRANTED IN THIS SUBTITLE.~~

~~7-1307.~~

~~SUBJECT TO TITLE 12 OF THE REAL PROPERTY ARTICLE AND CHAPTER 608
OF THE ACTS OF THE GENERAL ASSEMBLY OF 1976, THE MARC RAIL AUTHORITY
MAY CONDEMN PROPERTY FOR ANY MARC RAILROAD FACILITIES PROJECT.~~

~~7-1308.~~

~~THE MARC RAIL AUTHORITY MAY CONTRACT WITH THE ADMINISTRATION
TO AUTHORIZE ADMINISTRATION POLICE OFFICERS TO EXERCISE THE POWERS
DESCRIBED UNDER § 7-207 OF THIS TITLE ON PROPERTY OWNED, LEASED, OR
OPERATED BY OR UNDER THE CONTROL OF THE MARC RAIL AUTHORITY.~~

~~7-1309.~~

~~(A) THE MARC RAIL AUTHORITY SHALL MAKE PUBLICLY AVAILABLE ON
ITS WEBSITE:~~

~~(1) EACH OPEN MEETING AGENDA:~~

~~(I) AT LEAST 48 HOURS IN ADVANCE OF EACH MEETING; OR~~

~~(II) IF THE MEETING IS BEING HELD DUE TO AN EMERGENCY, A
NATURAL DISASTER, OR ANY OTHER UNANTICIPATED SITUATION, AS FAR IN
ADVANCE OF THE MEETING AS PRACTICABLE;~~

~~(2) MEETING MINUTES FROM THE PORTIONS OF A MEETING THAT
WERE HELD IN OPEN SESSION, NOT MORE THAN 2 BUSINESS DAYS AFTER THE
MINUTES ARE APPROVED;~~

~~(3) LIVE VIDEO STREAMING OF EACH OPEN MEETING OF THE MARC
RAIL AUTHORITY THAT IS HELD AT:~~

~~(I) THE HEADQUARTERS OF THE MARC RAIL AUTHORITY; OR~~

~~(II) ANY OTHER LOCATION WHERE THE MARC RAIL
AUTHORITY HAS HELD AT LEAST 10 MEETINGS DURING THE IMMEDIATELY
PRECEDING CALENDAR YEAR; AND~~

~~(4) A COMPLETE AND UNEDITED ARCHIVED VIDEO RECORDING OF
EACH OPEN MEETING FOR WHICH LIVE VIDEO STREAMING WAS MADE AVAILABLE~~

~~UNDER ITEM (3) OF THIS SUBSECTION FOR A MINIMUM OF 5 YEARS AFTER THE DATE OF THE MEETING.~~

~~(B) THE DEPARTMENT OF INFORMATION TECHNOLOGY SHALL PROVIDE TO THE MARC RAIL AUTHORITY THE TECHNICAL STAFF, SUPPORT, AND EQUIPMENT NECESSARY TO LIVESTREAM THE OPEN MEETINGS OF THE MARC RAIL AUTHORITY.~~

~~7-1310.~~

~~(A) ON AN ANNUAL BASIS, THE DEPARTMENT SHALL ALLOCATE TO THE MARC RAIL AUTHORITY THE REVENUE NEEDED TO SUPPORT THE MARC OPERATING AND CAPITAL BUDGETS.~~

~~(B) (1) EXCEPT AS PROVIDED IN PARAGRAPH (2) OF THIS SUBSECTION, MARC FARES AND ANY OTHER REVENUE FROM CHARGES IMPOSED FOR MARC SERVICE MAY BE USED ONLY TO SUPPORT THE MARC RAIL AUTHORITY.~~

~~(2) TO THE EXTENT REQUIRED UNDER FINANCING AGREEMENTS UNDER TITLE 4, SUBTITLE 3 OF THIS ARTICLE ENTERED INTO ON OR BEFORE OCTOBER 1, 2024, MARC FARES AND ANY OTHER REVENUE FROM CHARGES IMPOSED FOR MARC SERVICE SHALL CONTINUE TO SUPPORT THOSE EXISTING INSTRUMENTS AND OBLIGATIONS.~~

~~SECTION 2. AND BE IT FURTHER ENACTED, That the Maryland Department of Transportation shall transition all MARC operations and contracts to the MARC Rail Authority to the extent permissible by such agreements.~~

(a) There is a Workgroup on the Reorganization of the Maryland Transit Administration.

(b) The Workgroup consists of the following members:

(1) the Chair of the Appropriations Committee, or the Chair's designee;

(2) the Chair of the Environment and Transportation Committee, or the Chair's designee;

(3) the Chair of the Budget and Taxation Committee, or the Chair's designee;

(4) the Chair of the Budget and Taxation Committee's Public Safety, Transportation, and Environment Subcommittee, or the Chair's designee;

(5) the Secretary of Transportation, or the Secretary's designee;

(6) the Maryland Transit Administrator, or the Administrator's designee;

(7) the Chair of the Baltimore Region Transit Commission, or the Chair's designee; and

(8) a representative of the local metropolitan planning organization for Baltimore City, designated by the organization; and

(9) two members who regularly use MTA services, appointed by the Governor.

(c) The Secretary of Transportation shall designate the chair of the Workgroup.

(d) The Department of Legislative Services and the Department of Transportation shall provide staff for the Workgroup.

(e) A member of the Workgroup:

(1) may not receive compensation as a member of the Workgroup; but

(2) is entitled to reimbursement for expenses under the Standard State Travel Regulations, as provided in the State budget.

(f) The Workgroup shall:

(1) study ~~issues relating to a reorganization of~~ the potential for reorganizing the Maryland Department of Transportation and the Maryland Transit Administration, including:

(i) options for allowing the Administration to continue providing local Baltimore City transit services, including light rail, subway, and bus services and the creation of a new unit or reorganization of the Office of the Secretary to provide statewide transit services;

(ii) the current contractual obligations and agreements of the Administration and the ~~process~~ necessary steps to transfer the obligations and agreements as part in the event of a reorganization of the Department and the Administration; and

(iii) the governance changes to the Administration necessary to ensure that Baltimore City has the appropriate oversight and input into local Baltimore City transit service; and

(2) make recommendations regarding the potential for the reorganization of the Department and the Administration to ensure that:

(i) ~~local Baltimore City transit service, including light rail, subway, and bus service, remain as a single unit within the Department and any other functions of~~

~~the Administration are reorganized into a separate unit within the Department or the Office of the Secretary;~~

~~(ii) the workforce and personnel of the Administration necessary to operate local Baltimore City transit services remain within the Administration and the workforce and personnel of the Administration necessary to operate statewide transit services are reorganized into a separate unit within the Department or the Office of the Secretary; and~~

~~(iii) the funding for local Baltimore City transit service is not reduced.~~

~~(g) On or before December 1, 2025, the Workgroup shall report its findings and recommendations to the Governor and, in accordance with § 2-1257 of the State Government Article, the General Assembly.~~

(g) (1) To the extent practicable, the Workgroup shall:

(i) analyze alternative reorganization plans and weigh the costs and benefits of each alternative;

(ii) provide cost estimates for any reorganization plan; and

(iii) analyze the impact of any potential reorganization plan on federal funding and regulatory compliance.

(2) Any reorganization plan considered by the Workgroup under this subsection may not reduce funding for local Baltimore City transit services.

(h) It is the intent of the General Assembly that the fiscal year 2027 budget for the Office of the Secretary of Transportation include an appropriation of \$150,000 for consulting services to support the efforts of the Workgroup.

(i) On or before December 1, 2026:

(1) the Workgroup shall report its findings and recommendations to the Governor and, in accordance with § 2-1257 of the State Government Article, the General Assembly; and

(2) the Department of Transportation, in consultation with the Department of Legislative Services, shall submit to the Speaker of the House and the President of the Senate draft legislation to effectuate the recommendations of the Workgroup.

~~SECTION 2. AND BE IT FURTHER ENACTED, That it is the intent of the General Assembly that:~~

~~(1) beginning with the fiscal year 2027 budget, all local Baltimore City transit services, including light rail, subway, and bus service, be included in the Maryland Transit Administration budget and all statewide transit service, including MARC rail service, the construction and operation of the Purple Line, and commuter bus service, be included in the Office of the Secretary's budget; and~~

~~(2) on or before December 1, 2025, the Department of Transportation shall submit draft legislation to the Governor and, in accordance with § 2-1257 of the State Government Article, the General Assembly providing for the reorganization of the Department to ensure that the Maryland Transit Administration provides local Baltimore City transit services, including light rail, subway, and bus service, and a separate unit within the Department provides statewide transit services including MARC rail service, the construction and operation of the Purple Line, and commuter bus service.~~

SECTION ~~2~~ 2. AND BE IT FURTHER ENACTED, That this Act shall take effect July 1, 2025. It shall remain effective for a period of 1 year 2 years and, at the end of June 30, 2026 2027, this Act, with no further action required by the General Assembly, shall be abrogated and of no further force and effect.

Approved:

Governor.

Speaker of the House of Delegates.

President of the Senate.

the Chesapeake City Bridge, and a discussion of the steps necessary for MDOT and MDTA to develop and implement comprehensive risk reduction plans for these bridges to reduce the likelihood of a bridge collapse in the case of a vessel collision.

In addition, the report shall include a discussion of the estimated costs and funding sources needed to conduct full vessel collision vulnerability assessments as well as the development and implementation of the comprehensive vessel collision risk reduction plans that comports with published American Association of State Highway Transportation Officials guidance. The report shall also include information on current measures being taken to reduce the vulnerability of the new Francis Scott Key Bridge.

The report shall be submitted by December 1, 2025, and the budget committees shall have 45 days from the date of the receipt of the report to review and comment. Funds restricted pending the receipt of a report may not be transferred by budget amendment or otherwise to any other purpose and shall be canceled if the report is not submitted to the budget committees.

Further provided that, contingent upon the enactment of HB 517, \$150,000 of this appropriation made for the purpose of departmental administration may not be expended until the Maryland Department of Transportation (MDOT) submits a report to the budget committees on a reorganization plan through which the Maryland Transit Administration (MTA) would continue providing local

Baltimore City transit services, including light rail, subway, and bus services and the Office of the Secretary or a new unit of MDOT would provide statewide transit services. The report should:

(1) detail the current contractual obligations and agreements of the MTA and the process to transfer the obligations and agreements as part of a reorganization of MDOT and MTA and the governance changes to MTA necessary to ensure that Baltimore City has the appropriate oversight and input into local Baltimore City transit service;

(2) make recommendations regarding the reorganization of MDOT and MTA to ensure that:

(a) local Baltimore City transit service, including light rail, subway, and bus service, remain as a single unit within MDOT and any other functions of MTA are reorganized into a separate unit within MDOT or the Office of the Secretary;

(b) the workforce and personnel of MTA necessary to operate local Baltimore City transit services remain within MTA and the workforce and personnel of MTA necessary to operate statewide transit services are reorganized into a separate unit within MDOT or the Office of the

Secretary; and

(c) the funding for local
Baltimore City transit
service is not reduced.

The report shall be submitted by
December 1, 2025, and the budget
committees shall have 45 days from the
date of the receipt of the report to
review and comment. Funds restricted
pending the receipt of a report may not
be transferred by budget amendment
or otherwise to any other purpose and
shall be canceled if the report is not
submitted to the budget committees

~~106,813,644~~
106,680,884

J00A01.02 Operating Grants-In-Aid

Special Fund Appropriation, provided that no
more than \$6,951,128 of this appropriation
may be expended for operating
grants-in-aid, except for:

(1) any additional special funds
necessary to match unanticipated
federal fund attainments; or

(2) any proposed increase either to
provide funds for a new grantee or
to increase funds for an existing
grantee.

Further provided that no expenditures in
excess of \$6,951,128 may occur unless the
department provides notification to the
budget committees to justify the need for
additional expenditures due to either item
(1) or (2) above, and the committees provide
review and comment or 45 days elapse from
the date such notification is provided to the
committees

	6,951,128	
Federal Fund Appropriation	13,642,897	20,594,025

J00A01.03 Facilities and Capital Equipment

Special Fund Appropriation, provided that no

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

(Chapter 462 of 2025)



August 2025



Requirements:

- Study the potential for reorganizing the Maryland Department of Transportation (MDOT) and MTA, including:
 - options for allowing MTA to continue providing local Baltimore City transit service;
 - options for the creation of a new unit or a reorganization of the Secretary's Office (TSO) to provide statewide transit service;
 - the current MTA contractual obligations and agreements and the necessary steps to transfer these obligations and agreements in the event of a reorganization; and
 - the governance changes to MTA necessary to ensure that Baltimore City has the appropriate oversight and input into local Baltimore City transit service; and
- Make recommendations regarding the potential reorganization of MDOT and MTA.



