

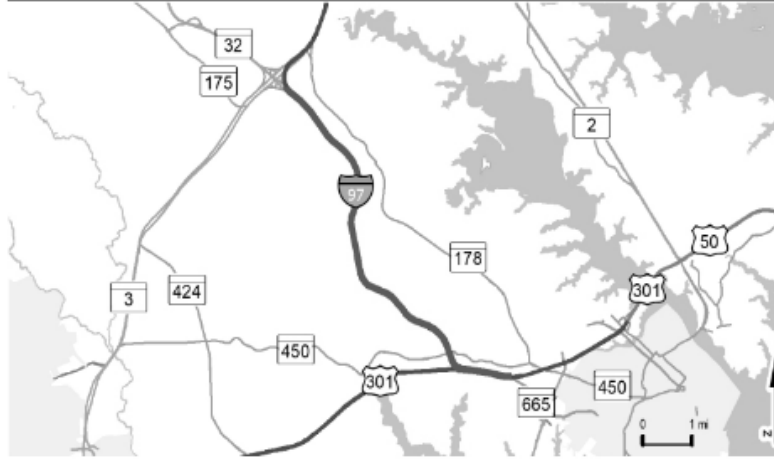
# CMTA FYI RE: MDOT CTP

Transit Choices Meeting  
December 11, 2025

# What is the CTP?

- The Consolidated Transportation Program (CTP) is the Maryland Department of Transportation's capital budget
- “Capital” budget = new, expanded or significant improvement
- “Operating” budget = running buses and trains
- Covers six fiscal years – the current year (FY2026), the budget year (FY2027), and four planning years
- Contains projects across all MDOT modes



**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Enhance Safety and Security | <input checked="" type="checkbox"/> Serve Communities and Support the Economy |
| <input checked="" type="checkbox"/> Deliver System Quality      | <input type="checkbox"/> Promote Environmental Stewardship                    |

**EXPLANATION:** This project will address safety, operations, and mobility needs in the I-97 corridor.

**PROJECT:** I-97, US 50 to MD 32

**DESCRIPTION:** Widen I-97 to six lanes from MD 32 to US 50 (7 miles), including ramp modifications at US 50/ US 301.

**PURPOSE & NEED SUMMARY STATEMENT:** This project will provide additional capacity and improve safety and operations in this heavily traveled corridor.

**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- |  |   |
|--|---|
| <input checked="" type="checkbox"/> Project Inside PFA   | <input type="checkbox"/> Grandfathered<br><input type="checkbox"/> Exception Will Be Required<br><input type="checkbox"/> Exception Granted |
| <input type="checkbox"/> Project Outside PFA             |   |
| <input type="checkbox"/> PFA Status Yet to Be Determined |   |

**STATUS:** Engineering underway. MDOT is able to advance this project to the Engineering phase because of the funding provided by the Governor and Legislature in the last session.

**SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:** Project moved to the Construction Program from the Development and Evaluation Program. The cost increase of \$109.5 million will advance the project through construction and is contingent on a cost-sharing agreement with Anne Arundel County for all phases of the project.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2025				...2028...	...2029...	...2030...	...2031...		
Planning	309	309	0	0	0	0	0	0	0	0	0
Engineering	14,958	2,958	650	2,000	5,000	5,000	0	0	0	12,000	0
Right-of-way	500	0	0	250	250	0	0	0	0	500	0
Utilities	2,000	0	0	0	1,000	1,000	0	0	0	2,000	0
Construction	96,000	0	0	0	0	10,000	22,000	22,000	20,000	74,000	22,000
<b>Total</b>	<b>113,767</b>	<b>3,267</b>	<b>650</b>	<b>2,250</b>	<b>6,250</b>	<b>16,000</b>	<b>22,000</b>	<b>22,000</b>	<b>20,000</b>	<b>88,500</b>	<b>22,000</b>
Federal-Aid	90,439	2,039	618	1,800	5,000	12,800	17,600	17,600	16,000	70,800	17,600
Special	1,228	1,228	33	0	0	0	0	0	0	0	0
Other	22,100	0	0	450	1,250	3,200	4,400	4,400	4,000	17,700	4,400

