

MDOT

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION

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

	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	SIX - YEAR TOTAL
Major Construction Program	522.6	542.3	731.0	729.6	701.5	690.9	3,917.9
System Preservation	285.7	327.1	375.6	434.1	449.7	467.5	2,339.7
Expansion/Efficiency	210.7	168.5	301.8	254.7	221.8	192.5	1,350.0
Safety & Security	1.1	2.3	8.6	-	-	-	12.0
Local Funding	22.8	42.4	42.6	37.0	30.0	30.9	205.7
Environment	1.7	0.8	-	-	-	0.0	2.4
Administration	0.7	1.2	2.4	3.7	-	-	8.0
Major Development & Evaluation Program	36.0	125.8	131.6	62.6	92.5	60.9	509.4
System Preservation	0.0	1.5	5.5	4.0	4.0	4.0	18.8
Expansion/Efficiency	35.2	73.4	75.6	7.4	38.6	5.7	235.9
Safety & Security	0.6	0.4	-	-	-	1.3	2.3
Local Funding	-	0.2	0.4	1.0	-	-	1.6
Environment	0.2	50.2	50.1	50.3	50.0	50.0	250.8
Administration	0.0	-	-	-	-	-	0.0
Minor Program	59.9	50.0	69.1	86.6	75.0	13.2	353.7
System Preservation	38.6	39.4	49.3	65.7	60.6	11.6	265.2
Expansion/Efficiency	9.1	5.2	9.7	12.5	2.7	-	39.2
Safety & Security	4.9	2.4	9.1	4.3	4.8	-	25.6
Local Funding	0.1	-	-	-	-	-	0.1
Environment	1.0	1.3	0.0	3.6	6.6	-	12.6
Administration	6.1	1.6	0.9	0.6	0.3	1.6	11.0
Capital Salaries, Wages & Other Costs	3.8	10.7	26.1	28.4	21.2	15.3	105.5
TOTAL	622.2	728.7	957.8	907.1	890.3	780.3	4,886.5
Special Funds	329.1	346.6	510.0	482.8	459.9	374.7	2,503.1
Federal Funds	278.9	360.5	420.7	418.4	423.7	405.1	2,307.3
Other Funds	14.3	21.6	27.1	6.0	6.7	0.4	76.1
Special Funds Breakdown							
General Fund	13.7	62.1	12.7	0.3	0.3	0.1	89.2
Transportation Trust Fund	315.4	284.5	497.3	482.5	459.6	374.7	2,413.9
SPECIAL FUNDS TOTAL	329.1	346.6	510.0	482.8	459.9	374.7	2,503.1



MARC

Freight

Light Rail

Baltimore Metro

Bus

Multi-Modal

Locally Operated Transit Systems



**MARYLAND DEPARTMENT
OF TRANSPORTATION**

**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 for Riverside Boilers Dual Burner Conversion was completed in FY 24. Design for pavement repairs is 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 TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY						
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...			
Planning	115	115	39	0	0	0	0	0	0	0	0	
Engineering	18,497	8,543	1,056	1,347	268	3,883	4,455	0	0	9,954	0	
Right-of-way	2,033	2,033	2	0	0	0	0	0	0	0	0	
Utility	598	598	598	0	0	0	0	0	0	0	0	
Construction	97,101	58,039	2,255	4,780	15,459	13,802	5,022	0	0	39,062	0	
Total	118,344	69,327	3,950	6,127	15,727	17,685	9,477	0	0	49,016	0	
Federal-Aid	90,356	52,906	3,226	4,918	12,579	13,288	6,666	0	0	37,450	0	
Special	26,487	16,369	671	663	2,722	4,168	2,565	0	0	10,118	0	
Other	1,500	52	52	547	426	229	246	0	0	1,448	0	

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: Project cost increased by \$17.1M due to the addition of the Martin State Airport High-Level Station and Platforms project, which won an All Station Accessibility discretionary Grant, and the MARC Riverside Upgrades projects to the PIF. Additional funding has also been added to fund the Martins Yard Power Switch project.

USAGE: MARC annual ridership in FY 24 exceeded 3.9 million.

1217, 1545, 1571, 1738, 1986, 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

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

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

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						
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...			
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	444,681	232,876	27,032	28,000	28,000	28,000	28,000	67,805	32,000	211,805	0	
Total	448,254	236,449	27,032	28,000	28,000	28,000	28,000	67,805	32,000	211,805	0	
Federal-Aid	350,535	181,053	21,584	22,400	22,400	22,400	22,400	54,281	25,600	169,481	0	
Special	97,719	55,396	5,449	5,600	5,600	5,600	5,600	13,524	6,400	42,324	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: Project funding allocation increased by \$31.9M due to the addition of FY 30 funding and miscellaneous program adjustments.

USAGE: MARC annual ridership in FY 24 exceeded 3.9 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

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

- 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: Construction for the replacement of 4 switches at the Greenbelt interlocking was completed in FY 24. Construction for the installation of new switch panels are various location to begin in FY 26.

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						
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	2,361	2,331	120	30	0	0	0	0	0	30	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	176,213	127,838	2,411	3,570	4,318	13,765	11,509	9,214	6,000	48,375	0	
Total	178,593	130,187	2,531	3,600	4,318	13,765	11,509	9,214	6,000	48,405	0	
Federal-Aid	138,876	100,351	4,789	2,841	3,455	11,012	9,047	7,371	4,800	38,525	0	
Special	39,717	29,837	(2,258)	759	864	2,753	2,462	1,843	1,200	9,880	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: Project funding allocation increased by \$12.2M due to the addition of the Anacostia River Lift Bridge project and additional FY 30 funding to support ongoing system capacity improvement projects.

USAGE: MARC annual ridership in FY 24 exceeded 3.9 million.

0687, 1937, 2055, 2143, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2408



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
 - 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 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. 57 overhauled railcars are operating in revenue service with all railcars anticipated to be overhauled in FY 25. Specification development for overhaul of 54 MARC IV railcars to begin in FY 25.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: Project funding allocation increased by \$58.7M due to the addition of FY 30 and balance to complete funding to support overhaul activities.

USAGE: MARC annual ridership in FY 24 exceeded 3.9 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						
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	2,604	624	20	110	200	300	1,200	170	0	1,980	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	207,040	50,711	8,577	14,083	2,697	2,500	17,500	15,950	23,550	76,279	80,050	
Total	209,644	51,334	8,597	14,193	2,897	2,800	18,700	16,120	23,550	78,259	80,050	
Federal-Aid	178,519	40,536	6,877	11,353	2,317	2,240	17,306	15,153	18,840	67,209	70,775	
Special	31,124	10,799	1,719	2,840	579	560	1,394	968	4,710	11,050	9,275	
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
 - 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: Conditional acceptance of six overhauled GP-39 locomotives ongoing. MP36PH-3C specification development is complete and will be advertised in FY 25.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER	PLANNING					SIX	BALANCE
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	FOR PLANNING PURPOSES ONLY				YEAR TOTAL	TO COMPLETE	
						...2027...	...2028...	...2029...	...2030...			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	12,769	1,670	234	130	0	545	500	9,923	0	11,098	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	229,468	12,477	2,210	3,768	12,243	1,911	22,494	40,087	60,000	140,502	76,489	
Total	242,237	14,147	2,444	3,898	12,243	2,456	22,994	50,010	60,000	151,601	76,489	
Federal-Aid	141,976	10,201	2,031	3,118	11,400	1,886	21,414	45,636	48,000	131,455	320	
Special	100,260	3,946	413	779	843	570	1,579	4,374	12,000	20,145	76,169	
Other	0	0	0	0	0	0	0	0	0	0	0	

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: Project funding allocation increased by \$58.2M due to the addition of FY 30 funding for new locomotives needed to fulfil the commitment to electrifying the Penn line.

USAGE: MARC annual ridership in FY 24 exceeded 3.9 million.

1444, 1500, 1501, 1568



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 hardware upgrades will continue through FY 25.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: Project funding allocation increased by \$6.4M due to the addition of the LDRS-V Replacement, GPS/Antenna GNSS Upgrade, I-ETMS Emergency Functionality, Central Dispatch Unit Replacement, and 5G Cell Modem/Antenna Upgrade projects to the program and miscellaneous program adjustments. The newly added projects are required to maintain regulatory compliance.

USAGE: MARC annual ridership in FY 24 exceeded 3.9 million.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER	PLANNING					SIX	BALANCE
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	FOR PLANNING PURPOSES ONLY				YEAR TOTAL	TO COMPLETE	
						...2027...	...2028...	...2029...	...2030...			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	652	630	282	0	22	0	0	0	0	22	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	42,491	33,035	250	0	4,213	3,228	0	1,008	1,008	9,457	0	
Total	43,143	33,664	532	0	4,235	3,228	0	1,008	1,008	9,479	0	
Federal-Aid	34,548	26,998	837	0	2,868	3,069	0	806	806	7,550	0	
Special	8,595	6,666	(305)	0	1,367	158	0	202	202	1,929	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

1380, 2453, 2454, 2455, 2456, 2457



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

EXPLANATION: This project includes inspection and repairs to garages as well as maintenance repairs and passenger improvements to 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: Design efforts to reconstruct and repair concrete and asphalt bus loop pavement and associated storm water facilities at MARC BWI Station are complete.

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 YEAR				2024	2025	2026	FOR PLANNING PURPOSES ONLY		
						...2027...	...2028...	...2029...	...2030...		
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	7,281	7,281	251	0	0	0	0	0	0	0	0
Total	9,505	9,505	251	0	0	0	0	0	0	0	0
Federal-Aid	5,657	5,657	25	0	0	0	0	0	0	0	0
Special	3,848	3,848	226	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: Project funding allocation decreased by \$1.2M as the Bus Loop repair project was deferred due to budget constraints.

