



Wes Moore  
Governor  
Aruna Miller  
Lieutenant Governor  
Samantha J. Biddle  
Acting Secretary

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## Workgroup on the Reorganization of the Maryland Transit Administration (MTA)

Meeting #5  
November 21, 2025  
1:00 PM – 3:00 PM  
[Website](#)

Location: Governor's Reception Room, 100 State Circle, 2<sup>nd</sup> Floor, Annapolis, MD 21401  
Livestream Information: <https://vimeo.com/event/4067005>

### Materials Package

Item #	Name
1	Meeting 5 Agenda
2	Meeting 4 Minutes
3	MDOT MTA Interim Report Considerations
4	Chair and MDOT Interim Report Considerations
5	Amalgamated Transit Union – Workgroup Memo
6	Greater Washington Partnership – Workgroup Memo



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### Agenda

Item #	Administrative	Contributor	Time (min)
1	Call to Order	Chair	
	<b>Reports and Briefings</b>		
2	Interim Report Considerations	MDOT/MTA	30
	<b>Discussion and Other Business</b>		
3	Interim Report Considerations	Chair	30
4	Other Business	Chair	
	<b>Adjournment</b>		

## Workgroup on the Reorganization of the Maryland Transit Administration (MTA)

### Meeting #4 Minutes

#### 1. Attendance:

- a. MTA Administrator Holly Arnold
- b. Delegate Mark Edelson, House Appropriations Committee
- c. Mike Kelly, Baltimore Regional Transportation Board (BRTB)
- d. Delegate Marc Korman, Chair, House Environment and Transportation Committee
- e. Jon Laria, Chair, Baltimore Regional Transit Commission (BRTC)
- f. Maryland Department of Transportation (MDOT) Assistant Secretary Joe McAndrew, on behalf of Acting Secretary Samantha Biddle
- g. Senator Cory McCray, Senate Budget and Taxation Committee
- h. Wesley "Wes" Mitchell, MTA Rider
- i. Sameer Sidh, MTA Rider, Chair

#### 2. Call to Order

- a. Chair Sidh called the meeting to order.
- b. Chair Sidh made a motion to approve the minutes from meeting three. Assistant Secretary McAndrew seconded. **There was no discussion, and the minutes were adopted unanimously.**
- c. Chair Sidh provided an update on the schedule. The next meeting is scheduled for November 20th at 1pm in Annapolis. Chair Sidh asked for any comments.
  - i. Mr. Laria mentioned a scheduling conflict.
- d. Chair Sidh noted that Senator Jackson has moved on from the Workgroup to a new role as the Acting Superintendent of the Maryland State Police and thanked him for his service.
- e. Chair Sidh reminded the Workgroup of the Interim Report deadline of December 1, 2025, and asked that MDOT and Department of Legislative Services begin drafting.
- f. Chair Sidh stated the rules for public participation.

#### 3. Public Comment

- Monica Blair, Amalgamated Transit Union (ATU)
  - Ms. Blair shared principles she believes the workgroup should prioritize: 1) protecting the rights of transit workers and respecting bargaining units and pension obligations; 2) a Baltimore Regional Transit Authority should have authority to deliver core services in Baltimore, and any reorganization should

preserve those benefits; 3) any BRTA should be robustly funded at or above existing funding levels.

