MTA's Capital Needs Inventory: 2025 Update

Maryland Transit Administration

August 28, 2025

Capital Needs Inventory

The CNI is a key guidance document produced by MTA's Asset Management program, in accordance with the requirements of §7-309.The 2025 CNI:

- Shows investment needed in MTA to reach and maintain a State of Good Repair (SGR)
- Identifies some high priority enhancement projects to improve operational efficiency and the customer experience
- Quantifies MTA's contractual obligations (such as Purple Line availability payments and commitments to major MARC projects) and lays out the total capital budget needs over the next ten years to maintain MTA services

The previous CNI was published in July 2022, and it is updated every three years

MDOT MTA | CY2025–2034

10-Year Capital Needs Inventory & Prioritization

July 2025

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Importance of SGR Investment

- Adequate SGR funding levels enable good stewardship of resources

- As needs rise due to aging assets, matching the need level with funding will allow a proactive rather than reactive response

- Strategic investments, vs. emergency repairs, result in wiser and more efficient investments that extend asset life
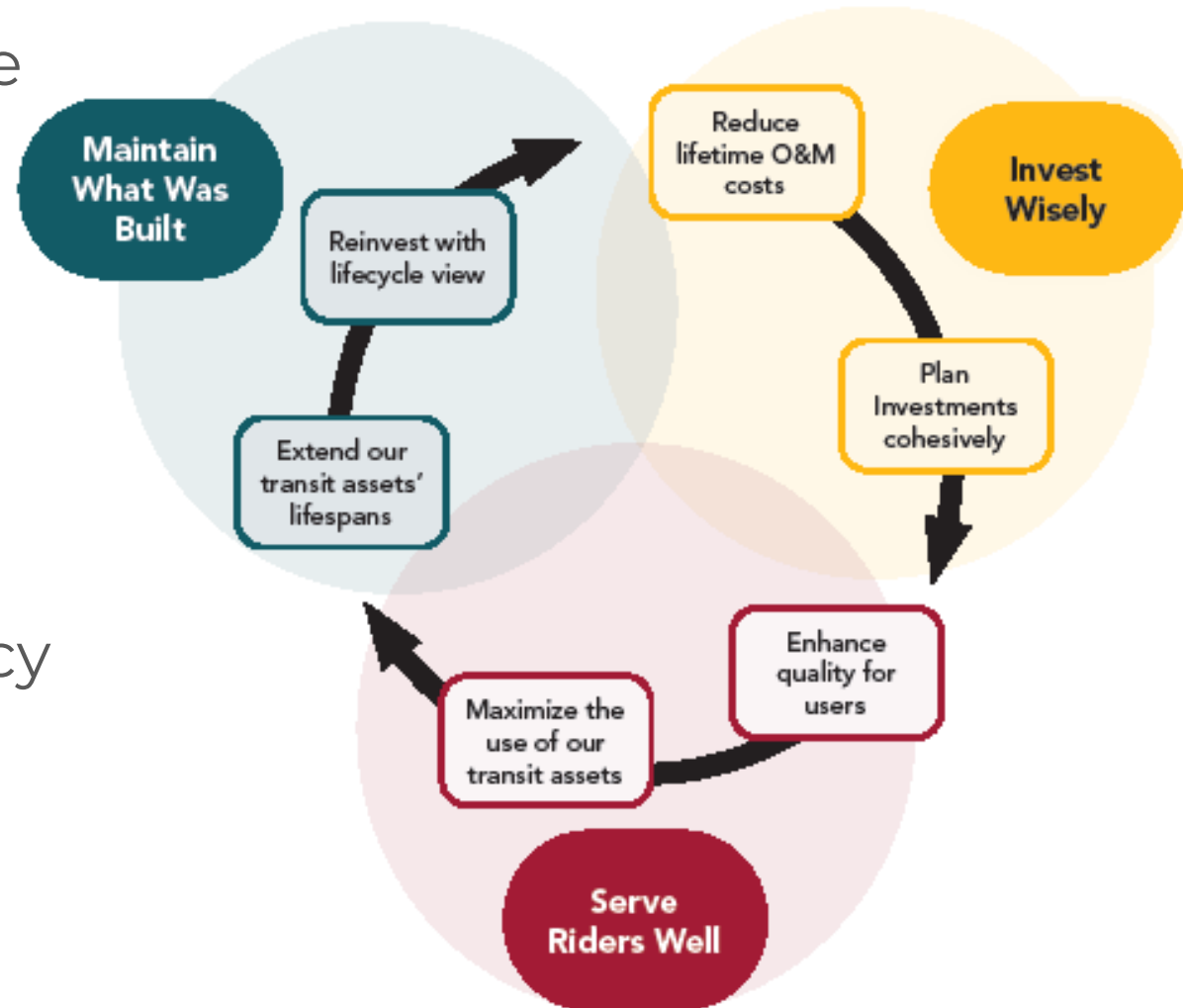
Agencywide Assets and Expected Funding