Requirements to the extent practicable:

- Analyze alternative reorganization plans and weigh the costs and benefits of each alternative;
- Provide cost estimates for each alternative; and
- Analyze the impact of any potential reorganization plan on federal funding and regulatory compliance.



Reports:

- Per Ch. 462 – By December 1, 2026:
 - the Workgroup must report its findings and recommendations to the Governor and the General Assembly; and
 - MDoT, in consultation with the Department of Legislative Services, must submit to the Presiding Officers of the General Assembly draft legislation to effectuate the Workgroup's recommendations.



Reports: (cont)

- Per Ch. 602 (2025 State Budget) – \$150,000 appropriation contingent on MDoT submitting a report by December 1, 2025 to legislative budget committees on a reorganization plan through which MTA would continue providing local Baltimore City transit services and TSO or a new MDoT unit would provide statewide transit services, including:
 - Detailing:
 - the current MTA contractual obligations and agreements and the process to transfer these obligations and agreements as part of a reorganization; and
 - the governance changes to MTA necessary to ensure that Baltimore City has the appropriate oversight and input into local Baltimore City transit service; and



Reports: (cont)

- Making recommendations regarding the reorganization to ensure that:
 - local Baltimore City transit remains as a single unit within MDoT and any other functions of MTA are reorganized into a separate unit within MDoT or TSO;
 - the workforce and personnel of MTA necessary to operate local Baltimore City transit services remain in MTA and the workforce and personnel of MTA necessary to operate statewide transit services are reorganized into a separate unit within MDoT or TSO; and
 - the funding for local Baltimore City transit services is not reduced.

Transportation Overview



August 2025



Outline

Overview of:

- Maryland Department of Transportation (MDOT) Governance Structure
- Transportation Trust Fund



Maryland Department of Transportation

The Maryland Department of Transportation (MDOT) is organized into five modal administrations. Modal activities are coordinated by the Secretary's Office.

- State Highway Administration
- Motor Vehicle Administration
- Maryland Port Administration
- Maryland Aviation Administration
- Maryland Transit Administration

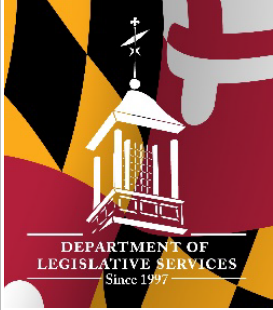
MDOT also supports the Washington Metropolitan Area Transit Authority (WMATA) and coordinates with the Maryland Transportation Authority (MDTA).

MDOT historically has not received funding from the State's general fund. Instead, the department relies on the Transportation Trust Fund (TTF) as its funding source.



Maryland Department of Transportation Modal Administrations

- **State Highway Administration** – maintains and constructs the State's highways and bridges
- **Motor Vehicle Administration** – licenses drivers, registers vehicles, and regulates certain related businesses
- **Maryland Port Administration** – manages state-owned marine terminals and facilities at the Helen Delich Bentley Port of Baltimore
- **Maryland Aviation Administration** – regulates airports around the State and owns and operates the Baltimore/Washington International Thurgood Marshall Airport and Martin State Airport
- **Maryland Transit Administration** – operates bus, paratransit, light rail, and metro services in the Baltimore region; commuter bus and MARC rail service; and supports locally operated transit systems (LOTS)



WMATA

- The Washington Metropolitan Area Transit Authority (WMATA) operates bus, rail, and paratransit service in the Washington, DC metropolitan area.
- Operates under an interstate compact between Maryland, Virginia, and the District of Columbia
- MDOT provides WMATA annual grant funding to support its operating and capital needs



Maryland Transportation Authority

- The Maryland Transportation Authority (MDTA) has separate sources of funding and manages its own trust fund separate from the MDOT TTF.
- MDTA collects toll revenue and maintains 9 bridges, tunnels, and highways in the State.
- Toll revenue is not part of the TTF and is used for operating and maintaining facilities as well as to pay the debt service on bonds sold for the capital program.
- MDTA is also charged with financing transportation facilities other than those owned and operated by the Authority.

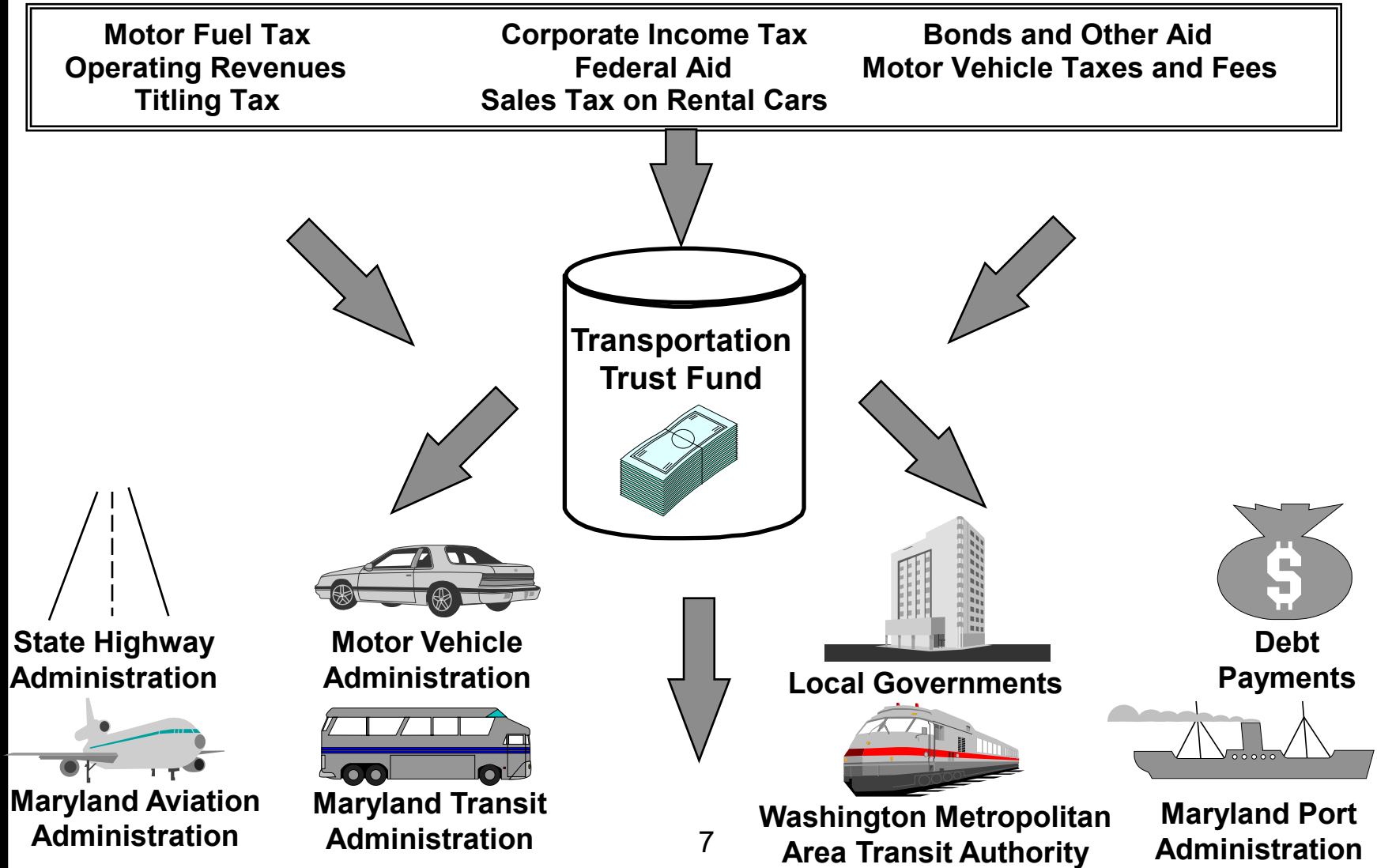


Transportation Trust Fund

- The Transportation Trust Fund (TTF) is a nonlapsing special fund that supports the operating, capital, and debt service needs of MDOT along with capital grants to local governments.
- TTF revenue sources include motor fuel taxes, titling taxes, vehicle registration fees, federal fund support, and other tax and fee revenues
- New TTF revenues enacted during the 2024 and 2025 legislative sessions
- MDOT issues revenue bonds backed by TTF revenues to support the capital program

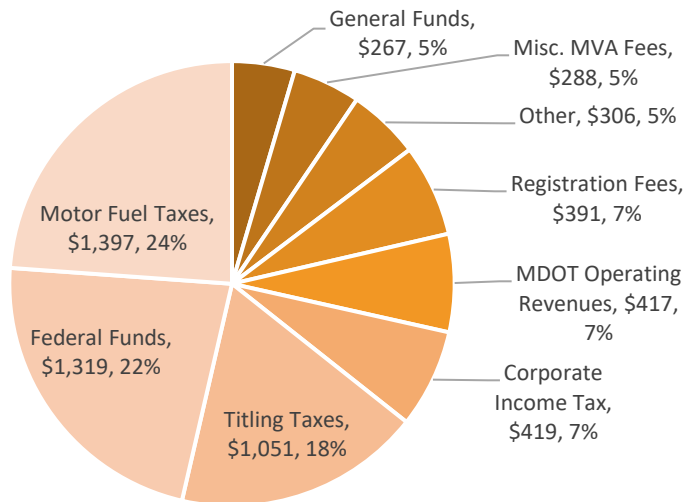


How the Transportation Trust Fund Works

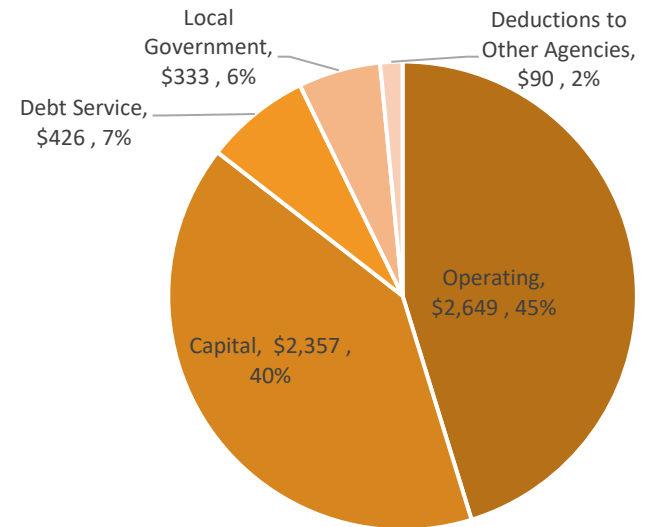




Sources and Uses of TTF Funds Fiscal 2024



Sources
(\$ in Millions)



Uses
(\$ in Millions)

Total = \$5.6 Billion

Notes

Total excludes other funds for capital projects which are nonbudgeted

Capital excludes Highway User Revenue grants which are shown separately as "Local Government"

