

2025 Report Card for America's Infrastructure

Transit

September 10, 2026



Agenda

- Overview of ASCE Report Card
- Panel Perspectives
- Q&A



Presentation FYI



- Webinar is being recorded
- Recording and slides will be made available
- Attendee input via typed questions
- Send any technical issues/questions through the chat function

Today's panelists



Ward McCarragher
Vice President,
Government Affairs,
APTA



Tim McCoy
President, GCW, Inc.



Caitlin Tobin
Red Line Project
Director, MTA Maryland



Andrew Kjellman
Deputy Chief Executive
Officer, RTS Southern
Nevada



David Swallow
Committee on
America's
Infrastructure, ASCE





ASCE
2025 REPORT CARD
FOR AMERICA'S INFRASTRUCTURE

2025 Report Card for America's Infrastructure

	AVIATION		D+
	BRIDGES		C
	BROADBAND	NEW	C+
	DAMS	↑	D+
	DRINKING WATER		C-
	ENERGY	↓	D+
	HAZARDOUS WASTE	↑	C
	INLAND WATERWAYS	↑	C-
	LEVEES	↑	D+

	PARKS AND RECREATION	↑	C-
	PORTS	↑	B
	RAIL	↓	B-
	ROADS	↑	D+
	SCHOOLS		D+
	SOLID WASTE		C+
	STORMWATER		D
	TRANSIT	↑	D
	WASTEWATER		D+

America's
Cumulative
Infrastructure
Grade



A EXCEPTIONAL

B GOOD

C MEDIOCRE

D POOR

F FAILING

What the Grades Mean



MEDIOCRE
Requires attention



EXCEPTIONAL
Fit for the future



POOR
At risk



GOOD
Adequate for now



FAILING/CRITICAL
Unfit for purpose

Methodology

CAPACITY

OPERATION AND MAINTENANCE

CONDITION

PUBLIC SAFETY

FUNDING

RESILIENCE

FUTURE NEED

INNOVATION

Investment Gap

Infrastructure System	TOTAL NEEDS	FUNDED	FUNDING GAP
AVIATION	\$310	\$197	\$113
BRIDGES	\$538	\$165	\$373
BROADBAND	\$61	\$61	\$0
DAMS	\$185	\$20	\$166
DRINKING WATER	\$670	\$361	\$309
ENERGY	\$1,886	\$1,308	\$578
HAZARDOUS & SOLID WASTE	\$162	\$146	\$16
INLAND WATERWAYS & PORTS	\$45	\$32	\$13
LEVEES	\$97	\$7	\$91
PUBLIC PARKS	\$106	\$62	\$44
RAIL	\$145	\$113	\$32
ROADS	\$2,233	\$1,549	\$684
SCHOOLS	\$1,100	\$671	\$429
TRANSIT	\$618	\$466	\$152
WASTEWATER + STORMWATER	\$983	\$293	\$690
TOTALS	\$9,139	\$5,450	\$3,689

\$3.7
Trillion
needed

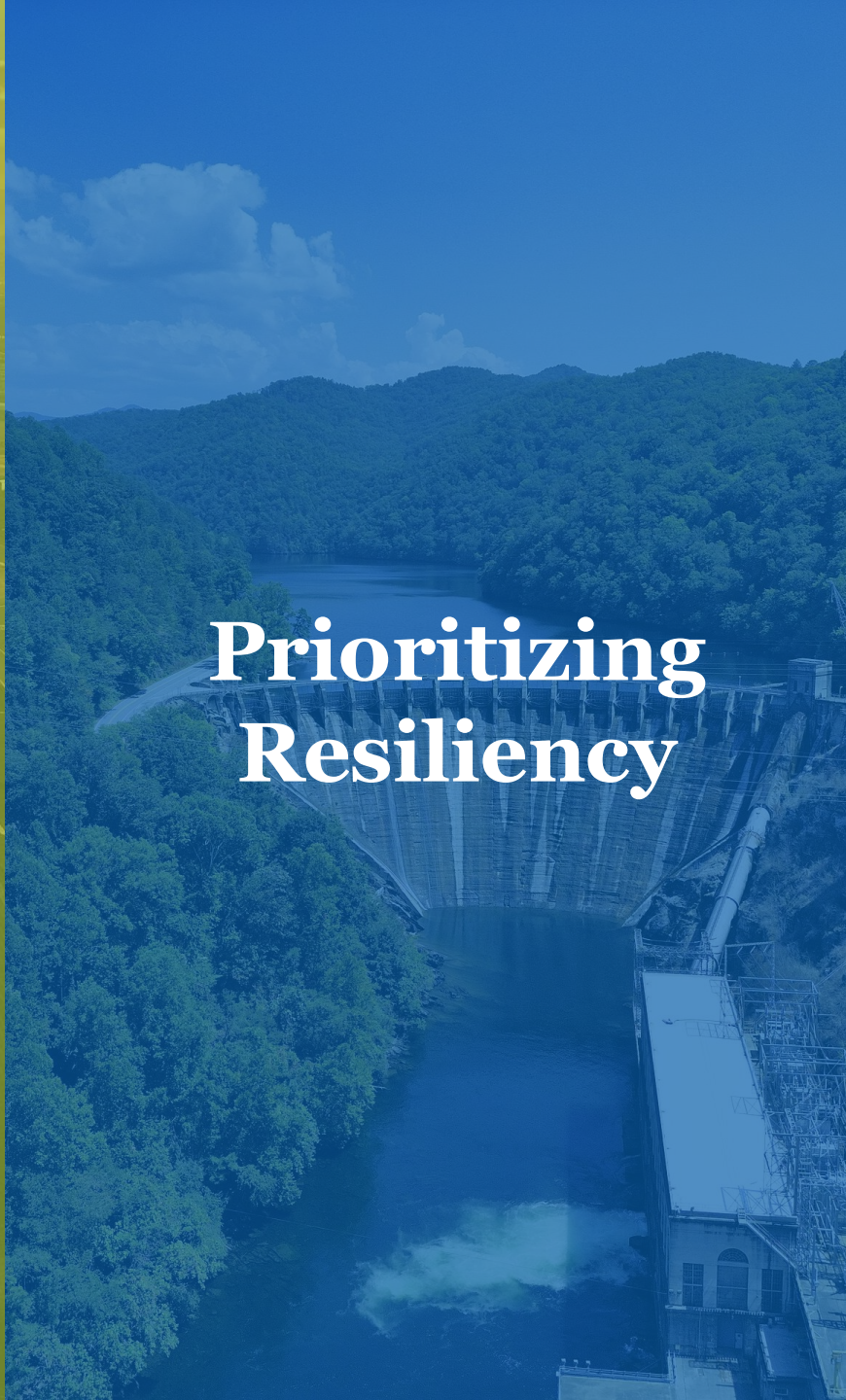


CURRENT
FUNDING

FUNDING
GAP



Sustaining Investment



Prioritizing Resiliency



Advancing Policy & Innovation

Grading Transit

2021 Grade = D- 2025 Grade = D

Criteria	Change	Why?
Capacity		Vehicles and facilities are adequate to continue to support riders. Access to transit varies across the country to accommodate both existing and potential riders.
Condition		Vehicle and facilities conditions remain stagnant. Capital improvement/expansion plans are underway nationwide.
Funding		Influx of federal funding has been significant, state and local funding has increased post-COVID, overall total funding has steadily increased over the past several years.
Operations & Maintenance		Transit is experiencing workforce shortages due to low unemployment and increased wage demands. Asset management plans are being updated regularly. Maintenance plans are increasingly incorporating sustainability though this typically involves higher initial cost.

Grading Transit

2021 Grade = D- 2025 Grade = D

Criteria	Change	Why?
Future Need		Transit systems in many locations are underway in capital improvements to expand access. Agencies need to address growing underfunded project backlogs. State and local gaps are anticipated to grow.
Public Safety		Transit continues to have high marks for safety. The FTA recently published the National Public Transportation Safety Plan, requiring transit agencies to maintain safety plans.
Resilience and Innovation		Transit agencies are increasingly resilient through planning and strategy implementation. Limited funding may inhibit resilience efforts moving forward. Transit is adopting new vehicles, equipment, and technology resulting in cost-savings, customer convenience and reducing environmental harm.

Recommendations to Raise the Grade Transit

- Encourage collaboration between local and regional transportation planning for sustained capital improvements, maintenance, and operations
- Embrace approaches to address and fund investments in sustainability, resilience, and risk mitigation to effectively and proactively address challenges of climate change
- Encourage good asset management practice
- Address workforce and staffing needs through community outreach and training
- Support consistent and long-term financing approaches
- Prioritize network and multimodal connectivity

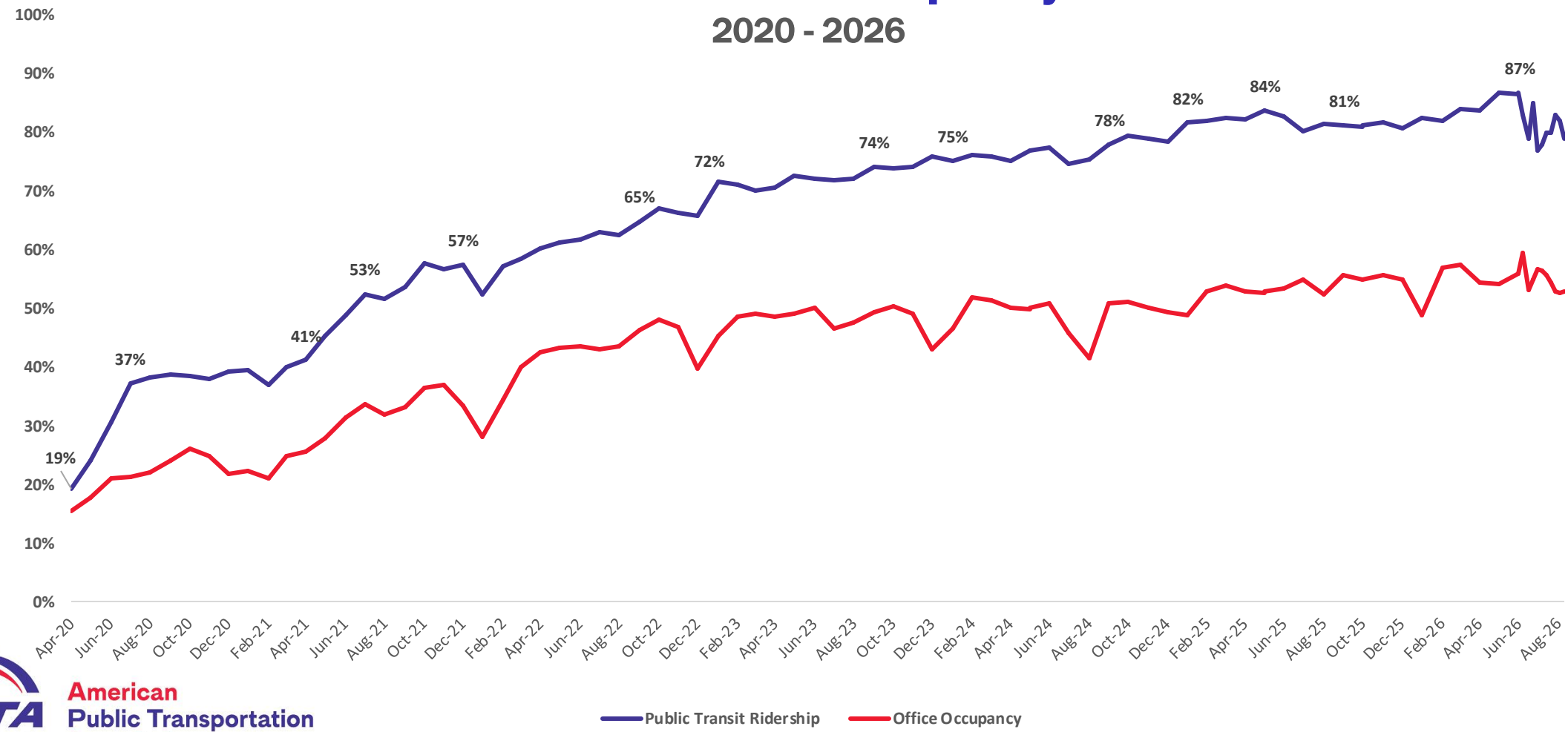
Making the Grade: Transit



American
Public Transportation
Association

U.S. Public Transit Ridership and Office Occupancy

2020 - 2026



TODAY, PUBLIC TRANSIT IN AMERICA IS...

