

Tech Memo 1

RTP Corridors Progress

2025 Update to the Central Maryland Regional Transit Plan

This table documents progress for RTP corridors designated as “early opportunity” corridors in the 2020 RTP as well as mid- and long-term RTP corridors that were subject to RTP-branded or designated corridor studies since the adoption of the RTP

Corridor #	Cohort	RTP Corridor Name	MTA Project/Corridor Name
1	Early Opportunity	Morgan State Univ. to South Baltimore	<ul style="list-style-type: none"> ▪ Building Baltimore Penn Station Connections (awaiting completion of PGA to initiate Design) ▪ North-South Corridor Feasibility Study (2023) ▪ DBL pilot on Charles, Light Street (2023) ▪ Limited-Stop Study (updated 2023) ▪ BMORE BUS (2024)
	NOTES <ul style="list-style-type: none"> ▪ Charles & St Paul transit priority improvements in vicinity of Penn Station funded through RAISE ▪ N-S Alternative 4, 5 and 7 analyzed Charles/St Paul from Downtown to 33rd St and 33rd St from Charles/St Paul to Greenmount or Loch Raven Blvd ▪ DBL pilot on Charles Street and Light Street ▪ In Limited Stop Study, the segment of CityLink Green and CityLink Silver from Franklin St to North Ave is considered a "top tier" corridor suitable for QuickLink ▪ BMORE BUS evaluated, but did not advance to the final plan proposals, an increase of CityLink Silver weekday service 		
2	Early Opportunity	Glen Burnie to South Baltimore	<ul style="list-style-type: none"> ▪ Brooklyn Park Neighborhood Transportation Study (2023) ▪ SHA multimodal project to improve ped access to bus stops between Hammonds/Walton and MD 710 (underway) ▪ BMORE BUS (2024)
	NOTES <ul style="list-style-type: none"> ▪ AA County study looked at multimodal transportation improvements along MD 2 (https://www.aacounty.org/sites/default/files/2024-04/Brooklyn-Park-Neighborhood-Transportation-Study-Final-Plan.pdf). ▪ SHA project currently in development to improve pedestrian/bus stop access between Hammonds/Walton and MD 710. ▪ BMORE BUS proposes extension of LL 32 to Glen Burnie/Cromwell Light Rail station 		



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Corridor #	Cohort	RTP Corridor Name	MTA Project/Corridor Name
6	Early Opportunity	Towson to UM Transit Center	<ul style="list-style-type: none"> North-South Corridor Feasibility Study (2023) DBL Pilot on York Road (2023) Limited-Stop Study (updated 2023) BMORE BUS (2024)
	NOTES <ul style="list-style-type: none"> In Limited Stop Study, the segment of LL 54 from I-83 to 20th St. is considered a "medium-tier" corridor suitable for QuickLink service BMORE BUS proposes increased service standards for CityLink Red 		
12	Early Opportunity	Mondawmin to South Baltimore	<ul style="list-style-type: none"> Reisterstown at Fulton Next Phase Transit Priority Initiative (concept developed, funding not currently available to advance project) BMORE BUS (2024)
	NOTES <ul style="list-style-type: none"> Intersection identified as a slow point along Corridor 12 BMORE BUS proposes splitting CityLink Yellow for improved reliability and increased service standards for LL 26 and LL 29 BMORE BUS evaluated, but did not advance to the final plan proposals, an increase of CityLink Yellow weekday, weekend, and overnight service 		
13	Early Opportunity	Rogers Ave to City Hall	<ul style="list-style-type: none"> Garrison Blvd Transit Priority Initiative (study complete, waiting for construction funding) RAISE Transit Priority Project East-West Underway (underway) Red Line (underway)
	NOTES <ul style="list-style-type: none"> The Garrison TPI project is designing targeted investments to make bus service on Garrison Boulevard, Bloomingdale Road, and Poplar Grove Street faster, more convenient, and safer between Wabash Avenue and Edmondson Avenue. Improvements being designed include bus bulbs traffic signal adjustments, additional bus shelters, safer pedestrian crossings, and accessibility improvements 		

Corridor #	Cohort	RTP Corridor Name	MTA Project/Corridor Name
16	Early Opportunity	Ellicott City to Convention Center	<ul style="list-style-type: none"> East- West Corridor Feasibility Study (2022) - Now Red Line (underway) RAISE Transit Priority Project East-West (underway) Limited-Stop Study (updated 2023) BMORE BUS (2024)
	NOTES <ul style="list-style-type: none"> In Limited Stop Study, the segment of CityLink Blue from N. Smallwood St. to Cooks Ln. is considered a "medium-tier" corridor suitable for QuickLink service BMORE BUS proposes limited-stop regional service between Columbia and Downtown, including Ellicott City and the Convention Center BMORE BUS evaluated, but did not advance to the final plan proposals, an increase of CityLink Blue weekday service 		
17	Early Opportunity	West Baltimore to Bayview	<ul style="list-style-type: none"> East- West Corridor Feasibility Study (2022) - Now Red Line (underway) RAISE Transit Priority Project East-West (underway) Limited-Stop Study (updated 2023)
	NOTES <ul style="list-style-type: none"> In Limited Stop Study, the segment of CityLink Orange from E. Fayette St. to Eastern Ave is considered a "top-tier" corridor suitable for QuickLink service BMORE BUS also evaluated, but did not advance to the final plan proposals, an increase of CityLink Orange weekday service 		
18	Early Opportunity	Sparrows Point to Bayview	<ul style="list-style-type: none"> East Baltimore County Access Study (underway)
	NOTES <ul style="list-style-type: none"> Eastern Baltimore County Access Study identified a wide variety of specific corridors that could serve this origin-destination pair 		
19	Early Opportunity	State Center to Bayview	<ul style="list-style-type: none"> Limited-Stop Study (updated 2023)
	NOTES <ul style="list-style-type: none"> In Limited Stop Study, the segment of LL 22 from S. Conkling St. to Bayview Blvd is considered a "top-tier" corridor suitable for QuickLink service 		
20	Early Opportunity	Walbrook Junction to Berea	<ul style="list-style-type: none"> North Avenue Rising (completed 2022) Limited-Stop Study (updated 2023) BMORE BUS (2024)
	NOTES <ul style="list-style-type: none"> In the Limited Stop Study, the segments of CityLink GD from Monroe St. to I-83, from I-83 to Greenmount Ave., and from Greenmount Ave to N. Broadway are considered a "medium-tier" corridors suitable for QuickLink service BMORE BUS proposes increased service standards for CityLink Gold 		



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Corridor #	Cohort	RTP Corridor Name	MTA Project/Corridor Name
27	Early Opportunity	Ellicott City to Silver Spring	▪ FLASH BRT (US 29) Columbia extension (underway)
	NOTES ▪ FLASH service in Montgomery County started in Oct 2020. Current project is extension into Howard County; recent meeting materials from Howard County are at https://www.howardcountymd.gov/transportation/public-transportation/Flash/meeting_materials . ▪ Howard County previously studied service north of Columbia to Ellicott City (prior to RTP adoption) and did not advance service along that portion of the corridor. ▪ Revenue service anticipated in 2026		
5	Mid-Term Opportunity	Convention Center to Middle River	▪ East Baltimore County Access Study (underway)
	NOTES Segment from Bayview to Essex being studied as part of East Baltimore County Access Study		
8	Mid-Term Opportunity	Towson to South Baltimore	▪ North-South Corridor Feasibility Study (2023)
	NOTES Studied as part of RTP North-South Corridor Feasibility Study		
25	Mid-Term Opportunity	BWI Airport to Columbia Town Center	▪ Corridor #25 BWI to Columbia Pilot Feasibility Study (2022)
	NOTES Not an Early Opportunity corridor but explicitly an RTP-associated study. Information on https://www.baltometro.org/transportation/planning-areas/multi-modal-planning/transit-planning .		
7	Long-Term Opportunity	Towson to Hunt Valley	▪ North-South Corridor Feasibility Study (2023)
	NOTES Segment from Lutherville to Townson was studied as part of RTP North-South Corridor Feasibility Study and not recommended for further advancement at that time		

Tech Memo 2

Implementation Plan Strategies Progress

2025 Update to the Central Maryland Regional Transit Plan

This table lists the strategies contained in the 2020 RTP's five-year implementation plan and documents progress and completion of those strategies.

Status definitions are as follows:

- **Completed:** strategy has a defined endpoint that has been achieved
- **In Progress:** strategy for which progress has been made towards achieving a defined endpoint or implementing a standard practice
- **Ongoing:** strategy does not have a defined endpoint but has been implemented as a standard practice
- **Reassessed:** strategy for which further investigation resulted in substantial revision

Strategy	Sub-Strategy	Status	Notes							
I. Provide Faster, More Reliable Service										
Install real-time information displays at key transit hubs		In Progress	<ul style="list-style-type: none">▪ Real-time information signs installed in Metro.▪ Scope for Real-Time Information Strategic (RTIS) plan under development .							
Design and construct improvements at three transit hubs		In Progress	Mondawmin, Towson, Catonsville all in design now							
Support Amtrak design of a new Baltimore and Potomac (B&P) Tunnel on the MARC Penn Line		In Progress	Coordination is taking place							
Investigate and implement targeted investments for Local Bus and Commuter Bus:	An additional five corridors of Transit Signal Prioritization	In Progress	<ul style="list-style-type: none">▪ Current corridors are Red, Green, Brown, Lime, Gold, and Howard Street.▪ Brown, Lime, and Gold were completed after October 2020.▪ Blue and Orange will be completed as part of RAISE project.							
	An additional 10 miles of dedicated bus lanes	Completed	<div>Bus Lanes</div> <table><thead><tr><th>Miles</th><th>Date</th></tr></thead><tbody><tr><td>5.9</td><td>6/2021</td></tr><tr><td>13.5</td><td>8/2021</td></tr><tr><td>17</td><td>9/2023</td></tr></tbody></table>	Miles	Date	5.9	6/2021	13.5	8/2021	17
Miles	Date									
5.9	6/2021									
13.5	8/2021									
17	9/2023									

Strategy	Sub-Strategy	Status	Notes
I. Provide Faster, More Reliable Service (cont'd)			
Investigate and implement targeted investments for Local Bus and Commuter Bus (cont'd):	Traffic signal retiming on Howard Street	In Progress	Finishing up the following: <ul style="list-style-type: none"> ▪ Replacement of outdated TSP equipment ▪ Addition of new TSP enhanced signal controllers ▪ Addition of wireless communications Corridor will be retimes to benefit LR. Completion expected 1/2025
	Institute a curb management committee with the local jurisdictions	In Progress	Workgroup on Curb Space Management established by Chapter 751 (2024) with final report due by July 1, 2025.
	Explore level boarding, all-door boarding, and off-board fare collection	In Progress	<ul style="list-style-type: none"> ▪ We investigated all-door boarding as part of the fare-free study. ▪ Charm Pass is off-board fare collection but not exclusively.
Reintroduce MDOT MTA limited stop service where appropriate		Completed	<ul style="list-style-type: none"> ▪ QL40 started in August 2023. ▪ BMORE BUS vision plan includes 8 new QL to overlay CL Brown, Green, Lime, Pink, Red, Silver, plus LL 29 and 85.
II. Grow Ridership			
Actively pursue transit-oriented development opportunities around rail stations		Continual Commitment	Ongoing effort; primarily working with TSO. Specific examples within the region at Reisterstown Plaza, Rogers Ave, West Baltimore MARC, and Odenton MARC.
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		Completed	As part of MARC Growth and Transformation Plan, we have done 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 Virginia.
Convene a Task Force of MDOT MTA, state agencies, city and county agencies, business representatives, community representatives, and riders to focus on growing ridership		Reassessed	The proposed roles and responsibilities of this task force fall under the purview of the BRTC, established in 2024.
Develop a park-and-ride lot plan to grow the capacity and access to Commuter Bus		Reassessed	<ul style="list-style-type: none"> ▪ Changing travel patterns and markets have resulted in a reassessment of this strategy. ▪ The <i>MTA Commuter Bus Study</i> recommended new or modified routes to grow capacity and access, as opposed to more PNR lots.

Strategy	Sub-Strategy	Status	Notes
III. Increase Access to Jobs and Opportunities			
Initiate planning studies for two to three "Early Opportunity" Corridors		Completed	<ul style="list-style-type: none"> Two studies (E-W, N-S) completed; third (EBCAS) is underway.
Initiate and implement five Small Area Transit Plans		In Progress	<ul style="list-style-type: none"> Four plans completed; Ffth (Baltimore City) is launched.
Identify ways to improve coordination of private shuttles and the expansion of the use of Commuter Choice Maryland		Continual Commitment	<ul style="list-style-type: none"> MDOT launched new website BaltimoreCommutes.org to better advertise the program. However, further negative progress in participation (https://mdot.maryland.gov/OPCP/CommuterChoiceMarylandAnnualReport2023.pdf). Working with Tradepoint on restarting private shuttles, working with LDC on County Connector in Anne Arundel, Fort Meade transit planner
Identify and actively develop Shared Mobility hubs throughout the region		Continual Commitment	<ul style="list-style-type: none"> Worked with BCDOT to set up micromobility corrals at transit stations. Anne Arundel has added micromobility at LR stations as well.
IV. Improve the Customer Experience			
Identify ways to simplify fare structures and integrate payment systems throughout the region		In Progress	<ul style="list-style-type: none"> Charm Pass introduced and integrated into Transit App All Transit App users in the region have now been provided with Transit Royale premium service, There are currently 131,000 active monthly users of the Transit App Progress made on fare payment system overhaul
Enhance the cleanliness of stations, stops and vehicles using appropriate sanitization protocols		Continual Commitment	
Identify actions to reduce assaults on operators		Completed	<i>Operator Assault Prevention & Response Report (2021)</i>

Strategy	Sub-Strategy	Status	Notes
V. Be Equitable			
Provide equitable transit access to jobs, services, and other destinations in a just and fair manner, ensuring all users' needs are met. Transit riders can expect transit service and policies to help reduce barriers to opportunity and be involved in decision making.		Continual Commitment	Ongoing effort
Increase number of bus shelters located in low-income areas		Continual Commitment	<ul style="list-style-type: none"> ▪ Updated shelter scoring methodology will result in 20% increase in shelters in targeted census tracts. ▪ New methodology will be incorporated in Complete Streets Guide
Investigate and implement ways for further collaboration and coordination of transit service including the use of Shared Mobility options to improve transit access		Continual Commitment	
Create an Equity Manager position at MDOT MTA to proactively integrate an equity perspective into transit planning, service provision, and communication		Reassessed	Reassessed approach: <ul style="list-style-type: none"> - Staff trained to incorporate equity - Element of Complete Streets - OPP leadership will oversee that equity is considered
Include more opportunities for community member participation in transit projects, including involvement in project planning		Continual Commitment	2-person planning engagement team supplemented by consultants as needed.
Support policies and programs that improve transit access to economic and social opportunities such as affordable housing, jobs, education, grocery stores, recreation, and healthcare, particularly in underserved communities		Continual Commitment	MTA requesting participation in the following as they impact transit access and MTA projects: Land use planning, development review, and TOD
Improve the efficiency of paratransit services with a focus on increasing subscription trips, synchronizing paratransit span of service with local bus service, and improving trip scheduling		In Progress	<ul style="list-style-type: none"> ▪ Contractor reaching out to clients with standing trips to sign up for subscriptions ▪ Analyzing potential service changes to align with local bus (and evaluating impact to clients) ▪ Improving trip scheduling to enable more efficient routing to group trips
Review agency marketing and communications to ensure access for all people including those with vision, hearing, or speech disabilities or limited English language proficiency		In Progress	<ul style="list-style-type: none"> ▪ Arrange for translations of printed material, as well as in-person, virtual, and over-the-phone interpretation. ▪ All in-person meeting locations are accessible. ▪ Purple Line and Red Line, their staffs manages accommodation requests for their printed material and meetings.