USAGE: MARC annual ridership in FY 24 exceeded 3.9 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

EXPLANATION: This project includes repairs and passenger improvements to 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: Design is completed and the project was advertised for construction in FY 24. Construction is anticipated to begin in FY 25.

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						
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	494	434	74	60	0	0	0	0	0	60	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	2,127	15	15	2,112	0	0	0	0	0	2,112	0	
Total	2,621	449	89	2,172	0	0	0	0	0	2,172	0	
Federal-Aid	2,049	336	61	1,713	0	0	0	0	0	1,713	0	
Special	572	113	28	459	0	0	0	0	0	459	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:
None.

USAGE:
MARC annual ridership in FY 24 exceeded 3.9 million.



PROJECT: MARC Laurel Platform Replacement

DESCRIPTION: This project will replace existing 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

EXPLANATION: This project includes repairs to the station platforms 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: Construction efforts will conclude in FY 25.

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						
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...			
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	2,880	2,856	560	0	0	0	0	0	560	0	
Total	3,440	2,880	2,856	560	0	0	0	0	0	560	0	
Federal-Aid	2,592	2,184	2,164	408	0	0	0	0	0	408	0	
Special	848	696	692	152	0	0	0	0	0	152	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:
None.

USAGE:
MARC annual ridership in FY 24 exceeded 3.9 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
 - 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: 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 2024 - 29 CTP:
Project funding decreased by \$37.1M as the following projects were removed from the PIF due to their completion: CY2020-2021 Bridge Inspections, Queen Anne Radio Tower Demolition, Valuation of RS3M Locomotives, ROW Surveys, and Design for Grade Crossing Repair/Replacement (2021 Inspections).

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						
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...			
Planning	400	0	0	0	50	250	100	0	0	400	0	
Engineering	11,514	9,153	1,087	883	313	993	173	0	0	2,361	0	
Right-of-way	225	25	15	0	0	200	0	0	0	200	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	30,748	19,895	4,838	1,803	0	781	5,571	2,697	0	10,853	0	
Total	42,888	29,073	5,940	2,686	363	2,225	5,844	2,697	0	13,815	0	
Federal-Aid	4,034	2,055	2,054	445	40	807	687	0	0	1,979	0	
Special	38,251	26,745	3,613	2,199	315	1,266	5,028	2,697	0	11,506	0	
Other	603	274	274	41	8	151	129	0	0	329	0	

0213, 1661, 1662, 1663, 1744, 1787, 1788, 1789, 1790, 1792, 1793, 1875, 1926, 1929, 1930, 2044, 2045, 2147, 2148, 2149, 2150, 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 21 and FY 22 Homeland Security grants are underway. Activities for FY 19 Homeland Security grant were completed 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				YEAR 2024	YEAR 2025	YEAR 2026	FOR PLANNING PURPOSES ONLY		
						...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,292	1,507	967	285	213	286	0	0	0	785	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	14,171	7,743	698	0	0	6,428	0	0	0	6,428	0
Total	16,463	9,250	1,665	285	213	6,715	0	0	0	7,213	0
Federal-Aid	16,047	8,834	1,504	285	213	6,715	0	0	0	7,213	0
Special	416	416	161	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 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		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY						
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	10,121	8,497	436	749	341	533	0	0	0	1,623	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	189,116	97,929	14,853	1,436	16,270	15,779	18,883	25,925	12,893	91,187	0	
Total	199,236	106,426	15,289	2,185	16,611	16,312	18,883	25,925	12,893	92,810	0	
Federal-Aid	13,018	12,397	1,450	297	324	0	0	0	0	621	0	
Special	186,218	94,029	13,839	1,888	16,287	16,312	18,883	25,925	12,893	92,189	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: Project funding allocation increased by \$6.3M to support track maintenance and emergency response. The Maintenance of Way Improvement project for the Metro system from Owings Mills to John Hopkins was removed from this PIF due to its completion.

USAGE:

0239, 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
 - 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 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 25. Ongoing minor overhauls are underway.

<u>POTENTIAL FUNDING SOURCE:</u>		<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					
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,019	3,154	0	623	0	0	243	0	0	866	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	223,563	198,486	14,280	13,465	8,600	300	300	2,412	0	25,077	0
Total	227,582	201,640	14,280	14,088	8,600	300	543	2,412	0	25,943	0
Federal-Aid	152,516	133,650	10,335	9,582	7,880	0	194	1,210	0	18,866	0
Special	75,067	67,989	3,945	4,506	720	300	349	1,202	0	7,077	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: Project allocation funding increased by \$6.3M to support extending the life of the original Light Rail fleet until new Light Rail cars are in service.

USAGE: Light Rail annual ridership in FY 24 exceeded 4.4 million.

1346, 1630, 1702, 2099



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

- 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/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.

STATUS: Design for Catenary Surge Protection was completed in FY 24. Train Control Signals UPS upgrade construction is ongoing.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER						SIX	BALANCE
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				TOTAL	TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY						
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	6,261	4,406	1,227	1,847	0	8	0	0	0	1,855	0	
Right-of-way	482	55	45	227	200	0	0	0	0	427	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	147,093	7,153	4,902	2,567	13,385	23,580	31,176	23,200	3,000	96,909	43,031	
Total	153,836	11,614	6,174	4,641	13,585	23,588	31,176	23,200	3,000	99,191	43,031	
Federal-Aid	72,375	2,431	1,161	858	8,759	14,902	24,465	18,560	2,400	69,944	0	
Special	81,461	9,182	5,013	3,783	4,826	8,686	6,712	4,640	600	29,247	43,031	
Other	0	0	0	0	0	0	0	0	0	0	0	

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: Project funding allocation increased by \$5.3M to support overhaul efforts. The Load Break Disconnect Feeder - Tie Switches project was removed due to its completion, and Catenary Poles Procurement project was added to this PIF.

Funding for the LTR Rail and Switch Heater System Replacement project and partial funding for the LTR Traction Power Substation Major Rehabilitation project are being deferred due to fiscal constraints.

USAGE: Light Rail annual ridership in FY 24 exceeded 4.4 million.

1466, 1521, 1522, 1531, 1554, 1555, 1618, 1749, 2091, 2507



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

- 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/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.

STATUS: Design of interlockings, grade crossings, 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						
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...			
Planning	44	44	30	0	0	0	0	0	0	0	0	
Engineering	12,983	8,851	4,072	2,089	1,864	179	0	0	0	4,132	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	21,520	1,644	73	1,943	6,440	7,791	3,703	0	0	19,876	0	
Total	34,547	10,539	4,176	4,031	8,304	7,970	3,703	0	0	24,008	0	
Federal-Aid	18,676	0	0	2,962	6,376	6,376	2,962	0	0	18,676	0	
Special	15,871	10,539	4,176	1,069	1,928	1,594	741	0	0	5,332	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: Project funding allocation decreased by \$8.9M as various rehabilitation projects were deferred due to fiscal constraints.

USAGE: Light Rail annual ridership in FY 24 exceeded 4.4 million.

1616, 1940, 1941, 1942, 1943, 1944, 1945, 1946, 1947, 1948, 1949, 1950, 1956, 1957, 1958, 2194, 2226, 2233, 2245



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

EXPLANATION: This project includes rail replacement 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: Project is currently on-hold.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER						SIX	BALANCE
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				TOTAL	TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU YEAR				FOR PLANNING PURPOSES ONLY						
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...			
Planning	800	800	0	0	0	0	0	0	0	0	0	
Engineering	1,673	1,673	69	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	9	9	0	0	0	0	0	0	0	0	0	
Total	2,482	2,482	69	0	0	0	0	0	0	0	0	
Federal-Aid	120	120	(37)	0	0	0	0	0	0	0	0	
Special	2,362	2,362	106	(0)	(0)	(0)	0	0	0	(0)	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:
Project funding decreased by \$34M as the project was deferred due to the fiscal constraints.

USAGE:
Light Rail annual ridership in FY 24 exceeded 4.4 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

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.

- 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 for all other interlockings ongoing. Construction for the replacement of the Reisterstown Plaza East interlocking is anticipated to begin in FY 25.

<u>POTENTIAL FUNDING SOURCE:</u>		<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						
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	10,808	10,508	548	300	0	0	0	0	0	300	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	101,408	38,713	889	6,165	9,203	18,039	18,039	0	11,250	62,696	0	
Total	112,217	49,221	1,437	6,465	9,203	18,039	18,039	0	11,250	62,996	0	
Federal-Aid	81,403	31,306	439	4,997	7,238	14,431	14,431	0	9,000	50,097	0	
Special	30,814	17,915	998	1,468	1,965	3,608	3,608	0	2,250	12,899	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: Project funding had a net increase of \$2.7M due the addition of FY 30 and cashflow adjustments.

USAGE: Metro annual ridership in FY 24 exceeded 3.65 million.

1223, 1720, 1772, 1845



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) were completed in FY 24. Deferred projects include the design to replace snow melting equipment, customer service station booth replacements, and repairs at Owings Mills, Old Court, Milford Mill, Reisterstown Plaza, Rogers Avenue, West Cold Spring stations.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: Project allocation funding decreased by \$47.6M as projects were deferred due to fiscal constraints.

USAGE: Metro annual ridership in FY 24 exceeded 3.65 million.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER	PLANNING FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	...2027...	...2028...	...2029...	...2030...			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	2,036	1,796	1,617	101	0	139	0	0	0	240	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	4,413	1,813	649	0	0	2,600	0	0	0	2,600	0	
Total	6,449	3,609	2,266	101	0	2,739	0	0	0	2,840	0	
Federal-Aid	2,862	782	782	0	0	2,080	0	0	0	2,080	0	
Special	3,586	2,826	1,484	101	0	659	0	0	0	760	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

EXPLANATION: Overhaul and replacement of Metro vehicles and signals system will ensure safe, reliable 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: Projects underway include the Metro Train Control and Vehicle Replacement Project, construction for ongoing overhauls and repairs, and Communications-Based Train Control Installation.