Job Creation

450K+
People

work for public
transportation agencies



41K Jobs

created and supported
per \$1 billion investment
in job creation

5-to-1

ECONOMIC RETURN

produced by long-term
investment in public transit

\$251 Million

IN TAX REVENUE

supported per \$1 billion
investment in job creation

(According to APTA's "Economic Impact of Public Transportation Investment")

Supporting Private Sector Jobs

More than

77%

**OF FEDERAL FUNDING
FOR TRANSIT**

flows to the private sector

**3,000
SUPPLIERS**

more than 1,700 communities
in 50 States

Fostering Energy Independence

Leading in Clean Technology

Share of **Hybrid
Electric Buses**



2010: **7.0%**
2025: **20.8%**

1,600+
**ZERO-EMISSION
BUSES**

(According to APTA's
2025 Vehicle Database)

Lowering Carbon Emissions



55%



**less CO₂ emissions by using
public transit** rather than a car

(According to TCRP "Report 226: An Update on Public
Transportation's Impacts on Greenhouse Gas Emissions")

Reducing Gasoline Consumption

**6.0
BILLION**



**Gallons of
Gas Saved**

**each year by using
public transportation**

(According to TCRP "Report
226: An Update on Public
Transportation's Impacts on
Greenhouse Gas Emissions")

More Efficient



**Increase in vehicle
miles operated per
kilowatt-hour**
over the past 30 years

23%

**Heavy
Rail**

6%

**Light Rail/
Streetcar**



**American
Public Transportation
Association**

TODAY, PUBLIC TRANSIT IN AMERICA IS...

Growing the Economy

87% 
of trips on transit directly benefit the local economy

(According to APTA's "Who Rides Public Transportation")

50%
of trips are to and from work



37% of trips are to shopping and recreational spending
(less priority than trips to work)

Serving All Communities

Public transit agencies are...



1,218
Rural

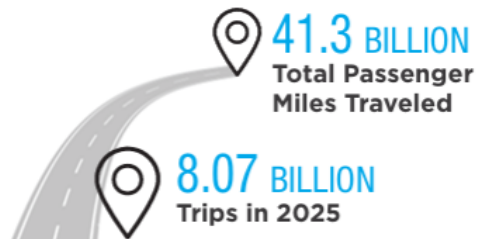


1,020
Urban



4.5K+
Nonprofit

Current Ridership



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Association**

Number of rail systems is growing

64
2004

99
2024



Driving Innovation



81%
of buses have security cameras



8%
of buses have ped/bike detection



78%
of buses have automated stop announcements

Addressing Access*

55%

of transit riders earn under \$50k/year

* Transit system accessibility is also affected by station accessibility



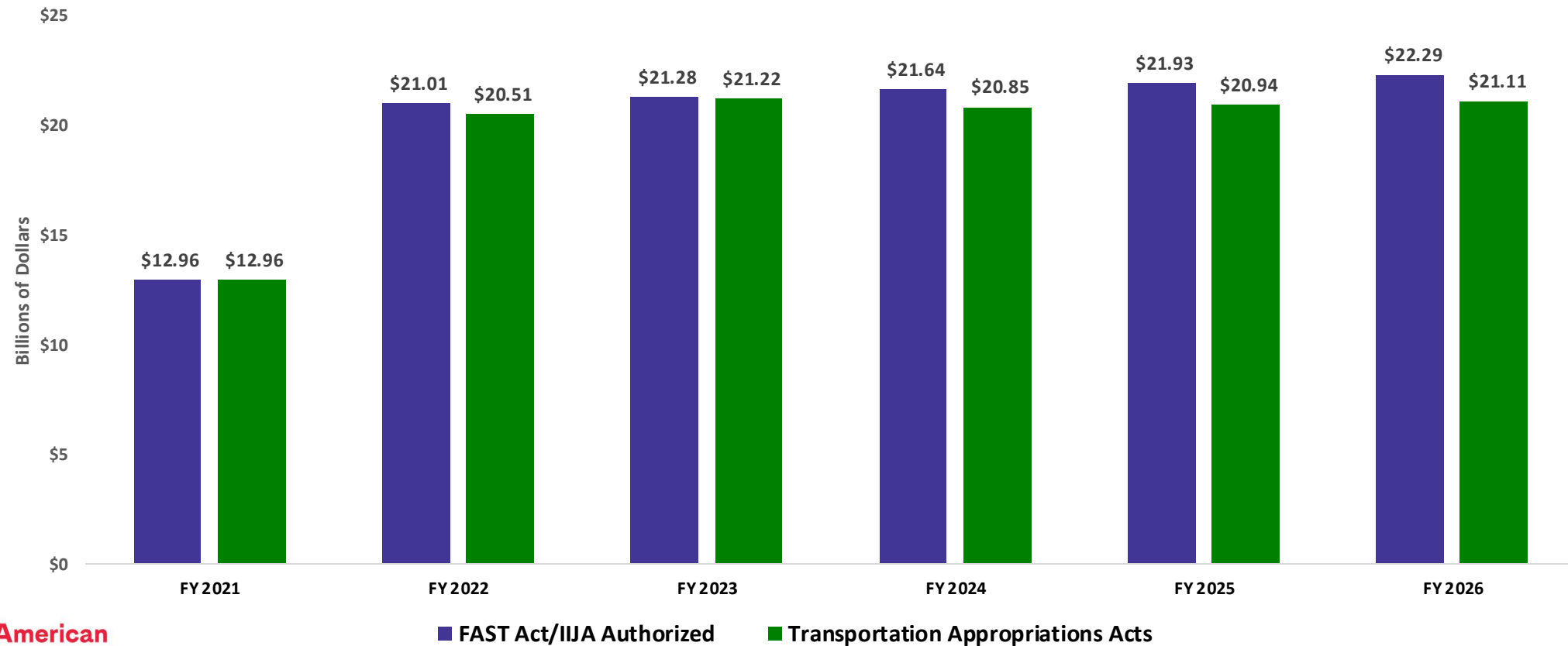
77%
58%
Increase in rail station accessibility



99.9%
95%
Increase in bus accessibility

IIJA and THUD Appropriations Acts

Public Transit



**American
Public Transportation
Association**

APTA Legislative Agenda

Continuing Resolution & Surface Transportation Authorization Extension Act

- ✓ Investment Levels (Guaranteed Funding)
- ✓ FY 2027 Mass Transit Account Shortfall

THUD Appropriations

- ✓ Investment Levels (Guaranteed Funding)
- ✓ Transfers from IIJA Passenger Rail Funding
- ✓ Policy Riders (e.g., Immigration Enforcement)

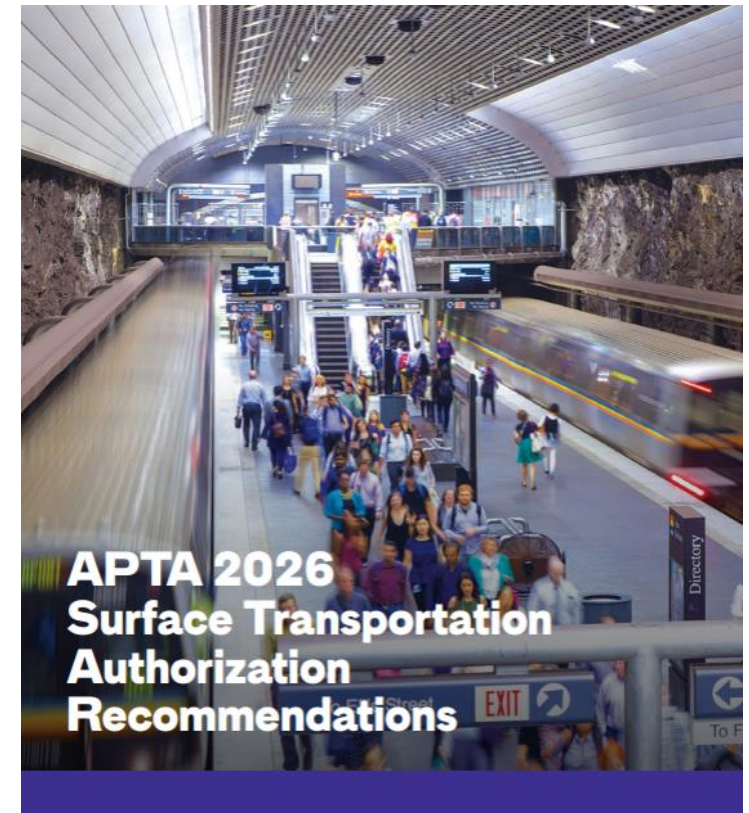
Surface Transportation Authorization

- ✓ Investment Levels (Guaranteed Funding)
- ✓ Accelerating Project Delivery
- ✓ Key Policy Concerns

Key APTA Recommendations

Surface Transportation Authorization

- ✓ Build upon Current Investment for Public Transit and Passenger Rail
- ✓ Accelerate Project Delivery by Eliminating Statutory and Regulatory Barriers to Building Infrastructure
- ✓ Strengthen Collaborative, Local Decision-Making