Strategy	Sub-Strategy	Status	Notes
VI. Prepare for the Future			
Prioritize the rehabilitation and replacement of safety and service critical assets on schedule to maintain a state of good repair	Continual Commitment		<ul style="list-style-type: none"> Vehicle rehab and replacement <ul style="list-style-type: none"> Light Rail Metro vehicles, Facility upgrades and rehabilitation
Procure zero-emission vehicles and infrastructure for the MDOT MTA bus fleet	Continual Commitment		Seven BEBs have been procured and are now being run out of Kirk. MTA is slated to purchase another 40 BEBs.
Conduct a skills and software needs assessment across all providers	Completed		MTA completed a LOTS Software and Skill Assessment
Participate in the Baltimore Regional Transportation Board study of transit governance and funding	Completed		https://www.baltometro.org/transportation/planning-areas/transit-governance-funding
Improve coordination and collaboration ensuring transit investments are in line with state and local plans, that new development is transit supportive, and that efforts are made to concentrate investments in designated growth areas	Continual Commitment		<ul style="list-style-type: none"> Coordination with Baltimore City, Baltimore County and Harford County on development reviews is established. Anne Arundel and Harford County development reviews occur individually, upon MTA request
Identify and implement ways to reduce energy use, water use, and GHG emissions	In Progress		<ul style="list-style-type: none"> Drafted a Framework to Net Zero, which identifies potential strategies that MTA can implement into a Net Zero Plan. Next step is selecting those strategies and moving forward. We have also developed a Sustainability Dashboard that will have GHG baseline information in the near future. The ZEB transition is part of this effort.

Tech Memo 3

Transit Network Improvements Progress

2025 Update to the Central Maryland Regional Transit Plan

This document details the changes and improvements that have taken place since October 2020 among the Transit Network Improvements proposed in the 2020 Central Maryland Regional Transit Plan (RTP). Each first-order bullet corresponds to a recommendation from that section of the RTP, with progress noted by a second-order bullet or below.

Anne Arundel County

Improvements to Fixed-Route Services

- Arundel Mills
- Brooklyn Park
- Crofton
 - Crofton Connector (now 205) extended to include Crofton Country Club in November 2020
- Fort Meade/Odenton
- Glen Burnie
- Maryland City
- Parole (Annapolis Mall)
 - City of Annapolis launched Go! Time, a microtransit service covering Annapolis Mall, Downtown, and Eastport, in May 2022
 - <https://ridewithvia.com/news/annapolis-and-via-launch-on-demand-public-transit-service-as-part-of-city-dock-project>
- Severn

New Local and Express Transit Routes

- Arundel Mills
- Crofton
 - Anne Arundel County initiated a New Carrollton express route in Summer 2025. Stops include Westfield Mall, HST Park & Ride, and New Carrollton and the Davidsonville Park & Ride and Bowie Park & Ride
- Fort Meade/Odenton
 - North County Call N' Ride service launched in October 2022
- Glen Burnie/Cromwell
 - Gold Extension, providing service from Parole to Cromwell along MD 2, launched in July 2022.
 - Brooklyn Park Connector (now 204) launched in November 2020

- North County Call N' Ride service launched in October 2022

Improvements to Existing Rail Corridors

- Construct a fourth track between Odenton and Halethorpe on the MARC Penn Line
 - Amtrak initiated a project to develop conceptual design for BWI 4th Track – Phase 1 project in 2024. This project will address capacity issues for MARC and Amtrak trains by adding a new platform and making modifications to Grove interlocking.
- Remove at-grade crossings on MARC Camden Line

Small-Area Plans

- Fort Meade/Odenton
 - Completed February 2022

Shared Mobility Studies

- Fort Meade/Odenton
- Glen Burnie/Cromwell
- Parole (Annapolis Mall)
- Pasadena

Transit Hubs

- Arundel Mills
 - County has led project to enhance bus shelters and install electric bus chargers.
- BWI Airport
- Glen Burnie/Cromwell
- Parole (Annapolis Mall)
 - Proposed location for Parole Transit Hub has been changed to the Truman Park & Ride, and preliminary design is underway as of 2025.

Transit-Oriented Development

- BWI Business District
- BWI Rail Station
 - MDOT completed the MARC Penn Line TOD Strategy in October 2024, which identified the BWI MARC Station as a potential longer-term TOD opportunity.
 - <https://www.mdot.maryland.gov/tso/pages/newsroomdetails.aspx?newsId=852&PageId=38>
- Glen Burnie/Cromwell
 - AAEDC and MEDCO issued RFP for 7409 Baltimore Annapolis Blvd in May 2024
 - <https://www.aaedc.org/aaedc-announces-redevelopment-opportunity-in-glen-burnie-maryland/>
 - <https://www.aaedc.org/wp-content/uploads/2024/05/Request-for-Proposals-AAEDC-7409-Baltimore-Annapolis-Blvd-1.pdf>



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- Odenton
 - MDOT completed the MARC Penn Line TOD Strategy in October 2024, which identified the Odenton MARC Station as one of two near-term opportunities to pursue along the Penn Line.
 - <https://www.mdot.maryland.gov/tso/pages/newsroomdetails.aspx?newsId=852&PageId=38>
 - MDOT ORED issued a two stage RFQ/RFP solicitation in December 2024 for Phase 1 – West Lot parcel at Odenton
 - <https://www.mdot.maryland.gov/tso/pages/Index.aspx?PageId=214>
 - RFQ closed in January 2025 and ORED is conducting its evaluation process for shortlist respondents for an anticipated Spring 2025 RFP.
 - In parallel, Anne Arundel County is funding the design and delivery of a new parking garage on-site to consolidate transit needs to enable development (currently anticipated for 2027).

Baltimore City

Improvements to Fixed-Route Services

- Brooklyn
 - MTA is conducting Brooklyn/Curtis Bay Small Area Transportation Plan to identify improvements.
- Cherry Hill
 - Charm City Circulator Cherry Route launched on June 23, 2024
 - LocalLink 26 was extended to Patapsco LR, adding an additional connection from Cherry Hill to other transit.
- East Impact Area
- Inner Harbor
 - QuickLink 40 was introduced, creating faster East-West travel between Essex, Downtown, and Westgate.
- Park Heights Impact Area
 - New Metro railcars expected to enter service in Summer 2025
 - LocalLink 85 now provides service to North Ave Light Rail station
- Southwest Impact Area
- West Impact Area

New Local and Express Transit Routes

- Inner Harbor
- Belair Road (Overlea, Putty Hill, Perry Hall)
- Harford Road (Hamilton, Parkville)

Small Area Plans

- Inner Harbor
 - Has not advanced; replaced with Brooklyn/Curtis Bay due to changing priorities and uncertainty about Harborplace development.
 - Baltimore City Transit Development Plan did include analysis of Charm City Circulator routes, which are centered on the Inner Harbor.
 - <https://streetsofbaltimore.com/13288/widgets/84418/documents/56507>

Shared Mobility Studies

- Inner Harbor

Improvements to Existing Rail Corridors

- Upgrade Light Rail signal priority on Howard Street
- Realign Light Rail tracks on Howard Street
- Support Amtrak in the construction of a new Baltimore and Potomac (B&P) Tunnel on the MARC Penn Line
- The Design for the new Frederick Douglass Tunnel is currently underway, where MTA continues to provide both design and financial support to Amtrak.
- Remove at-grade crossings on the MARC Camden Line
- MDOT and MTA received \$1.5M under the Rail Crossing Elimination (RCE) Grant Program in FY 2022 for the construction of minor safety improvements at existing at-grade crossing as well as along-term study to grade separate the crossing on Warner Street.
- Replace West Baltimore MARC Station in coordination with the B&P Tunnel realignment
- The Design for the new West Baltimore MARC Station is currently underway, where MTA continues to provide both design and financial support to Amtrak.
- Establish a connection between the MARC Penn and Camden Lines
 - MTA is currently working on Preliminary Engineering and environmental assessment for the Penn-Camden Connector (PCC) project, with CRISI \$8.8M funding from the FRA Consolidated Rail Infrastructure and Safety Improvement Program (CRISI) in FY22.

Transit Hubs

- Baltimore Arena
 - MTA developed plans to refresh the streetscape but they did not advance to construction due to conflicts with arena renovations and then subsequent changes in funding priorities.
- Bayview Medical Center
 - MTA is developing transit hub plans for Bayview as part of the Red Line as well as the Bayview MARC station project, for which 30% design is underway in 2025.
- Camden Station
- Charles Center



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- MTA developed concepts in 2024 for improvements at the Charles Center east plaza, primarily related to addressing state of good repair needs, improving the accessibility of the space, and placemaking the area around the Metro entrance.
- Johns Hopkins Hospital
- Lexington Market
 - MTA developed concepts in 2024 for landscape improvements at multiple Metro including the Lexington Market south entrance.
- 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 HS, and surrounding intersections.
- Morgan State University
- Penn North Metro
- Penn Station
- Amtrak sought and won a total of \$231M in 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 bike/pedestrian path to improve connectivity between the station, existing bike/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.
- Rogers Avenue
 - MTA developed concepts in 2024 for landscape improvements at multiple Metro including Rogers Ave.
 - MTA replaced the passerelle at Rogers Avenue with a new, modern bridge in February 2024
 - MTA installed real-time information signs at Rogers Ave Metro in 2021
 - <https://www.mta.maryland.gov/articles/314>
- State Center/Cultural Center
- UM Medical Center
 - MTA worked with UMMC to update bus bay configuration and location as the hospital constructs the Stoler Center for Advanced Medicine, which is expected to open in 2026.
- Walbrook Junction
 - MTA conducted a high-level evaluation of a transit hub at Walbrook Junction in 2021 and determined that developing such a facility would not be feasible.
- 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.

Transit-Oriented Development

- Reisterstown Plaza
 - MDOT conducted an RFP and awarded exclusive negotiating privileges to Wabash Development Partners for TOD at Reisterstown Plaza in December 2021.
 - <https://mdot.maryland.gov/tso/pages/Index.aspx?PageId=160>
 - A conceptual “Vision Plan” for the Reisterstown Plaza TOD Site was created working with MDOT, MTA, Baltimore City, and Wabash Development Partners.
 - [Reisterstown Plaza TOD Book R2 DRAFT rev 06242024.pdf](#)
 - Using the “Vision Plan” as a base, the site concept plan was presented to Baltimore City’s “Urban Design & Architectural Advisory Panel” on July 18th, 2024 and recommended to advance the concept plan forward to site plan review.
 - MDOT sought and won a RAISE grant in June 2024 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 in 2024-25 for Rogers Ave Metro which is expected to be completed by late spring of 2025. The goal is to create a conceptual TOD vision for the Rogers Avenue Metro Site working with MDOT, MTA, MEDCO and Baltimore City agencies. Public infrastructure requirements will be identified and financial analysis will be completed to determine the feasibility and an implementation plan for the development of the site.
- Penn Station
- In coordination with development of a new Amtrak station concourse, Amtrak has engaged a partner to add new development in the vicinity but limited progress has been made due to changing market conditions.
- State Center
 - Baltimore City completed a State Center Vision and Market Study in 2024.
 - <https://planning.baltimorecity.gov/news/general-news/2024-05-22-state-center-market-and-conceptual-pre-development-study>
 - MDOT, DGS, and MEDCO issued an interagency RFP in June 2025 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.
 - <https://governor.maryland.gov/news/press/pages/governor-moore-announces-transitoriented-concept-to-advance-development-of-state-center-complex-in-baltimore-city.aspx>
- Westport
 - Private development is taking place along the waterfront adjacent to Westport Light Rail station, with the ultimate intent to build 1,225 residential units and 140,000 commercial SF. Groundbreaking took place in September 2024. MTA has closely collaborated with the developer to ensure access to and through the station for residents of visitors of both the new development and the historic Westport neighborhood.
 - <https://www.onewestport-baltimore.com/>

- West Baltimore MARC
 - MTA sought and was awarded a TOD Planning Grant for transit-oriented development at the West Baltimore MARC station; that effort will be underway in 2025
 - MDOT completed a strategic plan for TOD at six Penn Line stations, including West Baltimore, in October 2024
 - <https://www.mdot.maryland.gov/tso/pages/newsroomdetails.aspx?newsId=852&PageId=38>
- West Cold Spring
 - Baltimore City DHCD, Park Heights Renaissance, and Conifer Realty built 163 units of affordable housing across the street from the West Cold Spring Metro station, with groundbreaking in 2022 and leasing beginning in March 2025.
 - <https://coniferllc.com/properties/cold-spring-lane-apartments/>
 - <https://newsroom.coniferllc.com/247778-conifer-realty-announces-leasing-now-open-at-cold-spring-lane-apartments-in-baltimore>
- Penn North -
 - Since the original RTP was published in 2020, the West North Avenue Development Authority in Baltimore City was authorized by Chapters 80 and 81 of 2021. The Authority supports the development and approval of a comprehensive neighborhood revitalization plan in the West North Avenue Development Area and its buffer zone to benefit West Baltimore, the residents, and improve housing, neighborhoods, economic development, and transportation, including motor vehicles and pedestrian foot traffic to catalyst equitable economic development opportunities throughout West Baltimore which has been hindered by a history of disinvestment.
 - MDOT and WNADA to continue to work together to identify and advance TOD opportunities at Upton, Penn North, and Mondawmin.
- Upton
 - Since the original RTP was published in 2020, the West North Avenue Development Authority in Baltimore City was authorized by Chapters 80 and 81 of 2021. The Authority supports the development and approval of a comprehensive neighborhood revitalization plan in the West North Avenue Development Area and its buffer zone to benefit West Baltimore, the residents, and improve housing, neighborhoods, economic development, and transportation, including motor vehicles and pedestrian foot traffic to catalyst equitable economic development opportunities throughout West Baltimore which has been hindered by a history of disinvestment.
 - MDOT and WNADA to continue to work together to identify and advance TOD opportunities at Upton, Penn North, and Mondawmin.
- Lexington Market
 - The fully new Lexington Market opened on January 31, 2023, with a variety of vendors and restaurants along with event space and a new outdoor plaza.
 - <https://www.wmar2news.com/local/new-look-lexington-market-officially-reopens-tuesday>

Baltimore County

Improvements to Fixed-Route Services

- Cockeysville
- Dundalk (Wise Avenue)
- Essex
 - QuickLink 40 was introduced, creating faster East-West travel between Essex, Downtown, and Westgate.
- MD 43 (Crossroads)
- Middle River
- Perry Hall
- Randallstown
- Reisterstown/Glyndon
- Towson
- Tradepoint Atlantic
 - Introduction of Express BusLink 163 and Gardenville pattern of LocalLink 63 improved access to TPA.
- White Marsh
 - Extension of LocalLink 33 to White Marsh created a one-seat ride from the Northern Parkway corridor

New Local and Express Transit Routes

- Belair Road (Overlea, Putty Hill, Perry Hall)
- Harford Road (Hamilton, Parkville)
- MD 43 (Crossroads)
- Essex
- Middle River
- Owings Mills
- Perry Hall
- Pikesville
- Towson
 - Baltimore County launched The Loop, a free network of two local circulator shuttles serving the Towson area.
 - <https://baltcoloop.com/>
- Tradepoint Atlantic
- White Marsh

Small Area Plans

- Dundalk
- Towson

- Final report for the Towson Circulator completed September 2020
 - https://www.baltimorecountymd.gov/files/Documents/Public_Works/traffic/circulator-final-report.pdf
- Tradeport Atlantic
 - Completed October 2023

Shared Mobility Studies

- Dundalk
- Hunt Valley
- Owings Mills

Improvements to Existing Rail Corridors

- Make necessary investments to complete and open the Light Rail station at Texas in the Cockeysville area
- Enhance the Martin State Airport MARC station by eliminating at-grade passenger boarding
 - In Winter 2025, MTA completed the conceptual design to construct new high-level platforms and pedestrian overpass, along with other safety improvements at the Station. The project received \$7.9M funding for full design + NEPA from FTA's All Stations Accessibility Grant Program in FY23.
- Construct a fourth track between Odenton and Halethorpe on the MARC Penn Line
 - Amtrak initiated a project to develop conceptual design for BWI 4th Track – Phase 1 project in 2024. This project will address capacity issues for MARC and Amtrak trains by adding a new platform and making modifications to Grove interlocking.