STIP REFERENCE #AA9451 8/1/2025

**Classification:**

**STATE -** Principal Arterial

**FEDERAL -** Interstate

**STATE SYSTEM:** Primary

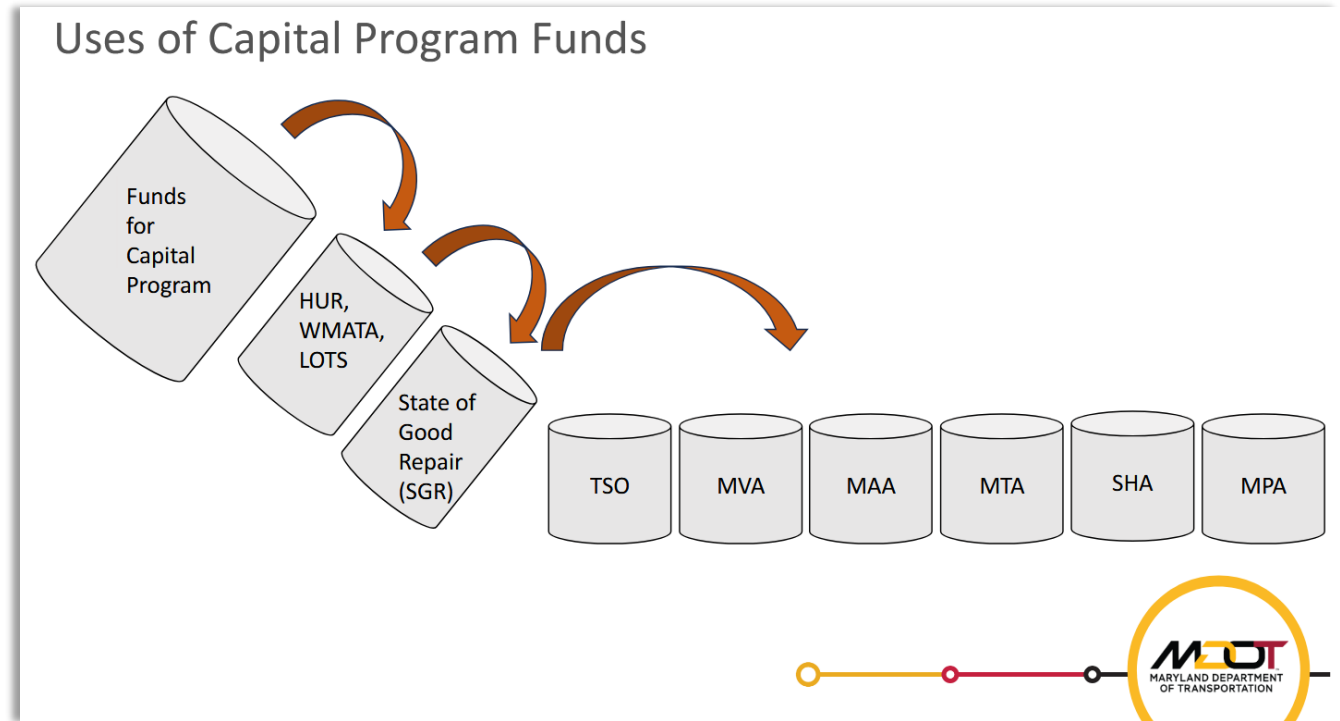
**Estimated Annual Average Daily Traffic (vehicles per day)**

**CURRENT** 94,100 - 113,400  
(2025)

**PROJECTED** 112,400 - 135,300  
(2045)

# Why do we pay attention to the CTP?

- The State of Maryland spends a lot of money on transportation and runs our local transit agency
- How and where the state chooses to spend has an outsized impact on Baltimore's transportation outcomes
- A Draft CTP is published every September 1 and is followed by a county-by-county tour allowing for public review and feedback (to varying degrees)
- A Final CTP is published in January as part of the Governor's budget and is heard in the General Assembly budget committees



# Can we influence the CTP?



- Historically, not really
  - Changes from the Draft to the Final were marginal
  - Participation at MDOT tour meetings were limited and attendance varied
  - No formal avenue for public participation
- But recent years have shown impacts from concerted advocacy
- What happened last year?



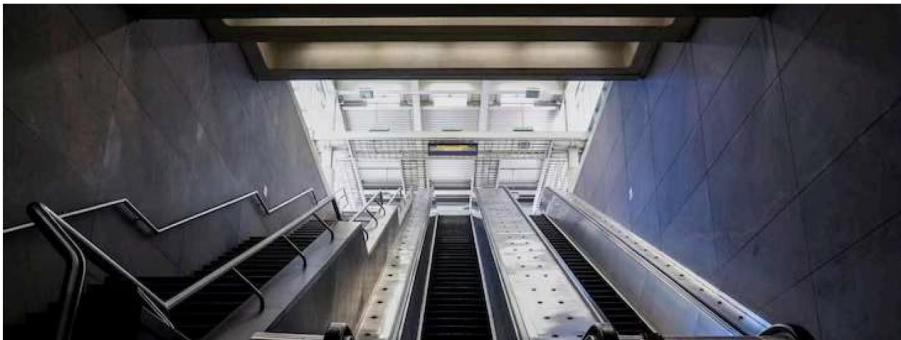
“The CTP (Consolidated Transportation Program) is not good.”

