

**MDOT** MARYLAND DEPARTMENT OF TRANSPORTATION  

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MARYLAND TRANSIT ADMINISTRATION

**MARYLAND TRANSIT ADMINISTRATION  
CAPITAL PROGRAM SUMMARY  
(\$ MILLIONS)**

	<u>FY 2024</u>	<u>FY 2025</u>	<u>FY 2026</u>	<u>FY 2027</u>	<u>FY 2028</u>	<u>FY 2029</u>	<u>SIX - YEAR TOTAL</u>
<b><u>Major Construction Program</u></b>	<b>508.1</b>	<b>524.5</b>	<b>582.6</b>	<b>742.4</b>	<b>632.0</b>	<b>493.8</b>	<b>3,483.4</b>
System Preservation	257.7	345.2	428.2	430.3	405.8	279.2	2,146.5
Expansion/Efficiency	232.3	121.4	107.0	272.1	189.1	185.7	1,107.6
Safety & Security	3.2	8.5	2.1	-	-	-	13.7
Local Funding	5.8	39.9	43.5	38.7	35.7	28.9	192.4
Environment	2.7	6.1	0.4	-	-	-	9.3
Administration	6.4	3.4	1.4	1.4	1.3	-	13.9
<b><u>Major Development &amp; Evaluation Program</u></b>	<b>34.7</b>	<b>51.8</b>	<b>131.5</b>	<b>152.8</b>	<b>143.5</b>	<b>117.1</b>	<b>631.6</b>
System Preservation	14.2	15.5	17.0	60.0	72.0	50.0	228.8
Expansion/Efficiency	18.3	35.5	63.9	42.4	20.5	17.1	197.7
Safety & Security	1.5	-	-	-	-	-	1.5
Local Funding	0.1	0.2	0.5	0.4	1.0	-	2.3
Environment	0.7	0.6	50.0	50.0	50.0	50.0	201.4
Administration	(0.0)	0.0	-	-	-	-	(0.0)
<b><u>Minor Program</u></b>	<b>127.2</b>	<b>70.5</b>	<b>63.3</b>	<b>29.6</b>	<b>28.2</b>	<b>12.8</b>	<b>331.7</b>
System Preservation	77.6	41.1	35.4	24.7	17.4	12.8	209.0
Expansion/Efficiency	13.5	20.4	23.2	0.5	-	-	57.5
Safety & Security	12.0	4.5	3.1	0.1	0.3	-	19.9
Local Funding	0.4	-	-	-	-	-	0.4
Environment	10.4	1.7	1.0	4.4	6.1	-	23.5
Administration	13.4	2.8	0.7	-	4.5	-	21.4
<b><u>Capital Salaries, Wages &amp; Other Costs</u></b>	<b>7.6</b>	<b>9.0</b>	<b>10.0</b>	<b>13.8</b>	<b>14.4</b>	<b>11.5</b>	<b>66.3</b>
<b>TOTAL</b>	<b>677.7</b>	<b>655.9</b>	<b>787.4</b>	<b>938.7</b>	<b>818.1</b>	<b>635.2</b>	<b>4,512.9</b>
Special Funds	356.2	326.6	377.2	485.2	376.3	319.8	2,241.2
Federal Funds	250.1	318.8	389.7	424.4	431.3	314.7	2,129.1
Other Funds	71.7	10.6	20.5	29.1	10.6	0.7	143.1
<b><u>Special Funds Breakdown</u></b>							
General Fund	0.0	19.5	95.6	34.5	0.0	0.0	149.5
Transportation Trust Fund	356.2	307.1	281.6	450.7	376.3	319.8	2,091.7
<b>SPECIAL FUNDS TOTAL</b>	<b>356.2</b>	<b>326.6</b>	<b>377.2</b>	<b>485.2</b>	<b>376.3</b>	<b>319.8</b>	<b>2,241.2</b>



**MARC**

**Freight**

**Light Rail**

**Baltimore Metro**

**Bus**

**Multi-Modal**

**Locally Operated Transit Systems**



**MARYLAND DEPARTMENT  
OF TRANSPORTATION**

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**MARYLAND TRANSIT  
ADMINISTRATION**

**MDOT MTA CONSTRUCTION PROGRAM**



**PROJECT:** MARC Maintenance, Layover, & Storage Facilities

**DESCRIPTION:** Planning, environmental documentation, design, and construction of maintenance, layover, and storage facilities. Includes design and construction of storage tracks and replacement of track switches at MARC Martin State Airport facility and the construction of a heavy maintenance building at the MARC Riverside facility, including two new natural gas and diesel burners. Each of these facilities support equipment that is used across all MARC lines.

**PURPOSE & NEED SUMMARY STATEMENT:** Projects will provide a critically needed maintenance facility for the MARC fleet. Upgrades to the maintenance facility will reduce interference with Amtrak operations at Washington Union Station and Penn Station and provide urgently needed fleet storage away from the passenger platforms at the station.

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

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

**EXPLANATION:** Additional storage capacity enables MARC trains to be stored away from passenger platforms, minimizing disruptions and delays caused by congestion around the platforms and will help with maintenance inspections. The new maintenance facility will house specialized equipment to support maintenance of MARC's diesel locomotives.

- SMART GROWTH STATUS:**
- Project Not Location Specific
  - Not Subject to PFA Law
  - Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
- Grandfathered  
 Exception Will Be Required  
 Exception Granted

**STATUS:** Construction of the heavy maintenance building at the Riverside location is complete. Substantial completion issued February 13, 2023. Construction for Riverside Boilers Dual Burner Conversion will begin in FY 24.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR	2023	2024	2025	...2026...	...2027...	...2028...	...2029...	TOTAL	
Planning	147	76	0	71	0	0	0	0	0	71	0
Engineering	8,441	6,478	255	1,963	0	0	0	0	0	1,963	0
Right-of-way	2,033	2,031	0	2	0	0	0	0	0	2	0
Utility	603	0	0	603	0	0	0	0	0	603	0
Construction	89,972	55,784	17,984	2,272	7,468	18,448	6,000	0	0	34,188	0
<b>Total</b>	<b>101,196</b>	<b>64,368</b>	<b>18,239</b>	<b>4,912</b>	<b>7,468</b>	<b>18,448</b>	<b>6,000</b>	<b>0</b>	<b>0</b>	<b>36,828</b>	<b>0</b>
Federal-Aid	78,064	49,602	13,849	4,696	5,114	13,852	4,800	0	0	28,462	0
Special	21,632	14,766	4,390	74	1,665	3,927	1,200	0	0	6,866	0
Other	1,500	0	0	142	689	669	0	0	0	1,500	0

**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:** Project cost increased by \$6.5M due to the addition of vehicle inspection elements to Martin State Airport Improvements project.

**USAGE:** MARC annual ridership in FY 23 exceeded 1.4 million.

1217, 1545, 1738, 2021, 2307



**PROJECT:** MARC Improvements on Penn Line

**DESCRIPTION:** Ongoing improvement program to ensure safety and quality of service along the MARC Penn Line. Program is implemented through Amtrak construction agreements. Amtrak efforts include projects such as passenger upgrades at Baltimore Penn Station and Washington Union Station, interlocking work, and other track improvements along the Northeast Corridor.

**PURPOSE & NEED SUMMARY STATEMENT:** Investments in passenger rail corridor infrastructure improvements are necessary to continue quality MARC service.

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

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

- SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law
- Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
  - Grandfathered
  - Exception Will Be Required
  - Exception Granted

**EXPLANATION:** Projects such as interlocking replacements and platform improvements are needed to keep the system in a state of good repair.

**STATUS:** Ongoing projects on the Penn Line are determined by the Passenger Rail Investment and Improvement Act of 2008.

<b>POTENTIAL FUNDING SOURCE:</b>											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL					PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	FOR PLANNING PURPOSES ONLY					
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,572	3,572	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	412,738	205,844	21,815	27,469	28,584	31,125	41,763	45,703	32,250	206,894	0
<b>Total</b>	<b>416,310</b>	<b>209,416</b>	<b>21,815</b>	<b>27,469</b>	<b>28,584</b>	<b>31,125</b>	<b>41,763</b>	<b>45,703</b>	<b>32,250</b>	<b>206,894</b>	<b>0</b>
Federal-Aid	325,273	159,470	17,448	22,271	22,867	24,900	33,411	36,555	25,800	165,803	0
Special	91,038	49,947	4,367	5,198	5,717	6,225	8,353	9,148	6,450	41,091	0
Other	0	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:** Project funding allocation increased by \$32.2M due to additional funding for the Northeast Corridor rail right-of-way project and other miscellaneous program adjustments.

**USAGE:** MARC annual ridership in FY 23 exceeded 1.4 million.



**PROJECT:** MARC Improvements on Camden and Brunswick Lines

**DESCRIPTION:** Ongoing improvement program to ensure safety and quality of service along the MARC Camden and Brunswick lines. Program is implemented through CSX construction agreements. CSX efforts include projects such as interlocking replacements and other track improvements.

**PURPOSE & NEED SUMMARY STATEMENT:** Investments in passenger rail corridor infrastructure improvements are necessary to continue quality MARC service.

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

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

- SMART GROWTH STATUS:**
- Project Not Location Specific
  - Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
  - Not Subject to PFA Law
  - Grandfathered
  - Exception Will Be Required
  - Exception Granted

**EXPLANATION:** Projects such as interlocking replacements and platform improvements are needed to keep the system in a state of good repair.

**STATUS:** Improvements to the Jessup yard were completed in FY 22. Construction for the replacement of 4 switches at the Greenbelt interlocking is underway and is to be completed in FY 24.

<b>POTENTIAL FUNDING SOURCE:</b>											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL					PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	FOR PLANNING PURPOSES ONLY					
						...2026...	...2027...	...2028...	...2029...		
Planning	662	0	0	300	362	0	0	0	0	662	0
Engineering	2,361	2,211	0	150	0	0	0	0	0	150	0
Right-of-way	19	19	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	163,356	125,427	3,679	3,266	12,650	5,314	4,591	6,109	6,000	37,930	0
<b>Total</b>	<b>166,398</b>	<b>127,656</b>	<b>3,679</b>	<b>3,716</b>	<b>13,012</b>	<b>5,314</b>	<b>4,591</b>	<b>6,109</b>	<b>6,000</b>	<b>38,742</b>	<b>0</b>
Federal-Aid	128,748	95,562	2,604	5,546	10,370	4,019	3,651	4,800	4,800	33,186	0
Special	37,651	32,095	1,076	(1,830)	2,642	1,295	940	1,309	1,200	5,556	0
Other	0	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:** Project funding allocation increased by \$1.2M due to the addition of several projects including tower signal updates, installation of new switch panels, rail replacements and under track tunnel repairs.

**USAGE:** MARC annual ridership in FY 23 exceeded 1.4 million.

0687, 1937, 2055, 2143, 2299, 2300, 2301, 2302, 2303, 2304, 2305



**PROJECT:** MARC Coaches - Overhauls and Replacement

**DESCRIPTION:** Minor overhaul of 63 MARC III coaches, the overhaul of MARC IV railcars and truck components, and the overhaul or replacement of 60 MARC multi-level railcars. MARC coaches are used interchangeably across all MARC lines.

**PURPOSE & NEED SUMMARY STATEMENT:** Overhauls will extend the life cycle of mechanical systems and car bodies, providing safe and reliable vehicles for MARC service.

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

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

- SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law
- Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
  - Grandfathered
  - Exception Will Be Required
  - Exception Granted

**EXPLANATION:** This project includes railcar purchases and overhauls of MARC coaches to refurbish and update mechanical systems, car bodies, and truck components.

**STATUS:** Overhaul of 63 MARC III railcars is underway. 38 overhauled railcars are operating in revenue service with all railcars anticipated to be overhauled by December 31, 2024. Specification development for overhaul of 54 MARC IV railcars to begin in FY 25.

**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:** Project funding allocation increased by \$16.7M to support overhaul activities and due to the addition of FY 29 funding.

**USAGE:** MARC annual ridership in FY 23 exceeded 1.49 million.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
			2023	2024	2025	...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,604	604	0	50	550	1,400	0	0	0	2,000	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	148,354	42,134	6,672	7,891	14,782	7,697	22,600	37,000	16,250	106,220	0
<b>Total</b>	<b>150,958</b>	<b>42,738</b>	<b>6,672</b>	<b>7,941</b>	<b>15,332</b>	<b>9,097</b>	<b>22,600</b>	<b>37,000</b>	<b>16,250</b>	<b>108,220</b>	<b>0</b>
Federal-Aid	131,344	33,658	5,355	6,313	12,046	7,270	21,470	35,150	15,438	97,686	0
Special	19,614	9,079	1,317	1,628	3,286	1,827	1,130	1,850	813	10,534	0
Other	0	0	0	0	0	0	0	0	0	0	0

1304, 1502, 1567, 1569



**PROJECT:** MARC Locomotives - Overhauls and Replacements

**DESCRIPTION:** Overhaul eight diesel SC-44 locomotives, overhaul six GP39H-2 diesel locomotives, complete mid-life overhaul for 26 MP36PH-3C diesel locomotives, develop specifications for new locomotive procurements, and replace six electric locomotives. Diesel locomotives are used interchangeably across all MARC lines, while electric locomotives are used only on the Penn line. This project will include the procurement of an electric locomotive power solution to allow for electric operations of the Penn Line when required by Amtrak on the NEC, after the completion of the Frederick Douglas Tunnel Project.

**PURPOSE & NEED SUMMARY STATEMENT:** Overhaul of locomotives in accordance with the manufacturer's schedule is needed to maintain safe and reliable operation and to comply with federally-mandated maintenance regulations. Replacement diesel locomotives have higher horsepower and meet EPA air quality emissions standards.

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

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

**EXPLANATION:** Locomotive overhauls and replacements are needed to maintain a state of good repair.

- SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law
- Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
  - Grandfathered
  - Exception Will Be Required
  - Exception Granted

**STATUS:** Conditional acceptance of six overhauled GP-39 locomotives ongoing. MP36PH-3C specification development is underway.

POTENTIAL FUNDING SOURCE:											
	<input checked="" type="checkbox"/> SPECIAL			<input checked="" type="checkbox"/> FEDERAL				<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER	
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				YEAR 2023	YEAR 2024	YEAR 2025	FOR PLANNING PURPOSES ONLY		
						...2026...	...2027...	...2028...	...2029...	TOTAL	
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	12,769	1,436	141	234	175	0	0	500	500	1,409	9,923
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	171,262	10,267	3,652	2,892	9,130	11,853	23,060	20,944	17,027	84,906	76,089
<b>Total</b>	<b>184,030</b>	<b>11,703</b>	<b>3,792</b>	<b>3,127</b>	<b>9,305</b>	<b>11,853</b>	<b>23,060</b>	<b>21,444</b>	<b>17,527</b>	<b>86,315</b>	<b>86,012</b>
Federal-Aid	121,676	8,170	3,014	2,498	7,444	11,088	21,697	20,174	16,576	79,477	34,030
Special	62,354	3,533	779	628	1,861	765	1,363	1,269	951	6,838	51,983
Other	0	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:** Project funding allocation increased by \$22.5M due to the addition of FY 29. Cashflow was updated to account for updated project schedule. New locomotive procurement required for electrification of Penn Line (\$63.4M) was deferred out of the 6-year program due to budget constraints.

**USAGE:** MARC annual ridership in FY 23 exceeded 1.49 million.





**PROJECT:** MARC Positive Train Control

**DESCRIPTION:** Implementation and development of Positive Train Control (PTC) for MARC as required by the Federal Railroad Administration. Positive Train Control incorporates an on-board computer that ensures all signals are received by the various parts of the system to prevent collision, maintain speed limits, and train spacing, while also protecting track workers who have been given exclusive use of the tracks. All locomotives and cab cars will be upgraded to operate the Positive Train Control system.

**PURPOSE & NEED SUMMARY STATEMENT:** PTC for MARC will create a safeguard against train collisions through proper train spacing on the tracks and active speed limit oversight.

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

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

**EXPLANATION:** Ensure the safe operation of MARC service.

- SMART GROWTH STATUS:**
- Project Not Location Specific
  - Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
  - Not Subject to PFA Law
  - Grandfathered
  - Exception Will Be Required
  - Exception Granted

**STATUS:** All MARC diesel locomotives and cab cars available for service are equipped with the Interoperable Electronic Train Management System and are operating PTC on all three MARC service lines (Penn/Camden/Brunswick). Wi-Fi has been installed at all MARC Maintenance and Layover facilities. Closeout activities including additional training and installing final hardware upgrades will continue through FY 24.

**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:**  
None.

**USAGE:**  
MARC annual ridership in FY 23 exceeded 1.49 million.

POTENTIAL FUNDING SOURCE:												
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER												
PHASE	TOTAL					PLANNING					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	FOR PLANNING PURPOSES ONLY						
						...2026...	...2027...	...2028...	...2029...			
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	652	348	0	282	0	22	0	0	0	0	304	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0	0
Construction	36,122	32,785	0	167	1,122	2,048	0	0	0	0	3,337	0
<b>Total</b>	<b>36,774</b>	<b>33,133</b>	<b>0</b>	<b>449</b>	<b>1,122</b>	<b>2,070</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,641</b>	<b>0</b>
Federal-Aid	29,453	26,161	24	268	1,385	1,638	0	0	0	0	3,292	0
Special	7,321	6,972	(24)	180	(263)	432	0	0	0	0	350	0
Other	0	0	0	0	0	0	0	0	0	0	0	0



**PROJECT:** MARC BWI Rail Station Upgrades and Repairs

**DESCRIPTION:** Structural improvements to the BWI Rail Station parking garages and improvements to the existing bus loop, storm water facility, and station including passenger-friendly amenities. The MARC BWI Station serves the Penn line.

**PURPOSE & NEED SUMMARY STATEMENT:** Repairs to both garages and upgrades to the existing infrastructure of the station are necessary to preserve the BWI Rail Station.

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

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

- SMART GROWTH STATUS:**
- Project Not Location Specific
  - Not Subject to PFA Law
  - Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
- Grandfathered
  - Exception Will Be Required
  - Exception Granted

**EXPLANATION:** This project includes inspection and repairs to garages as well as maintenance repairs and passenger improvements to the station.

**STATUS:** Design efforts to reconstruct and repair concrete and asphalt bus loop pavement and associated storm water facilities at MARC BWI Station are complete. Moving forward with contract solicitation.

<b>POTENTIAL FUNDING SOURCE:</b>											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL					PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	FOR PLANNING PURPOSES ONLY					
						...2026...	...2027...	...2028...	...2029...		
Planning	405	405	0	0	0	0	0	0	0	0	0
Engineering	1,819	1,819	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	8,454	7,030	202	351	1,073	0	0	0	0	1,424	0
<b>Total</b>	<b>10,678</b>	<b>9,254</b>	<b>202</b>	<b>351</b>	<b>1,073</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,424</b>	<b>0</b>
Federal-Aid	6,058	5,632	(83)	25	401	0	0	0	0	426	0
Special	4,620	3,622	286	326	673	0	0	0	0	999	0
Other	0	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:**  
None.

**USAGE:**  
MARC annual ridership in FY 23 exceeded 1.49 million.



**PROJECT:** MARC Odenton Station Renovation

**DESCRIPTION:** This project will provide design and construction for renovations to the existing MARC Odenton Station, which serves the Penn line. Interior renovations will include new doors, lighting, flooring, seating, HVAC, paint, millwork at customer service counter, and other miscellaneous customer amenities. Interior renovation will also include accessible restrooms and water cooler. Exterior renovations will include improved drainage, exterior signage, and replacement of all doors and windows. Temporary restrooms and ticket trailer will be provided during construction.

**PURPOSE & NEED SUMMARY STATEMENT:** The MARC Odenton Station was constructed in the 1940's and requires upgrades to the facility to improve ADA accessibility and to maintain a state of good repair.

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

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

- SMART GROWTH STATUS:**
- Project Not Location Specific
  - Not Subject to PFA Law
  - Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
  - Grandfathered
  - Exception Will Be Required
  - Exception Granted

**EXPLANATION:** This project includes repairs and passenger improvements to the station.

**STATUS:** Design completed and will be advertised for construction in FY 24.

POTENTIAL FUNDING SOURCE:												
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER												
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO	
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY						YEAR
	(\$000)	CLOSE YEAR	2023	2024	2025	...2026...	...2027...	...2028...	...2029...	TOTAL		
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	439	360	247	74	5	0	0	0	0	79	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	2,182	0	0	165	2,017	0	0	0	0	2,182	0	
<b>Total</b>	<b>2,621</b>	<b>360</b>	<b>247</b>	<b>239</b>	<b>2,022</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,261</b>	<b>0</b>	
Federal-Aid	2,049	276	215	156	1,617	0	0	0	0	1,774	0	
Special	572	85	32	83	404	0	0	0	0	487	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:**  
None.

**USAGE:**  
MARC annual ridership in FY 23 exceeded 1.49 million.



**PROJECT:** MARC Laurel Platform Replacement

**DESCRIPTION:** This project will replace the existing northbound platform sub-structure, decking, stairs, and ramp at the Laurel Station, which serves the Camden line.

**PURPOSE & NEED SUMMARY STATEMENT:** The project will improve the experience of people accessing the station by foot, bike, wheelchair, and various other means. The proposed improvements also support the MDOT MTA’s commitment to safety and reliability and complements bikeway planning efforts in the Capital Region.

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

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

- SMART GROWTH STATUS:**
- Project Not Location Specific
  - Not Subject to PFA Law
  - Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
- Grandfathered
  - Exception Will Be Required
  - Exception Granted

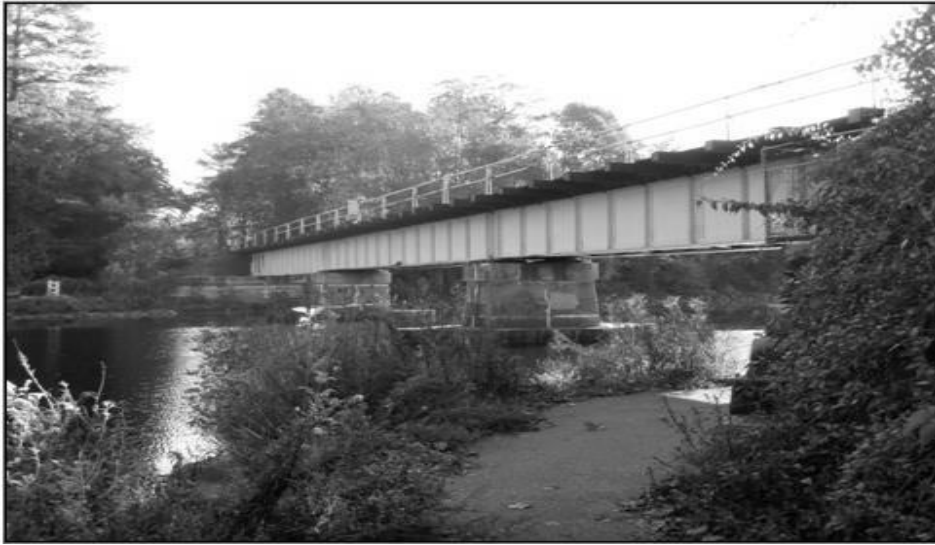
**EXPLANATION:** This project includes repairs to the station platform to maintain a state of good repair.

**STATUS:** Construction efforts will conclude in FY 24.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER												
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO	
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY						YEAR
	(\$000)	CLOSE YEAR	2023	2024	2025	...2026...	...2027...	...2028...	...2029...	TOTAL		
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	3,440	24	24	3,416	0	0	0	0	0	3,416	0	
<b>Total</b>	<b>3,440</b>	<b>24</b>	<b>24</b>	<b>3,416</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,416</b>	<b>0</b>	
Federal-Aid	2,592	19	19	2,573	0	0	0	0	0	2,573	0	
Special	848	5	5	843	0	0	0	0	0	843	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:**  
None.

**USAGE:**  
MARC annual ridership in FY 23 exceeded 1.49 million.



**PROJECT:** Freight Rail Program

**DESCRIPTION:** The MTA Freight Rail program supports inspection, design, maintenance, and rehabilitation projects for state-owned freight rail lines, structures, and grade crossings. Projects include regular inspection and rehabilitation of freight railroad bridges in compliance with Federal regulations, grade crossing inspection and repair, and track improvements.

**PURPOSE & NEED SUMMARY STATEMENT:** Projects are identified and funded to meet Federal Railroad Administration (FRA) requirements, and support continued safe and efficient freight rail operations that are essential to the economic viability of the areas they serve. Inactive lines also require maintenance to ensure preservation of rights of way and address safety concerns that may arise.

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

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

- SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law
- Project Inside PFA  Grandfathered
  - Project Outside PFA  Exception Will Be Required
  - PFA Status Yet to Be Determined  Exception Granted

**EXPLANATION:** MTA must continue to comply with FRA standards to support continued safe and efficient operations while providing economic vitality across the state of Maryland.

**STATUS:** Bridge inspections are conducted annually, per FRA regulations. Grade crossings are inspected periodically to identify priorities for repair work. Other projects are identified according to conditions to support continued safe operation, preserve and maintain rights of way, and maintain safe conditions.

**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:** Project funding allocation increased by \$11.6M due to addition of state of good repair funding for FY 25-29.