Transit Hubs

- Essex
- Owings Mills
- Patapsco
 - MTA has received TAP funding in FY2021 and a federal earmark in FY2024 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.
- Towson
 - MTA completed concept designs for a transit hub along the south side of Fairmount Ave in 2024 and intends to pursue 30% design of the hub during 2025.
- White Marsh
 - MTA has worked closely with the apartment developer at the former Sears (Bavar Properties) to make sure transit is adequately served at the Mall property as it transitions to new land uses.

Transit-Oriented Development

- 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 in January 2022.
 - <https://kpproud-midatlantic.kaiserpermanente.org/kaiser-permanente-opens-new-next-generation-medical-center-in-baltimore-county/>
- Martin State Airport
 - A 171,190 square foot Wal-Mart Supercenter is under development just north of the station, with anticipated opening in 2025-26.
 - MDOT completed a strategic plan for TOD along the Penn Line in October 2024 that identified Martin State as a longer-term opportunity.
 - <https://www.mdot.maryland.gov/tso/pages/newsroomdetails.aspx?newsId=852&PageId=38>
- Halethorpe
 - MDOT completed a strategic plan for TOD along the Penn Line in October 2024 that identified Halethorpe as a longer-term opportunity.
 - <https://www.mdot.maryland.gov/tso/pages/newsroomdetails.aspx?newsId=852&PageId=38>
- Owings Mills
 - Owings Mills Metro Centre continued to expand with a Marriott hotel with 229 guest rooms and nearly 15,000 square feet of event space opening in May 2022. A second hotel and full North Campus development are further planned. As development on the South Lot continues, MDOT continues to review and provide feedback on document language for the Developer's refinancing of long-term financing.

Harford County

Improvements to Fixed-Route Services

- Aberdeen and Aberdeen Proving Ground
- Bel Air, Edgewood, Abingdon
 - Reduced service hours (off-peak) on three buses due to lack of ridership
- Havre de Grace
- Cecil
 - Updated Rt. 5 Teal line for improved service (peak and off-peak), which also includes improved headways which now the Teal line meets five other buses hourly at the Aberdeen transfer location

New Local and Express Transit Routes

- Aberdeen and Aberdeen Proving Ground

- Edgewood

Small Area Plans

- Aberdeen
 - Areas of Persistent Poverty (AoPP) microtransit study to start March 2025
- Northwest Bel Air/ Forest Hill
 - Completed July 2022
- Edgewood
 - AoPP microtransit study to start March 2025

Shared Mobility Studies

- Aberdeen and Aberdeen Proving Ground
- Northwest Bel Air/ Forest Hill

Improvements to Existing Rail Corridors

- Explore closing the gap in regional rail service between MARC Train and SEPTA service through Newark, Delaware
- In 2024, MTA completed Preliminary Engineering to construct a new station in Elkton, MD. This station will support future MARC Penn Line extension into Delaware. Preliminary environmental assessment is underway with anticipated completion in Spring 2025.
- In 2024, MTA started developing the MARC Growth and Transformation Plan to set the long-term vision and investment program for MARC service. As part of this plan, future service levels and capital investments were identified to close the gap between MARC and SEPTA services. The plan will be published in **Spring 2025**.

Transit Hubs

- Aberdeen Train Station
 - Harford Transit LINK updated electronic screens at the station.
 - The City of Aberdeen was awarded a Transportation Alternatives (TA) grant for the Aberdeen Station Connectivity Enhancement Project for a total of \$800,000 for the design of station access improvements, with MTA providing the match. The TA project built sidewalks, ADA compliant ramps, bollards, and landscaping; installed lighting and bike racks; and improved wayfinding and signage around the station. The project was completed in 2023.
 - Amtrak is leading a project called Aberdeen ADA Station Project to allow for level boarding at the Aberdeen Station as well as build a new ADA compliant overpass. MTA has contributed \$7M towards design and the project is currently at 60% design, with an 100% Design to be reached in March 2025. Construction anticipated to begin Summer 2026.
- The Harford Mall (Bel Air)



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- Construction of the Shops at Harford Mall (the main transfer location for Harford Transit LINK in Bel Air) created an opportunity to develop a more open, visible, and bright bus stop in 2023.
- Edgewater Village Shopping Center (Edgewood)
 - Harford Transit partnered with Harford County Housing and Community Services who programmed Community Development Block Grant Programs (CDBG) for the design and engineering of 13 stops at shopping center. Additional funds were available to complete the construction for that location.
 - Harford Transit LINK updated electronic screens

Transit-Oriented Development

- Aberdeen
 - In 2023, the City of Aberdeen was awarded a \$4M Federal earmark for their Station Square enhancement project for the MARC station. In 2024, the City of Aberdeen was awarded an additional \$1.6M through Reconnection Communities and RAISE in Federal grants, bringing the total project (with local matches) to \$7M. The funding is allocated for Design and NEPA for the City's Aberdeen Station Square TOD plan to build an underpass to the NEC as well as other amenities adjacent to the Aberdeen Train Station.
 - MDOT completed a strategic plan for TOD along the Penn Line in October 2024 that identified Aberdeen as a longer-term opportunity.
 - <https://www.mdot.maryland.gov/tso/pages/newsroomdetails.aspx?newsId=852&PageId=38>
- Edgewood
 - MDOT completed a strategic plan for TOD along the Penn Line in October 2024 that identified Edgewood as a longer-term opportunity.
 - <https://www.mdot.maryland.gov/tso/pages/newsroomdetails.aspx?newsId=852&PageId=38>

Updated Technology

- Completed a multijurisdictional Routing and Dispatching Hardware and Software upgrades.
- Installed digital infotainment signage on all transit vehicles. Improved customer experience and working with the current advertising contractor to utilize this area to complement already outstanding exterior bus ad revenue.
- Implemented QR Bus stops, transferring service into new PassioGo! App for a "Request Stop"

Howard County

Improvements to Fixed-Route Services

- Columbia
- Columbia Gateway

- Elkrige
- Ellicott City
 - Route 405 was restructured to focus on local service in Ellicott City, extending the route westward along US 40 and adding stops at Pine Orchard Apartments and Goodwill while maintaining many existing stops. (July 2023)
 - To increase efficiency on Route 405, some stops were consolidated, relocated, or discontinued, and some areas were transitioned to RTA Mobility service. (July 2024)
 - New stops were introduced along Route 505 in response to public feedback, improving access along key corridors such as Laurel Bowie Rd and Baltimore National Pike. (March 2024)
- Hickory Ridge
- Jessup
- Laurel
- Montgomery Woods
- North Laurel
- Route 1 Corridor
- West Elkrige (Waterloo, Woodland Village)

New Local and Express Transit Routes

- Clarksville
 - Route 410 began providing weekday hourly service between the Mall in Columbia and Homewood Center/BOE. (November 2024)
- Columbia
- Elkrige
- Ellicott City
 - The new Route 505 was implemented to replace segments of the Route 405 and expand service eastward along US 40 to Catonsville, improving connections to employment centers, shopping areas, and regional transit links. (July 2023)
 - Limited on-demand service was implemented for residents at Park View at Ellicott City Senior Apartments on the Route 405. (November 2024)
- Jessup
- Kings Contrivance
- Laurel
- Maple Lawn
- Route 1 Corridor
 - HoCo RapidRide, a microtransit service for the US 1 corridor, launched in March 2025
 - <https://www.howardcountymd.gov/News031425b>
- Savage
- West Elkrige (Waterloo, Woodland Village)

Small Area Plans

- Route 1 Corridor
 - Completed February 2022
- Savage

Shared Mobility Studies

- Dunloggin
- Hickory Ridge
- Maple Lawn
- Turf Valley (West Friendship)

Improvements to Existing Rail Corridors

- Remove at-grade crossing on MARC lines

Transit Hubs

- Columbia Town Center

Transit-Oriented Development

- Dorsey
 - MDOT's Office of Real Estate issued a Request for Proposals for TOD at the Dorsey MARC station in November 2021.
 - Two responses were received but were not consistent with the development vision and goals and objectives of TOD for the site.
- 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.



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Parcel/Lot	Parcel Size (acres)	Phase	Building Designation	Projected Use	Office (SF)	Retail (SF)	Residence (Units)	Parking
Parcel A-2	4.73	4	BLDG C1	Mixed Use	223,000	25,600	-	-
		4	BLDG C2	Mixed Use	236,000	26,300	-	-
		4	Garage #1	Parking	-	-	-	1852
Parcel B-1	9.76	1	BLDG A1	Residential Condo	-	-	16	-
		1	BLDG A2	Residential Condo	-	-	16	-
		1	BLDG B1	Residential Condo	-	-	16	-
		1	BLDG B2	Residential Condo	-	-	16	-
		1	TH11-10	Residential Stacked Condo	-	-	10	20
		1	TH11-30	Residential Stacked Condo	-	-	20	40
		1	TH31-40	Residential Stacked Condo	-	-	10	20
		1	TH41-56	Residential Stacked Condo	-	-	16	32
		1	TH57-64	Residential Stacked Condo	-	-	8	16
		1	TH65-82	Residential Stacked Condo	-	-	18	36
		1	TH83-100	Residential Stacked Condo	-	-	18	36
		1	TH101-116	Residential Stacked Condo	-	-	16	32
		1	TH117-126	Residential Stacked Condo	-	-	10	20
		1	TH127-144	Residential Stacked Condo	-	-	18	36
		1	TH145-156	Residential Stacked Condo	-	-	12	24
				On-Street Parking	-	-	-	157
Parcel B-2	0.83	2	BLDG E1	Residential Condo	-	-	24	32
		2	BLDG E2	Residential Condo	-	-	24	32
Parcel B-3	0.20	3	BLDG F	Retail Use	-	4,000	-	0
Parcel C-1	19.95	4	BLDG C3	Mixed Use	191,000	23,500	-	-
		2	BLDG D	Residential Apartment	-	-	260	-
		2	Garage #2	Parking	-	-	-	468
		3	BLDG G	Retail Use	-	5,000	-	-
		4	BLDG H	Mixed Use	-	42,600	320	-
		4	Garage #3	Parking	-	-	-	822
		3	BLDG J1	Residential Condo & Garage	-	-	28	34
		3	BLDG J2	Residential Condo & Garage	-	-	24	24
		3	BLDG J3	Residential Condo & Garage	-	-	24	24
		3	TH157-172	Residential Stacked Condo	-	-	16	32
		3	TH173-188	Residential Stacked Condo	-	-	16	32
		3	TH189-198	Residential Stacked Condo	-	-	10	20
		3	TH199-206	Residential Stacked Condo	-	-	8	16
		3	TH208-214	Residential Stacked Condo	-	-	8	16
		3	TH215-222	Residential Stacked Condo	-	-	8	16
		3	TH223-232	Residential Stacked Condo	-	-	10	20
				On-Street Parking	-	-	-	94
Lot D	6.52		NA	Forest Cons. Esmt	-	-	-	-
Lot E-1	8.81		NA	Open Space	-	-	-	-
Lot F-1	1.85		NA	Open Space	-	-	-	-
Lot G	2.45		NA	Open Space	-	-	-	-
Lot H	0.50		NA	Open Space	-	-	-	-
Lot I	0.11		NA	Open Space	-	-	-	-
Parcel J	0.69		NA	Entrance Strip	-	-	-	-
Parcel K-1	6.69		NA	Entrance Strip	-	-	-	-
Parcel L	0.25		NA	Entrance Strip	-	-	-	-
TOTAL	63.33				650,000	127,000	1,000	4103

- *THE AREAS AND DENSITIES IN THE ABOVE CHART MAY BE SHIFTED BETWEEN BUILDINGS
- Units tabulation from S-19-011 with constructed units highlighted.

