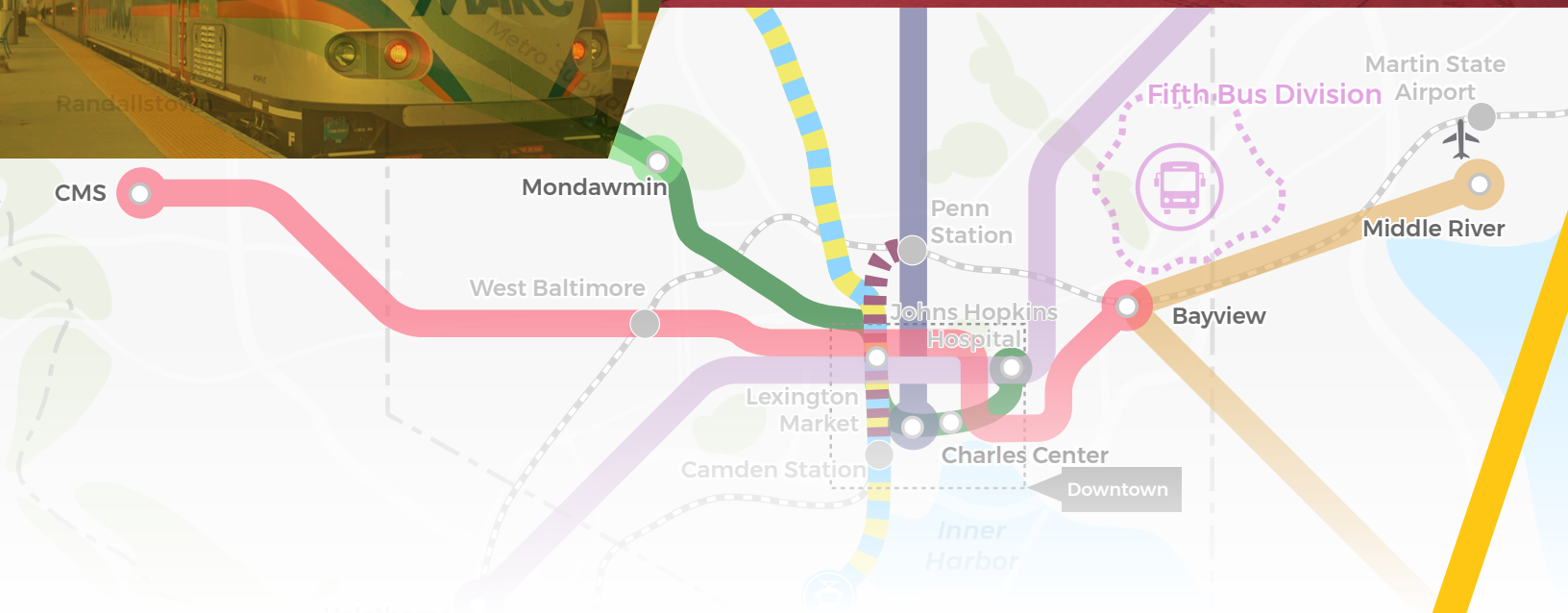




Connecting Our Future

A Regional Transit Plan for Central Maryland

October 2025 Update



MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION



This 2025 Update to the Central Maryland Regional Transit Plan represents a turning point in the Baltimore region's approach to transit—shifting from consensus-building to forward-looking execution.

Where the original 2020 Plan cataloged 130+ strategies and 30 corridors with high-level concepts and feasibility contingencies, the 2025 Update is more outcome-oriented. It documents tangible gains—tripled bus lanes, expanded shelters, MARC integration progress—and provides a five-year implementation plan that names projects and assigns responsibilities.

The Update introduces operational realism. Gaps in fleet capacity, bus facilities, and layover space are identified as genuine barriers. Prioritizing the Fifth Bus Division and addressing downtown layover shortages are recognized as necessary to unlock the frequency improvements envisioned in BMORE BUS.

The Update recalibrates performance targets and corridor priorities for post-pandemic realities: flattened peaks, stronger non-work trip demand, and evolving expectations for electrification and, critically, equity. The corridor typology now groups projects by readiness and land use alignment rather than time-based phasing.

The Update integrates BMORE BUS, the MARC Growth & Transformation Plan, and related initiatives, positioning the RTP as the region's unifying framework for cross-modal coordination.

The process was collaborative. Since January 2025, MTA and BRTC held a dozen coordination sessions beyond formal meetings. The Commission successfully urged re-benchmarking performance targets, advocated for accessible corridor mapping, and flagged critical strategies on zero-emission fleets, workforce development, and automated enforcement. MTA revised metrics and improved graphics accordingly.

The 2025 Update signals the shift from aspirational planning to delivery. Success now depends on expanding institutional capacity, closing infrastructure gaps, and delivering visible improvements that meet the region's evolving mobility needs.

Sincerely,

Jon Laria

Jon Laria

Chair, Baltimore Regional Transit Commission



The Maryland Department of Transportation is pleased to support the release of the 2025 Update to the Central Maryland Regional Transit Plan. This plan represents a vital step in shaping a more integrated and responsive transportation network for the region.

A strong and reliable transit system is a cornerstone of Central Maryland's broader multimodal transportation framework. Whether it's connecting people to jobs, education, healthcare, or other essential services, transit plays a critical role in supporting economic vitality and quality of life across our communities.

At MDOT, our current capital program is centered on restoring and maintaining the infrastructure we already have. Prioritizing a state of good repair ensures that our existing assets remain safe, efficient, and dependable.

We remain committed to empowering the Maryland Transit Administration and our Locally Operated Transit Services (LOTS) to deliver high-quality service that meets the evolving needs of riders throughout the region. Their work is essential to ensuring that transit remains accessible, and responsive to the communities it serves.

At the same time, this plan looks ahead to a future transit network for the region with specific proposals for corridors and strategies that will improve transit throughout the region.

While MTA will take the lead in implementing the updated RTP, the success of this plan will depend on more than just state agency actions. It will require strong partnerships with local governments, community leaders, and a wide range of stakeholders. Their engagement and collaboration will be key to turning this vision into reality.

We look forward to working together to advance a transit system that supports a more connected, resilient, and inclusive Central Maryland.

Sincerely,

Samantha Biddle

Samantha Biddle

Acting Secretary of Transportation

I am proud to present the 2025 Update to the Central Maryland Regional Transit Plan (RTP). This update represents a critical step forward in our shared vision for a more connected, efficient, and community focused transit future for Central Maryland.



Long-range transit planning is the foundation on which we will continue to build a system that will serve our communities for the decades to come. Reflecting the values and priorities of the people we serve, the RTP will guide our investments, inform our decisions, and supports our commitment to modernize and improve our transit system to meet the changing needs of our region.

Since the release of the original RTP in 2020, MTA and our regional partners have made significant progress in advancing the corridor projects and strategies outlined in that plan. From early planning work to project development and strategic implementation, we have taken meaningful steps toward realizing a more robust and reliable transit network. These accomplishments are a testament to the power of collaboration and the shared commitment of stakeholders across the region during a challenging five-year period in which we saw significant changes to travel and transit use patterns nationwide.

The 2025 Update builds on that momentum. It is focused and actionable, laying out a clear set of priorities for state and local transit investment while acknowledging the diverse and growing needs of our communities. This update sharpens our focus on implementation, ensuring that we are not only planning for the future but actively working to deliver it.

We are especially grateful to the Baltimore Regional Transit Commission for their partnership in producing this plan. Their insights and leadership have been instrumental in shaping a plan that is both visionary and grounded in the realities of our region.

As we move forward, we invite all Marylanders to stay engaged, share their voices, and help us build a transit system that supports opportunity, access, and quality of life for everyone. Together, we are laying the groundwork for a stronger, more connected Central Maryland.

Sincerely,

Holly Arnold

Holly Arnold
MTA Administrator

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The Central Maryland Regional Transit Plan (RTP) is a plan for improving public transportation in the region over the next 25 years. It defines overarching goals that transit seeks to achieve, identifies actions for the Maryland Transit Administration (MTA) and others in support of those goals, prioritizes corridors for transit planning, and maintains consistency with local land use plans.

In 2019 and 2020, MTA and a regional commission—informed by robust public involvement—developed the three overarching Goals and six supporting Objectives for regional transit shown in **Figure 1-1** that form a durable baseline for ongoing regional transit planning. The RTP also created strategies that MTA and local partners could take to achieve the Objectives and identified specific regional RTP Corridors where the strategies could be focused.

Introduction

Finally, the plan explained basic concepts about funding and financing the long-term capital investment priorities. The RTP was finalized and adopted in October 2020.



Optimize existing transit services



Improve connectivity and integration of existing and future transit services



Enhance fiscal sustainability

Provide Faster, More Reliable Service



Improve the Customer Experience



Grow Ridership



Be Community Focused



Increase Access to Jobs & Opportunities



Prepare for the Future



Figure 1-1: RTP Goals and Objectives

Changes in regional conditions, travel trends, and the transit industry have occurred in the five years since the release of the foundational RTP document. This five-year RTP Update—which is required by Maryland law—captures those changes and, correspondingly, refines the RTP strategies and approach

to RTP Corridors with greater focus and clarity towards future capital investment needs. These refinements complement other regional transit planning that has taken place since 2020, including the BMORE BUS plan for core bus, the MARC Growth & Transformation Plan for regional rail, and others.

What's in this Update?

This RTP Update seeks to answer the following questions:

- What progress has been made toward the six Objectives identified in the 2020 RTP?
- What has changed in the regional transit demand landscape in the past five years?
- In what new ways can we advance the six Objectives identified in the 2020 RTP?

Chapter 2 presents progress made toward the six Objectives identified in the 2020 RTP and then continues with a discussion of MTA planning initiatives since 2020. **Chapter 3** analyzes the market and demand for transit in 2025, focusing on changes since 2020 and anticipated changes through 2045. **Chapter 4** applies the market and demand data to the RTP Corridors, along with feasibility considerations, local land use planning information, and other qualitative factors to make updated RTP Corridor recommendations

for investment-ready corridors.

Chapter 5 introduces revised and adapted RTP strategies to ensure they are most relevant moving forward. **Chapter 6** discusses initiatives underway in Transit Network Improvement Areas, independent of corridor-level projects. **Chapter 7** defines an updated Five-Year Implementation Plan, enumerating the highest-priority actions that MTA and its partners should pursue from 2025 to 2030 to advance the RTP Goals and Objectives.

Role of the BRTC

Legislation adopted in 2023 requires the Baltimore Regional Transit Commission (BRTC) to approve each update. The BRTC consists of representatives from local government, transportation, industry, business, transit riders, transit advocacy and labor organizations, and several members of the Moore-Miller Administration. The BRTC has also taken on oversight responsibilities previously held by the RTP Implementation Team.





Alongside its corridors and strategies, the 2020 RTP designated performance measures to track the region's progress toward the RTP objectives. This chapter reports those measures' current performance, documents analysis and improvements completed for RTP corridors and strategies, and summarizes key regional transit planning efforts since 2020 that now accompany the RTP.



Regional Transit Plan Progress

Performance Measures

The RTP designated ways to measure each objective and set forth 2025 and 2045 targets for each metric. **Table 2-1** presents these targets and 2025 actual values. The region has made significant progress on some metrics between 2020 and 2025; for example:

- Bus lane miles nearly tripled from 5.8 to 17 miles.
- Intersections with Transit Signal Priority (TSP) nearly doubled from 66 to 108 intersections.
- Bus shelters in low-income areas grew from 282 to 381 shelters.
- The share of stops and stations that are ADA-accessible expanded from 19 to 28 percent.

However, the Covid pandemic challenged the entire transit industry's trajectory: ridership plummeted nationwide due to increased telework, residential and employment relocation towards suburban areas, and fear of infection. These challenges upended Central Maryland's progress towards RTP targets despite the region's persistence in maintaining and modernizing its transit network. Therefore, the 2025 status of RTP performance measures represents resiliency, adaptability, and robust recovery despite some numerical regression since 2020.

2. Regional Transit Plan Progress

This RTP Update introduces new 2030 targets also shown in **Table 2-1**. Most were interpolated between existing 2025 and 2045 targets or set to maintain current progress, but for measures such as ridership, customer satisfaction, and population- or location-based metrics that were acutely impacted by the Covid pandemic, 2045 targets have been revised to reflect these external influences. These revisions, along with corresponding 2030 interim targets, are denoted with an * in the table.