**USAGE:**

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER												
PHASE	TOTAL					PLANNING					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	FOR PLANNING PURPOSES ONLY						
						...2026...	...2027...	...2028...	...2029...			
Planning	421	21	0	100	200	100	0	0	0	400	0	
Engineering	20,702	17,334	973	2,167	930	273	0	0	0	3,369	0	
Right-of-way	412	297	12	115	0	0	0	0	0	115	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	58,422	40,280	2,817	5,371	6,798	2,261	1,233	1,244	1,233	18,142	0	
<b>Total</b>	<b>79,957</b>	<b>57,932</b>	<b>3,801</b>	<b>7,753</b>	<b>7,928</b>	<b>2,634</b>	<b>1,233</b>	<b>1,244</b>	<b>1,233</b>	<b>22,025</b>	<b>0</b>	
Federal-Aid	4,034	1	1	1,749	1,597	687	0	0	0	4,033	0	
Special	75,320	57,931	3,800	5,768	6,093	1,818	1,233	1,244	1,233	17,389	0	
Other	603	0	0	236	238	129	0	0	0	603	0	

0212, 0213, 0590, 1625, 1661, 1662, 1663, 1737, 1744, 1787, 1788, 1789, 1790, 1791, 1792, 1793, 1875, 1926, 1929, 1930, 2043, 2044, 2045, 2147, 2148, 2149, 2150, 2151, 2152, 2363



**PROJECT:** Homeland Security

**DESCRIPTION:** Enhancements to the anti-terrorism and emergency preparedness processes, systems, law enforcement resources, and physical infrastructure. To reduce the risk and consequences of terrorism to MTA's customers, infrastructure and communities.

**PURPOSE & NEED SUMMARY STATEMENT:** This project enhances MTA's capabilities to protect critical infrastructure, provide law enforcement with resources to increase their physical presence, train employees and transit riders to be aware of security related issues, and develop and enhance processes, standards, voice and video communication systems and cooperative agreements with local partners.

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

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

- SMART GROWTH STATUS:**
- Project Not Location Specific
  - Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
  - Not Subject to PFA Law
  - Grandfathered
  - Exception Will Be Required
  - Exception Granted

**EXPLANATION:** This project enhances MTA's systems, law enforcement resources, and physical infrastructure.

**STATUS:** Activities for FY 22 Homeland Security grant are underway. Construction for FY 19 and FY 21 Homeland Security grants are underway. The FY 17 and FY 18 grants were completed in FY 23.

POTENTIAL FUNDING SOURCE:											
	<input checked="" type="checkbox"/> SPECIAL			<input checked="" type="checkbox"/> FEDERAL				<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER	
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR	2023	2024	2025	...2026...	...2027...	...2028...	...2029...	TOTAL	
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,292	541	0	1,347	404	0	0	0	0	1,751	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	14,290	7,045	111	817	6,428	0	0	0	0	7,245	0
<b>Total</b>	<b>16,582</b>	<b>7,585</b>	<b>111</b>	<b>2,164</b>	<b>6,833</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8,996</b>	<b>0</b>
Federal-Aid	16,186	7,331	110	2,023	6,833	0	0	0	0	8,855	0
Special	396	255	2	141	0	0	0	0	0	141	0
Other	0	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:**  
None.

**USAGE:**



**PROJECT:** Metro and Light Rail Maintenance of Way

**DESCRIPTION:** Provide annual maintenance to major systemwide rail infrastructure to keep vital guideway elements in a state of good repair. Such elements include but are not limited to aerial structures and stations, girders, motor operated switches, ballast, concrete and timber ties, trackwork. Also support emergency response services as well as program management along the roadway as well as at railyards. This is a Project Labor Agreement candidate project.

**PURPOSE & NEED SUMMARY STATEMENT:** To ensure that all rail-related systems are maintained in a state of good repair while providing safe and reliable service to riders.

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

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

**EXPLANATION:** Continued maintenance of crucial railway elements is essential to reduce system failures and to improve safety and reliability.

- SMART GROWTH STATUS:**
- Project Not Location Specific
  - Not Subject to PFA Law
  - Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
- Grandfathered  
 Exception Will Be Required  
 Exception Granted

**STATUS:** Various ongoing design and construction efforts as MTA continues to ensure railway elements are kept in a state of good repair.

POTENTIAL FUNDING SOURCE:												
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER												
PHASE	TOTAL					PLANNING					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	FOR PLANNING PURPOSES ONLY						
						...2026...	...2027...	...2028...	...2029...			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	15,890	12,145	125	924	0	0	0	1,000	1,820	3,744	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	177,037	98,952	13,118	15,794	10,929	11,084	6,054	20,798	13,426	78,086	0	
<b>Total</b>	<b>192,927</b>	<b>111,097</b>	<b>13,243</b>	<b>16,718</b>	<b>10,929</b>	<b>11,084</b>	<b>6,054</b>	<b>21,798</b>	<b>15,246</b>	<b>81,830</b>	<b>0</b>	
Federal-Aid	17,772	13,572	901	1,943	0	0	0	800	1,456	4,199	0	
Special	175,156	97,525	12,342	14,775	10,929	11,084	6,054	20,998	13,790	77,630	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:** Project allocation funding increased by \$10.7M to support track maintenance and emergency response. Renewal of interlockings in the Northwest Maintenance Yard were deferred to FY 29 due to budget constraints.

**USAGE:**

0239, 1464, 1465, 1599, 1748, 1770, 1804, 1829, 1890



**PROJECT:** Light Rail Vehicle Overhaul

**DESCRIPTION:** Perform a mid-life overhaul of Light Rail vehicles. A 15-year inspection and overhaul of the major and sub-assemblies of the vehicles will be performed. The effort will also involve identifying and replacing obsolete parts to improve vehicle performance. This project also supports ongoing overhauls of systems to ensure reliability and safety.

**PURPOSE & NEED SUMMARY STATEMENT:** Major overhaul of the Light Rail vehicles and upgrades of selected systems will ensure safe operation, reduce ongoing maintenance costs, increase vehicle reliability and availability, and increase passenger comfort and security.

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

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

- SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law
- Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
- Grandfathered
  - Exception Will Be Required
  - Exception Granted

**EXPLANATION:** Projects include an ongoing and major overhaul of the Light Rail fleet to ensure safe, reliable service to the end of the cars' useful life.

**STATUS:** MTA continues to receive overhauled vehicles for use in revenue service. The final overhauled railcar is expected to be in service in FY 24. Ongoing minor overhauls are underway.

<b>POTENTIAL FUNDING SOURCE:</b>											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL					PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	FOR PLANNING PURPOSES ONLY					
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,777	3,154	0	100	523	0	0	0	0	623	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	217,459	184,206	20,866	13,074	14,055	5,300	300	300	224	33,253	0
<b>Total</b>	<b>221,236</b>	<b>187,360</b>	<b>20,866</b>	<b>13,174</b>	<b>14,578</b>	<b>5,300</b>	<b>300</b>	<b>300</b>	<b>224</b>	<b>33,876</b>	<b>0</b>
Federal-Aid	146,689	123,315	13,641	9,342	10,031	4,000	0	0	0	23,374	0
Special	74,547	64,045	7,225	3,832	4,547	1,300	300	300	224	10,502	0
Other	0	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:** MTA added the Light Rail Car Body Structure Repair project to the program.

**USAGE:** Light Rail annual ridership in FY 23 exceeded 1.2 million.





**PROJECT:** Light Rail Systems Overhauls and Replacements

**DESCRIPTION:** Includes the replacement of key systems throughout Light Rail including train control signals, grounding replacement, power systems, switches and switch heaters, substations, wide area network systems, suspension systems, and overhead catenary wire.

**PURPOSE & NEED SUMMARY STATEMENT:** Upgrades and replacements of systems throughout the Light Rail system is required to reduce system failures and improve reliability.

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

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

**EXPLANATION:** Rehabilitation/replacement of Light Rail systems are needed to assure customer safety, to provide reliable customer service and to keep the system in a state of good repair.

- SMART GROWTH STATUS:**
- Project Not Location Specific
  - Not Subject to PFA Law
  - Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
- Grandfathered  
 Exception Will Be Required  
 Exception Granted

**STATUS:** Design for Load Break Disconnect Feeder and Traction Power Substation Rehabilitation was completed in FY 23. Design for Catenary Surge Protection is anticipated to be completed in FY 24. Train Control Signals UPS upgrade construction to begin in FY 24.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
			2023	2024	2025	...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	8,224	3,750	692	3,799	675	0	0	0	0	4,474	0
Right-of-way	482	10	5	472	0	0	0	0	0	472	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	139,794	2,251	1,052	8,114	17,002	18,972	25,700	21,681	20,074	111,543	26,000
<b>Total</b>	<b>148,500</b>	<b>6,011</b>	<b>1,748</b>	<b>12,385</b>	<b>17,677</b>	<b>18,972</b>	<b>25,700</b>	<b>21,681</b>	<b>20,074</b>	<b>116,489</b>	<b>26,000</b>
Federal-Aid	75,248	1,270	456	4,103	8,551	12,000	16,400	16,865	16,059	73,977	0
Special	73,252	4,741	1,292	8,282	9,126	6,972	9,300	4,816	4,015	42,511	26,000
Other	0	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:** Planned replacement of rail and switch heater system was deferred. Construction funding has been reduced due to the CTP funding deficit, but D&E remains. This project will be evaluated for construction funding as it advances through the design and engineering phases and additional Transportation Trust Fund revenue becomes available.

**USAGE:** Light Rail annual ridership in FY 23 exceeded 1.2 million.

1466, 1521, 1522, 1531, 1553, 1554, 1555, 1618, 1749, 2091



**PROJECT:** Light Rail Trackwork Overhauls and Replacement

**DESCRIPTION:** Repairs and replacements of trackwork throughout the Light Rail system including switch ties, grade crossings, interlockings, and restraining rail curves.

**PURPOSE & NEED SUMMARY STATEMENT:** Repairs and replacements of trackwork throughout the Light Rail system is required to reduce system failures and improve reliability.

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

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

**EXPLANATION:** Rehabilitation/replacement of Light Rail trackwork is needed to assure customer safety, to provide reliable customer service and to keep the system in a state of good repair.

- SMART GROWTH STATUS:**
- Project Not Location Specific
  - Not Subject to PFA Law
  - Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
- Grandfathered  
 Exception Will Be Required  
 Exception Granted

**STATUS:** Design of interlocking, grade crossing, and restraining rail curve replacements at various locations are ongoing.

POTENTIAL FUNDING SOURCE:											
	<input checked="" type="checkbox"/> SPECIAL			<input checked="" type="checkbox"/> FEDERAL				<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER	
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
			2023	2024	2025	...2026...	...2027...	...2028...	...2029...		
Planning	346	14	14	216	116	0	0	0	0	331	0
Engineering	18,474	4,779	4,141	9,852	590	1,995	1,258	0	0	13,696	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	24,589	1,571	1,571	201	0	11,852	10,965	0	0	23,018	0
<b>Total</b>	<b>43,409</b>	<b>6,364</b>	<b>5,726</b>	<b>10,269</b>	<b>706</b>	<b>13,847</b>	<b>12,223</b>	<b>0</b>	<b>0</b>	<b>37,045</b>	<b>0</b>
Federal-Aid	5,423	0	0	0	0	0	5,423	0	0	5,423	0
Special	37,986	6,364	5,726	10,269	706	13,847	6,800	0	0	31,622	0
Other	0	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:** Project funding allocation decreased by \$21.1M as construction funding has been reduced due to the CTP funding deficit, but D&E remains. This project will be evaluated for construction funding as it advances through the design and engineering phases and additional Transportation Trust Fund revenue becomes available.

**USAGE:** Light Rail annual ridership in FY 23 exceeded 1.2 million.



**PROJECT:** Howard Street Rail Replacement

**DESCRIPTION:** Full rehabilitation of the light rail tracks throughout Baltimore Central Business District (CBD) area from Camden Yards to Martin Luther King Boulevard. The project is approximately 1.2 miles along Howard Street.

**PURPOSE & NEED SUMMARY STATEMENT:** Project will improve reliability, availability, speed of transit service all along Howard Street, reduce ongoing maintenance costs and system failure.

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

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

- SMART GROWTH STATUS:**
- Project Not Location Specific
  - Not Subject to PFA Law
  - Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
- Grandfathered
  - Exception Will Be Required
  - Exception Granted

**EXPLANATION:** This project includes rail replacement to maintain a state of good repair.

**STATUS:** MTA has deferred this project to better align with the CSX Howard St. tunnel project and other Light Rail state of good repair work in an effort to decrease impact to riders.

<b>POTENTIAL FUNDING SOURCE:</b>											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL					PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	FOR PLANNING PURPOSES ONLY					
						...2026...	...2027...	...2028...	...2029...		
Planning	800	800	0	0	0	0	0	0	0	0	0
Engineering	2,673	1,604	8	569	500	0	0	0	0	1,069	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	33,028	9	1	0	0	0	0	16,609	16,410	33,019	0
<b>Total</b>	<b>36,501</b>	<b>2,412</b>	<b>9</b>	<b>569</b>	<b>500</b>	<b>0</b>	<b>0</b>	<b>16,609</b>	<b>16,410</b>	<b>34,088</b>	<b>0</b>
Federal-Aid	27,335	157	2	363	400	0	0	13,287	13,128	27,178	0
Special	9,166	2,256	7	206	100	(0)	(0)	3,322	3,282	6,910	0
Other	0	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:** Funding allocation increased by \$1.1M to account for increased price of equipment and materials, and miscellaneous program adjustments.

**USAGE:** Light Rail annual ridership in FY 23 exceeded 1.2 million.



**PROJECT:** Metro Interlocking Renewals

**DESCRIPTION:** Complete rebuild of track interlockings on the Metro system, at Charles Center, State Center, Old Court, Milford Mill, Owings Mills, Rogers Avenue, Reisterstown Plaza, and the Northwest Yard.

**PURPOSE & NEED SUMMARY STATEMENT:** Interlockings allow trains to cross from one track to another using turnouts and are essential for operations. Replacements are necessary to correct general degradation and wear and to ensure safety.

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

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

- SMART GROWTH STATUS:**
- Project Not Location Specific
  - Not Subject to PFA Law
  - Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
- Grandfathered  
 Exception Will Be Required  
 Exception Granted

**EXPLANATION:** Interlocking renewals are needed to assure customer safety, to provide reliable customer service and to keep the system in a state of good repair.

**STATUS:** Charles and State Center were issued substantial completion in FY 21. Design efforts for all other interlockings ongoing.

POTENTIAL FUNDING SOURCE:											
	<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER				
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	11,100	9,960	142	844	0	0	0	0	295	1,139	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	98,424	37,824	29	2,973	5,000	32,194	12,258	1,694	6,482	60,600	0
<b>Total</b>	<b>109,524</b>	<b>47,784</b>	<b>171</b>	<b>3,817</b>	<b>5,000</b>	<b>32,194</b>	<b>12,258</b>	<b>1,694</b>	<b>6,777</b>	<b>61,739</b>	<b>0</b>
Federal-Aid	77,644	30,867	713	2,030	4,000	25,755	9,806	0	5,185	46,777	0
Special	31,880	16,917	(542)	1,787	1,000	6,439	2,452	1,694	1,591	14,963	0
Other	0	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:** Project funding allocation increased by \$5.6M with the addition of FY 29 funding. Additionally, project construction funding has been delayed within the 6-year program due to budget constraints.

**USAGE:** Metro annual ridership in FY 23 exceeded 1.7 million.



**PROJECT:** Metro Station Rehabilitation and Lighting Program

**DESCRIPTION:** Rehabilitation of Metro stations. Work will include painting, surface finish upgrades, major plumbing repairs, equipment and lighting upgrades, signage upgrade to include next train arrival display, above ground station platform repairs, staircase repair/replacement, structural repairs, roof replacement, snow melt equipment, and water intrusion abatement.

**PURPOSE & NEED SUMMARY STATEMENT:** Station repairs/upgrades and equipment replacement are needed to stop leaks, increase energy efficiency, and extend the service life of Metro Subway stations.

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

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

- SMART GROWTH STATUS:**
- Project Not Location Specific
  - Not Subject to PFA Law
  - Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
- Grandfathered  
 Exception Will Be Required  
 Exception Granted

**EXPLANATION:** Rehabilitating Metro Stations will increase safety, reliability, and improve the customer experience for metro riders.

**STATUS:** Construction efforts at Reisterstown Plaza Metro Station (ADA improvements and stair replacement) will conclude in FY 24. Design to replace snow melting equipment at metro platforms is underway. Design for customer service station booth replacements is underway. Stairs and ADA Parking are both complete.

**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:**  
None.

**USAGE:**  
Metro annual ridership in FY 23 exceeded 1.7 million.

POTENTIAL FUNDING SOURCE:											
	<input checked="" type="checkbox"/> SPECIAL			<input checked="" type="checkbox"/> FEDERAL				<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER	
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR	2023	2024	2025	...2026...	...2027...	...2028...	...2029...	YEAR	TO
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	7,360	179	179	1,980	2,251	2,500	450	0	0	7,182	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	46,681	1,164	852	634	3,600	7,600	16,971	16,712	0	45,517	0
<b>Total</b>	<b>54,041</b>	<b>1,343</b>	<b>1,030</b>	<b>2,614</b>	<b>5,851</b>	<b>10,100</b>	<b>17,421</b>	<b>16,712</b>	<b>0</b>	<b>52,698</b>	<b>0</b>
Federal-Aid	34,196	0	0	787	2,413	6,649	11,790	12,558	0	34,196	0
Special	19,845	1,343	1,030	1,827	3,439	3,451	5,631	4,155	0	18,502	0
Other	0	0	0	0	0	0	0	0	0	0	0

1560, 1565, 1725, 1854, 1883, 2048



**PROJECT:** Metro Railcar and Signal System Overhauls and Replacement

**DESCRIPTION:** Replacement of Metro railcars and repair of critical equipment such as traction motors, gearboxes, axles, and wheels as well as repair and replacement of signal system and associated components. A Communications-Based Train Control system will be installed.

**PURPOSE & NEED SUMMARY STATEMENT:** The new vehicles will replace the existing fleet which is nearing the end of its useful life. The replacement of the Railcar Fleet will enhance passenger comfort and convenience, ensure better reliability, and improve safety. On-going overhauls for Metro vehicle subsystems are required to reduce system failures and improve reliability.

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

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

- SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law
- Project Inside PFA  Grandfathered
  - Project Outside PFA  Exception Will Be Required
  - PFA Status Yet to Be Determined  Exception Granted

**EXPLANATION:** Overhaul and replacement of Metro vehicles and signals system will ensure safe, reliable service.

**STATUS:** The Metro Train Control and Vehicle Replacement Project is underway. Construction for ongoing overhauls and repairs are underway. Overhaul of truck assemblies will begin in FY 24. The first truck was delivered in FY 24. Communications based train control installation is underway.

**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:**  
None.

**USAGE:**  
Metro annual ridership in FY 23 exceeded 1.7 million.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER												
PHASE	TOTAL					PLANNING					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	FOR PLANNING PURPOSES ONLY						
						...2026...	...2027...	...2028...	...2029...			
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,654	5,654	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0	0
Construction	538,713	274,810	26,466	30,236	54,299	66,495	64,947	47,926	0	263,903	0	0
<b>Total</b>	<b>544,367</b>	<b>280,464</b>	<b>26,466</b>	<b>30,236</b>	<b>54,299</b>	<b>66,495</b>	<b>64,947</b>	<b>47,926</b>	<b>0</b>	<b>263,903</b>	<b>0</b>	<b>0</b>
Federal-Aid	435,751	208,485	18,370	22,705	41,443	60,973	59,395	42,750	0	227,266	0	0
Special	108,616	71,979	8,096	7,531	12,856	5,522	5,552	5,176	0	36,637	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0

0091, 1281, 1415, 1477, 1642, 1766, 1864



**PROJECT:** Metro Maintenance Facility Improvements

**DESCRIPTION:** Replace, upgrade, and install maintenance equipment in the Wabash Rail Shop to support the maintenance of new Metro vehicles while concurrently maintaining the old fleet throughout the transition.

**PURPOSE & NEED SUMMARY STATEMENT:** Upgrades and replacement of heavy maintenance equipment is required to reduce equipment failures and to support the new metro fleet.

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

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

**EXPLANATION:** The upgrade, replacement, and installation of maintenance equipment will increase safety for employees by providing fall protection, preserve MTA assets that are beyond a state of good repair, allow for the current fleet to stay in revenue service, and accommodate the new metro fleet.

- SMART GROWTH STATUS:**
- Project Not Location Specific
  - Not Subject to PFA Law
  - Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
- Grandfathered
  - Exception Will Be Required
  - Exception Granted

**STATUS:** Construction of the wheel truing machine is ongoing. Construction of hoists and lifts is also underway. Design for fall protection completed in FY 22. Design for wheel truing machine pit modifications and vehicle wash upgrade was completed and it was advertised in FY 23.

**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:** Project funding allocation increased by \$1.4M to support the Metro Wabash Vehicle Wash upgrade and equipment upgrades projects.

**USAGE:** Metro annual ridership in FY 23 exceeded 1.7 million.

<b>POTENTIAL FUNDING SOURCE:</b>											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL					PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	FOR PLANNING PURPOSES ONLY					
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,706	2,557	709	148	0	0	0	0	0	148	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	27,995	5,981	3,782	3,846	6,238	5,000	6,930	0	0	22,015	0
<b>Total</b>	<b>30,701</b>	<b>8,538</b>	<b>4,491</b>	<b>3,994</b>	<b>6,238</b>	<b>5,000</b>	<b>6,930</b>	<b>0</b>	<b>0</b>	<b>22,163</b>	<b>0</b>
Federal-Aid	23,540	6,620	3,684	2,843	4,609	4,000	5,468	0	0	16,920	0
Special	7,161	1,918	807	1,151	1,629	1,000	1,462	0	0	5,243	0
Other	0	0	0	0	0	0	0	0	0	0	0

1530, 1795



**PROJECT:** Metro Systems Overhauls and Replacements

**DESCRIPTION:** Includes the replacement of key systems throughout Metro Subway including communication, switch heater, stray current monitoring, preventive maintenance forecasting software, and electrical/power systems.

**PURPOSE & NEED SUMMARY STATEMENT:** Upgrades and replacements of systems throughout the Metro system is required to reduce system failures and improve reliability.

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

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

**EXPLANATION:** Rehabilitation/replacement of Metro Subway systems are needed to assure customer safety, to provide reliable customer service and to keep the system in a state of good repair.

- SMART GROWTH STATUS:**
- Project Not Location Specific
  - Not Subject to PFA Law
  - Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
  - Grandfathered
  - Exception Will Be Required
  - Exception Granted

**STATUS:** Design for the AC Secondary Breaker Refurbishment was completed in FY 23. Design for Power Distribution System Rehabilitation, Switch Heater System Replacement, Stray Current Monitoring System Replacement, and Electric Systems Upgrade projects currently ongoing.

**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:** Project funding allocation decreased by \$1.3M due to miscellaneous program adjustments. Rail and switch heater replacement construction was delayed within the 6-year program due to budget constraints.

**USAGE:** Metro annual ridership in FY 23 exceeded 1.7 million.

POTENTIAL FUNDING SOURCE:											
	<input checked="" type="checkbox"/> SPECIAL			<input checked="" type="checkbox"/> FEDERAL				<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER	
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO COMPLETE
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR	2023	2024	2025	...2026...	...2027...	...2028...	...2029...	TOTAL	
Planning	500	0	0	0	0	500	0	0	0	500	0
Engineering	10,323	1,083	932	875	7,285	1,010	60	10	0	9,241	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	22,800	680	361	1,529	3,005	4,572	5,835	5,500	1,680	22,120	0
<b>Total</b>	<b>33,624</b>	<b>1,763</b>	<b>1,293</b>	<b>2,404</b>	<b>10,290</b>	<b>6,082</b>	<b>5,895</b>	<b>5,510</b>	<b>1,680</b>	<b>31,861</b>	<b>0</b>
Federal-Aid	3,351	0	0	40	660	1,307	0	0	1,344	3,351	0
Special	30,272	1,763	1,293	2,364	9,630	4,774	5,895	5,510	336	28,510	0
Other	0	0	0	0	0	0	0	0	0	0	0

1533, 1558, 1559, 1562, 1564, 1615, 1617, 1751, 1752, 1777, 1827





**PROJECT:** Metro Tunnel Repairs and Improvements

**DESCRIPTION:** Address various rehabilitation and repair projects throughout the metro tunnel system while performing regular inspections of tunnel infrastructure. Work includes but is not limited to addressing active leaks, repairing tunnel vent shafts, replacing outdated station doors, pressure testing and repairing dry standpipe, managing storm water management filters and remediation, and actively cleaning tunnels of corrosive materials and unsightly debris.

**PURPOSE & NEED SUMMARY STATEMENT:** This work is needed to ensure that Metro system elements are kept in a state of good repair while also addressing safety-critical repairs.

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

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

**EXPLANATION:** Rehabilitation/replacement of Metro Subway systems are needed to ensure customer safety, to provide reliable customer service, and to keep the system in a state of good repair while also identifying opportunities to improve upon environmental factors.

- SMART GROWTH STATUS:**
- Project Not Location Specific
  - Not Subject to PFA Law
  - Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined

- Grandfathered
- Exception Will Be Required
- Exception Granted

**STATUS:** Inspections to identify various metro system infrastructure in need of repair/replacement are ongoing. Design is underway for Dewatering Stations Control & Equipment Replacement. Construction is ongoing for the Tunnel and Station Door Repair/Replacement project.

**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:** Project funding allocation increased by \$8.8M to continue the Tunnel Cleaning and Preservation Program through FY27 and other miscellaneous program adjustments. Additionally, project construction funding has been adjusted to account for updated project scheduling.

**USAGE:** Metro annual ridership in FY 23 exceeded 1.7 million.

POTENTIAL FUNDING SOURCE:											
	<input checked="" type="checkbox"/> SPECIAL			<input checked="" type="checkbox"/> FEDERAL			<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...	...	...	...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	7,158	3,193	392	875	3,090	0	0	0	0	3,965	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	43,741	18,736	1,305	3,990	3,471	8,550	7,000	1,776	220	25,005	0
<b>Total</b>	<b>50,899</b>	<b>21,929</b>	<b>1,697</b>	<b>4,865</b>	<b>6,561</b>	<b>8,550</b>	<b>7,000</b>	<b>1,776</b>	<b>220</b>	<b>28,970</b>	<b>0</b>
Federal-Aid	21,882	9,044	94	277	3,761	4,000	4,800	0	0	12,838	0
Special	29,017	12,885	1,603	4,587	2,800	4,550	2,200	1,776	220	16,132	0
Other	0	0	0	0	0	0	0	0	0	0	0

0529, 1498, 1514, 1532, 1557, 1561, 1848, 2116



**PROJECT:** Kirk Bus Facility Replacement

**DESCRIPTION:** Construct replacement for the existing Kirk Bus Division. Phase I of the project included a new maintenance facility on an expanded site. Phase II included an enclosed storage/operations facility.