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					
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,658	5,654	0	4	0	0	0	0	0	4	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	551,059	318,168	43,357	44,334	53,603	65,788	49,213	19,954	0	232,892	0
Total	556,717	323,821	43,357	44,338	53,603	65,788	49,213	19,954	0	232,896	0
Federal-Aid	434,788	240,761	32,276	35,711	41,067	58,037	42,000	17,213	0	194,028	0
Special	121,929	83,061	11,082	8,627	12,536	7,751	7,213	2,741	0	38,868	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:
Project funding allocation increased by \$12.4M to support extending the life of the original rail fleet until new railcars are in service.

USAGE:
Metro annual ridership in FY 24 exceeded 3.65 million.



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, hoists and lifts is underway. The vehicle wash upgrade project is expected to begin in FY 25.

<u>POTENTIAL FUNDING SOURCE:</u>		<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 YEAR				FOR PLANNING PURPOSES ONLY					
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...	TOTAL	
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,755	2,626	68	129	0	0	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	27,968	7,067	1,086	1,642	7,590	10,210	1,459	0	0	20,901	0
Total	30,723	9,693	1,155	1,771	7,590	10,210	1,459	0	0	21,030	0
Federal-Aid	23,540	7,242	622	1,313	6,083	7,833	1,069	0	0	16,298	0
Special	7,183	2,451	533	457	1,507	2,376	391	0	0	4,732	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:
None.

USAGE:
Metro annual ridership in FY 24 exceeded 3.65 million.



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: Construction for AC Secondary Breaker Refurbishment was advertised in FY 24. The design for Metro TC&C rooms and Stray Current Monitoring System Replacement was finished in FY 24. Design for Power Distribution System Rehabilitation, and Electric Systems Upgrade projects currently ongoing. Design for Metro Traction Power Substation Load Break and Tie Switches will begin in FY 26.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: Project allocation funding decreased by \$9.3M as the Switch Heater System Replacement, Metro Cellular Coverage in Tunnels, and Avtec (tunnel communication) Replacement projects were deferred due to fiscal constraints.

USAGE: Metro annual ridership in FY 24 exceeded 3.65 million.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER	PLANNING FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	...2027...	...2028...	...2029...	...2030...			
Planning	500	0	0	0	100	200	200	0	0	500	0	
Engineering	7,580	2,158	1,075	742	1,310	360	3,010	0	0	5,422	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	16,253	1,051	371	1,095	3,219	2,238	7,000	1,650	0	15,202	0	
Total	24,333	3,208	1,446	1,837	4,629	2,798	10,210	1,650	0	21,125	0	
Federal-Aid	10,897	0	0	200	2,603	940	7,154	0	0	10,897	0	
Special	13,436	3,208	1,446	1,637	2,026	1,858	3,056	1,650	0	10,228	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

- 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/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.

STATUS: Inspections to identify various metro system infrastructure in need of repair/replacement are ongoing. Design is underway for Dewatering Stations Control & Equipment Replacement and Tunnel Cleaning and Preservation. Construction for the Tunnel Repair project was completed in FY 24. Construction for the Station Door Repair/Replacement project will be completed in FY 25.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: Project funding allocation increased by \$28.3M due to the addition of FY 30 funding for the Tunnel Structural Repairs project.

USAGE: Metro annual ridership in FY 24 exceeded 3.65 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				FOR PLANNING PURPOSES ONLY						TOTAL
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	7,730	3,491	298	440	0	1,209	2,590	0	0	4,239	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	71,510	22,325	3,589	1,588	620	3,177	9,673	6,127	28,000	49,185	0	
Total	79,240	25,816	3,888	2,029	620	4,385	12,263	6,127	28,000	53,424	0	
Federal-Aid	46,636	9,083	39	482	280	1,899	8,000	4,492	22,400	37,553	0	
Special	32,604	16,734	3,849	1,546	340	2,486	4,263	1,635	5,600	15,870	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

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



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: The project has been deferred.

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						
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...			
Planning	934	934	26	0	0	0	0	0	0	0	0	
Engineering	10,857	10,857	5,537	0	0	0	0	0	0	0	0	
Right-of-way	446	446	262	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	
Total	12,236	12,236	5,825	0	0	0	0	0	0	0	0	
Federal-Aid	7,914	7,914	4,212	0	0	0	0	0	0	0	0	
Special	4,322	4,322	1,613	0	0	0	0	0	0	0	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: Project funding allocation decreased by \$493.4M as the project was deferred due to fiscal constraints.

USAGE: Core Bus annual ridership in FY 24 exceeded 47.9 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: Paint booth construction was completed in FY 24. Bush Division Building 5 HVAC equipment replacement and vehicular & pedestrian doors replacement are underway. Design for replacing windows at Washington Boulevard Buildings 1-8 is ongoing. Gable window construction anticipated to begin in FY 25. The Bush Division Building 8 HVAC Upgrades project was deferred.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: Project funding allocation decreased by \$6.1M as the Vehicular and Pedestrian Door Replacement project cost was updated and the Bush Division Building 8 HVAC Upgrades project was deferred due to fiscal constraints.

USAGE: Core Bus annual ridership in FY 24 exceeded 47.9 million.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER	PLANNING FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	...2027...	...2028...	...2029...	...2030...			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	482	474	235	8	0	0	0	0	0	8	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	25,949	9,484	3,910	3,207	2,450	3,424	7,385	0	0	16,465	0	
Total	26,431	9,958	4,145	3,215	2,450	3,424	7,385	0	0	16,473	0	
Federal-Aid	6,793	2,746	(137)	89	0	438	3,520	0	0	4,047	0	
Special	19,639	7,212	4,283	3,126	2,450	2,986	3,865	0	0	12,427	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 Inside PFA
 - Project Outside PFA
 - PFA Status Yet to Be Determined
 - Project Not Location Specific
 - Not Subject to PFA Law
 - 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.

PHASE	POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
	TOTAL ESTIMATED COST (\$000)	TOTAL EXPENDED THRU YEAR	PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...		
Planning	100	100	69	0	0	0	0	0	0	0	0
Engineering	431	431	101	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	2,987	2,987	1,423	0	0	0	0	0	0	0	0
Total	3,518	3,518	1,594	0	0	0	0	0	0	0	0
Federal-Aid	2,606	2,606	1,400	0	0	0	0	0	0	0	0
Special	912	912	193	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: None.

USAGE: Core Bus annual ridership in FY 24 exceeded 47.9 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

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.

- 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 associated with bus-bulb curb extensions at Garrison Boulevard and Belair Road corridors is underway. Planning efforts underway for the Catonsville Transit Hub.

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 YEAR				FOR PLANNING PURPOSES ONLY						
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...			
Planning	4,658	4,408	710	232	18	0	0	0	0	250	0	
Engineering	2,853	1,211	156	776	708	158	0	0	0	1,642	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	0	0	0	0	0	0	0	0	0	
Total	19,748	17,856	867	1,008	726	158	0	0	0	1,892	0	
Federal-Aid	7,544	6,566	637	621	231	126	0	0	0	978	0	
Special	12,205	11,291	230	387	495	32	0	0	0	914	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:
None.

USAGE:
Core Bus annual ridership in FY 24 exceeded 47.9 million.

1469, 1470, 1537, 1756, 1767, 1768



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 811 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: Seventy (70) 40-foot 2023 series buses were delivered in FY 24. The FY 24 bus delivery will begin in FY 25. Seventy (70) 40 ft. Clean Diesel buses will be in service in FY 25.

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				2024	2025	2026	FOR PLANNING PURPOSES ONLY		
						...2027...	...2028...	...2029...	...2030...		
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	634,994	370,352	52,288	52,515	0	0	66,631	70,629	74,867	264,643	0
Total	635,335	370,692	52,288	52,515	0	0	66,631	70,629	74,867	264,643	0
Federal-Aid	527,598	302,652	44,571	44,638	0	0	56,637	60,035	63,637	224,946	0
Special	107,737	68,041	7,717	7,877	0	0	9,995	10,594	11,230	39,696	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: Project funding allocation increased by \$84.9M to accommodate the switch to clean diesel buses in FY 28-30, and due to the addition of FY 30 funding.

USAGE: Core Bus annual ridership in FY 24 exceeded 47.9 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 811 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
 - 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: Procurement for 40 battery electric buses (BEB) underway.

<u>POTENTIAL FUNDING SOURCE:</u>		<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					
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...		
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	57,126	1,272	1,050	10,426	27,927	17,501	0	0	0	55,854	0
Total	57,126	1,272	1,050	10,426	27,927	17,501	0	0	0	55,854	0
Federal-Aid	47,476	0	0	8,862	23,738	14,876	0	0	0	47,476	0
Special	9,650	1,272	1,050	1,564	4,189	2,625	0	0	0	8,378	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: Project funding allocation decreased \$331.9M due to fiscal constraints. MTA will purchase 40 BEBs and 97 Hybrid buses and then clean diesel buses going forward to maintain the fleet due to market considerations and fiscal constraints.

USAGE: Core Bus annual ridership in FY 24 exceeded 47.9 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
 - 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 allow MTA to pilot emerging low and/or no emission technologies.

STATUS: All 7-pilot battery electric buses were delivered and began service in FY 24. The design for pilot charging infrastructure is complete.