Improve Existing Rail Corridors

All Rail Modes

- Provide real-time passenger information online, at major transit hubs, rail stations, and on transit vehicles
 - All MTA transit modes now have real-time information available through the Transit App and the MTA website
 - All MTA rail stations have real-time arrival signs
 - Key transit hubs (such as Mondawmin, Penn Station, Rogers Ave, and West Baltimore) have real-time information signs for buses
- Maintain transit vehicles and facilities in a state of good repair
 - MTA completed a midlife overhaul of the entire Light Rail fleet



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- Deliveries of new Metro railcars began in 2023, with entry into service taking place in summer 2025.
- Complete installation of closed-circuit television (CCTV) at all rail stations and transit hubs and on all transit vehicles
 - MTA has added CCTV at 3 additional rail stations since 2020, for a total of 50 out of 89 total Metro, Light Rail, and MARC stations.
 - All transit vehicles are equipped with cameras.
- Install Electric Vehicle (EV) charging devices at station parking lots along the Metro Subway, Light Rail, and MARC Train system

Jurisdiction	Light Rail	Metro	MARC	Total
Anne Arundel County	7		3	10
Baltimore City	14	11	3	28
Baltimore County	11	3	3	17
Harford County			2	2
Howard County			3	3
RTP Region Subtotal	32	14	14	60
Berkeley County			1	
Cecil County			1	
Frederick County			4	
Jefferson County			2	
Montgomery County			11	
Prince Georges County			8	
MARC Outside RTP Region Subtotal			27	

- Enhance the cleanliness of stations and vehicles using appropriate sanitization protocols
- Form a Task Force of MDOT MTA, state agencies, city and county agencies, business representatives, community representatives, and riders to evaluate and implement tools to grow ridership

Light Rail

- Improve travel time on Howard Street with transit signal priority
 - In 2024-25, MTA replaced outdated TSP equipment, added new TSP-enhanced signal controllers, and added wireless communications along Howard Street. Additionally, MTA and Baltimore City DOT worked together to retime Howard Street for the benefit of Light Rail.
- Realign tracks on Howard Street
- When existing rail vehicles are retired, replace with low-floor vehicles and retrofit stations for level-boarding



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- 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.
 - <https://www.mta.maryland.gov/articles/430>
- Minimize service disruptions to Light Rail through erosion control, flood mitigation, and tree trimming
 - Since 2020, MTA has identified and inventoried approximately 650 trees along Light Rail that pose a threat to service reliability and has removed approximately 70 percent of those trees.
 - Flood mitigation projects have taken place in Cockeysville, Mount Washington, Baltimore Highlands, and Cromwell
 - Erosion and slope stabilization projects have taken place at Woodberry, 41st Street, and North Avenue.
- Make the needed investments to complete and open the Light Rail station at Texas in the Cockeysville area
- Connect Light Rail to Metro Subway at Lexington Market and State Center through better signage and wayfinding, and other physical infrastructure investments
 - MTA worked with the Downtown Partnership in between June and November 2024 to identify potential improvements to better connect the Lexington Market Metro and Light Rail stations that could be constructed by the Downtown Partnership.
- Expand Light Rail service hours and frequency, including Sunday service

Metro Subway

- 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, in the summer of 2025. 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.
- Connect Metro Subway to Light Rail at Lexington Market and State Center through better signage and wayfinding, and other physical infrastructure investments
 - MTA worked with the Downtown Partnership in between June and November 2024 to identify potential improvements to better connect the Lexington Market Metro and Light Rail stations that could be constructed by the Downtown Partnership.
- Provide underground cellular service on Metro Subway

MARC Train

- Support Amtrak construction of a new Baltimore and Potomac (B&P) Tunnel on the MARC Penn Line
- Construct a fourth track between Odenton and Halethorpe on the MARC Penn Line



Connecting Our Future

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- Amtrak initiated a project to develop conceptual design for BWI 4th Track – Phase 1 project in 2024. This project will address capacity issues for MARC and Amtrak trains by adding a new platform and making modifications to Grove interlocking.
- Work with host railroads to accommodate growing ridership
- Replace West Baltimore MARC Station in coordination with Baltimore and Potomac (B&P) Tunnel realignment
- Study extending MARC service to L'Enfant Plaza in Washington, D.C., and Northern Virginia
 - MARC and VRE implemented a ticket cross-honoring agreement, launched in August 2024, that allows trip continuations between Maryland and Virginia at no additional cost.
 - <https://www.mta.maryland.gov/articles/458>
 - As part of MARC Growth and Transformation Plan, MTA has done a market assessment and rail operations analysis for this extension and identified a phase-based service plan that includes pilot service to Virginia.
 - <https://www.mta.maryland.gov/marc-growth-plan>
- Identify bus structure and service improvements at MARC stations
- Study closing the commuter rail gap to the north and providing connectivity to SEPTA in Delaware and Pennsylvania
 - As part of MARC Growth and Transformation Plan, MTA has done a market assessment and rail operations analysis for this extension and identified a phase-based service plan that includes pilot service to Delaware.
 - <https://www.mta.maryland.gov/marc-growth-plan>
- Explore opening additional stations where indicated by demand
- Establish a connection between the MARC Penn and Camden Lines
- Coordinate with Amtrak to facilitate transfer improvements at Penn Station and BWI Marshall Airport
- Eliminate all at-grade pedestrian crossings on MARC service
- Install new flashing light signals at all rail-highway crossings

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 Plan recommends evaluating transit-oriented development at all Light Rail, Metro Subway, and MARC Train stations.
 - The 2024 Moore-Miller State Plan highlighted TOD as an important tool for addressing the State's housing crisis and spurring economic development.
 - In February 2025, MDOT launched the TOD Capital Grant and Revolving Loan Fund through the Equitable & Inclusive TOD Enhancement Act (HB12), a \$5 million fund to support local jurisdictions and development partners in advancing projects at State-Designated TOD Sites and at stations where the state does not own land.
 - MTA published a Checklist for Incorporating Transit in an MTA Passenger Rail Station Transit Oriented Development in Spring 2025. The document simply and clearly enumerates TOD best practices that all development projects at or adjacent to MTA stations should follow to maximize the transit compatibility of the development.



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- In March 2025, MDOT is seeking to advance the Baltimore Core Service Area TOD Action Agenda to look broadly at TOD opportunities in MDOT's core service area and Baltimore region and to maximize the return on the State's transportation investments in the area.

Analysis and Methodology Details

2025 Update to the Central Maryland Regional Transit Plan

This document provides additional technical details from the Transit Market and Demand Analysis findings in Chapter 3 of the RTP Update and provides greater detail regarding the methodology that yielded the corridor recommendations in Chapter 4 of the RTP Update.

Transit Market and Demand in the Region

Introduction

Transit market and demand refer to the patterns of where, when, and how people travel by transit, and they are shaped by factors such as population, employment, land use, and economic activity. These patterns evolve gradually over time, shaped by sustained economic development efforts like Tradeport Atlantic and disrupted by episodic events like the Covid pandemic. 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. This synthesized two main analyses: a Transit Demand Analysis and a Service Allocation Analysis.

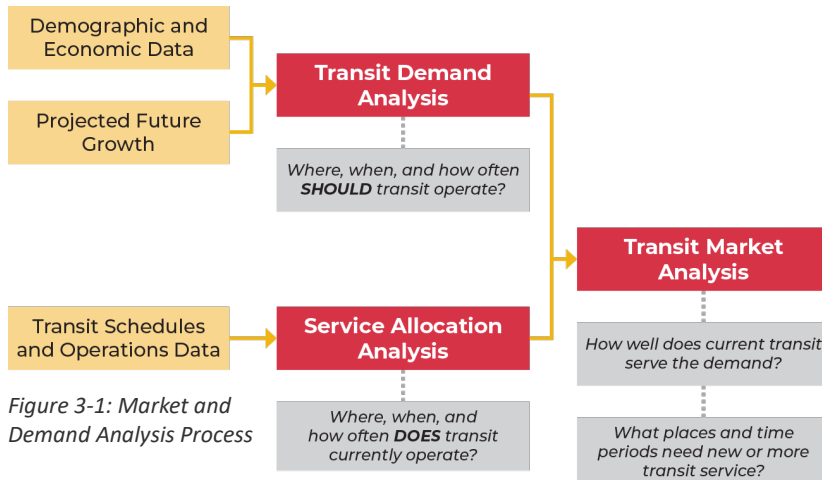


Figure 3-1: Market and Demand Analysis Process

Data Sources for the Analysis

BMC Cooperative Forecasts:

projections of future growth based on local plans and expectations and agreed upon by regional stakeholders

American Community

Survey: detailed demographic and economic data from the US Census Bureau

Replica: a simulation of all trips taken in the region that allows for origin/destination, time-of-day, and demographic analyses

Transit agencies: current service information (routes and schedules)

By comparing the findings from each analysis, the Transit Market Analysis seeks to assess how well current transit service accommodates existing demand and identifies places and time periods that may need more or new service in the future. The answers to these questions can be found in greater detail in subsequent sections, but the top-level findings can be summarized in nine key takeaways:

What types of trips are taking place?

- 1) Although transit ridership dropped significantly during the pandemic, ridership has steadily increased since the low point in 2021.
- 2) The growth in non-work trips has been greater than the growth of work trips.

When are those trips taking place?

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

Where are people traveling?

- 4) Regional travel flows are growing despite the perception of a steep drop in commuting.
- 5) Almost all travel growth has taken place along RTP corridors, in inner and outer suburbs and in urban areas.
- 6) Employment growth is expected to continue, including in Baltimore City.
- 7) Work trips have increased despite post-Covid increase in teleworking.
- 8) Travel growth is diverging between the region’s core and suburban corridors.
- 9) Limited growth in transit coverage has occurred over the past five years.

Overall, these findings support continuing to prioritize and advance corridors from the 2020 RTP and do not suggest a need for any additional corridors.

Transit Demand Changes Since 2020

Fundamentally, there have been no major changes in transit demand since 2020 despite the tumult of the Covid pandemic. Modest projections in growth held true, and data indicate some positive changes that may run counter to public perception.

What types of trips are taking place?

Although the Covid pandemic led to some shifts in the way people use transit—such as an increase in teleworking—these shifts have not decreased overall demand. Indeed, while work trips are lower than pre-pandemic levels (down four percent relative to all trips), overall regional demand has increased by 10 percent, led by increases in trips for shopping, eating, socializing, and recreation (see **Figure 3-1**). In line with overall growth projections, Demand Response ridership and LOTS ridership outside the Core area are now exceeding pre-pandemic levels (see **Figure 3-2**).

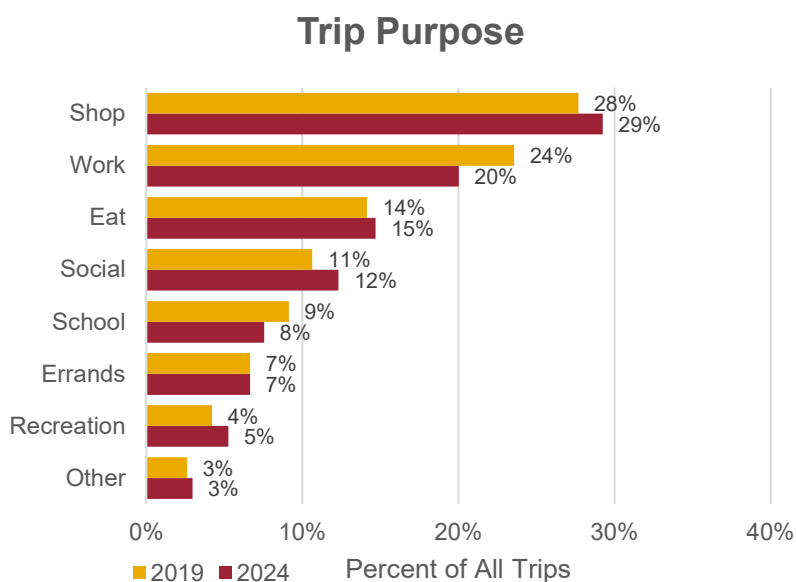


Figure 3-2: Trip Purpose - 2019 and 2024

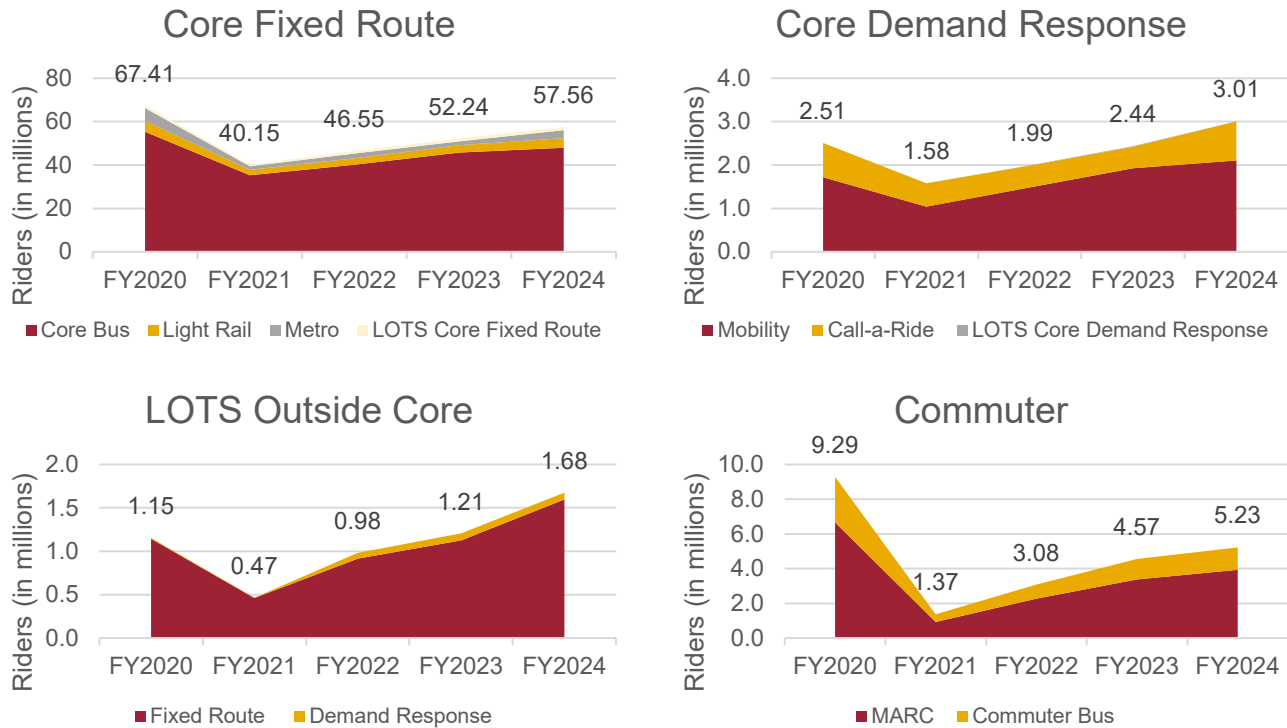


Figure 3-3: Ridership by Service Type, FY 2020 - FY 2024

When are those trips taking place?

Observations of trip timing between 2019 and 2024 reveal that while overall growth in demand is within the expected range, the timing of trips has shifted to reflect the new realities of more remote work combined with growth in social and commercial activity. The small dip in work trips between 2019 and 2024 combined with the increase in non-work trips is reflected in less-pronounced peaks in the traditional commute periods but increases in ridership at many other times of day. Overall, the AM peak period has seen larger declines than the PM peak period, but some travel flows have still retained the more traditional (busier) peak periods. See **Figure 3-4** for a systemwide average trip start time throughout the day.

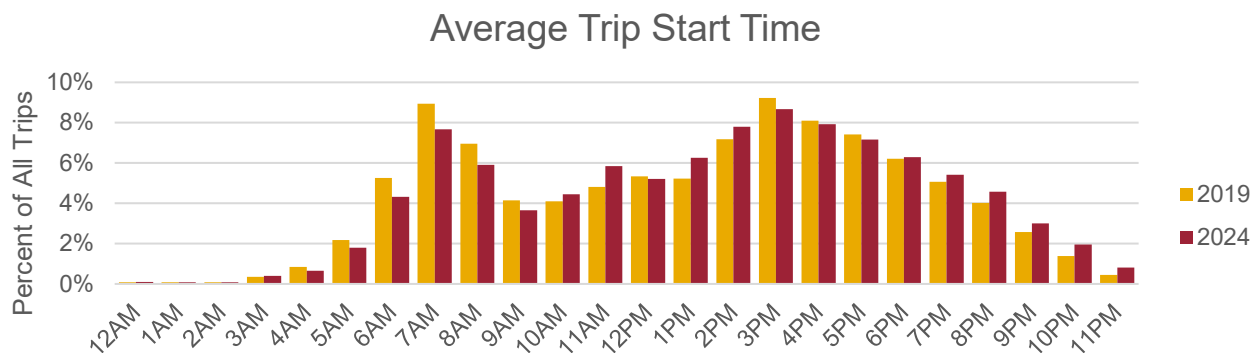


Figure 3-4: Systemwide Changes to Trip Start Times, 2019- 2024

Where are people traveling?