Table 2-1: RTP Metrics

Objective	Measure	2025 Status	Targets		
			2025	2030	2045
Provide Faster, More Reliable Service	On-time performance for MTA core bus service	76%	85%	85%	90%
	Establish on-time performance reporting for all agencies in the region	Two of Seven Agencies	Achieved (All Agencies)	Achieved (All Agencies)	Maintain (All Agencies Achieved)
	Percent of transit vehicles accurately reporting real-time data	92%	100%	100%	Achieved (100%)
	Average bus speed (mph) on the Frequent Transit Network (FTN) during peak periods	12.8 mph	13.8 mph	14.4 mph	18 mph
	On-time performance for MTA para-transit service	95%	95%	95%	95%
	Number of miles of dedicated bus lanes	17 miles	18 miles	28 miles	30 miles
	Number of intersections with Transit Signal Priority (TSP)	108	100	120	150
Grow Ridership	Systemwide annual fixed-route ridership in the region	67 million	103 million	74 million*	106 million*
	Percent of the people commuting by transit in the region	4.5%	9%	6.3%	9%*

NOTE: transit ridership nationwide steeply declined during the Covid pandemic, and MTA's 2025 ridership shows robust recovery from 2020-21.

2. Regional Transit Plan Progress

Objective	Measure	2025 Status	Targets		
			2025	2030	2045
Increase Access to Jobs & Opportunities	Percent of region's residents living within ¼ mile of a bus stop or ½ mile of a rail station	38%	45%	39%	44%*
	<i>In Anne Arundel County</i>	20%	-	-	-
	<i>In Baltimore City</i>	89%	-	-	-
	<i>In Baltimore County</i>	30%	-	-	-
	<i>In Harford County</i>	18%	-	-	-
	<i>In Howard County</i>	28%	-	-	-
	Percent of the region's jobs within ¼ mile of a bus stop or ½ mile of a rail station	49%	55%	55%	63%*
	<i>In Anne Arundel County</i>	32%	-	-	-
	<i>In Baltimore City</i>	87%	-	-	-
	<i>In Baltimore County</i>	38%	-	-	-
	<i>In Harford County</i>	26%	-	-	-
	<i>In Howard County</i>	40%	-	-	-
Improve the Customer Experience	Implement a common fare platform for all transit providers	Some Progress	Achieved	Achieved	Maintain
	Increase MTA customer satisfaction survey rating	3.15/5	3.66/5	3.56*	4.66/5
	Establish customer satisfaction rating for Locally Operated Transit Systems (LOTS)	Some Progress	Achieved	Achieved	Maintain
	Maintain MTA's standing as one of the safest transit systems out of the top 12 U.S. transit agencies	Maintained	Maintain	Maintain	Maintain

2. Regional Transit Plan Progress

Objective	Measure	2025 Status	Targets		
			2025	2030	2045
Be Community Focused	Percent of low-income population that has access to frequent transit	30%	36%	43%	57%
	Percent of minority communities with access to frequent transit	21%	30%	37%	44%
	NOTE: The original RTP document contained erroneous target values for this metric. This table shows corrected values.				
	Percent of households with no car that have access to frequent transit	47%	55%	60%	72%
	Number of bus shelters located in low-income areas	388	381	423*	564
	Percent of stops and stations that are Americans with Disabilities Act (ADA) accessible	28%	30%	40%	100%
Prepare for the Future	Percent of fleet that are zero-emissions vehicles (ZEV)	Achieved	Initiate ZEV procurement	In Line with Industry Standards*	In Line with Industry Standards*
	NOTE: Since 2020, industrywide expectations for future ZEV fleet penetration have changed, so this 2045 target has been revised.				
	Implement a Connected and Automated Vehicle (CAV) project	Some Progress	Achieved	Achieved	Achieved
	Percent of assets (by value) in State of Good Repair backlog	20%	10%	8%*	5%

Progress on RTP Corridors

The 2020 RTP established an extensive RTP corridor network in anticipation of future feasibility studies that would identify where greater transit support is appropriate. MTA has conducted analyses or constructed improvements in 15 corridors since 2020, using different approaches depending on context and need, including full studies, pilot studies, service improvements, and transit priority infrastructure implementation. In some cases, multiple RTP corridors have been studied together or combined into one corridor, such as the ***North-South Feasibility Study*** (see below).

Listed below are the applicable projects and studies and the RTP corridor(s) to which they relate. This list includes studies conducted along corridors designated as “Early Opportunity” corridors in the 2020 RTP, as well as “Mid-term” and “Long-term Opportunity” corridors. A notation that improvements were constructed along a particular corridor does not mean that further improvements are not needed along that corridor. A full accounting of analysis completed along RTP Corridors is in Technical Memo 1.

• Improvements Constructed since 2020

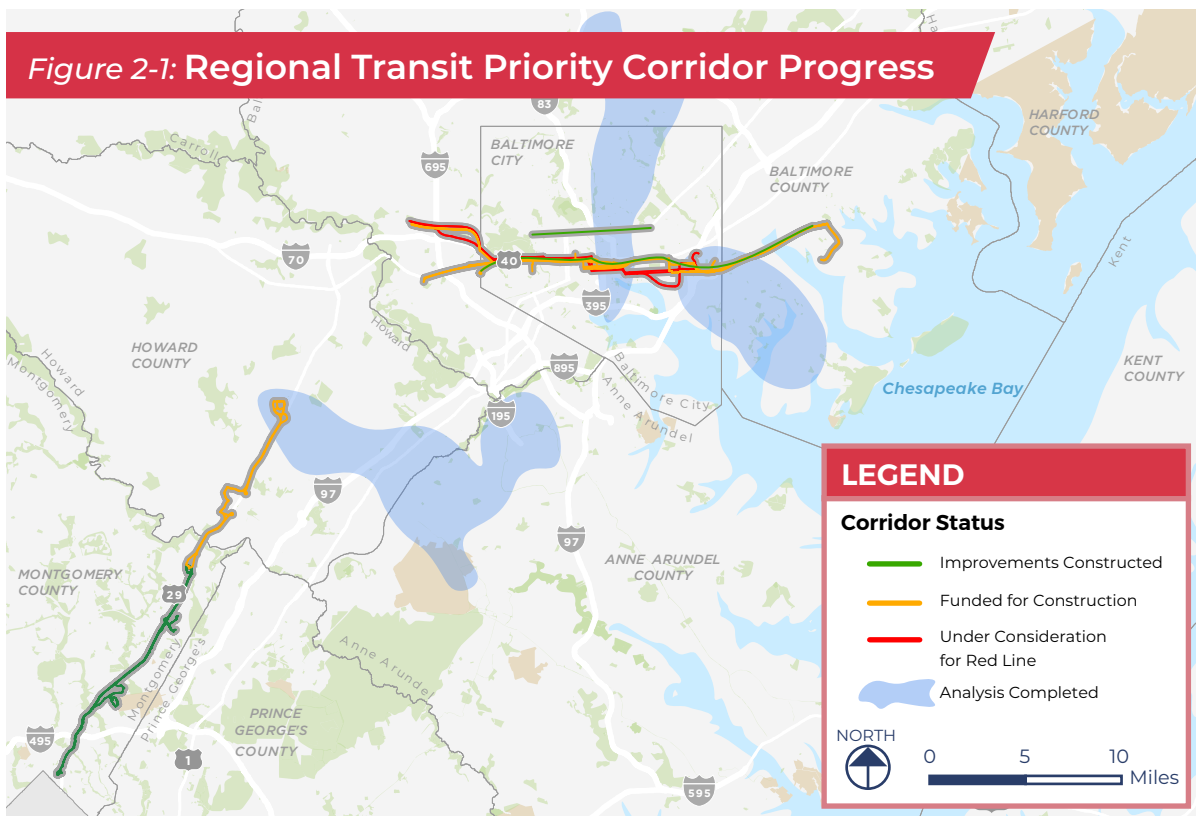
- The North Avenue Rising project added dedicated bus lanes and other transit priority infrastructure along North Avenue, entering into service in November 2021
 - Walbrook Junction to Berea
- MTA implemented the QuickLink40 in August 2023, providing limited-stop service from Westgate to Essex
 - Convention Center to Middle River
 - Rogers Avenue to City Hall
 - Ellicott City to Convention Center
- Montgomery County’s US 29 FLASH BRT entered service from Silver Spring to Burtonsville in October 2020 and Howard County’s FLASH extension to Columbia is expected to launch in mid-2026
 - Ellicott City to Silver Spring

• Analyses Conducted since 2020

- The Red Line incorporates portions of the following RTP corridors:
 - Ellicott City to Convention Center
 - West Baltimore to Bayview

2. Regional Transit Plan Progress

- *North-South Corridor Feasibility Study* incorporated parts or all of the following corridors:
 - Morgan State University to South Baltimore
 - Towson to UM Transit Center
 - Towson to Hunt Valley
 - Towson to South Baltimore
- The *Eastern Baltimore County Access Study* incorporated parts or all of the following corridors:
 - Convention Center to Middle River
 - Sparrows Point to Bayview
- The *RAISE East-West Transit Priority Project* is funded for construction and will construct transit priority improvements on portions of the following corridors:
 - Convention Center to Middle River
 - Rogers Avenue to City Hall
 - Ellicott City to Convention Center
- The Baltimore Metropolitan Council (BMC) conducted a pilot feasibility study for enhanced transit service along the BWI to Columbia corridor:
 - BWI Airport to Columbia Town Center



Progress on Strategies

The 2020 RTP included more than 130 specific strategies based on feedback from customers, elected officials, transit advocates, and other external stakeholders.

Completed Strategies

The strategies that have been completed are presented below, organized by corresponding RTP Objective.



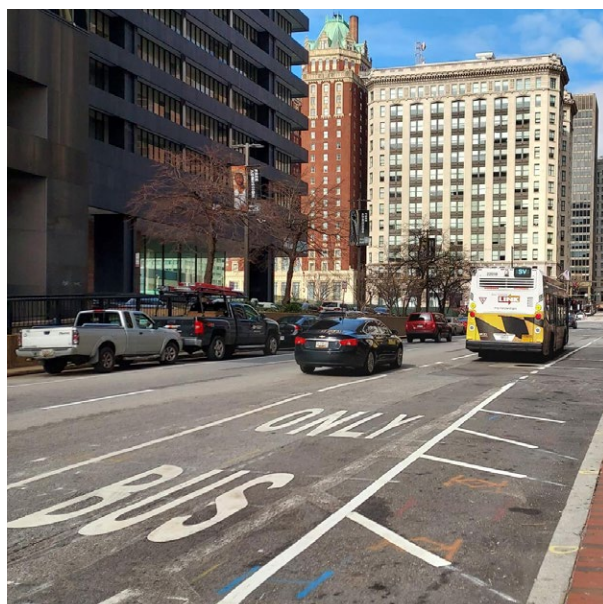
Provide Faster, More Reliable Service

Strategy: Add an additional 10 miles of dedicated bus lanes

Progress: 17 miles of bus lanes have been added.

Strategy: Reintroduce MTA limited stop service where appropriate

Progress: The QuickLink40 launched August 2023. Additionally, BMORE BUS envisions eight additional QuickLink routes overlaying six CityLink routes and two LocalLink routes.



Grow Ridership

Strategy: Study extending MARC Train service to L'Enfant Plaza in Washington, D.C., and northern Virginia and closing the commuter rail gap to the north and providing connectivity to SEPTA in Delaware and Pennsylvania

Progress: As part of the MARC Growth and Transformation Plan, MTA has completed a market assessment and rail operations analysis for both of these extensions and identified a phase-based service plan that includes the pilot service to Delaware and Northern Virginia. MARC and Virginia Railway Express (VRE) have also implemented a ticket cross-honoring agreement, launched in August 2024, that allows trip continuations between Maryland and Virginia at no additional cost.

2. Regional Transit Plan Progress



Increase Access to Jobs & Opportunities

Strategy: Initiate planning studies for two or three “Early Opportunity” Corridors

Progress: Feasibility studies for the East-West and the North-South corridors have been completed, and a third study, the *Eastern Baltimore County Access Study*, is underway.



Improve the Customer Experience

Strategy: Identify actions to reduce assaults on operators

Progress: MTA completed the *Operator Assault Prevention & Response Report* in 2021. MTA has also implemented additional training for operators, adjusted police deployment within the system, implemented new discreet reporting tools, completed a Customer Experience Action Plan that includes a Safety focus, established a policy that would ban riders from the system for certain actions, and developed a new Rider Code of Conduct in 2025.



Be Community Focused

Strategy: Increase number of bus shelters located in low-income areas

Progress: Regionwide, the number of bus shelters in low-income areas has grown from 282 to 388, exceeding the 2020 RTP’s target of 35 percent growth, thanks to efforts by MTA and local governments to add shelters in the most impactful areas.



Prepare for the Future

Strategy: Conduct a skills and software needs assessment across all providers

Progress: MTA produced the *LOTS Skills and Technology Assessment Report* in April 2022.

Strategy: Participate in the Baltimore Regional Transportation Board study of transit governance and funding

Progress: MTA participated in this process, which produced the *Baltimore Regional Transit Governance and Funding Study* (2021) and the *Baltimore Regional Transit Governance & Funding Workgroup Report* (2023) and ultimately led to the creation of the BRTC.