Recent CNI Update Shows:

- Total 10-year funding expected for MTA has grown since 2022

- Though the percentage of assets in backlog has grown, 90% of needs are met over the 6-year program

- Backlog increase is due to growth in contractual commitments, as well as supply chain issues, funding instability, and other challenges that slowed planned SGR investment since 2022
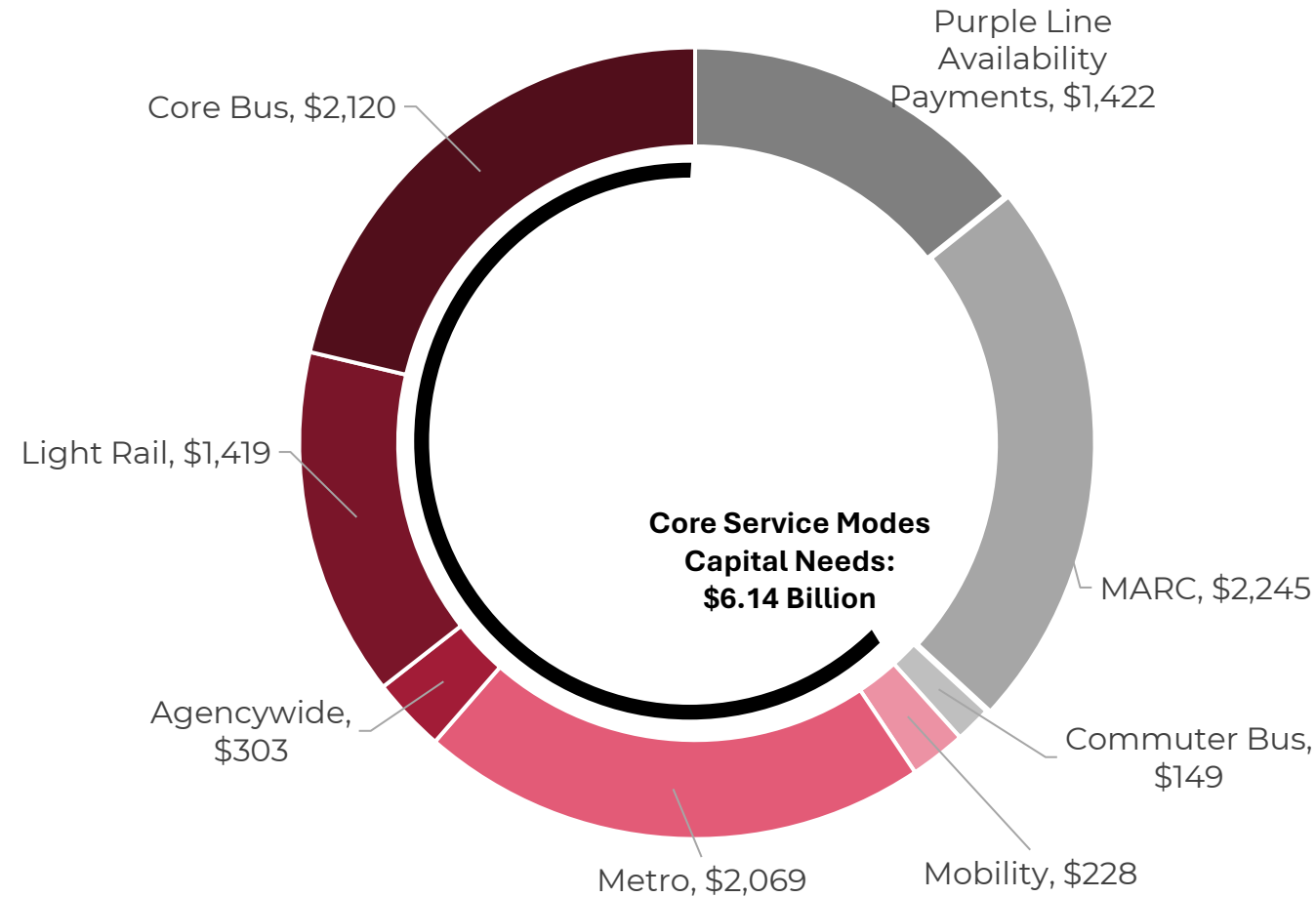
Total MTA Funding