- Jon Laria

**Maryland transit budget would cut millions  
from Baltimore, leave D.C. Metro whole**

Daniel Zawodny

9/12/2024 5:30 a.m. EDT



 THE BALTIMORE BANNER





WMAR-2 | NEWS

## FUNDING FORFEITURE RISK

MTA MAY LOSE \$213 MILLION IN FEDERAL GRANT MONEY FOR LIGHT RAIL




100

Fund Baltimore  
Transit

Fund  
Baltimore  
Transit

BMORE  
WITH  
BETTER  
TRANSIT

DEPENDABLE TRANSIT  
IS  
  
TO A STRONG  
BALTIMORE REGION  
AND A  
THRIVING  
MARYLAND ECONOMY

I support better  
bus and train  
service.  
Faster! More Reliable!  
More Frequent!

REVERSE  
BUDGET CUTS

MDOT MTA | CY2022-2031  
10-Year Capital Needs  
Inventory & Prioritization  
July 2022

BALTIMORE  
FUND  
TRANSIT

Fund

BALTIMORE  
TRANSIT  
EQUITY  
COALITION



- 1199 SEIU United Healthcare Workers East
- Action Committee for Transit
- Advance Maryland
- Baltimore MARC Riders
- Bikemore
- BWI Business Partnership
- Central Maryland Transportation Alliance
- Chesapeake Physicians for Social Responsibility
- Disability Rights Maryland
- Downtown Residents Advocacy Network
- Economic Action Maryland
- Greater Baltimore Committee
- Fund for Educational Excellence
- Labor Network for Sustainability
- League of Women Voters of Maryland
- Maryland Nonprofits
- Maryland Sierra Club
- Montgomery Countryside Alliance
- No Boundaries Coalition
- Transit Choices

Dear Governor Moore,

We are writing to express our strong opposition to the proposed Draft 2025-2030 Consolidated Transportation Program (CTP) for the Maryland Department of Transportation (MDOT) that would cut \$670 million from the Maryland Transit Administration's (MTA) six-year capital budget, primarily affecting essential maintenance and repair efforts.

Three years ago, we united in support of the Transit Safety and Investment Act (TSIA), which was designed to ensure that the state allocates sufficient funds each year to address the substantial backlog of MTA repairs. This commitment is crucial for maintaining the safety and reliability of our transit system.

The proposed budget cuts threaten to delay critical repairs, including:

- Rail replacement on Howard Street
- The replacement of 81 escalators at Metro stations
- Rehabilitation and lighting upgrades at key Metro stations such as Owings Mills, Old Court, and Milford Mill
- The rebuilding of the Eastern Bus division

These projects are vital for ensuring a safe and efficient transit system for all Marylanders. To address MTA's maintenance needs identified in its Capital Needs Inventory (CNI), the TSIA requires MDOT to budget at least \$450 million in both FY 2025 and FY 2026 for MTA's



# Take Action!

Tell lawmakers to support transportation infrastructure, pass the budget. **Dial #250 say, "Move Maryland."**

[www.thevirtualcitizen.com/MOVMaryland](http://www.thevirtualcitizen.com/MOVMaryland) #MOVE



- MOVE Maryland Coalition supported legislation to raise additional revenue
- 2025 legislation provides additional \$460 million per year to MDOT
- New Final CTP funded things we like
  - Light Rail Modernization Program
  - Metro elevator and escalator repairs
  - Red Line planning
- And things we don't like
  - New highway interchange on 795
  - Widening US-15 and I-81
- Bottom line: advocacy helped to substantially change last year's CTP from Draft to Final