MVA: Motor Vehicle Administration



New TTF Revenues

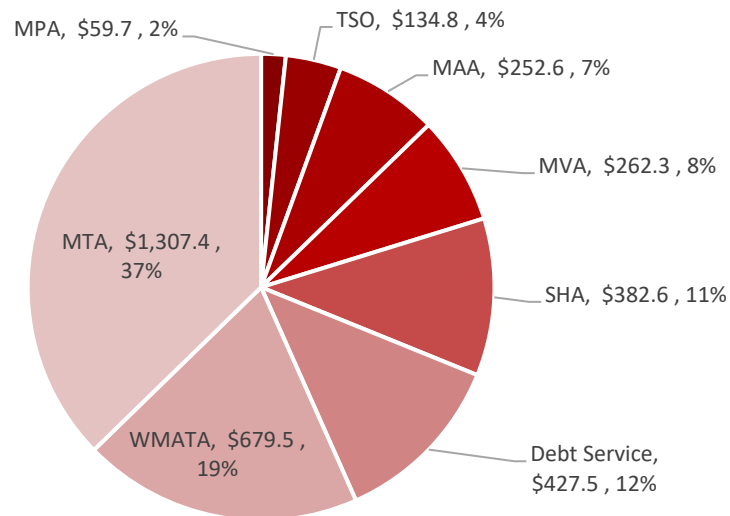
	2025	2026	2027	2028	2029	2030	2025-2030
Enacted 2024							
Registration Fee Increase	\$152	\$170	\$220	\$245	\$250	\$255	\$1,292
Transportation Network Company Fee	\$33	\$36	\$39	\$42	\$47	\$53	\$250
Electric Vehicle Surcharge	\$9	\$27	\$34	\$45	\$58	\$72	\$245
SHA Work Zone Safety	\$5	\$11	\$10	\$9	\$8	\$8	\$51
Sales Tax- Electricity	\$1	\$1	\$1	\$2	\$2	\$2	\$9
Subtotal Enacted 2024	\$200	\$245	\$304	\$343	\$365	\$390	\$1,847
Enacted 2025							
Capital Gains Surcharge		\$138	\$102	\$102	\$102	\$102	\$546
Certificate of Title Fee Increase		\$104	\$104	\$104	\$104	\$104	\$520
Vehicle Excise Tax Increase to 6.5%		\$92	\$94	\$96	\$98	\$100	\$480
Registration Fee Acceleration		\$52					\$52
VEIP - Increased Fee (including late fee)		\$30	\$30	\$30	\$30	\$30	\$150
Increase Cap on MVA Cost Recovery		\$20	\$42	\$38	\$56	\$63	\$219
Historic Tags Modifications		\$4	\$4	\$4	\$4	\$4	\$20
Tire Fee of \$5		\$12	\$24	\$24	\$24	\$24	\$108
Rental Vehicle Excise Tax of 3.5%		\$46	\$47	\$48	\$49	\$50	\$240
Rental Car Registration Fee Modifications		\$3	\$3	\$3	\$3	\$3	\$15
Subtotal Enacted 2025	\$0	\$501	\$450	\$449	\$470	\$480	\$2,350
Total Enacted 2024 and 2025	\$200	\$746	\$754	\$792	\$835	\$870	\$4,197



Fiscal 2026 Transportation Budget

Operating

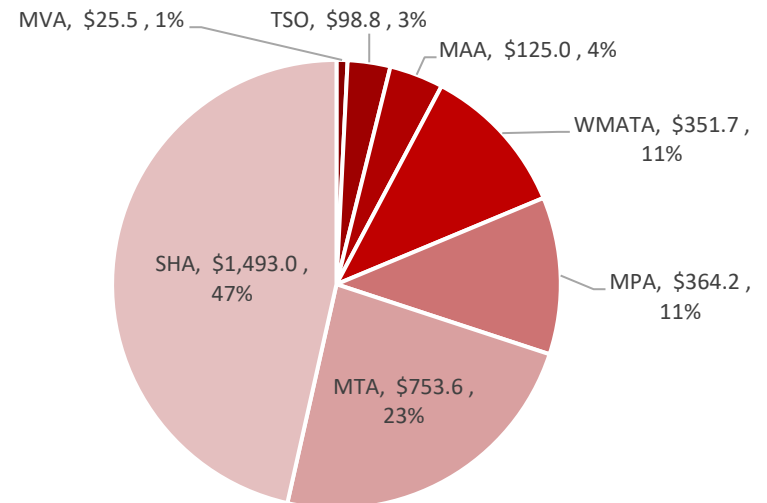
(\$ in Millions)



Total MDOT Operating:
\$3.5 billion

Capital

(\$ in Millions)



Total MDOT Capital:
\$3.2 billion

Grand Total FY 2026 MDOT Operating and Capital Budgets: \$6.7 billion



HB 517 Workgroup

*Maryland Transit Administration (MTA)
Overview*

August 28, 2025



Agenda

- MTA Organization Overview
- MTA Governance and Funding
- MTA Today



MTA: Organization Overview

MTA At-A-Glance

6

13th

~3,400

\$14.0B

~\$1.3B

~\$5.7B

Service Modes

Largest Transit System

Employees

In Total Asset Value

Operating Budget

Capital Budget

Core Bus, Light Rail, Metro, Mobility, MARC, and Commuter Bus

Out of all transit agencies in the United States by total ridership in 2024

1,600 operators
700 mechanics
80% union represented

Includes assets for which MTA has direct capital responsibility

For FY26, includes contracted service, salaries & benefits, LOTS

For FY25-30, major projects include vehicle overhauls & replacements, transit facilities



Core Bus

Serves Baltimore region with over 60 routes; largest mode by ridership



Light Rail

33 stations from Hunt Valley to Cromwell and BWI Airport; 57 miles of track; mid-life overhaul of vehicles underway



Metro (Baltimore)

Heavy rail service with 14 stations from Owings Mills to Johns Hopkins Hospital; fleet replacement underway



Mobility

Paratransit service for individuals with disabilities who are unable to use the MTA fixed route system; service is contracted



MARC

Commuter rail service with 3 lines; 42 stations in MD, WV, and DC; service is contracted



Commuter Bus

Peak-period limited-stop bus service; 4th largest system in United States; service is contracted

MTA Across the State

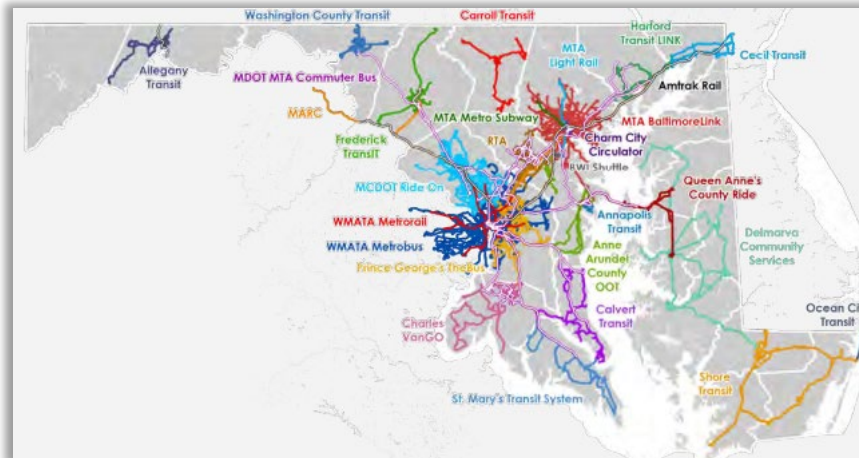
Baltimore Region

Statewide

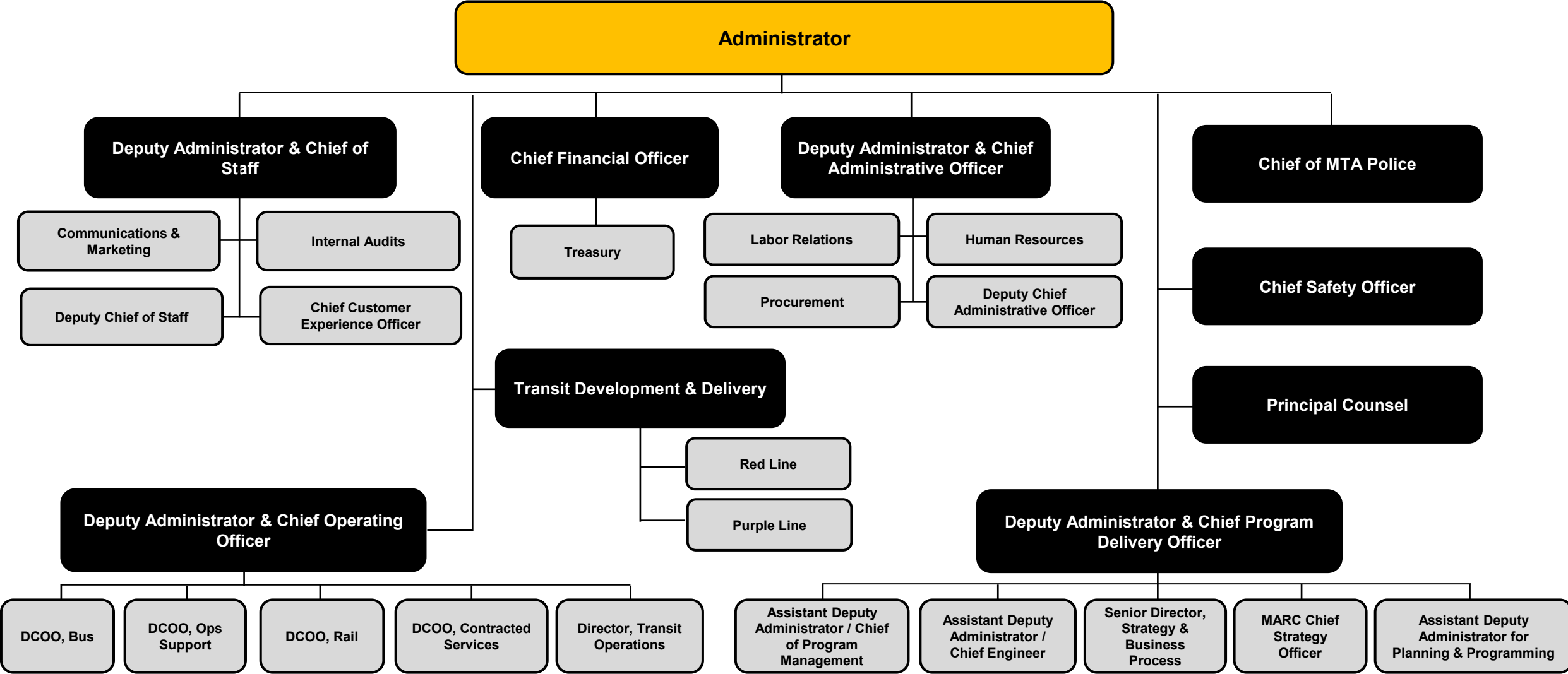
MARC

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

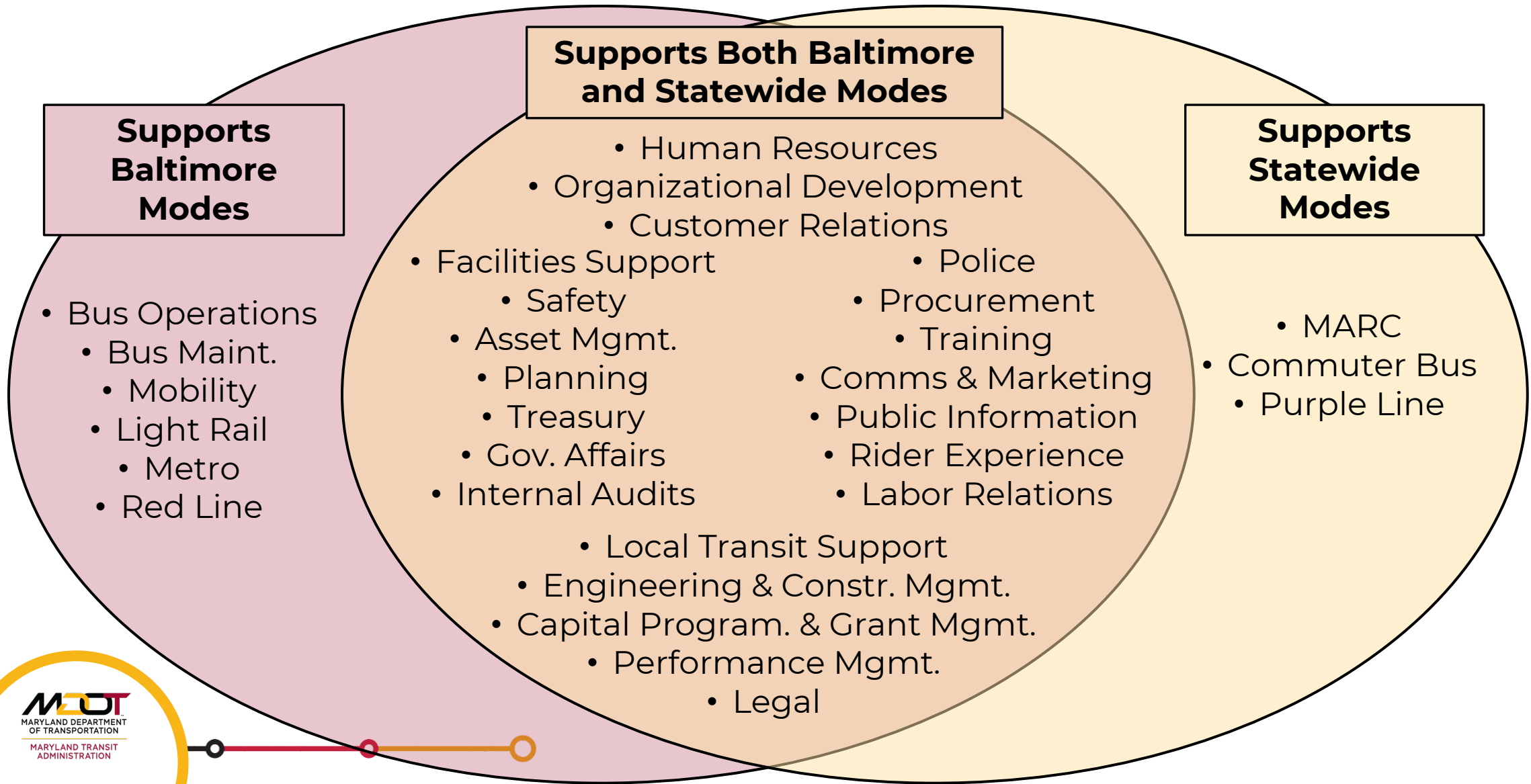
*includes all BRTC-represented counties and Baltimore City