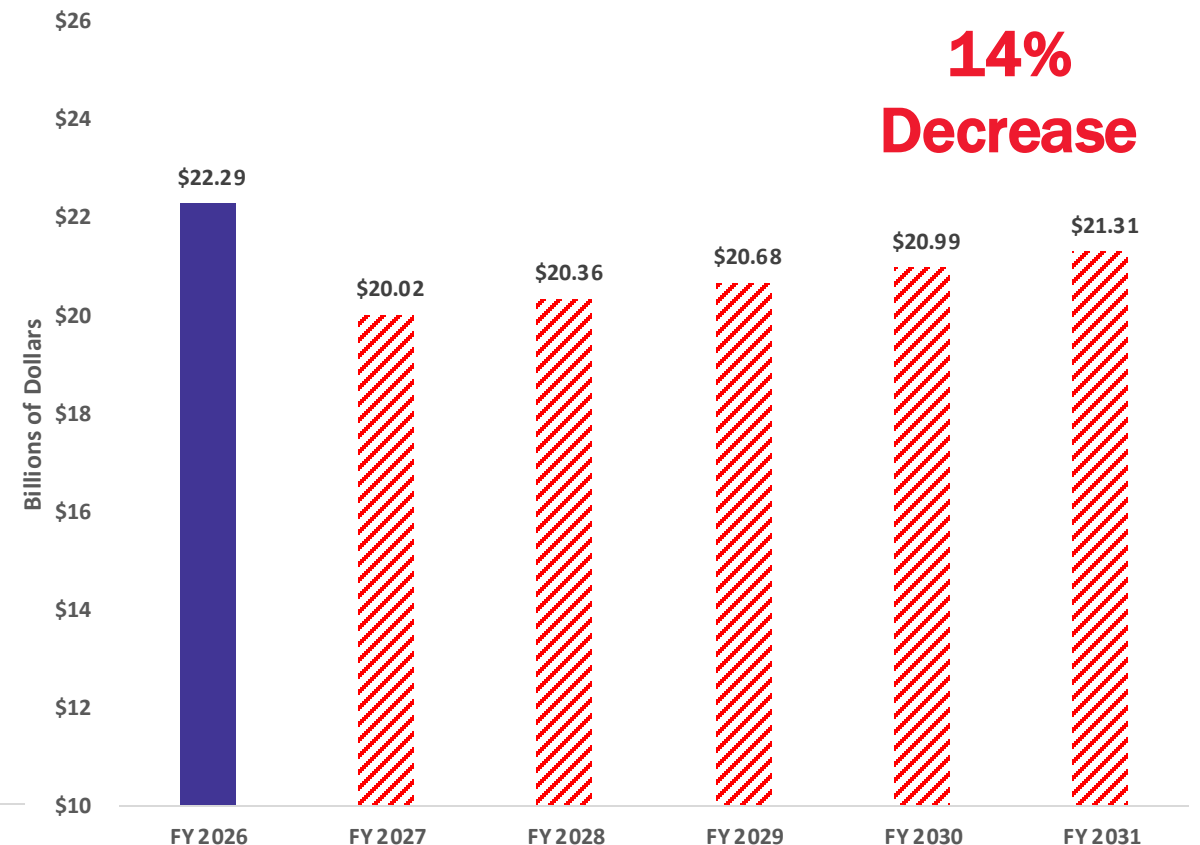


BUILD America 250 Act – Public Transit

IJA Authorization Baseline -- \$120 Billion



BUILD America 250 Act -- \$103 Billion

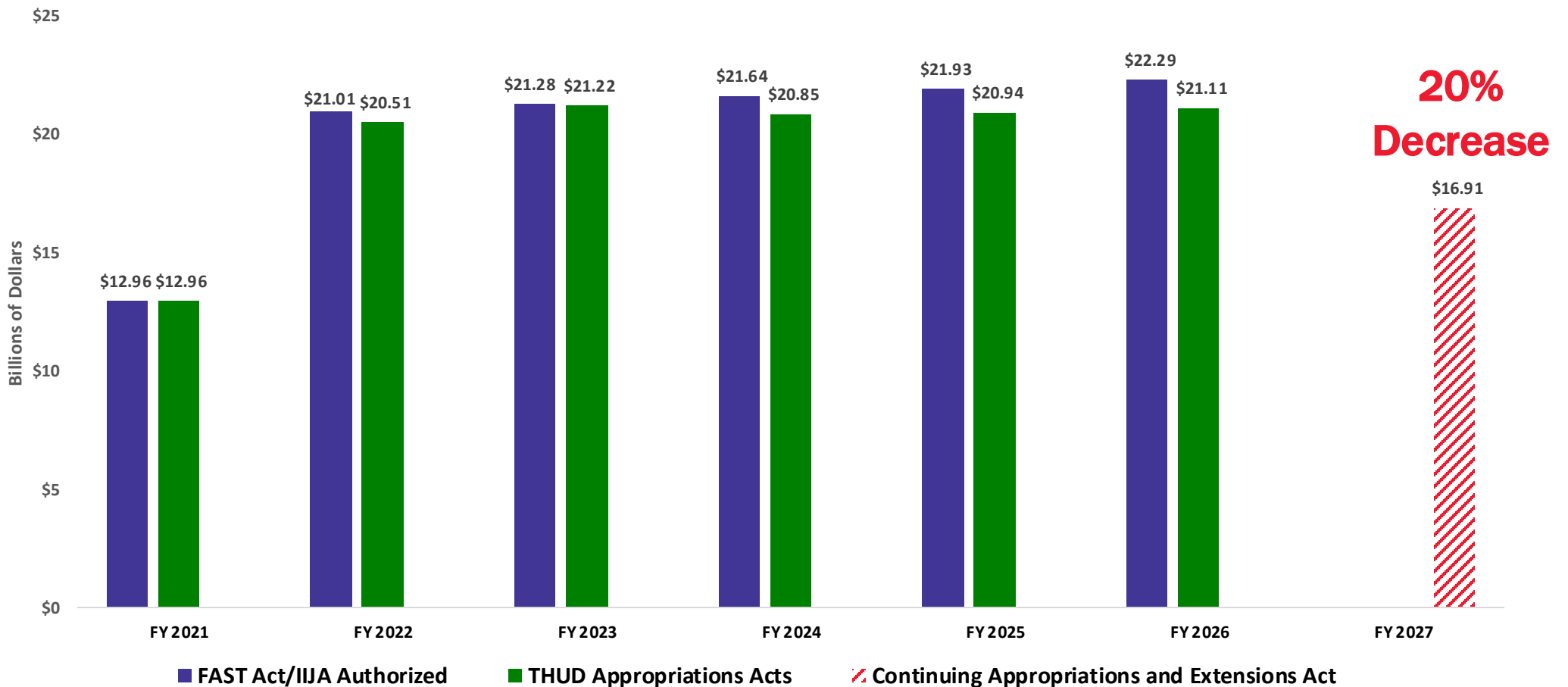


BUILD America 250 Act Includes More Than 25 APTA Recommendations

- ✓ Reform Capital Investment Grants Program
- ✓ Allow Advance Acquisition of Real Property for Public Transit and Passenger Rail
- ✓ Allow Transit Agencies to Undertake Certain NEPA Actions
- ✓ Minimize Documentation Requirements for CEs
- ✓ Streamline DOT's National Historic Preservation Act Implementation
- ✓ Eliminate FTA's Bus Spare Ratio Limitation
- ✓ Permanently Extend the Waiver of FMCSA's CDL Under-the-Hood Test for Public Transit Operators
- ✓ Allow Use of State Purchasing Schedules for Innovative Procurement
- ✓ Maintain a Rail Title
- ✓ Increase Project Management Oversight Threshold
- ✓ Decrease PMO Oversight Reviews
- ✓ Expand FTA's 100-Bus Rule
- ✓ Allow Transit Agencies to Retain Assets
- ✓ Adjust Rail Passenger Liability Cap
- ✓ Authorize Corridor-based BRT projects for TOD
- ✓ Expedite Technical Capacity Review for § 5307
- ✓ Provide Guaranteed Funding for FTA Emergency Relief Program
- ✓ Provide Public Transit Eligibility for Mega Grants
- ✓ Institute EV Fee to Help Address Highway Trust Fund Shortfall (including 20% Transit Share)

Continuing Appropriations Act, 2027

Public Transit



APTA Advocacy Message

- ✓ **Maintain and Build upon Guaranteed Funding*
in Surface Transportation Authorization Act**

*Guaranteed Funding

- ✓ Contract Authority (Highway Trust Fund)
- ✓ Advance Appropriations

The background of the slide is a wide-angle photograph of the Las Vegas skyline. In the foreground, there's a dense urban area with various buildings. In the middle ground, the city's skyline is visible, including several prominent hotels and casinos. In the background, a range of rugged mountains stretches across the horizon under a clear blue sky. The overall color palette is dominated by blues and greys, with the city lights providing some contrast.

ASCE MAKING THE GRADE

TRANSIT AS INFRASTRUCTURE: MAKING TRANSIT INVESTMENT GO FURTHER

WE'RE GOING PLACES. LET'S GO TOGETHER

WHO WE ARE



**ROADWAY
FUNDING**



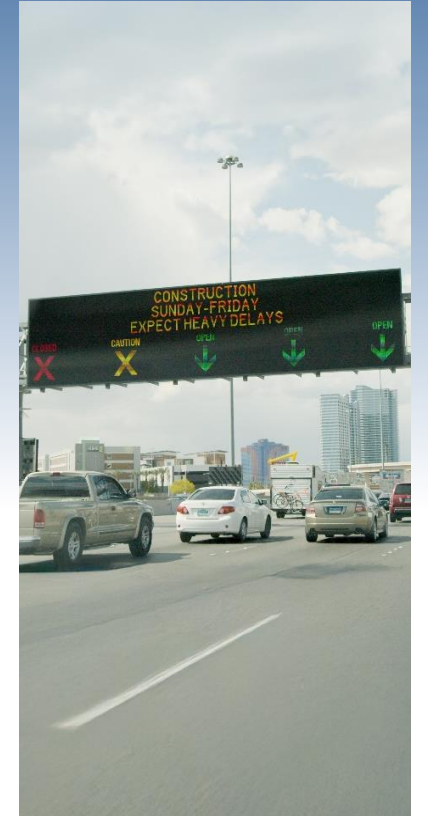
TRANSIT



PLANNING



BICYCLING



**TRAFFIC
MANAGEMENT**

TRANSIT IS ESSENTIAL INFRASTRUCTURE



TRANSIT



PARATRANSIT



ONDEMAND



SENIORS



VETERANS



STUDENTS

How Mobility is Funded



42%
Sales Tax

\$234.4 Million



31%
Grants

\$175.8 Million



11%
Passenger Fares

\$62.7 Million



16%
Other

\$73.3 Million



OPERATING AT PEAK EFFICIENCY

13TH

BUSIEST
BUS
SYSTEM

7TH

BUSIEST
PARATRANSIT
SYSTEM

#1

LOWEST PUBLIC
INVESTMENT

#1

LOWEST
OPERATING COST

#2

HIGHEST FAREBOX
RECOVERY



A STRUCTURAL IMBALANCE

\$118.5 M

ANNUAL BUDGET SHORTFALL





BUDGET ADJUSTMENTS

- » *Deferring Capital Projects*
- » *Reducing Internal Costs*
- » *Implementing Service Freeze*
- » *Increasing Passenger Fares*



THE CHOICE AHEAD

PATH A: DO NOTHING

- *42% Service Cuts*
- *Loss of Jobs*
- *Limits Regional Growth*
- *Longer Wait Times*
- *Fewer Routes*
- *Increased Congestion*

PATH B: LONG-TERM FUNDING

- *Maintains Service*
- *Improves Mobility Options*
- *Provides Reliable Access*
- *Supports Regional Growth*
- *Improves Roadways*
- *Reduces Congestion*