Chapter 5 of the 2020 RTP identified geographic areas that would need improvement in the future by answering a number of questions, such as: where will jobs be in the future? Where will people live in 25 years?

Since 2020, demand for travel in the region has grown by approximately 25 percent, including growth in urban areas, inner suburbs and outer suburbs, but that growth has been highly concentrated along RTP corridors, as shown in **Figure 3-5**. Growth has been strong within the Baltimore City/Baltimore County core, collectively within Howard County and Anne Arundel County subregion, and within Harford County. However, travel growth between those subregions has been much weaker. In other words, people are traveling more within the counties or the city where they live, and less from one county (or the City) to another, except for between Baltimore City and Baltimore County.

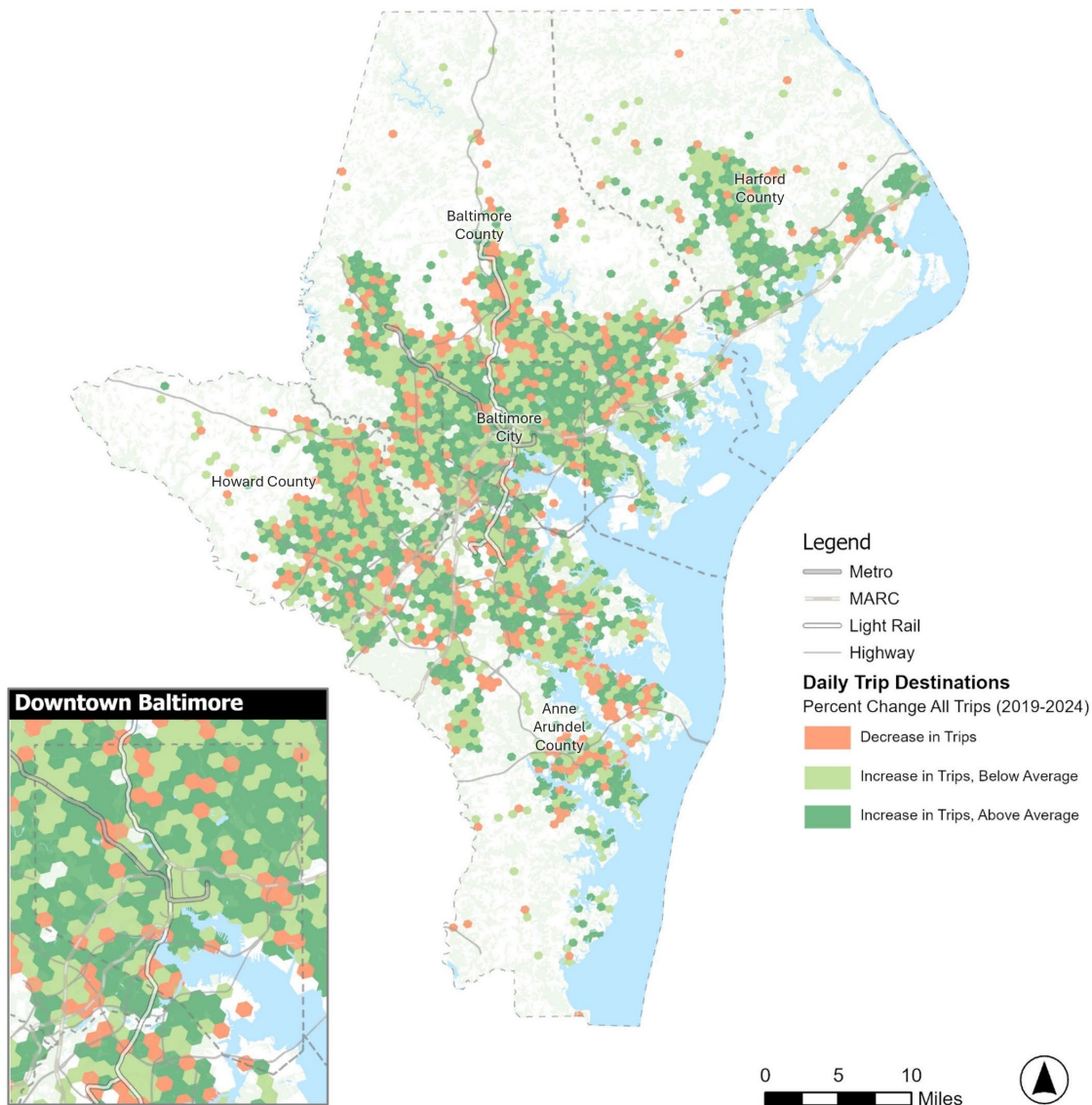


Figure 3-5: Change in Trip Destinations (2019–2024)

The past five years have also seen limited expansion of transit coverage, including small increases in LOTS service coverage at the edges of existing service areas—such as the extension of RTA service farther west along US 40—and enhancements to Anne Arundel County Transit, Charm City Circulator, and the new Towson Loop in the core service area.

Employment growth is forecast across the region, including Baltimore City and in suburban concentrations in Columbia, Annapolis, Fort Meade, Bel Air, and the BWI Airport region. Work trips have increased regionally by 10 percent since the 2021 low, with areas of increase and decrease mixed and distributed across the region. This suggests that despite 2025's greater prevalence of hybrid working arrangements, job growth can still generate transit demand.

Alongside regionwide initiatives to promote and expand TOD (**Chapter 6**), these growth forecasts reaffirm the need to advance development of high-quality transit along certain corridors so that high-quality transit is available to capture travel growth as it occurs.

Transit Supply Changes Since 2020

MTA and the LOTS have adjusted and improved the transit service they supply in response to changing conditions since 2020. These include enhancements within MTA's core service area and limited expansions at the edges of the LOTS coverage areas.

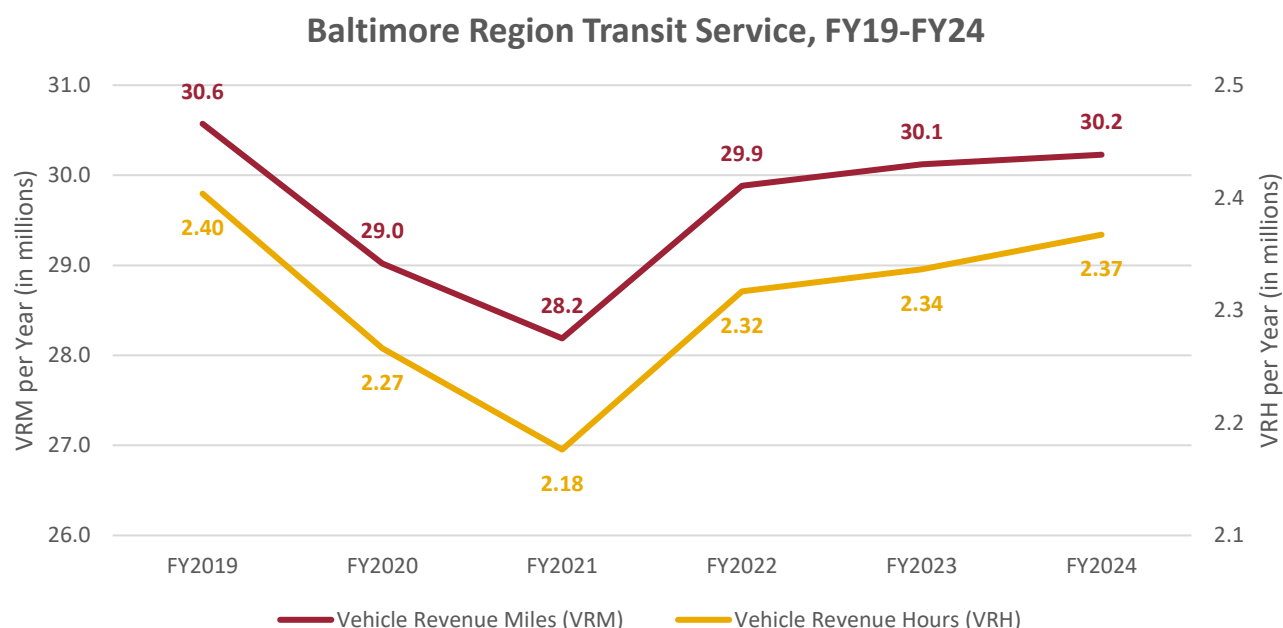


Figure 3-6: Baltimore Region Transit Service Supplied, FY2019–FY2024

Across the region (including MTA core and LOTS fixed-route modes), transit vehicle revenue miles (VRM) and revenue hours (VRH) declined steeply in the early phase of the Covid pandemic but have rebounded to near pre-Covid levels.

Geographically, modest changes in the total number of scheduled trips have occurred regionwide. Areas of increase were located in northeastern and southern Baltimore City, northern and eastern Anne Arundel County and eastern Baltimore County, while northwestern Baltimore City, inner north and west Baltimore County, Columbia, and western Anne Arundel county saw mild decreases.

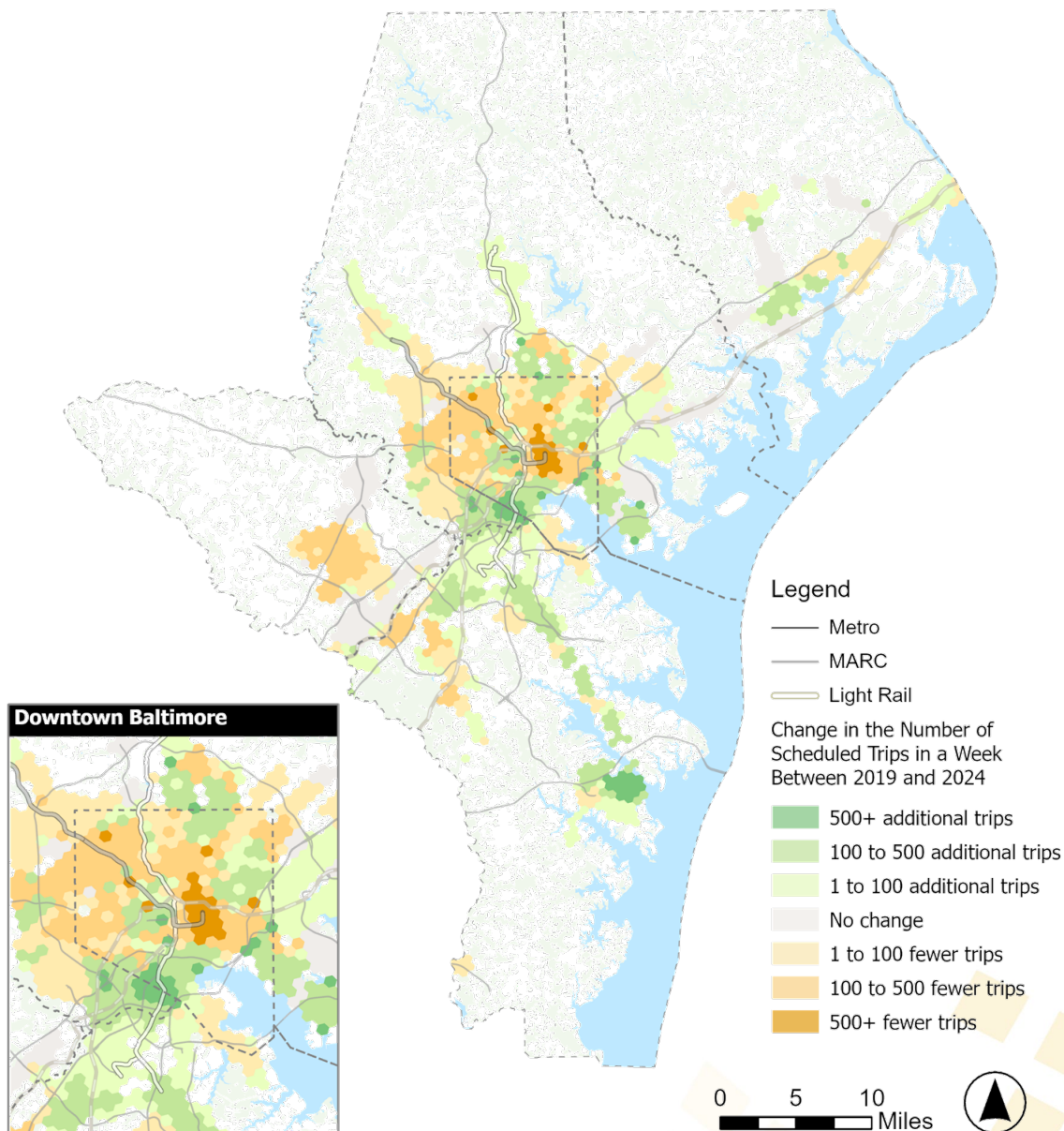


Figure 3-7: Changes in Scheduled Trips per Week (2019—2024)

3. Updated Corridor Recommendations

Introduction

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 used in 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 strategy cohorts 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. **Figure 4-1**, below, illustrates how MTA placed RTP corridors into strategy cohorts.