- James Rouse, Transit Choices
  - Mr. Rouse referenced a transit brochure developed by Transit Choices that was shared with members of the House and Senate during session. He spoke in favor of a dedicated revenue stream for transit and establishing a core service board as an alternative for the governance of the Maryland Transit Administration (MTA). Mr. Rouse noted that a core service board could help the Baltimore region achieve equity with the Washington D.C. region in terms of transportation funding. Mr. Rouse noted that a board could help prevent a governor from unilaterally halting a transportation project and noted the importance of public transportation for poverty alleviation.
    - Delegate Edelson thanked Mr. Rouse for his advocacy, which was seconded by Senator McCray.
- Patrick Flemming, Baltimore City Department of Transportation
  - Mr. Flemming noted that the current governance structure of the Maryland Transit Administration is no longer working and holds back the Baltimore region. Mr. Flemming expressed the need for an independent board for core service area. Mr. Flemming referenced the Transit Safety and Investment Act and expressed the need for adequate funding for services with dedicated funding within Baltimore and additional measures to index funding for Baltimore commensurate with WMATA funding.
    - Delegate Korman asked for a clarification of Mr. Flemming's expectations related to extending the Transit Safety and Investment Act and funding indexed to inflation.
    - Mr. Flemming responded that the current needs and structures of MTA should be considered along with inflation costs and future growth.
- Anna Ellis
  - Ms. Ellis said that she would share a rider's perspective on how transit decisions in Baltimore affect riders. Ms. Ellis noted the postponements to the light rail mid-life overhauls and the impact of delays in service and shortages of available vehicles.
    - Administrator Arnold noted that the mid-life light rail overhaul is now complete and overall service reliability is improving.
- Eric Norton, Central Maryland Transportation Alliance
  - Mr. Norton noted how transportation delays affect his family and other Marylanders. Mr. Norton noted a state-of-good-repair backlog and the importance of improving transit systems for the next generation. Mr. Norton referenced the Central Maryland Transportation Alliance (CMTA) memo previously sent to this Workgroup and the request for the development of a problem statement. Mr. Norton noted that CMTA's problem statement observes political imbalance and structural mismatch in transit funding and

decision making, and that any reform or reorganization should address that mismatch.

#### 4. Reports and Briefings

- a. Ward McCarragher, Vice President, Government Affairs, American Public Transportation Association, provided a report on National Transit Governance Models
  - i. Mr. Laria asked for clarification on the definition of state transit agencies from the presentation.
    1. Mr. McCarragher replied that there is some variety, although most are statewide agencies.
  - ii. Mr. Laria noted that the Workgroup is receiving commentary on the funding issue, even though funding is not within the scope of this Workgroup.
    1. Delegate Korman seconded the funding point. He asked if the point of the example shared is whether these are state level agencies with operating roles.
    2. Mr. McCarragher gave an example of SunRail, noting the service is state-funded, state-owned, but has a regional commission.
  - iii. Delegate Edelson stated that the examples of agencies shared in the presentation are not comparable to Baltimore.
  - iv. Chair Sidh noted that the MTA is one of the largest operators without a board of directors.
    1. Mr. McCarragher stated that King County Metro is city-owned and does not have a board.
    2. Mr. Kelly stated that looking for peer agencies is a dead end and that every region is unique and requires appropriate governance structures.
  - v. Assistant Secretary McAndrew noted that the value of boards is often found in the people on them and their commitment to the service or region. He noted it was critical that the appropriate people serve boards, utilizing the example of WMATA.
    1. Mr. Kelly asked who the wrong people are.
    2. Assistant Secretary McAndrew replied that people matter through commitment to supporting the agency.
  - vi. Senator McCray asked about the role the private sector plays with state transit agencies.

1. Mr. McCarragher replied that the private sector often plays a role on the operations side, for example, with commuter rail, bus systems, and paratransit, in particular.
- vii. Senator McCray asked whether regional partnerships are being appropriately considered.
- viii. Delegate Edelson noted that every region is unique and governance choices must fit the region. He noted a point from the presentation on capitalizing on windows of opportunity for governance change are often tied to funding or a crisis.
  1. Mr. McCarragher noted that a funding crisis is the most common driver of change.
  2. Delegate Edelson noted the importance of not losing the window of opportunity.
- ix. Mr. Mitchell asked how agencies with a strong influence from a governor's office manage when there are changes in administration.
  1. Mr. McCarragher noted that there are examples of projects being killed by transitions to a new governor but did not immediate example.
  2. Chair Sidh noted that both Maryland and New Jersey have experienced the unilateral termination of a transit project.
- x. Mr. Sean Winkler, MDOT, thanked Mr. McCarragher for the presentation.

b. Stacy Weisfeld, Senior Director, Strategy and Business Process, MTA, provided a report on follow-up items from Meeting #3 that included overviews of various councils and groups hosted by MTA.