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						
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...			
Planning	376	340	206	35	0	0	0	0	0	35	0	
Engineering	966	966	91	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utility	213	213	0	0	0	0	0	0	0	0	0	
Construction	15,857	11,670	5,141	1,092	1,450	1,169	0	477	0	4,187	0	
Total	17,411	13,189	5,437	1,127	1,450	1,169	0	477	0	4,222	0	
Federal-Aid	2,950	2,900	190	50	0	0	0	0	0	50	0	
Special	10,836	6,663	1,621	1,077	1,450	1,169	0	477	0	4,172	0	
Other	3,626	3,626	3,626	0	0	0	0	0	0	0	0	

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:
None.

USAGE:
Core Bus annual ridership in FY 24 exceeded 47.9 million.



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
 - 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 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: Construction for the retrofitting of Kirk and Northwest bus divisions, the Fuel Cell Electric Buses and Hydrogen Infrastructure, and the Bus Depot Electrification Program Phase I for charging equipment and systems for approximately 200 battery electric buses were deferred.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: Project funding allocation decreased by \$118.3M as the project was deferred due to market considerations and fiscal constraints.

USAGE: Core Bus annual ridership in FY 24 exceeded 47.9 million.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER	PLANNING FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU YEAR	PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	...2027...	...2028...	...2029...	...2030...			
Planning	7,368	5,906	2,078	1,400	21	41	0	0	0	1,462	0	
Engineering	5,265	5,265	1,218	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	444	444	444	0	0	0	0	0	0	0	0	
Total	13,076	11,614	3,740	1,400	21	41	0	0	0	1,462	0	
Federal-Aid	3,330	2,466	1,363	832	0	33	0	0	0	865	0	
Special	9,746	9,149	2,377	568	21	8	0	0	0	598	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

1757, 2020, 2166, 2136



PROJECT: Hybrid Bus Procurement

DESCRIPTION: The purchase of 97 hybrid buses by FY 27 as replacement buses. The MTA has 811 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.

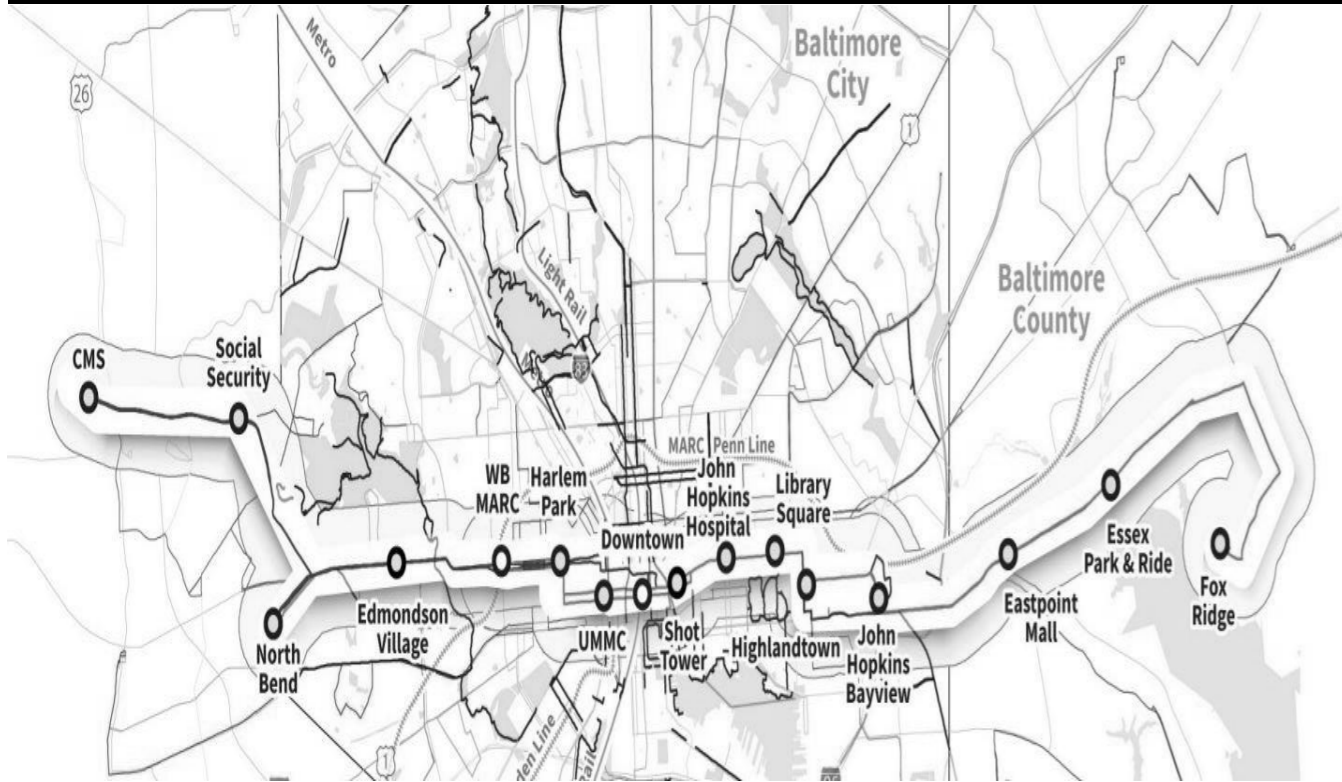
SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet to Be Determined Exception Granted

STATUS: MTA is actively procuring nearly 100 hybrid buses for delivery between FY 25 and FY 27.

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 YEAR				2024	2025	2026	FOR PLANNING PURPOSES ONLY		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	104,861	0	0	19,574	52,431	32,857	0	0	0	104,861	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
Total	104,861	0	0	19,574	52,431	32,857	0	0	0	104,861	0
Federal-Aid	89,132	0	0	16,638	44,566	27,928	0	0	0	89,132	0
Special	15,729	0	0	2,936	7,865	4,928	0	0	0	15,729	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: Added to the program as a breakout project from the Zero Emission Bus Procurement project (Line 28). MTA will purchase 40 BEBs and 97 Hybrid buses and then defer further hybrid bus purchases due to fiscal constraints.

USAGE: Core Bus annual ridership in FY 24 exceeded 47.9 million.



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: Several rounds of outreach have taken place and design efforts are underway to add transit priority treatments including dedicated bus lanes and curb extensions, bus stop enhancements and amenities, and upgrades to bicycle and pedestrian improvements along the 20-mile corridor. The agency is actively coordinating grant agreement with our federal partners, FTA.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:
None.

USAGE:
Core Bus annual ridership in FY 24 exceeded 47.9 million.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER						SIX	BALANCE
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU YEAR	PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING FOR PLANNING PURPOSES ONLY				YEAR	TO COMPLETE	
		CLOSE YEAR	2024	2025	2026	...2027...	...2028...	...2029...	...2030...	TOTAL		
Planning	3,386	2,944	1,540	442	0	0	0	0	0	442	0	
Engineering	4,480	2,242	2,242	2,237	0	0	0	0	0	2,237	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	0	1,600	4,950	17,025	26,425	0	50,000	0	
Total	57,866	5,186	3,782	2,679	1,600	4,950	17,025	26,425	0	52,679	0	
Federal-Aid	23,000	1,000	0	0	704	2,178	7,491	11,627	0	22,000	0	
Special	24,866	4,186	3,782	2,679	576	1,782	6,129	9,513	0	20,679	0	
Other	10,000	0	0	0	320	990	3,405	5,285	0	10,000	0	

2017, 2053



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
 - 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: 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: Design for bike racks at Light Rail, Metro, Commuter Bus and MARC stations completed in FY 24. Light rail wayfinding construction to be completed in FY 25. Construction for wayfinding in Charles Center Metro station to begin in FY 25. Extension of Dedicated Bus Lanes Project at Pratt & Lombard is on hold at Baltimore City request. Ongoing construction of ADA improvements at 274 bus stop boarding areas to continue in FY 25.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: Project funding allocation decreased by \$3.6M as the Fast Forward ADA project was partially deferred due to the fiscal constraints and Liberty Road Bus Shelters project was removed from the PIF after completion.

USAGE: Core Bus annual ridership in FY 24 exceeded 47.9 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 TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY						
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...			
Planning	1,506	1,331	289	175	0	0	0	0	0	175	0	
Engineering	5,263	4,966	832	218	52	27	0	0	0	297	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	19,650	8,003	1,051	891	5,296	3,719	325	1,415	0	11,647	0	
Total	26,419	14,300	2,173	1,285	5,348	3,746	325	1,415	0	12,119	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	
Special	26,419	14,300	2,173	1,285	5,348	3,746	325	1,415	0	12,119	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

1536, 1997, 2024, 2025, 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 75 SUVs were delivered in FY 24. 100 small and 100 large cutaway buses are scheduled to be delivered in FY25.

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						
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	47	47	(2)	0	0	0	0	0	0	0	0	
Right-of-way	42	42	13	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	80,145	6,622	4,027	20,151	9,680	1,170	9,701	14,382	18,439	73,523	0	
Total	80,234	6,711	4,039	20,151	9,680	1,170	9,701	14,382	18,439	73,523	0	
Federal-Aid	64,135	5,317	3,224	16,121	7,744	936	7,761	11,506	14,751	58,818	0	
Special	16,099	1,395	814	4,030	1,936	234	1,940	2,876	3,688	14,705	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: Project allocation funding increased by \$7.8M due to the addition of FY 30 funding offset by the completion of FY 21 vehicle procurement, which has been removed from PIF.

USAGE: Demand Response Mobility annual ridership in FY 24 exceeded 2.1 million.



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

- 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 updates and replaces the equipment, ensures the ability to receive and install software security patches, and will improve customer satisfaction by ensuring system reliability.

STATUS: Design efforts to upgrade MTA's current fare collection system currently underway. The new point of sale system and ticket dispensing machines are expected to be installed at all 20 stations in FY 25. The Money Room Office Renovation is expected to be completed in FY 25.