**PURPOSE & NEED SUMMARY STATEMENT:** The legacy Kirk facility was obsolete, severely constrained, and could not adequately support MTA's current fleet. MTA employees must park off-site on the surrounding neighborhood streets. By replacing the existing Kirk facility with two new sustainable buildings, substantial operational efficiencies were realized, and the community's environmental justice concerns were addressed.

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

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

**EXPLANATION:** The project enables the MTA to service hybrid diesel-electric and articulated buses at the Kirk Bus Division and incorporates sustainable design practices in the new Kirk facilities.

- SMART GROWTH STATUS:**
- Project Not Location Specific
  - Not Subject to PFA Law
  - Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
- Grandfathered  
 Exception Will Be Required  
 Exception Granted

**STATUS:** Construction of Phase I facility was completed in FY 19. Phase II construction was substantially completed in FY 21 and the facility is currently in use.

<b>POTENTIAL FUNDING SOURCE:</b>											
	<input checked="" type="checkbox"/> SPECIAL			<input checked="" type="checkbox"/> FEDERAL			<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO
	ESTIMATED COST	EXPENDED THRU				YEAR	YEAR	YEAR	FOR PLANNING PURPOSES ONLY		
	(\$000)	CLOSE YEAR	2023	2024	2025	...2026...	...2027...	...2028...	...2029...	TOTAL	COMPLETE
Planning	3,031	3,031	0	0	0	0	0	0	0	0	0
Engineering	12,888	12,888	0	0	0	0	0	0	0	0	0
Right-of-way	5,884	6,013	(28)	(129)	0	0	0	0	0	(129)	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	146,249	143,031	934	3,218	0	0	0	0	0	3,218	0
<b>Total</b>	<b>168,052</b>	<b>164,963</b>	<b>906</b>	<b>3,089</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,089</b>	<b>0</b>
Federal-Aid	107,738	102,171	92	5,567	0	0	0	0	0	5,567	0
Special	60,314	62,793	814	(2,478)	0	0	0	0	0	(2,478)	0
Other	0	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:**  
None.

**USAGE:**  
Core Bus annual ridership in FY 23 exceeded 20 million.



**PROJECT:** Zero Emission Eastern Bus Facility Redevelopment

**DESCRIPTION:** The current Eastern Bus Division facility is at the end of its useful life (it was constructed in the late 1940s/early 1950s) and obsolete. Design and construction to re-develop the existing Eastern Bus Division as a fully electric bus division. This project will develop a new electric Eastern Bus Division for approximately 190 buses on an expanded site. The project will include the relocation of the existing Ponca Street to better accommodate the facility's expansion. Roadway improvements of Ponca Street will be from the intersection of Eastern Avenue to the intersection of the southbound ramp of I-895 and the Oldham Street connector road. This is a Project Labor Agreement candidate project.

**PURPOSE & NEED SUMMARY STATEMENT:** The existing Eastern facility is obsolete, severely constrained, cannot adequately support MTA's current fleet, and cannot support electric buses. Re-developing this facility will promote substantial operational efficiencies. This project is also a necessary step to comply with Maryland's Zero Emission Bus Act and Greenhouse Gas Reduction Act (GGRA) Plan, which includes a commitment for MTA to transition the bus fleet to 50 percent ZEB. Without this new bus division, MTA will not have the maintenance, charging and storage space for the number of BEBs that will be in the bus fleet.

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

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

- SMART GROWTH STATUS:**
- Project Not Location Specific
  - Not Subject to PFA Law
  - Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
- Grandfathered  
 Exception Will Be Required  
 Exception Granted

**EXPLANATION:** Re-development of Eastern Bus Division is necessary to meeting Zero Emission goals and to provide a safe and more efficient workplace for MTA employees.

**STATUS:** Design development continues. MTA is working to get FTA determination on the Categorical Exclusion (CE) for the project and is working towards completion of project design. Construction Management Contractor is on board.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL					PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	FOR PLANNING PURPOSES ONLY					
						...2026...	...2027...	...2028...	...2029...		
Planning	1,208	908	37	300	0	0	0	0	0	300	0
Engineering	29,758	5,320	4,910	9,438	7,954	7,046	0	0	0	24,438	0
Right-of-way	446	184	107	262	0	0	0	0	0	262	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	474,223	0	0	0	0	0	60,000	72,000	50,000	182,000	292,223
<b>Total</b>	<b>505,634</b>	<b>6,412</b>	<b>5,054</b>	<b>10,000</b>	<b>7,954</b>	<b>7,046</b>	<b>60,000</b>	<b>72,000</b>	<b>50,000</b>	<b>207,000</b>	<b>292,223</b>
Federal-Aid	168,108	3,703	3,691	6,989	6,179	5,637	48,000	57,600	40,000	164,405	0
Special	337,527	2,709	1,363	3,011	1,775	1,409	12,000	14,400	10,000	42,595	292,223
Other	0	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:** Project funding allocation increased by \$212.1M to fund construction efforts.

**USAGE:** Core Bus annual ridership in FY 23 exceeded 20 million.



**PROJECT:** Bus Facilities Preservation and Improvements

**DESCRIPTION:** Includes the rehabilitation, replacement, and upgrades of major facility components and equipment at MTA bus divisions including HVAC, boiler, bus paint booth, vehicular and pedestrian doors, and windows.

**PURPOSE & NEED SUMMARY STATEMENT:** Replacement of key components and equipment at bus divisions is required to maintain a safe and efficient workplace for MTA employees and prevent deterioration of bus facilities and equipment.

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

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

- SMART GROWTH STATUS:**
- Project Not Location Specific
  - Not Subject to PFA Law
  - Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
- Grandfathered
  - Exception Will Be Required
  - Exception Granted

**EXPLANATION:** Rehabilitation of bus facilities and equipment is necessary to keep them in a state of good repair and provide a safe, efficient, and well-heated workplace for MTA employees.

**STATUS:** Bush Division Building 5 HVAC equipment replacement is underway, and replacement of the boiler was substantially complete in FY 23. The replacements of vehicular and pedestrian doors and punch list items are ongoing. Design for replacing windows at Washington Boulevard Buildings 1-8 is ongoing. Gable window construction documents are complete. Paint booth construction is to begin in FY 24.

**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:** Project funding allocation increased by \$380K due to increased costs associated with the Bush Historic Gable Window Replacement and Washington Blvd Paint Booth Replacement projects, and to support the design of the Bush Building 8 HVAC Upgrades.

**USAGE:**  
Core Bus annual ridership in FY 23 exceeded 20 million.

<b>POTENTIAL FUNDING SOURCE:</b>											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL					PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	FOR PLANNING PURPOSES ONLY					
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,078	239	34	240	0	0	600	0	0	840	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	31,458	5,574	3,436	5,692	9,518	8,789	1,885	0	0	25,884	0
<b>Total</b>	<b>32,537</b>	<b>5,813</b>	<b>3,471</b>	<b>5,932</b>	<b>9,518</b>	<b>8,789</b>	<b>2,485</b>	<b>0</b>	<b>0</b>	<b>26,724</b>	<b>0</b>
Federal-Aid	2,835	2,884	1,230	(48)	0	0	0	0	0	(48)	0
Special	29,701	2,929	2,240	5,980	9,518	8,789	2,485	0	0	26,772	0
Other	0	0	0	0	0	0	0	0	0	0	0

1518, 1527, 1528, 1529, 1746, 1750, 1831



**PROJECT:** Beyond the Bus Stop

**DESCRIPTION:** The Beyond the Bus Stop program aims to improve amenities for both riders and operators at bus stops around the network. The Beyond the Bus Stop program will improve the customer experience by adding real-time information signage and shelter improvements to bus stops, including some multi-modal transfers. The program also includes constructing a comfort station at the Patapsco Light Rail Station for use by our operators. Blue Light phones will also be added at these locations.

**PURPOSE & NEED SUMMARY STATEMENT:** With the launch of real-time information on the Transit mobile application, real-time information signage will extend that availability to the users of the Baltimore system who do not have access to mobile technology. MTA bus operators currently lack sufficient restrooms while operating their routes.

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

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

**EXPLANATION:** This project provides blue light phones and improves existing comfort station facilities for use by operators, making the execution of their jobs safer and more comfortable. Real-time information signage and shelters make for a more vital community by enhancing the customer experience.

- SMART GROWTH STATUS:**
- Project Not Location Specific
  - Not Subject to PFA Law
  - Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
  - Grandfathered
  - Exception Will Be Required
  - Exception Granted

**STATUS:** All real-time information signage and blue light cameras have been installed and are operational. Construction of the Patapsco Comfort Station was completed in FY 23.

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING FOR PLANNING PURPOSES ONLY				YEAR		
Planning	100	31	0	69	0	0	0	0	0	0	69	0
Engineering	435	330	28	105	0	0	0	0	0	0	105	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0	0
Construction	3,030	1,564	417	1,466	0	0	0	0	0	0	1,466	0
<b>Total</b>	<b>3,565</b>	<b>1,925</b>	<b>445</b>	<b>1,641</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,641</b>	<b>0</b>
Federal-Aid	2,606	1,206	138	1,400	0	0	0	0	0	0	1,400	0
Special	959	719	307	240	0	0	0	0	0	0	240	0
Other	0	0	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:** Project funding allocation decreased by \$1.9M as the original project was completed in FY 23 and a secondary project will be completed in FY 24.

**USAGE:** Core Bus annual ridership in FY 23 exceeded 20 million.



**PROJECT:** Bus Network Improvements

**DESCRIPTION:** Funding to implement improvements throughout the bus network including planning, design, and construction for priority corridors, dedicated bus lanes, bus stops and transit hubs, wayfinding and improving the customer experience, ADA improvements, and bike and shared mobility.

**PURPOSE & NEED SUMMARY STATEMENT:** The Central Maryland Regional Transit Plan set goals and objectives for MTA to accomplish in the next 25 years. This funding will work towards expanding dedicated bus lanes, improving bus stops and transit hubs, adding additional wayfinding and customer experience amenities, and improving bike and shared mobility connections.

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

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

- SMART GROWTH STATUS:**
- Project Not Location Specific
  - Not Subject to PFA Law
  - Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
  - Grandfathered
  - Exception Will Be Required
  - Exception Granted

**EXPLANATION:** Projects will build upon ongoing MTA efforts to accomplish goals and objectives created by the Central Maryland Regional Transportation Plan through this rider-focused initiative. The elements of this project will improve reliability and on-time performance while simultaneously enhancing the customer wait and transfer experience.

**STATUS:** The Transit Signal Priority project was completed in FY 22, and additional potential sites were analyzed and approved by BCDOT in FY 21. Dedicated Bus Lane rehab projects were completed in FY 21 and FY 22. Planning efforts associated with bus-bulb curb extensions are underway at Garrison Boulevard and Belair Road corridors.

**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:** Project funding allocation decreased by \$4.8M as construction funding has been reduced due to the CTP funding deficit, but D&E remains. This project will be evaluated for construction funding as it advances through the design and engineering phases and additional Transportation Trust Fund revenue becomes available.

**USAGE:**  
Core Bus annual ridership in FY 23 exceeded 20 million.

POTENTIAL FUNDING SOURCE:											
	<input checked="" type="checkbox"/> SPECIAL			<input checked="" type="checkbox"/> FEDERAL				<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER	
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				YEAR 2023	YEAR 2024	YEAR 2025	FOR PLANNING PURPOSES ONLY		
						...2026...	...2027...	...2028...	...2029...	TOTAL	
Planning	4,717	3,698	815	943	76	0	0	0	0	1,020	0
Engineering	2,853	1,055	0	1,290	508	0	0	0	0	1,799	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	12,237	12,237	25	0	0	0	0	0	0	0	0
<b>Total</b>	<b>19,807</b>	<b>16,989</b>	<b>840</b>	<b>2,234</b>	<b>584</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,818</b>	<b>0</b>
Federal-Aid	7,544	5,929	419	1,544	71	0	0	0	0	1,615	0
Special	12,264	11,060	421	690	513	0	0	0	0	1,204	0
Other	0	0	0	0	0	0	0	0	0	0	0

1469, 1470, 1537, 1756, 1767, 1768



**PROJECT:** Downtown Transfer Hub at Baltimore Arena

**DESCRIPTION:** Design and construct a transfer facility in Downtown Baltimore as outlined in the Regional Transit Plan objectives. Concept facility includes expansion of the sidewalk area to add bus bays, pedestrian lighting, ADA access, and bus stop amenities on Baltimore Street near Royal Farms Arena, which in turn creates ease of transfers and improve first mile/last mile access throughout the region.

**PURPOSE & NEED SUMMARY STATEMENT:** Modernized facility improvements will allow enhanced safety to valued passengers. Use of bus bays will allow for easier transfers between buses and to the Light Rail.

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

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

**EXPLANATION:** This bus hub was identified in the Regional Transit Plan and will allow for easier transfers between buses and to the Light Rail.

- SMART GROWTH STATUS:**
- Project Not Location Specific
  - Not Subject to PFA Law
  - Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
- Grandfathered
  - Exception Will Be Required
  - Exception Granted

**STATUS:** Design currently on hold for the transfer facility as Baltimore Arena renovations are underway.

POTENTIAL FUNDING SOURCE:												
	<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY						
			2023	2024	2025	...2026...	...2027...	...2028...	...2029...			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	707	682	11	25	0	0	0	0	0	25	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	0	
<b>Total</b>	<b>707</b>	<b>682</b>	<b>11</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	
Special	707	682	11	25	0	0	0	0	0	25	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:**  
 Construction funding has been reduced by \$2.4M due to the CTP funding deficit, but D&E remains. This project will be evaluated for construction funding as it advances through the design and engineering phases and additional Transportation Trust Fund revenue becomes available.

**USAGE:**  
 Core Bus annual ridership in FY 23 exceeded 20 million.



**PROJECT:** Bus Communications Systems Upgrade

**DESCRIPTION:** Retrofit of MTA buses with a unified, integrated, and state-of-the-art suite of on-board bus equipment as well as fixed-end systems at operations and security monitoring centers, allowing MTA to upgrade equipment and systems to enhance the delivery of safe and reliable customer service.

**PURPOSE & NEED SUMMARY STATEMENT:** The retrofit will provide a unified infrastructure on-board buses and will fully integrate security and monitoring systems

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

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

- SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law
- Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
  - Grandfathered
  - Exception Will Be Required
  - Exception Granted

**EXPLANATION:** This project provides an integrated system for MTA's existing bus fleet that will offer enhanced safety and security as well as improved communications and information systems for customers.

**STATUS:** Final acceptance was issued in FY 22. Project complete.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER												
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY						
	(\$000)	CLOSE YEAR				...2026...	...2027...	...2028...	...2029...			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	4,375	4,375	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	33,587	33,587	129	(0)	0	0	0	0	0	(0)	0	
<b>Total</b>	<b>37,962</b>	<b>37,962</b>	<b>129</b>	<b>(0)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>(0)</b>	<b>0</b>	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	
Special	37,962	37,962	129	(0)	0	0	0	0	0	(0)	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:** None.

**USAGE:** Core Bus annual ridership in FY 23 exceeded 20 million.





**PROJECT:** Bus Procurement

**DESCRIPTION:** Annual purchase of clean diesel buses to replace those that have been in service for 12 or more years. The MTA has more than 750 buses in its active fleet.

**PURPOSE & NEED SUMMARY STATEMENT:** Bus replacement levels are based on the fleet size and must be maintained to prevent high out-of-service rates and major repair problems that arise from retaining buses beyond their useful life. The replacement program will serve to maintain the average age of the bus fleet. Replacement buses will reduce emissions, fuel consumption, and noise levels.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet to Be Determined  Exception Granted

**STATUS:** The FY 22 bus order of seventy (70) 40 ft. buses was delivered FY 23. The FY 23 bus order will begin delivery of buses in FY 24.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
			2023	2024	2025	...2026...	...2027...	...2028...	...2029...	TOTAL	
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	341	341	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	550,100	318,063	43,334	41,451	51,335	52,250	36,250	36,250	14,500	232,037	0
<b>Total</b>	<b>550,441</b>	<b>318,404</b>	<b>43,334</b>	<b>41,451</b>	<b>51,335</b>	<b>52,250</b>	<b>36,250</b>	<b>36,250</b>	<b>14,500</b>	<b>232,037</b>	<b>0</b>
Federal-Aid	464,029	258,080	36,641	35,251	43,635	44,413	34,438	34,438	13,775	205,949	0
Special	86,412	60,324	6,693	6,200	7,700	7,838	1,812	1,812	725	26,088	0
Other	0	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:** Project allocation funding increased by \$149.4M to accommodate price increases, a revised delivery schedule and to account for miscellaneous program adjustments.

**USAGE:** Core Bus annual ridership in FY 23 exceeded 20 million.



**PROJECT:** Zero Emission Bus Procurement

**DESCRIPTION:** Annual purchase of zero emission buses to replace those that have been in service for 12 or more years. The MTA has more than 750 buses in its active fleet.

**PURPOSE & NEED SUMMARY STATEMENT:** Bus replacement levels are based on the fleet size and must be maintained to prevent high out-of-service rates and major repair problems that arise from retaining buses beyond their useful life. The replacement program will serve to maintain the average age of the bus fleet. Replacement buses will reduce emissions, fuel consumption, and noise levels.

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

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

- SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law
- Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
  - Grandfathered
  - Exception Will Be Required
  - Exception Granted

**EXPLANATION:** Replacement buses will reduce emissions, fuel consumption, and noise levels while providing service to communities in need.

**STATUS:** Planning and design activities are underway.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER												
PHASE	TOTAL					PLANNING					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	FOR PLANNING PURPOSES ONLY						
						...2026...	...2027...	...2028...	...2029...			
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0	0
Construction	388,994	222	222	600	578	24,750	24,750	24,750	67,500	142,928	245,844	
<b>Total</b>	<b>388,994</b>	<b>222</b>	<b>222</b>	<b>600</b>	<b>578</b>	<b>24,750</b>	<b>24,750</b>	<b>24,750</b>	<b>67,500</b>	<b>142,928</b>	<b>245,844</b>	
Federal-Aid	134,663	0	0	0	0	23,513	23,513	23,513	64,125	134,663	0	
Special	254,331	222	222	600	578	1,237	1,237	1,237	3,375	8,265	245,844	
Other	0	0	0	0	0	0	0	0	0	0	0	

**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:** The cost increase of \$109M is due to the additional funding necessary for zero emission bus procurement beyond the six year CTP.

**USAGE:** Core Bus annual ridership in FY 23 exceeded 20 million.



**PROJECT:** Zero Emission Bus Pilots

**DESCRIPTION:** Purchase of three 60-foot Battery Electric Buses (BEBs) and charging stations based at Kirk Bus Division utilizing competitive grant funds from Federal Transit Administration and four 40-foot battery electric buses and charging infrastructure utilizing funds made available by the Volkswagen settlement. Purchase and install battery electric bus charging equipment at Kirk Storage Building and providing new utilities power to feed these charging equipment.

**PURPOSE & NEED SUMMARY STATEMENT:** Maryland’s Zero Emission Bus Act and Greenhouse Gas Emissions Reduction Act requires MTA to transition to zero emission buses. MTA has committed to meet this target in the Regional Transit Plan. Zero emission bus pilots will allow MTA to test buses in service and develop training, procedures and lessons learned to inform fleet transition.

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

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

- SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law
- Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
  - Grandfathered
  - Exception Will Be Required
  - Exception Granted

**EXPLANATION:** This project will allow MTA to pilot emerging low and/or no emission technologies.

**STATUS:** One (1) 60-foot and four (4) 40-foot battery electric buses were delivered in FY 23. Two (2) 60-foot battery electric vehicles were delivered in FY 24. The design for pilot charging infrastructure is complete. Electric utility upgrades were completed in early FY 23. Pilot buses will begin service in FY 24 once training and commissioning are complete.

**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:** Project funding allocation decreased by \$4.4M due to reallocation of funding to Zero Emission Bus Infrastructure and Program Management project PIF (Line 33) and other miscellaneous program adjustments.

**USAGE:** Core Bus annual ridership in FY 23 exceeded 20 million.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL					PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	FOR PLANNING PURPOSES ONLY					
						...2026...	...2027...	...2028...	...2029...		
Planning	721	134	134	487	100	0	0	0	0	587	0
Engineering	1,248	875	255	303	70	0	0	0	0	373	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	213	213	197	0	0	0	0	0	0	0	0
Construction	15,523	6,529	6,509	4,992	3,481	260	260	0	0	8,994	0
<b>Total</b>	<b>17,704</b>	<b>7,752</b>	<b>7,095</b>	<b>5,782</b>	<b>3,651</b>	<b>260</b>	<b>260</b>	<b>0</b>	<b>0</b>	<b>9,953</b>	<b>0</b>
Federal-Aid	2,950	2,709	2,234	190	50	0	0	0	0	240	0
Special	11,129	5,042	4,861	1,966	3,601	260	260	0	0	6,087	0
Other	3,626	0	0	3,626	0	0	0	0	0	3,626	0



**PROJECT:** Zero Emission Bus Infrastructure and Program Management

**DESCRIPTION:** Plan, design, and construct the infrastructure to support zero emission buses and management of the agency’s transition to zero emission buses. Kirk and Northwest bus operations and maintenance facilities will be outfitted to support zero emission fleets.

**PURPOSE & NEED SUMMARY STATEMENT:** In accordance with the Maryland Zero Emission Bus Act, MTA is transitioning its bus fleet to zero emissions vehicles. This aligns with the Central Maryland Regional Transit Plan and Maryland Greenhouse Gas Reduction Act Plan goals. Utility upgrades and charging infrastructure are needed as part of the fleet transition.

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

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

- SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law
- Project Inside PFA  Grandfathered
  - Project Outside PFA  Exception Will Be Required
  - PFA Status Yet to Be Determined  Exception Granted

**EXPLANATION:** Projects will accomplish goals and objectives created by Maryland Greenhouse Reduction Act and Regional Transit Plan to transition MTA’s fleet to zero emission buses.

**STATUS:** Ground mounted and mobile chargers are delivered and BGE upgrades to Kirk Division are complete for charging pilot buses (Line 32). Overhead pantograph pilot chargers will be installed in FY24. A contractor for the Bus Depot Electrification Program for charging equipment and systems for approximately 200 battery electric buses will be selected in FY24.

**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:** Project funding allocation increased by \$18.6M due to cost estimate increases for charging infrastructure, of the Fuel Cell Electric Buses and Hydrogen Infrastructure project, along with miscellaneous program adjustments.

**USAGE:** Core Bus annual ridership in FY 23 exceeded 20 million.

POTENTIAL FUNDING SOURCE:											
	<input checked="" type="checkbox"/> SPECIAL			<input checked="" type="checkbox"/> FEDERAL				<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER	
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				YEAR 2023	YEAR 2024	YEAR 2025	FOR PLANNING PURPOSES ONLY		
						...2026...	...2027...	...2028...	...2029...	TOTAL	
Planning	7,252	3,827	2,797	2,146	1,280	0	0	0	0	3,425	0
Engineering	6,549	4,047	3,687	974	859	175	495	0	0	2,502	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	3,800	0	0	0	800	1,500	1,500	0	0	3,800	0
Construction	113,814	0	0	2,205	13,054	38,593	27,205	32,758	0	113,814	0
<b>Total</b>	<b>131,416</b>	<b>7,874</b>	<b>6,484</b>	<b>5,324</b>	<b>15,992</b>	<b>40,268</b>	<b>29,199</b>	<b>32,758</b>	<b>0</b>	<b>123,542</b>	<b>0</b>
Federal-Aid	88,400	1,102	628	2,444	11,083	32,075	23,356	18,339	0	87,298	0
Special	43,016	6,772	5,856	2,880	4,909	8,194	5,843	14,419	0	36,244	0
Other	0	0	0	0	0	0	0	0	0	0	0

1757, 2020, 2166, 2136



**PROJECT:** North Avenue Rising

**DESCRIPTION:** Planning, environmental documentation, design, and construction of facilities to improve transit, pedestrian, and bicycle movement and safety along the North Avenue corridor. Includes targeted streetscaping, Penn-North Metro Station improvements, roadway repaving, Dedicated Bus Lanes, Enhanced Bus Stops, Penn North intersection improvements, Transit Signal Priority, shared mobility corrals, and on-street bike facilities (on North Avenue, Baker Street, and 20th Street).

**PURPOSE & NEED SUMMARY STATEMENT:** Project will improve reliability and speed of transit service along North Avenue (a key transit corridor in Baltimore City), improve pedestrian safety, expand bicycle access, leverage other City, State, and private investment in the corridor, and improve economic opportunities for corridor residents. The project will help bring both transit and roadway infrastructure into a better state of good repair, improve the quality of service for transit riders, reduce energy usage, and support economic development.