- i. Delegate Korman asked if there is a plan to continue or transition Purple Line community advisory teams.
  1. Administrator Arnold responded that MTA is doing planning for the Purple Line community advisory committee.

c. Mr. Winkler and Chair Sidh presented a review of the Workgroup's activities to-date, interim report considerations, and preliminary governance concepts

- i. Delegate Korman stated that there is another option that was not mentioned in the presentation, which is to break up the MTA. However, Delegate Korman noted that he sees Option C as the strong option in the interest of compromise, and preferable to Option A. Delegate Korman noted that the Baltimore core services and MARC rail services are the ripest for boards.

- ii. Delegate Edelson noted that he did not favor the option of breaking up the MTA but is in favor of the ideas presented. He noted that there is no one-size-fits-all approach and that he does not see a scenario where a statewide board provides a sufficient local voice to Baltimore City. He noted that he supports Option C, which should go hand-in-hand with tort reform and procurement reform for MTA. He noted that he would like to see this option paired with personnel at MTA dedicated to this process.
- iii. Mr. Laria noted a need to give local and regional players a greater voice in determining the future of the transit system.
- iv. Chair Sidh noted that the board structure selected should address the problem statement. He expressed the possibility of an umbrella group for statewide service coordination and capital planning that brings together the two boards.
- v. Assistant Secretary McAndrew noted that Option C is an approach to the core themes presented in this Workgroup.
- vi. Mr. Kelly noted that the status quo is a unique model that has created the current reality.
- vii. Administrator Arnold noted the need to have serious conversations on operations.
- viii. Chair Sidh noted that the umbrella would be Option C, which would involve these two groups coming together, perhaps on a quarterly basis, with an overarching chair.
- ix. Administrator Arnold noted that the union considerations should be thought through.
- x. Mr. Mitchell asked who makes the final call in the areas of overlap between two boards with a shared geography.
  - 1. Mr. Laria noted the lack of parity in the two regional boards being described.
- xi. Delegate Edelson noted that the Baltimore Core Service Board could be a vessel for revenue discussions in the future.
- xii. Chair Sidh summarized that there seems to be broader consensus around Option C for coverage, but there remain open questions around composition and function.
- xiii. Mr. Winkler summarized that Workgroup meeting five will cover the topics of 1) the composition of the boards under Option C, 2) functional adjustments to allow for correspondence with a new model,

3) the actual powers of each board, and 4) issues that would allow MTA to function most effectively.

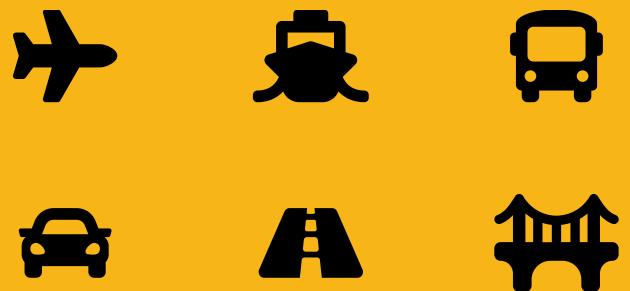
5. Adjournment

- a. Chair Sidh moved to adjourn. Mr. Laria seconded. **There was no discussion and the motion to adjourn was carried unanimously.**

DRAFT



# Workgroup on the Reorganization of the Maryland Transit Administration



*Interim Report Considerations*  
*Meeting Five*  
*November 21, 2025*

# Overview

- Chair's Remarks
- Meeting #2 Governance Concept Chart
- Meeting #4 Follow-up



PRELIMINARY

# Interim Report Considerations/Questions

- Problem Statement Recap
  - Problem #1: Greater Autonomy for the Baltimore Core Transit System
  - Problem #2: Improvement of MARC Services
- Preliminary Governance Alternative: Option C
  - Additional considerations for Option C
- Key Interim Report Questions:
  - Are there initial findings/recommendations from the Workgroup from this interim work session?
  - Are there items that require further explanation for 2026?
  - Are there legislative recommendations we can make in the Interim Report to assist MTA?