MTA Org Chart



MTA Functional Areas/Teams



MTA and Local Engagement

Project and Service Engagement

- MTA engages local jurisdictions, communities and stakeholders regularly on service, plans, and project development

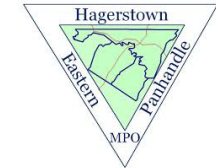
Baltimore Regional Transit Commission (BRTC)

- Provides a public forum for local governments and stakeholders to oversee certain MTA reports and budgets and advocates for transit in the Baltimore region
 - July 2025 Meeting: [MTA Budget Update](#), [Central Maryland Regional Transit Plan Update](#)

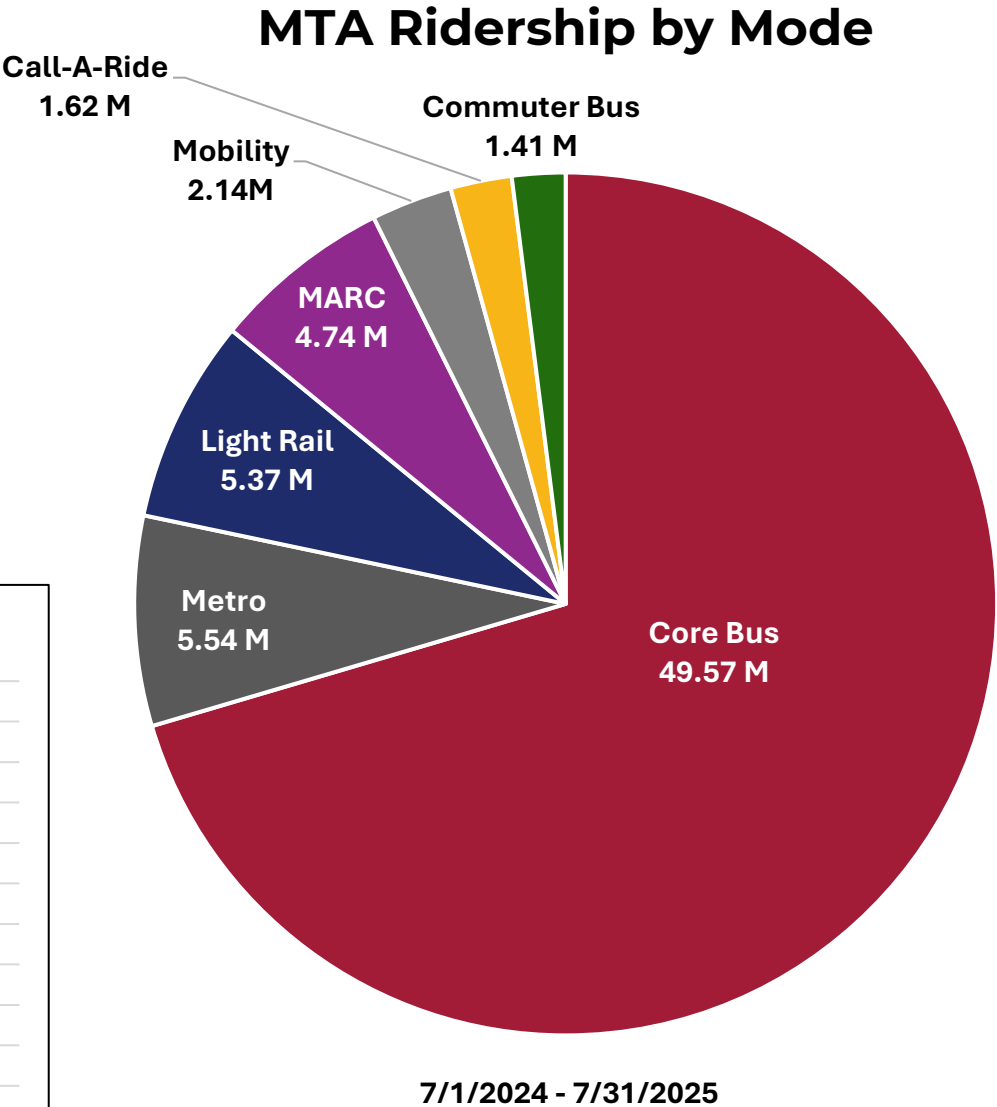
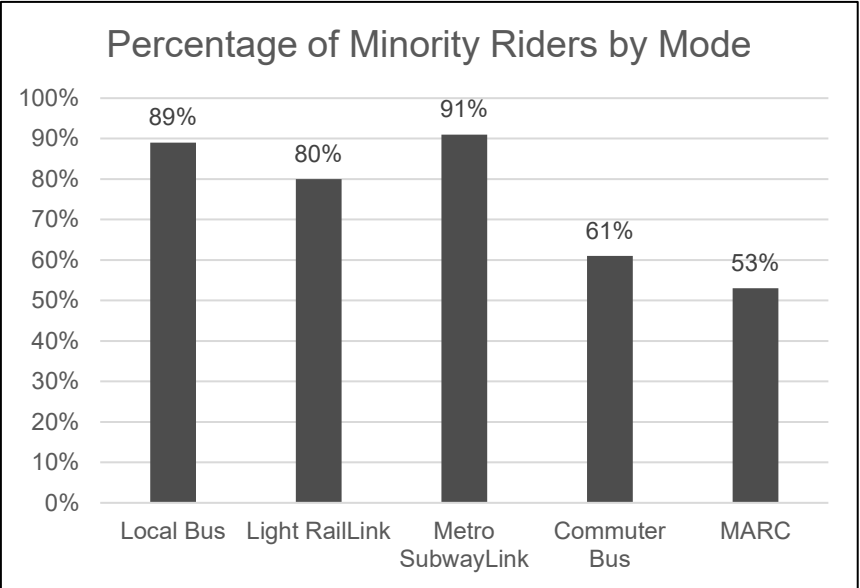
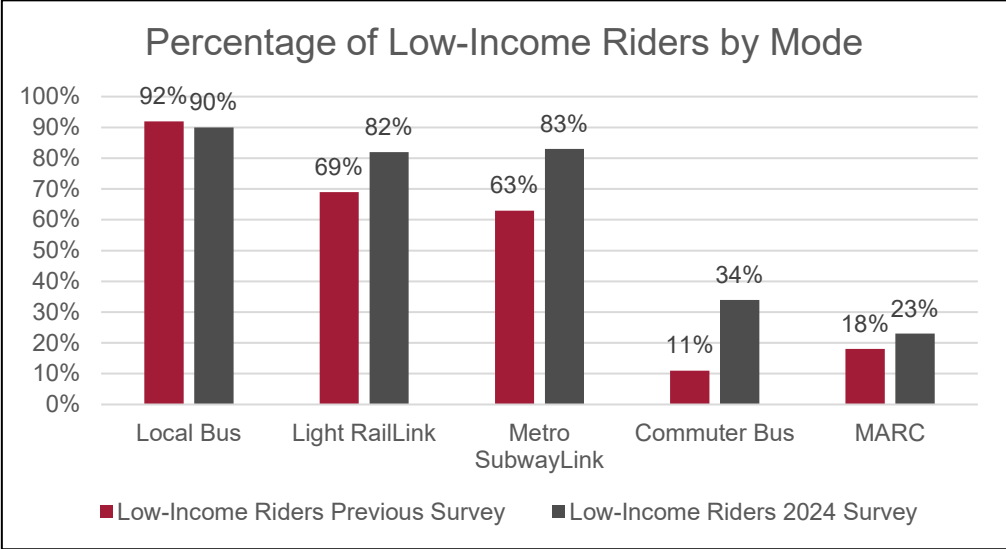
Metropolitan Planning Organizations (MPOs)

- MTA engages MPOs from across the State to program federally-funded projects – including LOTS – and coordinate on regional transit planning activities.

Consolidated Transportation Program [Fall Tour](#)

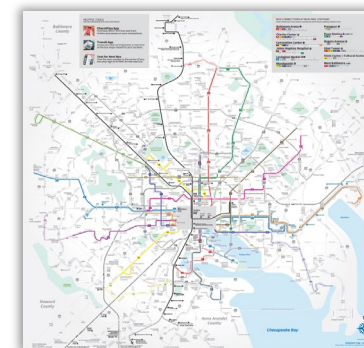
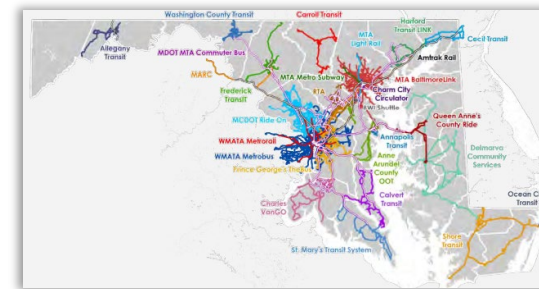


MTA Ridership – Who Rides?



MTA Ridership – Where Do They Ride?

- Most MTA fixed-route trips occur across jurisdictional boundaries
 - 47% of bus trips have at least one trip end outside of Baltimore City (primarily in Baltimore County)
 - All top MARC trip pairs are between DC and 5 different counties
 - All top light rail trip pairs are between multiple jurisdictions



Recent MTA Highlights



The Purple Line Is More Than 80 Percent Complete



New Metro Subway Cars Arrive – February 2025

MDOT MTA | CY2025-2034

10-Year Capital Needs Inventory & Prioritization

July 2025



\$2.8M Washington County Transit BUILD Grant for new bus garage



SMRT Open Houses – June 2025

TRANSPORTATION

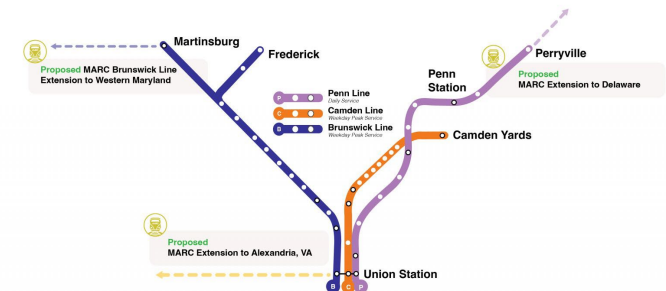
New MTA fares include perks for kids, penalties for Light Rail skippers



Olympics Torch Run



Purple Line Night Out – July 2025



MARC Growth & Transformation Plan – June 2025

MTA: Governance and Funding

MDOT
MARYLAND DEPARTMENT
OF TRANSPORTATION



Maryland
Transportation
Authority



Washington
Metropolitan Area
Transit Authority



Maryland Aviation
Administration



Maryland Port
Administration



Maryland Transit
Administration



Motor Vehicle
Administration



State Highway
Administration

How Key Decisions Are Made

Decision/Responsibility	Requests/ Proposes	Reviews	Makes Final Decision
State budget, including size of TTF	Governor and Legislature		
Proportion of TTF available for MDOT, based on actual revenues collected	Legislation can specify TTF commitments (WMATA compact/LOTS/HUR/Legislative Priorities)		
Proportion of TTF allocated to MTA Capital needs	MTA	MDOT	Legislature
Proportion of TTF allocated to MTA Operating needs	MTA	MDOT	Legislature
Proportion of TTF allocated to the different transit modes (e.g., MARC, Baltimore bus, etc.)	MTA	MDOT	
Total number of MDOT Employees	MDOT	Maryland Department of Budget Management (DBM)	Legislature
Total number of MTA Employees	MTA	MDOT/DBM	Legislature
Amount of Contract Authority held by MTA	MTA	MDOT	Board of Public Works
Project-Level Allocation for Expansion	MTA	MDOT	
Project-Level Allocation for State of Good Repair	MTA	MDOT	MTA

