



Presentation to Transit Choices

**Jon Laria, Chair
Baltimore Regional
Transit Commission
(BRTC)**

October 24, 2024

The Baltimore Regional Transit Commission (BRTC)

The Baltimore Regional Transit Commission (BRTC) was created by the Maryland General Assembly in 2023.

The BRTC advocates for and provides oversight of the Maryland Transit Administration (MTA) as well as Locally-Operated Transit Systems (LOTS),

Among its responsibilities, the BRTC reviews annual budget requests by MTA, including the recently-released Draft FY 25-30 Consolidated Transportation Program (CTP).

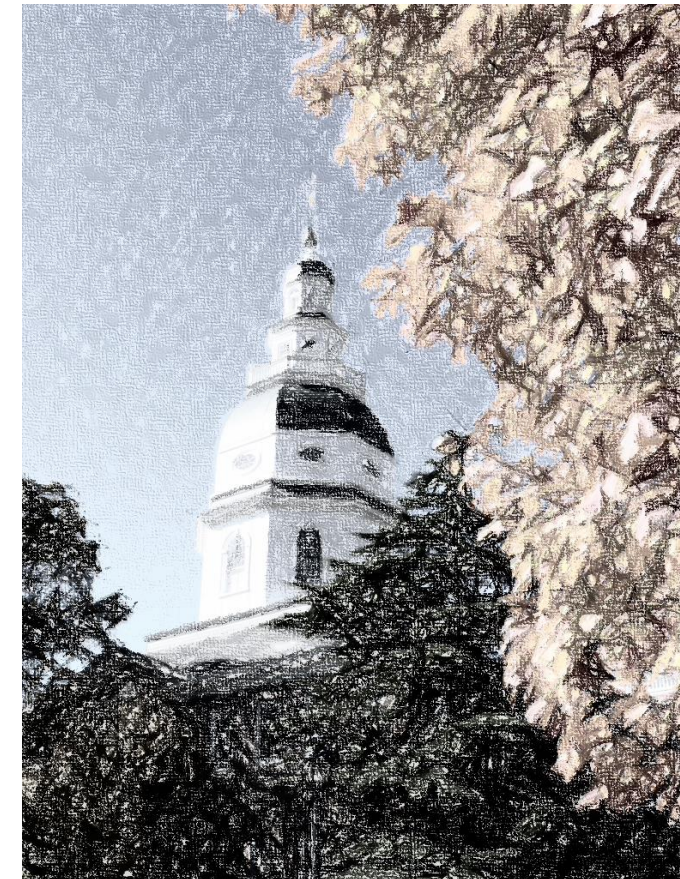


BRTC Membership

The Commissioners were appointed by:

- Governor Wes Moore
- Baltimore City Mayor Brandon Scott
- Baltimore County Executive John Olszewski, Jr.
- Anne Arundel County Executive Steuart Pittman
- Howard County Executive Calvin Ball

Members represent transit riders, employers, industry experts, and others with a stake in improving Greater Baltimore's transit system.



Transit = Economic Access

A Vital Necessity

Public transit is a lifeline for many Maryland residents who lack access to personal vehicles, particularly in urban areas and underserved communities.

This dependence on public transportation for daily commutes, access to healthcare, education, and employment opportunities highlights its critical role in economic mobility and inclusion.

Connecting All Income Levels

Transit usage is highest among both the highest and lowest income brackets.

This underscores the essential nature of public transportation for all segments of our population, facilitating economic participation and opportunity across income levels.

By prioritizing transit investment, we can ensure that all Marylanders have equitable access to economic opportunities, regardless of their financial status.

Transit = Economic Development

Transit Creates Jobs

Investing in transit means more jobs for people in the Baltimore region. Constructing transit systems, along with the day-to-day running of transit, creates employment. Plus, transit plays a vital role in connecting commuters to work, ensuring that people can easily access job opportunities and contribute to our local economy.

Transit Creates Value

Transit also helps our communities grow in good ways. It raises property values near transit stops, which means more money for local services like schools and parks. MDOT and Maryland DHCD have partnered to restart the state's Transit-Oriented Development program to build mixed-use communities around transit hubs.

MTA's Critical Capital Needs

Urgent Needs

The MTA requires significant reinvestment to maintain its aging infrastructure and meet the growing demands of our region.