Planning Since 2020

In furtherance of the RTP goals, objectives and strategies, MTA has continued to conduct robust planning across its modes. This Update endorses and incorporates the following recent MTA plans:

BMORE BUS



BMORE BUS presents a visionary bus network for the Baltimore region, recommending bus service improvements and complementary new services that MTA could implement with additional resources once the region's transit infrastructure is back on track. These strategic improvements would complement MTA's other modes and LOTS, expand the Frequent Transit Network (FTN), enhance connections, and generate economic growth and opportunity in the region. Specific proposals in *BMORE BUS* include:

- Buses that arrive every 30 minutes or better during the day on a majority of routes on weekdays and weekends, plus buses that arrive every 10 minutes or better on seven routes
- Limited-stop QuickLink service improving trips in northwest, northeast, and south Baltimore
- Additional service to job centers like Tradepoint Atlantic from eastern Baltimore County
- Route extensions connecting people to shopping and employment destinations in Catonsville, Glen Burnie, and Middle River

This investment in rider access to essential services and opportunities would give:

- 163,000 more people access to very frequent (every 10 minutes or better) service on weekdays
- 193,000 people access to frequent (every 15 minutes or better) service on weekends
- 202,000 people access to very frequent (every 10 minutes or better) bus service on weekends

Improved core bus service will leverage RTP corridor projects as complementary investments in a connected transit network for the Baltimore region.



2. Regional Transit Plan Progress

MARC Growth and Transformation Plan



The *MARC Growth and Transformation Plan* sets the stage for a regional rail system that offers expanded, market-oriented service that is beyond today's existing resources. Fully realized, this plan will provide more frequent, all-day, weekday and weekend rail service across the system to better serve existing, changing, and new travel markets. The plan includes 5-year, 15-year, and unconstrained service phases, along with identified required capital improvements across the following categories:

- Improved weekday peak frequencies
- Expanded weekend service
- Improved weekday off-peak service
- New service to new areas

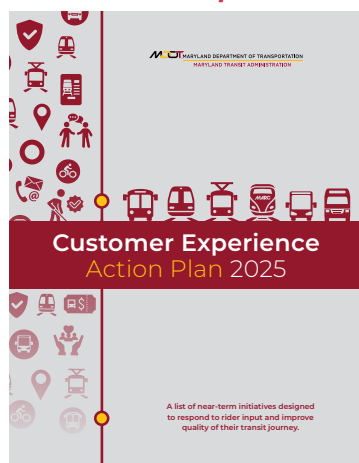
Among other benefits, a fully-realized plan will allow MARC to:

- Offer competitive travel times
- Offer a seamless network
- Spur economic growth and TOD
- Attract a wide range of trip purposes
- Balance service levels with market demand

Recognizing the great value of MARC's connections within the Central Maryland region and its neighbors, this RTP Update strongly endorses connectivity between core transit and MARC stations.



Customer Experience (CX) Action Plan



MTA's *Customer Experience (CX) Action Plan* is a comprehensive initiative designed to improve the public transit experience across the system. The plan outlines a clear set of actions to be implemented over the next year to improve service reliability, communication, accessibility, cleanliness and safety systemwide. The plan was shaped by input from thousands of riders, stakeholders and advocates and outlines immediate, high-impact improvements that reflect riders' top priorities in the following focus areas:

- 
- A list of near-term initiatives designed to respond to rider input and improve quality of their transit journey.
- **Service Reliability:** Improve on time performance and fleet availability to deliver expected levels of service.
 - **Safety:** Implement additional protocols to ensure riders feel secure while traveling on the system.
 - **Improved Accessibility:** Enhance the way in which riders can access schedules, navigate stations and contact the agency.
 - **Transit App Interface:** Improve communication of the app's functionality, features and benefits.
 - **Communication:** Improve communication on service disruptions, implement user-friendly digital signage and improve wayfinding at stations and stops.
 - **Cleanliness and Comfort:** Increase vehicle cleaning schedules and develop a mechanism for rider reporting of concerns.
 - **Fare Collection:** Simplify fare payment options and improve access for low-income riders.
 - **Rider Engagement:** Continue engagement to ensure ongoing dialogue between the agency and our riders.



3

For this update, MTA assessed changes in the region’s underlying transit market and demand, as well as how projections of future growth have evolved since 2020, using the following basic process:

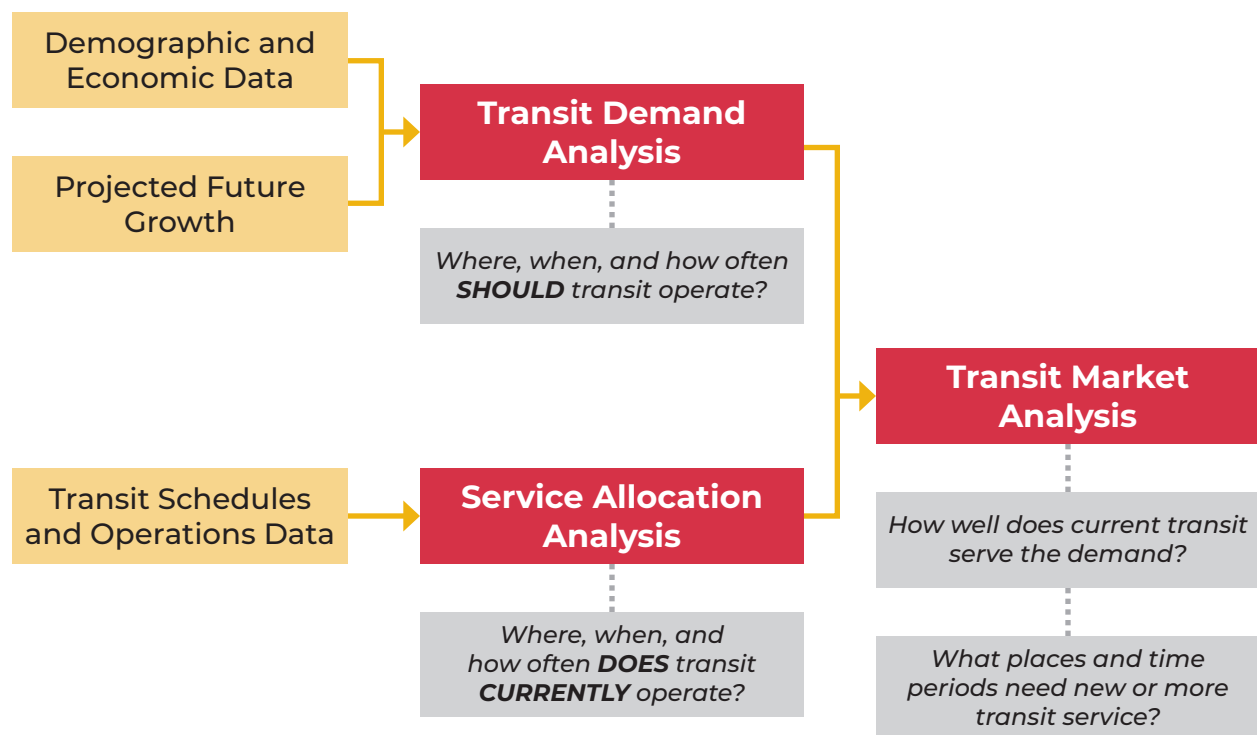


Figure 3-1: Transit Market and Demand Analysis Process



Transit Market and Demand in the Region

This analysis seeks to assess how well current transit serves existing demand and identifies places and time periods that may need more or new service in the future, and found ten key takeaways surrounding three main themes:

1. What types of trips are taking place?

- Transit ridership dropped significantly during the pandemic and has steadily rebounded since then.
- The growth in non-work trips has been greater than the growth of work trips.
- Work trips have increased despite post-Covid increase in teleworking.

2. When are those trips taking place?

- Trips are more spread out throughout the day, “softening” the peak rush-hours; where AM peaks have seen larger declines than PM peaks.

3. Where are people traveling?

- Regional travel flows are growing despite the perception of a steep drop in commuting.
- Almost all travel growth has

taken place along RTP corridors, throughout inner and outer suburbs and in urban areas.

- Employment growth is expected to continue, including in Baltimore City.
- Travel growth is diverging between the region’s core and suburban corridors.
- Limited growth in transit coverage has occurred over the past five years.
- Suburb-to-suburb transit demand was much lower than suburb-to-core transit demand.

These findings support continuing to prioritize and advance corridors from the 2020 RTP and do not suggest a need for any additional corridors. Additional details about these results may be found in Technical Memo 4.



The 2020 RTP identified 30 corridors (“RTP corridors”) in Central Maryland that have regional significance, provide connectivity between different jurisdictions, and demonstrate transit demand that justify infrastructure, service, and technology improvements. This update replaces the Early, Mid-Term, and Long-Term designations from the 2020 RTP with more focused prescriptions for each corridor:

- **Maintain Transit Performance**
- **Invest in Transit Service and Infrastructure**
- **Implement Supportive Policy and Planning**
- **Develop Transit Coverage Opportunities**

MTA placed RTP corridor segments in these four tiers based on quantitative characteristics like transit market, demand, ridership, and travel time competitiveness, as well as qualitative characteristics like stakeholder input, review of local land use plans, and project continuity. MTA also recombined and segmented overlapping corridors to avoid duplication. **Figure 4-1**, below, illustrates how MTA placed RTP corridors into tiers. Technical Memo 5 includes a fuller discussion of the methodology that yielded the corridor recommendations.

Updated RTP Corridor Recommendations

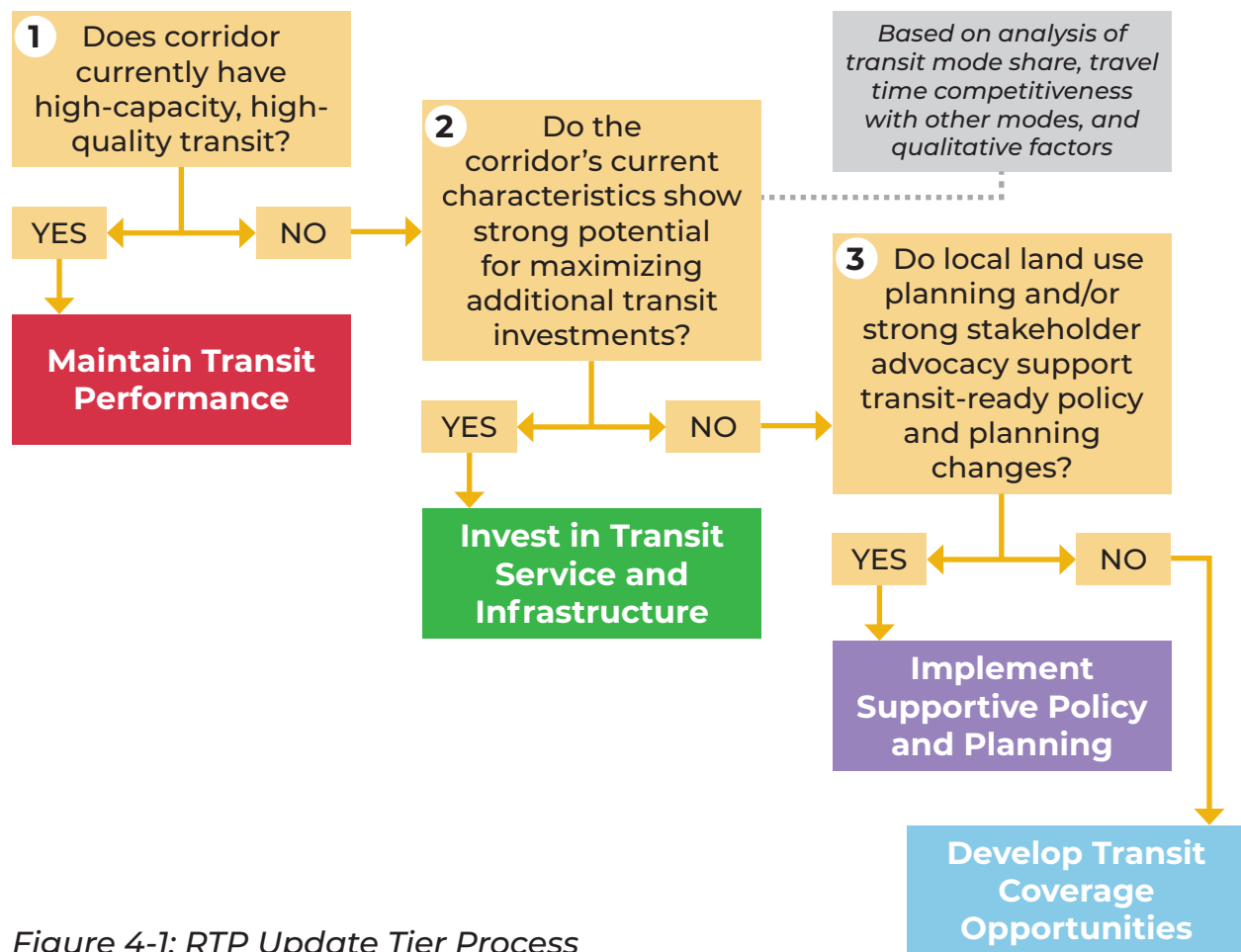


Figure 4-1: RTP Update Tier Process

RTP Corridor Tiers

Maintain Transit Performance

Corridors within the **Maintain Transit Performance** tier already offer high-capacity and high-quality transit. These corridors require modernization and ongoing efforts to address State of Good Repair (SGR) and local operational challenges. This tier comprises all “Existing Corridors” shown on the 2020 RTP **Regional Transit Corridors** map, including Metro Subway and Light Rail.