SECURING OUR ECONOMIC **FUTURE**

How We Achieve Long-Term Stability

- » *2027 Legislative Session*
- » *2028 Ballot*
- » *Get involved*

ON BOARD: SOUTHERN NEVADA'S VISIONARY PLAN

*Existing
Transit Options*



*Bike, Pedestrian and Short-
Distance Connections*



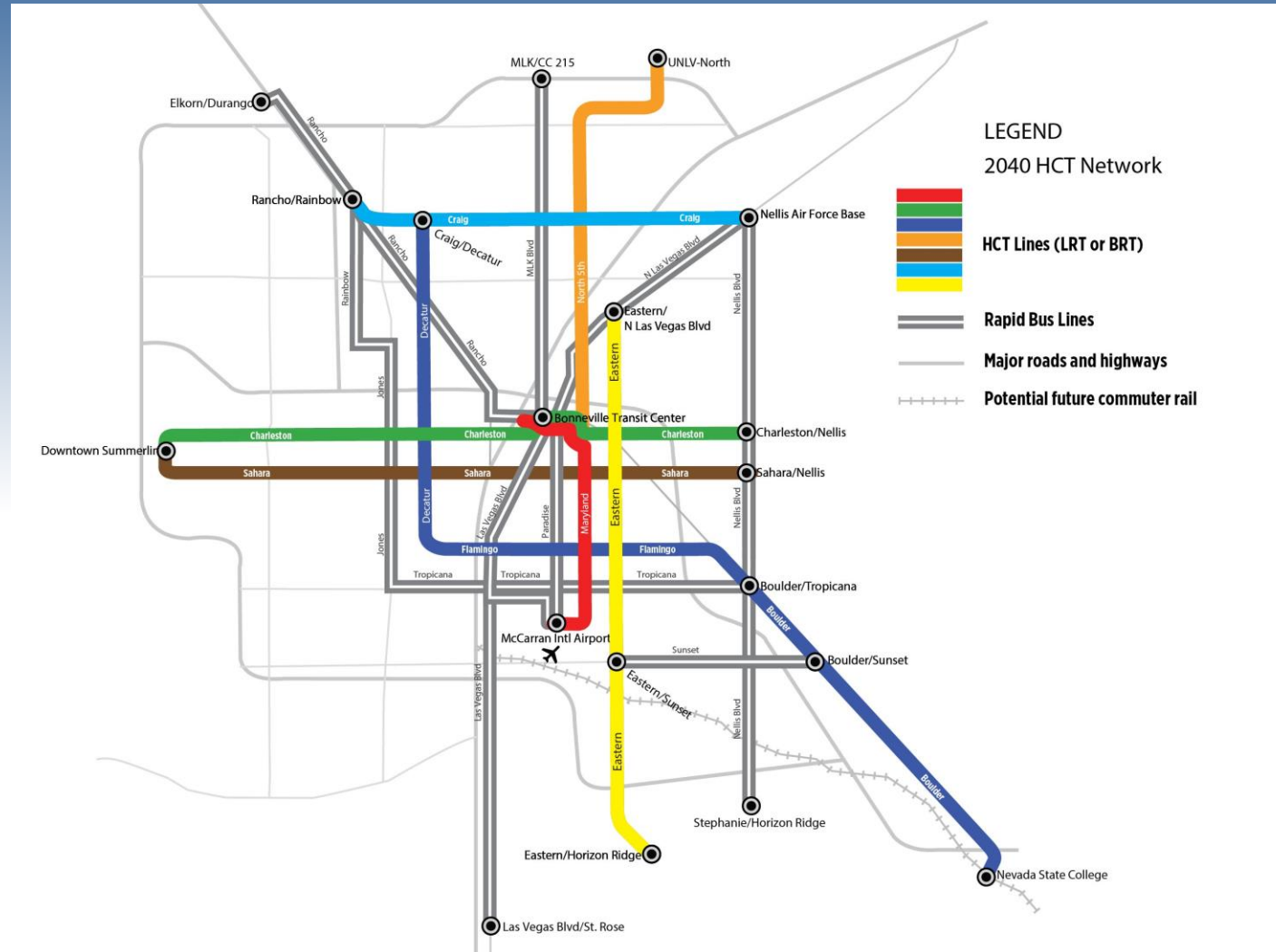
*Emerging Technologies
and Services*



*High Capacity
Transit Options*



2040 HIGH-CAPACITY TRANSIT NETWORK



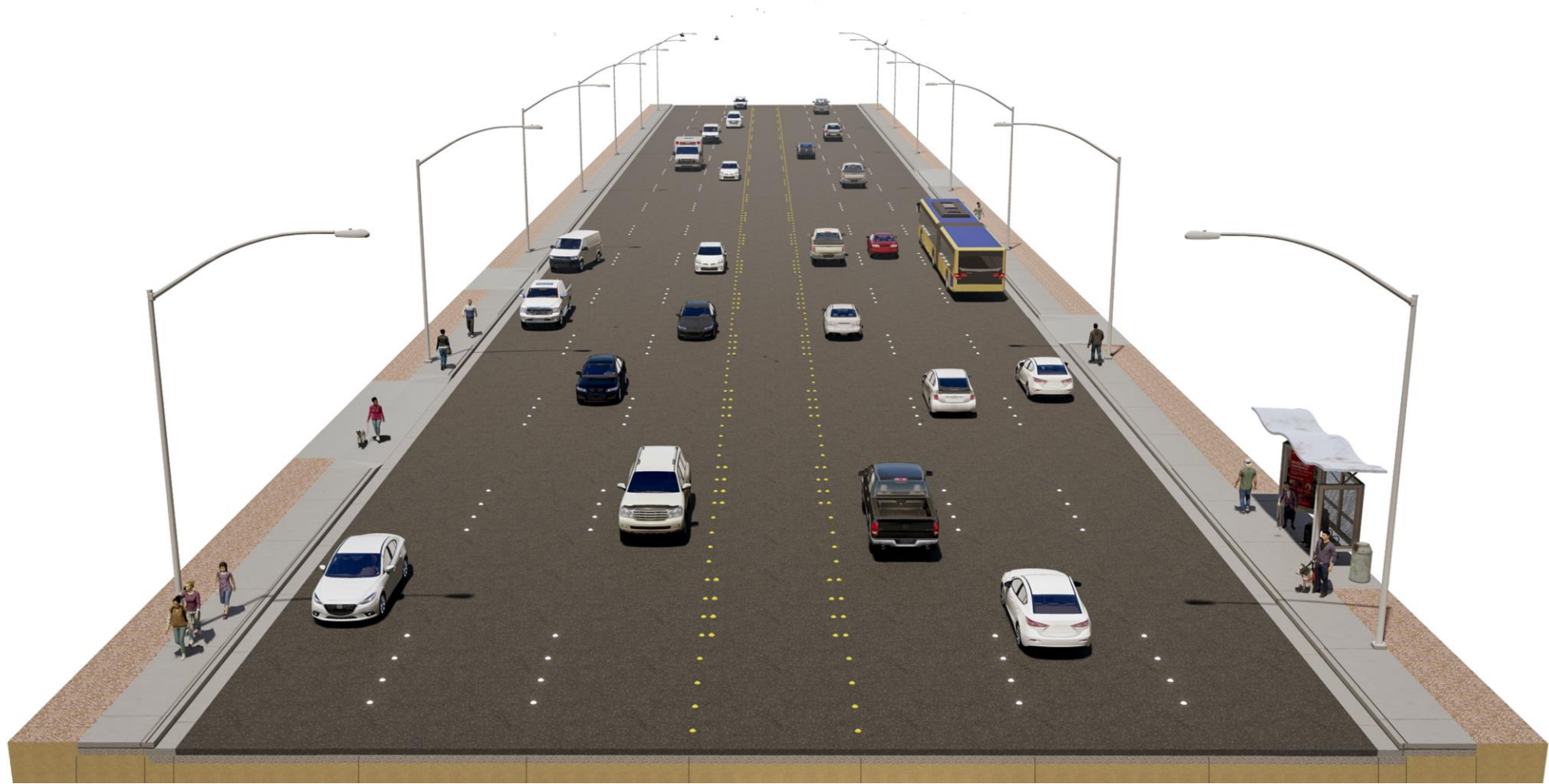


LET'S GO **MARYLAND PARKWAY**

SAFE, COMFORTABLE, ACCESSIBLE CONNECTIONS!

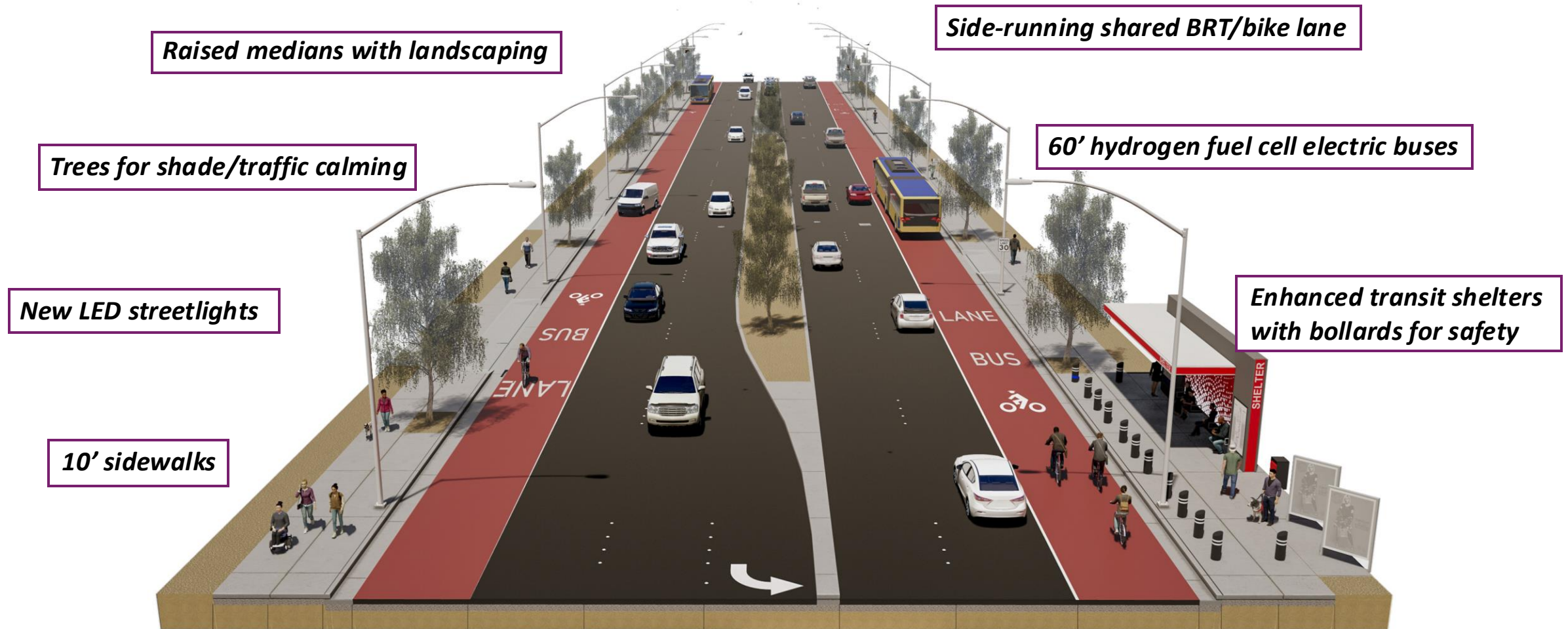


MARYLAND PARKWAY TODAY



MARYLAND PARKWAY (BEFORE)