This includes vital upgrades to bus, light rail, and metro systems, as well as expanding service to new areas.

Without proper investment, the MTA's ability to provide reliable and safe transit service will continue to decline, to the detriment of riders and the local economy overall.

Years of Disinvestment

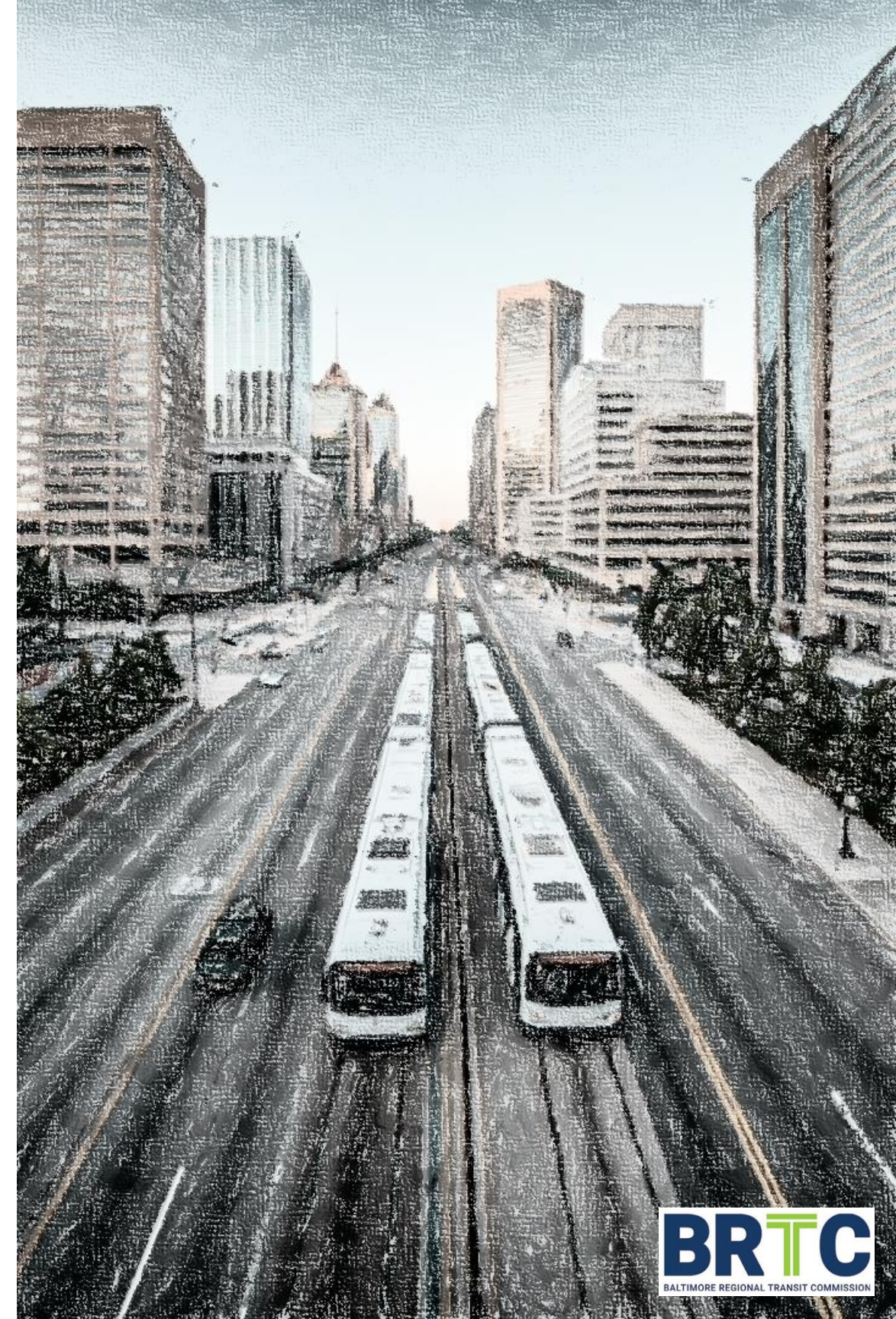
Decades of underfunding have left the MTA's core services in a state of disrepair, disproportionately impacting public transportation access for lower-income communities, and particularly African-American residents in those communities.