Invest in Transit Service and Infrastructure

RTP corridors within the **Invest in Transit Service and Infrastructure** tier are most ready for transformative federal and state investments. These corridors have different needs: some simply need more bus service (as outlined in **BMORE BUS**)—and the infrastructure to accommodate the additional buses—while other corridors demand a much greater level of service that would require major investments like dedicated space along the majority of the route.

Because of these corridors' readiness, this RTP Update focuses on specific recommendations for this tier. These are discussed below in the section entitled “Recommendations for Investment-Ready RTP Corridors.”



Implement Supportive Policy and Planning

Corridors where local land use planning and/or strong stakeholder advocacy for transit supportive policy changes are necessary to become investment-ready were sorted into the **Implement Supportive Policy and Planning** tier. Improving factors separate from the provision of transit service—such as development patterns around transit stops and pedestrian access to transit—could yield more immediate benefit for transit travel in these corridors than additional transit infrastructure would yield.



Develop Transit Coverage Opportunities

The remaining corridors were sorted into the **Develop Transit Coverage Opportunities** tier. For these corridors, the focus should be on long-term actions that can develop transit demand over time, such as adding service incrementally, developing bus stop infrastructure, and building relationships with stakeholders to advocate for transit supportive land use and zoning decisions.



Emerging Growth Areas

The map on the next page, **Figure 4-2** shows regionwide area types developed based on reviews of local plans and conversations with local planning staff.

Those areas designated as **“Currently Most Transit-Supportive”** typically feature a combination of high population and employment densities, a mix of land uses, and pedestrian-friendly infrastructure.

“Locally-Identified Areas for Transit-Ready Growth” are those areas designated by local jurisdictions as strategic locations for future growth that is compatible with high-quality transit service. These areas may not yet have the density or infrastructure to support frequent transit, but they are typically targeted for infill or redevelopment, supported by local comprehensive plans or zoning updates, and prioritized for transit-supportive infrastructure improvements such as sidewalks and bike lanes.

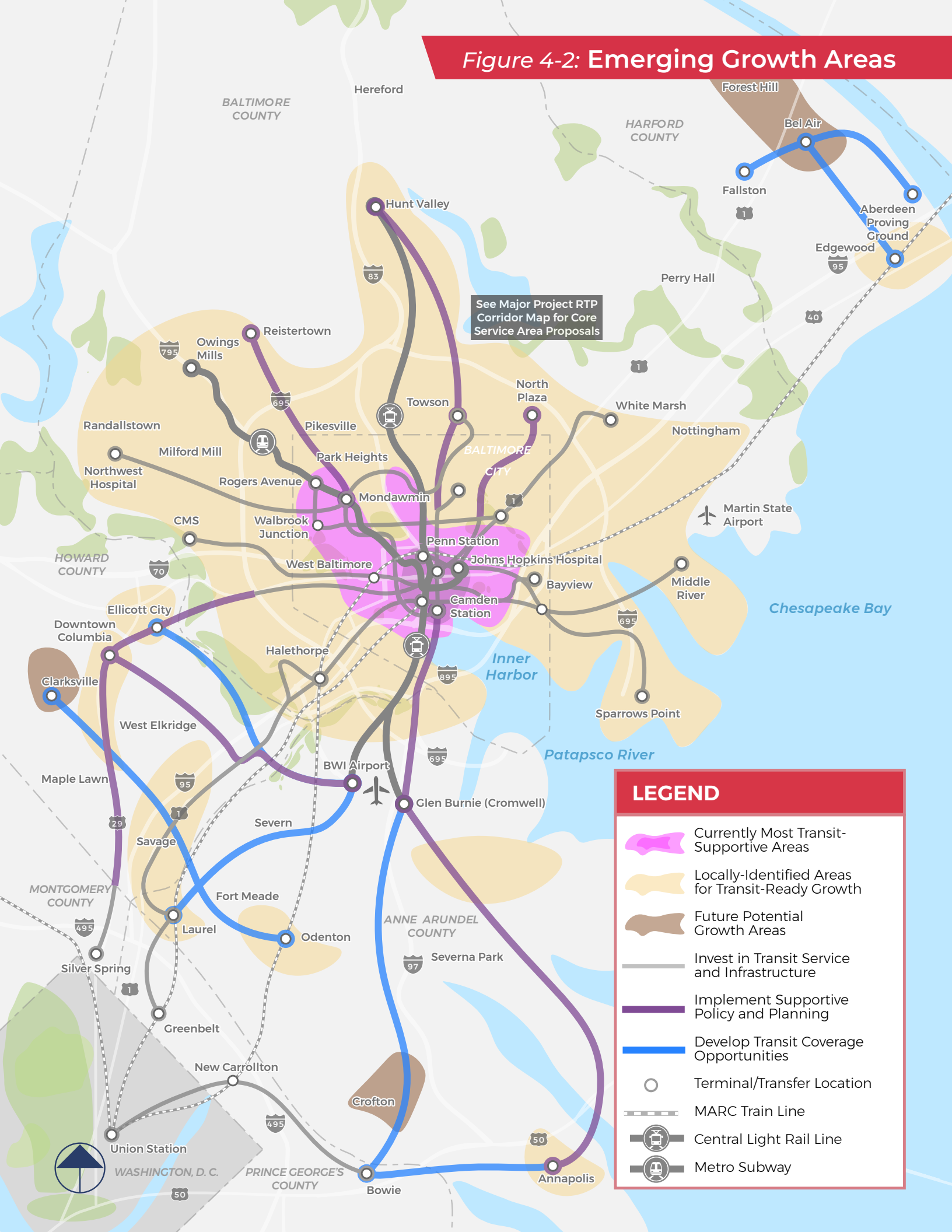
“Future Potential Growth Areas” may accommodate longer-term population or employment growth, but currently lack the land use patterns, infrastructure, or policy frameworks to support transit-oriented development.

This RTP Update’s ***Implement Supportive Policy and Planning*** tier primarily includes corridors that connect multiple “Locally-Identified Areas for Transit-Ready Growth,” while the ***Develop Transit Coverage Opportunities*** tier primarily includes corridors connecting current “Locally-Identified Areas for Transit-Ready Growth” to “Future Potential Growth Areas.”

Consideration of these areas represents an opportunity for coordinated land use and transit planning to ensure that future development supports sustainable, and transit-oriented communities. Detailed discussion of those reviews is in Technical Memo 6.

*The **Implement Supportive Policy and Planning** and **Develop Transit Coverage Opportunities** tiers are defined on the previous page.*

Figure 4-2: Emerging Growth Areas



Recommendations for Investment-Ready RTP Corridors

As discussed above, RTP Corridors within the **Invest in Transit Service and Infrastructure** tier are most ready for transformative federal and state investments. Therefore, this RTP Update focuses mostly on recommendations for this tier. Corridor recommendations are considered either Major Projects or Service Enhancements. Major Project RTP corridors are mapped in **Figure 4-3**. This section also identifies facility needs essential for corridor development.

Major Project RTP Corridors

Major Project corridors are the largest-scale improvements recommended by this RTP Update. These corridors are those with the highest ridership, greatest degree of transit dependency, and the greatest opportunity for comprehensive investments to address unmet transit needs.

Red Line

Analysis completed for this RTP Update supports the continuation of the Red Line as the region's most immediate major corridor priority. This corridor demonstrates a high degree of existing transit ridership despite only moderate travel time competitiveness with other modes, traverses largely transit-ready land uses, enjoys a high degree of support within local land use planning, and offers an opportunity to address mistakes that were made during the era of highway expansion in Baltimore.



North-South Corridor

The North-South corridor between Towson and downtown Baltimore currently attracts numerous transit riders and serves dense mixed land uses that would support additional transit service. The recent **North-South Corridor Feasibility Study** identified multiple alignment alternatives that could serve this corridor and concluded they should be advanced into a formal alternatives analysis phase. This RTP Update endorses that conclusion and recommends advancing the North-South corridor alongside the Red Line as a Major Project corridor.

Figure 4-3: Major Project RTP Corridors



4. Updated RTP Corridor Recommendations

Additional Major Project Corridors

This category also includes additional corridors that demonstrated unmet transit need and show opportunity for attainable medium-sized investments that could address that unmet need. The size and scale of needed improvements may not be as great as along the Red Line and North-South corridors, but they demonstrate a degree of need and opportunity that makes them possible candidates for future federal funding. The corridors in this category are:

- Bayview to Essex and Sparrows Point
- Halethorpe to White Marsh via Downtown
- Mondawmin to Northwest Hospital



Essential Facility Needs

To support RTP corridor investments, this RTP Update identifies the facility needs that would allow for additional MTA bus service systemwide and would unlock operational potential along corridors that would not have a dedicated maintenance facility. Although these are not corridor investments, they would support corridors and MTA service systemwide and should be advanced as MTA capital priorities alongside the RTP corridors

Fifth Bus Division

The MTA bus fleet is currently used to its maximum capacity; therefore, all other corridor improvements as well as the systemwide frequency and service span enhancements envisioned in BMORE BUS would be dependent upon the creation of a fifth bus division. This could be included in a corridor program or advanced as a standalone facility project. Because a fifth bus division would be a prerequisite for any further corridor expansion beyond the proposed Large Investment Corridors—and could be required for the North-South corridor depending on the results of further analysis—***this RTP Update recommends elevating it to the highest class of priorities alongside the Red Line and North-South Corridor.***

Downtown Transfer and Layover Space

Space in downtown Baltimore for MTA routes to lay over between trips is currently used to its maximum capacity with no room for growth. The significant service increases proposed in BMORE BUS and endorsed as service enhancements in this RTP Update would require additional layover space to accommodate the many additional trips envisioned. Additionally, there is no centralized location for MTA passengers to transfer between most routes that serve downtown Baltimore. Therefore, this RTP Update calls for securing additional on-street space for layovers or a new off-street space in Downtown that can accommodate layovers and a comfortable waiting space for transferring passengers. Development of this transit hub will enable the further service enhancements described below and in BMORE BUS as well as provide greatly improved operational flexibility for existing MTA routes.