Budgeting Process

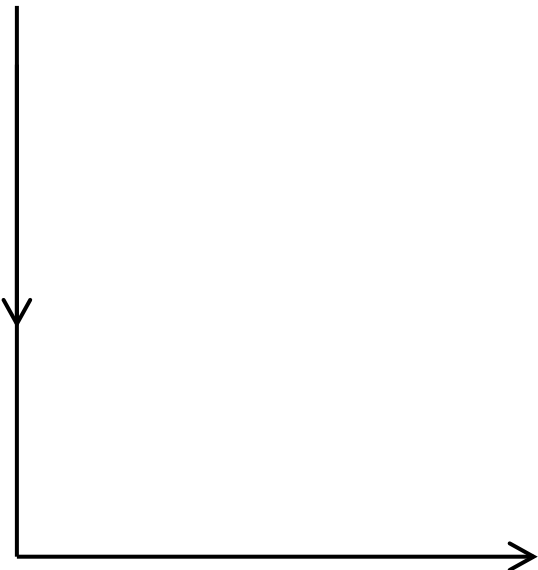
Transportation Trust Fund (TTF)



Debt Service



MDOT Operating Budget



Capital Federal Aid



WMATA Operating



HUR, WMATA Capital, and Local Grants



MDOT Capital Program



MTA Capital Transit Program



Service and Project Budget Choices

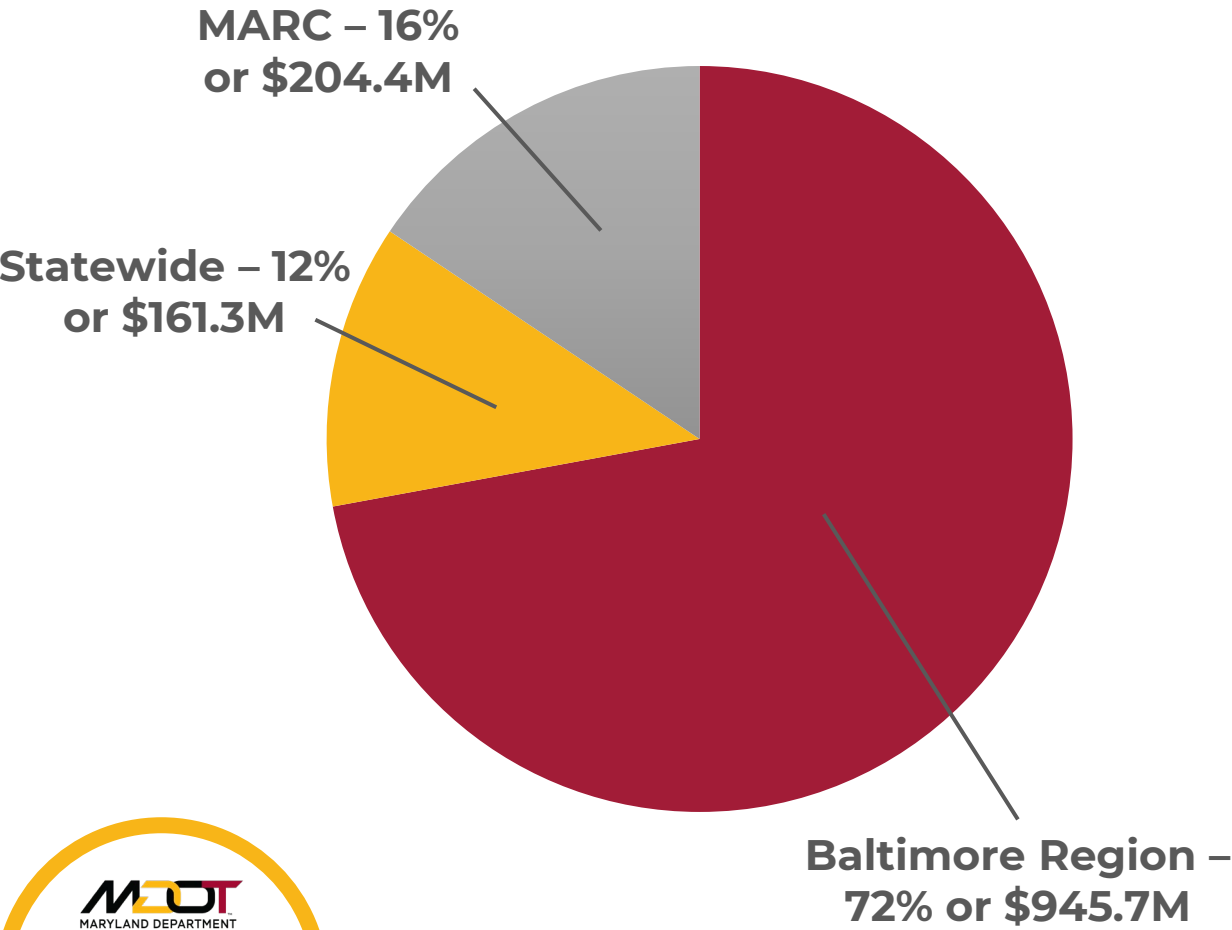
Operating and Capital budget decisions prioritize resources to:

- ✓ Fulfill contractual commitments
- ✓ Maintain service and assets in safe and functional condition (state of good repair)
- ✓ Benefit as many riders as possible, focusing on fairness and need

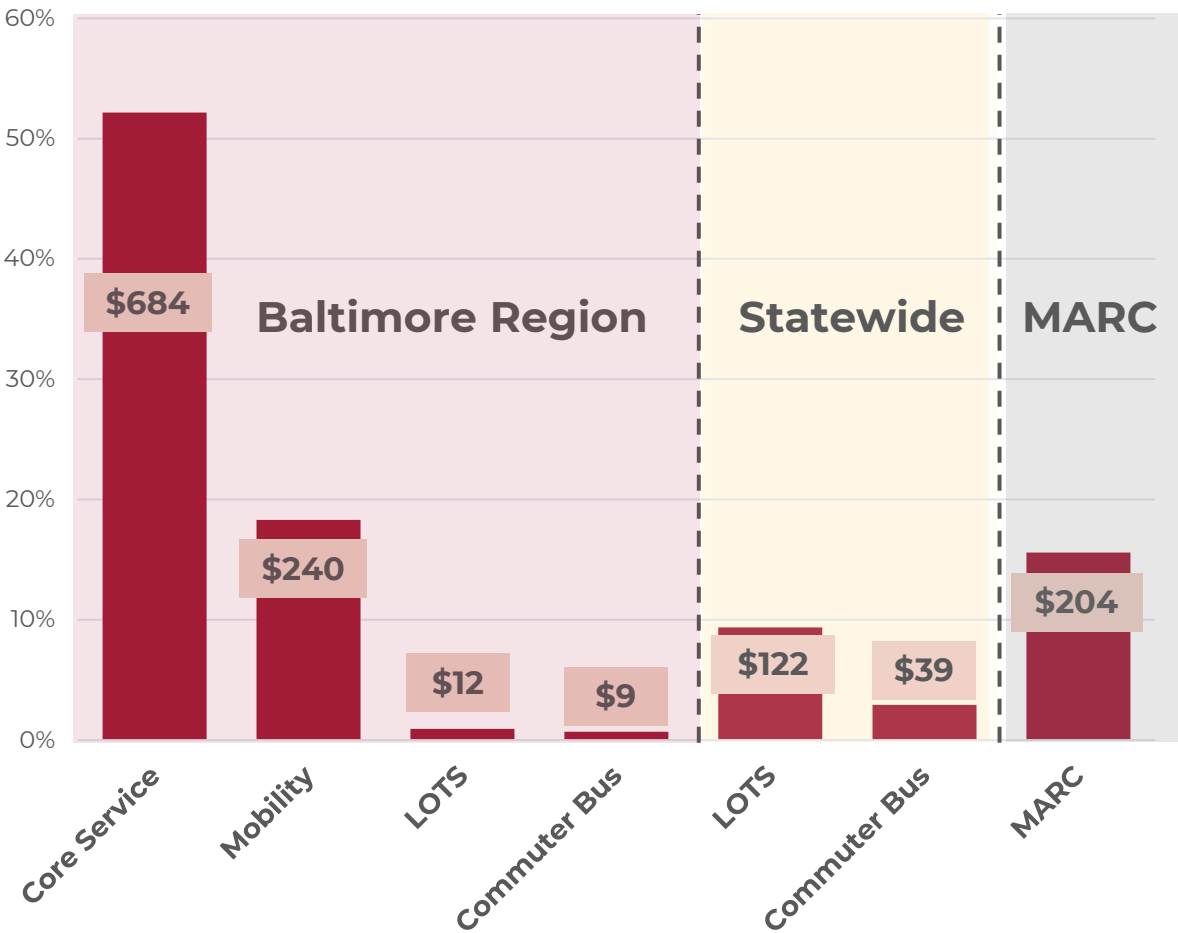


MTA Operating Budget

Regional Distribution of FY26 Operating Budget

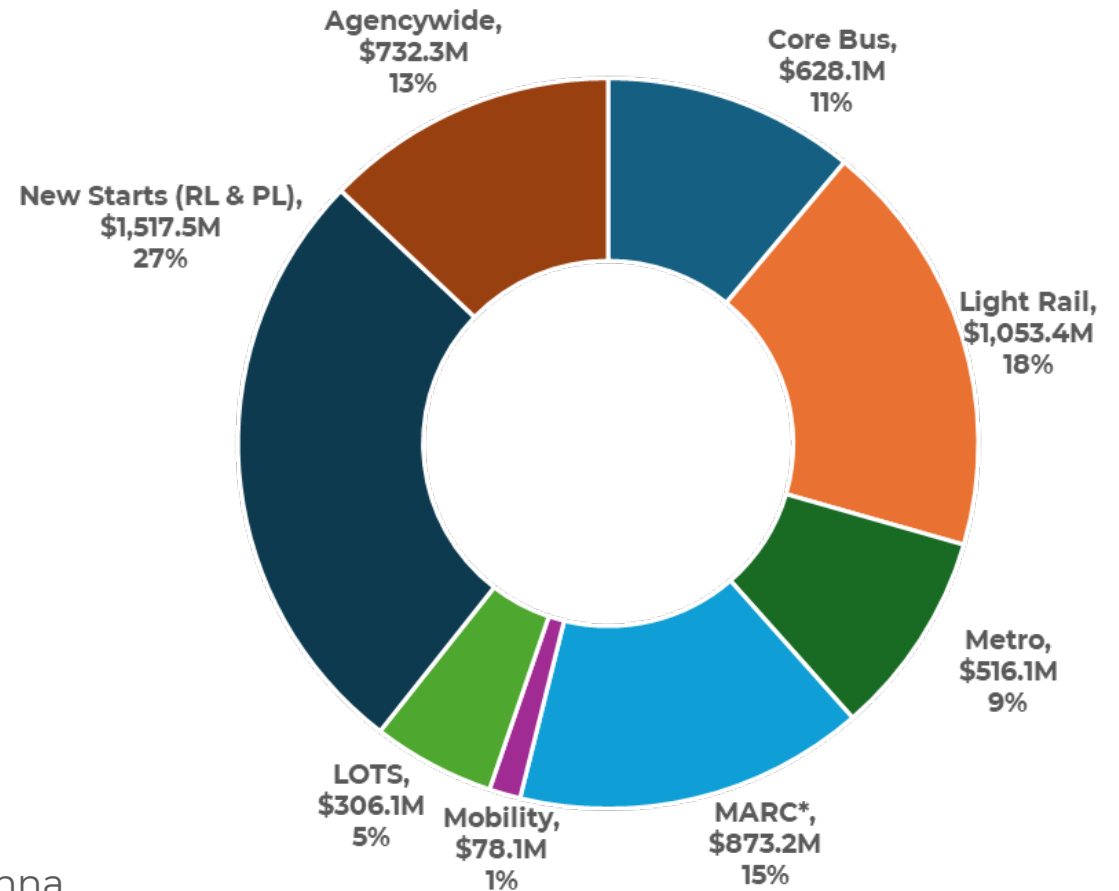


Share of FY26 Operating Budget by Mode and Region
(in \$ millions)