This historical disinvestment has exacerbated existing inequities and undermined the MTA's ability to serve its core riders effectively.

The FY 2025-30 Consolidated Transportation Program (CTP): The need for Equitable Investment

The BRTC appreciates and values the MDOT & MTA commitment to our state's transportation infrastructure, and knows the constraints they face with current revenue sources. It respects the hard work of MDOT and MTA's committed leadership and staff.

However, the BRTC necessarily has deep concerns regarding the Draft CTP's cuts to MTA.



Some Perspective by the Numbers

\$512M

MTA's annual need per 2022 Capital Needs Inventory (CNI)

The Draft CTP meets the CNI threshold in only 2 of 6 years. \$368 million more is needed in the Draft CTP to meet 2022 CNI levels, which are expected to double (to over \$900 million annually) when an updated CNI is released in 2025.

\$1.2B

Purple Line Funding in the Draft CTP

More than \$1.2 billion (about 25%) of programmed capital funding available to MTA in the Draft CTP will go to the Purple Line in Montgomery and Prince George's Counties.

\$188M

TSIA Shortfalls

The Transit Safety and Investment Act of 2021 (TSIA) mandated \$450 million in State of Good Repair (SOGR) funding for FY 2025 and 2026. With \$336 million allocated for FY25 and \$376 million allocated for FY26, the Draft CTP falls short of TSIA by \$188 million across those two budget years.

\$213M

Federal Grant for Light Rail Car Replacement

A Critical Investment and a CTP-Driven Risk: Light Rail Vehicle Replacement

1 Secured Federal Grant

The MTA has secured a substantial \$213 million federal grant for the much-needed replacement of its aging light rail vehicles. This grant represents a significant opportunity to modernize Baltimore's transit system and improve service for its residents.

2 Funding Gap Threatens Grant

The Draft CTP's insufficient allocation of funds for SOGR projects compromises the procurement process for the new light rail vehicles. Without sufficient state matching funds, the federal grant will be lost, resulting in a significant setback.

3 Missed Opportunity

Failure to secure the necessary funding will ultimately lead to the loss of \$213 million in federal funds, representing a substantial missed opportunity to upgrade Baltimore's transit system and enhance the quality of life for its citizens.

Overview: Proposed MTA Deferrals (Cuts) in the CTP

-\$672M

Total Deferrals

Of a total \$1.3 billion reduction in the FY 25-30 CTP, MTA deferrals represent over \$672 million. *(See detailed chart on following slides).*

This includes (rounded):

Light Rail	\$69 million
Bus	\$410 million
Metro	\$64 million
MARC	\$67 million
Escalator/Elevator	\$35 million
North-South Corridor	\$3.7 million
Other Agency	\$24 million