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 FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				2024	2025	2026	...2027...			...2028...
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	2,409	2,389	91	20	0	0	0	0	0	20	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	94,216	34,262	6,602	13,134	18,785	25,386	2,255	392	0	59,953	0	
Total	96,624	36,651	6,693	13,154	18,785	25,386	2,255	392	0	59,973	0	
Federal-Aid	6,186	6,186	240	0	0	0	0	0	0	0	0	
Special	33,079	30,465	6,454	1,904	168	50	100	392	(0)	2,614	0	
Other	57,359	0	0	11,250	18,617	25,336	2,155	0	0	57,359	0	

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: Project funding allocation increased by \$4.8M to match updated construction cost estimates. Partial funding for the Fare Collection Holding Account was deferred due to the fiscal constraints.

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						SIX	BALANCE
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				TOTAL	TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY						
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...			
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	39,350	22,492	3,630	3,643	2,799	2,469	2,974	4,974	0	16,858	0	
Total	39,350	22,492	3,630	3,643	2,799	2,469	2,974	4,974	0	16,858	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	
Special	39,350	22,492	3,630	3,643	2,799	2,469	2,974	4,974	0	16,858	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:
None.

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 was completed in FY 24. Elevator replacement and modernization program construction is expected to begin FY 25.

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 YEAR				FOR PLANNING PURPOSES ONLY					
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,797	4,005	997	523	119	50	50	50	0	792	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	126,742	11,873	2,815	1,030	4,914	21,450	25,881	41,595	0	94,869	20,000
Total	131,539	15,877	3,812	1,552	5,033	21,500	25,931	41,645	0	95,661	20,000
Federal-Aid	75,019	5,591	1,140	149	3,247	14,451	18,305	33,276	0	69,428	0
Special	56,520	10,286	2,672	1,404	1,786	7,049	7,626	8,369	0	26,234	20,000
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: Project allocation funding decreased by \$150.3M as the design and construction for the replacement of 81 escalators and partial funding for the elevator holding account were deferred due to fiscal constraints.

USAGE: Metro annual ridership in FY 24 exceeded 3.65 million.

1457,1628, 1689, 1690, 1932, 1933,, 1984, 2007, 2174, 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
 - 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: MDOT MTA must migrate to the current system to continue the availability of radio communication which is required to ensure safe operation.

STATUS: All MTA users have been migrated to the new MD First radio system and the First 700MHZ Network project will be completed in FY 25. Efforts to decommission the 490 MHz radio system equipment 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 FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...			
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	14,585	1,236	3,200	1,700	0	0	0	0	4,900	0	
Total	19,920	15,020	1,236	3,200	1,700	0	0	0	0	4,900	0	
Federal-Aid	10,478	6,558	989	2,560	1,360	0	0	0	0	3,920	0	
Special	9,441	8,461	247	640	340	0	0	0	0	980	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:
None.

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

- 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

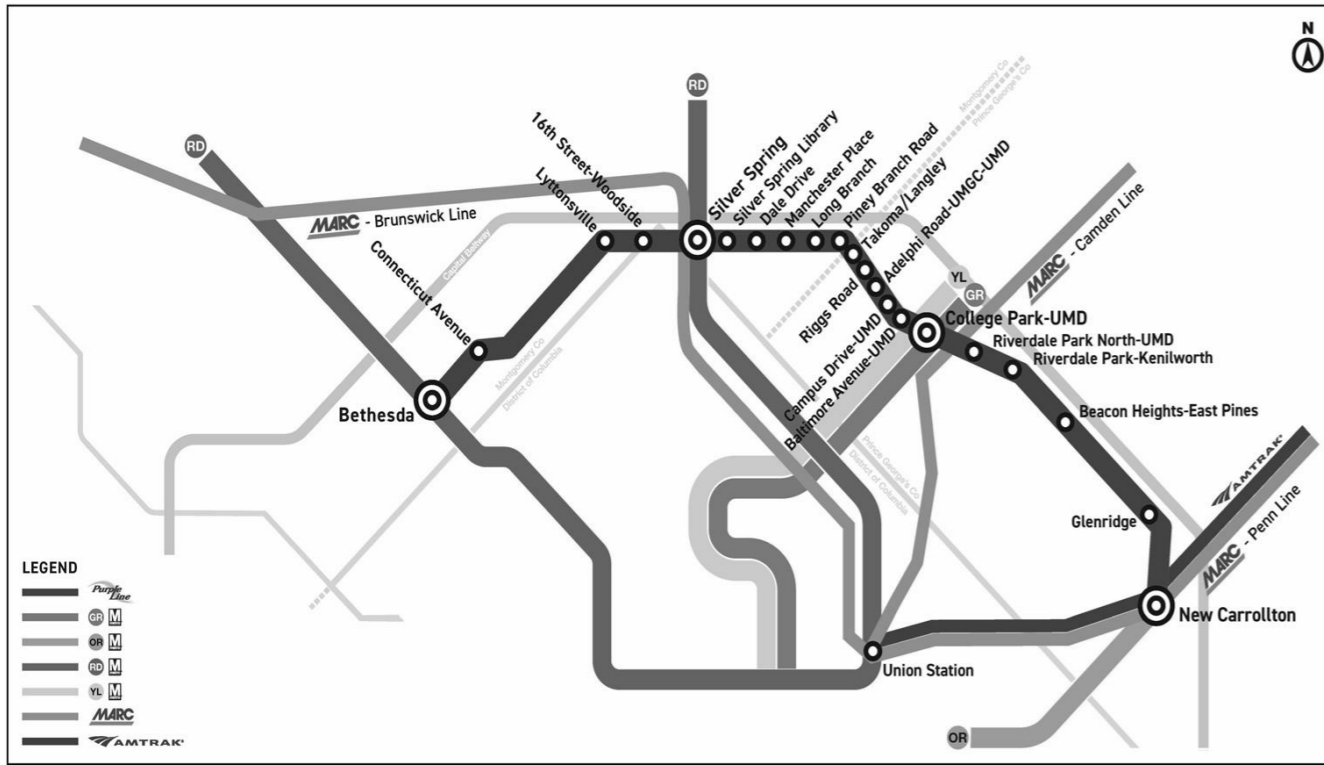
EXPLANATION: The Purple Line will serve a corridor that currently lacks rail transit service and includes important commercial, institutional, and residential communities. Electrically powered trains will reduce air pollution and greenhouse gas emissions associated with cars and buses. Transit travel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

STATUS: The Board of Public Works approved Amendment 7 in March 2024 to extend the revenue service availability date to Winter 2027. Major construction will continue through FY 24 and FY 25. Local testing and operator training will begin in FY 25. Delivery of Light Rail Vehicles (LRVs) is underway and all 28 LRVs are scheduled to be delivered by the end of FY 25.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: Project funding allocation had a net decrease of \$17.5M due the breakout of the availability payments (Line 40) and an increase to fund the full-scale construction of the project.

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 FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				2024	2025	2026	...2027...			...2028...
Planning	47,371	47,371	0	0	0	0	0	0	0	0	0	
Engineering	512,535	440,735	37,179	30,600	30,400	10,800	0	0	0	71,800	0	
Right-of-way	303,035	292,752	20,576	10,283	0	0	0	0	0	10,283	0	
Utility	674	674	161	0	0	0	0	0	0	0	0	
Construction	2,411,425	1,800,704	145,044	152,363	110,333	263,025	85,000	0	0	610,721	0	
Total	3,275,039	2,582,235	202,960	193,246	140,733	273,825	85,000	0	0	692,804	0	
Federal-Aid	1,052,091	1,038,669	43,139	13,422	0	0	0	0	0	13,422	0	
Special	2,071,548	1,392,166	159,820	179,824	140,733	273,825	85,000	0	0	679,382	0	
Other	151,400	151,400	0	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 Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Project Not Location Specific
- Not Subject to PFA Law
- Grandfathered
- Exception Will Be Required
- Exception Granted

STATUS: The Board of Public Works approved Amendment 7 in March 2024 to extend the revenue service availability date to Winter 2027. Major construction will continue through FY 24 and FY 25. Local testing and operator training will begin in FY 25. Delivery of Light Rail Vehicles (LRVs) is underway and all 28 LRVs are scheduled to be delivered by the end of FY 25.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:

None.

USAGE:

PHASE	TOTAL		POTENTIAL FUNDING SOURCE:		PLANNING						SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	FOR PLANNING PURPOSES ONLY						
						...2027...	...2028...	...2029...	...2030...			
Planning	2,730	2,730	(411)	0	0	0	0	0	0	0	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	109,025	68,525	1,847	2,196	355	0	0	0	4,398	0	
Total	116,346	111,948	68,114	1,847	2,196	355	0	0	0	4,398	0	
Federal-Aid	3,000	3,000	999	0	0	0	0	0	0	0	0	
Special	(20,707)	(20,707)	(373)	0	0	0	0	0	0	0	0	
Other	134,053	129,655	67,488	1,847	2,196	355	0	0	0	4,398	0	

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



PROJECT: Purple Line Availability Payments

DESCRIPTION: The construction financing portion of the Availability Payments are regular payments to the railroad's concessionaire for cost related to financing the original construction of the Purple Line and for ongoing lifecycle improvement costs over the 30-year operating period of the concession contract.

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: Availability payments are anticipated to start in FY 28.

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					
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...		
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	527,462	0	0	0	0	0	142,213	192,704	192,545	527,462	0
Total	527,462	0	0	0	0	0	142,213	192,704	192,545	527,462	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	527,462	0	0	0	0	0	142,213	192,704	192,545	527,462	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:
This has been broken out of the main Purple Line project (Line #38).