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

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

**EXPLANATION:** This project will improve service and safety in the North Avenue corridor.

- SMART GROWTH STATUS:**
- Project Not Location Specific
  - Not Subject to PFA Law
  - Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
- Grandfathered
  - Exception Will Be Required
  - Exception Granted

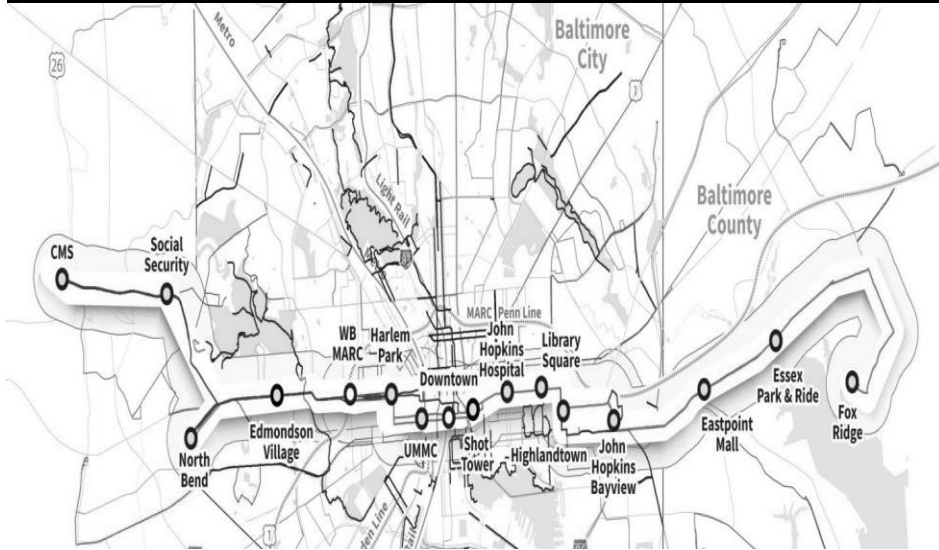
**STATUS:** Project construction including curb extension striping was completed in FY 22. Project closeout activities underway.

<b>POTENTIAL FUNDING SOURCE:</b>											
	<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER				
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR				...2026...	...2027...	...2028...	...2029...		
Planning	811	762	0	49	0	0	0	0	0	49	0
Engineering	2,696	2,651	1	45	0	0	0	0	0	45	0
Right-of-way	25	(559)	(580)	584	0	0	0	0	0	584	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	24,176	24,062	1,810	114	0	0	0	0	0	114	0
<b>Total</b>	<b>27,708</b>	<b>26,916</b>	<b>1,231</b>	<b>793</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>793</b>	<b>0</b>
Federal-Aid	10,000	8,149	531	1,851	0	0	0	0	0	1,851	0
Special	15,108	16,166	(611)	(1,058)	0	0	0	0	0	(1,058)	0
Other	2,600	2,600	1,311	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:** None.

**USAGE:** Core Bus annual ridership in FY 23 exceeded 20 million.

This project was funded with \$1.0M from Baltimore City and \$1.6M from Federal Highway Administration. 1489



**PROJECT:** East-West Priority Corridor

**DESCRIPTION:** The East-West Priority Corridor project is a partnership between MTA and Baltimore City Department of Transportation to facilitate faster, more reliable transit trips and strengthen east-west connections that runs along the City Orange and Blue routes from the Fox Ridge community in eastern Baltimore County through downtown Baltimore to the Centers for Medicare and Medicaid Services (CMS) in western Baltimore County. This project will include dedicated bus lanes, transit signal priority, bus stop enhancement and transit hubs, and upgrades to pedestrian and bicycle safety. RAISE is an acronym for Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Transit Priority Project.

**PURPOSE & NEED SUMMARY STATEMENT:** Project will improve bus reliability, travel speeds, on time performance and passenger safety of multiple MTA bus routes. The east-west corridor was identified through the Transit Priority Initiative as an area experiencing travel delays for the City Blue and Orange routes.

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

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

**EXPLANATION:** Dedicated bus lanes, transit signal priority, and additional passenger amenities at bus stops will create an improved customer experience aimed at reducing travel times, improving on time performance, and enhancing the entire customer journey.

- SMART GROWTH STATUS:**
- Project Not Location Specific
  - Not Subject to PFA Law
  - Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
- Grandfathered  
 Exception Will Be Required  
 Exception Granted

**STATUS:** Design efforts underway to add dedicated bus lanes, transit signal priority, bus stop enhancements, transit hubs, and upgrades to bike/ped safety along the RAISE corridor.

POTENTIAL FUNDING SOURCE:											
	<input checked="" type="checkbox"/> SPECIAL			<input checked="" type="checkbox"/> FEDERAL			<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO COMPLETE
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY	...	...	...		
	(\$000)	CLOSE YEAR	2023	2024	2025	...2026...	...2027...	...2028...	...2029...	YEAR	
Planning	3,386	1,404	1,047	998	983	0	0	0	0	1,982	0
Engineering	4,475	0	0	2,237	2,237	0	0	0	0	4,475	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	50,000	0	0	600	1,000	4,950	17,025	26,425	0	50,000	0
<b>Total</b>	<b>57,861</b>	<b>1,404</b>	<b>1,047</b>	<b>3,836</b>	<b>4,221</b>	<b>4,950</b>	<b>17,025</b>	<b>26,425</b>	<b>0</b>	<b>56,456</b>	<b>0</b>
Federal-Aid	23,000	1,000	714	264	440	2,178	7,491	11,627	0	22,000	0
Special	24,861	404	333	3,452	3,581	1,782	6,129	9,513	0	24,456	0
Other	10,000	0	0	120	200	990	3,405	5,285	0	10,000	0

**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:** Project funding allocation increased by \$6.6M to support the East-West Priority Corridor (now RAISE Corridor) project.

**USAGE:** Core Bus annual ridership in FY 23 exceeded 20 million.



**PROJECT:** Fast Forward

**DESCRIPTION:** The Fast Forward program will facilitate capital investment to four project categories: dedicated bus lanes, bus stops and transit hubs, wayfinding and customer experience, and bike and shared mobility. Such objectives were created by the Central Maryland Regional Transit Plan to accomplish within the next 25 years.

**PURPOSE & NEED SUMMARY STATEMENT:** Project will improve customer experience, bus and rail reliability, travel speeds, on time performance, and passenger safety of multiple MTA bus routes.

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

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

- SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law
- Project Inside PFA  Grandfathered
  - Project Outside PFA  Exception Will Be Required
  - PFA Status Yet to Be Determined  Exception Granted

**EXPLANATION:** Dedicated bus lanes, wayfinding and real-time information signage, and additional passenger amenities at bus stops will create an improved customer experience aimed at reducing travel times, improving on time performance, and enhancing the entire customer journey.

**STATUS:** Light rail wayfinding completed design in FY 23. Installations of 24 bus shelters, ADA improvements at another 25 bus stops, and pilot project dedicated bus lanes on Charles St, Light St, Harford Rd and York Rd was completed in FY 23. Will have 43 more bus shelters installed, new bike racks at 28 transit stations, and ongoing construction of ADA improvements at 272 bus stop boarding areas in FY 24.

**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:** Project funding allocation decreased by \$19.6M as construction funding has been reduced due to the CTP funding deficit, but D&E remains. This project will be evaluated for construction funding as it advances through the design and engineering phases and additional Transportation Trust Fund revenue becomes available.

**USAGE:** Core Bus annual ridership in FY 23 exceeded 20 million.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR	2023	2024	2025	...2026...	...2027...	...2028...	...2029...		
Planning	1,607	1,042	525	465	100	0	0	0	0	565	0
Engineering	5,267	4,134	1,752	1,098	35	0	0	0	0	1,133	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	23,138	6,876	4,188	5,876	10,386	0	0	0	0	16,262	0
<b>Total</b>	<b>30,012</b>	<b>12,052</b>	<b>6,465</b>	<b>7,439</b>	<b>10,521</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17,960</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	30,012	12,052	6,465	7,439	10,521	0	0	0	0	17,960	0
Other	0	0	0	0	0	0	0	0	0	0	0

1536, 1997, 2024, 2025, 2047, 2049, 2101, 2111, 2121, 2182, 2242



**PROJECT:** Mobility Vehicle Procurement

**DESCRIPTION:** Procurement of paratransit services vehicle replacement.

**PURPOSE & NEED SUMMARY STATEMENT:** Mobility vehicles are required to meet service demand and adhere to performance standards. Regular replacement of vehicles is required to maintain established service benchmarks for on-time performance, travel time, and schedule compliance.

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

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

- SMART GROWTH STATUS:**
- Project Not Location Specific
  - Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
  - Not Subject to PFA Law
  - Grandfathered
  - Exception Will Be Required
  - Exception Granted

**EXPLANATION:** Ongoing mobility vehicle procurement to ensure that mobility fleet is maintained in a state of good repair.

**STATUS:** The FY 22 procurement of 25 large cutaway buses were delivered in FY 23 and the 75 SUVs are expected to be delivered in FY 24 due to supply chain issues. The FY 23 procurement includes 100 small cutaway buses.

POTENTIAL FUNDING SOURCE:											
	<input checked="" type="checkbox"/> SPECIAL			<input checked="" type="checkbox"/> FEDERAL			<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...	...	...	...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	166	49	4	18	100	0	0	0	0	118	0
Right-of-way	52	39	14	13	0	0	0	0	0	13	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	72,259	8,529	2,572	2,701	22,655	11,952	7,606	7,956	10,860	63,731	0
<b>Total</b>	<b>72,477</b>	<b>8,616</b>	<b>2,590</b>	<b>2,732</b>	<b>22,755</b>	<b>11,952</b>	<b>7,606</b>	<b>7,956</b>	<b>10,860</b>	<b>63,861</b>	<b>0</b>
Federal-Aid	36,676	5,293	2,096	3,712	16,660	2,324	0	0	8,688	31,383	0
Special	35,802	3,323	493	(980)	6,096	9,629	7,606	7,956	2,172	32,478	0
Other	0	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:**  
Project allocation funding increased by \$10.7M to support replacement of the mobility vehicle fleet.

**USAGE:**  
Demand Response Mobility annual ridership in FY 23 exceeded 790,000.





**PROJECT:** Fare Collection System and Equipment Replacement

**DESCRIPTION:** Complete replacement of the current fare system including ticket vending machines, faregates, fareboxes and smart card/mobile app readers, back-office software and other related components as well as on-going overhaul and replacement of system components as needed.

**PURPOSE & NEED SUMMARY STATEMENT:** As the existing fare collection system ages it is imperative that MTA upgrade software and overhaul and/or replace critical hardware system components to ensure reliable system operation. This project will improve customer service and operations with efficiencies and options provided by a new fare system. The current system is very close to its end of useful life and an increasing number of components and replacement parts are no longer available.

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

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

**EXPLANATION:** This project updates and replaces the equipment, ensures the ability to receive and install software security patches, and will improve customer satisfaction by ensuring system reliability.

- SMART GROWTH STATUS:**
- Project Not Location Specific
  - Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
  - Not Subject to PFA Law
  - Grandfathered
  - Exception Will Be Required
  - Exception Granted

**STATUS:** Design efforts to upgrade MTA's current fare collection system currently underway.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO COMPLETE
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY	...	...	...		
	(\$000)	CLOSE YEAR	2023	2024	2025	...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,959	2,298	51	241	580	580	130	130	0	1,661	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	87,839	27,660	2,575	8,554	7,034	15,813	24,636	4,141	0	60,179	0
<b>Total</b>	<b>91,798</b>	<b>29,958</b>	<b>2,626</b>	<b>8,795</b>	<b>7,614</b>	<b>16,393</b>	<b>24,766</b>	<b>4,271</b>	<b>0</b>	<b>61,840</b>	<b>0</b>
Federal-Aid	6,186	5,947	4	240	0	0	0	0	0	240	0
Special	32,567	24,011	2,622	8,555	0	(0)	(0)	(0)	(0)	8,555	0
Other	53,045	0	0	0	7,614	16,393	24,766	4,271	0	53,045	0

**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:** Project funding allocation decreased by \$7.2M to match updated cost estimates and to account for miscellaneous program adjustments.

**USAGE:**



**PROJECT:** Major IT Infrastructure Improvements

**DESCRIPTION:** Funding for major systemwide IT infrastructure improvements, including but not limited to improving connectivity, implementing dense wavelength division multiplexing to increase bandwidth, server room expansion, and replacing end-of-life Nutanix nodes.

**PURPOSE & NEED SUMMARY STATEMENT:** IT infrastructure improvements are needed to ensure that crucial systems and applications are kept secure, efficient, and in a state of good repair.

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

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

- SMART GROWTH STATUS:**
- Project Not Location Specific
  - Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
  - Not Subject to PFA Law
  - Grandfathered
  - Exception Will Be Required
  - Exception Granted

**EXPLANATION:** IT infrastructure improvements are needed to ensure that crucial systems and applications are kept in a state of good repair.

**STATUS:** Various major IT infrastructure orders are currently underway.

POTENTIAL FUNDING SOURCE:												
<input checked="" type="checkbox"/> SPECIAL												
<input type="checkbox"/> FEDERAL												
<input type="checkbox"/> GENERAL												
<input type="checkbox"/> OTHER												
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY						
			2023	2024	2025	...2026...	...2027...	...2028...	...2029...			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	39,120	18,862	14,202	3,277	10,442	4,840	1,700	0	0	20,258	0	
<b>Total</b>	<b>39,120</b>	<b>18,862</b>	<b>14,202</b>	<b>3,277</b>	<b>10,442</b>	<b>4,840</b>	<b>1,700</b>	<b>0</b>	<b>0</b>	<b>20,258</b>	<b>0</b>	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	
Special	39,120	18,862	14,202	3,277	10,442	4,840	1,700	0	0	20,258	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:** Program funding allocation increased by \$6.8M due to the addition of the PRI to SIP Conversion & HIPATH 4000 Upgrade project and miscellaneous adjustments.

**USAGE:**



**PROJECT:** Agencywide Elevator and Escalator Rehabilitation

**DESCRIPTION:** Funding for the rehabilitation and replacement of system wide elevators and escalators that have reached the end of their useful life. Activities include bringing elevators and escalators up to current ADA and safety standards.

**PURPOSE & NEED SUMMARY STATEMENT:** This project will provide safety critical upgrades to the elevator and escalator infrastructure. Upgrades will also bring all elevators and escalators to compliance with ADA requirements.

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

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

- SMART GROWTH STATUS:**
- Project Not Location Specific
  - Not Subject to PFA Law
  - Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
- Grandfathered
  - Exception Will Be Required
  - Exception Granted

**EXPLANATION:** Rehabilitation of the elevator and escalators is necessary to keep them in a state of good repair.

**STATUS:** Mondawmin Metro Station elevator rehab is under construction and will complete in FY 24. Procurement of elevator replacement and modernization program is anticipated for FY 24 with construction expected to begin FY 25.

**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:** MTA added the Reisterstown Plaza Elevators, as well as additional replacement of elevators and escalators systemwide to the program, which increased the project allocation funding by \$3.4M.

**USAGE:** Metro annual ridership in FY 23 exceeded 1.7 million.

<b>POTENTIAL FUNDING SOURCE:</b>												
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER												
PHASE	TOTAL					PLANNING					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	FOR PLANNING PURPOSES ONLY						
						...2026...	...2027...	...2028...	...2029...			
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,132	3,008	1,086	1,064	60	0	0	0	0	0	1,124	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0	0
Construction	277,727	9,058	4,186	2,953	1,799	9,235	25,041	36,801	50,000	125,829	142,840	0
<b>Total</b>	<b>281,858</b>	<b>12,065</b>	<b>5,272</b>	<b>4,017</b>	<b>1,859</b>	<b>9,235</b>	<b>25,041</b>	<b>36,801</b>	<b>50,000</b>	<b>126,953</b>	<b>142,840</b>	<b>0</b>
Federal-Aid	112,439	4,454	2,944	1,289	960	5,724	22,766	31,991	45,256	107,986	0	0
Special	169,419	7,612	2,327	2,728	899	3,511	2,274	4,810	4,744	18,967	142,840	0
Other	0	0	0	0	0	0	0	0	0	0	0	0

90731, 90732, 2007, 2222, 2366



**PROJECT:** Agencywide Radio and Telecommunications Upgrade

**DESCRIPTION:** This project will migrate all MTA radio users from 490 MHz to the Maryland (MD) First responders Interoperable Radio System Team (FiRST) Statewide 700 MHz Radio Communications System. This includes upgrading the current MD FiRST Baltimore cell with additional channel capacity to safely accommodate the additional MTA users, installation of new dispatching consoles, and installation of new subscriber radios.

**PURPOSE & NEED SUMMARY STATEMENT:** This project will migrate all radio users to the MD FiRST Statewide 700 MHz Radio System. MTA will be joining the Maryland Statewide network. The current system is obsolete and will soon become inoperable due to Federal Law, which requires an alternative spectrum.

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

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

- SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law
- Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
  - Grandfathered
  - Exception Will Be Required
  - Exception Granted

**EXPLANATION:** MDOT MTA must migrate to the current system to continue the availability of radio communication which is required to ensure safe operation.

**STATUS:** System migration completed on Metro and Bus. Mobility migration on pace to be completed in FY 25.

<b>POTENTIAL FUNDING SOURCE:</b>											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR				2023	2024	2025	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	435	435	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	19,485	13,349	1,278	1,936	3,200	1,000	0	0	0	6,136	0
<b>Total</b>	<b>19,920</b>	<b>13,784</b>	<b>1,278</b>	<b>1,936</b>	<b>3,200</b>	<b>1,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6,136</b>	<b>0</b>
Federal-Aid	9,678	5,570	991	1,549	2,560	0	0	0	0	4,109	0
Special	10,241	8,214	287	387	640	1,000	0	0	0	2,027	0
Other	0	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:** Project funding allocation increased by \$1.5M due to increased costs associated with radio purchases.

**USAGE:**



**PROJECT:** Purple Line

**DESCRIPTION:** The Purple Line is a 16-mile double track light rail line that will operate between Bethesda in Montgomery County and New Carrollton in Prince George’s County. The Bethesda to Silver Spring segment will include a parallel hiker/biker trail. The line will include direct connections to Metrorail in four locations, all three MARC Train lines, and Amtrak. The project includes track, stations, railcars, and two operation and maintenance facilities. The project is being delivered as a public-private partnership for the design, construction, financing, operation, and maintenance of the facility.

**PURPOSE & NEED SUMMARY STATEMENT:** The Purple Line will provide faster, more reliable transportation between residential and major employment areas. It will enhance access to existing radial Metrorail lines, increase capacity of congested roadways, support economic development consistent with local master plans, and reduce environmental impacts.

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

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

**EXPLANATION:** The Purple Line will serve a corridor that currently lacks rail transit service and includes important commercial, institutional, and residential communities. Electrically powered trains will reduce air pollution and greenhouse gas emissions associated with cars and buses. Transit travel times in corridor will be reduced.

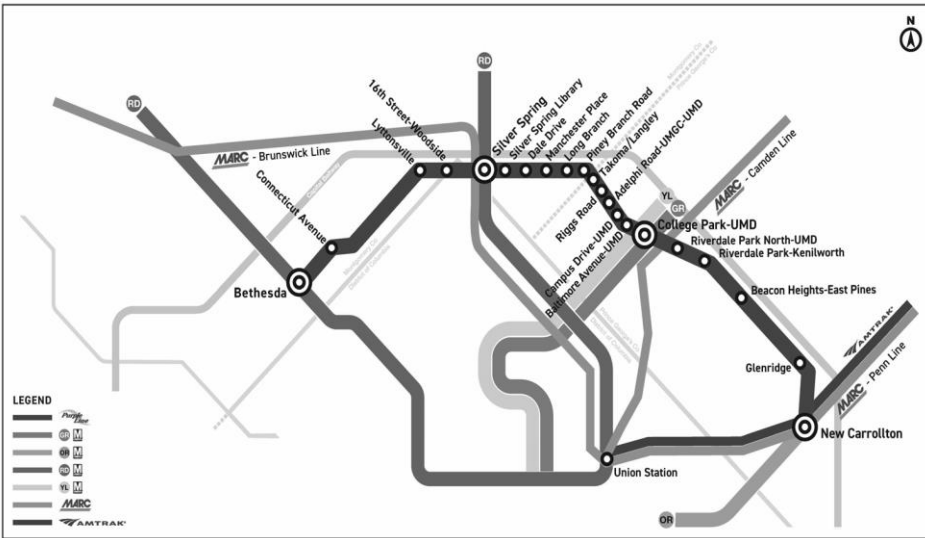
- SMART GROWTH STATUS:**
- Project Not Location Specific
  - Not Subject to PFA Law
  - Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
  - Grandfathered
  - Exception Will Be Required
  - Exception Granted

**STATUS:** The Board of Public Works approved an amendment to the P3 Agreement that included the new design-build contractor in April 2022. The Board approved an additional amendment to the completion date in the P3 Agreement in July 2023. MDOT MTA is wrapping up certain limited construction activities and construction by the new design-build contractor is at full scale.

**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:** Project funding allocation increased by \$449M to fund the full-scale construction of the project and the addition of FY availability payment.

**USAGE:** Daily ridership estimated at 72,000 in 2040.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
			2023	2024	2025	...2026...	...2027...	...2028...	...2029...		
Planning	47,371	47,371	0	0	0	0	0	0	0	0	0
Engineering	512,535	403,556	44,189	37,179	30,600	30,400	10,800	0	0	108,979	0
Right-of-way	303,035	272,175	17,335	20,576	10,283	0	0	0	0	30,859	0
Utility	674	513	239	161	0	0	0	0	0	161	0
Construction	2,428,905	1,655,660	104,221	83,044	52,363	51,333	238,084	162,685	185,736	773,245	0
<b>Total</b>	<b>3,292,519</b>	<b>2,379,276</b>	<b>165,984</b>	<b>140,960</b>	<b>93,246</b>	<b>81,733</b>	<b>248,884</b>	<b>162,685</b>	<b>185,736</b>	<b>913,244</b>	<b>0</b>
Federal-Aid	1,052,091	995,530	54,138	43,139	13,422	0	0	0	0	56,561	0
Special	2,089,028	1,232,346	96,846	97,820	79,824	81,733	248,884	162,685	185,736	856,682	0
Other	151,400	151,400	15,000	0	0	0	0	0	0	0	0



**PROJECT:** Purple Line: Third-Party Funded Projects

**DESCRIPTION:** Montgomery County has elected to fund a program of projects that will be implemented through and associated with the Purple Line. Projects include a new southern entrance to the Bethesda Red Line station, Capital Crescent Trail, and the Silver Spring Green Trail along Wayne Avenue. In addition, the University of Maryland has funded a project to pave a .95 mile bicycle path. This project also includes repairs to the Polk Street Maintenance Facility roof, which will be funded by Prince George's County Department of Parks and Recreation.

**PURPOSE & NEED SUMMARY STATEMENT:** To further enhance the transportation and quality of life benefits of the Purple Line, Capital Crescent Trail, and Polk Street Maintenance Facility, Montgomery County, University of Maryland, and Prince George's County Department of Parks and Recreation are adding additional access features. MTA will assist in funding these efforts.

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

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

**EXPLANATION:** The Purple Line will serve a corridor that currently lacks rail transit service and includes important commercial, institutional, and residential communities. Electrically powered trains will reduce air pollution and greenhouse gas emissions associated with cars and buses. Transit travel times in corridor will be reduced.

- SMART GROWTH STATUS:**
- Project Not Location Specific
  - Not Subject to PFA Law
  - Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
  - Grandfathered
  - Exception Will Be Required
  - Exception Granted

**STATUS:** The Board of Public Works approved the amendment to the P3 Agreement and the new design-build agreement in April 2022. MDOT MTA is completing certain limited construction activities and full-scale construction by the new design-builder began in FY 2023.

**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:**  
None.

**USAGE:**

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER							
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY						
			2023	2024	2025	...2026...	...2027...	...2028...	...2029...			
Planning	2,730	3,141	3,012	(411)	0	0	0	0	0	(411)	0	
Engineering	193	193	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	113,423	40,500	(37)	68,525	1,847	2,196	355	0	0	72,923	0	
<b>Total</b>	<b>116,346</b>	<b>43,834</b>	<b>2,975</b>	<b>68,114</b>	<b>1,847</b>	<b>2,196</b>	<b>355</b>	<b>0</b>	<b>0</b>	<b>72,512</b>	<b>0</b>	
Federal-Aid	3,000	2,001	1,873	999	0	0	0	0	0	999	0	
Special	(20,707)	(20,334)	373	(373)	0	0	0	0	0	(373)	0	
Other	134,053	62,167	730	67,488	1,847	2,196	355	0	0	71,886	0	

1453, 1487, 1488, 1525, 1526, 1573, 1597



**PROJECT:** Locally Operated Transit Systems Capital Procurement Projects (Local Jurisdictions)

**DESCRIPTION:** Funding to rural and small urban jurisdictions for transit vehicles, equipment, and facilities. In addition, the MTA provides rideshare funds to Baltimore City, Anne Arundel, Baltimore, Calvert, Carroll, Frederick, Harford, Howard, Montgomery and Prince George's Counties, and the Tri-County Council for Southern Maryland to promote the use of carpools and vanpools. MTA facilitates federal funds for locally-sponsored projects.

**PURPOSE & NEED SUMMARY STATEMENT:** Intense use of equipment and increased service demand requires regular vehicle replacement and expansion as well as adequate support facilities providing reliable maintenance service. The ridesharing program provides citizens with information on expanded commute options and provides companies with technical expertise needed to meet federal clean air requirements.

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

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

- SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law
- Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
  - Grandfathered
  - Exception Will Be Required
  - Exception Granted

**EXPLANATION:** Replacement buses will reduce emissions, fuel consumption, and noise levels while providing service to communities in need.

**STATUS:** Funds are awarded based on an annual application cycle.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO COMPLETE
	ESTIMATED COST	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
	(\$000)		2023	2024	2025	...2026...	...2027...	...2028...	...2029...	TOTAL	
Planning	563	383	4	89	24	24	44	0	0	180	0
Engineering	42,440	32,728	922	222	1,495	1,908	2,388	2,204	1,495	9,712	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	413,874	222,169	16,273	11,843	34,583	34,211	46,370	37,338	27,359	191,704	0
<b>Total</b>	<b>456,876</b>	<b>255,280</b>	<b>17,199</b>	<b>12,154</b>	<b>36,102</b>	<b>36,143</b>	<b>48,802</b>	<b>39,542</b>	<b>28,854</b>	<b>201,596</b>	<b>0</b>
Federal-Aid	399,385	218,639	15,429	14,345	33,601	31,660	38,529	36,157	26,454	180,746	0
Special	52,988	32,138	1,771	(2,191)	2,501	4,483	10,273	3,385	2,400	20,850	0
Other	4,503	4,503	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:** Project cost increased by \$55.6M due to the execution of several grant agreements between MTA and the awarded counties as well as the addition of FY 29. State matching funds will be reduced from 10% to 5% beginning in FY 26 due to budget constraints.