A COMPLETE STREET FOR EVERY USER



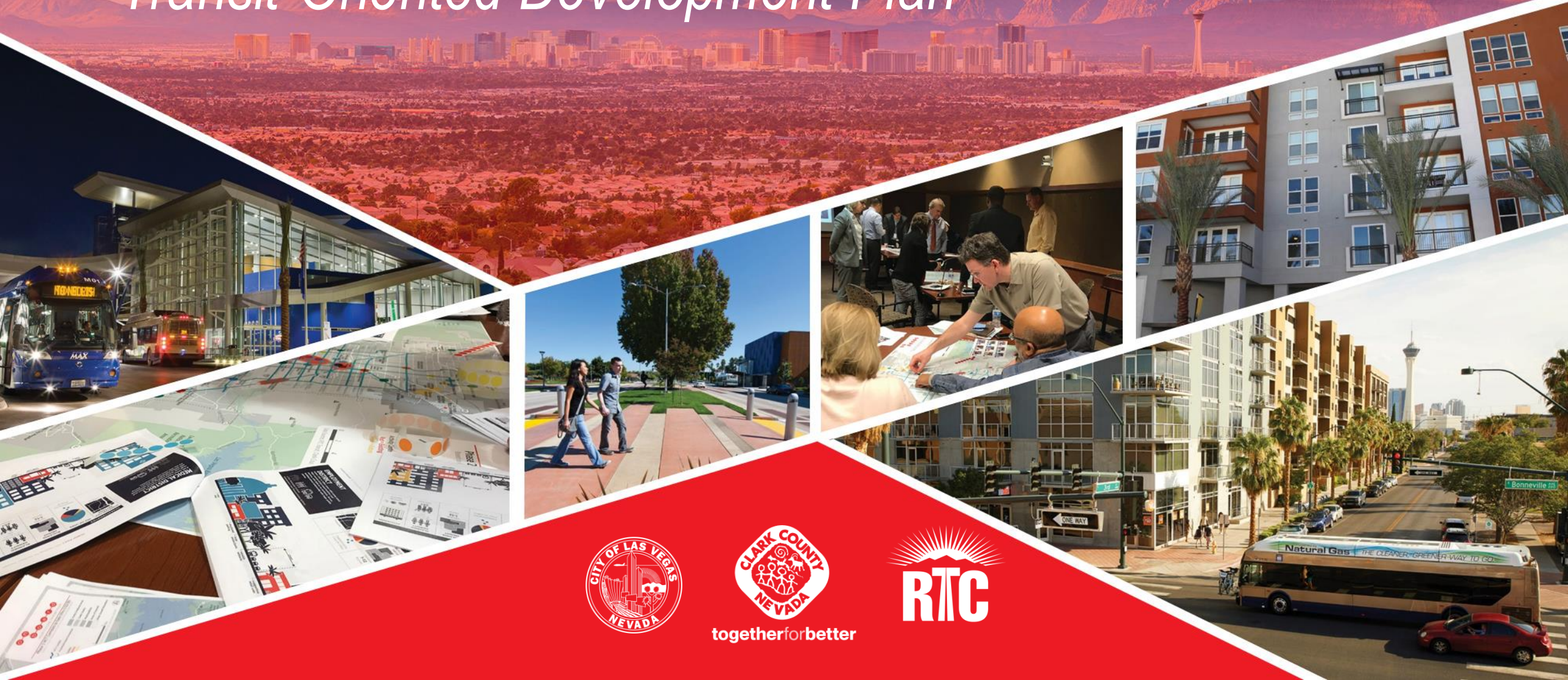
MARYLAND PARKWAY (AFTER)

MARYLAND PARKWAY BRT SHELTERS



MARYLAND PARKWAY CORRIDOR

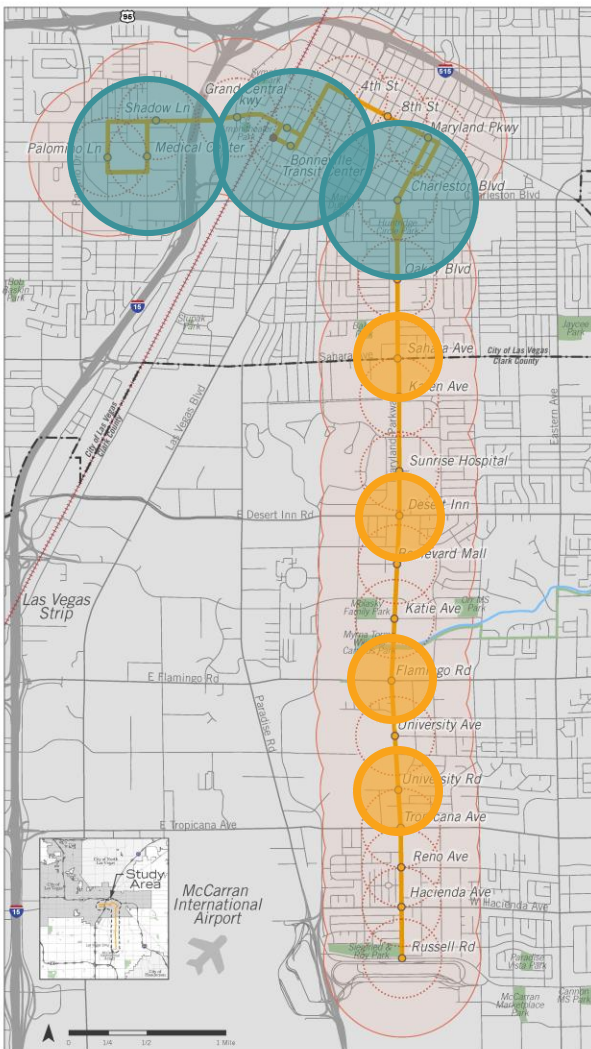
Transit-Oriented Development Plan



togetherforbetter



PRIORITY FOCUS AREAS



- *1/2 Mile Radius around each station in City of Las Vegas*

- Medical Center
- Bonneville Transit Center
- Charleston Boulevard

- *1/4 Mile Radius around each station in Clark County*

- Sahara Avenue
- Desert Inn Road
- Flamingo Road
- University Road

Selection Criteria:

- **TOD Readiness**
 - Existing TOD supportiveness
 - Market momentum
 - Development opportunity
- **Preferred Future TOD Type(s)**
 - From RTC OnBoard TOD Typology
- **Stakeholder Feedback**
- **Elected Officials Feedback**
- **Geographic Distribution**
 - Minimizing overlap

RTC BIKE SHARE EXPANSION

RTC awarded \$775,000 FY26 Appropriations grant from Rep. Titus to install 20-30 RTC Bike Share Stations



Expansion focus areas:

*Downtown Las Vegas
Maryland Parkway corridor
New stations planned at
Various BRT stops*



System enhancements include:

*100 new ebikes
200 additional docking points
Wayfinding signage to improve
visibility and navigation*



How RTC Assembled the Small Starts Funding Package

A capital funding stack that combines transit, roadway and flexible transportation sources.

\$150M	Small Starts	FEDERAL <i>Connects people to jobs, education and healthcare—and helps the entire transportation network function.</i>
\$23M	CMAQ	
\$20.9M	5307	
\$23.1M	STP	
\$125M	Fuel Revenue Indexing (FRI)	LOCAL <i>Complete streets, safety, public space, multimodal access and redevelopment can all be advanced through transit projects.</i>
\$34M	Sales Tax	

OPERATING LESSON:

Grants can build major projects. Stable, recurring operating revenue is what preserves reliable service.

CAPITAL LESSON:

Align project scope with multiple eligible programs.



RE **IMAGINE**
BOULDER HIGHWAY
PHASE 2



togetherforbetter

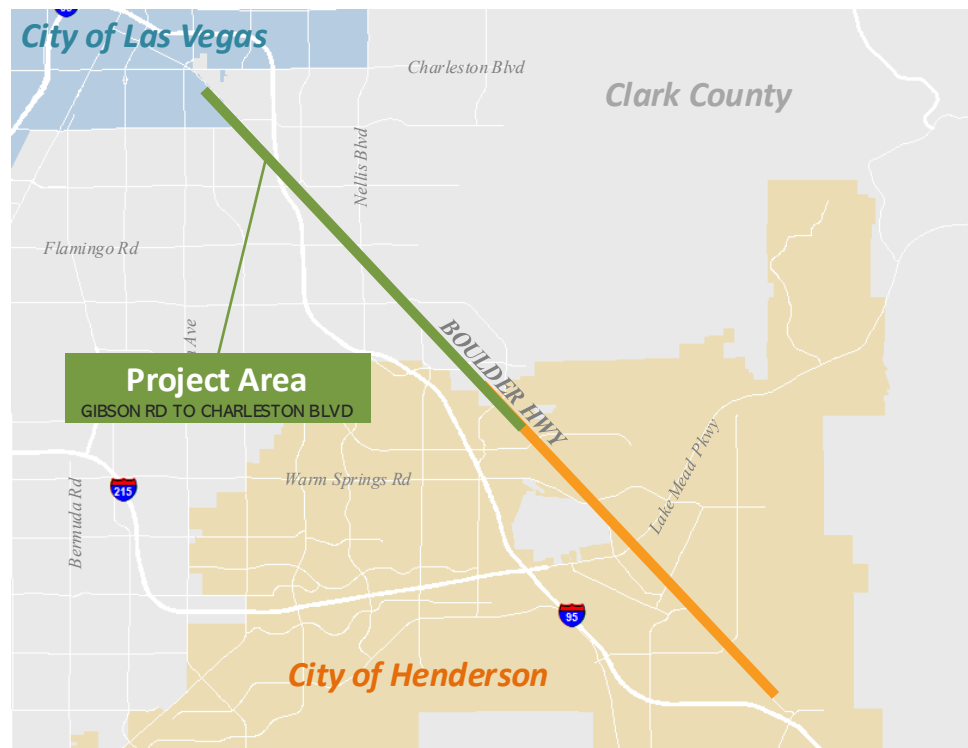
HENDERSON



LET'S GO TRANSIT AS INFRASTRUCTURE: MAKING TRANSIT INVESTMENT GO FURTHER



PROJECT BACKGROUND



Regional Infrastructure Accelerator (RIA)
(\$2M RIA Grant, \$2.3M NDOT)



HENDERSON



**Partner/Stakeholder
Coordination**



LET'S GO TRANSIT AS INFRASTRUCTURE: MAKING TRANSIT INVESTMENT GO FURTHER



CITY OF HENDERSON SEGMENT



LET'S GO TRANSIT AS INFRASTRUCTURE: MAKING TRANSIT INVESTMENT GO FURTHER

KEY TAKEAWAYS



Transit Is Essential Infrastructure

It connects people to jobs, education and healthcare—and helps the entire transportation network function.



CAPITAL INVESTMENT CREATES BROADER VALUE

Complete streets, safety, public space, multimodal access and redevelopment can all be advanced through transit projects.



FINANCIAL SUSTAINABILITY MAKES IT LAST

Grants can build major projects. Stable, recurring operating revenue is what preserves reliable service.