# Governance Board Overview

Board/Commission	Executive Personnel Oversight	Budget Oversight	Local Representation	Contract Award Authority
<b>Maryland Aviation Commission</b>	Yes <sup>1</sup>	Partial <sup>2</sup>	Yes	No
<b>Maryland Port Commission</b>	Yes <sup>1</sup>	Partial <sup>3</sup>	No	Partial <sup>4</sup>
<b>MDTA Board</b>	Yes	Yes	No	Partial <sup>5</sup>
<b>Baltimore Regional Transit Commission</b>	No	No <sup>6</sup>	Yes	No

1 MD Transportation Code § 5-201.1 and MD Transportation Code § 6-201.2.

2 MD Transportation Code § 5-201 and 5-201.1: provides authority to approve major projects, but ultimate approval of budget is subject to Secretary of Transportation.

3 MD Transportation Code § 6-201.1(a) and 6-201.1(b)(2): all Commission actions which “impact upon the Transportation Trust Fund” and approval of the budget are subject to the Secretary of Transportation.

4 Md. Code Regs. 21.02.01.04: delegated authority for “capital expenditure contracts in connection with State roads, bridges, and highways.”

5 Md. Code Regs. 21.02.01.04: certain general delegated authorities for contracts not greater than \$200,000.

6 MD Transportation Code § 7-213: “review and comment on the Administration’s annual operating and capital budget request for the Baltimore region...”



# Meeting #4 Requests

- Option C Considerations
  - Board Composition(s)
  - Powers and Authorities
- MDOT/MTA Implementation Considerations

# Option C Considerations

- Baltimore Core Service Board Composition
  - While a majority the appointments would rest with the Governor, this board would provide local representation for MTA's Core Baltimore Service region.
  - Staffed by and housed at MTA.
  - Board Representation – Nine (9) Seats
    - Four (4) Governor Appointed Seats, Names Chair
      - One (1) appointment must be a Baltimore Core Service MTA rider.
      - One (1) appointment must be a representative for riders with accessibility challenges.
      - Two (2) appointments that must be Core Service residents or users.
    - One (1) Secretary of Transportation or designee Seat
    - Two (2) Mayor of Baltimore City Seats
    - One (1) Baltimore County Executive Seat
    - One (1) Anne Arundel County Executive Seat
  - Ex-officio: MTA Administrator, Labor, Others?



# Option C Considerations

- Board Authorities and Duties
  - Baltimore Core Service Board

Description	Authority/Duty	Notes
Provides advice and guidance regarding Baltimore Core services, plans, and policies and approves major service planning reports (BMore Bus). Takes on duties previously conducted by Baltimore Regional Transit Commission (BRTC). Coordinates with a new Deputy CEO of Baltimore Core Services for this purpose.	Authority	Baltimore Core Services Deputy CEO to be hired by the MTA Administrator with advice of Board and consent of the MDOT Secretary. Reports to the MTA Administrator. BRTC legislation required.
Requires Board approval for the withdrawal of any New Starts Capital Investment Grant project for the Baltimore region, once it is accepted into the Engineering Phase by the Federal Transit Administration.	Authority	Balances state matching and project development discretion while ensuring greater local oversight of transit expansion projects, in response to Problem Statement #1.
Requires Board review and approval of MTA's operating and capital budget requests, as a part of the development of the draft Consolidated Transportation Program (CTP), for the Baltimore Core Services. The budget requests are non-binding.	Duty	Recognizes MDOT must ensure the solvency of the TTF, maintains the integrity of MTA's Transit Asset Management Program, and respects General Assembly's ultimate budget approval role. A review timeline should be established in statute to ensure timely budget process.