**USAGE:**



**PROJECT:** Assistance to Private Non-Profit Agencies for the Transportation of the Elderly and Persons with Disabilities

**DESCRIPTION:** Federal funding is available to assist non-profit agencies with transportation for the elderly and persons with disabilities. MTA works with non-profits to apply for federal aid and meet compliance requirements.

**PURPOSE & NEED SUMMARY STATEMENT:** Program supports the State's goal of providing transportation services to the elderly and persons with disabilities.

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

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

- SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law
- Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
  - Grandfathered
  - Exception Will Be Required
  - Exception Granted

**EXPLANATION:** Program supports the State's goal of providing transportation services to the elderly and persons with disabilities. Replacement buses will reduce emissions, fuel consumption, and noise levels while providing service to communities in need.

**STATUS:** Funds are awarded based on a biennial application cycle.

POTENTIAL FUNDING SOURCE:											
	<input checked="" type="checkbox"/> SPECIAL			<input checked="" type="checkbox"/> FEDERAL			<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR	2023	2024	2025	...2026...	...2027...	...2028...	...2029...	TOTAL	
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	81,584	51,349	2,458	8,983	3,264	7,101	7,006	3,882	0	30,235	0
<b>Total</b>	<b>81,584</b>	<b>51,349</b>	<b>2,458</b>	<b>8,983</b>	<b>3,264</b>	<b>7,101</b>	<b>7,006</b>	<b>3,882</b>	<b>0</b>	<b>30,235</b>	<b>0</b>
Federal-Aid	74,724	44,528	2,183	8,943	3,264	7,101	7,006	3,882	0	30,196	0
Special	6,004	5,964	274	39	0	0	0	0	0	39	0
Other	857	857	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:** None.

**USAGE:**





**PROJECT:** Montgomery County Local Bus Program

**DESCRIPTION:** Funding for annual bus replacements and preventive maintenance.

**PURPOSE & NEED SUMMARY STATEMENT:** These investments will make the Ride On bus system more reliable and efficient while improving passenger access to the Metrorail system.

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

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

- SMART GROWTH STATUS:**
- Project Not Location Specific
  - Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
  - Not Subject to PFA Law
  - Grandfathered
  - Exception Will Be Required
  - Exception Granted

**EXPLANATION:** Replacement buses will reduce emissions, fuel consumption, and noise levels while providing service to communities in need.

**STATUS:** Funds are awarded on an annual basis for local bus replacements.

<b>POTENTIAL FUNDING SOURCE:</b>											
	<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER				
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
			2023	2024	2025	...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,488	1,360	558	(260)	0	389	0	0	0	129	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	77,157	61,064	0	(2,000)	6,800	4,179	2,000	3,114	2,000	16,093	0
<b>Total</b>	<b>78,645</b>	<b>62,424</b>	<b>558</b>	<b>(2,260)</b>	<b>6,800</b>	<b>4,567</b>	<b>2,000</b>	<b>3,114</b>	<b>2,000</b>	<b>16,221</b>	<b>0</b>
Federal-Aid	35,366	21,724	558	(1,898)	6,400	3,627	1,600	2,314	1,600	13,643	0
Special	43,279	40,700	0	(362)	400	940	400	800	400	2,579	0
Other	0	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:**  
Project cost increased by \$2.4M due to the addition of FY 29 and miscellaneous program adjustments.

**USAGE:**



**PROJECT:** Prince George's County Local Bus Program

**DESCRIPTION:** Funding for bus replacements as well as capital improvements to bus facilities.

**PURPOSE & NEED SUMMARY STATEMENT:** These investments will make The Bus system more reliable and convenient while improving passenger access to the Metrorail system.

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

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

- SMART GROWTH STATUS:**
- Project Not Location Specific
  - Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
  - Not Subject to PFA Law
  - Grandfathered
  - Exception Will Be Required
  - Exception Granted

**EXPLANATION:** Replacement buses will reduce emissions, fuel consumption, and noise levels while providing service to communities in need.

**STATUS:** Project funding will support annual bus replacements and improvements to bus stops throughout the Prince George's County.

POTENTIAL FUNDING SOURCE:											
	<input checked="" type="checkbox"/> SPECIAL			<input checked="" type="checkbox"/> FEDERAL				<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER	
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
			2023	2024	2025	...2026...	...2027...	...2028...	...2029...	TOTAL	
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,076	528	207	62	269	217	0	0	0	548	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	48,274	12,723	767	7,201	7,750	6,725	6,725	6,700	450	35,551	0
<b>Total</b>	<b>49,350</b>	<b>13,251</b>	<b>974</b>	<b>7,263</b>	<b>8,019</b>	<b>6,942</b>	<b>6,725</b>	<b>6,700</b>	<b>450</b>	<b>36,099</b>	<b>0</b>
Federal-Aid	41,441	6,945	859	6,010	7,919	6,867	6,650	6,650	400	34,496	0
Special	7,908	6,306	116	1,253	100	75	75	50	50	1,603	0
Other	0	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:** Project cost increased by \$26.2M due the completion of grant agreements between MTA and Prince George's County as well as the addition of FY 29. There was an execution/award of two discretionary grants as well, one being \$25M.

**USAGE:**



**PROJECT:** Transit Innovation Grant

**DESCRIPTION:** A competitive, state funded grant program to support locally planned, designed, and constructed or operated transit projects incorporating innovative investments such as transit signal priority, dedicated or separated right of way, off-board fare payments, and intelligent transportation systems. Project sponsors awarded grant funding will be reimbursed up to the award amount for eligible projects and will be required to provide a local match. Funds may cover planning, design, engineering, or construction phases, including capital investments.

**PURPOSE & NEED SUMMARY STATEMENT:** To support cost-effective regional and statewide mobility with investments in locally owned and operated transit services and facilities projects that improve travel speeds, reliability and quality of service, and the safe, convenient, affordable, and efficient movement of people.

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

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

- SMART GROWTH STATUS:**
- Project Not Location Specific
  - Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
  - Not Subject to PFA Law
  - Grandfathered
  - Exception Will Be Required
  - Exception Granted

**EXPLANATION:** Eligible projects for the grant program will improve regional and statewide mobility, and the safety, efficiency, and reliability of transit at the local level. Projects will reduce delays and travel time between major activity, population, and job centers in the state.

**STATUS:** Projects associated with FY 19 and FY 20 grant funding were completed in FY 23. Projects associated with FY 23 grant funding currently underway.

POTENTIAL FUNDING SOURCE:												
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER												
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				YEAR 2023	YEAR 2024	YEAR 2025	FOR PLANNING PURPOSES ONLY			
						...2026...	...2027...	...2028...	...2029...	TOTAL		
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	2,983	1,588	874	1,395	0	0	0	0	0	1,395	0	
<b>Total</b>	<b>2,983</b>	<b>1,588</b>	<b>874</b>	<b>1,395</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,395</b>	<b>0</b>	
Federal-Aid	0	60	60	(60)	0	0	0	0	0	(60)	0	
Special	2,983	1,528	814	1,455	0	0	0	0	0	1,455	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:** Project funding allocation decreased by \$2M as construction funding has been reduced due to the CTP funding deficit, but D&E remains. This project will be evaluated for construction funding as it advances through the design and engineering phases and additional Transportation Trust Fund revenue becomes available. All awarded grants are moving forward. Funding for future grant awards was removed from the program.

**USAGE:**



**PROJECT:** Frederick Douglass Tunnel

**DESCRIPTION:** Replace the existing 1.4-mile B&P Tunnel, which dates from the Civil War era. At nearly 150 years old, it is the oldest tunnel Amtrak inherited and a single point of failure for MARC’s Penn line and the Northeast Corridor. MDOT and MTA are coordinating with Amtrak on design and phasing plans to replace the tunnel to meet the needs of the 9 million MARC and Amtrak customers who rely on it annually. The project also includes a new ADA-accessible West Baltimore MARC Station.

**PURPOSE & NEED SUMMARY STATEMENT:** The tunnel suffers from a variety of age-related issues such as excessive water infiltration, a deteriorating structure, and a sinking floor. There are no fire and life safety systems that help keep passengers safe in the event of emergencies, and excessive costly maintenance is required. Due to its age, delays are chronic — more than 10% of weekday trains are delayed, and delays occur on 99% of weekdays.

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

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

**EXPLANATION:** Replacing the 150 year-old tunnel will allow for more efficient and reliable commutes for MARC train riders.

- SMART GROWTH STATUS:**
- Project Not Location Specific
  - Not Subject to PFA Law
  - Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
- Grandfathered  
 Exception Will Be Required  
 Exception Granted

**STATUS:** MDOT and MTA are working closely with Amtrak on design and phasing plans. Community outreach is continuing. Design efforts ongoing.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input checked="" type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO COMPLETE
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR	2023	2024	2025	...2026...	...2027...	...2028...	...2029...	TOTAL	
Planning	971	45	25	426	500	0	0	0	0	926	0
Engineering	469	37	37	299	96	36	0	0	0	432	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	450,000	0	0	0	0	50,000	50,000	50,000	50,000	200,000	250,000
<b>Total</b>	<b>451,441</b>	<b>82</b>	<b>62</b>	<b>725</b>	<b>596</b>	<b>50,036</b>	<b>50,000</b>	<b>50,000</b>	<b>50,000</b>	<b>201,358</b>	<b>250,000</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	451,441	82	62	725	596	50,036	50,000	50,000	50,000	201,358	250,000
Other	0	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:** Full funding was moved from balance to complete to FY 26-29. Moved from D&E To Construction.

**USAGE:**

# Building Baltimore Penn Station Connections

Infrastructure Investments to Improve Accessibility and Leverage Public/Private Partnerships  
FY22 RAISE APPLICATION



**PROJECT:** Penn Station Investments

**DESCRIPTION:** Multimodal access improvements at and around Baltimore Penn Station, funded by a RAISE grant and Congressionally Designated Spending managed as a grant. The project will include the addition of a full-time dedicated bus lane on Charles Street, new curb extensions, bus stop improvements, real-time sign information, and pedestrian and bicycle access improvements all around or connecting to Penn Station in order to improve access to that station. State funding will be used to match two Federal funding sources (\$5M in Congressionally Designated Spending and \$6M in a RAISE grant).

**PURPOSE & NEED SUMMARY STATEMENT:** Multimodal access improvements at and around Baltimore Penn Station, which includes the bus lane on Charles Street, curb extensions on St. Paul and Charles Street, and bike parking investments, amongst other improvements.

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

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

**EXPLANATION:** Customer amenities and improved connections will complement the state of good repair and enhancement work ongoing at the station.

- SMART GROWTH STATUS:**
- Project Not Location Specific
  - Not Subject to PFA Law
  - Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
- Grandfathered  
 Exception Will Be Required  
 Exception Granted

**STATUS:** MTA is coordinating with Amtrak for work to be done on their property. Moving forward with NEPA, on both the buffer around the station for pedestrian and bicycle investments as well as the plaza and other impacts to the historic character of the Penn Station headhouse.

**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:**  
Moved From D&E To Construction.

**USAGE:**

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER							
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY						
			2023	2024	2025	...2026...	...2027...	...2028...	...2029...			
Planning	768	0	0	300	234	234	0	0	0	768	0	
Engineering	1,407	0	0	0	703	704	0	0	0	1,407	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	12,775	0	0	0	0	0	6,406	5,587	782	12,775	0	
<b>Total</b>	<b>14,950</b>	<b>0</b>	<b>0</b>	<b>300</b>	<b>937</b>	<b>938</b>	<b>6,406</b>	<b>5,587</b>	<b>782</b>	<b>14,950</b>	<b>0</b>	
Federal-Aid	11,300	0	0	300	750	750	5,125	3,454	922	11,300	0	
Special	2,650	0	0	(0)	187	188	769	1,686	(180)	2,650	0	
Other	1,000	0	0	0	0	0	512	447	41	1,000	0	



**PROJECT:** Metro Mondawmin Transit Hub

**DESCRIPTION:** Mondawmin Transit Hub includes a comprehensive package of station upgrades, state of good repair improvements, multi-modal investments, and environmental sustainability enhancements that will create a modernized, safe, multi-modal, and well-connected transit hub in West Baltimore. The infrastructure upgrades will improve the station condition, enhance multi-modal connections, create seamless transfers between Metro and the station's 11 connecting bus routes, ensure accessibility for people with disabilities, generate sustainable energy, and improve conditions for inclusive economic growth and transit-oriented development. Mondawmin Transit Hub is located in a Historically Disadvantaged Community where, within a half-mile radius, 23% of households earn less than \$15,000 annually and 27% of residents were living at or below the poverty line as of the 2020 decennial Census. This is a Project Labor Agreement candidate project.

**PURPOSE & NEED SUMMARY STATEMENT:** Approximately forty percent of residents within a half-mile do not have access to a personal vehicle (42%) and rely upon public transportation to get to work (37%), demonstrating a clear need for a high-quality, safe, and accessible Mondawmin Transit Hub. Improving upon current infrastructure is critical to maintain assets in state of good repair and to provide better customer service and reliability to those who are dependent on transit services.

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

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

**EXPLANATION:** This project will address state of good repair needs, add customer amenities, and improve connections, all of which will enhance the existing Metro stop and Bus hub.

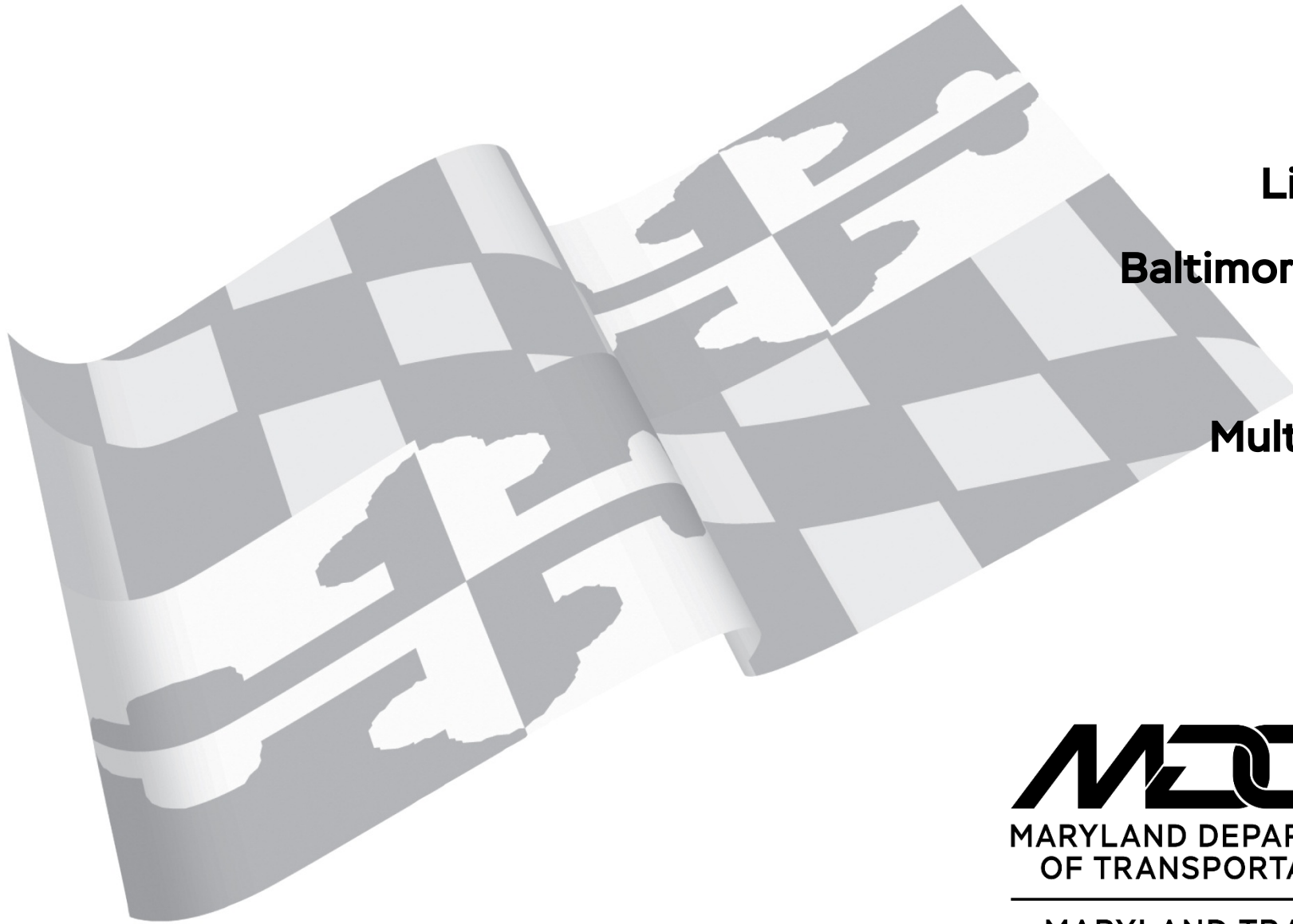
- SMART GROWTH STATUS:**
- Project Not Location Specific
  - Not Subject to PFA Law
  - Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
- Grandfathered
  - Exception Will Be Required
  - Exception Granted

**STATUS:** Federal discretionary RAISE grant awarded. Planning is underway.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input checked="" type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER							
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO	
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY						TOTAL
	(\$000)	CLOSE YEAR	2023	2024	2025	...2026...	...2027...	...2028...	...2029...	YEAR		
Planning	19,050	0	0	100	1,000	3,000	500	14,450	0	19,050	0	
Engineering	3,090	0	0	0	0	0	0	0	3,090	3,090	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	12,360	0	0	0	0	0	0	0	12,360	12,360	0	
<b>Total</b>	<b>34,500</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>1,000</b>	<b>3,000</b>	<b>500</b>	<b>14,450</b>	<b>15,450</b>	<b>34,500</b>	<b>0</b>	
Federal-Aid	20,700	0	0	60	600	1,800	300	8,670	9,270	20,700	0	
Special	12,420	0	0	36	360	1,080	180	5,202	5,562	12,420	0	
Other	1,380	0	0	4	40	120	20	578	618	1,380	0	

**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:** Added to Primary Construction program.

**USAGE:** Metro annual ridership in FY 23 exceeded 1.7 million. Core Bus annual ridership in FY 23 exceeded 20 million.



**MARC**

**Light Rail**

**Baltimore Metro**

**Bus**

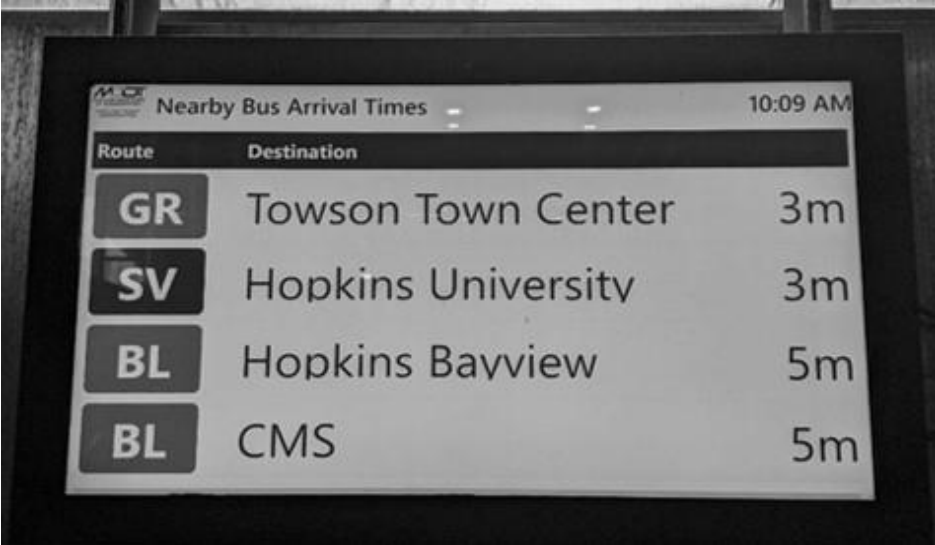
**Multi-Modal**

**MDOT**<sup>TM</sup>  
MARYLAND DEPARTMENT  
OF TRANSPORTATION

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MARYLAND TRANSIT  
ADMINISTRATION

**MDOT MTA DEVELOPMENT & EVALUATION PROGRAM**



**PROJECT:** Agency Customer Experience Technology Initiatives

**DESCRIPTION:** Supports the development of system enhancements throughout the agency, including improved work flows, resource utilization, data analysis. Also supports alternative methods of transportation.

**PURPOSE & NEED SUMMARY STATEMENT:** Promoting enhanced efficiency throughout the agency will allow MTA to improve safety, reliability, and the overall customer experience.

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

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

- SMART GROWTH STATUS:**
- Project Not Location Specific
  - Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
  - Not Subject to PFA Law
  - Grandfathered
  - Exception Will Be Required
  - Exception Granted

**EXPLANATION:** This project will improve safety, reliability, and the overall customer experience.

**STATUS:** Initiatives currently include data visualization and agency-wide performance management roll-out programs, data warehousing, Real-Time (RT) Passenger Information data creation and enhanced capabilities to communicate RT information, and any other projects associated with improving customer experience and agency efficiency.

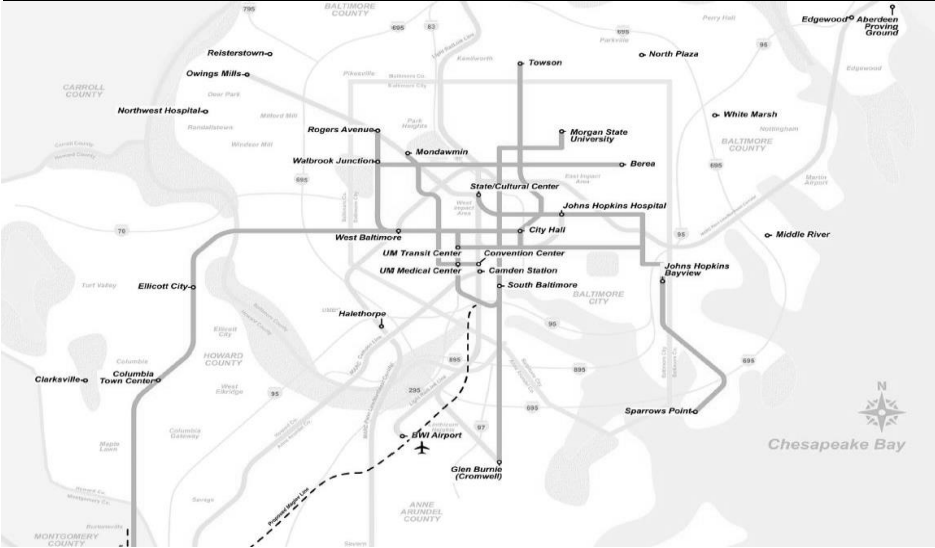
**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:** Project funding allocation decreased by \$4.1M as construction funding has been reduced due to the CTP funding deficit, but D&E remains. This project will be evaluated for construction funding as it advances through the design and engineering phases and additional Transportation Trust Fund revenue becomes available.

**USAGE:**

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
			2023	2024	2025	...2026...	...2027...	...2028...	...2029...	TOTAL	
Planning	3,069	2,100	701	969	0	0	0	0	0	969	0
Engineering	88	88	1	(0)	0	0	0	0	0	(0)	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	44	9	0	35	0	0	0	0	0	35	0
<b>Total</b>	<b>3,201</b>	<b>2,197</b>	<b>702</b>	<b>1,004</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,004</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	3,201	2,197	702	1,004	0	0	0	0	0	1,004	0
Other	0	0	0	0	0	0	0	0	0	0	0

1566, 1677





**PROJECT:** Regional Transit Plan Corridor Studies

**DESCRIPTION:** Planning studies and design for early opportunity corridors identified in the Central Maryland Regional Transit Plan (RTP). The RTP identified regional corridors for additional transit assets. Corridor-specific planning studies will evaluate potential routes and alignments, transit demand, and potential stop and station locations in further detail.

**PURPOSE & NEED SUMMARY STATEMENT:** Regional transit corridors are important step in achieving the RTP's objectives and increasing access to quality transit.

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

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

- SMART GROWTH STATUS:**
- Project Not Location Specific
  - Not Subject to PFA Law
  - Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
  - Grandfathered
  - Exception Will Be Required
  - Exception Granted

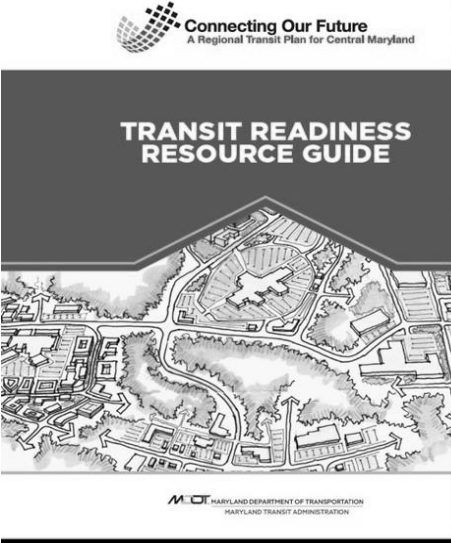
**EXPLANATION:** Completing corridor planning studies will advance the identified corridors with specific data analysis and public input.

**STATUS:** East West Corridor Feasibility Study was completed in 2022. North South Corridor Feasibility study final report is under review and will be released once reviews are completed. East Baltimore County Access Study will launch in FY24.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
			2023	2024	2025	...2026...	...2027...	...2028...	...2029...		
Planning	8,197	2,236	1,109	1,794	2,108	2,060	0	0	0	5,961	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>8,197</b>	<b>2,236</b>	<b>1,109</b>	<b>1,794</b>	<b>2,108</b>	<b>2,060</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,961</b>	<b>0</b>
Federal-Aid	1,020	1,100	201	(80)	0	0	0	0	0	(80)	0
Special	7,177	1,136	908	1,874	2,108	2,060	0	0	0	6,042	0
Other	0	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:** The Red Line project was removed from this PIF and included in a new separate PIF (see line 62). Project costs decreased by \$14.7M due to this change and program management needs.