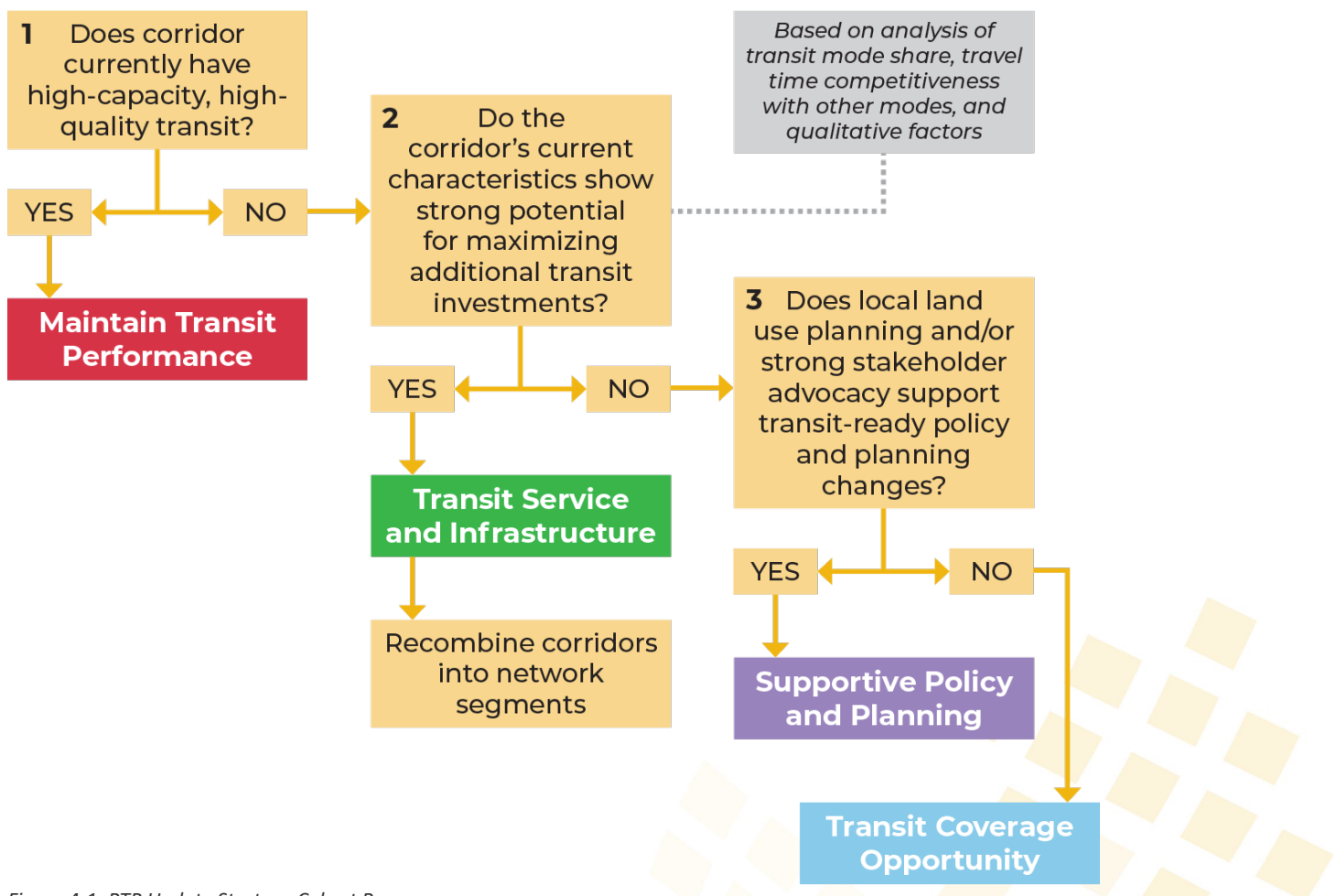


Figure 4-1: RTP Update Strategy Cohort Process

Maintain Transit Performance

Corridors that currently have high-capacity, high-quality transit are in the *Maintain Transit Performance* strategy cohort. These corridors call for modernization and ongoing efforts to address State of Good Repair (SGR) and local operational challenges. This cohort comprises all “Existing Corridors” shown on the 2020 RTP map, including Metro Subway and Light Rail.

Invest in Transit Service and Infrastructure

Corridors that show strong potential for maximizing additional transit investment were sorted into the *Invest in Transit Service and Infrastructure* strategy cohort and are considered “investment-ready”. These corridors currently exhibit high transit ridership despite travel times that are not competitive with other modes, demonstrating that the riders along these corridors depend on transit and likely do not have access to a personal vehicle on a regular basis. For these corridors, comprehensive investments to improve travel times and increase capacity would be transformative for riders who rely on transit to reach essential destinations. Recommendations for these corridors align with the criteria for Federal Transit Administration (FTA) Capital Investment Grant (CIG) and other discretionary funding programs.

Overlapping Corridors

While the 2020 RTP corridors included some duplicate segments, this Update assigns a single strategy cohort to each segment, even when it required splitting corridors and merging duplicate segments. Overlapping segments were incorporated into the more investment-ready corridor, while non-overlapping segments were retained as separate units of analysis. No segments from the 2020 RTP have been eliminated altogether.

Implement Supportive Policy and Planning

Some corridors have transit travel times that are relatively competitive with other modes, yet still exhibit low ridership. These trends suggest that improving factors separate from the provision of transit service—such as development patterns around transit stops and poor pedestrian access to transit—could yield more immediate benefit for transit travel in the corridor than additional transit infrastructure would yield. 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* strategy cohort.

Develop Transit Coverage Opportunities

The remaining corridors were sorted into the *Develop Transit Coverage Opportunities* strategy cohort. These corridors currently exhibit lower transit ridership, travel times that are less competitive with other modes, and land use patterns and plans that are less supportive of transit. 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.

Corridors and Emerging Growth Areas

MTA considered the area types mapped in **Figure 4-2** when assigning corridors to the *Implement Supportive Policy and Planning* and *Develop Transit Coverage Opportunity* strategy cohorts. The former cohort primarily includes corridors that connect multiple locally-identified areas for transit-ready growth, while the latter primarily includes corridors that connect transit-ready areas to future potential growth areas.



Connecting Our Future

A Regional Transit Plan for Central Maryland

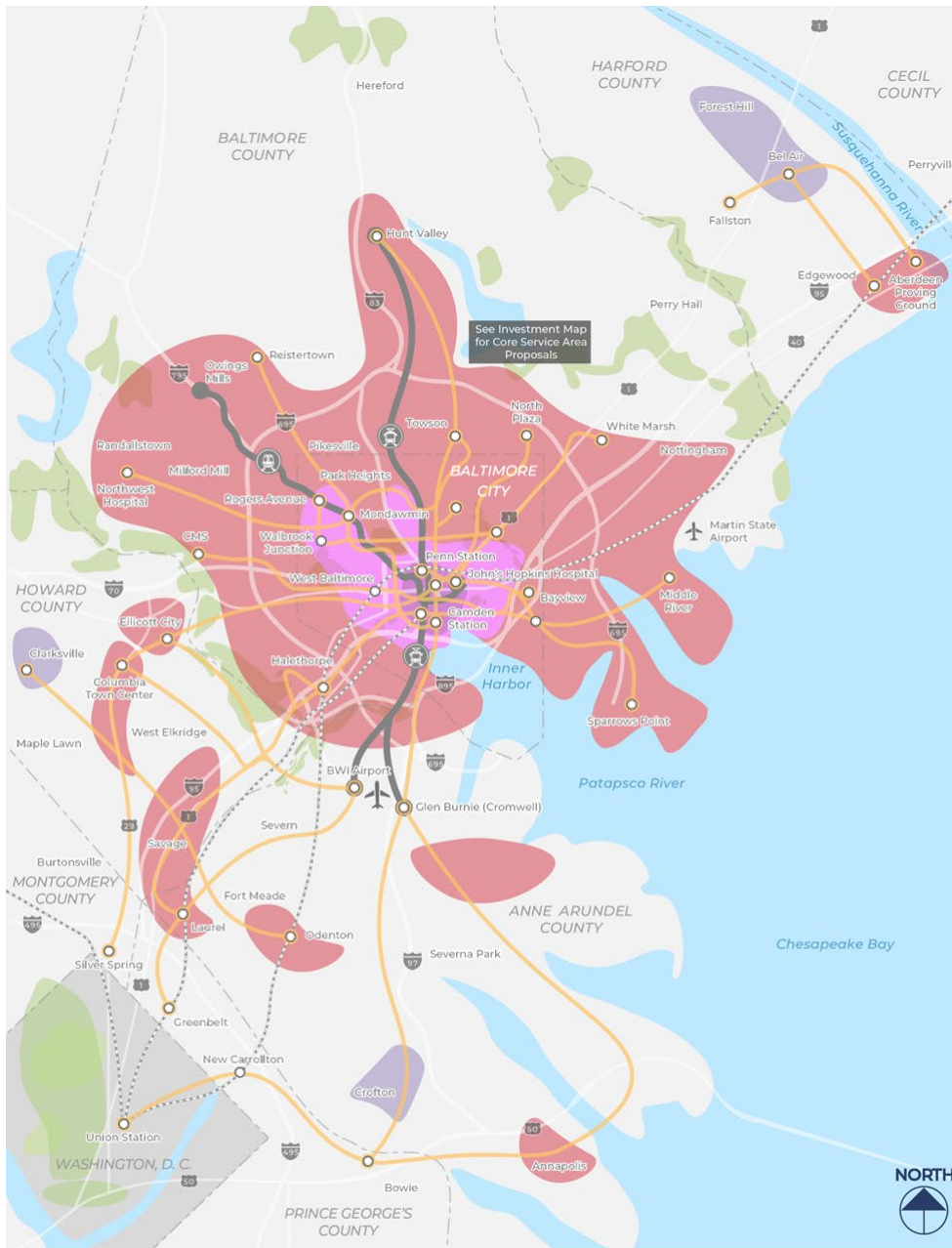


Figure 4-2: Emerging Growth Areas

Recommendations for Investment-Ready RTP Corridors

RTP corridors within the *Invest in Transit Service and Infrastructure* strategy cohort are most ready for transformative federal and state investments. These corridors have different needs: some simply need more bus service (as called for by *BMORE BUS*) supported by infrastructure enabling that service to operate faster and more reliably, while other corridors demand a much greater level of service that would require major investments such as dedicated guideway along the majority of the route. Therefore, this RTP Update has recommended some corridors for Major Projects (a designation which reflects a wide range of possible investment types) and other corridors for Service Enhancements.

Classification was an iterative process considering current and anticipated transit demand, current transit supply, and the feasibility of achieving improvements that would allow current transit supply to be expanded to meet demand within the 25-year time horizon of the RTP.

Major Projects		
Large Investment	Medium Investment	Service Enhancements
Infrastructure: significant separated guideway and station infrastructure Service: high-capacity service with dedicated fleet FTA Program: New Starts Local Examples: <ul style="list-style-type: none"> Purple Line MD 355 BRT 	Infrastructure: mix of separated guideway and mixed traffic segments with transit priority treatments and some station infrastructure Service: implement <i>BMORE BUS</i> improvements FTA Program: Small Starts Local Examples: <ul style="list-style-type: none"> Veirs Mill Road BRT 	Infrastructure: targeted improvements such as bus lanes, bus bulbs, and transit signal priority Service: implement <i>BMORE BUS</i> improvements FTA Program: BUILD Local Examples: <ul style="list-style-type: none"> North Avenue Rising East-West Transit Priority Project

MTA completed high-level mode feasibility assessments for the investment-ready corridors with the highest unmet current and anticipated future transit demand. The assessments found that all but the Red Line and North-South corridors are unlikely to be competitive for federal funding for rail based on current conditions. **Figure 4-3** shows how the scale of improvements found to be feasible through the Mode Suitability Analysis and the level of demand revealed by the Transit Market and Demand Analysis intersect to select an appropriate level of investment for each *Transit Service and Infrastructure* segment.

Qualitative Feasibility considers physical constraints, transportation network impacts, CIG criteria, and local support

		Feasibility		
		High	Medium	Low
Based on Transit Market and Demand Analysis	High	Large Investment Potentially Competitive for CIG Investment	Medium Investment	
	Medium			
	Low			Service Enhancement

Figure 4-3: Feasibility and Demand Matrix

Figure 4-4 shows how RTP corridor segments in the *Invest in Transit Service and Infrastructure* strategy cohort fit into that rubric. Corridors where improvements are likely attainable and would likely meet expected need received a Large or Medium Investment designation depending on their individual level of need.

These corridors, illustrated in **Figure 4-5**, are potentially competitive for CIG investment, so they were designated Major Project corridors. Corridors with lower demand or where improvements are less attainable received Service Enhancement designations, where enhanced service frequency through *BMORE BUS* could be supported by targeted improvements such as bus lanes, bus bulbs, and transit signal priority.

Feasibility Transit Demand ▼	High	Medium	Low
High	Red Line North-South	Bayview to Essex and Sparrows Point	Mondawmin to South Baltimore
Medium	Halethorpe to White Marsh via Downtown	Mondawmin to Northwest Hospital	
Low	Rogers Ave to West Baltimore MARC State Center to Bayview Walbrook Junction to Berea	Laurel to Halethorpe Mondawmin to Bayview	

Figure 4-4: Corridors Plotted on Feasibility and Demand Matrix

Enabling Actions

This RTP Update also looked for actions that would allow for additional MTA bus service systemwide and would unlock operational potential along corridors that would not have a dedicated fleet. Although these are not corridor investments, they would support corridors and MTA service systemwide and should be advanced as MTA capital priorities alongside regional transit corridors.

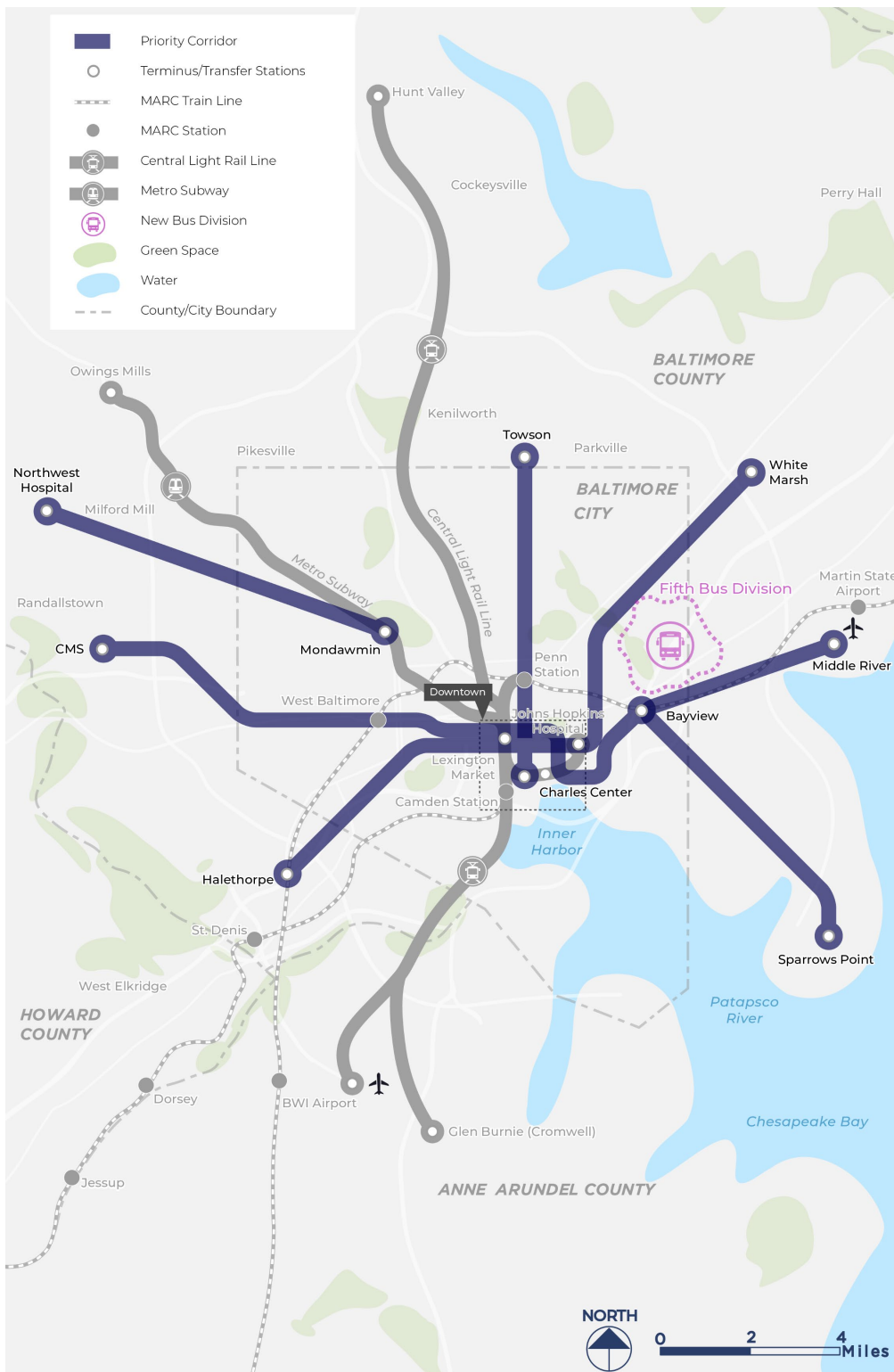


Figure 4-5: Proposed Investments in Core Service Area

Mode Suitability Analysis

As discussed in Chapter 2, MTA has conducted a variety of corridor studies since the previous RTP that evaluated specific modes and alignments for individual corridors.