# Option C Considerations

- Commuter Services Board Composition
  - Staffed by and housed at MTA.
  - Board Representation
    - While a majority the appointments would rest with the Governor, this board would provide local representation for the commuter services regions.
    - Eight (8) Governor Appointed Seats, Governor names the Chair
      - One (1) appointment must reside in the MARC Penn Line service territory.
      - One (1) appointment must reside in the MARC Brunswick Line service territory.
      - One (1) appointment must reside in the MARC Camden Line service territory.
      - One (1) appointment must reside in jurisdictions with commuter bus service.
      - One (1) appointment must be a representative for riders with accessibility challenges.
      - Three (3) appointments must be Maryland residents that reflect the racial, gender and geographic diversity of the State.
    - One (1) Secretary of Transportation or designee Seat
    - Ex-officio: MTA Administrator, Labor, Others?



# Option C Considerations

- Board Authorities and Duties
  - Commuter Services Board

Description	Authority/Duty	Notes
Provides advice and guidance regarding commuter services (MARC and Commuter Bus), plans, and policies and approves major service planning reports (MARC Growth and Transformation). Coordinates with a new Deputy CEO for commuter services for this purpose.	Authority	Commuter Services Deputy CEO to be hired by the MTA Administrator with advice of the Board and consent of the MDOT Secretary. Reports to the MTA Administrator.
Review and comment of MTA's operating and capital budget requests, as a part of the development of the draft CTP, for commuter services. The budget requests are non-binding.	Duty	A review timeline should be established in statute to ensure timely budget process.
Submits an annual reports to the respective budget committees of the General Assembly.	Duty	Report will include key performance metrics, annual budget highlights, and note key initiatives undertaken.

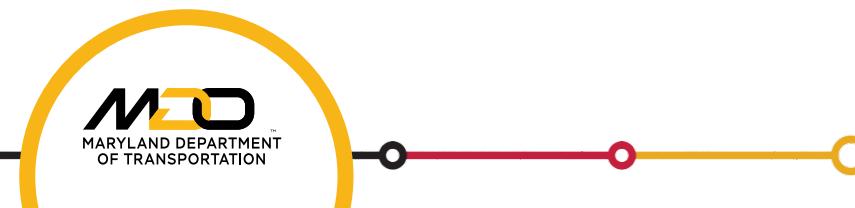


# MDOT/MTA Implementation Considerations

Question	Solution	Notes
<b>Are there currently consensus Workgroup findings for the Interim Report?</b>	Relative consensus has formed on recognizing a need for MTA/MDOT governance reform and the creation of two boards to oversee Baltimore Core service and commuter service, respectively.	Option C – Meeting #4
<b>With two boards, how do you empower one body vs the other with authorities to approve market-based salaries for staff or approve procurements?</b>	Workgroup should identify an appropriate body to empower for the “12 apostles.” Workgroup can recommend delegated contract authorities be provided directly to MTA for capital construction projects on existing fixed guideway systems.	Legislative requests/recommendations should be noted as finding in the Interim Report and include tort reform, procurement, and personnel requests.
<b>Workgroup members have indicated a desire that new executive level positions be created to support and implement the desires of each respective board. What is the reporting structure of these positions?</b>	The MTA Administrator, with the advice and consent of each board and with approval of the Secretary, appoints these positions. The positions would report to the MTA Administrator. MTA would also request the creation of at least five new PINS to support the boards (Two Deputy CEOs, two analyst positions and one board affairs officer).	This hiring structure relatively aligns with the Maryland Aviation Commission (MD Transportation Code § 5-201.1(c)(1)).
<b>How would certain agencywide functions that serve multiple geographic regions or modes be handled by separate boards?</b>	Agencywide functions, resources, and policies like MTA Police, Asset Management, planning, engineering, contractor management, labor relations and Collective Bargaining Agreements, SMRT, Purple Line, and LOTS would not be in either board’s jurisdiction. However, boards would still be provided information and briefings on these topics as desired.	