# Top Takeaways for Draft FY26-31 CTP

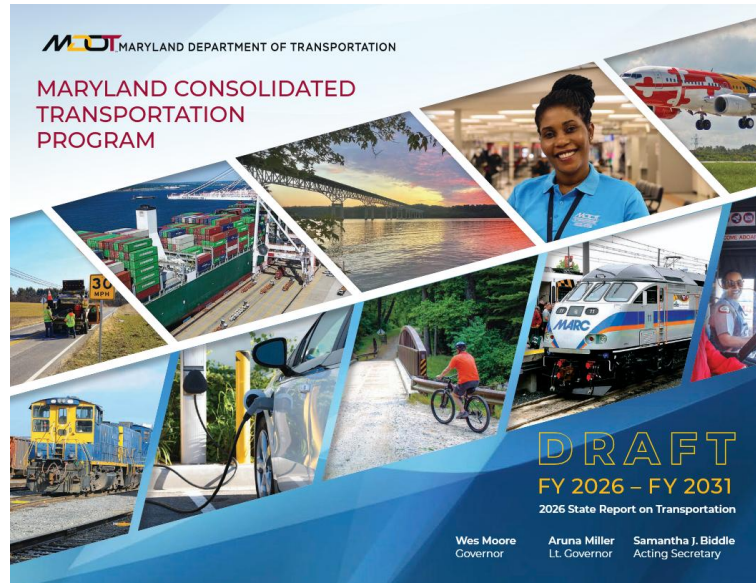
- \$21.5 B is largest CTP in history (not inflation adjusted)
- Still spending lots of money on capacity projects... for highways and the Purple Line
- No Baltimore region transit capacity
- 90% of MTA's repair needs funded for next few years
- Grateful Governor Moore and his MDOT are funding state of good repair, but just keeping the lights on is not enough
- Should be doing state of good repair *and* expansion



# So what's in this Draft CTP?

## What We Like

- MTA's State of Good Repair Needs
- Light Rail Modernization Program



## What We Don't Like

- Token funding for BMORE BUS (Just 1% of the total capital cost; no PIF for 5<sup>th</sup> bus division)
- No construction \$ for Red Line
- North-South Corridor not included
- Highway capacity continues
  - New Dolfield Blvd. interchange and I-97 widening

# What do we want and what have we done so far?

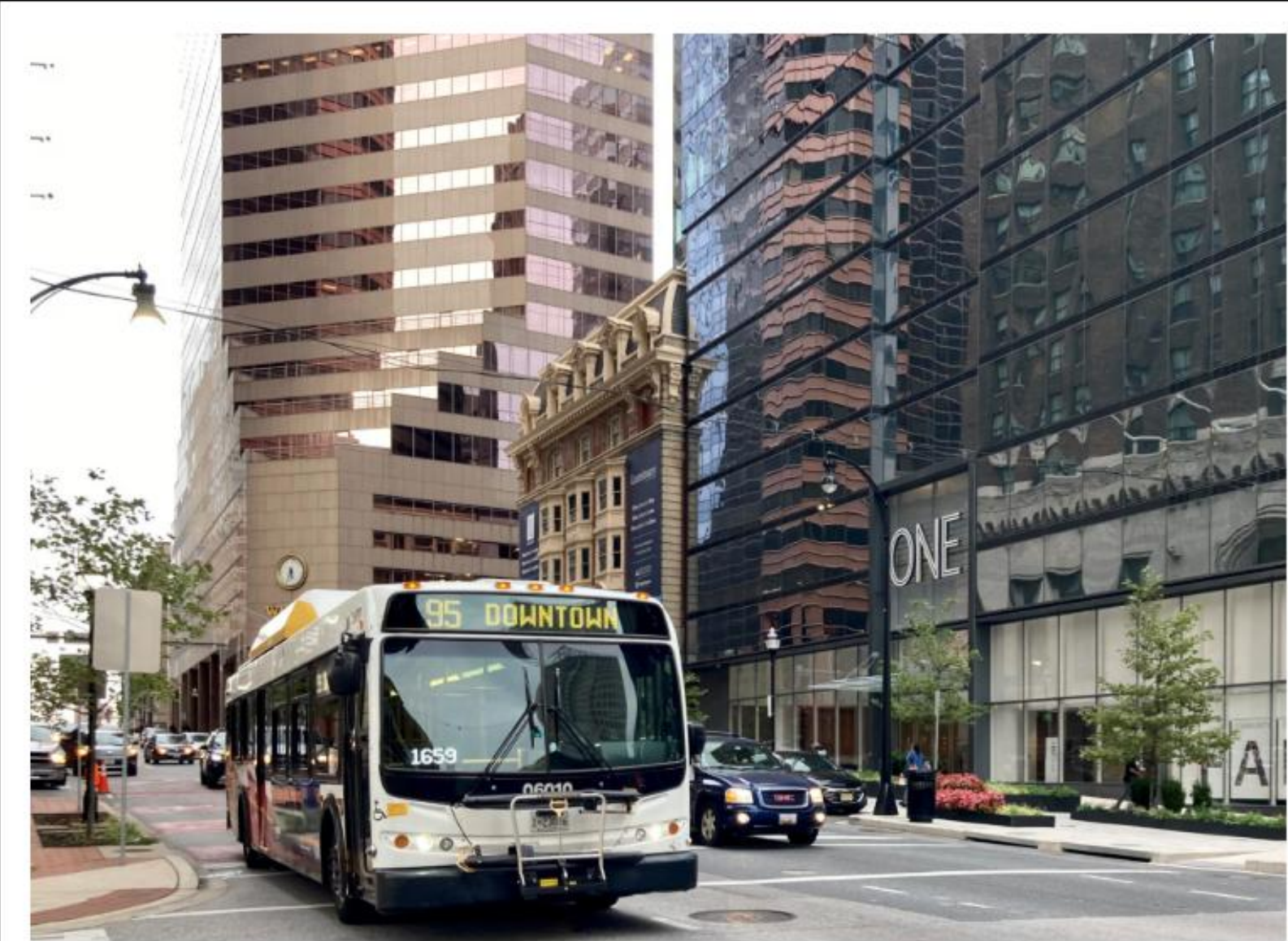
- Don't anticipate another round of revenue increases from General Assembly
- Long-term we need to shift state spending priorities away from highway capacity to fix-it-first and transit, biking and walking
- But for this Draft CTP, focused on increased funding for implementing the BMORE BUS plan