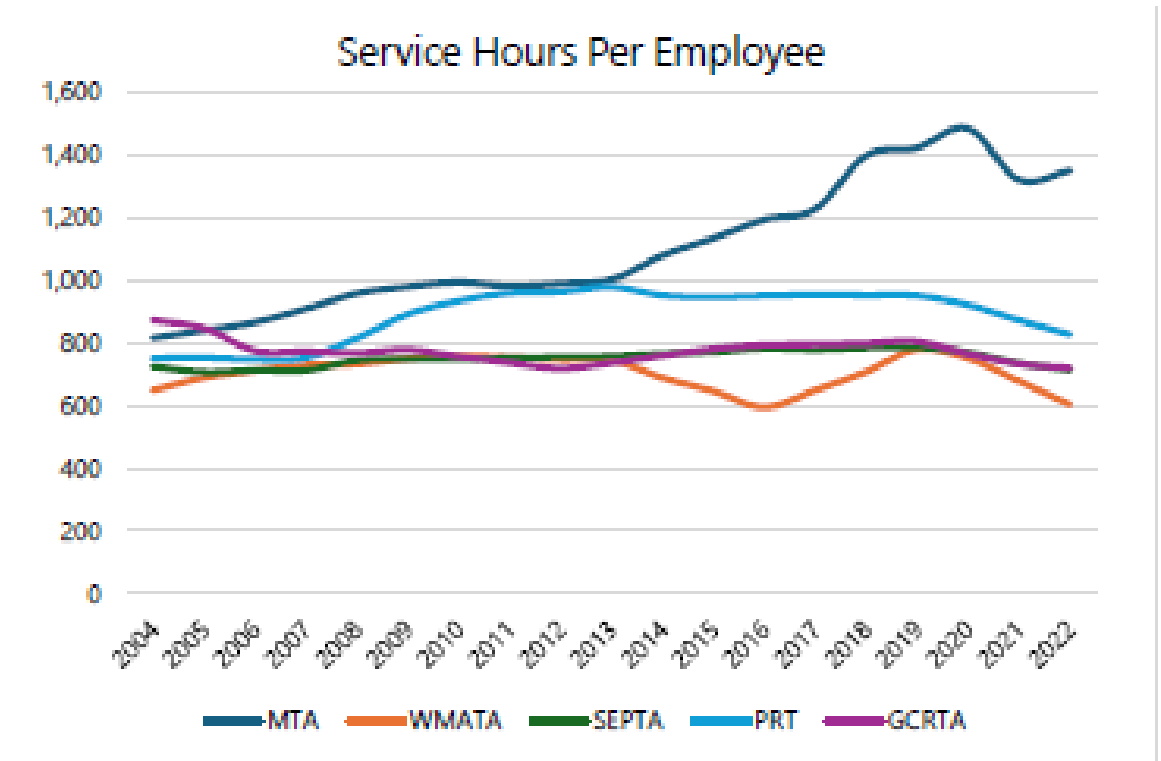
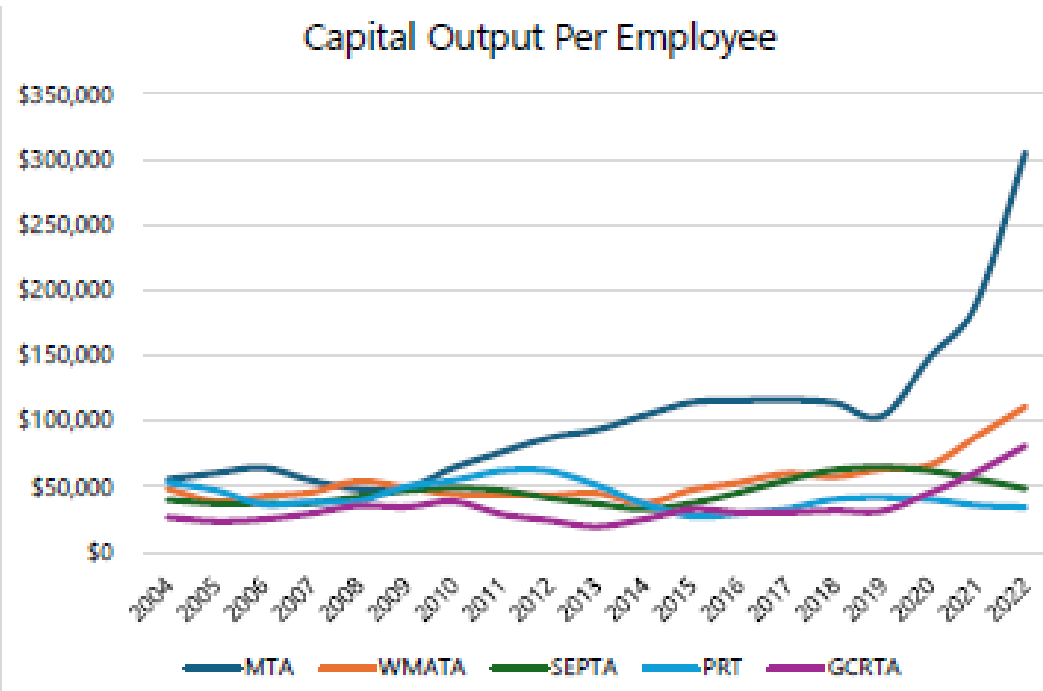
MTA Capital Budget: 2025-2030 Final CTP

- **Addresses 90% of MTA's SGR needs** across all modes
- Full matches for all federal formula and discretionary grant programs
- Over \$1 Billion for the **Light Rail Modernization Program**
 - In conjunction with a \$213 million federal grant award
- **Purple Line** completion and availability payments and **Baltimore Red Line** and **SMRT** planning efforts
- **Annual bus purchases** to support MTA's fleet and maintain needed service levels
- Full matches for over \$7 billion in **major statewide rail projects** (Amtrak-led)
 - Including Frederick Douglass Tunnel, Susquehanna River Bridge, and Baltimore Penn Station



MTA Budget Efficiency

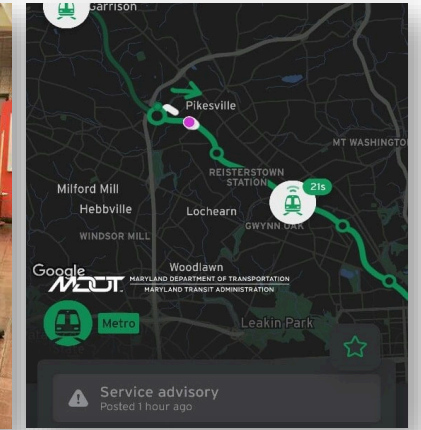
On a per-employee basis, MTA outperforms most peers in terms of revenue hours (amount of service) delivered, as well as the amount of Capital Program delivered.



MTA Today

MTA's Roles

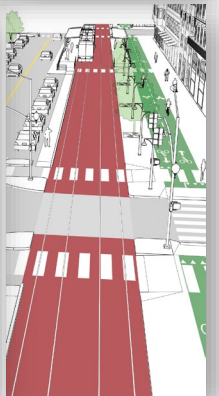
- ✓ MTA executes the decisions and priorities of the Administration.
- ✓ MTA plans, operates, implements, and invests in safe, multimodal transit services for all Marylanders.
- ✓ MTA is primarily supported by funding from the state and federal government, with limited exceptions.
- ✓ MTA's unified vision and perspective allows for the efficient coordination of services and modes across the State and with local partners.
- ✗ Unlike WMATA, MTA is not an independent transit authority.
- ✗ While local oversight has increased, MTA is not overseen by an independent Board of Directors, like some of MDOT modes and authorities.
- ✗ While some regional transit fees are authorized, MTA does not receive substantial funding from local governments or regions in Maryland.
- ✗ While MTA determines which projects to fund with funding remaining after contractual and legal commitments, Administration, Legislature, and MDOT ultimately determine available resources to each mode.



Rebuilding Better: Committed to an Equitable Transit Future

September 2021

MDOT MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION





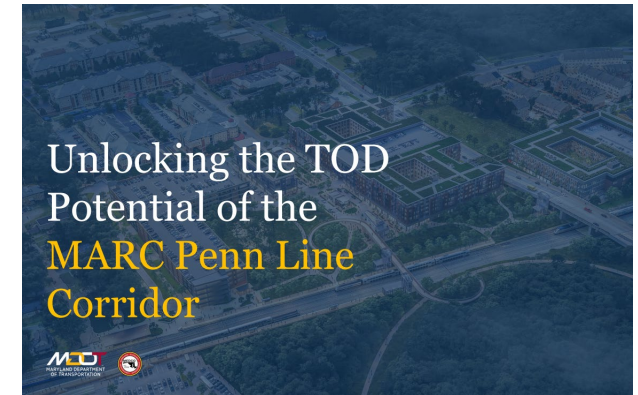
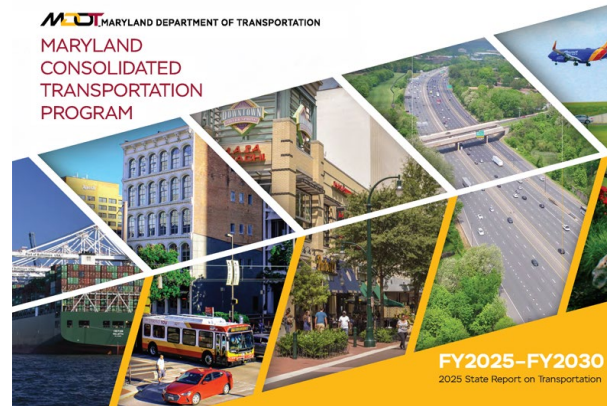
HB 517 Workgroup

The Secretary's Office (TSO) - Overview
August 28, 2025



Overview

- The Secretary's Office (TSO) at a Glance
- TSO Transit and Rail Related Functions
 - Office of Planning, Programming and Project Delivery (OPPPD)
 - Office of Real Estate and Economic Development (ORED)
 - Office of Rail and Intermodal Freight (ORIF)
 - Office of Audits & Rail Safety
 - Other Functions & Current Capabilities



MARYLAND STATE RAIL PLAN



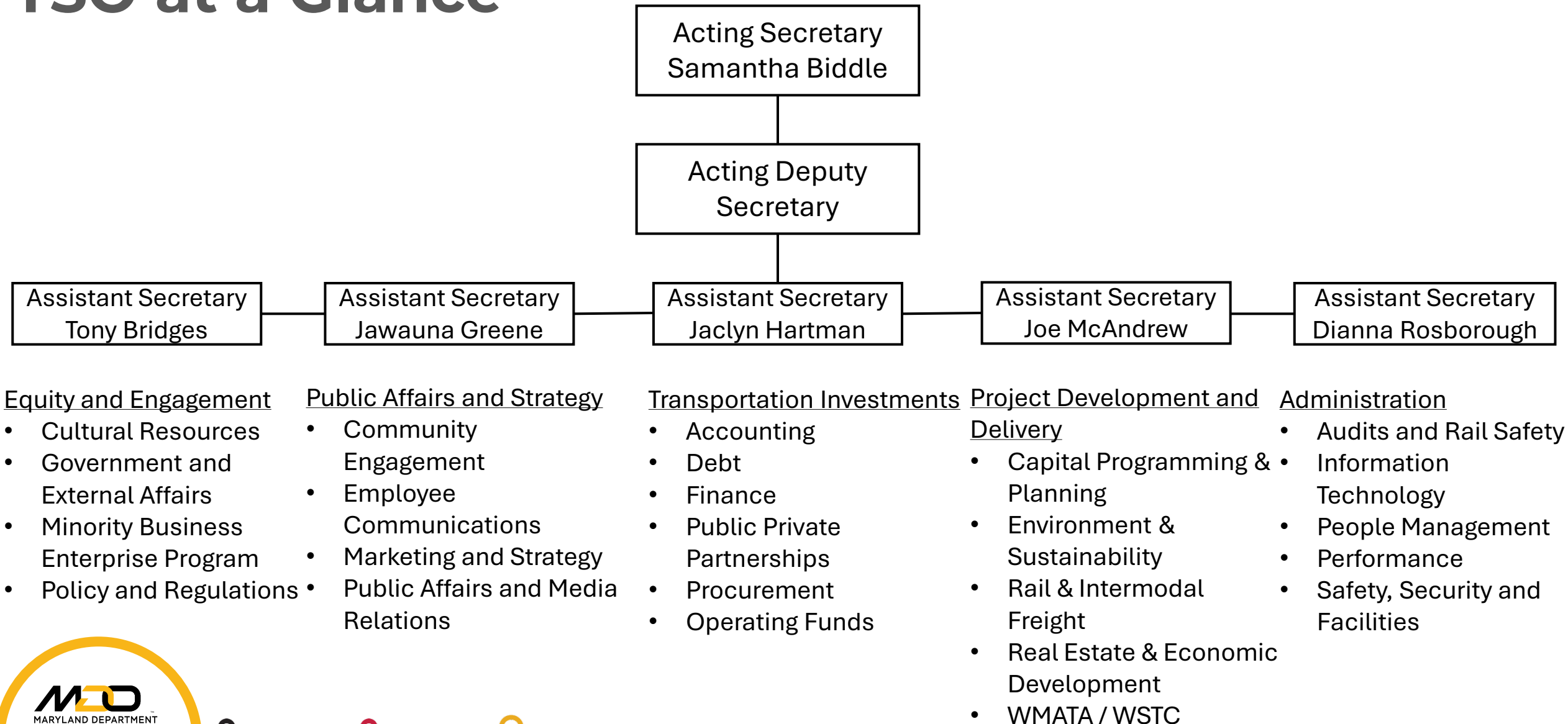
TSO at a Glance

- Serves as the policy making body for MDOT
 - Coordinates programs, procurements, policies and procedures, systemwide plans, information technology, and budgets, across the modes, regional planning organizations, and local governments.
- 3rd smallest mode at MDOT employing ~ 500 people.
- Serves as the primary modal liaison to state and federal elected officials and the Board of Public Works.