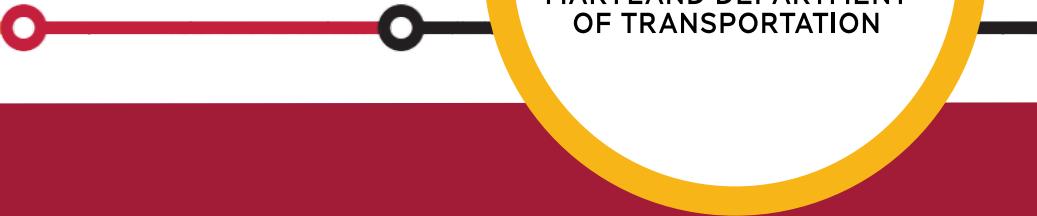
# MDOT/MTA Implementation Considerations

Question	Solution	Notes
<b>How would the Baltimore Core Service Board “review and approve” MTA’s budget given the current structure of the Transportation Trust Fund (TTF) and MDOT?</b>	<p>The Baltimore Core Service Board would be provided with a budget request, before the publication of the draft Consolidated Transportation Program (CTP), to review and approve. However, final budget allocation powers would remain at MDOT to ensure the solvency of the TTF and MTA’s Transit Asset Management (TAM) program. MDOT’s final consolidated budget remains subject to the General Assembly.</p>	<p>Specific timelines should be established in legislation. The budget requests are non-binding to maintain the integrity of the larger budget process.</p>
<b>If there are projects or funding recommendations that potentially overlap the jurisdiction and interest of the two boards – like the proposed MARC Bayview Station or the Penn Camden Connector – how would those be handled?</b>	<p>The respective newly created board positions would seek to build consensus and provide a unified recommendation to each board. The MTA Administrator would resolve, with the advice of each respective Chair and Vice Chair, any discrepancies.</p>	
<b>How would the new Deputy CEO roles affect the structure of MTA departments that support all modes?</b>	<p>Those departments would continue to support all modes as they do today, to avoid redundancy and inefficiency. Specific reporting structures would be managed at MTA’s discretion.</p>	
<b>Who would serve as the Board or ‘Board Equivalent’ for Federal Transit Administration safety plan approval requirements (49 CFR 673)?</b>	<p>The Secretary’s Office would remain as the Board Equivalent for approval of federally required safety plans.</p>	





Thank you!  
Questions?





# Workgroup on the Reorganization of the Maryland Transit Administration

*Interim Report Proposals*

*Meeting Five*

*November 21, 2025*



# Overview

- Interim Report Legislation
- Interim Report Structure
- Interim Report Finding Proposals



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PRELIMINARY

# Interim Report Legislation (HB 350/CH 602)

- Budget Bill Fiscal Year 2026 (pp 71-73)
- "...the Maryland Department of Transportation submits a report to the budget committees on a reorganization plan..."
- "The report should:
  - "Detail the current contractual obligations and agreements of the MTA..."
  - "Make recommendations regarding the reorganization of MDOT and MTA..."
- "The report shall be submitted by December 1, 2025, and the budget committees shall have 45 days from the date of the receipt of the report to review and comment."
- HB 517 still requires a final report, as well as draft legislation, to be submitted December 1, 2026.



# Interim Report Structure

- Legislative Background
- Work Accomplished in 2025
  - Number of meetings, briefing topics, key questions and answers, problem statements, and administrative items (website, meeting minutes).
- Required Report Elements
  - Detail current contractual obligations
    - Summary of meetings #2 and #3 with the materials provided.
  - Make recommendations regarding the reorganization of MDOT and MTA



# Interim Report Findings/Recommendations

- #1: Workgroup finds that MTA governance reform would enhance transparency and collaboration for local governments and the public in decision making. Workgroup finds MTA separation would not support the State's goals at this time.
- #2: Workgroup acknowledges that transit governance reform nationally is often tied to funding or increased revenue or cost-sharing with local governments. However, funding and revenue were outside of the charge of this Workgroup.
- #3: Workgroup finds the creation of an MTA Baltimore Core Services Board of Directors and a Commuter Services Board of Directors would be in the interest of the State of Maryland.
- #4: Workgroup acknowledges that the exact authorities, duties, and composition of the Boards should be refined further. However, the Workgroup has identified the following potential considerations:
  - Baltimore
    - Composition – Gov/Local, Gov majority
    - Authorities – ‘BRTC+’
  - Commuter
    - Composition – Gov
    - Authorities – ‘BRTC’
- #5: MTA efficiencies would be enhanced with delegated contract authority for fixed guideway systems, alignment with other state agencies subject to the Maryland Tort Claims Act, and similar executive management personnel treatment to other MDOT modes with boards.