**USAGE:**



**PROJECT:** Central MD Regional Coordination Studies

**DESCRIPTION:** The Regional Transit Plan (RTP) has identified a series of strategies for implementation, including: conduct ADA accessibility surveys/passenger amenity reviews and implement improvements at all Light Rail and Metro Subway stations; inventory/document functionality/condition of existing RTIS throughout the system and prioritize upcoming investments; convene a Task Force of MTA, state agencies, city and county agencies, business representatives, community representatives, and riders to focus on growing ridership; and investigate industrywide best practices to reduce assaults on operators/prepare coordinated operator training on dealing with mental health issues.

**PURPOSE & NEED SUMMARY STATEMENT:** Regional coordination studies are an important step in achieving the RTP's objectives and increasing access to quality transit across the State of Maryland.

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

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

- SMART GROWTH STATUS:**
- Project Not Location Specific
  - Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
  - Not Subject to PFA Law
  - Grandfathered
  - Exception Will Be Required
  - Exception Granted

**EXPLANATION:** Coordination plans will describe tools and opportunities for supporting fixed-route, schedule-based transit service in different site contexts and land use types throughout the region, including case studies of peer regions, and will identify existing and potential adoption of technology across all transit providers in the region.

**STATUS:** The Transit Readiness Guide draft was completed in FY 21. Small Area Plans for Anne Arundel County, Howard County, and Hartford County were completed in FY 23. Small Area Plans for Baltimore City, and Baltimore County are currently underway.

POTENTIAL FUNDING SOURCE:												
	<input checked="" type="checkbox"/> SPECIAL			<input checked="" type="checkbox"/> FEDERAL				<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL					PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	FOR PLANNING PURPOSES ONLY						
						...2026...	...2027...	...2028...	...2029...			
Planning	753	560	123	194	0	0	0	0	0	194	0	
Engineering	0	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	112	0	0	112	0	0	0	0	0	112	0	
<b>Total</b>	<b>865</b>	<b>560</b>	<b>123</b>	<b>305</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>305</b>	<b>0</b>	
Federal-Aid	480	417	98	63	0	0	0	0	0	63	0	
Special	385	142	25	243	0	0	0	0	0	243	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:** Project funding allocation decreased by \$1.4M as planning studies were completed and advanced through other planning activities.

**USAGE:**



**PROJECT:** Patapsco Ave Pedestrian/Bicycle Bridge

**DESCRIPTION:** Preliminary engineering and assessment of a pedestrian bridge to connect the Cherry Hill neighborhood to the Patapsco Avenue Light Rail Station.

**PURPOSE & NEED SUMMARY STATEMENT:** Pedestrians often cross over restricted areas of CSX and Light Rail tracks to access the Patapsco Light Rail Station, posing a danger to themselves and train operators. Designing a safe passage over Patapsco Avenue for trail users will reduce preventable accidents.

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

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

- SMART GROWTH STATUS:**
- Project Not Location Specific
  - Not Subject to PFA Law
  - Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
- Grandfathered
  - Exception Will Be Required
  - Exception Granted

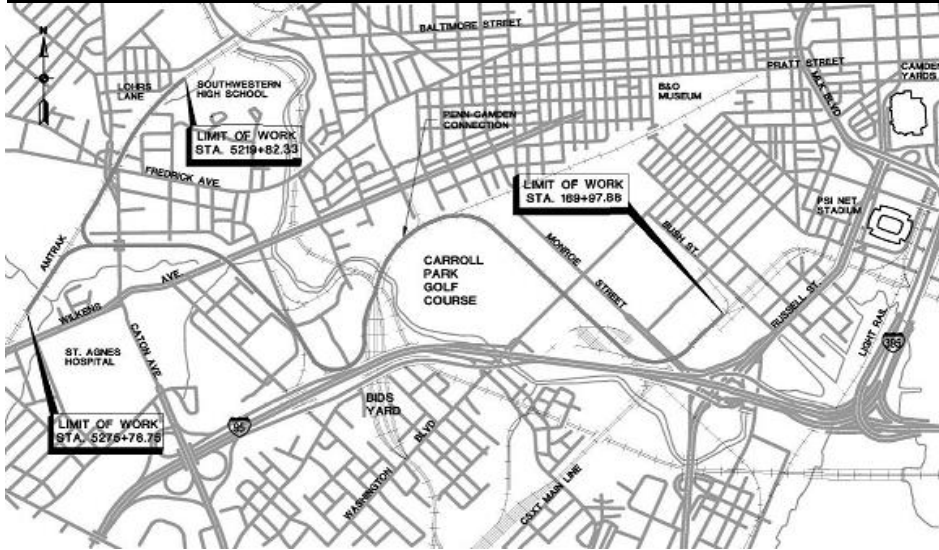
**EXPLANATION:** These connections will improve connections from nearby neighborhoods to the Light Rail, expanding transportation options and creating safer connections...

**STATUS:** 30% design will be completed in FY 24. A Memorandum of Understanding was signed in FY 22.

<b>POTENTIAL FUNDING SOURCE:</b>											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL					PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	FOR PLANNING PURPOSES ONLY					
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	760	294	294	466	0	0	0	0	0	466	0
Right-of-way	20	0	0	20	0	0	0	0	0	20	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>780</b>	<b>294</b>	<b>294</b>	<b>486</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>486</b>	<b>0</b>
Federal-Aid	624	235	235	389	0	0	0	0	0	389	0
Special	156	59	59	97	(0)	0	0	0	0	97	0
Other	0	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:**  
None.

**USAGE:**



**PROJECT:** MARC Penn-Camden Connector

**DESCRIPTION:** The Penn-Camden Connector project provides a connection track between the Northeast Corridor and the CSX-owned MARC Camden Line, utilizing mostly existing railroad right-of-way north of BWI Marshall Airport to allow Penn Line trains to access storage and maintenance at Riverside Yard. The project includes repurposing CSX-owned Mount Clare Yard into a MARC layover facility.

**PURPOSE & NEED SUMMARY STATEMENT:** The connection will allow MARC to more efficiently bring its locomotives to MARC's Riverside Maintenance Facility, which is MARC's only backshop for locomotive servicing and maintenance. The connector will also allow MARC to store trainsets at a rail yard (Mt. Clare Yard) adjacent to the Penn-Camden Connector, eliminating the need to store trains overnight at Amtrak's Penn Station.

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

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

**EXPLANATION:** The connection will allow MARC to more efficiently bring its locomotives from both Penn and Camden lines to MARC's Riverside Maintenance Facility.

- SMART GROWTH STATUS:**
- Project Not Location Specific
  - Not Subject to PFA Law
  - Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
  - Grandfathered
  - Exception Will Be Required
  - Exception Granted

**STATUS:** Planning activities began in FY 21 and are ongoing. 5% conceptual design completed with ROM cost estimate. Moving forward with survey and R/W impact analysis. CRISI Grant was awarded in FY 24 to perform 30% design and NEPA.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input checked="" type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
			2023	2024	2025	...2026...	...2027...	...2028...	...2029...		
Planning	952	0	0	100	427	425	0	0	0	952	0
Engineering	14,505	921	38	1,084	6,500	6,000	0	0	0	13,584	0
Right-of-way	55	5	2	25	25	0	0	0	0	50	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>15,512</b>	<b>926</b>	<b>40</b>	<b>1,209</b>	<b>6,952</b>	<b>6,425</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14,586</b>	<b>0</b>
Federal-Aid	8,935	0	0	135	4,000	4,800	0	0	0	8,935	0
Special	6,577	926	40	1,074	2,952	1,625	0	0	0	5,651	0
Other	0	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:** Project funding allocation increased by \$13.5M to advance environmental review and design through a federal discretionary grant award and state matching funds.

**USAGE:**



**PROJECT:** MARC Stations and Service Studies

**DESCRIPTION:** Design for various station improvements such as high-level platforms and canopies, assessable entrances, and station amenities at multiple MARC locations, both new and existing. Additionally, this project will explore potential service expansion by way of rail capacity modeling along the MARC Penn, Camden, and Brunswick lines.

**PURPOSE & NEED SUMMARY STATEMENT:** Improving upon current infrastructure is needed not only to maintain a MARC assets in state of good repair, but to provide better customer services at MARC stations and lines.

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

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

- SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law
- Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
  - Grandfathered
  - Exception Will Be Required
  - Exception Granted

**EXPLANATION:** Improving upon various stations and amenities while exploring system expansion opportunities will provide enhanced customer service along MARC lines.

**STATUS:** Planning and design efforts underway in FY 24.

POTENTIAL FUNDING SOURCE:											
	<input checked="" type="checkbox"/> SPECIAL			<input checked="" type="checkbox"/> FEDERAL				<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER	
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				YEAR 2023	YEAR 2024	YEAR 2025	FOR PLANNING PURPOSES ONLY		
						...2026...	...2027...	...2028...	...2029...	TOTAL	
Planning	1,453	23	23	1,429	0	0	0	0	0	1,429	0
Engineering	8,024	1,064	1,064	6,961	0	0	0	0	0	6,961	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>9,477</b>	<b>1,087</b>	<b>1,087</b>	<b>8,390</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8,390</b>	<b>0</b>
Federal-Aid	7,064	856	856	6,208	0	0	0	0	0	6,208	0
Special	2,413	231	231	2,182	(0)	0	0	0	0	2,182	0
Other	0	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:** The MARC BWI 4th Track project has been removed from the MARC Stations and Service Studies PIF and included in a new PIF (See line 65). This action results in a decreased total project cost of \$3.5M.

**USAGE:**



**PROJECT:** LOTS Transit Development Plan (TDP)

**DESCRIPTION:** Development of Transit Development Plans for Locally Operated Transit Systems throughout the state of Maryland.

**PURPOSE & NEED SUMMARY STATEMENT:** These plans are used by individual LOTS to enhance transit.

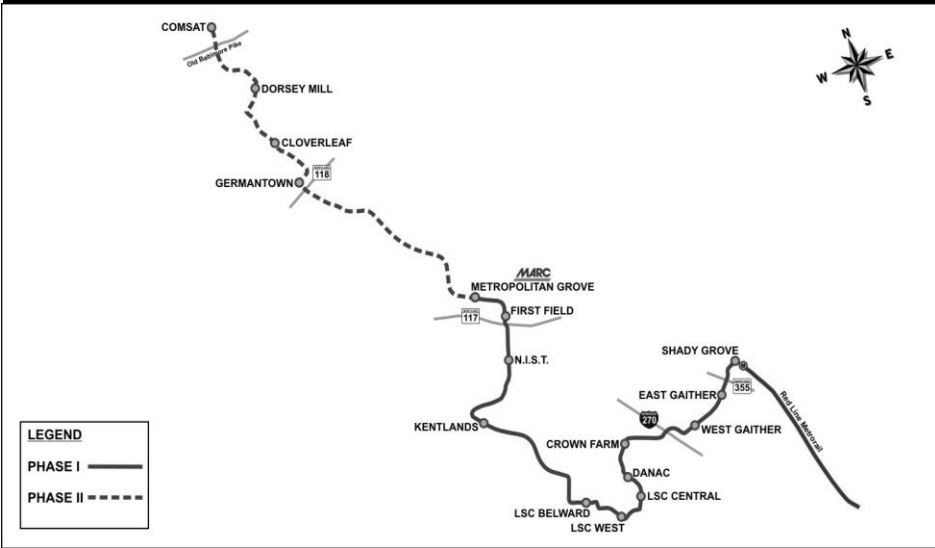
**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet to Be Determined  Exception Granted

**STATUS:** Outreach to local jurisdictions throughout the state of Maryland is ongoing. TDP's are provided for LOTS throughout the State of Maryland.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL					PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	FOR PLANNING PURPOSES ONLY					
						...2026...	...2027...	...2028...	...2029...		
Planning	5,202	2,890	240	86	204	541	434	1,046	0	2,311	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>5,202</b>	<b>2,890</b>	<b>240</b>	<b>86</b>	<b>204</b>	<b>541</b>	<b>434</b>	<b>1,046</b>	<b>0</b>	<b>2,311</b>	<b>0</b>
Federal-Aid	3,665	1,576	224	134	181	481	386	907	0	2,089	0
Special	1,519	1,297	16	(48)	23	60	48	139	0	222	0
Other	17	17	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:** None.

**USAGE:**



**PROJECT:** Corridor Cities Transitway (CCT)

**DESCRIPTION:** The CCT is a 16-mile bus rapid transit line between Shady Grove Metrorail Station and the former COMSAT facility in Montgomery County. The line would be constructed in two phases: from Shady Grove to Metropolitan Grove and from Metropolitan Grove to COMSAT. The project includes a grade separated busway, stations, rapid transit vehicles, and a maintenance facility. Upon financial close and as part of the upfront payment for Phase 1 South and in consultation with Montgomery County, \$60 million will support the design of one of Montgomery County's transit priorities, which could include the Corridor Cities Transitway or bus rapid transit on MD355. This project is associated with SHA Statewide Line 5 - I-270 and I-495 - Phase I and MTA Line 60 - AGY Future Montgomery County Transit Priority Projects.

**PURPOSE & NEED SUMMARY STATEMENT:** The CCT will provide faster, more direct transportation between residential and major employment areas in the I-270 corridor. It will enhance access to Shady Grove station and employment areas, increase capacity of congested roadways, support economic development consistent with local master plans, and reduce environmental impacts.

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

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

- SMART GROWTH STATUS:**
- Project Not Location Specific
  - Not Subject to PFA Law
  - Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
  - Grandfathered
  - Exception Will Be Required
  - Exception Granted

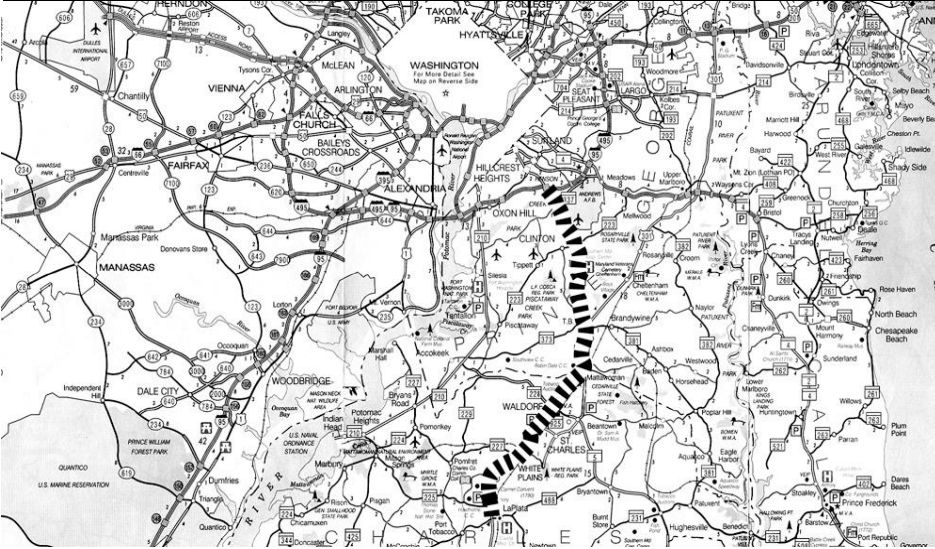
**EXPLANATION:** A planned Bus Rapid Transit project extending from the Shady Grove Metro Station to the Metropolitan Grove MARC Station. The first phase was brought to 30% design, completed in 2014.

**STATUS:** The Environmental Assessment has been completed and published. The project's 30% design is complete. This project was transferred to Montgomery County.

POTENTIAL FUNDING SOURCE:												
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER												
PHASE	TOTAL					PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	FOR PLANNING PURPOSES ONLY						
						...2026...	...2027...	...2028...	...2029...			
Planning	39,970	39,970	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	0	
<b>Total</b>	<b>39,971</b>	<b>39,971</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
Federal-Aid	1,501	1,501	0	0	0	0	0	0	0	0	0	
Special	38,470	38,470	0	0	0	0	0	0	0	0	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:** None.

**USAGE:**



**PROJECT:** Southern Maryland Rapid Transit

**DESCRIPTION:** The Southern Maryland Rapid Transit (SMRT) Project is a high-capacity, fixed-route rapid transit service operating in a dedicated, grade-separated, 18.7-mile transitway in the Maryland Route 5/U.S. Route 301 corridor from the Branch Avenue Metrorail Station in Prince George's County to Waldorf and White Plains in Charles County. The Maryland Transit Administration, in collaboration with Charles and Prince George's Counties, will complete the National Environmental Policy Act process, and secure a Record of Decision for the SMRT Project.

**PURPOSE & NEED SUMMARY STATEMENT:** The SMRT Project will provide safe, accessible, and equitable high-capacity rapid transit service during both the peak and off-peak hours in the SMRT Project corridor, enhance mobility, and relieve severe traffic congestion and gridlock in the MD 5/U.S. 301 highway corridor. Completion of the NEPA process and a Record of Decision by FTA are required for federal funding eligibility.

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

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

- SMART GROWTH STATUS:**
- Project Not Location Specific
  - Not Subject to PFA Law
  - Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
  - Grandfathered
  - Exception Will Be Required
  - Exception Granted

**EXPLANATION:** The MD 5/US 301 corridor is a major north/south transportation corridor in Maryland for commuting, recreational, and regional travel. The entire corridor is auto dependent and continues to grow, leading to an expected increase in traffic congestion. The SMRT Project is studying rapid transit system alternatives along this MD 5/US 301 corridor to provide better transportation choices and connectivity to existing transportation networks.

**STATUS:** MTA completed the SMRT Study and Alternatives Report in 2017. Following the enactment of House Bill 414, the project was awarded \$5M in federal funds through a Congressionally Directed Spending appropriation in FY 22. The Dept. is currently coordinating with Charles and Prince George's Counties on a Memorandum of Agreement to provide a framework for State-local collab on the next project phase.

**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:** Project funding allocation increased by \$10M to support planning efforts stemming from the Southern Maryland Rapid Transit Study.

**USAGE:**

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input checked="" type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2026...	...2027...	...2028...	...2029...		
Planning	24,899	4,899	0	1,250	3,550	7,200	8,000	0	0	20,000	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>24,899</b>	<b>4,899</b>	<b>0</b>	<b>1,250</b>	<b>3,550</b>	<b>7,200</b>	<b>8,000</b>	<b>0</b>	<b>0</b>	<b>20,000</b>	<b>0</b>
Federal-Aid	5,000	0	0	625	1,775	2,600	0	0	0	5,000	0
Special	19,899	4,899	0	625	1,775	4,600	8,000	0	0	15,000	0
Other	0	0	0	0	0	0	0	0	0	0	0





**PROJECT:** I-495/I-270 Corridor Transit Investments Program

**DESCRIPTION:** These funds will support the design of a regional transit priority in Montgomery County. The current funding will facilitate coordination with stakeholders on future transit investments along the I-495/I-270 corridors. This project is associated with SHA Statewide Line 5 - I-270 and I-495 - Phase I.

**PURPOSE & NEED SUMMARY STATEMENT:** This funding reflects MDOT's commitment to future transit investments along the I-495/I-270 corridors.

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

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

- SMART GROWTH STATUS:**
- Project Not Location Specific
  - Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
  - Not Subject to PFA Law
  - Grandfathered
  - Exception Will Be Required
  - Exception Granted

**EXPLANATION:** Maintain a High Standard and Modernize Maryland's Multimodal Transportation System.

**STATUS:** I-495 American Legion Bridge Transit/TDM Plan completed in 2021. Project discussions continuing.

POTENTIAL FUNDING SOURCE:														
	<input checked="" type="checkbox"/> SPECIAL											<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER
PHASE	TOTAL					PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE			
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	FOR PLANNING PURPOSES ONLY								
						...2026...	...2027...	...2028...	...2029...					
Planning	0	0	0	0	0	0	0	0	0	0	0			
Engineering	800	0	0	400	400	0	0	0	0	800	0			
Right-of-way	0	0	0	0	0	0	0	0	0	0	0			
Utility	0	0	0	0	0	0	0	0	0	0	0			
Construction	0	0	0	0	0	0	0	0	0	0	0			
<b>Total</b>	<b>800</b>	<b>0</b>	<b>0</b>	<b>400</b>	<b>400</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>800</b>	<b>0</b>			
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0			
Special	800	0	0	400	400	0	0	0	0	800	0			
Other	0	0	0	0	0	0	0	0	0	0	0			

**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:** None.

**USAGE:**



**PROJECT:** Susquehanna River Bridge Replacement

**DESCRIPTION:** Amtrak will lead design efforts to replace the Susquehanna River Bridge with new East and West Bridges.

**PURPOSE & NEED SUMMARY STATEMENT:** Built in 1906, the Susquehanna Bridge will need to be rehabilitated or replaced to ensure future improvements to capacity, trip time, and safety for passengers.

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

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

- SMART GROWTH STATUS:**
- Project Not Location Specific
  - Not Subject to PFA Law
  - Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
- Grandfathered
  - Exception Will Be Required
  - Exception Granted

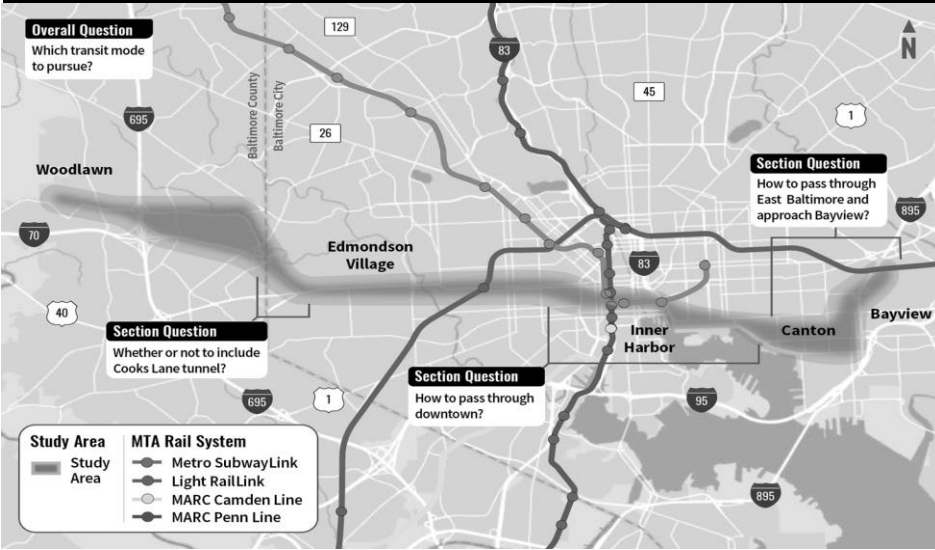
**EXPLANATION:** The existing Susquehanna River Bridge is approaching end of life and must be replaced to not hinder the Northeast Corridor (NEC).

**STATUS:** MTA is providing support to Amtrak as they work with FRA to obligate grant funding. Project advancing due to the Federal-State Partnership Intercity Passenger Rail grant program.

<b>POTENTIAL FUNDING SOURCE:</b>											
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL					PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	FOR PLANNING PURPOSES ONLY					
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,000	0	0	1,500	1,500	0	0	0	0	3,000	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>3,000</b>	<b>0</b>	<b>0</b>	<b>1,500</b>	<b>1,500</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,000</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	3,000	0	0	1,500	1,500	0	0	0	0	3,000	0
Other	0	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:**  
None.

**USAGE:**



**PROJECT:** Red Line

**DESCRIPTION:** The Red Line is an east-west, high-frequency, high-capacity transit line for the Baltimore Region. This project is an investment in communities' access to jobs, education, services, and opportunities. This major investment in transit will create better, faster, east-west connections across the region through downtown Baltimore (terminating in Woodlawn to the west and Bayview to the east). The Red Line project is building upon over ten years of study, engineering, environmental analysis, and substantial community participation, which shaped the Red Line prior to its cancellation in 2015. Project work is currently focused on the alternative development, establishing coordination and priorities with jurisdictional and federal partners, and opening engagement/relationships with stakeholders, elected officials, and the public. This is a Project Labor Agreement candidate project.

**PURPOSE & NEED SUMMARY STATEMENT:** The Red Line project will provide high-frequency, high-capacity transit to the work and activity centers along the corridor. The project will address the need for reliable and efficient east-west transit service providing transportation choices for residents. The completion of the project will improve connectivity between existing transit service and support opportunities for inclusive growth and investment along the corridor. The Red Line project has been shaped by over 10 years of work and extensive community engagement.

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

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

- SMART GROWTH STATUS:**
- Project Not Location Specific
  - Not Subject to PFA Law
  - Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
  - Grandfathered
  - Exception Will Be Required
  - Exception Granted

**EXPLANATION:** The Red Line is an investment in communities' access to jobs, education, services, and opportunities. This will provide additional transportation options, will improve the quality of transit services in the region, and will support environmental protection by reducing emissions. The Red Line project has been shaped by over 10 years of work and extensive community engagement.

**STATUS:** The project is moving forward with ongoing meetings, outreach events, and preparing materials for stakeholder and public feedback. Preliminary analysis is being completed to evaluate future alternatives. Building on previous work, the project aims to develop alternatives through Spring 2024 for further evaluation in a NEPA document.

**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:** Governor Moore re-launched the Red Line project on June 15, 2023. A focused period of workshops/open houses were held in July/August. A second focused period of workshops/open houses were held in October/November. Added to Primary D&E Program.