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



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
 - 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 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 (\$000)	EXPENDED THRU YEAR				2024	2025	2026	FOR PLANNING PURPOSES ONLY		
						...2027...	...2028...	...2029...	...2030...	TOTAL	
Planning	813	403	21	409	0	0	0	0	0	409	0
Engineering	43,341	33,331	603	883	2,013	1,951	2,173	1,495	1,495	10,010	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	443,785	234,172	12,003	25,450	37,630	48,058	36,234	32,816	29,425	209,612	0
Total	487,939	267,907	12,627	26,742	39,643	50,008	38,407	34,311	30,920	220,032	0
Federal-Aid	426,803	230,641	12,002	24,391	36,015	41,725	34,600	31,732	27,699	196,162	0
Special	56,214	32,753	615	1,942	3,628	8,283	3,807	2,579	3,221	23,461	0
Other	4,923	4,513	10	409	0	0	0	0	0	409	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:
Project allocation funding increased by \$31.1M due to the addition of FY 30 funding and miscellaneous program adjustments.

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
 - 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: 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 TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY						
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...			
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	81,529	53,340	2,031	5,312	9,299	8,304	5,180	93	0	28,189	0	
Total	81,529	53,340	2,031	5,312	9,299	8,304	5,180	93	0	28,189	0	
Federal-Aid	74,684	46,603	2,115	5,258	9,245	8,304	5,180	93	0	28,081	0	
Special	5,988	5,880	(84)	54	54	0	0	0	0	108	0	
Other	857	857	0	0	0	0	0	0	0	0	0	

SIGNIFICANT CHANGE FROM FY 2024 - 29 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.

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						
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	1,805	1,149	(211)	0	339	317	0	0	0	656	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	78,757	59,064	(2,000)	3,600	5,779	3,600	3,114	2,000	1,600	19,693	0	
Total	80,562	60,213	(2,211)	3,600	6,118	3,917	3,114	2,000	1,600	20,349	0	
Federal-Aid	36,569	19,913	(1,811)	3,200	5,139	3,517	1,600	1,600	1,600	16,656	0	
Special	43,993	40,300	(400)	400	978	400	1,514	400	0	3,692	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: Project cost increased by \$1.9M due to the addition of FY 30 funding 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	PLANNING FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU YEAR	PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	...2027...	...2028...	...2029...	...2030...	TOTAL	COMPLETE	
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	1,346	1,002	474	126	217	0	0	0	0	343	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	48,774	14,398	1,675	4,413	6,563	9,500	6,700	6,700	500	34,376	0	
Total	50,119	15,400	2,149	4,539	6,780	9,500	6,700	6,700	500	34,719	0	
Federal-Aid	42,111	7,841	896	4,439	6,705	9,425	6,650	6,650	400	34,269	0	
Special	8,008	7,558	1,253	100	75	75	50	50	100	450	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: None.

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 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 TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...		
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	2,909	1,616	27	582	712	0	0	0	0	1,294	0
Total	2,909	1,616	27	582	712	0	0	0	0	1,294	0
Federal-Aid	0	0	(60)	0	0	0	0	0	0	0	0
Special	2,909	1,616	87	582	712	0	0	0	0	1,294	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:
None.

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

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

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 (\$000)	EXPENDED THRU CLOSE YEAR				2024	2025	2026	FOR PLANNING PURPOSES ONLY		
						...2027...	...2028...	...2029...	...2030...	TOTAL	
Planning	193	193	148	0	0	0	0	0	0	0	0
Engineering	1,228	437	400	207	224	95	264	0	0	790	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	50,000	50,000	50,000	50,000	50,000	250,000	200,000
Total	451,421	631	548	207	50,224	50,095	50,264	50,000	50,000	250,790	200,000
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	451,421	631	548	207	50,224	50,095	50,264	50,000	50,000	250,790	200,000
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:
None.

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 our federal partners FRA and FTA and our project partners Amtrak and PSP to finalize the grant scope and budget. In addition, MTA is working to move NEPA forward, with FTA working as the lead agency.

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						
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...			
Planning	768	300	300	0	0	234	234	0	0	468	0	
Engineering	1,407	0	0	0	0	703	704	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	0	6,406	5,587	11,993	782	
Total	14,950	300	300	0	0	937	938	6,406	5,587	13,868	782	
Federal-Aid	11,000	0	0	0	0	750	750	5,125	3,454	10,079	922	
Special	2,950	300	300	0	0	187	188	769	1,686	2,830	(180)	
Other	1,000	0	0	0	0	0	0	512	447	959	41	

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:
None.

USAGE:



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. MTA is currently negotiating the grant agreement with USDOT.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER						SIX	BALANCE
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				TOTAL	TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY						
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...	YEAR		
Planning	1,000	7	7	94	100	400	400	0	0	994	0	
Engineering	3,589	0	0	0	0	1,077	1,436	1,077	0	3,589	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	29,411	0	0	0	0	0	0	29,411	0	29,411	0	
Total	34,000	7	7	94	100	1,477	1,836	30,488	0	33,994	0	
Federal-Aid	20,000	0	0	0	0	646	861	18,493	0	20,000	0	
Special	13,000	6	6	93	100	798	931	11,070	0	12,993	0	
Other	1,000	0	0	0	0	32	43	925	0	1,000	0	

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:
None.

USAGE:
Metro annual ridership in FY 24 exceeded 3.65 million.
Core Bus annual ridership in FY 24 exceeded 47.9 million.



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 52 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 to ensure ADA compatible access with the new vehicle 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
 - 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: The goal for this program is to improve the reliability, safety, and performance level of the Light Rail system to benefit all users.

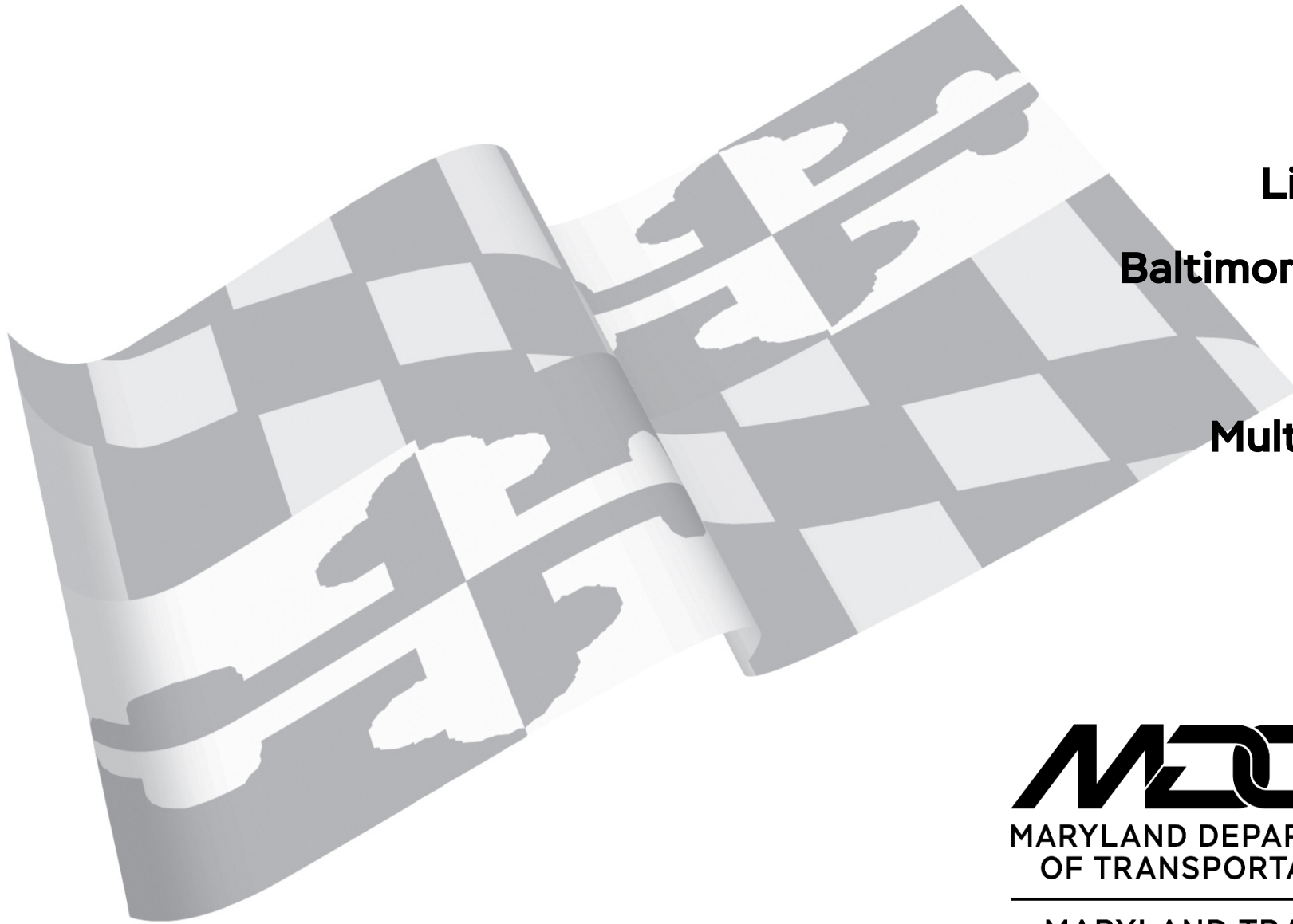
STATUS: The program will include 4 core projects of the fleet transition: new LRV procurement, train control (systems) upgrade/installation, stations upgrades, and maintenance facilities upgrade. Design for the Station Improvement projects and the Cromwell Maintenance Facility is under proposal negotiation and expected to begin in FY25. Designs for LRV and train control are underway.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: Project funding allocation increased by \$677.6M as MTA received a \$213.7M Rail Vehicle Replacement grant for replacement of the fleet portion of the project. Partial funding for the Cromwell Maintenance Facility and Station Improvement projects were added to this PIF. Moved from D&E to Construction.