**Thank you!  
Questions?**



# Amalgamated Transit Union

10000 New Hampshire Avenue, Silver Spring, MD 20903-1706  
(301) 431-7100 Fax (301) 431-7117

Office of the International President

## Memorandum

**To:** Workgroup on the Reorganization of the MTA

**From:** Monica Kristin Blair, PhD

**Date:** November 14, 2025

**Subject:** MTA Board Representation Proposal

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The Amalgamated Transit Union (ATU) submits the following proposal for a statewide, multi-modal Board of Directors of the Maryland Transit Administration (MTA) to the HB 517 Workgroup for its consideration.

### **MTA Board of Directors Representation**

Fifteen (15) Seats in Total

- Governor of Maryland – Eight (8) Seats
  - One (1) appointment with the consent of the Anne Arundel County Executive
  - One (1) appointment with the consent of the Baltimore County Executive
  - One (1) appointment with the consent of the Howard County Executive
  - One (1) appointment with the consent of the Montgomery County Executive
  - One (1) appointment with the consent of the Prince George's County Executive
  - One (1) appointment that maintains a transportation industry background or is an active MTA user
  - One (1) appointment that is an active MTA Mobility user
  - One (1) appointment that is an active MTA Commuter Bus user
- Mayor of Baltimore – Two (2) Seats
  - Two (2) appointments that must maintain a transportation industry background or be active MTA users
- Baltimore Regional Transit Commission – Two (2) Seats
  - Two (2) BRTC Members, selected by the BRTC, that must reside in Baltimore Core Service Area
- MARC Advisory Commission – Two (2) Seats
  - Two (2) MARC Advisory Board Commission Members, selected by the MARC Advisory Commission, that must reside in the MARC service territory
- Organized Labor – One (1) Seat
  - One (1) member of the union representing the plurality of MTA frontline workers, designated by that union

## **MTA Board Representation Proposal**

November 14, 2025

Page 2 of 2

ATU supports the proposal to create an MTA Board to create more democratic and regionally representative oversight of the Authority. ATU likewise believes that Baltimore should have a strong voice in its own transit governance, and that the apportionment of the MTA Board should reflect the fact that the majority of MTA ridership is in Baltimore's core service area. We believe that our proposal balances MTA's important regional interests and modes, while maintaining a cohesive statewide governance system.

ATU recommends allowing the BRTC to select two of its members to serve on the MTA Board. The BRTC was created just two years ago to provide input, advice, and support for MTA operations. Rather than duplicating the BRTC and creating a second competing board to represent the Baltimore area, we propose expanding the BRTC's powers and granting it first right to review Baltimore core service level changes, expanding its core service budget review responsibilities to include approval or disapproval of large capital projects, and granting the BRTC a direct role in MTA governance by adding two BRTC seats to the MTA Board.

If the Workgroup elects to create a MARC advisory commission, that commission should likewise select two representatives to serve on the MTA Board to parallel the BRTC's newly elevated role in transit governance.

ATU recommends removing the dedicated LOTS seat, since it is not a directly run or contracted MTA service and many of the counties with LOTS programs already receive representation on the Board. We recommend replacing that seat with two Governor appointments that reflect the MTA service modalities that were not represented in the original proposal, MTA Mobility and the MTA Commuter Bus program.

Prince George's County and Montgomery County both have a long-term vested interest in MTA governance because of the future Purple Line rail system, and therefore we believe both counties deserve a full seat on the MTA Board.