MTA CTP Project Deferrals									
Mode	Project Name	Description	Impacts	FY 25	FY 26	FY 27	FY 28	FY 29	Total 6 Year
MARC	MARC Riverside Upgrades - Wayside Power, Yard Air, Environmental	Upgrades include Wayside Power, Yard Air, Tank Overhaul, and Replacement of Diesel Filtration System to improve community concerns near the facility.	Increased community complaints regarding the facility. Potential for regulatory risk if environmental work is not completed at the wastewater treatment plant.	\$ (6,322,019)	\$ (13,597,981)	\$ (500,000)	\$ -	\$ -	\$ (20,420,000)
MARC	MARC BWI Bus Loop Repairs	Construction of bus loop pavement and storm water facilities repairs at the BWI MARC Station.	Environmental compliance may be impacted due to not completing repairs at the storm water facilities. May necessitate a need for emergency repairs.	\$ (1,073,332)	\$ -	\$ -	\$ -	\$ -	\$ (1,073,332)
Light Rail	LTR Rail and Switch Heater System Replacement	Taken together, these packages are a significant strategic investment in the State of Good Repair of the Light Rail system. Components of the light rail system were identified to be in danger of malfunctioning or reaching "condition black" on an inspection (the state at which MTA cannot operate the system due to safety concerns). These projects address various rail defects throughout the system.	With these project canceled, MTA anticipates spending more annually on corrective maintenance, as those predicted malfunctions and failed inspections occur, over time. Additionally, this increases the likelihood of unplanned system shutdowns, instead of the previous planned and phased shutdowns to minimize disruption.	\$ -	\$ -	\$ -	\$ (600,000)	\$ (3,274,000)	\$ (3,874,000)
	LTR Group 1N - Rehabilitation of Light Rail			\$ (638,389)	\$ -	\$ (2,079,000)	\$ -	\$ -	\$ (2,717,389)
	LTR Group B2 - Rehabilitation of Light Rail			\$ (456,768)	\$ (3,548,864)	\$ (4,700,000)	\$ -	\$ -	\$ (8,705,632)
	LTR Group 1S - Rehabilitation of Light Rail			\$ (327,022)	\$ -	\$ (34,230)	\$ -	\$ -	\$ (361,252)
	LTR Group 3S - Rehabilitation of Light Rail			\$ (652,262)	\$ (169,278)	\$ -	\$ -	\$ (821,540)	
	LTR Group 4S - Rehabilitation of Light Rail			\$ (595,883)	\$ (300,000)	\$ (580,878)	\$ -	\$ -	\$ (1,476,761)
	LTR Group 5S - Rehabilitation of Light Rail			\$ (854,574)	\$ -	\$ -	\$ -	\$ (854,574)	
	LTR Group B1 - Rehabilitation of Light Rail			\$ (336,615)	\$ -	\$ (1,880,986)	\$ -	\$ -	\$ (2,217,601)
	LTR Group B3 - Rehabilitation of Light Rail			\$ (368,598)	\$ (2,851,868)	\$ -	\$ -	\$ (3,220,466)	
LTR Group P1 - Rehabilitation of Light Rail	\$ (368,372)	\$ (3,450,000)	\$ (311,628)	\$ -	\$ -	\$ (4,130,000)			
LTR Howard Street Rail Replacement	\$ (1,000,000)	\$ -	\$ -	\$ (16,608,884)	\$ (16,410,000)	\$ (34,018,884)			
Metro	MTR Interlocking Renewal - North West Yard 7 Turnouts	Renewal of seven turnouts in the north west yard of the Metro system.	Failed interlockings could result in service disruptions. Disruptions in the yard create increased risk due to the possibility of not being able to make vehicle movements in the yard.	\$ -	\$ -	\$ -	\$ (2,694,200)	\$ (8,596,800)	\$ (11,291,000)
Metro	MTR Station Rehabilitation & Lighting Program	This is a series of investments in Metro systems and stations, all of which would improve the passenger and MTA employee experience, as well as safety and operations through cellular coverage in the tunnels.	Currently the lack of cellular coverage can result in system shutdowns when there are radio malfunctions due to a lack of redundancy. Delays to station rehabs will result in increased corrective maintenance for the station including emergency station closures for needed repairs.	\$ (2,931,658)	\$ (7,700,000)	\$ (9,000,000)	\$ (5,500,000)	\$ -	\$ (25,131,658)
	MTR Platform Rehabilitation & Snow Melt System			\$ (137,840)	\$ (1,500,000)	\$ (6,405,080)	\$ (6,000,000)	\$ -	\$ (14,042,920)
	MTR SCC Booth Replacement			\$ (135,550)	\$ -	\$ -	\$ -	\$ -	\$ (135,550)
	MTR Repairs at 6 Metro Stations			\$ (67,671)	\$ -	\$ (599,731)	\$ (4,197,000)	\$ -	\$ (4,864,402)
	MTR Rail and Switch Heater System Replacement			\$ -	\$ -	\$ (120,000)	\$ (300,000)	\$ (1,680,000)	\$ (2,100,000)
	MTR Cellular Coverage in Metro Tunnels			\$ (116,991)	\$ -	\$ -	\$ -	\$ -	\$ (116,991)
Metro	MTR Avtec Replacement	Design, furnish, and install a new VoIP dispatch console for the Metro	This system allows for radio communication in the Metro tunnel. If it fails, MTA will not be able to provide service in the tunnel.	\$ (3,106,000)	\$ -	\$ -	\$ -	\$ -	\$ (3,106,000)