Range of expected funding in post-program years
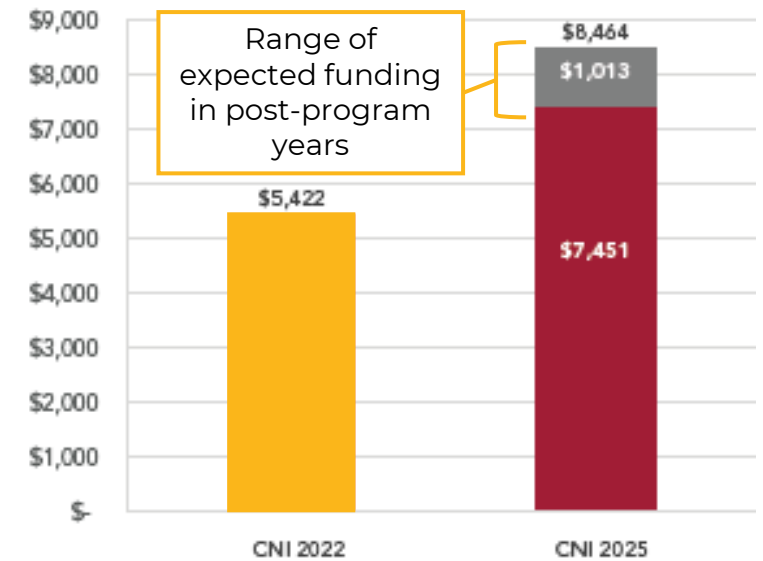
Percentage of MTA Assets in Backlog
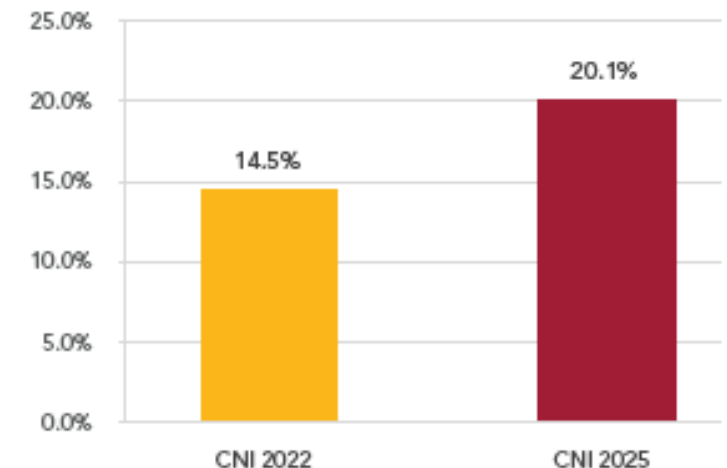
MTA Capital Needs

- As described in the Capital Needs Inventory, MTA's 10-year Capital need is $9.9 billion for state of good repair (SGR), enhancement, and contractual commitments
  - Baltimore Core services needs are $6.14 billion

- The CNI excludes administrative and capital staffing costs, expansion, freight, and local transit