THANK YOU

WE'RE GOING PLACES. LET'S GO TOGETHER

Baltimore Red Line

ASCE Making the Grade: Transit

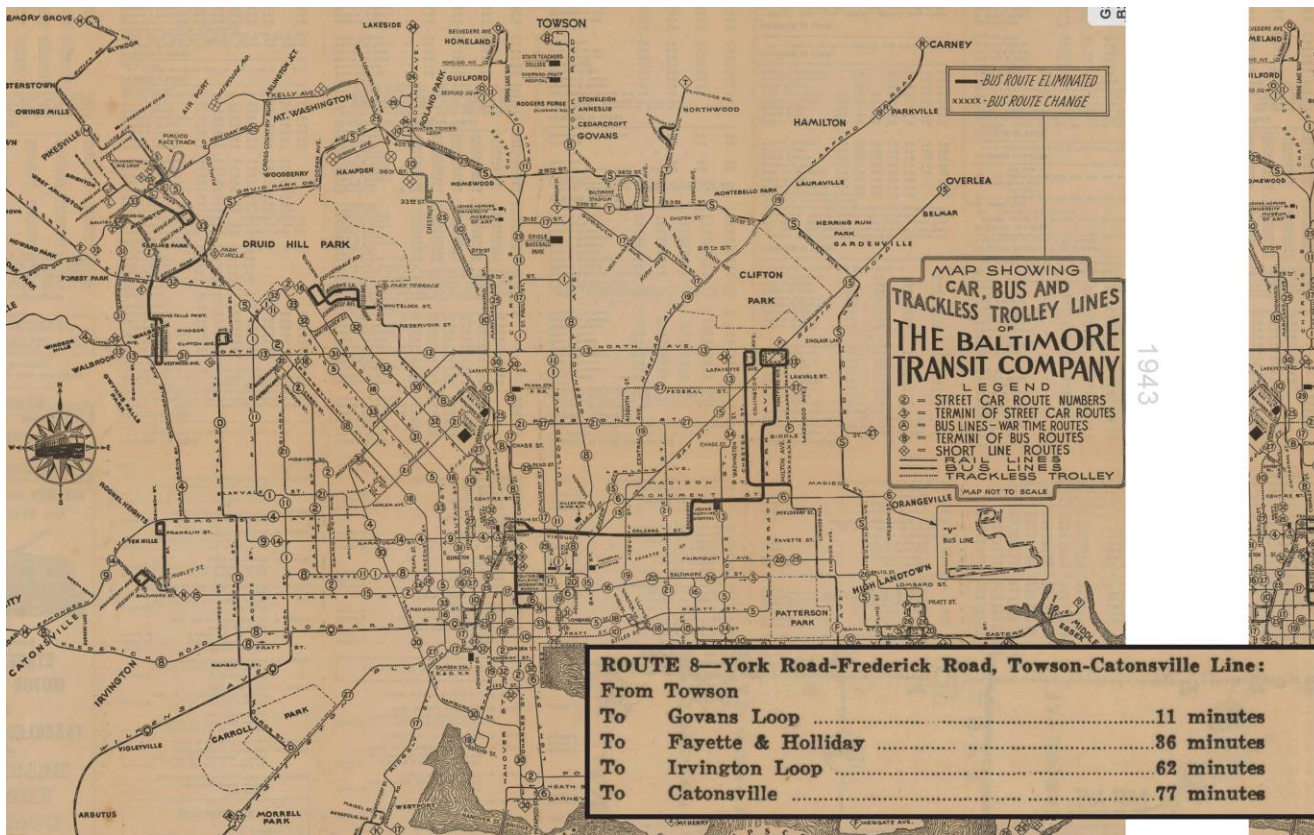
September 10, 2026

Agenda

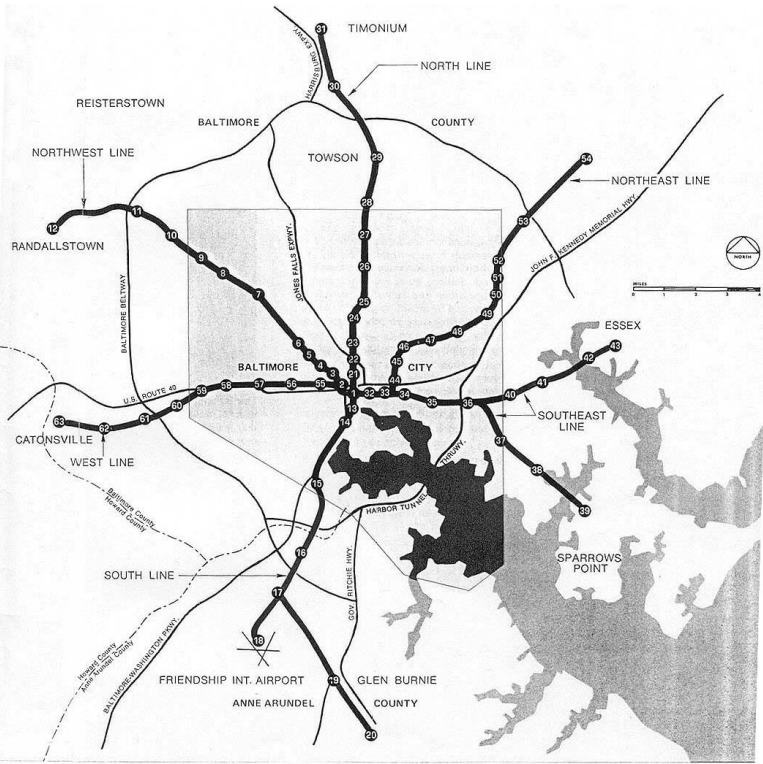
- Overview, History, and Challenges
- Approaches to Advance the Red Line
- Red Line through the ASCE Lens
- Next Steps

Overview and History

We are grappling with a century of policies and actions that have divided us, not lifted us together:



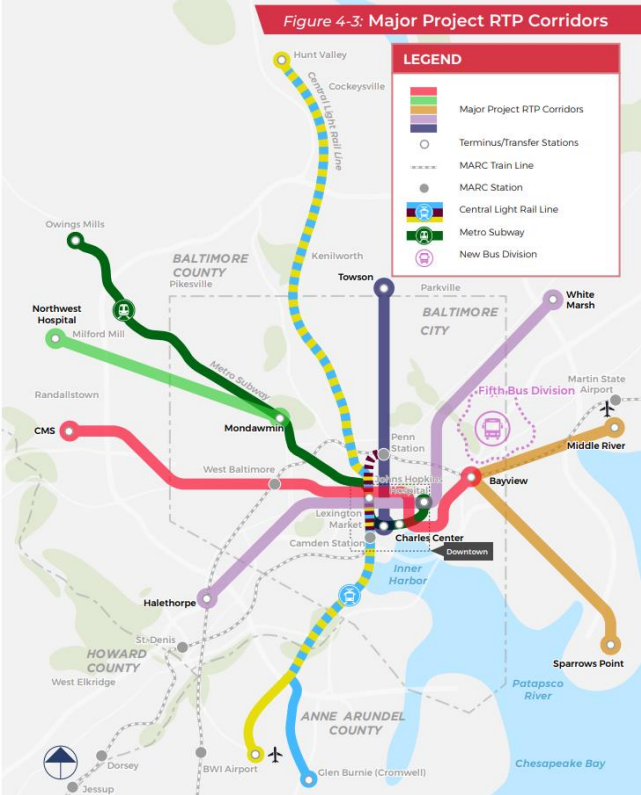
Baltimore Transit Planning Through the Years



1968



2002



2025

People of the Red Line

Real people, real voices, real stories.

These are the stories of real Baltimore **neighbors, workers, and community members** sharing their values, hopes, and support for bringing this once-in-a-generation investment to our city. **Scan QR code to watch their stories.**



Rena and Adam Kaufman
Baltimore Community Members

Mark Anthony Thomas
President, Greater Baltimore Committee

Lucia Islas
Case Worker, Southeast CDC

Approaches to Advance the Red Line

Changing Federal and National Landscape

- Federal investment priorities are changing.
- **Inflation and tariffs** pose cost risks to a 14-mile LRT line.
- The **Capital Investment Grant (CIG) program** remains the main source of federal funding for expansion of mega transit projects.
- There are currently 48 projects in the CIG program, **33 of those projects are BRT projects** signaling an industry shift to BRT.

Approaches to Advance the Red Line

In this new reality we are considering three approaches to advance the Red Line, each with distinct costs and timelines:

Approach 1: Full LRT

Stay the long-term course of an LRT project.

Approach 2: Phase LRT

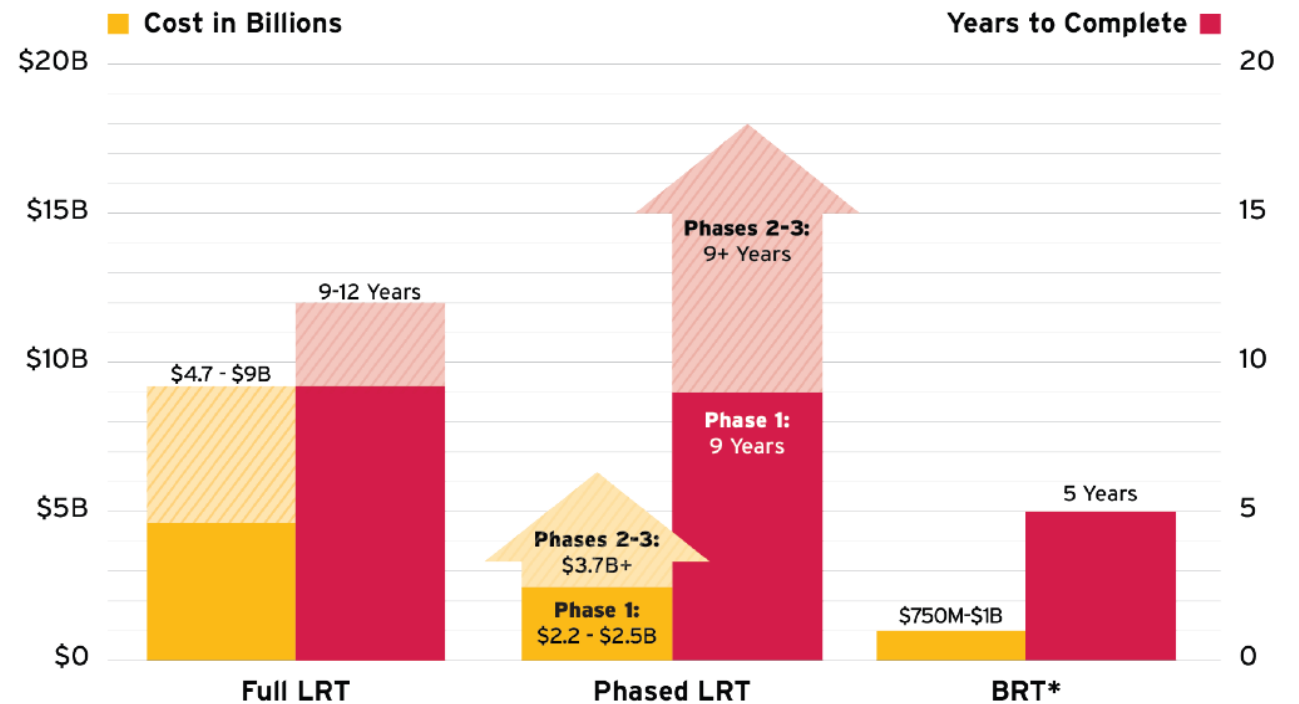
Move phase 1 of the LRT project forward.

Approach 3: Full BRT

Revisit BRT as a mode with stakeholders/public.

These three approaches were presented to the public during the May 2026 Open Houses.

Cost and Years to Complete by Approach



Trade-Offs and the Cost of Delay

- Each project has distinct cost, timeline and impact implications
- Riders and our region bear the greatest cost of delay:
 - **57,000 hours per year**
 - **\$27M per year**



Cost of Delay

Each year the project is delayed, the more expensive it becomes. The least expensive LRT option for the Red Line would cost \$4.7B. If the start of construction was delayed five years, inflation alone would add \$882M in costs.