Governor Moore visits MDOT TSO – March 2024

TSO at a Glance



**MARYLAND
CONSOLIDATED
TRANSPORTATION
PROGRAM**



Office of Planning, Programming and Project Delivery

- Development of long-range and short-term transportation plans.
 - Statewide Transportation Improvement Program (STIP)
- Provides oversight and direction for MDOT's Capital Program.
 - Consolidation Transportation Program (CTP)
- Leads regional planning efforts with Metropolitan Planning Organizations (MPOs) in Maryland.
 - Includes distributing federal planning funds.
 - Collaboration on Transportation Improvement Program (TIP).

Office of Real Estate and Economic Development

- Responsible for:
 - MDOT's Transit Oriented Development (TOD) program;
 - Economic development housing opportunities with other state agencies and WMATA and;
 - MDOT's real estate disposition process.
- Recent TOD Highlights:
 - Penn Line TOD Strategy
 - Joint Development Opportunities
 - Odenton
 - Bowie State
 - Launched \$1.25m TOD Capital Grant and Revolving Loan Fund
 - Federal Grant Awards



Concept – Reisterstown Plaza TOD

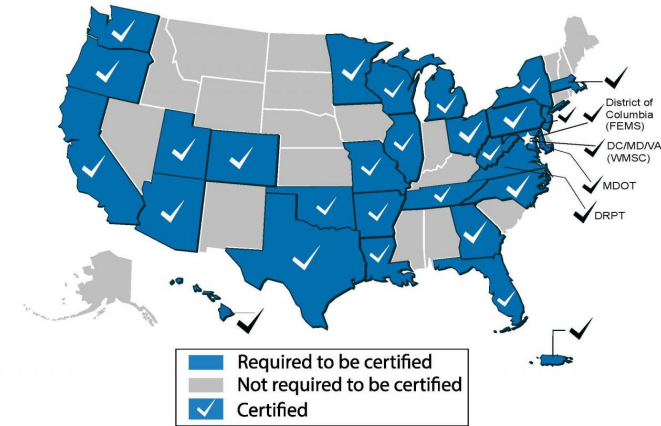
Office of Rail and Intermodal Freight

- Administers programs and maintains oversight of efforts that enhance Maryland's multimodal and freight transportation network.
 - **Plan** – Development of the federally-required State Rail Plan and other required freight plans.
 - **Project Coordination** – supports MDOT coordination with Amtrak and private freight railroads, in partnership with MTA, on both freight and passenger capital projects.
 - **Freight Rail Program** – Leads statewide freight rail development activities, administers a new freight rail grant program, oversees MTA's state-owned rail assets on the Eastern Shore and in Frederick County.
 - **Railroad Safety** – Manages Maryland's Operation Lifesaver chapter, the Sec. 130 federal Railway Grade Crossing program, and railroad safety coordination with local governments and railroads.
 - **Rails to Trails** – Supports MDOT's active transportation efforts through rail banking and rails-to-trails efforts.



Office of Audits & Rail Safety

- The State Safety Oversight (SSO) agency required by the Federal Transit System (FTA) for states with rail transit systems. Must meet federal requirements to include:
 - Financial and legal independence from the rail transit agencies it oversees;
 - Does not directly provide public transportation services in an area in which it has SSO responsibility;
 - Independent authority to review, approve, investigate, enforce, and audit rail safety plans and;
 - Meets statutory reporting and plan audit deadlines set by FTA.
- A certified SSO program is a condition of state-wide FTA funding.
 - FTA provides federal funding to MDOT to maintain the program.



Other Functions

- Office of Finance
 - Supports the development of MDOT and modal operating budgets, manages MDOT's bonding and debt obligations.
- Office of Government Affairs
 - In partnership with all modes, leads federal and state government affairs efforts.
- Office of Procurement
 - Supports MDOT and modes in procurement matters and leads engagement with the Board of Public Works
- Washington Area Transit Office
 - Supports MDOT's role on WMATA's Board of Directors and the Washington Suburban Transit Commission, leads policy and planning efforts for transit in the Washington region.



Current Capabilities Today

What MDOT TSO Is Today:

- While MDOT TSO provides consolidated IT services across modes, it is primarily a coordinating agency that provides direction and oversight of modes.
- MDOT TSO provides guidance and support in the programming of state and federal funds.
- MDOT TSO maintains key, high-level relationships with public officials and key transportation stakeholders at the federal, state, and local levels, as well as industry.

What MDOT TSO Is Not Today:

- MDOT TSO is not a transportation service operator.
- With limited exceptions, MDOT TSO is not a direct recipient of federal transportation funds nor procures federal-aid eligible contracts.
- MDOT TSO is not the day-to-day manager of specific project relationships and approvals or relationships with mode-specific unionized workers.



Thank you!
Questions?



TO: HB 517 Work Group
FROM: Central Maryland Transportation Alliance

RE:

Fixing the Mismatch: Governance Reform for Baltimore's Transit Future

Dear Members of the Workgroup on the Reorganization of the Maryland Transit Administration, Congratulations on your appointments. [House Bill 517 of 2025](#) charges you with studying “the potential for reorganizing the Maryland Department of Transportation and the Maryland Transit Administration” and making recommendations for potential reforms. As an organization that advocates for improving transportation in the greater Baltimore region, for more than a decade the Central Maryland Transportation Alliance has been following issues related to Maryland Transit Administration (MTA) governance. We offer this memo to help inform your work and build on previous efforts that we think are relevant.

While HB 517 began as a bill that would separate the MARC commuter rail system from MTA, it was amended to be a law that establishes your work group and charges you with studying not only changing how MARC is governed but also looking at all of MTA. Your charge includes looking into “the governance changes to the Administration necessary to ensure that Baltimore City has the appropriate oversight and input into local Baltimore City transit service.”

Over the past decade or so, several entities including the Eno Center for Transportation and the Baltimore Regional Transportation Board have studied similar topics and issued reports that share their findings and recommendations. We list those reports below and hope you find them useful in your work.

We also suggest framing your work around a clear problem definition. Given the way HB 517 evolved, different people might have different answers to the question “what problem are we trying to solve?” We encourage you to consider the findings from earlier reports and to incorporate them into your own problem definition.

The 2020 report *Transit Reform for Maryland* by the Eno Center for Transportation states that the governance of public transit in greater Baltimore limits its ability to address regional transportation needs. It cites the following negative results:

- Has not kept pace with repair needs
- *Transit Reform for Maryland*, p. 2
- Has not kept pace with service needs
- *Transit Reform for Maryland*, p. 2
- No new rapid transit line since the 1990's
- *Transit Reform for Maryland*, p. 6
- Sudden and unexpected Red Line cancellation
- *Transit Reform for Maryland*, p. 2

And the final report by the Baltimore Regional Transit Governance and Funding Workgroup in 2022 states “There is effectively no formal local input into how the local and regional transit network is planned, built, operated, or funded” and that has contributed to “long-standing frustrations with the governance of, and underinvestment in, our region’s transit system,” workgroup report, p. 1. And the 2024 Annual Report of the Baltimore Regional Transit Commission states

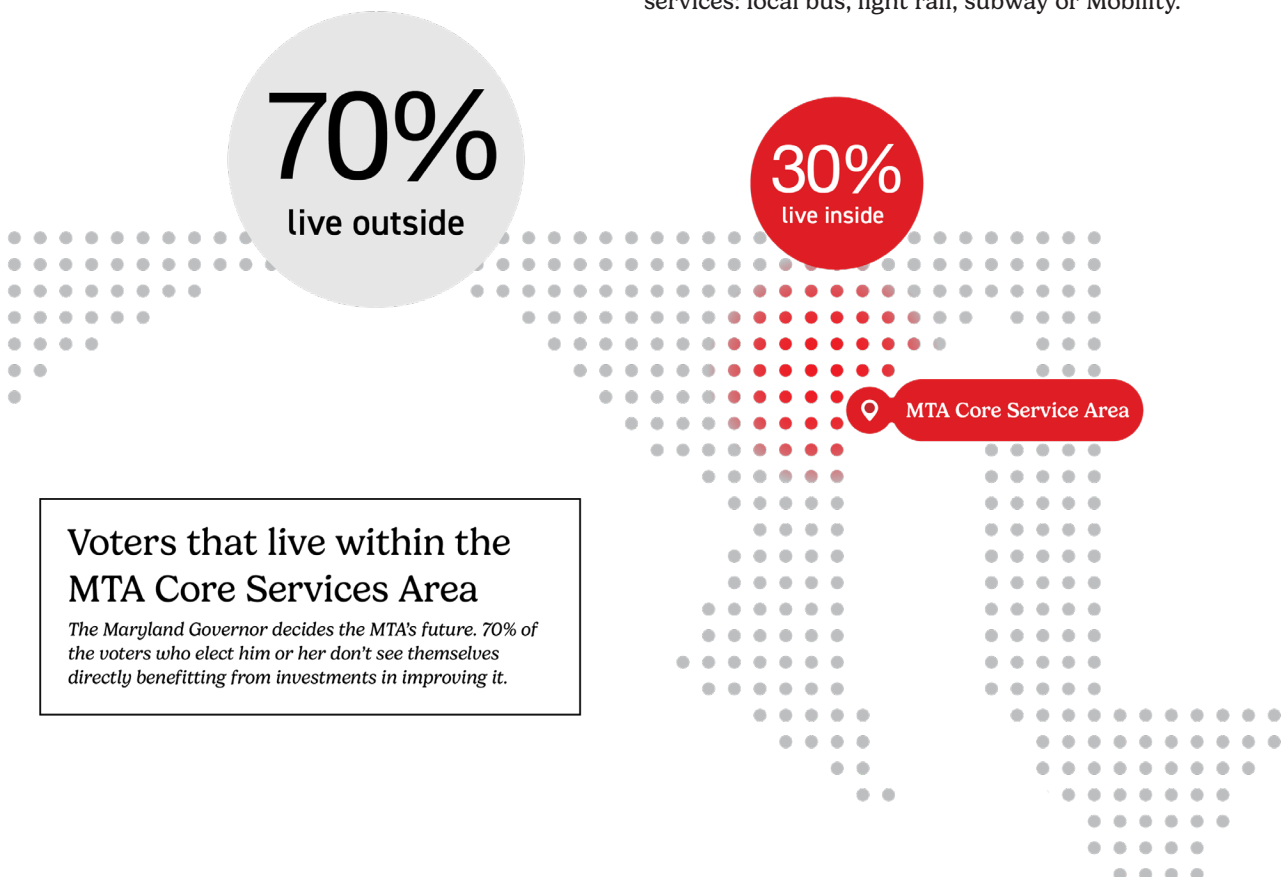
“Maryland is one of a few states to own and operate the major transit service in a large metropolitan area. Typically these services are managed by independent authorities, local government or a hybrid of state and local government. This dynamic has created a series of challenges ranging from a lack of connection between local land use and state transit and consistently inadequate funding,” p. 13.