**USAGE:**

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input checked="" type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2026...	...2027...	...2028...	...2029...		
Planning	29,107	90	90	4,041	20,105	2,309	2,562	0	0	29,017	0
Engineering	69,142	0	0	449	449	41,989	24,909	449	898	69,142	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>98,249</b>	<b>90</b>	<b>90</b>	<b>4,490</b>	<b>20,554</b>	<b>44,298</b>	<b>27,471</b>	<b>449</b>	<b>898</b>	<b>98,159</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	98,249	90	90	4,490	20,554	44,298	27,471	449	898	98,159	0
Other	0	0	0	0	0	0	0	0	0	0	0



**PROJECT:** Low Floor Light Rail Fleet Transition

**DESCRIPTION:** The purpose of the project is to replace its entire existing aged fleet of Light Rail vehicles serving the Baltimore region. MTA’s existing fleet includes 53 standard, 95-foot rail cars dating back to the system’s launch in 1992. All vehicles have reached the end of their useful life or will be reaching the end of their useful life within the 5-year timeframe required by the RVR funding.

**PURPOSE & NEED SUMMARY STATEMENT:** The vehicle replacement with modern, low-floor vehicles will reduce the number of vehicles that are regularly out of service for repairs. The goal for this program is to improve the reliability, safety, and performance level of the Light Rail system to benefit all users. The fleet replacement program will be accompanied by the reconfiguration of two light rail maintenance facilities and the station retrofitting upgrades at each of MTA’s existing 33 stations.

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

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

- SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law
- Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
  - Grandfathered
  - Exception Will Be Required
  - Exception Granted

**EXPLANATION:** The goal for this program is to improve the reliability, safety, and performance level of the Light Rail system to benefit all users.

**STATUS:** The study has transitioned into a program. This will become a program for 4 core projects of the fleet transition: new LRV procurement, train control (systems) upgrade/installation, stations upgrades, and maintenance facilities upgrade. Design for Station and Cromwell is under proposal negotiation and expected to begin 2024 Q1. Designs for LRV and train control are underway.

**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:** Added to Primary D&E Program.

**USAGE:** Light Rail annual ridership in FY 23 exceeded 1.2 million.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER												
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO	
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY						TOTAL
	(\$000)	CLOSE YEAR	2023	2024	2025	...2026...	...2027...	...2028...	...2029...			
Planning	14,749	334	334	500	3,915	10,000	0	0	0	14,415	0	
Engineering	4,346	0	0	2,173	2,173	0	0	0	0	4,346	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	0	
<b>Total</b>	<b>19,095</b>	<b>334</b>	<b>334</b>	<b>2,673</b>	<b>6,088</b>	<b>10,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18,761</b>	<b>0</b>	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	
Special	19,095	334	334	2,673	6,088	10,000	0	0	0	18,761	0	
Other	0	0	0	0	0	0	0	0	0	0	0	



**PROJECT:** MARC BWI 4th Track

**DESCRIPTION:** Design and construction of a fourth track and third platform edge at the MARC/Amtrak BWI Station. Phase I will include construction of the third platform edge and fourth track through and adjacent to the station. Phase I will provide capacity for increased Amtrak Acela and regional service, and MARC service enhancement in accordance with the FDT MOU executed with Amtrak in January 2023. Phase II will complete the fourth track per original FRA FONSI.

**PURPOSE & NEED SUMMARY STATEMENT:** BWI Rail Station has two platform edges and three tracks currently and will be the next major bottleneck for MARC and Amtrak service expansion on the Northeast Corridor (NEC) upon completion of the Frederick Douglass Tunnel. The Federal Railroad Administration (FRA) published a Finding of No Significant Impact (FONSI) for the BWI 4th Track project in January 2016; the FONSI identified a preferred alternative to add a third platform edge and fourth track through BWI Rail Station, along with a significant additional section of fourth track on the NEC. Subsequent to the FONSI, the project has been split into Phase I (third platform edge at the station and a portion of fourth track) and Phase II (remainder of fourth track).

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

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

- SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law
- Project Inside PFA  Grandfathered
  - Project Outside PFA  Exception Will Be Required
  - PFA Status Yet to Be Determined  Exception Granted

**EXPLANATION:** This project will address a future major bottleneck for MARC and Amtrak service expansion on the Northeast Corridor upon completion of the Frederick Douglas Tunnel.

**STATUS:** Amtrak is preparing 5% conceptual design for BWI 4th Track Phase I, with anticipated completion in FY 26. Amtrak will coordinate with MTA during the design process, and once conceptual design is finalized Amtrak and MTA will identify next steps, including any NEPA updates and potential funding mechanisms.

**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:**  
Added to Primary D&E Program.

**USAGE:**  
MARC annual ridership in FY 23 exceeded 1.49 million.

POTENTIAL FUNDING SOURCE:												
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER												
PHASE	TOTAL					PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	FOR PLANNING PURPOSES ONLY						
						...2026...	...2027...	...2028...	...2029...			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	11,625	0	0	1,153	3,472	7,000	0	0	0	11,625	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	0	
<b>Total</b>	<b>11,625</b>	<b>0</b>	<b>0</b>	<b>1,153</b>	<b>3,472</b>	<b>7,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11,625</b>	<b>0</b>	
Federal-Aid	9,300	0	0	923	2,778	5,600	0	0	0	9,300	0	
Special	2,325	0	0	231	694	1,400	0	0	0	2,325	0	
Other	0	0	0	0	0	0	0	0	0	0	0	



**MARC**

**Freight**

**Light Rail**

**Baltimore Metro**

**Bus**

**Agency Wide**

**Locally Operated Transit Systems**



**MARYLAND DEPARTMENT  
OF TRANSPORTATION**

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**MARYLAND TRANSIT  
ADMINISTRATION**

**MDOT MTA MINOR PROJECTS**

**MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

**MARYLAND TRANSIT ADMINISTRATION - LINE 66**

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<b><u>AGY - ADA Compliance</u></b>			
MTAPRJ001983	AGY Technical Accessibility Reviews	\$ 449	Underway
<b><u>AGY - Communications Systems</u></b>			
MTA1593	AGY Station Communication Cabinet Upgrade	\$ 478	Ongoing
<b><u>AGY - Elevator Rehabilitation</u></b>			
MTAPRJ001798	AGY MTA Elevators Structural, Architectural, ADA, Civil, and Equipment Study	\$ 414	Ongoing
<b><u>AGY - Environmental Compliance</u></b>			
MTA1592	AGY Oil/Water Separator Replacement	\$ 1,672	Under Construction
<b><u>AGY - Facilities - Pavement</u></b>			
MTAPRJ001821	BUS 1331 S Monroe St Pavement Reconstruction	\$ 1,758	FY 2024
MTAPRJ002348	LTR North Ave Yard Replacement Parking (Assoc. Projects)	\$ 1,367	FY 2024
<b><u>AGY - Facilities - Roof</u></b>			
MTAPRJ001865	MTR Rogers Ave and Reisterstown Roof Replacement	\$ 5,801	FY 2024
MTAPRJ001867	MTR Wabash Systems Maintenance Building Roof Replacement	\$ 2,057	FY 2025
MTAPRJ001918	AGY Roof Replacement Milford Mill	\$ 1,464	Design Completed
MTAPRJ002088	BUS North West Division Transportation Roof Replacement	\$ 4,500	Design Underway
MTAPRJ002120	MTR Wabash Main Roof Replacement	\$ 3,946	Design Completed
<b><u>AGY - IT</u></b>			
MTAPRJ001972	AGY Occupational Health Management System	\$ 2,212	Ongoing

**MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

**MARYLAND TRANSIT ADMINISTRATION - LINE 67**

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<b><u>AGY - Stormwater Management</u></b>			
MTAPRJ001968	LTR Mount Washington SWM Improvements	\$ 745	Design Underway
MTAPRJ001993	AGY Dunkirk & Golden Beach Repair	\$ 700	Design Underway
MTAPRJ002214	LTR Cromwell Station Pond Repairs	\$ 948	Design Underway
<b><u>AGY - Systems</u></b>			
MTAPRJ002066	AGY Speaker inspection and replacement	\$ 2,520	Design Underway
<b><u>AGY - TMDL Compliance</u></b>			
MTAPRJ001632	MARC TMDL Martins Stormwater Management Repair & Retrofit	\$ 892	Design Underway
MTAPRJ001895	LTR TMDL Warren Road SWM Repair and Retrofit	\$ 951	Completed
MTAPRJ001931	MTR TMDL Milford Mill SWM Repair and Retrofit	\$ 3,729	FY 2024
MTAPRJ001934	BUS TMDL Northwest Bus SWM Repair and Retrofit	\$ 2,349	Design Underway
MTAPRJ001935	MARC TMDL Bowie State SWM Repair and Retrofit	\$ 1,044	Underway
<b><u>BUS - Facilities</u></b>			
MTAPRJ001964	BUS White Marsh Comfort Station	\$ 1,752	Underway
MTAPRJ002177	BUS Washington Blvd Bldg 9 Structural Remediation	\$ 541	Design Underway
MTAPRJ002183	BUS Washington Blvd Bldgs 1-4 Drainage Remediation	\$ 250	Design Underway
<b><u>LTR - Bridge Preservation - T&amp;S</u></b>			
MTAPRJ001724	LTR Repairs to Bridges and WS Structures	\$ 2,825	Design Underway
<b><u>LTR - Drainage</u></b>			
MTAPRJ001721	LTR Woodberry Erosion Repair NW198	\$ 587	Completed
MTAPRJ001722	LTR Maple - Twin Oaks Drainage Improvement SW340	\$ 891	Design Underway
MTAPRJ001927	LTR Church Lane Drainage NE 724	\$ 410	Design Completed
MTAPRJ002164	LTR Camp Meade North Drainage Repairs SW 365	\$ 300	Underway



**MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

**MARYLAND TRANSIT ADMINISTRATION - LINE 68**

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<b><u>LTR - Guideway - Ops</u></b>			
MTAPRJ001896	LTR Operator Simulator	\$ 1,848	Design Completed
<b><u>LTR - Systems Maintenance</u></b>			
MTAPRJ002202	LTR CIH and TPSS UPS and Battery Charger Maintenance	\$ 184	Underway
<b><u>MARC - Facilities - FE</u></b>			
MTAPRJ002216	MARC Muirkirk Pavement & SWM Repairs	\$ 690	Design Underway
<b><u>MARC - Facilities - Ops</u></b>			
MTAPRJ001965	MARC Frederick Yard Compressed Air System Installation	\$ 435	Completed
MTAPRJ001986	MARC Riverside Upgrades - Wayside Power, Yard Air, Environmental	\$ 9,192	Design Completed
MTAPRJ002026	MARC Riverside Building 4 Exterior Upgrades	\$ 341	Completed
<b><u>MARC - Guideway</u></b>			
MTAPRJ002330	MARC New Carrollton SOGR (Assoc. Projects)	\$ 3,000	FY 2026
MTAPRJ002331	MARC West Baltimore Station (Assoc. Projects)	\$ 1,437	FY 2026
MTAPRJ002362	MARC Bush River Bridge Replacement	\$ 980	FY 2026
MTAPRJ002365	MARC Gunpowder River Bridge Replacement	\$ 1,580	FY 2026
<b><u>MARC - Systems</u></b>			
MTAPRJ002327	MARC Penn Station Master Plan (Assoc. Projects)	\$ 5,000	FY 2025
<b><u>MOL - Facilities</u></b>			
MTAPRJ001718	MOL Patterson Ave Facility Wall Monitor Upgrade	\$ 259	Completed
<b><u>MTR - Facilities Maintenance</u></b>			
MTAPRJ001754	MTR Rehabilitation of Deluge Valve Room & Valve Pit	\$ 3,730	Under Construction

**MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

**MARYLAND TRANSIT ADMINISTRATION - LINE 69**

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<b><u>MTR - Facilities Maintenance</u></b>			
MTAPRJ002192	MTR Lexington Market Metro Facility	\$ 410	Design Underway
<b><u>MTR - Guideway - Ops</u></b>			
MTAPRJ001897	MTR Operator Simulator	\$ 154	Deferred
<b><u>MTR - Systems Maintenance</u></b>			
MTA1535	MTR UPS Battery Replacement	\$ 5,058	Ongoing
MTAPRJ001745	AGY LED Lighting Replacement	\$ 5,985	Underway
<b><u>POL - Systems</u></b>			
MTA1516	AGY POL Video Management System Replacement	\$ 8,285	Design Completed

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

**Maryland Transit Administration - Locally Operated Transit Systems - LINE 70**

<b>PROJECT NAME</b>	<b>TOTAL PROGRAMMED COST</b>	<b>STATUS</b>
<b><u>Allegany County FY 2023 Completions</u></b>		
Garage Door Replacement (FY21)	\$ 43	Complete
<b><u>Allegany County FY 2024 and 2025</u></b>		
Computer Equipment (FY22)	\$ 25	FY24
Preventive Maintenance (FY23)	\$ 350	FY24
Preventive Maintenance (FY24 5307)	\$ 350	FY24
Transit Development Plan (FY24 5304)	\$ 100	FY24
Garage Door Replacement (FY24 5307)	\$ 90	FY25
<b><u>Annapolis County FY 2024 and 2025</u></b>		
2 Heavy Duty Bus Replacements - 5209 & 5409 (FY21 5339)	\$ 808	FY24
2 Heavy Duty Replacement - 5311 & 4311 (FY23 5339)	\$ 819	FY24
2 Support Vehicle Replacements (FY22 ARPA SWAP)	\$ 70	FY24
Automatic Vehicle Location System (FY23 5339)	\$ 68	FY24
Mobile Life Column (FY24 5339)	\$ 85	FY24
Preventive Maintenance (FY24 LU)	\$ 475	FY24
Transit Development Plan - 5304 (FY24)	\$ 105	FY24
1 Electric Replacement Bus (FY22 ARPA SWAP)	\$ 770	FY25
2 Small Electric Bus Replacements -1803 & 1805 (FY24 5339)	\$ 812	FY25
Passenger Ferry Vesses (FY22 5307)	\$ 3,500	FY25
2 30' Heavy Duty Bus Replacements - 5411 & 5511 (FY22 5339)	\$ 770	Ongoing
Preventive Maintenance (FY23)	\$ 475	Ongoing
<b><u>Anne Arundel County FY 2023 Completions</u></b>		
Transportation Development Plan (FY22 5304)	\$ 105	Complete
<b><u>Anne Arundel County FY 2024 and 2025</u></b>		
5 Small Expansion Buses (FY23 5339)	\$ 602	FY24
Mobile Radios (FY19 5339)	\$ 35	FY24
Ridesharing (FY24)	\$ 197	FY24

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

**Maryland Transit Administration - Locally Operated Transit Systems - LINE 70**

<b>PROJECT NAME</b>	<b>TOTAL PROGRAMMED COST</b>	<b>STATUS</b>
<b><u>Anne Arundel County FY 2024 and 2025 (cont'd)</u></b>		
2 Electric Expansion Buses (FY22 ARPA SWAP)	\$ 584	FY25
3 Minivan Expansions (FY24 5339)	\$ 213	FY25
3 Small Cutaway Bus Expansions (FY24 5339)	\$ 366	FY25
4 Electric Expansion Buses (FY22 5339)	\$ 2,268	FY25
Ridesharing (FY23)	\$ 197	Ongoing
<b><u>Baltimore City FY 2024 and 2025</u></b>		
Bus Stop Relocation (FY24 5339)	\$ 300	FY24
Ferry Engineering/Design (FY22 5307)	\$ 78	FY24
Ferry Terminal Engineering/Design (FY22 5307)	\$ 146	FY24
Ferry Terminal Renovation (FY22 5307)	\$ 1,687	FY24
Ridesharing (FY24)	\$ 82	FY24
2 Ferry Acquisition (FY22 5307)	\$ 3,965	FY25
8 Heavy Duty Replacement Buses - 1201 - 1210 (FY20 CARES)	\$ 3,400	FY25
Passenger Ferry Vessel (FY23 STATE)	\$ 1,600	FY25
Ridesharing (FY23)	\$ 82	Ongoing
<b><u>Baltimore County FY 2024 and 2025</u></b>		
2 Small Expansion Buses (FY23 5339)	\$ 193	FY24
BMC Ridesharing (FY24)	\$ 170	FY24
Bus Shelters (FY19 5339 Discretionary)	\$ 120	FY24
Bus Signage (FY19 5339 Discretionary)	\$ 10	FY24
Workforce Development (FY19 5339 Discretionary)	\$ 10	FY24
2 Medium Expansion Buses (FY23 5339)	\$ 509	FY25
5 Small Cutaway Bus Expansions (FY24 5339)	\$ 440	FY25
BMC Ridesharing (FY23)	\$ 170	Ongoing
<b><u>Calvert County FY 2023 Completions</u></b>		
Ridesharing (FY23)	\$ 9	Complete

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

**Maryland Transit Administration - Locally Operated Transit Systems - LINE 70**

<b>PROJECT NAME</b>	<b>TOTAL PROGRAMMED COST</b>	<b>STATUS</b>
<b><u>Calvert County FY 2024 and 2025</u></b>		
2 Small Replacement Buses - 132 & 143 (FY23 5339)	\$ 211	FY24
Dispatch Software (FY21 5339)	\$ 81	FY24
DPW Fuel Depot (FY23 5307)	\$ 76	FY24
DPW Fuel Depot (FY23 5311)	\$ 284	FY24
DPW Fuel Depot (FY24 5307)	\$ 16	FY24
DPW Fuel Depot (FY24 5311)	\$ 158	FY24
Electronic Fareboxes (7) (FY22 5339)	\$ 139	FY24
Preventive Maintenance (FY23 5307)	\$ 26	FY24
Preventive Maintenance (FY23 5311)	\$ 99	FY24
Ridesharing (FY24)	\$ 9	FY24
Station Assessment (FY24 5307)	\$ 42	FY24
Station Assessment (FY24 5311)	\$ 59	FY24
Transfer Station Needs Assessment (FY23 5307)	\$ 22	FY24
Transfer Station Needs Assessment (FY23 5311)	\$ 83	FY24
2 Small Replacement Buses - 142 & 145 (FY24 5339)	\$ 214	FY25
Preventive Maintenance (FY22 5307)	\$ 32	Ongoing
Preventive Maintenance (FY22 5311)	\$ 119	Ongoing
AVL Equipment (FY18 5339)	\$ 4	Underway
<b><u>Carroll County FY 2023 Completions</u></b>		
Preventive Maintenance (FY22)	\$ 200	Complete
<b><u>Carroll County FY 2024 and 2025</u></b>		
1 Minivan Replacement - 3393 (FY22 5339)	\$ 45	FY24
2 Small Bus Replacements - 3315 & 3316 (FY23 5339)	\$ 184	FY24
Preventive Maintenance (FY24 5307)	\$ 80	FY24
1 Minivan Replacement - 3322 (FY23 5339)	\$ 61	FY25
2 Small Bus Replacements - 3313 & 3319(FY24 5307)	\$ 194	FY25
Small Bus Replacement-3330 (FY24 5339)	\$ 99	FY25
Preventive Maintenance (FY23)	\$ 150	Ongoing

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

**Maryland Transit Administration - Locally Operated Transit Systems - LINE 70**

<b>PROJECT NAME</b>	<b>TOTAL PROGRAMMED COST</b>	<b>STATUS</b>
<b><u>Cecil County FY 2023 Completions</u></b>		
Automatic Annunciators (FY20)	\$ 80	Complete
Bus Wraps for Cutaway Buses (FY16)	\$ 7	Complete
Integrated Mobility Innovation (IMI) (FY20 5312 Discret.)	\$ 704	Complete
<b><u>Cecil County FY 2024 and 2025</u></b>		
Land Acquisition - Transit Hub	\$ 1,000	FY24
Preventive Maintenance (FY24 5307)	\$ 200	FY24
Transit Development Plan (FY24 5304)	\$ 90	FY24
Transit Hub D & E (FY23 5307)	\$ 400	FY24
Preventive Maintenance (FY23)	\$ 200	Ongoing
3 Bus Wraps (FY20)	\$ 13	Underway
Transit Hub D & E (FY22 5307)	\$ 400	Underway
<b><u>Charles County FY 2024 and 2025</u></b>		
Construction Oversight (FY23 5307)	\$ 500	FY24
Facility Construction (FY22 5307)	\$ 750	FY24
Facility Construction (FY23 5307)	\$ 4,250	FY24
Preventive Maintenance (FY24 5307)	\$ 215	FY24
Transit Development Plan (FY24 5304)	\$ 105	FY24
Facility Construction (FY24 5307)	\$ 5,000	FY25
Preventive Maintenance (FY23)	\$ 200	Ongoing
Design & Engineering for Facility (FY20)	\$ 500	Underway
Design & Engineering for Facility (FY21)	\$ 500	Underway
Shelter and Bus Stop Improvements (FY17)	\$ 50	Underway
<b><u>Dorchester County FY 2023 Completions</u></b>		
Preventive Maintenance (FY23)	\$ 50	Complete
<b><u>Dorchester County FY 2024 and 2025</u></b>		
1 Small Bus Replacement - 158 (FY23 5339)	\$ 83	FY24

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

**Maryland Transit Administration - Locally Operated Transit Systems - LINE 70**

<b>PROJECT NAME</b>	<b>TOTAL PROGRAMMED COST</b>	<b>STATUS</b>
<b><u>Dorchester County FY 2024 and 2025 (cont'd)</u></b>		
1 Small Bus Replacement-183 (FY24 5339)	\$ 110	FY24
1 Small Bus Replacement-190 (FY24 5339)	\$ 110	FY24
1 Transit Sedan Replacement - 184 (FY23 5339)	\$ 49	FY24
Fencing Around Facility (FY23 5311)	\$ 100	FY24
Parking Lot Upgrades (FY23 5311)	\$ 150	FY24
Transit Development Plan (FY23 5304)	\$ 90	FY24
Preventive Maintenance (FY24 5311)	\$ 50	Underway
<b><u>Eastern Shore Non-Profits FY 2023 Completions</u></b>		
Delmarva Community Transit - 6 Security Cameras (FY19 5339 Discret.)	\$ 30	Complete
Delmarva Community Transit- Mobility Management (FY20/21)	\$ 460	Complete
<b><u>Eastern Shore Non-Profits FY 2024 and 2025</u></b>		
Delmarva Community Svcs - 2 Small Bus Replacements (170 & 195) Type 3A (FY24/25)	\$ 210	FY25
Delmarva Community Svcs - Preventive Maintenance (FY24/25)	\$ 30	FY25
Delmarva Community Transit - Mobility Management (FY22/23 5310)	\$ 333	Ongoing
<b><u>Elderly/ Disabled Non-Profits FY 2023 Completions</u></b>		
Action in Maturity - Preventive Maintenance (FY22/23)	\$ 24	Complete
ARC of Carroll County - 1 Van Expansion Type 1 (FY22/23)	\$ 47	Complete
Chesapeake Care Resources, Inc. - Preventive Maintenance (FY20/21)	\$ 20	Complete
Diakon - Preventive Maintenance (FY20/21)	\$ 6	Complete
Easter Seals Baltimore - Preventive Maintenance (FY17 SS)	\$ 24	Complete
Friends Aware - Preventive Maintenance (FY20/21)	\$ 30	Complete
Harford Center - Preventive Maintenance (FY22/23)	\$ 6	Complete
Hopkins Elder Plus - Preventive Maintenance (FY22/23)	\$ 58	Complete
Kent Center - Office Equipment (FY18/19)	\$ 4	Complete
Lifestyles of Maryland - Preventive Maintenance (FY22/23)	\$ 24	Complete
Mosaic-Preventive Maintenance (FY20/21)	\$ 60	Complete
St. Mary's Nursing Center, Inc. - Preventive Maintenance (FY22/23)	\$ 12	Complete
The League for People with Disabilities - 1 Van Replacement Type 1 - 38008HT (FY22/23)	\$ 47	Complete

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

**Maryland Transit Administration - Locally Operated Transit Systems - LINE 70**

<b>PROJECT NAME</b>	<b>TOTAL PROGRAMMED COST</b>	<b>STATUS</b>
<b>Elderly/ Disabled Non-Profits FY 2023 Completions (cont'd)</b>		
Unified Community Connections - 4 Small Replacement Buses Type 1A (FY22/23)	\$ 234	Complete
<b>Elderly/ Disabled Non-Profits FY 2024 and 2025</b>		
Appalachian Parent Association - Tire Changer (FY24/25)	\$ 20	FY24
ARC Northern Chesapeake Region - Preventive Maintenance (FY22/23)	\$ 45	FY24
ARC of Central Chesapeake - PPE (FY22/23)	\$ 1	FY24
ARC of Central Chesapeake - Preventive Maintenance (FY22/23)	\$ 3	FY24
ARC of Southern Maryland - 2 Van Expansions Type 4 (FY22/23)	\$ 132	FY24
ARC of Southern Maryland - Preventive Maintenance (FY18/19)	\$ 5	FY24
Chesterwye Center - 1 Van Expansion Type 4 (FY22/23)	\$ 50	FY24
Dove Pointe, Inc. - Preventive Maintenance (FY22/23)	\$ 130	FY24
Easter Seals Baltimore - Preventive Maintenance (FY20/21)	\$ 30	FY24
Easter Seals Baltimore - Tripspark Software (FY22/23)	\$ 44	FY24
Easter Seals Hagerstown - Tripspark Software (FY22/23)	\$ 44	FY24
Freedom Landing - 1 Small Bus (FY16/17)	\$ 40	FY24
Freedom Landing - Preventive Maintenance (FY18/19)	\$ 3	FY24
Kent Center - Preventive Maintenance (FY18/19)	\$ 5	FY24
Partners in Care - Equipment Q'Straint Security Belts (FY24/25)	\$ 8	FY24
Partners in Care - Equipment Tablets (FY24/25)	\$ 3	FY24
Partners In Care - 1 Van Expansion Type 4 - #PIC Bus 2 (FY22/23)	\$ 49	FY24
Shore Up! - Driver Shields (FY22/23)	\$ 2	FY24
Shore Up! - Security Cameras (FY22/23)	\$ 14	FY24
St. Mary's Adult Medical Day Care - Disinfectant Sprayer (FY22/23)	\$ 1	FY24
Star Community - 1 Van Expansion Type 4 (FY22/23)	\$ 66	FY24
Action in Maturity - 1 Small Replacement Bus (0903) Type 3A (FY24/25)	\$ 100	FY25
Action in Maturity - Preventive Maintenance (FY24/25)	\$ 24	FY25
Appalachian Parent Association - 1 Small Bus Replacement (X-16) Type 3A (FY24/25)	\$ 92	FY25
Appalachian Parent Association - 1 Small Bus Replacement (X-28) Type 2A (FY24/25)	\$ 92	FY25
Appalachian Parent Association - 1 Van Expansion Type 1 (FY24/25)	\$ 70	FY25
Appalachian Parent Association - Preventive Maintenance (FY24/25)	\$ 17	FY25
ARC Northern Chesapeake Region - 2 Small Bus Replacements (148 & 166) Type 2A (FY24/25)	\$ 163	FY25
ARC Northern Chesapeake Region - 2 Van Expansions Type 1 (FY24/25)	\$ 140	FY25