10-year Capital Needs by Mode

Core Bus, $2,120

Purple Line Availability Payments, $1,422

Light Rail, $1,419

MARC, $2,245

Core Service Modes Capital Needs: $6.14 Billion

Agencywide, $303

Commuter Bus, $149

Metro, $2,069

Mobility, $228

2025 MTA Capital Needs Inventory

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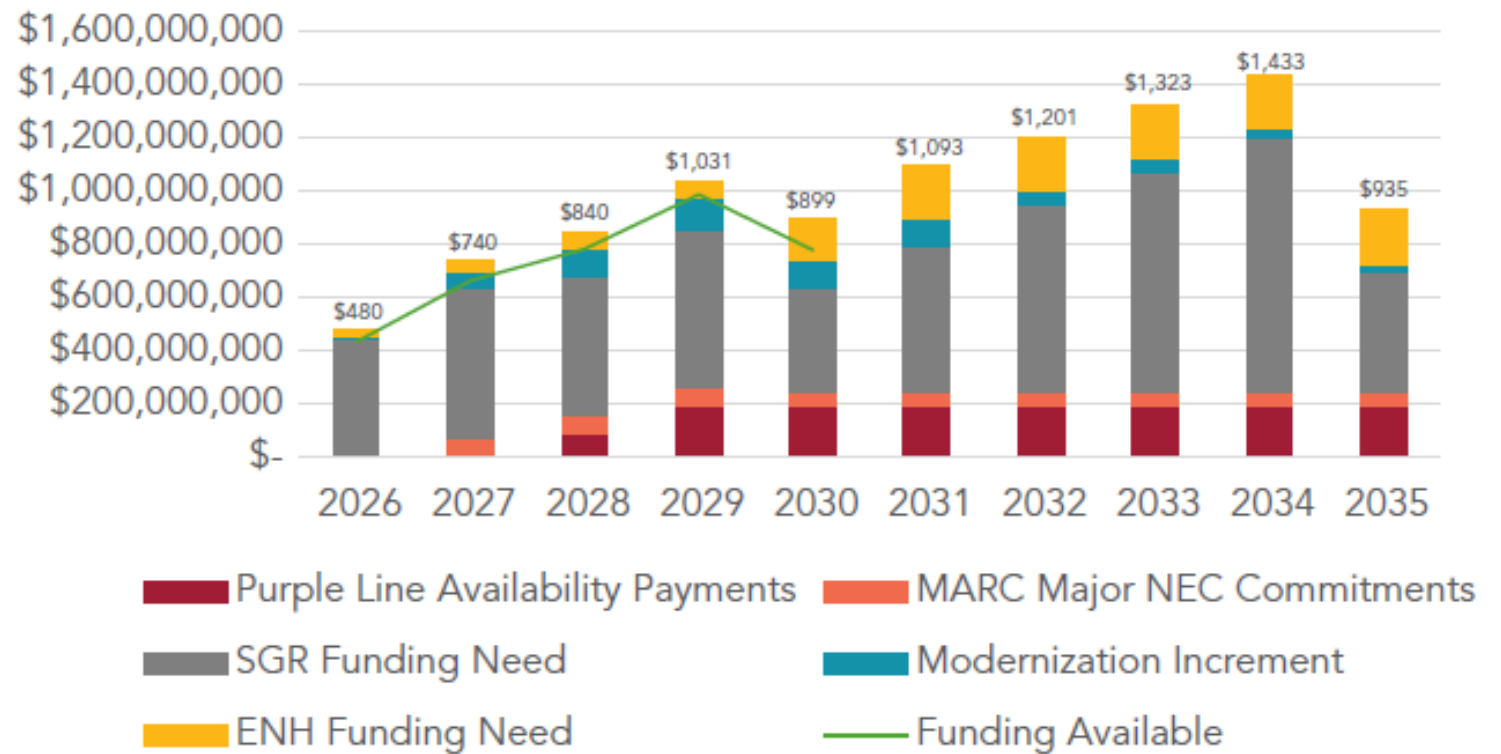
MTA Capital Needs

- Within the 6-year program, **over 90% of SGR needs are funded**

- Funding need rises in future years due to assets reaching the end of their useful life, and a rising baseline of contractual commitments

- Average annual need:
  - $800M in 2026-2030
  - $1.2B in 2031-2035

Core Service Area Funded SGR Capital Projects

Light Rail Modernization Program

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

Bus and Mobility Vehicle Replacements

Metro Elevator Rehabilitation

Fare Collection System & Equipment Replacement

Metro Railcar and Train Control Replacement Program

Core Service Area Future Priorities

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

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

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

MARC State of Good Repair Funded Projects

MARC Vehicle Overhauls and Replacements

Amtrak and CSX Capital PRIIA and Joint Benefit Contributions

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

MARC Station and Platform Repairs

MARC Riverside Facility Upgrades

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

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MARC Enhancements

Key MARC enhancement priorities are in planning and design phase:

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

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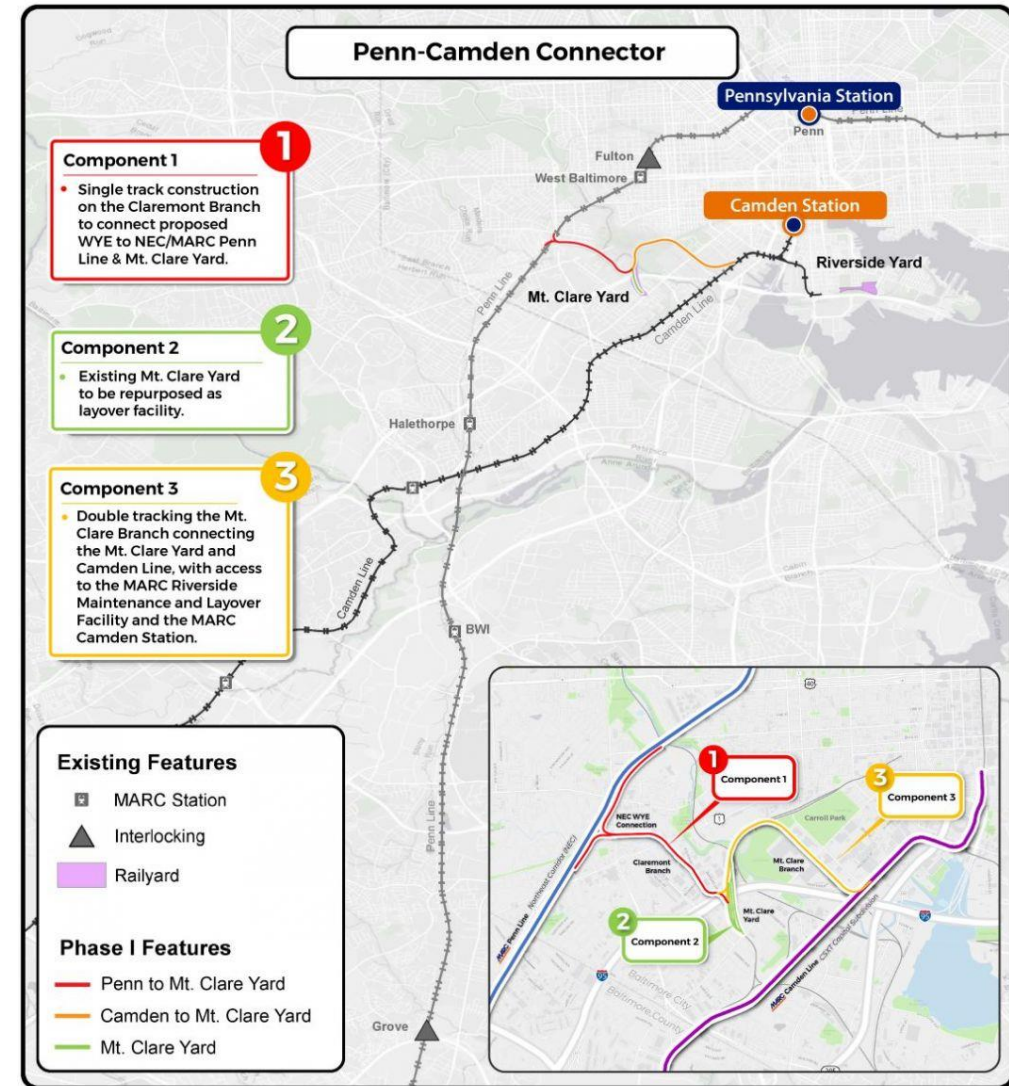
MARC Future Priorities

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

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

MARC

GROWTH AND TRANSFORMATION PLAN

JUNE 2025

Ongoing SGR Projects

- New Metro Railcars and state-of-the-art train control system will begin service this year, reducing the SGR backlog by >$400M

- Bus and Mobility vehicle replacements are getting back on track after supply chain disruptions

- Transportation revenue package funds critical projects:
  - Light Rail Modernization Program, which includes new modern vehicles, train control, traction power, and investments in stations and maintenance facilities
  - Light Rail and Metro trackwork
  - Elevators and escalators in need of rehabilitation
  - MARC locomotives, railcars and maintenance facility upgrades

- These multiyear projects address overdue investment needed for effective transit services

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MTA's Capital Needs Summary

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

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

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

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