USAGE: Light Rail annual ridership in FY 24 exceeded 4.4 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				2024	2025	2026	FOR PLANNING PURPOSES ONLY		
						...2027...	...2028...	...2029...	...2030...	TOTAL	
Planning	9,063	494	160	205	5,150	3,215	0	0	0	8,570	0
Engineering	57,361	2,655	2,363	6,138	8,145	5,168	5,890	6,015	7,360	38,715	15,990
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	630,278	0	0	0	0	31,000	64,000	71,500	188,000	354,500	275,778
Total	696,702	3,149	2,523	6,343	13,295	39,383	69,890	77,515	195,360	401,785	291,768
Federal-Aid	554,443	300	300	4,397	10,636	31,484	55,912	62,012	156,288	320,728	233,414
Special	142,260	2,849	2,223	1,946	2,659	7,899	13,978	15,503	39,072	81,057	58,354
Other	0	0	0	0	0	0	0	0	0	0	0

1859, 2157, 2443, 2444



MARC

Light Rail

Baltimore Metro

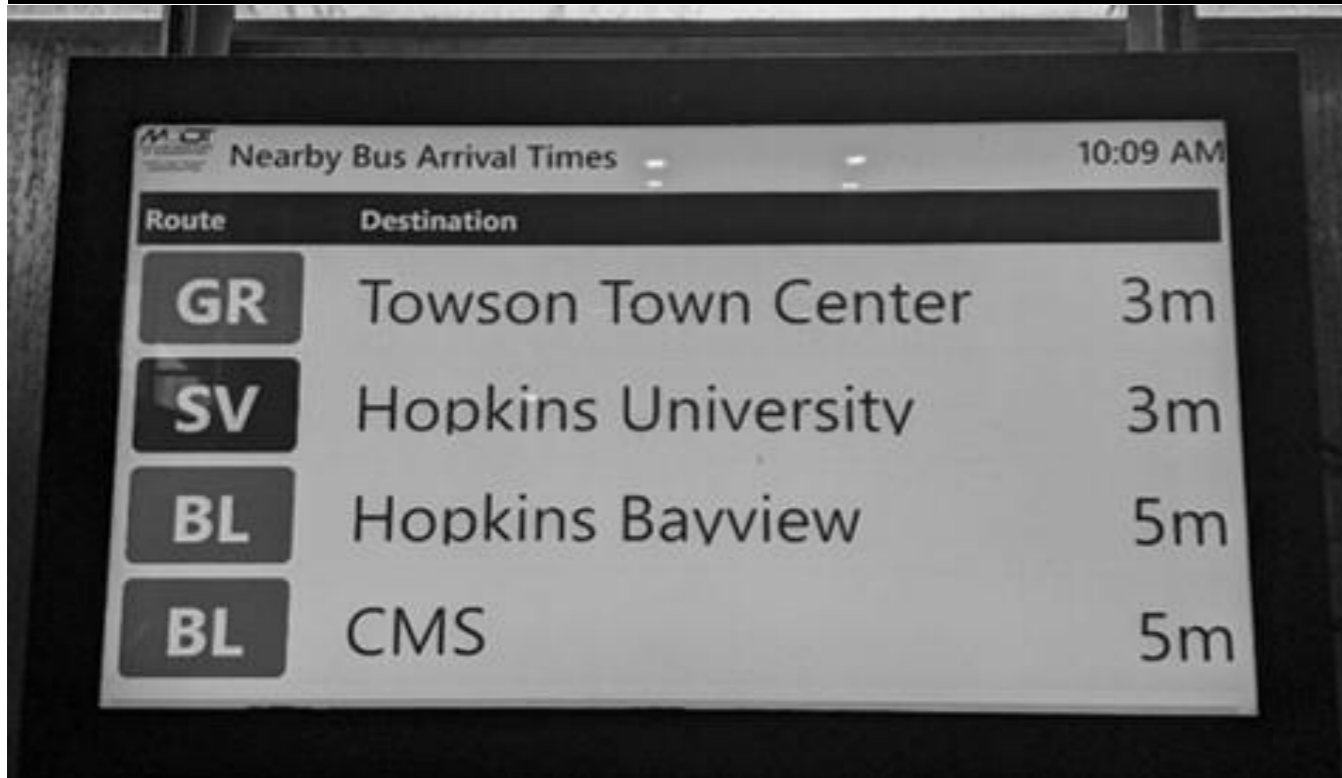
Bus

Multi-Modal

MDOTTM
MARYLAND DEPARTMENT
OF TRANSPORTATION

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

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

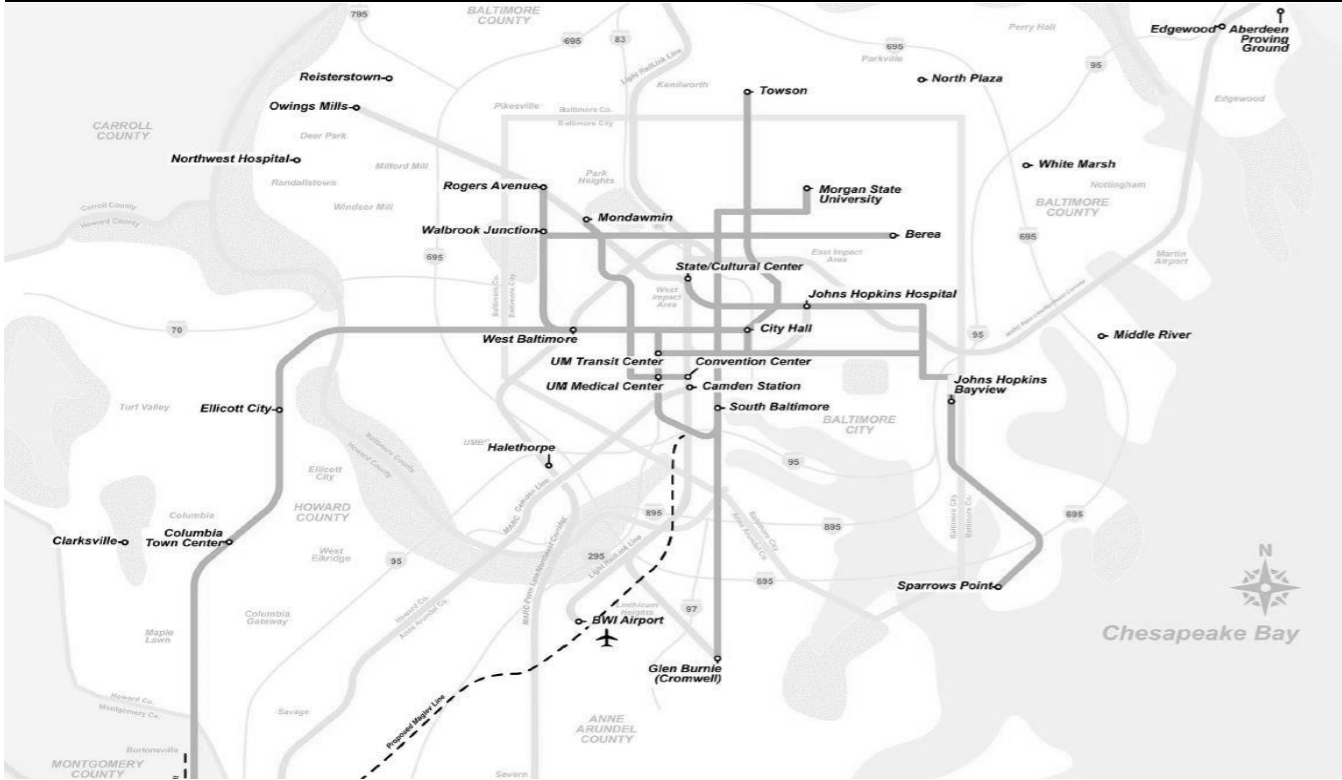
- SMART GROWTH STATUS:**
- Project Not Location Specific
 - Project Inside PFA
 - Project Outside PFA
 - PFA Status Yet to Be Determined
 - Not Subject to PFA Law
 - Grandfathered
 - Exception Will Be Required
 - Exception Granted

STATUS: Activities currently include agency-wide performance management and Business Intelligence programs aimed to improve service delivery, enhancing Real-Time (RT) Passenger Information capabilities to improve service information, and the creation of a rider experience team designed to engage riders where they are at and co-create solutions to issues.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: Project funding allocation increased by \$2.3M to continue to support current activities.

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 TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU YEAR				FOR PLANNING PURPOSES ONLY		
Planning	5,330	2,748	648	617	416	0	163	1,386	0	2,582	0
Engineering	88	88	(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	44	44	35	0	0	0	0	0	0	0	0
Total	5,462	2,880	683	617	416	0	163	1,386	0	2,582	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	5,462	2,880	683	617	416	0	163	1,386	0	2,582	0
Other	0	0	0	0	0	0	0	0	0	0	0



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

STATUS: North South Corridor Feasibility study final report was released in December of 2023.

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 FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				2024	2025	2026	...2027...			...2028...
Planning	4,524	4,524	2,288	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	
Total	4,524	4,524	2,288	0	0	0	0	0	0	0	0	
Federal-Aid	1,020	1,020	(80)	0	0	0	0	0	0	0	0	
Special	3,504	3,504	2,369	0	0	0	0	0	0	0	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: Project funding allocation decreased by \$3.7M as the initial design funding for the North South Corridor was deferred due to fiscal constraints.