4. Updated RTP Corridor Recommendations

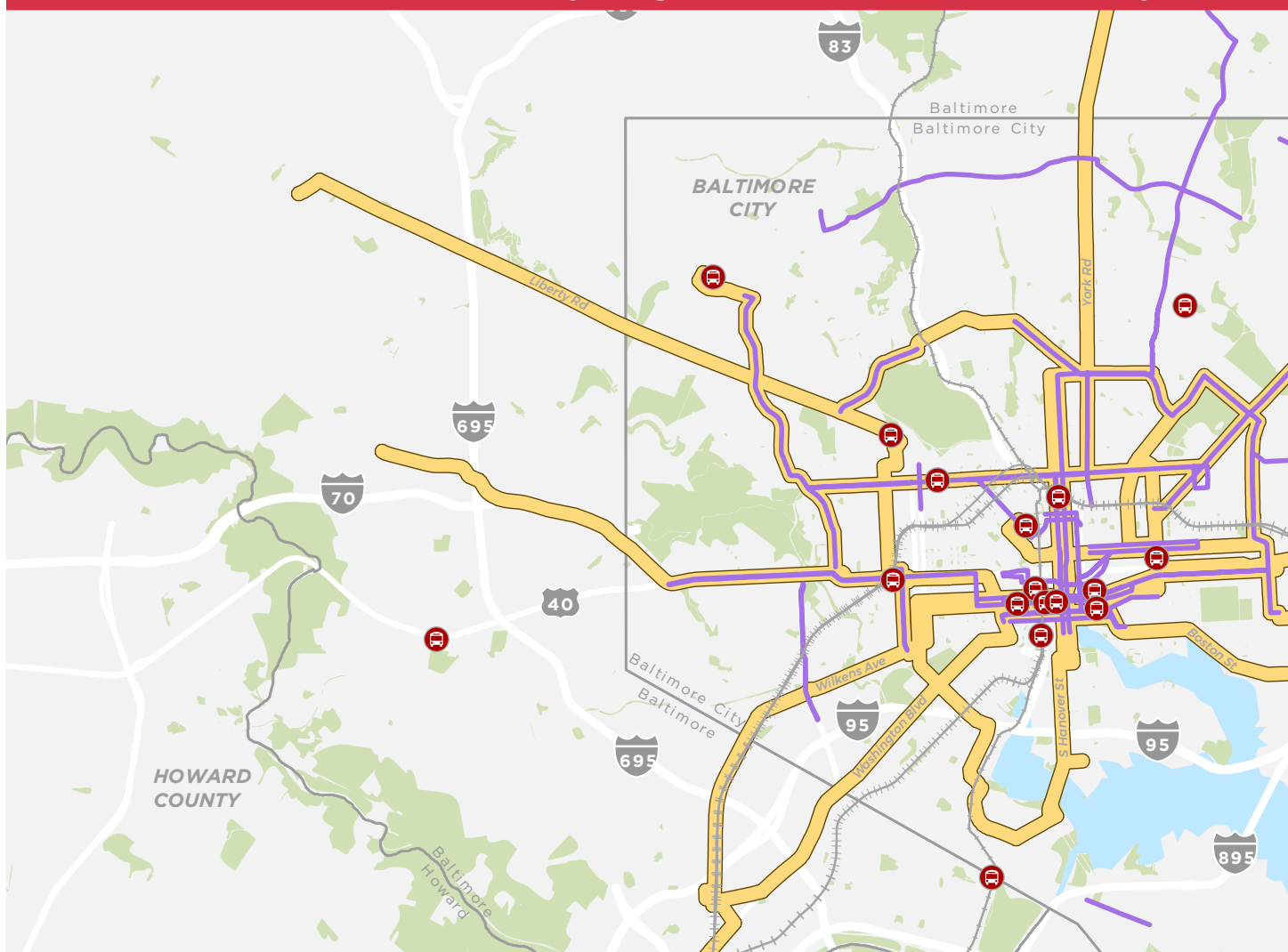
Service Enhancement RTP Corridors

This RTP Update endorses the **BMORE BUS** recommendations for service enhancements throughout MTA's core service area and Central Maryland region, with special focus on the RTP corridors not included in the Major Project class discussed above. These include the following **Invest in Transit**

Service and Infrastructure corridors:

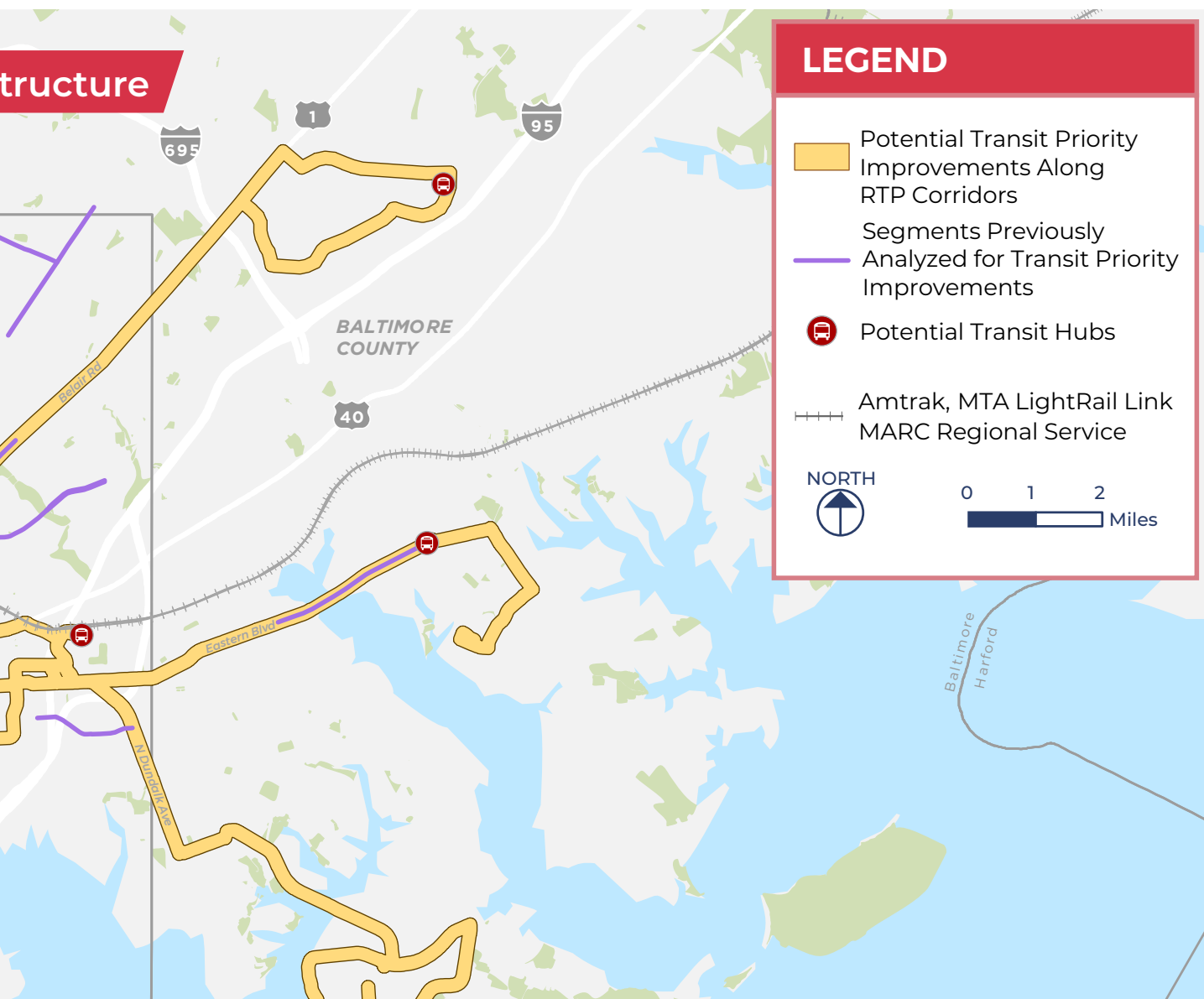
- Mondawmin to South Baltimore
- Rogers Avenue to City Hall
- State Center to Bayview
- Walbrook Junction to Berea
- Laurel to Halethorpe
- Mondawmin to Hopkins Bayview

Figure 4-4: Potential Roadway Segments for Transit Priority Infrastructure



4. Updated RTP Corridor Recommendations

Targeted improvements such as bus lanes, bus bulbs, and transit signal priority should be implemented along these corridors as opportunities present, so owners of the roadway segments identified **Figure 4-4** should prioritize reserving dedicated space for future transit and ensuring that development and capital projects do not interfere with future transit priority infrastructure opportunities. MTA's Transit Priority Toolkit presents a menu of treatments which may be utilized depending on local conditions



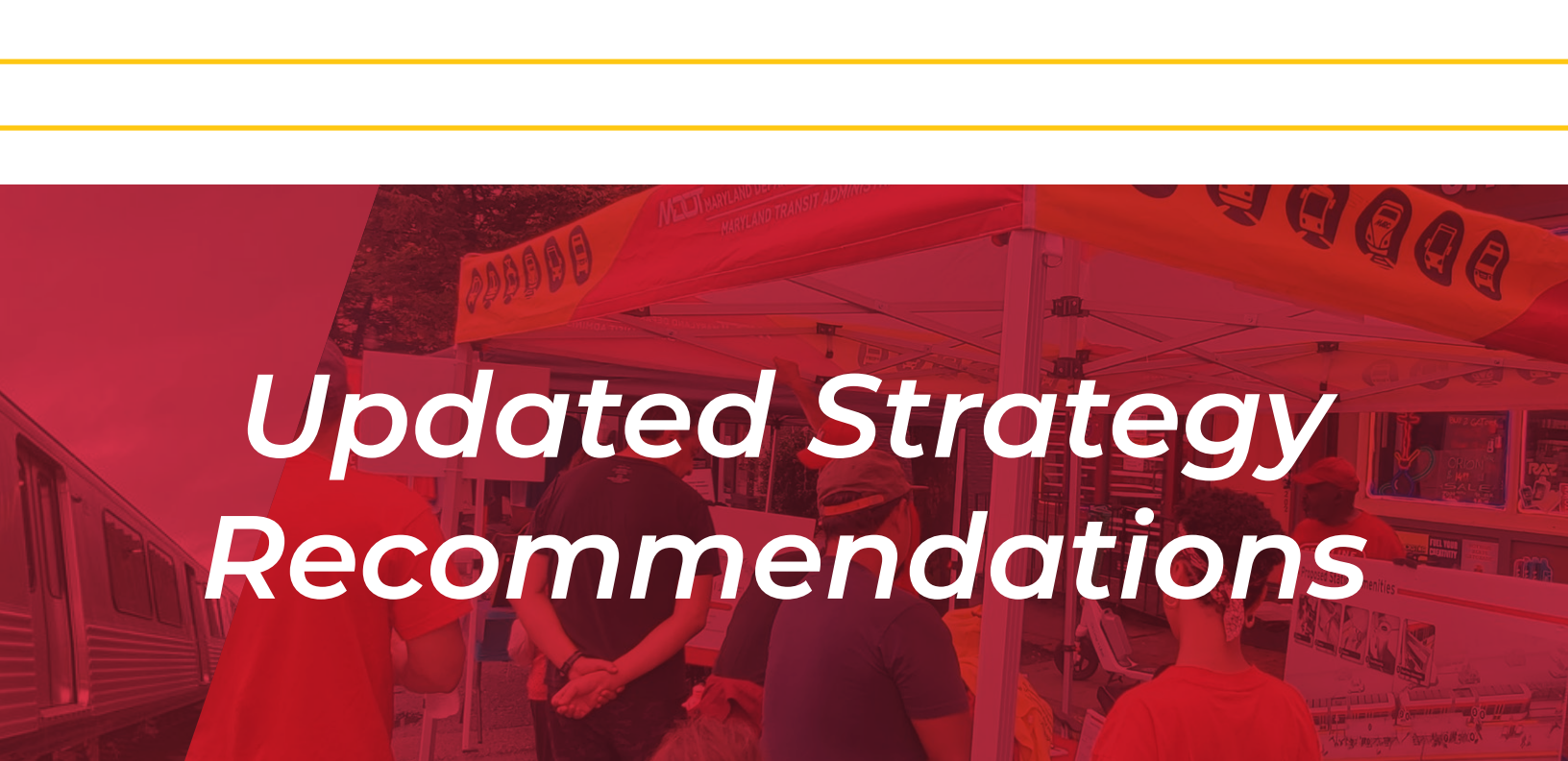


5

The 2020 RTP included a list of more than 130 strategies whose execution would support the accomplishment of the RTP’s 6 objectives and overarching goals. As described in **Chapter 2**, 34 strategies were included in the initial Five-Year Implementation Plan. Since then, 7 have been completed, 12 are in progress, 3 have been reassessed, and 12 have been incorporated into standard operating procedures as continual commitments. Except as noted in this chapter or among the completed strategies in Chapter 2, all strategies from the 2020 RTP have been carried forward into this RTP Update.

Additionally, many strategies not included in the 2020 RTP’s five-year implementation plan received attention during this period; for example, the 2020 RTP had a strategy to “create training programs to equip the transit workforce with needed skills,” and in 2024 MTA launched a bus maintenance apprenticeship program in collaboration with the Community College of Baltimore County (CCBC) and in partnership with Amalgamated Transit Union (ATU) Local 1300.

The strategies identified as “Ongoing” are now integrated into the MTA’s standard operating procedures, as opposed to those identified as “In Progress” which will have finite conclusions.



Updated Strategy Recommendations

Revised Strategies

The full list of strategies has been carefully reviewed for continued relevance and alignment with agency policies and priorities. The following strategies have been revised to reflect changes such as naming conventions, funding constraints, language, and the end of the Covid pandemic.