Foremost among these was the East-West Corridor Feasibility Study, which evaluated BRT, Light Rail, and Heavy Rail options for the East-West corridor and ultimately led to the relaunch of the Red Line in the summer of 2023. Additional analysis and public input after the relaunch of the Red Line led to a selection of Light Rail as the Red Line's planned mode in September 2024.

Alongside the East-West Corridor Feasibility Study, MTA conducted a North-South Corridor Feasibility Study to evaluate options for travel between Downtown and Towson. With regards to mode, that study also assessed BRT, Light Rail, and Heavy Rail, finding that light rail would provide significant travel time savings while BRT would provide greater flexibility and faster, lower-cost implementation and recommending that BRT and Light Rail advance for further study and alternatives development. Heavy Rail would have the fastest travel times but provide access to the fewest people, at a significantly higher cost than either other mode.

MTA has also recently conducted the Eastern Baltimore County Access Study. That study identified multiple roadways that could accommodate enhanced transit but also found significant feasibility and infrastructural challenges in the area that would make implementation of any rail mode exceptionally challenging and high in cost.

Finally, for the RTP Update MTA conducted high-level mode suitability analyses for four additional corridors:

- White Marsh to Johns Hopkins Hospital (#10)
- Mondawmin to South Baltimore (#12)
- Mondawmin to Northwest Hospital (#15)
- Halethorpe to University of Maryland Transit Center (#23)

This analysis was designed to assess how competitive for CIG funding various modes may be along these corridors over the next 20 years. All of the corridors were found to be unlikely to be competitive to receive funding for heavy rail or light rail. BRT was found to be much more likely to be competitive along three of the corridors; the exceptional case—the Mondawmin to South Baltimore corridor— has ridership distributed in short trips throughout the corridor and would require many turns, diminishing the travel time benefits of BRT over location-specific transit priority treatments and making it an unlikely competitor for CIG funding.

Transit Service and Infrastructure Investment Priorities

Major Project Corridors

Major Project Corridors are the largest-scale improvements recommended by the 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.

RTP Corridor(s)		Red Line	North-South
Length		17	6, 8
2045 Projections		14 mi	9 to 12 mi
	Jobs within ½ mile	93,682	113,661–147,599
	Pop. within ½ mile	213,500	230,094–242,280

Red Line

Analysis completed for the RTP Update supports the continuation of the Red Line as the region's most immediate major corridor priority. It 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 more transit riders than any other corridor in the region—exceeding even MTA Light Rail and Metro Subway services—and serves numerous highly productive, transit-supportive land uses. 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. The RTP Update endorses that conclusion and recommends advancing the North-South corridor alongside the Red Line as a Large Investment Corridor

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 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 CIG funding.

RTP Corridor(s)		Bayview to Essex and Sparrows Point	Halethorpe to White Marsh via Downtown	Mondawmin to Northwest Hospital
Estimated Length		5, 18	10, 23	15
2045 Projections		10 to 16 mi	18 to 20 mi	8 mi
	Jobs within ½ mile	29,530	112,043*	53,465
	Pop. within ½ mile	21,654	136,294*	16,075

*Numbers do not include downtown segments that overlap with Red Line

Bayview to Essex and Sparrows Point

This corridor—recently analyzed as part of the Eastern Baltimore County Access Study—would extend east in two branches from Bayview to provide service to Dundalk, Sparrows Point, and Essex. Travel to Tradeport Atlantic has been MTA's most rapidly

growing transit flow in recent years, and the larger area north through Dundalk and east to Essex has numerous destinations that demonstrate unmet transit need. Additionally, the Red Line and MARC station connections at Bayview anticipated to precede development of this corridor will be opportunities for its integration into local and regional transit networks, greatly expanding travel opportunities for residents and workers in Eastern Baltimore County.

Halethorpe to White Marsh via Downtown

This corridor would link the 2020 RTP's Halethorpe to University of Maryland corridor with its Johns Hopkins to White Marsh corridor via the downtown transit network, providing access among those suburban nodes, southwest and northeast Baltimore City neighborhoods and employers, and Downtown Baltimore's numerous destinations. The commercial and mixed-use neighborhoods that adjoin Northeast Baltimore's arterial corridors demonstrate additional transit demand beyond that which exists today, with suburban land uses that present opportunities for transit-ready retrofits and a terminus at White Marsh that is a large and growing employment center with ample space for transit-ready development. In the southwest direction, a Washington Boulevard alignment for this corridor would greatly improve transit access to Pigtown, Carroll Park, and Lansdowne—all of which demonstrate growth and employment opportunities—while a Wilkens Avenue and Southwestern Boulevard alignment could take advantage of those roadways' greater right-of-way to provide faster service to a variety of destinations including Ascension Saint Agnes Hospital.

Mondawmin to Northwest Hospital

Connecting with Metro Subway and numerous local transit routes at Mondawmin station and traveling northwest along Liberty Heights Avenue and Liberty Road as far as Northwest Hospital in Randallstown, this corridor demonstrates a high degree of transit dependency, with high current ridership despite very low competitiveness with automobile travel times. These trips are largely driven by employment, as this corridor has current transit ridership favorably comparable to the other corridors assessed in the RTP update despite having the lowest rate of zero-car households among those corridors. Therefore, improvements that improve transit travel times would be particularly impactful for supporting workers in this corridor.

Service Enhancement Corridors

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

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

Targeted improvements such as bus lanes, bus bulbs, and transit signal priority should be implemented along these corridors as opportunities present.

Enabling Actions

Fifth Bus Division

The MTA bus fleet is currently operated at its maximum capacity; therefore, all other corridor improvements as well as the systemwide frequency and service span enhancements envisioned in *BMORE BUS* would depend upon creation of a fifth bus division for MTA. 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 that requires expanding MTA's bus fleet, the 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 a space 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 in the RTP Update and *BMORE BUS* as well as provide greatly improved operational flexibility for existing MTA routes.

Tech Memo 5

Local Planning and Policy Review

2025 Update to the Central Maryland Regional Transit Plan

This document summarizes local planning efforts and observations communicated to the RTP Update project team in conversations with local jurisdictions. These conversations were informed by review of planning documents produced by the local jurisdictions.

Anne Arundel County

Anne Arundel County has updated land use and transit policies, emphasizing growth in key areas like Parole, BWI, and MD 3. They are expanding on-demand transit and promoting Transit-Oriented Development (TOD) through strategic incentives, increased service, and regional coordination, while responding to rapid population growth.

Relevance of Current Plans

- The County has updated their land use planning policies, updated and adopted regional plans and has developed a Town Center Master Plan for Parole which will have more housing and activity generators.
- The County has also conducted a TOD study.

Growth Locations

- Growth locations identified in 2020 plan align with locations identified in 2025, and the County has outlined these areas based on priorities/context in a regional plan.
- The areas identified continue to experience growth, for example the MD 3 corridor, areas near Ridge Road and BWI.
- Better connectivity to Ellicott City, Odenton MARC, and Parole will benefit the County especially due to the growth in these areas.

Corridors with Transit Need

- The corridors in the 2020 RTP Plan align with the County's transit needs and overall transportation plans, but East-West connectivity challenges remain.

Locations of Concern related to Transit or Market

- The RTP corridors continue to strengthen North-South connections. However, there could be consideration for service that connects East-West between Columbia and Laurel.

Market Trends to Consider

- The County has seen increased demand for transit as it has experienced 20% growth year-over-year since the pandemic.
- Focusing on zonal expansion of the on-demand service appears to be a strategic priority because for a relatively low and immediate investment (easiest/cheapest in the short term) it can have a high impact, and fixed route RTP corridors may not necessarily meet the transit needs as well as the on-demand services.

Needed for Business/Economic Development

- While transit service does support density, operating transit on a route that serves a range of users connecting them to activity centers is also critical to making the service more viable for operators.
- New locations such as Pasadena to Fort, connections to AACC, Odenton MARC and service between Laurel and NSA/Fort Meade, and Parole to New Carrollton (identified in the County's 2024 TDP).

Challenges

- Coordination with adjacent locally Operated Transit Systems (LOTS).
- Overlap of services and service providers.

Current Policy Focus

- The County's transit policies focus on increasing demand through service and frequency improvements outlined in the five-year TDP.
- They have expanded operations budgets, upgraded the fleet, and introduced new fixed-route and on-demand services.
- The approach is both countywide and location-specific by defining priority areas with a focus on promoting TOD and targeted redevelopment corridors and Fort Meade/NSA.

Needed to Better Support Transit

- While the previous response reflects the focus on providing funding, the County's current approach suggests that promoting transit needs to have multiple channels to reach a wide target audience.
- These tools reflect the need for more real time data for commuters, bridging the last mile connections with on-demand service but making this information available online is critical to the process.

Baltimore City

Baltimore City is advancing transit through updated TOD-focused zoning, infrastructure projects like the Red Line, and expanded Charm City Circulator (CCC) service. Emphasizing equity, accessibility, and coordination, the city is targeting underserved communities, improving East-West connectivity, and aligning land use and capital planning to support transit-dependent populations and future growth.

Relevance of Current Plans

- The most significant change are the updates to policies and zoning (<https://codes.baltimorecity.gov/us/md/cities/baltimore/code/32/12-202>) that are aligned to encourage TOD principles on both rail and high-frequency bus corridors as outlined in this map <https://planning.baltimorecity.gov/transit-oriented-development/tod-locations>.
- Recent and on-going developments near Inner Harbor and Harbor East as well as the Mondawmin Transit Hub Project are ongoing efforts that will further growth and development in the city.
- In June 2024, Baltimore expanded the CCC by launching the Cherry Hill Route, connecting the Inner Harbor to Cherry Hill with stops at key destinations and 20-minute service intervals. At the same time, the Purple Route was modified—discontinuing service South of Montgomery Street and extending service East to Greenmount Avenue—with buses arriving every 13 minutes.

Growth Locations

- Highest-Priority Areas for Growth and TOD have not changed as compared to the 2020 RTP plan.
- To further strengthen the network the Red Line corridor is being prioritized.
- West Baltimore United / Franklin and Mulberry corridors.
- Development and reducing vacancy in areas adjacent to West North Avenue corridor, Broadway East, Park Heights and Mondawmin have been prioritized which were not previously mentioned in the 2020 RTP.

Corridors with Transit Need

- The corridors defined in the 2020 RTP plan align with Baltimore city's needs for improved transit access, growth and development.

Locations of Concern related to Transit or Market

- The activity centers and points of interests continue to be the key areas. However, Baltimore's core transit nodes currently have operational inefficiencies that are reflected in low ridership.
- Rebuilding confidence in the reliability, frequency, and design of transit service—particularly at-grade rail and Metro—is essential to transforming these nodes into viable, high-performing centers of activity and growth.

- While the areas previously identified are critical activity centers, new residential and mixed-use developments near Baltimore Peninsula (Port Covington area), East Baltimore near JHU Bayview, Canton Crossing and also West Baltimore along Edmondson Avenue are nodes to consider.

Market Trends to Consider

- Baltimore City continues to see population loss but there is an increase in the number of households.
- An MTA study found that Baltimore's transit ridership is increasingly diverse, with approximately 80% of riders lacking access to a personal vehicle, and minority representation rising to 83% on Light Rail and 86% on Metro Subway services, highlighting the essential role of transit for predominantly lower-income communities.
- CCC: ridership rebounded to 1.3 million in 2024—nearly back to pre-pandemic levels.
- On the Harbor Connector (HC): initially it fell but continues to increase slowly and is currently about 30% below 2019 levels.
- Lastly, growth in smaller households and downtown residency may drive increased demand for reliable, frequent transit.

Needed for Business/Economic Development

- The RTP Plan aligns with the transit needs of Baltimore City.
- There is a need for improved East-West connectivity and the City continues to support the planning and development of the Red Line corridor, especially to connect people to job centers
- Transit service that supports healthcare workers with a 24-hour schedule.
- The city is striving for a comprehensive network of transit (RTP corridors to work with the CCC and Water Taxi), multimodal options and completion of infrastructure such as the greenway trails and parking reform so that users have seamless connections as they commute.
- The hope is to restore economic and social vibrancy through improved connections to activity centers.

Challenges

- The challenges identified in the 2020 RTP Plan have persisted and there is a need to identify high unemployment areas and commute times as well as transit access to entry-level job hubs.
- Land use patterns seem to be one of the major challenges and therefore the comprehensive plan aims to guide development patterns to serve transit dependent populations.
- There are other operational and functional challenges such as recruiting and retaining transit workers, particularly bus operators and mechanics, thus impacting the reliability of the CCC.
- The future stability of state and federal funding for maintaining the transit fleet and facilities in good repair is highlighted as an anticipated challenge.

Current Policy Focus

- The city is actively pursuing Complete Streets policies and ADA accessibility to ensure streets are safe and usable for all modes of transportation and individuals with disabilities.
- The 2022 Transit Development Plan is being implemented, focusing on improving the equity and efficiency of City-run transit by expanding into transit-dependent communities and making the CCC more complementary to MTA service.
- The Comprehensive Plan recommends integrating transit infrastructure into city capital projects and creating Small Area Transit Plans for underserved areas, suggesting ongoing efforts in these directions.

Needed to Better Support Transit

- The strategies mentioned focus on enhancing Baltimore's transit system through improved infrastructure and accessibility, including completing the Greenway Trails, retrofitting fleets with modern amenities and zero-emission technology, and ensuring ADA compliance at stops with real-time information.
- The city also aims to improve transit equity and service planning with a dedicated position, update the regional rail plan for comprehensive coverage beyond the North-South corridor, and explore options for fare-free transit for specific populations.
- Strategies include increasing transit frequency (particularly for buses as outlined in the BMORE BUS plan, contingent on a new bus division) and creating a less downtown-centric network with better access to essential services like schools and healthcare, aligning service schedules with school start times.

Baltimore County

Baltimore County's updated comprehensive plan reinforces alignment with RTP corridors and emphasizes growth through area plans and place-type nodes near commercial centers and transit hubs. While transit demand is gradually recovering, the County sees opportunities to enhance East-West connectivity, support TOD, especially along the Red Line corridor, and better link residents to jobs and services through expanded infrastructure and targeted improvements.