Those reports and the others linked below draw a direct connection between the governance of the MTA and underinvestment in the MTA. While public transportation systems around the country struggle to find funding, we think there is a governance issue that is unique to the MTA and that acts as a persistent barrier to improvement.

There is effectively no formal local input into how the local and regional transit network is planned, built, operated, or funded.

— BALTIMORE REGIONAL TRANSIT GOVERNANCE AND FUNDING WORKGROUP, 2022

We have read the reports, and have been following this issue for years. When we get down to the core, we can pinpoint the structural mismatch that makes it difficult to improve transit service in the Baltimore region. The mismatch is between who elects the people making decisions about the MTA and who has the greatest stake in the MTA’s performance. Decisions about investment in the MTA are made by state government officials who are elected by all the voters in Maryland. **Less than 30% of the population of Maryland lives in the MTA core service area (Baltimore City and parts of Baltimore County and Anne Arundel County).** All Marylanders have an important indirect stake in the success of the MTA core services because they improve the functioning of the state’s economy. However, the political reality is that over 70% of the voters that the Governor and legislature are accountable to have little or no direct stake in the performance of the MTA’s core services: local bus, light rail, subway or Mobility.



The mismatch makes it difficult to secure the level of investment in MTA that its direct stakeholders want. A recent example of the mismatch occurred during the past legislative session. On February 18, 2025 the Baltimore Banner published an [extensive piece](#) of investigative journalism on the struggles of Baltimore City Schools students who rely on the MTA to get to their middle and high schools. The issue has been going on for years, as documented by the Fund for Educational Excellence's 2021 [Not In Service](#) report and others, but the Banner coverage shed light on it again. The February article prompted a wave of reactions in Baltimore City and calls for improving transit service for students. Just days later, on February 21st, MTA leadership sat before the Senate Public Safety, Transportation, and Environment Subcommittee for its annual budget hearing. As one of two annual MTA budget hearings, this was a rare opportunity to testify directly to elected officials who decide MTA's budget. But advocates and students testifying at that hearing spoke to a subcommittee that did not have a single representative from Baltimore City. We are confident that the legislators on the subcommittee care about students and families in Baltimore City, but their primary responsibilities are to prioritize the concerns of their own constituents.

Looking back further, in 2013 Maryland passed the first gas tax increase in two decades and Governor Martin O'Malley listed transportation projects that it would fund, including the Baltimore Red Line. Delegates and Senators representing the Baltimore area predominantly voted for the measure, but there were some parts of Maryland where legislators predominantly voted against it. The next year Larry Hogan campaigned against the tax increase. When he became Governor he moved every cent of the funding programmed for the Red Line to projects outside of Baltimore, many of them in districts whose legislators had voted against the revenue increase.

By contrast, across the country when there is not a mismatch – that is, when the voters who decide funding for public transportation and the stakeholders in public transportation are roughly the same people – improvement of the public transportation systems tends to happen. [According to the Center for Transportation Excellence](#), in 2024, out of 61 ballot measures affecting investment in public transit nationwide, 51 were wins for transit, an 84% win rate. That included wins in Columbus, Ohio, Nashville, Tennessee, and Maricopa County, Arizona. Historically over 70 percent of ballot measures affecting public transportation end as wins for public transportation.

In Maryland, there has been no significant expansion of the Baltimore region public transportation system since 1997 when the extensions of the MTA light rail to Hunt Valley, Penn Station, and BWI were completed. That is not due to a lack of plans for improvement by the MTA. It is due to Governors and the General Assembly deciding to not invest in implementing the plans.

Without intervention, that is unlikely to change soon. The MTA Capital Needs Inventory released in July 2025 states that the only expansion project that the MTA expects to go operational by 2035 is the Purple Line in Montgomery and Prince Georges counties; there is no forecast transit expansion in the Baltimore region for at least the next decade.

We encourage you to decide on a problem definition that includes the mismatch at the root of the governance issue. We suggest something like:

Maryland is one of a few states to own and operate the major transit service in a large metropolitan area. Of the 50 largest transit agencies in the country, Baltimore's is the only one that is governed and operated by a state agency without a board of directors.

Decisions about the budget, project priorities, plans and reports determining the future of public transportation in greater Baltimore rest with the Governor and Maryland General Assembly. Of the voters who elect the Governor and legislature, more than two-thirds live outside the core service area of the Maryland Transit Administration (MTA).

That creates a political reality in which it is exceedingly difficult to build political support for investment in the MTA core services. The result has been prolonged underfunding of state of good repair needs, underfunding of service needs, and no significant expansion since the completion of the MTA Light Rail in the 1990's. The 2025 MTA Capital Needs Inventory anticipates the completion of the Purple Line in Montgomery and Prince George's counties, but no expansion in the Baltimore region through 2035. Wise Maryland leaders will continue to speak about the value of investing in greater Baltimore's public transportation system, but unless they make changes that address the mismatch, any progress will continue to be thwarted by the same political headwinds.

We also encourage you to draw on the recent reports for other aspects of your work such as:

- **lessons learned from transit systems in other places** (see *Getting to the Route of It from 2014*)
- **potential revenue sources for local funding to supplement state and federal investments** (see the table on p. 55 of the *Baltimore Regional Transit Governance and Funding Study from 2021*)
- **options for governance reform models for the MTA** (see Chapter 5 beginning on p. 17 of the *Alternative Transit Governance and Funding Structures for the Baltimore Region report from 2025*)

As you consider options for governance reform, please give preference to the reforms that will address the mismatch problem described above (and hopefully in your problem statement).

In our opinion, the ideal solution would draw the boundaries of a taxation district that aligns with the MTA core service area. For example, the Sound Transit district in Washington State includes parts of three counties (King, Pierce and Snohomish) but does not follow county boundaries. Under such a district, the voters who vote on ballot referenda and who elect many of the decision makers in governance for the transit district are the same people who have the most direct stake in the success of the transit system. The State of Maryland would maintain its investment in the Baltimore region transit system and adjust the annual investment to maintain value against inflation. The state would have voting power in the governance of the Baltimore area transit system balanced with representation from the local governments that are closer to the voters in the service area. Maryland's annual investment would be supplemented with locally derived funding to leverage more federal funding and achieve better transit service and greater benefits to Marylanders.



Annotated Bibliography of Reports on the Topic of Transit Governance Reform

As you review the available information and develop your recommendations we encourage you to draw from and build upon the reports on this topic that have been published since 2014. The following annotated bibliography lists those reports. →

1 [Getting to the Route of It](#), October 2014, Eno Center for Transportation and TransitCenter

This report looks at how regions in the U.S. have very different governance models for transit and asks how these structures foster — or hinder — transit agencies' abilities to deliver service, plan for the future, and innovate. *Getting to the Route of It* offers insights for regions across the country, drawing on anonymous interviews with transportation professionals in six regions: Boston, Chicago, Dallas-Fort Worth, Minneapolis-St. Paul, the New York metro area, and the San Francisco Bay Area. *Baltimore was not included, but for local advocates the publication of this report elevated the issue of our governance structure.*

2 [Transit Reform for Maryland](#), November 2020, Eno Center for Transportation (Commissioned by the Central Maryland Transportation Alliance and the Greater Washington Partnership)

Inspired by *Getting to the Route of It*, this report found that the governance of public transit in Greater Baltimore limits its ability to address regional transportation needs. As part of a state executive branch department, the Maryland Transit Administration (MTA) reports to the governor with no direct local oversight. Of the 50 largest transit agencies in the country, Baltimore's is the only one that is governed and operated by a state agency without a board of directors. Unfortunately, under this governance structure, Baltimore's transit system has not kept pace with repair and service needs nor has it seen a new rapid transit line in almost three decades.

This report proposed three options for governance reform:

- Authorize transit oversight boards with limited powers to inform state-level decision-making
- Install a state-level board of directors for the MTA
- Form a new Baltimore-area regional authority with local and state funding and board representation

3 [Baltimore Regional Transit Governance and Funding Study](#), August 2021, Baltimore Regional Transportation Board (*Baltimore's metropolitan planning organization*)

Initiated in response to interest from the Maryland General Assembly and the Central Maryland Regional Transit Plan Commission, this report similarly found that state control means decisions about service delivery and investment are made exclusively by MDOT and MTA under the Governor's leadership. As a result, regional governments and stakeholders have limited input into regional transit investments, including service, operations, or strategic direction. This structure also disincentivizes coordination and collaboration among local jurisdictions within the region and between local jurisdictions and the state.

This report proposed five alternative models for governance reform:

- Modify the existing State Transportation Commission to manage and oversee MDOT's spending/budgeting decision-making and investments
- Create a State Transit Commission to manage and oversee MDOT's transit services (Baltimore core services, LOTs, and commuter services)
- Create a Baltimore Advisory Board that would provide advice and input on planning, operations, budgets for Baltimore area core services
- Create a Baltimore Transit Commission that would be a state-regional partnership to oversee and manage Baltimore area core services
- Create a Baltimore Regional Transit Authority that would be a new, independent authority to build, fund, operate and oversee Baltimore area transit service

4 [Final Report of the Baltimore Regional Transit Governance and Funding Workgroup](#), December 2022, Baltimore Metropolitan Council (*Baltimore's regional council of governments*)

In July 2022, BMC's Board of Directors established the Baltimore Regional Transit Governance and Funding Workgroup with the objective of preparing recommendations regarding the management of transit in the Baltimore region. The Workgroup considered the alternatives from the 2021 study, and compared peer state and regional transit entities.

The Workgroup ultimately developed consensus around a set of five recommendations for local governments, the Maryland General Assembly and the Moore-Miller administration:

- Create a Baltimore Regional Transit Commission
- Require a Regional Consolidated Transportation Plan tour
- Restructure the LOTS Programs so that flexible funds can support both existing and growing transit
- Reconstitute and empower the Maryland Transportation Commission to provide oversight and transparency to the CTP process
- Conduct a formal study of the creation of a Baltimore Regional Transit Authority.
- Legislators turned some of these recommendations into bills, one of which passed and established the Baltimore Regional Transit Commission.

5 [Interim Report of the TRAIN Commission](#), January 2024

Created by the General Assembly in 2023, the Commission on Transportation Revenue and Infrastructure Needs (TRAIN) was established primarily to make recommendations on the prioritization and funding of transportation projects. Among its list of charges was to review, evaluate and make recommendations concerning “the structure of regional transportation authorities and the ability of these authorities to meet transportation needs in various regions in the State”. The Commission’s term began in July 2023 with a final report due in January 2025. After meeting for five months in 2023, the Commission issued an interim report in January 2024 without addressing the regional authorities issue. The Commission did not meet again and never produced a final report.

6 [First Annual Report of the Baltimore Regional Transit Commission \(BRTC\)](#), December 2024

In its first annual report to the General Assembly, the BRTC noted that while it believes it had a net positive impact on Baltimore area transit oversight, the structure of being an advisory commission limited its effectiveness. In particular, the BRTC wrote:

“...without budget approval authority, [the BRTC] is hampered in its efforts to advocate for transit service. Despite our best efforts, we were unable to effectively participate in the development of MTA’s annual budget. We do not know whether earlier input would have made a difference in the result, but we do know that the draft CTP made significant cuts to MTA Baltimore service, while transit investment in other areas of the state remained whole. MTA’s lack of a formal oversight board and public budget process continues to make it an easy target for capital and operational cuts.”

7 [Alternative Transit Governance and Funding Structures for the Baltimore Region](#) report, January 2025, Commissioned by the BRTC

Building on previous studies, this report again found three key challenges:

- The lack of formal coordination between MTA and local government
- MTA’s lack of autonomy makes long-term planning difficult and limits effective advocacy to address the needs of the system and its riders
- MTA lacks the resources to effectively serve both the Baltimore core and statewide services

To address these challenges, the report outlines three possible governance models:

- Independent Regional Transit Authority
- A State-Controlled Regional Transit Authority
- A State-Controlled Regional Transit Authority plus an Empowered Baltimore Regional Transit Commission

The report also discusses options for funding transit in the region, but does not make specific recommendations for which governance model or revenue sources to pursue.