Strategy from 2020 RTP	Revised Strategy
Strategies in 2020 Implementation Plan	
Support Amtrak construction of a new Baltimore and Potomac (B&P) Tunnel on the MARC Penn Line	Support Amtrak construction of the new Frederick Douglass Tunnel on the MARC Penn Line
Starting with the procurement of zero-emission vehicles in the next 5 years, achieve 95 percent zero-emission vehicles by 2045	Continue procurement of zero-emission vehicles to be in line with industry standards and any Maryland requirements by 2045
Implement an additional 10 miles of Dedicated Bus Lanes	Implement an additional 10 miles of dedicated bus lanes by 2030
Reintroduce MDOT MTA limited stop service where appropriate	Continue introducing MTA express, limited stop service as outlined in BMORE BUS, as resources permit

5. Updated Strategy Recommendations

Strategy from 2020 RTP	Revised Strategy
Other Strategies	
Replace West Baltimore Station in coordination with Baltimore and Potomac (B&P) Tunnel realignment	Replace West Baltimore MARC Station in coordination with the Frederick Douglass Tunnel realignment
Prioritize transit services for essential workers	Prioritize transit services for transit-dependent populations
Work with host railroads to accommodate growing ridership	Expand MARC service hours in accordance with MARC Growth and Transformation Plan
Ensure that facilities have been adapted for zero-emissions readiness	Incorporate zero-emission readiness into facility improvement projects.
Ensure that transit projects seek to reduce current or historic disparities in terms of access to opportunities for low-income and minority communities	Ensure that planning for transit projects includes consideration of potential adverse impacts for transit-dependent communities.
Review transit service plans through an equity lens, considering income, age, disability, English language proficiency, and vehicle access	Review transit service plans for their effectiveness in serving transit-dependent populations
Ensure Environmental Justice issues are a key factor in consideration for all alignment and mode decisions for the proposed Regional Transit Corridors	Ensure that alignment and mode decisions for the proposed RTP corridors consider the needs of transit-dependent populations.
Ensure consistent enforcement of bus lane and bus stop violations.	Ensure consistent enforcement of bus lane and bus stop violations, including by using automated enforcement where appropriate.



5. Updated Strategy Recommendations

Three strategies from the initial Five-Year Implementation Plan have been reassessed, modified, and addressed in a different way than originally proposed.

2020 Strategy	Reason for Reassessment	Reassessed/ Revised Strategy	Status of Revised Strategy
Convene a Task Force of MDOT MTA, state agencies, city and county agencies, business representatives, community representatives, and riders to focus on growing ridership	Establishment of the BRTC satisfied the external component of this strategy.	Participate in BRTC meetings to regionally coordinate ridership development	Ongoing. MTA is a regular participant in BRTC meetings, while pursuing process, policy, and project-based internal strategies to increase MTA ridership.
Develop a park-and-ride lot plan to grow the capacity and access to Commuter Bus	Changing travel patterns and markets have resulted in a reassessment of this strategy	Conduct a comprehensive Commuter Bus study to assess constraining factors, growth opportunities and how best to allocate service within the region	Completed. The MTA Commuter Bus Study recommended new or modified routes to grow capacity and access, as park-and-ride lots were determined not to be a constraining factor on Commuter Bus capacity.
Create an Equity Manager position at MDOT MTA to proactively integrate an equity perspective into transit planning, service provision, and communication	MTA found that incorporating equity within processes through all its staff rather than relying on a single person to insert it yielded better integration	Integrate equity into all project processes through staff training and frameworks for standard processes	Ongoing • MTA Office of Service Development (OSD) <i>Service Equity Framework</i> • Staff trained to incorporate equity in projects • Equity is an element of Complete Streets

New Strategies

MTA and BRTC have added two new strategies in response to technological advances and newly identified needs:

- Transition TSP to a cloud-based system to provide more dynamic and responsive signal adjustments based on real-time data.
- Identify locations for additional bus vehicle layover space, especially in downtown Baltimore.
- Support and coordinate with local and statewide efforts to promote transit as a Transportation Demand Management (TDM) strategy



Transit Network Improvement Areas designate actions that agencies and local jurisdictions can take to expand existing or offer new fixed-route transit, develop small area transit plans (including investigation of microtransit), improve existing rail corridors' infrastructure and development capacity, and create and enhance transit hubs.

MTA and the LOTS have made significant advancements since 2020 in pursuit of the Transit Network Improvement Areas identified in Chapter 5 of the 2020 RTP. Except as noted in this chapter, all Transit Network Improvement Area recommendations from the 2020 RTP have been carried forward into this RTP Update. This chapter will note completed actions among the 2020 Transit Network Improvement Areas, as well as those towards which substantial progress has been made over the last five years, but which are not yet complete. This RTP Update encourages continued progress towards completion of these improvements. Additionally, this chapter identifies select new Transit Network Improvement Area actions not included in the 2020 RTP.

Updates to Transit Network Improvement Areas

MTA Fixed-Route Improvements

- QuickLink 40 was introduced, creating faster east-west travel between Essex, Downtown, and Westgate, the western boundary of the city limits.
- The introduction of Express BusLink 163 and the Gardenville pattern of LocalLink 63 improved access to Tradeport Atlantic.
- MTA added more than 150 bus shelters in the core service area.



LOTS Fixed-Route Improvements

- Anne Arundel County's Gold Extension launched, providing service from Parole to Cromwell along MD 2.
- Baltimore City's Charm City Circulator Cherry Route launched, providing service from Downtown to Cherry Hill.
- Baltimore County launched The Loop, a free local circulator serving the Towson area.
- Howard County, through the Regional Transportation Agency's (RTA) new 505 route, expanded RTA service eastward along US 40 to Catonsville, improving connections to employment centers, shopping areas, and regional transit links.
- Harford Transit comprehensively upgraded its technology, including multi-jurisdictional routing and dispatching hardware and software upgrades, digital infotainment signage on all transit vehicles, and QR Bus Stops that direct riders to the PassioGo! App for stop requests.



Transit Hubs

Anne Arundel County

- Parole (Annapolis Mall)
 - The proposed location for Parole Transit Hub has been changed to the Truman Park & Ride, and preliminary design is underway.

Baltimore City

- Mondawmin
 - MTA sought and won a RAISE grant to develop transit hub improvements at Mondawmin, including the bus loop, pedestrian spine south to Frederick Douglass High School, and surrounding intersections.
- Penn Station
 - Amtrak sought and won a total of \$231M in Federal-State Partnership for Intercity Passenger Rail (FSP) funding over two years to fund renovations of the existing historic headhouse, address state of good repair needs, and provide customer experience improvements. Penn Station Partners began design for the Charles Street multi-use path, a bicycle-pedestrian path to improve connectivity between the station, existing bicycle-pedestrian infrastructure, the Charles Street commercial corridor, and adjacent neighborhoods.
 - MTA sought and won a RAISE grant and received a CRISI earmark to construct station access improvements to better connect core bus and rail service at Penn Station.
- West Baltimore
 - MTA has worked with Amtrak to design a new West Baltimore MARC station that will be constructed alongside the Frederick Douglass Tunnel project and has collaborated with Amtrak on temporary accommodations and possible long-term improvements for the bus loop.

6. Updates to Transit Network Improvement Areas

Baltimore County

- Patapsco
 - MTA received Transportation Alternatives Program (TAP) funding and a federal earmark to advance design of a pedestrian bridge from the Patapsco Light Rail station over Patapsco Avenue and the CSX Curtis Bay Branch to the Cherry Hill community.

Harford County

- Aberdeen Train Station
 - The Aberdeen Station Connectivity Enhancement Project, led by the City of Aberdeen with an MTA funding contribution, built sidewalks, ADA compliant ramps, bollards, and landscaping, installed lighting and bike racks, and improved wayfinding and signage around the station.
 - Design is underway for the Amtrak-led Aberdeen ADA Station Project that will allow for level boarding at the Aberdeen Station as well as build a new ADA compliant overpass. MTA has contributed funding towards design.

Transit-Oriented Development (TOD)

- TOD maximizes transit ridership and is one of the most effective ways to make the most of an investment already spent on transit. The RTP recommends evaluating transit-oriented development at all Light Rail, Metro Subway, and MARC Train stations.
 - The Baltimore Core Service Area TOD Action Agenda will look broadly at TOD opportunities in MDOT's core service area and Baltimore region to maximize the return on the State's transportation investments in the area.

Anne Arundel County

- Glen Burnie/Cromwell
 - The Anne Arundel County Economic Development Corporation (AAEDC) and the Maryland Economic Development Corporation (MEDCO) have initiated a development process for 7409 Baltimore Annapolis Blvd, which is now zoned for mixed-use and has been approved by the County Council for disposition to a private developer.

- Odenton
 - MDOT completed the MARC Penn Line TOD Strategy, which identified the Odenton MARC Station as one of two near-term opportunities to pursue along the Penn Line.
 - MDOT has solicited a developer for the West Lot at Odenton. In parallel, Anne Arundel County is funding the design and delivery of a new on-site parking garage that will consolidate transit parking to enable development on current surface lots.

Baltimore City

- Reisterstown Plaza
 - MDOT conducted a Request for Proposals (RFP) and has awarded exclusive negotiating privileges for TOD at Reisterstown Plaza. MDOT, MTA, Baltimore City, and the developer created a conceptual Vision Plan for the Reisterstown Plaza TOD site that has been recommended to advance to site plan development.
 - MDOT sought and won a RAISE grant to conduct planning and preliminary design for transit and public infrastructure improvements that would serve TOD at Reisterstown Plaza Metro Station.
- Rogers Avenue
 - MDOT is conducting a TOD Site Strategy for Rogers Avenue Metro, the goal of which is to create a conceptual TOD vision for the Rogers Avenue Metro site, assess financial considerations, and identify public infrastructure requirements to determine the feasibility of developing the site.
- State Center
 - Baltimore City completed a State Center Vision and Market Study. MDOT, the Department of General Services (DGS), and MEDCO has awarded an interagency RFP to retain a consultant team to evaluate the most effective strategy for bringing the State Center site to market and securing a development partner to be obtained in a future solicitation.
- Westport
 - Private development has broken ground along the waterfront adjacent to Westport Light Rail station, with the ultimate intent to build 1,225 residential units and 140,000 commercial square feet. MTA has closely collaborated with the developer to ensure access to and through the station for residents and visitors of both the new development and the historic Westport neighborhood.

6. Updates to Transit Network Improvement Areas

- West Baltimore MARC
 - MDOT completed a strategic plan for TOD at six Penn Line stations, including West Baltimore. Subsequently, MTA sought and was awarded a TOD Planning grant for transit-oriented development at the West Baltimore MARC station.

Baltimore County

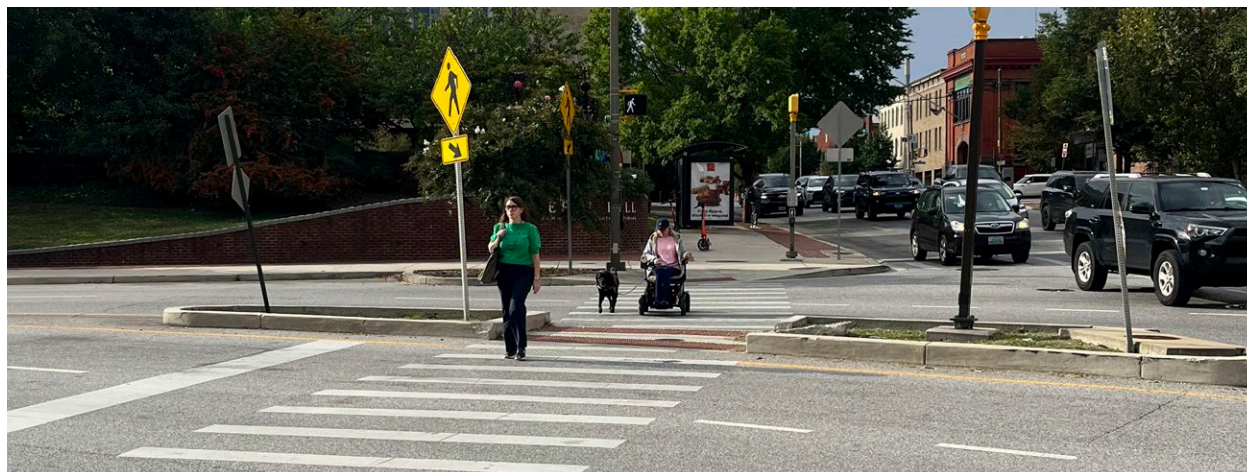
- Owings Mills
 - Owings Mills Metro Centre continued to expand, adding a 229-room Marriott hotel with nearly 15,000 square feet of event space.
- Timonium Fairgrounds
 - Kaiser Permanente opened a 222,000 square foot medical center, including 24-hour Advanced Urgent Care, adjacent to the Timonium Fairgrounds Light Rail station.

Harford County

- Aberdeen
 - The City of Aberdeen has been awarded RAISE, Reconnecting Communities, and federal earmark funding for their Station Square Enhancement Project for the MARC station. The funding is allocated for design and NEPA for the City's Aberdeen Station Square TOD plan to build an underpass to the Northeast Corridor (NEC) as well as other amenities adjacent to the Aberdeen Train Station.

Howard County

- Laurel Park
 - The "Paddock Pointe" development at Laurel Park Station has constructed 220 residential units since 2020, with a further 880 units and 777,000 square feet of commercial development in the pipeline.