MTA CTP Project Deferrals									
Mode	Project Name	Description	Impacts	FY 25	FY 26	FY 27	FY 28	FY 29	Total 6 Year
Bus	BUS Eastern Bus Facility	Replacement of the outdated, inefficient Eastern Bus Facility with a modern facility capable of supporting Zero Emission buses.	This is the largest single investment in the now-deferred transition to ZEB. We will have to invest millions of dollars in the current Eastern facility in order to keep it operating without the replacement - that full cost is not yet known.	\$ (6,228,245)	\$ (13,046,000)	\$ (60,000,000)	\$ (72,000,000)	\$ (50,000,000)	\$ (201,274,244)
Bus	BUS Bush Building 8 HVAC Upgrades	Upgrades to the HVAC system at the Bush Bus Division.	Failure of the HVAC system could result in the need for an emergency procurement to fix the system, and could result in reductions to bus service if heat creates unsafe working conditions.	\$ (100,000)	\$ -	\$ (600,000)	\$ -	\$ -	\$ (700,000)
Bus	Zero Emission Bus Procurement BUS Zero Emission Vehicle Transition: Kirk and Northwest Retrofit BUS Fuel Cell Electric Buses and Hydrogen Infrastructure BUS Division Electrification Program Phase I	This includes the procurement of the zero emission buses and the necessary infrastructure upgrades needed to support that transition.	Delaying the transition to Zero Emission Buses violates the Maryland Zero Emission Bus Act.	\$ 9,848,116 \$ (403,789) \$ (933,625) (13,504,967)	\$ 3,177,000 \$ - \$ (175,000) (42,297,751)	\$ (7,249,000) \$ - \$ - (29,199,352)	\$ (24,750,000) \$ - \$ - (32,758,421)	\$ (67,500,000) \$ - \$ - -	\$ (86,473,884) \$ (403,789) \$ (1,108,625) \$ (117,760,491)
Agency-wide	AGY MDOT MTA Replacement of 81 Escalators, RFP AGY Elevator and Escalator Rehabilitation - RFP	MTA's escalators and elevators are not in a state of good repair and have multiple structural issues. This project is to replace the escalators and rehabilitate elevators throughout the Metro system.	MTA no longer has a plan for rehabilitating escalators; should they break beyond what can be handled via our maintenance contracts, they will be out of service indefinitely	\$ - \$ (85,605)	\$ (1,835,001) \$ -	\$ (2,816,000) \$ -	\$ (15,000,765) \$ -	\$ (15,000,000) \$ -	\$ (34,651,766) \$ (85,605)
Agency-wide	AGY RTP North/South Corridor Design AGY RTP Corridor Program Management and Development	These projects advance future planning efforts for MTA corridors, including delivering on the goals of the Regional Transit Plan.	These projects were MTA's main future-looking planning efforts in the core service area, including stopping the ongoing study of MTA's highest ridership route for additional investment.	\$ (1,634,874) \$ (322,916)	\$ (2,059,875) \$ -	\$ - \$ -	\$ - \$ -	\$ - \$ -	\$ (3,694,749) \$ (322,916)
MARC	MARC Bayview Station	Project includes design of a new MARC Bayview Infill Station in Baltimore, MD, providing commuter rail service to the adjacent Johns Hopkins Bayview campus.	Delay in this design will mean that MTA is unable to proceed with a MARC station at Bayview to connect to the Red Line.	\$ (460,236)	\$ -	\$ -	\$ -	\$ -	\$ (460,236)
Agency-wide	AGY American Legion Bridge Op Lanes Transit Study	Project includes coordination with Montgomery County to identify opportunities to leverage the American Legion Bridge for transit opportunities.	The current funding will facilitate coordination with stakeholders on future transit investments in Montgomery County.	\$ (300,000)	\$ (168,605)	\$ -	\$ -	\$ -	\$ (468,605)
Light Rail	LTR Cromwell Station Pond Repairs	Repair to parking lot and station drainage outfall structure and pond to return the storm water facility to a state of good repair.	Environmental compliance may be impacted due to not completing repairs at the storm water facilities. May necessitate a need for emergency repairs.	\$ (150,000)	\$ -	\$ -	\$ -	\$ -	\$ (150,000)