Relevance of Current Plans

- The County has updated its comprehensive plan and there are no major changes that will impact the RTP corridors.
- They have added twelve new area plans they want to focus on and currently one is underway for "Area 11" which includes the areas of White Marsh, Chase, Middle River, Bowley's Quarters, Essex, and Rossville.
- Previously there have been small area plans for Dundalk, Towson and Tradeport Atlantic.
- The CRDs still remain the focus for commercial revitalization.

Growth Locations

- The key growth areas identified in the Baltimore County's 2030 Master Plan align well with the RTP corridors.
- The Place-Type Nodes, which are ideal for development and retrofitting, are potential growth locations and these nodes are located near aging commercial centers, major corridors, transit hubs, and large underused sites.
- For example, Towson is emerging as an Urban Node; major malls like Owings Mills and White Marsh could serve as Regional Commercial Nodes; and corridors such as Liberty Road, Frederick Road, and Eastern Boulevard are listed as Neighborhood Nodes.
- Institutional and Mobility Nodes like UMBC, CCBC Catonsville, and several Metro and Light Rail stations also offer strong potential for transit-oriented development.

Corridors with Transit Need

- The RTP Plan aligns with both the County's transit needs and overall plans to encourage transit-friendly neighborhoods and non-auto mode shift in the County.

Locations of Concern related to Transit or Market

- While key activity centers and North-South corridors remain important for transit, improving East-West and inter-county connections is essential to fully meet the needs of all Baltimore County residents.

Market Trends to Consider

- Transit demand in Baltimore County is recovering gradually, showing a consistent upward trend since the pandemic, although ridership hasn't fully returned to pre-pandemic levels.
- This recovery is uneven, with core bus routes serving essential travel needs rebounding faster than commuter-focused services.

Needed for Business/Economic Development

- Limited East-West and North-South connectivity in Baltimore County is a major barrier to economic opportunity.
- Expanding transit—especially in TOD areas and along the Red Line corridor—can better connect residents to jobs, support local businesses, and attract new development.
- Key industries like tourism, tech, manufacturing, and health care rely on improved worker access.
- Areas like Sparrows Point, Towson, Essex, and BWI could see significant economic benefits from stronger transit connections.

Challenges

- Rules and regulations exist to get transit-compatible development, but they're not leveraged as effectively as possible.
- Towson needs a transit center, however it's difficult to identify a most-suitable location because of both space constraints and property owners' low opinion of transit stops.

Current Policy Focus

- The County aims to generally improve transit infrastructure and options for users to encourage mode shift.

Needed to Better Support Transit

- MTA can help promote transit by upgrades to MARC train service and parking at Halethorpe.
- The RTP corridors are relevant to supporting transit in the County.
- Expansion of the CountyRide fixed route services can more effectively serve the needs of users in the County.

Harford County

Harford County is enhancing transit through projects like the Aberdeen MARC TOD, expanding Harford Transit LINK services, and improving regional connectivity to support growth along major corridors. With rising ridership and a focus on economic development, the County is prioritizing service optimization, infrastructure upgrades, and coordination with regional transit to address accessibility gaps and better serve new residential and employment areas.

Relevance of Current Plans

- Key projects include Aberdeen MARC Train which is on their priorities list along with developing and constructing a new Transit Operations Facility.
- They have implemented a fixed-route Demand Response/ADA service for seniors that is accessible to riders with 3/4th mile buffer of existing Harford Link Transit routes.
- Commute Green Programs – Rideshare Program and Go Car Free, The Town of Bel Air Comprehensive Plan.

Growth Locations

- The County is prioritizing efforts toward the Development Envelope which overlaps with previously identified growth areas.
- Most growth occurs in the US 40 and MD 24/MD 924 corridors.
- Residential development is ongoing in the vicinity of Aberdeen, near the MD 22 and I-95 interchange.
- The County has experienced population growth between 2020 and 2024 of about 7.6% growth (U.S. population growth is 7.7%).
- Transit ridership on Harford Transit LINK as well continues to grow and is expected to surpass pre-pandemic levels.

Corridors with Transit Need

- Transit studies and plans in the Harford County area focus on improving bus performance on Route 22 with queue jumps and enhancing transit priority and safety on MD 924 near Harford Mall.
- Efforts are also being made to better connect Harford Transit's Route 40 with MTA service.
- Additionally, a significant 6-mile gap exists in regional rail service on the Northeast Corridor North of Perryville.

Locations of Concern related to Transit or Market

- The activity areas are served by Harford Transit LINK and it's a service valued by users as the County has seen an increase in ridership of about 20% per year post-pandemic.

- The County continues to strategically plan for improvements by adding stops in business areas and optimizing routes for better service and cost-efficiency, while also improving infrastructure at Aberdeen and Edgewood with shelters and electronic signs.
- New residential areas in Hickory currently lack public transit access and plans for it.

Market Trends to Consider

- While local transit is thriving as it continues to see a growth in ridership there are more opportunities for the County to make transit more convenient and accessible.
- Partnering with local colleges and organizations to leverage electronic passes to manage transportation for individuals they support.
- The federal return to office mandate is also prompting inquiries about public transit options.

Needed for Business/Economic Development

- The RTP corridors and Harford Transit LINK service are complementary to serve this area in the region.
- The County is committed to enhancing regional connectivity, including local transit links with Baltimore County and service to potential business hubs like Trade Point Atlantic.
- They are also expanding service into Cecil County to accommodate business park growth near the new I-95 interchange and exploring Northbound transportation options from Baltimore County for warehouse and Aberdeen Proving Ground (APG) employees.

Challenges

- State funding covers less than 10% of the actual operating expenses.

Current Policy Focus

- The County's initial transit strategy prioritized aiding local businesses and fostering economic growth.
- Along with the former, there is also a growing demand for connections to medical and essential service facilities.

Needed to Better Support Transit

- Transit services have significantly expanded their operating hours, and fixed routes have been updated to improve transfer efficiency and reduce wait times between buses.
- The County also considered realignment of routes to serve major employers like Great Wolf Lodge and Perryville Casino, while maintaining service to Perryville town and the VA Hospital.
- There is a need for better integration between local transit (Harford Transit Link, Bel Air Circulator), regional transit (MTA Commuter Bus, MARC, Amtrak), and park-and-ride facilities to create a more seamless commuting experience [From the Bel Air Comprehensive Plan in 2022].



Connecting Our Future

A Regional Transit Plan for Central Maryland



Howard County

Relevance of Current Plans

- The planning initiatives will likely alter how the land next to these corridors is zoned and built upon.
- Investments in infrastructure like roads, sidewalks, bike paths, transit options, and utilities within the corridors will be influenced, along with attention to environmental rules and best practices for managing stormwater and protecting the natural areas the corridors traverse.

Growth Locations

- The locations referenced in the 2020 RTP continue to see development and increased density, for example places like downtown Columbia, areas along Route 1.
- The County has been trying to promote transit-oriented development that will enhance growth and development in areas like Dorsey, Annapolis Junction, and North Laurel as well as places along Route 40.
- The 2025 RTP corridors align with these growth areas.

Corridors with Transit Need

- The 2020 RTP corridors directly support Howard County's transit and transportation goals through infrastructure upgrades and transit-oriented development.
- Investments in corridors like US 1 and US 40 will improve safety and regional connections.
- New transit centers in Downtown Columbia and East County, along with TOD around Laurel Park and Dorsey MARC stations, will enhance service and accessibility.
- Planned transit links to Odenton and Annapolis, plus BRT on a widened US 29, will further improve transit reliability and multimodal options countywide.

Locations of Concern related to Transit or Market

- The activity centers have not changed much with the exception of the new TOD areas designated by the County.

Market Trends to Consider

- Local transit in HoCo has rebounded to pre-COVID levels, but commuter bus ridership remains below expectations.
- Vehicle miles traveled per resident fluctuated, with a 1,300-mile decrease in 2021 compared to 2018.
- The County may need to adapt its infrastructure and policies to accommodate connected and automated vehicles (CAVs), which could impact parking, congestion, and commuting patterns.

- With improved transit connectivity to employment centers, destinations and essential services these car trips could be replaced by public transportation.
- Shared micromobility options, like bikeshare and electric scooters program ended in February 2022, and no vendors applied for scooter permits in 2023 or 2024.

Needed for Business/Economic Development

- Key transit connections in Howard County (HoCo) should be reinforced, with additional links to Flash connections in Burtonsville/Silver Spring and RTA extensions to Baltimore City to better support local communities.

Challenges

- The persistent challenges include difficulties in scaling a recommended new shuttle system in the Ellicott City Watershed Master Plan due to narrow rights-of-way and topography.
- A proposed transit connection utilizing an unused CSX rail line faces the challenge of the County needing to acquire the abandoned line and right-of-way from CSX.
- These issues highlight infrastructural and logistical hurdles in expanding transit options.

Current Policy Focus

- The RTP Plan aligns with the County goals to serve transit needs in the city.
- The County continues to further their goals to provide multimodal options for connecting to places especially in major activity centers like downtown Columbia and Maple Lawn.

Needed to Better Support Transit

- The requirements from 2020 and more recently have not changed.

Montgomery County

Montgomery County is advancing transit-oriented development and improving BRT infrastructure, particularly along the US 29 corridor, through updated master plans that support higher density, multimodal connectivity, and equitable redevelopment. While transit demand is rebounding, challenges like hybrid work trends and operator shortages persist, prompting the County to implement bus priority measures and explore policy changes to improve service efficiency and accessibility.

Relevance of Current Plans

- Recent master plan updates highlight a shift towards prioritizing transit-oriented development and enhanced transit infrastructure in Montgomery county.
- The Fairland and Briggs Chaney Master Plan along US 29 aims to build upon existing BRT success by recommending better transit service, active transportation, and strategic redevelopment for a more compact and equitable community.
- Similarly, the Silver Spring Plan encourages growth along US 29 with increased density and recommends dedicated bus lanes and the removal of dynamic lanes to improve BRT efficiency.
- Ongoing plans like the University Boulevard Corridor Plan and the Eastern Silver Spring Communities Plan further support transit by envisioning pedestrian-friendly, multimodal corridors with infill and higher-density development concentrated near existing and planned transit stations.

Growth Locations

- The early priority corridor identified between Silver Spring and Baltimore City aligns with growth patterns in the County.
- While there are several plans that boost development and need for improved connectivity, there are a few plans such as the Fairland and Briggs Chaney Master Plan (2024) along US 29 corridor, the Silver Spring Downtown Plan (2022), the University Boulevard Corridor Plan and the Eastern Silver Spring Plan that are attracting new mixed-use development along the FLASH BRT corridors.

Corridors with Transit Need

- The County is working on multiple transit needs to provide high frequency and reliable bus service that will provide connections within the County but also connect riders to Howard County in Central MD.

Locations of Concern related to Transit or Market

- Silver Spring and White Oak are key existing transit hubs providing access to rail and bus service.
- The Viva White Oak/Adventist Medical Center area is a potential future hub.
- Park and Ride locations along US 29 could become transit focus areas.

Market Trends to Consider

- Transit demand is recovering post-COVID, with ridership reaching 85% of pre-pandemic levels, although local travel is more in demand than longer commute trips due to teleworking.
- Federal employment trends are mixed, with some job cuts reducing demand and increased in-person requirements for others, making the long-term impact uncertain.

Challenges

- A few challenges mentioned are lower ridership due to hybrid work setup, limitations in funding for expanding existing transit services, and ongoing difficulties in recruiting and retaining operators for transit.

Current Policy Focus

- Montgomery County is enhancing bus performance and capacity on key routes via bus priority measures like dedicated lanes (achieved through lane repurposing) and is reviewing fare policies (amount, enforcement, collection costs).
- These county-wide policies are specifically implemented or focused on certain corridors and would positively impact the RTP corridor in Montgomery County.

Needed to Better Support Transit

- Strategies mentioned by the County emphasize the need for prioritization of transit infrastructure and improved operations to serve users in the area.
- There are also requests for improved first/last mile connections which are not directly related to the goals of the RTP corridors.

Prince George's County

Prince George's County supports the RTP corridors and emphasizes prioritizing regional transit connections, especially those linking Bowie, New Carrollton, Greenbelt, and Laurel. With growing demand in emerging employment centers like Konterra and Brandywine, the County is focused on improving East-West connectivity, integrating multimodal options, transitioning to an electric fleet, and advancing its five-year Transit Vision Plan despite funding and infrastructure challenges.

Relevance of Current Plans

- The County's plans outline the growth and development taking place in Bowie and New Carrollton.
- These also reflect alignment of county goals to MTA's goals to improve regional connectivity.

Growth Locations

- The long-term RTP corridors identified align with the areas mentioned by the County.
- Providing regional connections from Bowie and New Carrollton will support these growing regions in the County.

Corridors with Transit Need

- Prince George's County appreciates the proposed transit routes connecting to the wider Baltimore/Washington region, specifically the Glen Burnie to Cofton route with a Bowie extension and the Annapolis to DC route.
- They request these routes be prioritized as "Mid-Term" opportunities.
- Additionally, while acknowledging the Laurel to BWI extension to Greenbelt as a "Mid-Term" opportunity, the County strongly requests that the BWI connection be moved to an "Early Opportunity Corridor" due to its importance for regional connectivity and economic growth.
- They also note the Odenton/Clarksdale route as the beginning of regional circumferential transit access.

Locations of Concern related to Transit or Market

- Considering connections to Prince George's County while identifying RTP Planning goals can boost connections for users that commute to the County for employment.

Market Trends to Consider

- While Prince George's County's local transit has been slowly recovering as users have hybrid work schedules, they have seen ridership peak mid-week and there is also increased weekend travel.
- They have also seen trends that confirm growing reliance on multimodal transit, combining bus, rail, and micromobility, alongside increasing demand for paratransit due to an aging population.

- Significant population growth in suburban areas and expanding job centers necessitate stronger East-West connections and service beyond traditional commuter routes to Washington D.C., requiring better integration with micromobility options and a focus on intra-county travel.

Needed for Business/Economic Development

- Prince George's County has not made any new requests and supports the RTP corridors planned for the region, especially Bowie, New Carrollton, Greenbelt and Laurel, which further strengthens regional connections and recognizes the impact that these transit improvements may have on future development and economic development in the region.

Challenges

- The challenges identified by Prince George's County are beyond the purview of what MTA's goals are in the RTP Plan.
- Prince George's County is focusing on the electric fleet conversion and is also actively working with regional partners to create an integrated transit network and developing a Transit Vision Plan for the next five years.
- The challenge is to secure sufficient funding and to increase transit mode share in identified growth areas. Additionally, opposition to projects like the MagLev presents a challenge to broader regional transit initiatives.

Current Policy Focus

- Emerging Employment Centers: Specifically mentioned are Konterra and Brandywine, which currently lack a direct transit link despite increasing demand.
- Locations that should be prioritized for transit improvements are at emerging employment centers in Konterra and Brandywine that could benefit from a direct transit link.
- East-West links to places like Bowie, Largo, and Greenbelt as well as increased bus service to Metro Stations such as Branch Avenue, Greenbelt, New Carrollton and Largo.