Full Light Rail

\$9B
9-12 Years to Complete



Phased Light Rail

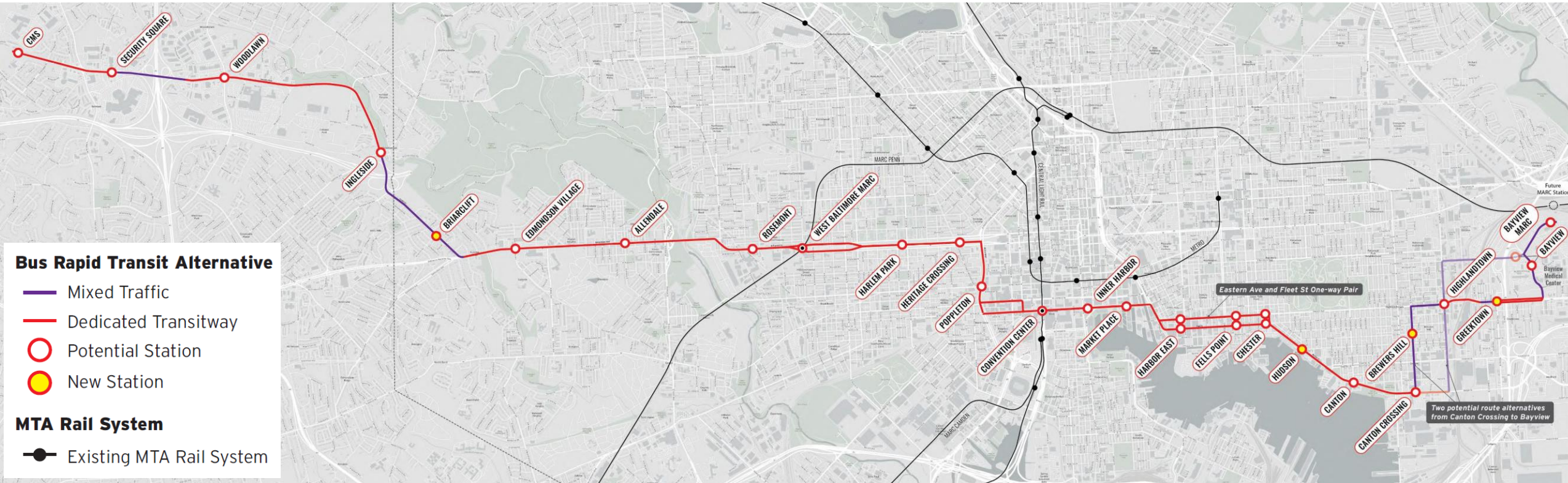
\$2.2B - \$2.5B
Up to 9 Years to Complete



Bus Rapid Transit

\$750M - \$1B
5 Years to Complete

Red Line BRT Approach



Lower Costs



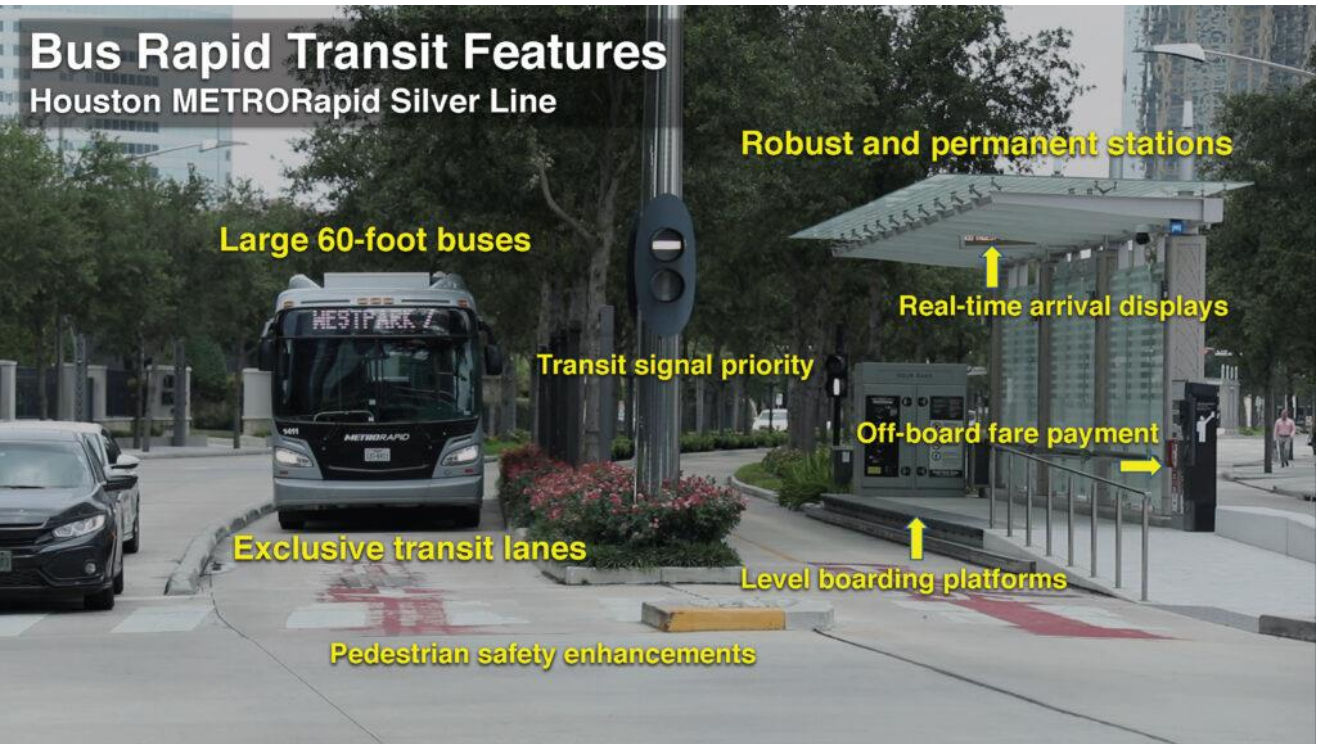
Faster Construction



Travel Time & Customer Experience Similar to LRT

RED LINE

High-Performing BRT Design



5 Essentials for High-Performance Transit



Dedicated Lanes



Median Alignment



Off-Board Fare Collection



Intersection Priority



Platform-Level Boarding

Downtown

Focused on moving
more people
through Downtown,
not more traffic

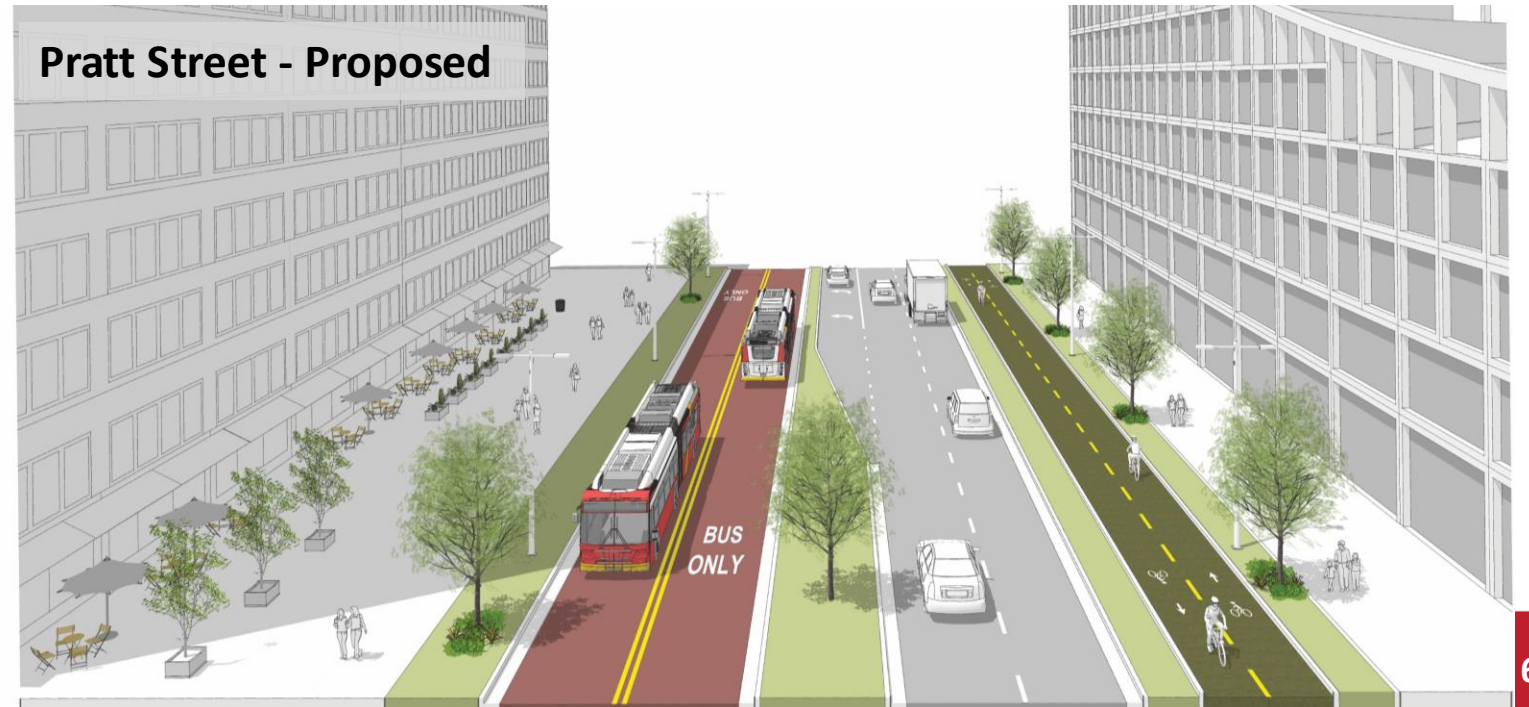


RED LINE

Pratt Street - Today



Pratt Street - Proposed



The Red Line through the ASCE Lens

ASCE Recommendations for Making the Grade

- Support consistent, long-term funding
- Promote strong asset management practices to meet state of good repair needs and maximize the impact of available funds
- Address workforce needs through outreach and training

Thinking About Transportation Funding Holistically

\$2.7B

in total economic output statewide



79%

of MTA's budget spent within Maryland

~10,000

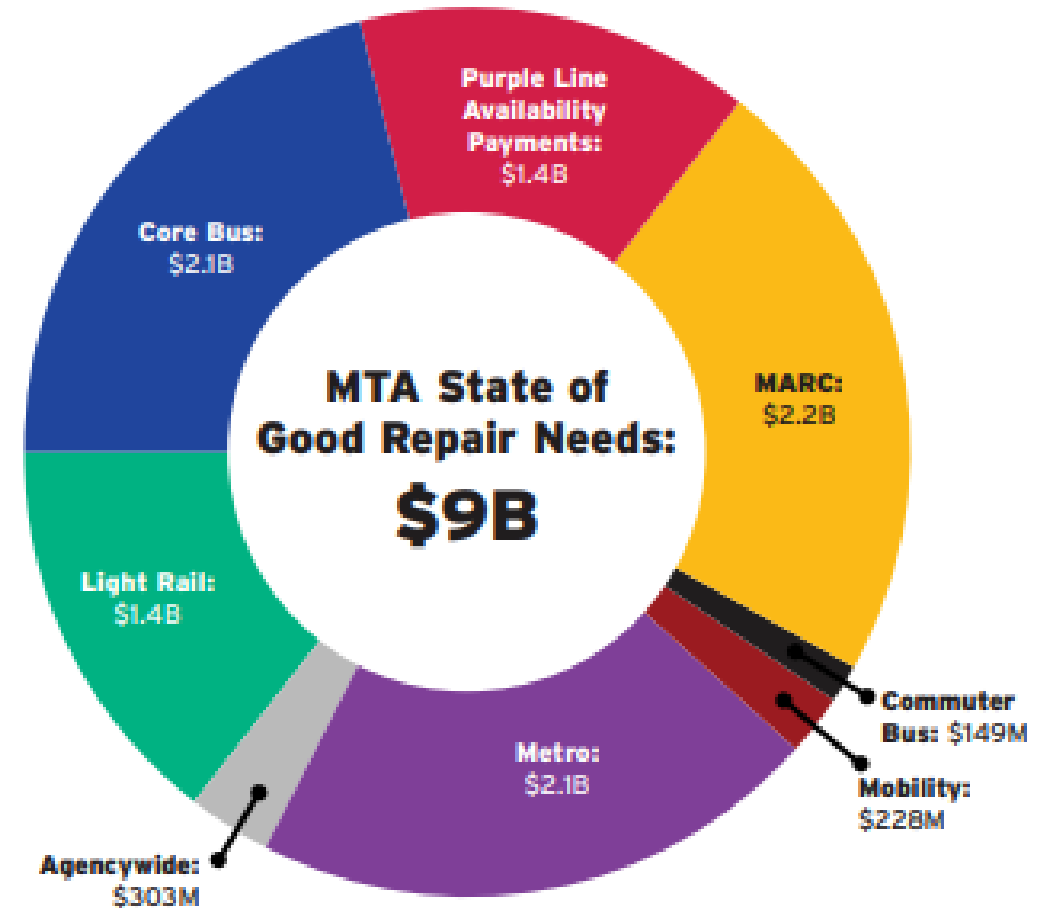
jobs supported statewide on an annual basis