ATU believes it is important to have a labor seat on the MTA Board to represent the needs of frontline workers. Notably, the current MTA Board proposal was modeled after MTA-NY's board, which includes labor representation. Maryland should likewise include the voice of MTA workers in the decision-making process.

/mkb

c: Mike McMillan, President/Business Agent, ATU Local 1300  
Raymond Jackson, President/Business Agent, ATU Local 689  
Raenelle N. Cole, President/Business Agent, ATU Local 1764  
Dan Smith, General Counsel, ATU  
Andrew Gena, Director of Strategic Research, ATU  
Emma Cleveland, State & Local Political Coordinator, ATU  
Brian Wivell, Director of Special Projects, ATU Local 689

November 17th, 2025

Sameer Sidh

Chair, Workgroup on the Reorganization of the Maryland Transit Administration

**Re: Comments for the Workgroup on the Reorganization of the Maryland Transit Administration**

Dear Chair Sidh and workgroup members,

On behalf of the Greater Washington Partnership (the Partnership), I am writing to provide comments to the Workgroup on the Reorganization of the Maryland Transit Administration (the workgroup) and encourage a path forward that enhances transit operations and planning in the Baltimore region and statewide. This workgroup presents a pivotal opportunity to evaluate whether MTA has the tools, autonomy, and accountability it needs to build and operate a world-class transit system that connects the region.

The Partnership is a nonprofit alliance of nearly 50 leading corporate, university and nonprofit employers in Baltimore through Washington, DC to Richmond committed to championing the region's growth and vitality. Across Maryland, our member organizations directly employ 134,000 people and support an additional 145,000 jobs through their economic activity.

Recognizing the importance of mobility to our economic competitiveness, the Partnership developed the [Blueprint for Regional Mobility](#) as an employer-informed strategy to improve and transform the transportation system from Baltimore to Richmond. In 2020, we partnered with the Central Maryland Transportation Alliance and the Eno Center for Transportation to publish [Transit Reform for Maryland](#), a report that examines the state's transit governance model and proposes new models for transit governance. In addition, we have partnered with the Greater Baltimore Committee since 2022 to advance a vision for [Baltimore's Transit Future](#) through a robust coalition that advocates for high-quality transit and transit-oriented communities that can create shared prosperity and catalyze economic growth.

Baltimore's transit system has long faced funding uncertainty and political challenges, resulting in a system that does not meet the needs of the city's businesses or workforce. The city's transit system has seen limited growth, with only a small portion of its [Regional Rail System Plan](#) built since its adoption in 2002 and no major system expansions in over



30 years. The 2015 cancellation of the Red Line underscored the precarious and limiting nature of relying on a state agency to independently fund and operate a local transit system and illuminated the importance of local and specialized oversight over transit planning, funding, and execution.

We encourage this workgroup to cement a path forward that equips MTA with a governance and funding model capable of delivering reliable, connected, and high-quality transit. The eventual outcome of the workgroup should empower MTA to make decisions that reflect local and regional priorities and promote heightened predictability in pursuing long-term investments.

A restructured approach should:

- Provide local decision-making authority and accountability;
- Enable Baltimore and its surrounding jurisdictions to raise and invest funds for transit priorities; and,
- Foster coordination between the state, city and local governments, and regional partners to ensure alignment of system planning, and operations.

Maryland's residents and employers seek a transit system that aligns with the state's bold vision for the future. The Partnership values the workgroup's dedication to these critical issues and stands ready to support efforts that improve leadership, local autonomy, and deliver lasting benefits that drive economic growth and enhance quality of life across the state and the region.

Sincerely,



Kathy E. Hollinger  
CEO, Greater Washington Partnership

CC: Delegate Mark Edelson; Delegate Mark Korman; Senator Cory McCray; Senator Michael Jackson; Acting Secretary Samantha Biddle; Administrator Holly Arnold; Jon Laria, Baltimore Region Transit Commission; Mike Kelly, Metropolitan Planning Organization for Baltimore City; Sameer Sidh; Wesley "Wes" Mitchell