MTA CTP Project Deferrals									
Mode	Project Name	Description	Impacts	FY 25	FY 26	FY 27	FY 28	FY 29	Total 6 Year
Agency-wide	AGY Speaker Inspection and Replacement	Inspection, rehabilitation and replacement, as needed, of the speaker system at our Light Rail and Metro stations.	Cancellation will mean more malfunctioning speakers across our system, over time, degrading the passenger experience.	\$ (757,000)	\$ (952,000)	\$ (540,000)	\$ -	\$ -	\$ (2,249,000)
Metro	MTR TMDL Warren Road SWM Repair and Retrofit	Stormwater management system repair and retrofit at various MTA facilities.	Environmental compliance may be impacted due to not completing repairs at the storm water facilities. May necessitate a need for emergency repairs. Stormwater projects are relatively small investments that can save money over time, as unmanaged stormwater runoff can deteriorate our stations and facilities more quickly	\$ (135,416)	\$ (2,000,000)	\$ (1,313,000)	\$ -	\$ -	\$ (3,448,416)
Bus	BUS TMDL Northwest Bus SWM Repair and Retrofit			\$ (1,966,000)	\$ -	\$ -	\$ -	\$ -	\$ (1,966,000)
MARC	MARC TMDL Bowie State SWM Repair and Retrofit			\$ (408,114)	\$ (205,943)	\$ -	\$ -	\$ -	\$ (614,057)
Light Rail	LTR Operator Simulator	This project would provide a training simulator for light rail operators.	Cancellation means that track time and light rail vehicles are necessary for more of the training process, with the potential of causing service reductions	\$ (1,274,223)	\$ (404,723)	\$ -	\$ -	\$ -	\$ (1,678,946)
Metro	MTR Lexington Market Metro Facility	Improvements include; new panels at lower canopy, lighting at lower canopy, extension of glass panels at Lexington, extension of railing height on Eutaw, paint and other improvements.	The station will continue to look dated and worn next to the new Lexington Market building.	\$ (158,342)	\$ -	\$ -	\$ -	\$ -	\$ (158,342)
Agency-wide	AGY LED Lighting Replacement	MTA will replace approximately 11,000 existing inefficient lighting fixtures, about half of the agency's total light fixtures, with LED lighting technology.	This project would result in long-term energy cost savings to the agency.	\$ (175,000)	\$ (2,855,000)	\$ (2,800,000)	\$ -	\$ -	\$ (5,830,000)
MARC	MARC IV Railcar Mid-Life Overhaul (54 Railcars)	Overhaul of the MARC-IV railcars to allow them to reach their useful life.	The delay could cause some railcars to be pulled out of service if they do not meet FRA maintenance requirements. Increased likelihood of service impacts due to car availability.	\$ (200,000)	\$ (13,450,000)	\$ (21,000,000)	\$ (10,000,000)	\$ -	\$ (44,650,000)
Light Rail	LTR Traction Power Substation Major Rehabilitation	Rehabilitation of the Traction Power Substations (TPSS) throughout the Light Rail system. TPSS is necessary to allow for Light Rail service to operate.	Delay of this investment could mean system shutdowns if there are any TPSS failures. MTA is currently operating with the minimum number of TPSS' to provide service.	(5,958,270)	(5,500,000)	2,500,000	1,200,000	3,000,000	\$ (4,758,270)
Agency-wide	AGY Southern Maryland Rapid Transit Study	Planning activities to identify and protect an alignment for future development of high-capacity transit services in the US 301/MD 5 corridor from White Plains in Charles County to the Branch Avenue Metrorail Station in Prince George's County.	Delays in congestion relief to the fastest growing region in Maryland.	\$ (5,500,000)	\$ (9,300,000)	\$ -	\$ -	\$ -	\$ (14,800,000)
Total				\$ (50,298,049)	\$ (124,190,888)	\$ (149,228,885)	\$ (189,209,270)	\$ (159,460,800)	\$ (672,387,892)

Proposed Deferrals -- Impact on MTA's State of Good Repair

1

Deferring Essential Projects

The Draft CTP proposes deferring funding for critical MTA core transit services, including bus, light rail, and metro operations.

These deferrals will directly impact the MTA's ability to maintain its infrastructure and ensure a state of good repair for its vital systems.

2

Impacting Critical Projects

These cuts will jeopardize essential projects that are vital for maintaining the safety and reliability of MTA services. For example, the Eastern Bus Division rehabilitation, Light Rail Modernization, and Metro rail improvements will all be affected, leading to delayed maintenance, potential service disruptions, and increased safety risks.