Rail

Light Rail

- MTA initiated the Light Rail Modernization program, winning a \$213M Rail Vehicle Replacement grant to fund modern low-floor Light Rail vehicles. Station retrofits, pedestrian safety improvements, and other State of Good Repair investments will accompany the vehicle replacements.
 - This corresponds to the 2020 RTP's action that stated: "when existing rail vehicles are retired, replace with low-floor vehicles and retrofit stations for level-boarding."
- MTA worked with the Downtown Partnership of Baltimore (DPOB) to identify potential improvements to better connect the Lexington Market Metro and Light Rail stations that could be constructed by DPOB.
 - This corresponds to the 2020 RTP's action that stated: "Connect Light Rail to Metro Subway at Lexington Market and State Center through better signage and wayfinding, and other physical infrastructure investments."

Metro Subway

- The Metro signal system was replaced and deliveries of new Metro railcars began.
 - This is a new Transit Network Improvement that was not mentioned in the 2020 RTP
- Manage service disruptions to minimize impact to Metro Subway customers, including flood mitigation and resiliency plans.
 - MTA completed the Shot Tower Station Flooding Mitigation Feasibility Study, which addressed the threat of a 10-foot storm surge capable of inundating the station and disrupting Metro services. The study included detailed data collection, site analysis, and the development of concept-level engineering solutions aimed at reducing flood risk in a practical and sustainable way.
- MTA worked with the Downtown Partnership of Baltimore (DPOB) to identify potential improvements to better connect the Lexington Market Metro and Light Rail stations that could be constructed by DPOB.
 - This corresponds to the 2020 RTP's action that stated: "Connect Light Rail to Metro Subway at Lexington Market and State Center through better signage and wayfinding, and other physical infrastructure investments."

6. Updates to Transit Network Improvement Areas

MARC Train

- MTA completed the conceptual design for Martin State Airport MARC station to construct new high-level platforms and pedestrian overpass, along with other safety improvements at the Station.
 - This corresponds to the 2020 RTP's action that stated: "Enhance the Martin State Airport MARC station by eliminating at-grade passenger boarding"
- Amtrak initiated a project to develop conceptual design for BWI 4th Track to address capacity issues for MARC and Amtrak trains by adding a new platform and making modifications to Grove interlocking.
 - This corresponds to the 2020 RTP's action that stated: "Construct a fourth track between Odenton and Halethorpe on the MARC Penn Line"
- As part of MARC Growth and Transformation Plan, MTA has done market assessments and rail operations analyses for these extensions and identified a phase-based service plan that includes pilot service to Northern Virginia and Delaware.
 - This corresponds to the 2020 RTP's actions that stated: "Study extending MARC service to L'Enfant Plaza in Washington, D.C., and Northern Virginia" and "Study closing the commuter rail gap to the north and providing connectivity to SEPTA in Delaware and Pennsylvania."
- MTA completed the MARC Growth and Transformation Plan, which identified two new Transit Network Improvement actions incorporated into the RTP through this update:
 - Advance development of a new MARC station at Bayview in support of the MARC Growth and Transformation timeline of FY 2031-2040 for that station entering service.
 - Implement supplemental bus service along the Camden Line corridor to maintain hourly headways throughout the day.



Microtransit

- Anne Arundel County replicated its South County Call N' Ride service with a North County zone and added mobile ride requests using Pingo for both zones.
- The City of Annapolis launched Go! Time, a microtransit service covering Annapolis Mall, Downtown, and Eastport.
- Howard County launched HoCo RapidRide, a microtransit service for the US 1 corridor, with funding from MTA's Statewide Transit Innovation Grant.





As a 25-year plan originally adopted in 2020, the RTP has an overall horizon year of 2045. However, the RTP also included a Five-Year Implementation Plan, the goal of which was to guide actions of MTA and other regional stakeholders during the first five years of RTP implementation. This chapter is a new Five-Year Implementation Plan to cover 2025-to-2030. These five-year actions are intended to be achievable without major changes to funding levels.

Collaboration between local governments and transit agencies to support transit will continue to be vital as the RTP enters its second five-year period. While most of the actions identified in the Five-Year Implementation Plan are the responsibility of MTA or a locally operated transit system, some are actions to implement transit-ready plans and policies already articulated by local governments. A responsible party or parties are noted below each action.



Five-Year Implementation Plan

Corridors

Continue to advance the
Red Line through Project
Development

MTA

Continue planning and
analysis for the
North-South corridor

MTA

Continue planning and
analysis for Eastern Baltimore
County corridors

MTA

Conduct a feasibility study for
White Marsh to Halethorpe
via Downtown

MTA

Conduct a feasibility study for
Mondawmin to
Northwest Hospital

MTA

Colors correspond to the corridors mapped in Figure 4-3 on page 25

Facilities

Conduct Facility Planning
and Property Acquisition for
the Fifth Bus Division

MTA

Identify one or more locations
for transfer and layover space
and begin facility planning
for that space

MTA • Baltimore City

Strategies and Transportation Network Improvements

Provide Faster, More Reliable Service

Add TSP to five additional
corridors to benefit local bus
and Commuter Bus

MTA • Road Owners

Implement an additional
10 miles of dedicated bus lanes
to benefit local bus
and Commuter Bus

MTA • Road Owners

Coordinate with local jurisdictions
to minimize the impact
of construction projects
on bus services

MTA • Local Governments

Implement supplemental
bus service along the Camden
Line corridor to maintain
hourly headways

MTA

Advance construction of
the West Baltimore MARC Station
in coordination with
the Frederick Douglass Tunnel
and Red Line projects

MTA • Amtrak

Grow Ridership

Continue to plan and construct additional transit hubs and intermodal transfer facilities

MTA • LOTS

Connect Light Rail and Metro Subway at Lexington Market and State Center by improving wayfinding and making other infrastructure investments

MTA • Local Partners

Advance development of Bayview MARC station in support of *MARC Growth and Transportation* timeline of FY 2031-2040 construction

MTA

Expand MARC service hours in accordance with *MARC Growth and Transformation* 2026-2030 phase

MTA • Host Railroads

Support and coordinate with local and statewide efforts to promote transit as a Transportation Demand Management (TDM) strategy

MDOT • Local Governments

Increase Access to Jobs and Opportunities

Create safer, more comfortable pedestrian and bicycle access to stations and stops

Road Owners

Coordinate regional transit providers' schedules and implement consistent transfer fare policies across providers

MTA • LOTS

Support transit-ready development by coordinating transportation planning, land use plans, housing availability, and employment opportunities

MDOT • Local Governments

7. Five-Year Implementation Plan

Improve the Customer Experience

Implement an integrated fare payment system for the region's transit providers

MTA • LOTS

Work with partners to reduce trash along routes and to maintain clean stations, stops, and rights-of-way

MTA • LOTS • Road Owners

Install closed-circuit television (CCTV) on all transit vehicles and at all rail stations and transit hubs

MTA • LOTS

Be Community Focused

Partner with jurisdictions to make stations and stops ADA-accessible

MTA • LOTS • Road Owners

Invest in technology that allows more fare payment options (including fare capping)

MTA • LOTS

Actively pursue partnerships with non-profit, philanthropic, and workforce development organizations to ensure access to transit for their constituents

MTA • LOTS

Prepare for the Future

Use sustainable and resilient construction practices to reduce the risk from extreme weather events

MTA • LOTS

Create a workforce pipeline for transit vehicle operators and mechanics

MTA • LOTS • Transit Unions

Maximize federal funding by encouraging contributions from local jurisdictions and private sector entities that would benefit from transit projects

MTA • LOTS



Allied Efforts

Local governments within the region have identified numerous policies, actions, and land use proposals in their own planning efforts that would support transit readiness along RTP corridors. The following are selected items from plans developed within the last five years that propose specific transit-supportive actions that could be taken during the 2025–2030 implementation plan period.

Baltimore County

The **Baltimore County 2030 Master Plan** identified policies and plans the County can take that will promote transit ridership. One action is to create and adjust overlay districts with tools and incentives to encourage walkable, mixed-use development near transit stations. Another action calls for the development of a TOD strategic plan.

Baltimore City

Baltimore City's **Comprehensive Plan** identifies specific steps the City can take to promote TOD. The plan calls for expanding TOD zoning and the development of a TOD manual that guides development requirements within TOD zones.

Anne Arundel County

Anne Arundel County's **Plan 2040** identifies areas along the Glen Burnie to Annapolis and Glen Burnie to South Baltimore corridors as critical corridors. These are locations where there is existing development and opportunities to improve safety and mobility. The plan calls for these locations to be redeveloped to improve multi-modal outcomes. The plan also calls for projects in these critical corridors to provide contributions towards public transportation infrastructure.

The County has also adopted regional plans which build upon **Plan 2040** by identifying land use changes and development opportunities along the same two corridors. Multiple TOD overlays are located around light rail stations as well as mixed-use zoning. The plan for Region 1 calls for the preparation and adoption of sector plans at Linthicum and Cromwell Light Rail stations to increase development. It also proposes implementing recommendations from the County's TOD study of the Linthicum, Cromwell, and BWI stations.

Howard County

In Howard County, the **Columbia Gateway Master Plan** is located along the Columbia Town Center to BWI Airport corridor. The master plan identifies recommended strategic actions to take to advance the plan, which will also create transit supportive land use and policies. These include developing and amending zoning codes to encourage development in line with the master plan which will promote higher density residential areas and affordable housing. It also recommends the County acquires property strategically based on infrastructure planning for public amenities, such as transit hubs.

Complete Streets

In recent years three local jurisdictions have completed or updated bicycle and pedestrian plans. Harford County published an update to its bicycle-pedestrian plan in 2021, and in 2023 Baltimore County and Anne Arundel County updated their bicycle-pedestrian plans. Many of the key locations in all of these plans align with RTP corridors and would provide enhanced access to transit.

Additionally, MDOT and MTA adopted new Complete Streets policies in 2024. These policies represent a strengthening commitment to ensuring that transit, pedestrians, and bicyclists have space within the right-of-way, prioritizing accessible and sustainable travel across all modes.



What's Next?

As a long-range planning document, the RTP does not contain capital cost estimates and does not allocate funding. However, the proposals in this RTP Update are highly focused and more specific than those in the previous RTP—an important step advancing the region's vision for a connected transit network into an achievable program of work.

Over the next several years, MTA's top priority is State of Good Repair investments to get our system infrastructure back on track. Budget allocated to MTA in the FY 2025 – FY 2030 Consolidated Transportation Program (CTP) will focus on maintaining transit performance by addressing deferred maintenance, repair, and replacement needs so that MTA service continues to operate safely and efficiently. The strategies in the RTP vary in cost but help to address service and infrastructure deficiencies, strengthening the foundation of transit in the region.

Despite current fiscal constraints, strategic planning for future capital investment is vital. Corridor and facility planning proposed in the RTP—and specifically in the Five-Year Implementation Plan—will position the region to best take advantage of future resources.

This concurrent focus on modernizing existing infrastructure and planning for the future is the best path towards an integrated, convenient, and sustainable transit system for the people of Central Maryland.



ATTENTION
No smoking, congregating or "loitering around"
at this station and on station platforms.
No standing or sitting on seats or walls.
Bag handling:
It is prohibited for any person without a
business purpose to bring bags to shelter
at this station.
Shelter is subject to rules of
DOD and/or 30 days implementation
City Ordinance 101, 10, 10, 1

**NO
SMOKING**

Johns Hopkins



ADA-Accessible Transit Stops and Stations:

Transit stops and stations that comply with the minimum design requirements of the Americans with Disabilities Act of 1990 and the ADA Accessibility Guidelines (ADAAG) published by the United States Access Board are called “accessible” or “ADA-compliant.” These design requirements are intended to ensure that people with disabilities, including people who use mobility devices such as wheelchairs, scooters, or walkers and people with visual impairments, among others, can board and exit transit vehicles at stops and stations.



Americans with Disabilities Act (ADA):

The Americans with Disabilities Act gives civil rights protections to individuals with disabilities. It guarantees equal opportunity for individuals with disabilities in employment, public accommodations, transportation, State and local government services, and telecommunications.



Glossary

Asset management: A model that prioritizes funding based on the condition and maintenance of transit assets, such as vehicles, equipment and/or facilities.

Bus Rapid Transit (BRT): An enhanced bus system that operates in exclusive bus lanes in order to combine the flexibility of buses with the efficiency of rail. BRT typically utilizes a combination of advanced technologies, infrastructure and operational investments that provide significantly better service than traditional bus service.

Complete Streets Policies: Policies that ensure streets are designed to prioritize safety and accessibility for all users, including pedestrians, bicyclists, motorists, and transit riders.

Connected and Automated Vehicle (CAV): A vehicle that can drive itself from a starting point to a predetermined destination in “autopilot” mode using various in-vehicle technologies and sensors, including adaptive cruise control, active steering, anti-lock braking systems, GPS navigation technology, lasers and radar.

Consolidated Rail Infrastructure and Safety Improvements (CRISI): A federal funding program which provides funding for rail infrastructure and safety improvements.

Consolidated Transportation Program (CTP): Maryland’s six-year capital budget for transportation projects.