>\$900M

in total labor income statewide on an annual basis

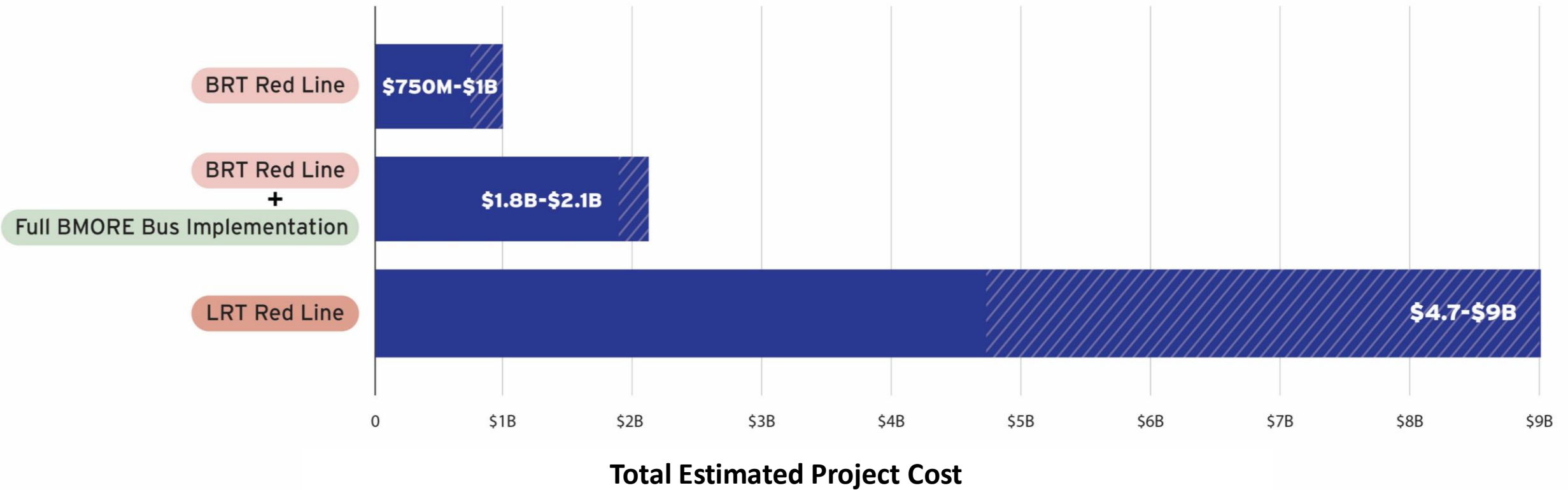
**Long-Term
Economic Returns**



MTA needs to \$9B over 10 years to maintain the current system, not counting any expansion projects

Red Line BRT & Regional Transit Program

A re-imagined Red Line as BRT is an opportunity to advance a program of regional investments identified in BMORE Bus. All proposed scenarios are pending the availability of future state and federal funding.



Connecting Communities. Growing Opportunities.

MTA's 2025 Regional Transit Plan + BMORE Bus Plan amplifies over \$12 billion of planned economic development.



2025 Regional Transit Plan



Security Square Mall



Edmondson Village



West Baltimore MARC



West Baltimore United



UM - Baltimore



Harbor Place



Greektown Industrial



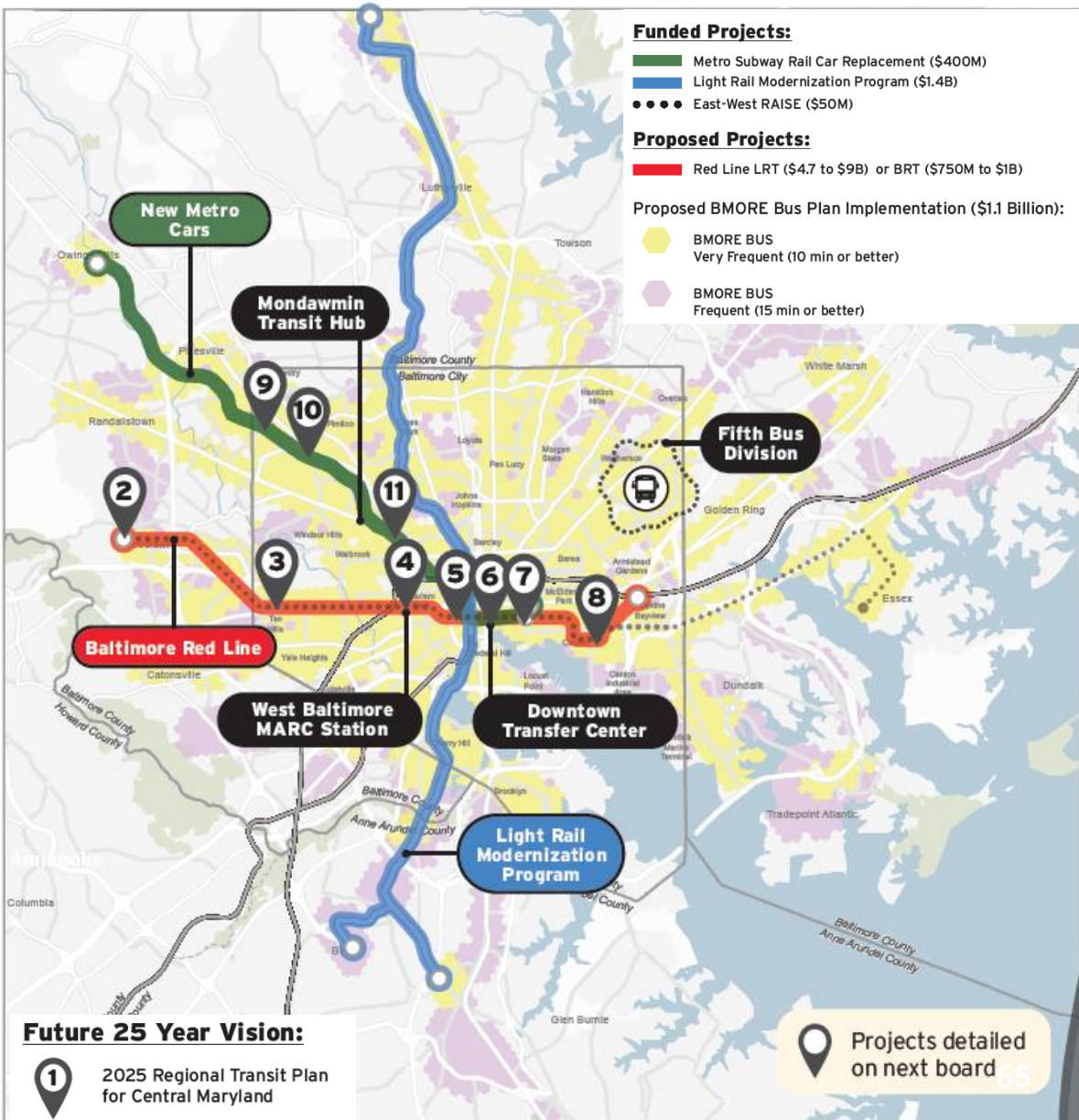
Reisterstown Plaza TOD



Rogers Ave TOD

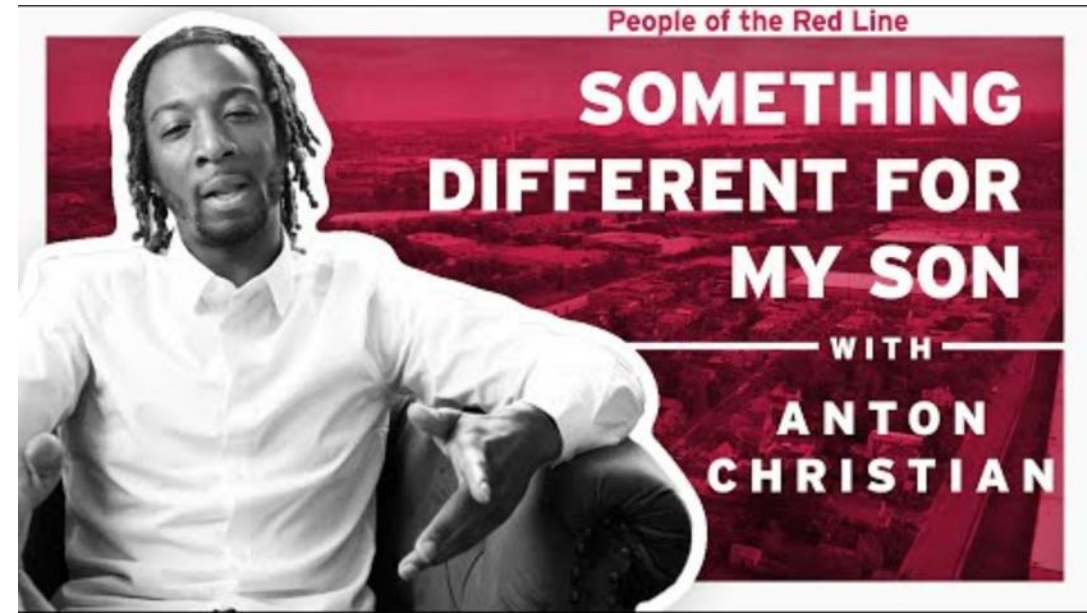


State Center



A New Kind of Workforce Development

- Red Line High School Internship Program (RLHSIP) is a 6-week in-office and field experience
- 42% of RLHSIP graduates are in the transportation field



Kiaron Bailey

Operations Manager

Morgan State Center for
Urban Health Equity
Baltimore, MD
Edmondson HS
2011



Iragena Bangamwabo

Principal Engineer

Northrop Grumman
Baltimore, MD
Patterson HS
2011



Shawn Barnes

Quality Analyst

Mercy Medical Center
Baltimore, MD
Edmondson HS
2014



Anton Christian

Police Officer

Maryland Transit
Administration
Baltimore, MD
Edmondson HS
2009-2010



Onyekachi Ekeagwu

Industrial Engineer
Professor

Harrisburg University
Harrisburg, MD
Edmondson HS
2013



Emmanuel Grogan

DA&I Acquisition Manager

Seventh Sense Consulting
Linthicum Heights, MD
Edmondson HS
2013



Malika Leach

Academic Specialist

University of MD
Baltimore, MD
Edmondson HS
2009 & 2010



Juwan McIntyre

Landscape Design
Coordinator

HDR - Chicago
Chicago, IL
Woodlawn HS
2013



Johnathan Randolph

Assistant Project Manager

Browner Builders
Taneytown, MD
Woodlawn HS
2010



Cheo Thomas Jr

Workforce Development
Specialist

St. Vincent de Paul of
Baltimore
Baltimore, MD
Edmondson HS



Dameatria Washington

Construction Administrator

Federal Government
Baltimore, MD
Woodlawn HS
2015



Daquane Wise

Founder
System Administrator

Wise Surge
Kennedy Krieger
Baltimore, MC
Edmondson HS

Next Steps

A Major Project is Taking Shape

- Red Line is well funded for continuing to advance next steps
- Current program budget is \$158 million and is expected to fund planning and preliminary engineering
- Key elements in development:
 - Defining technical scope
 - Developing contract packaging
 - Confirming overall project size
 - Establishing timelines and sequencing
- Planning early industry engagement ahead of future procurement(s)

Thank You

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Questions?



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