3

Long-Term Consequences

Deferring these projects will continue the cycle of decline. Deferred maintenance leads to more significant repairs in the future, ultimately costing taxpayers more in the long run. This approach to funding undermines MTA's ability to provide efficient and reliable service.

Proposed Deferrals -- Impact on Rider Experience and Safety

Degraded Rider Experience

Deferrals will lead to a decline in rider satisfaction, with potential consequences for the MTA's reputation and ridership. This could include increased crowding on buses and trains, longer wait times, and delayed or canceled services, leading to frustrations and inconvenience for riders.

Safety Concerns

Deferring critical safety upgrades, such as switches and signals, will compromise rider safety and security. Insufficient lighting can create unsafe environments, particularly at night or in poorly lit areas, increasing the risk of crime and accidents.

Service Disruptions and Costs

Deferring maintenance will result in more frequent service disruptions, delays, and potential emergency closures. These disruptions will negatively impact rider experience and result in higher maintenance costs in the long run, creating a cycle of decline for the MTA's core services.

MTA and WMATA Equities

\$26.7M

WMATA Funding Increase in the Next Budget Year

Like MTA, WMATA has critical unmet capital needs, and pitting one transit system against another isn't productive. WMATA also faces cuts in the 6-year CTP, but it does see a \$26.7 million *increase* in the next budget year.

The State also has funding obligations to WMATA that are governed by agreements with D.C. and Virginia, and WMATA is funded largely outside the CTP.



BRTC Principles for the CTP

1. Ensure Service Reliability

MDOT should prioritize funding for essential MTA projects to maintain service reliability and address community concerns. The Draft CTP's proposed deferrals will lead to service disruptions, safety hazards, and a decline in rider satisfaction, and further erode trust in Maryland's public transportation system.

2. Reconsider Proposed Cuts

MDOT should reconsider the proposed cuts to MTA funding and explore alternative solutions to address the state's budget challenges. The proposed deferrals disproportionately impact underserved communities, further exacerbating existing inequities and undermining the MTA's ability to serve its core riders effectively.

3. Equitable Share of the Burden

MDOT should work towards a more equitable distribution of funding resources, ensuring that the MTA receives its fair share of investment. Leadership is needed to prioritize long-term benefits over short-term cuts, address the needs of vulnerable populations first, and in standing by the commitment to sustainable public transit. To do otherwise risks perpetuating a cycle of disinvestment that harms not just transit riders but all Maryland residents.



**BRTC is studying the merits
of a Regional Transit
Authority.**



Could a Regional Transit Authority solve our problems?

A BRTC-commissioned study will outline key issues and potential next steps in establishing a regional transit authority for the Baltimore region.

The study will identify key implementation planning and action steps, narrow options for basic governance structures, and begin to estimate necessary funding levels and funding streams.

Developing Governance Models

Two key governance models are being developed for a Baltimore Regional Transit Authority (BRTA): (1) an Independent Transit Authority, and (2) a Fiduciary Commission. These models will start to define potential structures, powers, and authorities of each type of entity and how they would be integrated with existing entities.

1. Independent Transit Authority

An Independent Transit Authority would be responsible for the day-to-day operations and management of the transit system. This would include service planning, scheduling, route optimization, infrastructure maintenance, and financial management. Such an authority would have a board of directors composed of representatives from various stakeholders, ensuring accountability and diverse perspectives.

2. Fiduciary Commission

A Fiduciary Commission will oversee the financial aspects of the transit system, including capital investments, debt management, and revenue generation. Such a commission would have a dedicated focus on ensuring long-term financial sustainability and responsible stewardship of public funds. Its members would be appointed by relevant government agencies and have expertise in finance, transportation, and entity governance.

Implementation Plan and Timeline

Creation of a Baltimore Regional Transit Authority would require unprecedented collaboration among local, state, and federal agencies.

1

Peer Analysis & Model Development

Gathering insights from peer transit authorities and finalizing governance models.

2

Funding Analysis & Cost Sharing

Developing comprehensive funding estimates and exploring cost-sharing opportunities with stakeholders.

3

Draft Report & Commission Presentation

Submitting a draft report to stakeholders and conducting virtual presentations to gather feedback and refine the implementation plan.

4

Final Report

A final report will contain recommendations and an implementation process with a clear roadmap and general timeline.