**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

**Maryland Transit Administration - Locally Operated Transit Systems - LINE 70**

<b>PROJECT NAME</b>	<b>TOTAL PROGRAMMED COST</b>	<b>STATUS</b>
<b>Elderly/ Disabled Non-Profits FY 2024 and 2025 (cont'd)</b>		
ARC Northern Chesapeake Region - 2 Van Replacements (146 & 147) Type 4 (FY24/25)	\$ 132	FY25
ARC of Central Chesapeake - 1 Van Expansion Type 1 (FY24/25)	\$ 70	FY25
ARC of Central Chesapeake - 1 Van Expansion Type 4 (FY24/25)	\$ 66	FY25
ARC of Central Chesapeake - Preventive Maintenance (FY24/25)	\$ 12	FY25
Associated Catholic Charities - 1 Small Replacement Bus (MW) Type 3A (FY24/25)	\$ 92	FY25
Associated Catholic Charities - Preventive Maintenance (FY24/25)	\$ 132	FY25
Bayside Community Network - 1 Van Expansion Type 1 (FY24/25)	\$ 70	FY25
Bayside Community Network - Mobility Management (FY24/25)	\$ 29	FY25
Comprehensive Housing Assistance - Mobility Management (FY24/25)	\$ 141	FY25
Comprehensive Housing Assistance - Preventive Maintenance (FY24/25)	\$ 13	FY25
Daybreak Adult Day Services - 1 Small Bus Replacement (3) Type 3A (FY24/25)	\$ 96	FY25
Dove Pointe, Inc. - 1 Van Expansion Type 1	\$ 129	FY25
Harford Center - 1 Small Bus Expansion Type 3A (FY24/25)	\$ 102	FY25
Harford Center - 1 Small Bus Replacement (15) Type 3A (FY24/25)	\$ 102	FY25
Harford Center - 1 Van Expansion Type 4 (FY24/25)	\$ 66	FY25
Harford Center - Preventive Maintenance (FY24/25)	\$ 26	FY25
Hopkins Elder Plus - 1 Small Bus Replacement (24-015) Type 4A (FY24/25)	\$ 62	FY25
Hopkins Elder Plus - Preventive Maintenance (FY24/25)	\$ 99	FY25
Lifestyles of Maryland - 2 Van Expansions Type 1 (FY24/25)	\$ 140	FY25
Lifestyles of Maryland - Preventive Maintenance (FY24/25)	\$ 28	FY25
Partners in Care - Mobility Management (FY24/25)	\$ 792	FY25
Partners in Care - Preventive Maintenance (FY24/25)	\$ 40	FY25
Progress Unlimited, Inc. - 1 Van Expansion Type 4 (FY24/25)	\$ 66	FY25
Progress Unlimited, Inc. - Preventive Maintenance (FY24/25)	\$ 100	FY25
Prologue, Inc. - 1 Small Replacement Bus (5305) Type 3A (FY24/25)	\$ 98	FY25
Prologue, Inc. - 1 Van Replacement (5302) Type 1 (FY24/25)	\$ 70	FY25
Providence Center - 3 Van Expansions Type 3 (FY24/25)	\$ 210	FY25
Providence Center - 7 Van Expansions Type 1 (FY24/25)	\$ 490	FY25
Richcroft, Inc. - 5 Van Expansions Type 1 (FY24/25)	\$ 350	FY25
Sheppard Pratt Health System - 1 Small Bus Replacement (CA2) Type 3A (FY24/25)	\$ 90	FY25
Sheppard Pratt Health System - 1 Small Bus Replacement (D-55) Type 3A (FY24/25)	\$ 90	FY25
Sheppard Pratt Health System - 1 Small Bus Replacement (T-5) Type 3A (FY24/25)	\$ 90	FY25
Sheppard Pratt Health System - 1 Small Bus Replacement (W-360) Type 3A (FY24/25)	\$ 90	FY25
Sheppard Pratt Health System - 1 Van Replacement (1-A) Type 4 (FY24/25)	\$ 66	FY25

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

**Maryland Transit Administration - Locally Operated Transit Systems - LINE 70**

<b>PROJECT NAME</b>	<b>TOTAL PROGRAMMED COST</b>	<b>STATUS</b>
<b>Elderly/ Disabled Non-Profits FY 2024 and 2025 (cont'd)</b>		
Sheppard Pratt Health System - 33 Dual Facing Cameras (FY24/25)	\$ 16	FY25
Sheppard Pratt Health System - License & Subscriptions Fees for Dual Facing Cameras (FY24/25)	\$ 20	FY25
Sheppard Pratt Health System - Preventive Maintenance (FY24/25)	\$ 30	FY25
Spring Dell Center - 1 Van Expansion Type 4 (FY24/25)	\$ 66	FY25
Spring Dell Center - 1 Van Replacement (29) Type 1 (FY24/25)	\$ 70	FY25
Spring Dell Center - Preventive Maintenance (FY24/25)	\$ 27	FY25
Spring Dell Center - 1 Small Bus Replacement (70) Type 4A (FY24/25)	\$ 94	FY25
St. Mary's Adult Medical Day Care - 1 Van Expansion Type 4 (FY24/25)	\$ 66	FY25
St. Mary's Adult Medical Day Care 1 Small Bus Replacement (60) Type 3A (FY24/25)	\$ 89	FY25
Washington County CAC - 1 Small Bus Expansion Type 4 (FY24/25)	\$ 102	FY25
Washington County CAC - 2 Van Expansions Type 4 (FY24/25)	\$ 132	FY25
Washington County CAC - Mobility Management (FY24/25)	\$ 350	FY25
Washington County CAC - Preventive Maintenance (FY24/25)	\$ 24	FY25
Worcester County Comm On Aging - 1 Small Bus Expansion Type 3A (FY24/25)	\$ 93	FY25
Worcester County Comm On Aging - 1 Van Replacement (1460) Type 1 (FY24/25)	\$ 70	FY25
Worcester County Comm On Aging - Mobility Management (FY24/25)	\$ 180	FY25
Worcester County Comm On Aging - Preventive Maintenance (FY24/25)	\$ 33	FY25
Worcester County Development Center - 2 Van Expansions Type 1 (FY24/25)	\$ 140	FY25
Allegany County HRDC, Inc. - Mobility Management (FY22/23)	\$ 46	Ongoing
Allegany County HRDC, Inc. - Preventive Maintenance (FY20/21)	\$ 26	Ongoing
Athelas - Preventive Maintenance (FY18/19)	\$ 10	Ongoing
Bayside Community Network - Preventive Maintenance (FY18/19)	\$ 23	Ongoing
Center for Life Enrichment - Preventive Maintenance (FY22/23)	\$ 54	Ongoing
Charles County Nursing and Rehabilitation - Preventive Maintenance (FY18/19)	\$ 19	Ongoing
Comprehensive Housing Assistance - Preventive Maintenance (FY18/19)	\$ 10	Ongoing
Dorchester County Comm on Aging - Preventive Maintenance (FY18/19)	\$ 17	Ongoing
Dove Pointe, Inc. - Preventive Maintenance (FY18/19)	\$ 100	Ongoing
Easter Seals Baltimore - Preventive Maintenance (FY18/19)	\$ 44	Ongoing
Freedom Landing - Preventive Maintenance (FY16/17)	\$ 9	Ongoing
Kent Center - Preventive Maintenance (FY16/17)	\$ 9	Ongoing
Kent Center - Preventive Maintenance (FY17 SS)	\$ 6	Ongoing
Partners In Care - Mobility Management (FY22/23)	\$ 663	Ongoing
Partners In Care - Preventive Maintenance (FY20/21)	\$ 40	Ongoing

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

**Maryland Transit Administration - Locally Operated Transit Systems - LINE 70**

<b>PROJECT NAME</b>	<b>TOTAL PROGRAMMED COST</b>	<b>STATUS</b>
<b><u>Elderly/ Disabled Non-Profits FY 2024 and 2025 (cont'd)</u></b>		
Spring Dell Center - Preventive Maintenance (FY22/23)	\$ 42	Ongoing
Star Community - Preventive Maintenance (FY16/17)	\$ 3	Ongoing
Washington County CAC - Mobility Management (FY22/23)	\$ 239	Ongoing
Worcester County Comm on Aging - Mobility Management (FY22/23)	\$ 106	Ongoing
Worcester County Comm on Aging - Preventive Maintenance (FY22/23)	\$ 24	Ongoing
Worcester County Developmental Center - Preventive Maintenance (FY18/19)	\$ 65	Ongoing
LifeBridge Health - Cleaning Supplies (FY22/23)	\$ 12	Underway
LifeBridge Health - PPE (FY22/23)	\$ 4	Underway
<b><u>Frederick County FY 2023 Completions</u></b>		
1 Heavy Duty Replacement Bus - 36062 (FY20 CARES)	\$ 420	Complete
2 Heavy Duty Bus Replacements (FY21)	\$ 800	Complete
Rideshare (FY23)	\$ 124	Complete
<b><u>Frederick County FY 2024 and 2025</u></b>		
1 Small Replacement Bus - 38624 (FY23 5339)	\$ 110	FY24
Preventive Maintenance (FY23 5307)	\$ 675	FY24
Preventive Maintenance (FY24 5307)	\$ 270	FY24
Preventive Maintenance (FY24 5311)	\$ 32	FY24
Rideshare (FY24)	\$ 124	FY24
1 Light Duty Bus Replacement-38798 (FY24 5339)	\$ 127	FY25
2 Heavy Duty Bus Replacements - 37983 & 37984 (FY23 5339)	\$ 1,054	FY25
2 Heavy Duty Bus Replacements - 37985 & 37986 (FY24 5339)	\$ 1,042	FY25
Preventive Maintenance (FY21 5311)	\$ 70	Ongoing
Facility Construction (FY21)	\$ 2,500	Underway
Facility Expansion Construction (FY18)	\$ 500	Underway
<b><u>Garrett County FY 2024 and 2025</u></b>		
Bendpak 4-Post Vehicle Lift (FY24 5311)	\$ 23	FY24
Bendpak Pipe Bender (FY24 F311)	\$ 9	FY24
Preventive Maintenance (FY23)	\$ 240	FY24

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

**Maryland Transit Administration - Locally Operated Transit Systems - LINE 70**

<b>PROJECT NAME</b>	<b>TOTAL PROGRAMMED COST</b>	<b>STATUS</b>
<b>Garrett County FY 2024 and 2025 (cont'd)</b>		
3 Small Bus Replacements - 194, 198 & 199 (FY24 5339)	\$ 284	FY25
Preventive Maintenance (FY22)	\$ 267	Ongoing
<b>Harford County FY 2023 Completions</b>		
Preventive Maintenance (FY23)	\$ 850	Complete
Radio System Replacement (FY20 CARES)	\$ 670	Complete
<b>Harford County FY 2024 and 2025</b>		
1 Maintenance Support Vehicle Replacement (FY23 5339)	\$ 75	FY24
4 Support Vehicles (Vans) Expansion (FY20 CARES)	\$ 216	FY24
Bus Shelter Installation (FY20 CARES)	\$ 239	FY24
Bus Stop Benches (FY20 CARES)	\$ 25	FY24
Facility Roof Replacement (FY20 CARES)	\$ 363	FY24
Fuel Infrastructure (FY20 5339)	\$ 600	FY24
Generator Replacement (FY20 CARES)	\$ 125	FY24
LCD Annunciation System (FY20 CARES)	\$ 118	FY24
Project Management (FY20 5339)	\$ 39,300	FY24
Rehab 2 Garages (FY20 5339)	\$ 500	FY24
Ridesharing (FY24)	\$ 88	FY24
RouteMatch Hardware (FY20 CARES)	\$ 300	FY24
RouteMatch Software (FY20 CARES)	\$ 300	FY24
Security Camera System (FY20 CARES)	\$ 60	FY24
Training & Speciality Tools (FY20 5339)	\$ 130	FY24
Transportation Development Plan (FY22 5304)	\$ 105	FY24
1 30' Heavy Duty Replacement Bus - 8036 (FY22 5339)	\$ 417	FY25
1 Heavy Duty Bus Replacement - 827 (FY21 5307)	\$ 406	FY25
2 Medium-Heavy Replacement Buses - 8035, 818 (FY21 5339)	\$ 1,340	FY25
2 Small Bus Replacements - 8001, 8016 (FY21 5339)	\$ 186	FY25
2 Small Replacement Buses - 8018, 8028 (FY21 5339)	\$ 422	FY25
3 Small Bus Replacements - 8003, 8010, 8012 (FY21 5307)	\$ 464	FY25
4 Heavy Duty Bus Replacements - 8032, 8033, 8034, 8035 (FY20 CARES)	\$ 1,800	FY25
4 Medium Replacement Buses (FY20 5339)	\$ 2,700	FY25

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

**Maryland Transit Administration - Locally Operated Transit Systems - LINE 70**

<b>PROJECT NAME</b>	<b>TOTAL PROGRAMMED COST</b>	<b>STATUS</b>
<b>Harford County FY 2024 and 2025 (cont'd)</b>		
4 Small Bus Expansions (FY20 CARES)	\$ 400	FY25
4 Small Bus Replacements - 8019, 8023, 8026, 8027 (FY20 CARES)	\$ 400	FY25
4 Small Cutaway Replacement Buses - 8020; 8022; 8024; 8025 (FY22 5307)	\$ 476	FY25
Preventive Maintenance (FY24 5307)	\$ 1,000	Ongoing
Ridesharing (FY23)	\$ 88	Ongoing
Bus Shelters (FY18)	\$ 130	Underway
Fare Collection (FY18)	\$ 130	Underway
Feasibility Study (FY20)	\$ 150	Underway
<b>Howard County FY 2023 Completions</b>		
2 30' Heavy Duty Replacement Buses - 9545 & 9547 (FY22 5339)	\$ 878	Complete
3 Heavy Duty Bus Replacements (FY21 5339)	\$ 1,232	Complete
Preventive Maintenance (FY21)	\$ 53	Complete
Ridesharing (FY23)	\$ 131	Complete
Transportation Development Plan (FY21)	\$ 95	Complete
<b>Howard County FY 2024 and 2025</b>		
1 Heavy Duty Bus Replacement - 201 (FY24 5339)	\$ 449	FY24
1 Heavy Duty Bus Replacement - 202 (FY24 5339)	\$ 449	FY24
1 Heavy Duty Bus Replacement - 9521 (FY24 5339)	\$ 449	FY24
2 Sedan Replacements - 14 & 15 (FY22 ARPA SWAP)	\$ 55	FY24
Bus Stop Annunciators (FY20 5339 Discretionary)	\$ 225	FY24
Preventive Maintenance (FY24 LU)	\$ 50	FY24
Ridesharing (FY24)	\$ 131	FY24
1 Heavy Duty Bus Replacement - 200 (FY23 5339)	\$ 524	FY25
1 Heavy Duty Bus Replacment - 203 (FY23 5339)	\$ 524	FY25
1 Heavy Duty Bus Replacment - 204 (FY23 5339)	\$ 524	FY25
4 Medium Replacement Buses - 9540-9543 (FY22 ARPA SWAP)	\$ 1,600	FY25
Preventive Maintenance (FY22)	\$ 115	Ongoing
10 Small Cutaway Bus Replacements - 205 - 214 (FY22 ARPA SWAP)	\$ 910	Underway

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

**Maryland Transit Administration - Locally Operated Transit Systems - LINE 70**

<b>PROJECT NAME</b>	<b>TOTAL PROGRAMMED COST</b>	<b>STATUS</b>
<b><u>Montgomery County FY 2023 Completions</u></b>		
Ridesharing (FY23)	\$ 372	Complete
<b><u>Montgomery County FY 2024 and 2025</u></b>		
Bus Replacement (FY21 WAG)	\$ 2,000	FY24
Bus Replacement (FY22 WAG)	\$ 2,000	FY24
Bus Replacement (FY23 WAG)	\$ 2,000	FY24
Ridesharing (FY24)	\$ 372	FY24
Bus Replacement - 35ft (FY24 5307)	\$ 2,000	FY25
<b><u>Ocean City FY 2023 Completions</u></b>		
Facility Construction Oversight (FY20 5311)	\$ 200	Complete
<b><u>Ocean City FY 2024 and 2025</u></b>		
2 40' HD Articulated Replacement Buses - 2125 & 2126 (FY22 5311)	\$ 1,600	FY24
2 60' Articulated Replacement Buses - 3439 & 3733 (FY24 5339)	\$ 1,650	FY25
Preventive Maintenance (FY23)	\$ 675	Ongoing
Preventive Maintenance (FY24 5311)	\$ 725	Underway
Transportation Development Plan	\$ 90	Underway
<b><u>Prince George's County FY 2023 Completions</u></b>		
Bus Replacement (FY21 WAG)	\$ 500	Complete
<b><u>Prince George's County FY 2024 and 2025</u></b>		
15 - Battery Electric Expansion Buses/Delivery (FY22 5339)	\$ 12,218	FY24
20-Data Access Tools (FY22 5339)	\$ 50	FY24
4 Charging Infrastructures (FY21 5339 LoNo Discretionary)	\$ 260	FY24
5 - Battery Electric Expansion Buses/Delivery (FY22 5339)	\$ 4,258	FY24
5-On-Route Charges (Equipment Only) (FY22 5339)	\$ 1,075	FY24
6 Electric Battery Expansion Buses (FY21 5339 LoNo Discretionary)	\$ 5,799	FY24

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

**Maryland Transit Administration - Locally Operated Transit Systems - LINE 70**

<b>PROJECT NAME</b>	<b>TOTAL PROGRAMMED COST</b>	<b>STATUS</b>
<b>Prince George's County FY 2024 and 2025 (cont'd)</b>		
Apprenticeship Program (FY22 5339)	\$ 500	FY24
Bus OEM Operating, Maint, First Responders (FY22 5339)	\$ 250	FY24
Bus Replacement (FY23 WAG)	\$ 500	FY24
Configurables/Options (FY22 5339)	\$ 1,080	FY24
Data Collection, Existing Cond Doc & Eval (FY22 Persist Poverty)	\$ 217	FY24
Depot Chargers (Equipment Only) (FY22 5339)	\$ 557	FY24
Depot Construction (FY22 5339)	\$ 1,378	FY24
Develop Project Design & Tech Eng Document (FY22 Persist Poverty)	\$ 363	FY24
Infrastructure Training (FY22 5339)	\$ 100	FY24
Meetings & Project Management (FY22 Persist Poverty)	\$ 87	FY24
Microgrid (FY22 5339)	\$ 6,000	FY24
NTI Training (FY22 5339)	\$ 150	FY24
On-Route Construction (FY22 5339)	\$ 2,450	FY24
PPE, Tools, and Equipment (FY22 5339)	\$ 213	FY24
Project Mangement & Tech Support (FY22 5339)	\$ 503	FY24
Ridesharing (FY24)	\$ 269	FY24
Spare Parts (FY22 5339)	\$ 120	FY24
Training Aids, Simulators, Components, Equip (FY22 5339)	\$ 350	FY24
Bus Replacement - 35ft (FY24 5307)	\$ 500	FY25
Bus Replacement (FY22 WAG)	\$ 500	FY25
Ridesharing (FY23)	\$ 372	Ongoing
<b>Queen Anne's County FY 2023 Completions</b>		
Fleet Ipads (20) (FY22 ARPA SWAP)	\$ 20	Complete
Parking Curbs (FY22 ARPA SWAP)	\$ 1	Complete
<b>Queen Anne's County FY 2024 and 2025</b>		
1 Small Expansion Bus (FY22 ARPA SWAP)	\$ 84	FY24
1 Support Vehicle Replacement - 304 (FY22 ARPA SWAP)	\$ 50	FY24
2 Small Replacement Buses - 340 & 360 (FY22 ARPA SWAP)	\$ 169	FY24
Bus Camera System Replacement (FY22 ARPA SWAP)	\$ 197	FY24
Computers (FY22 ARPA SWAP)	\$ 11	FY24

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

**Maryland Transit Administration - Locally Operated Transit Systems - LINE 70**

<b>PROJECT NAME</b>	<b>TOTAL PROGRAMMED COST</b>	<b>STATUS</b>
<b><u>Queen Anne's County FY 2024 and 2025 (cont'd)</u></b>		
New Bus Shelters (FY24 5339)	\$ 30	FY24
Office Furniture (FY22 ARPA SWAP)	\$ 25	FY24
Preventive Maintenance (FY23 5311 & LU)	\$ 80	FY24
Small Cutaway Bus Expansion (FY24 5339)	\$ 101	FY24
Preventive Maintenance (FY21 5311 & LU)	\$ 92	Ongoing
Preventive Maintenance (FY22 5311 & LU)	\$ 92	Ongoing
Alignment, Tire Changer, & AC Freon Machines (FY22 ARPA SWAP)	\$ 93	Underway
<b><u>Southern MD Non-Profits FY 2023 Completions</u></b>		
Tri-County Council of Southern Maryland - Ridesharing (FY23)	\$ 109	Complete
<b><u>Southern MD Non-Profits FY 2024 and 2025</u></b>		
Tri-County Council of Southern Maryland - Ridesharing (FY24)	\$ 109	FY24
<b><u>St. Mary's County FY 2023 Completions</u></b>		
Preventive Maintenance (FY21 5307 & 5311)	\$ 175	Complete
<b><u>St. Mary's County FY 2024 and 2025</u></b>		
1 Medium Replacement Bus - 12-6291 (FY23 5339)	\$ 161	FY24
2 Small Replacement Buses - 48-6176 & 18-6297 (FY23 5339)	\$ 229	FY24
3 Bus Shelters (FY24 5339)	\$ 43	FY24
Routing Software (FY20 5307 & 5311)	\$ 446	FY24
1 Medium Replacement Bus - 11 (FY24 5339)	\$ 162	FY25
2 Small Replacement Buses -16 & 17 (FY24 5339)	\$ 238	FY25
Preventive Maintenance (FY22 5307 & 5311)	\$ 175	Ongoing
Preventive Maintenance (FY23 5307 & 5311)	\$ 100	Ongoing
Bus Stop Signs (FY21)	\$ 4	Underway



**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

**Maryland Transit Administration - Locally Operated Transit Systems - LINE 70**

<b>PROJECT NAME</b>	<b>TOTAL PROGRAMMED COST</b>	<b>STATUS</b>
<b><u>Talbot County FY 2023 Completions (cont'd)</u></b>		
Preventive Maintenance (FY23 5311)	\$ 30	Complete
<b><u>Talbot County FY 2024 and 2025</u></b>		
1 Minivan Replacement - 1118 (FY23 5339)	\$ 62	FY24
1 Sedan Replacement - 1050 (FY23 5339)	\$ 50	FY24
1 Small Replacement Bus - 802 (FY23 5339)	\$ 109	FY24
2 Small Bus Replacements-1119 & 602 (FY24 5339)	\$ 220	FY24
Preventive Maintenance (FY24 5311)	\$ 30	FY24
<b><u>Tri-County Council for Lower Eastern Shore FY 2023 Completions</u></b>		
Preventive Maintenance (FY23 5307)	\$ 800	Complete
<b><u>Tri-County Council for Lower Eastern Shore FY 2024 and 2025</u></b>		
1 Small Bus Replacement - 13 (FY24 5339)	\$ 122	FY24
1 Small Replacement Bus 102 (FY23 5307)	\$ 113	FY24
2 Medium Bus Replacements - 276 & 277 (FY24 5339)	\$ 300	FY24
2 Medium Replacement Buses - 274, 275 (FY23 5339)	\$ 279	FY24
2 Small Replacement Buses - 100 & 101 (FY23 5339)	\$ 225	FY24
Bus Security Cameras (FY20 CARES)	\$ 400	FY24
Mobility Management (FY23 5307)	\$ 143	FY24
Mobility Management (FY24 5307)	\$ 143	FY24
1 Small Bus Replacement-122 (FY24 5307)	\$ 113	FY25
1 Partial Support Vehicle (FY22 5339)	\$ 18	Underway
6 Propane Conversions (FY19 5339 Discret.)	\$ 100	Underway
Fixed Route Management System	\$ 590	Underway
Preventive Maintenance (FY24 5307)	\$ 800	Underway
<b><u>Washington County FY 2024 and 2025</u></b>		
1 Support Vehicles Replacement - N-1 (FY20 CARES)	\$ 49	FY24
Forklift (FY23 5307)	\$ 35	FY24

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**  
*(Dollars in Thousands)*

***Maryland Transit Administration - Locally Operated Transit Systems - LINE 70***

<b>PROJECT NAME</b>	<b>TOTAL PROGRAMMED COST</b>	<b>STATUS</b>
<b>Washington County FY 2024 and 2025 (cont'd)</b>		
Transit Development Plan - TDP (FY24 5304)	\$ 95	FY24
Vehicle Wash Machine (FY23 5307)	\$ 45	FY24
WCT Roof Replacement (FY23 5339)	\$ 56	FY24
Routing/Dispatch Transportation Hard & Software (FY24 5307)	\$ 300	FY25
Support Vehicle Replacement - S-1 (FY24 5339)	\$ 40	FY25
Preventive Maintenance (FY20 CARES)	\$ 1,352	Ongoing