July 29, 2025 | News & Updates

# CMTA Urges Gov. Moore To Expedite MTA's BmoreBus Plan





The Central Maryland Transportation Alliance supports MTA's BmoreBus plan.

BmoreBus would increase MTA's operational capacity, including a 25% expansion of its bus fleet.

BmoreBus would increase MTA's service hours per week by 36% and would expand frequent transit by about 24%. (Maryland has not significantly expanded the Baltimore regional transit system since the completion of the light rail in the 1990's)

For MTA to implement BmoreBus and provide this level of bus service, the agency would need to build a 5<sup>th</sup> bus division and purchase approximately 250 additional buses.

MTA's current timeline for BmoreBus implementation is at least **10 years, contingent on funding**. Riders can't wait that long.

We ask Governor Wes Moore to fund BmoreBus and fast track the construction of MTA's 5<sup>th</sup> bus division so that bus service and frequency can improve within five years—for all transit riders—including city school students.

This is one way for city school students' long commutes (as reported by the **Baltimore Banner** and the **Fund for Educational Excellence**) to improve and be more reliable.

Additionally, we ask Governor Wes Moore to increase MTA's annual operating budget by \$130 million per year so MTA can hire operators, mechanics, and other workers to implement the plan.

# Ambitious MTA plan would get Baltimore students to class, advocates tell Moore

Daniel Zawodny 8/13/2025 10:00 a.m. EDT [14 Comments](#)



A city bus on Pratt Street in downtown Baltimore. The Fund for Educational Excellence is calling on the Governor to fund a recently released Maryland Transit Administration plan. (Kaitlin Newman/The Baltimore Banner)

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## Organization cites Banner reporting on student transportation

An organization that advocates for public city schools students is calling on Gov. Wes Moore to fund a recently released vision plan to expand Maryland Transit Administration bus service, citing “significant positive impacts for students.”

In a letter to Moore last week, the Fund for Educational Excellence wrote that Baltimore City Public Schools students “face unacceptably unreliable and infrequent bus service along with safety issues, which affect their attendance and learning at school.”

The group cited a Baltimore Banner investigation published in February that found that [students cannot reliably get to and from school](#) in a reasonable amount of time using the existing public transit system. It also highlights [a 2021 report by the Fund](#) that said inadequate transportation is a barrier to participation in extracurricular activities, after-school jobs and more.

Moore’s office did not respond to a request for comment on the letter from the Fund, which was founded in 1984 to close the equity and opportunity gaps for all Baltimore public school students.







Inside: Testimony by Elected Officials, FFEE, CMTA



# More Advocacy Opportunities to Come...

- BMORE BUS Action Alert
- Report Card Release
- Better Transit Now Rally
- Budget Hearings
- Policy bills – Transportation & Climate Alignment Act and capital project prioritization
- Next CTP cycle
  - Priority letters
  - TMT Coalition Meetings with MDOT
  - BRTC Meetings
  - CTP Tour Meetings