Curb Management: Curb Management seeks to inventory, optimize, allocate, and manage curbspaces to maximize mobility and access for the wide variety of curb demands, including parking, deliveries, taxis, TNCs, bikes, transit.

Currently Most Transit-Supportive Areas: These are places in Central Maryland that already have the density, land use mix, and infrastructure to support frequent, high-quality transit service. They are ideal for near-term transit investment and service improvements.

Demand Response Transit: Demand-response transit is a non-fixed route, flexible transit service, often referred to as dial-a-ride. DRT provides curb-to-curb or door-to-door pickups and drop-offs upon customers' request and usually requires advanced scheduling by the customer.

Downtown Partnership of Baltimore (DPOB): An organization that works to improve and promote downtown Baltimore.

Express BusLink: Limited-stop bus service providing suburb-to-suburb and suburb-to-downtown connections as part of BaltimoreLink.

Farecapping: Fare capping limits how much you pay for all your trip in a day, week or month. Once your pass purchases and activations in a day, week or month add up to the value of a higher value pass you will automatically be provided the higher value pass to use for the remaining period of time. With fare capping, social equity is achieved by removing upfront cost barriers associated with the recurrent passes.

Federal-State Partnership for Intercity Passenger Rail (FSP): A federal funding program for rail capital projects that supports the development and improvement of intercity passenger rail services.

Fixed Guideway: Fixed guideway means any public transportation facility which utilizes a separate right-of-way or rails. This includes, but is not limited to light rail, commuter rail, metro subway, and exclusive facilities for buses.

Frequent Transit Network: MTA's network of bus routes which run with a frequency of 15 minutes or better.

Frequent Transit: In this plan Frequent Transit is defined as operating at least every 15 minutes during peak periods, and at least every 20 to 60 minutes off-peak.

Future Potential Growth Areas: These are longer-term growth areas that currently lack the conditions for transit-oriented development but may become viable if conditions change.

Green Infrastructure: Green infrastructure is an approach to water management that protects, restores, or mimics the natural water cycle. Green infrastructure is effective, economical, and enhances community safety and quality of life.

Implementation Plan: A detailed strategy outlining the steps and actions needed to achieve the goals of the Regional Transit Plan.

Integrated Fare Payment System: an integrated payment system will permit passengers to use different public transit services with the same electronic ticket, either a contactless card or a card with a magnetic stripe.

Limited-Stop Service: Transit service that stops less frequently and at fewer locations to reduce travel time.

Locally-Identified Areas for Transit-Ready Growth: These areas have been designated by local jurisdictions for future development that aligns with transit-oriented principles. While not fully transit-supportive today, they are planned for growth and infrastructure upgrades to become so.

Locally Operated Transit Systems (LOTS): Maryland transit systems that provide primarily bus service and demand response service within the local areas in which they operate.

Low Income Areas: Low-income areas are Census tracts where the percentage of residents at or below the poverty line is greater than the regionwide percentage of population that earns a household income at or below 100% of the federal poverty line.

Low-Income: People with an annual household income at or below 150% of the federal poverty line.

Maryland Area Rail Commuter (MARC): A regional rail service serving the Baltimore and Washington metropolitan areas.

Maryland Economic Development Corporation (MEDCO): An organization that supports economic development projects in Maryland.

MDOT MTA Customer Satisfaction Survey: MDOT MTA conducts an annual survey of its riders to monitor the travel habits, needs, and levels of satisfaction of its customers and, through comparisons via regularly scheduled and repeated iterations, cultivate a valid and reliable method for ongoing examination and analysis.

Microtransit: This is a form of demand-response transit. This technology-enabled transit service offers flexible routing or flexible scheduling of minibus vehicles. Conceptually, microtransit fits somewhere between private individual transportation (cars or taxicabs) and public mass transit (bus).

Minority Community: Minority community block groups are defined as Census block groups with a higher percentage of minority residents than the regional average. Minority residents are defined as all non-white or Hispanic residents.

Mobility as a Service (MaaS): MaaS is the integration of various forms of transportation services into a single mobile app. The app offers riders the most efficient, seamless connection from point A to point B by combining and coordinating various modes of transportation services. These modes include, but are not limited to fixed route transit, on-demand ride-hailing and ride-sharing, taxis, bicycles and scooters, and many others. Ideally, a rider would use a mobile app to book and pay for their whole trip. Passengers would have the option of paying per trip or subscribing to a plan that would allow them a specific number of trips per month contingent on the plan's terms. Once a trip is booked, the platform would work automatically to route the best modes of transportation, within accordance of the rider's preferences, to arrive at the final destination.

Mode: A term used to distinguish between different ways of transportation or transporting people (e.g., bus, light rail, Metro, bike, walk, car, etc).

National Environmental Policy Act (NEPA): A law that requires federal agencies to assess the environmental effects of their proposed actions before making decisions.

On-Time Performance: MDOT MTA uses the measure of two minutes early to seven minutes late when determining whether a local bus is on-time. Paratransit has a 30 minute window.

Paratransit Service: A transportation service that supplements larger public transit systems by providing individualized rides without fixed routes or timetables. Paratransit includes ADA complementary paratransit, demand-response transportation services, subscription service, shared-ride taxis, carpools, and vanpools. Additional services may be provided to serve older adults, rural residents, or other populations.

Peak Period: The hours of highest demand for service, usually in the early morning and late afternoon.

Performance Metrics: Measurements used to evaluate the effectiveness and progress of objectives strategies.

Real Time Information: Information available to transit providers or customers about the current status of vehicles, including approximate locations and predictive arrival times.

Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant: A federal grant program that funds transportation projects that promote sustainability and equity. Now known as BUILD (Better Utilizing Investments to Leverage Development).

Reconnecting Communities: A federal grant program aimed at restoring and improving connections between communities that have been divided by transportation infrastructure.

Regional Transit Agency (RTA):

a Locally Operated Transit System providing fixed route and paratransit services within Howard County, Anne Arundel County, Northern Prince George's County and the City of Laurel.

Regional Transit Corridors: Regional Transit Corridors have regional significance and often provide connectivity between different jurisdictions. These corridors demonstrate sufficient transit demand to justify infrastructure, service, and technology improvements. Appropriate modes for regional corridors are higher capacity and higher speed modes including limited stop or express bus, bus rapid transit (BRT), light rail, heavy rail, or commuter rail. Methods to improve travel speeds include transit priority, dedicated right of way, offboard fare payment. The frequency of service should be at least every 15 minutes during peak periods and 20-60 minutes off-peak; while the service operates at least 14 hours a day.

Ridematching: Programs to help travelers find travel partners for carpooling and ridesharing.

Shared Mobility: Shared mobility is the shared use of a vehicle, motorcycle, scooter, bicycle, or other travel mode. Shared mobility provides users with short-term access to one of these modes of travel as they are needed.

Signal Priority: see Transit Signal Priority

Southeastern Pennsylvania Transportation Authority (SEPTA):

The regional public transportation authority serving the Philadelphia metropolitan area.

State of Good Repair (SGR):

The condition in which transit infrastructure is maintained to ensure safe and reliable service.

Transit Governance and Funding Study:

A study carried out by BMC and the BRTC examining alternatives for the Central Maryland region to govern, manage, and fund regional and local transit services.

Transit Hub: Transfer points for multiple transit routes or modes. Typically, a transit hub includes enhanced amenities (shelters, benches, information). A transit hub is often a good place for transit-oriented development.

Transit Priority Infrastructure:

Physical and technological improvements designed to enhance the efficiency and reliability of transit services.

Transit Priority Toolkit: A set of guidelines and tools developed by MTA to assist neighborhoods, elected officials, transit planners, and transportation engineers to consider how potential transit prioritizing treatments can fit into the roadway.

Transit Signal Priority: Transit signal priority is simply the idea of giving special treatment to transit vehicles at signalized intersections. Since transit vehicles can hold many people, giving priority to transit can potentially increase the person throughput of an intersection.

Transit-Oriented Development (TOD): A development approach that encourages intensifying and inter-mixing land uses (residential, office, retail, and entertainment) around transit stations or transit hubs, integrating public amenities (open spaces and landscaping), and improving the quality of walking and bicycling as alternatives to automobile travel.

Transportation Alternatives Program (TAP): A federal program that provides funding for projects that enhance the transportation system, such as pedestrian and bicycle facilities, community improvements, and environmental mitigation.

Transportation Network Company (TNC): A company that connects paying passengers with drivers who provide the transportation on their own non-commercial vehicles via website and mobile applications. Also known as mobility service providers (MSP) or on-demand transportation, such as Uber or Lyft.

Virginia Railway Express (VRE): A commuter rail service that connects Northern Virginia to Washington, D.C.

Zero-Emission Vehicles: A vehicle that emits no exhaust gas from the onboard source of power.



MDT MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION

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ZERO EMISSIONS BUS



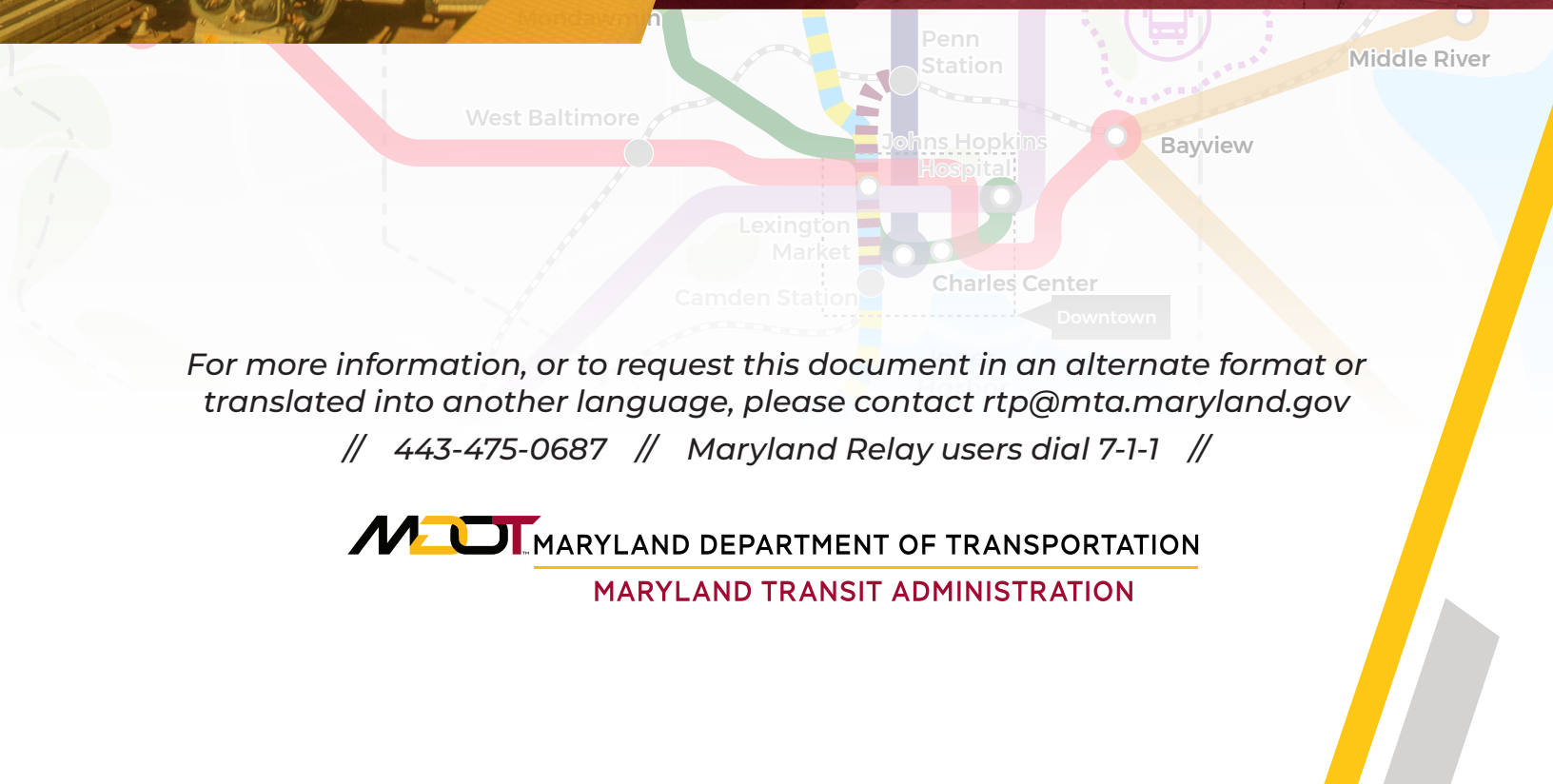
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Connecting Our Future

A Regional Transit Plan for Central Maryland

October 2025 Update



For more information, or to request this document in an alternate format or translated into another language, please contact rtp@mta.maryland.gov

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