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

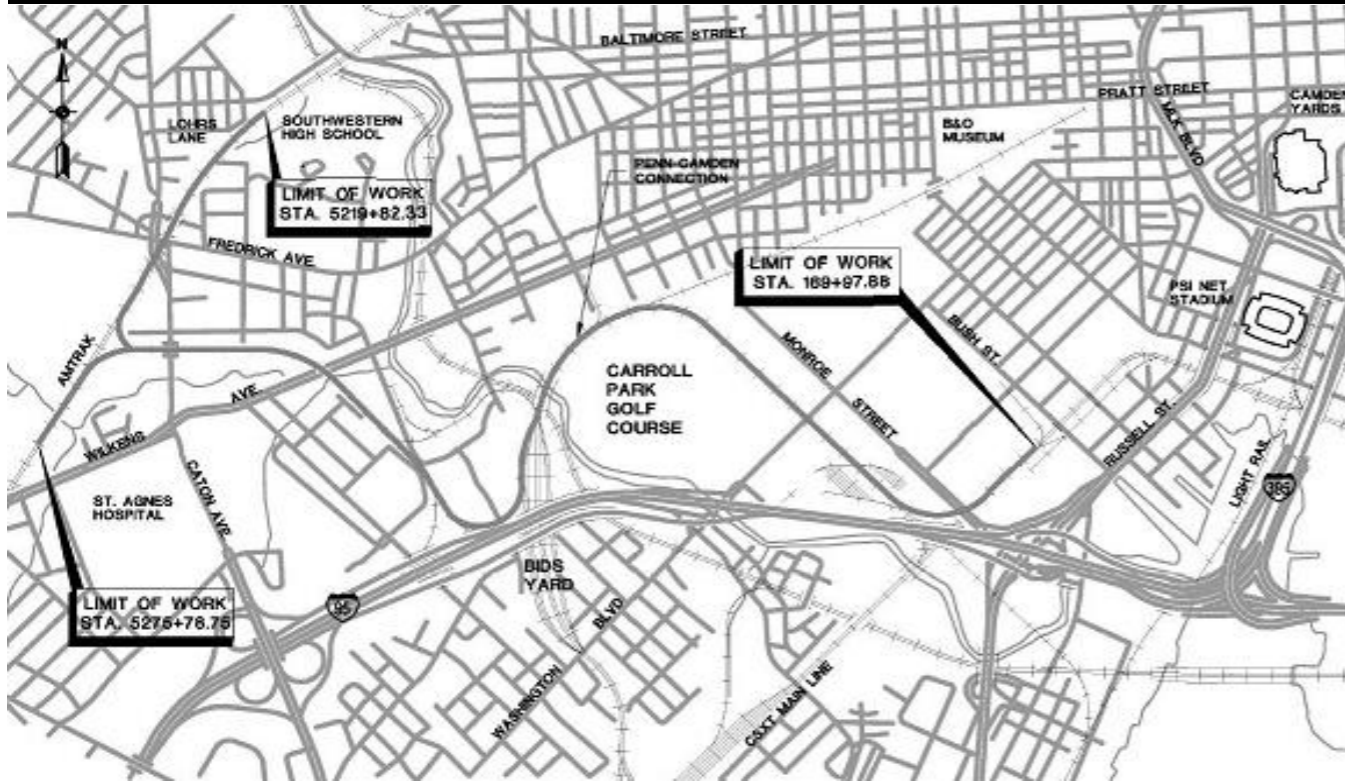
EXPLANATION: These connections will improve connections from nearby neighborhoods to the Light Rail, expanding transportation options and creating safer connections...

STATUS: Design underway. A Memorandum of Understanding was signed in FY 22.

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						
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	760	760	466	0	0	0	0	0	0	0	0	
Right-of-way	20	20	20	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	1,250	0	0	0	0	0	0	0	1,250	1,250	0	
Total	2,030	780	486	0	0	0	0	0	1,250	1,250	0	
Federal-Aid	624	624	389	0	0	0	0	0	0	0	0	
Special	1,406	156	97	0	0	0	0	0	1,250	1,250	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: Project funding allocation increased by \$1.25M due to the addition of FY 30 funding to match funds for awarded Congressionally Designated Funding.

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. The project will also allow MARC trains to switch between the Penn and Camden Lines in Baltimore instead of deadheading to Union Station in Washington D.C.

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

STATUS: Planning activities began in FY 21 and are ongoing. 5% conceptual design completed. 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 checked="" type="checkbox"/> FEDERAL	<input 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				...2027...	...2028...	...2029...	...2030...			
Planning	802	0	0	135	185	482	0	0	0	802	0	
Engineering	14,625	1,933	1,012	1,124	5,443	6,125	0	0	0	12,692	0	
Right-of-way	85	30	25	55	0	0	0	0	0	55	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	
Total	15,512	1,963	1,037	1,315	5,628	6,607	0	0	0	13,549	0	
Federal-Aid	11,558	743	743	1,018	4,502	5,294	0	0	0	10,814	0	
Special	3,955	1,220	294	297	1,126	1,313	0	0	0	2,735	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: None.

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

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

- 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: Planning and design efforts 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		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU YEAR				FOR PLANNING PURPOSES ONLY					
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...	TOTAL	
Planning	1,248	928	904	320	0	0	0	0	0	320	0
Engineering	4,874	4,414	3,350	460	0	0	0	0	0	460	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
Total	6,122	5,342	4,255	780	0	0	0	0	0	780	0
Federal-Aid	4,874	4,266	3,409	608	0	0	0	0	0	608	0
Special	1,248	1,076	845	172	0	0	0	0	0	172	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:
The MARC Camden and Brunswick Line Modeling projects were deferred and removed from this PIF due to fiscal constraints. Project funding allocation decreased by \$3.4M as a result of their removal and decreased funding for the MARC Bayview Station project which will remain at 30% design due to fiscal constraints.

USAGE:

2165, 2167, 2168, 2169, 2171, 2172, 2173



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.

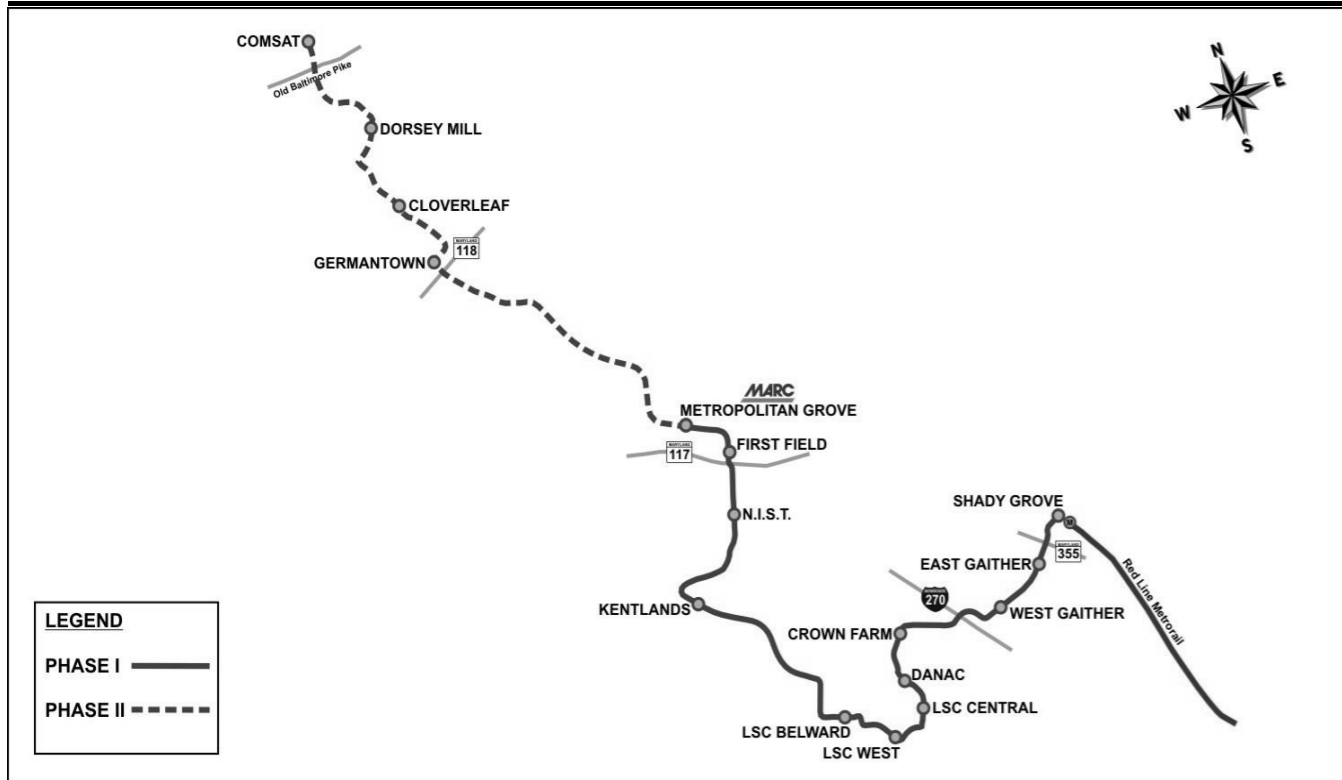
SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet to Be Determined Exception Granted

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		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				2024	2025	2026	FOR PLANNING PURPOSES ONLY		
						...2027...	...2028...	...2029...	...2030...	TOTAL	
Planning	5,202	3,569	678	0	205	434	994	0	0	1,633	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
Total	5,202	3,569	678	0	205	434	994	0	0	1,633	0
Federal-Aid	3,665	2,237	660	0	182	386	861	0	0	1,429	0
Special	1,519	1,315	18	0	23	48	133	0	0	204	0
Other	17	17	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 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 10 - I-270 and I-495 - Phase I and MTA Line I-495/I-270 Corridor Transit Investments Program.

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

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.

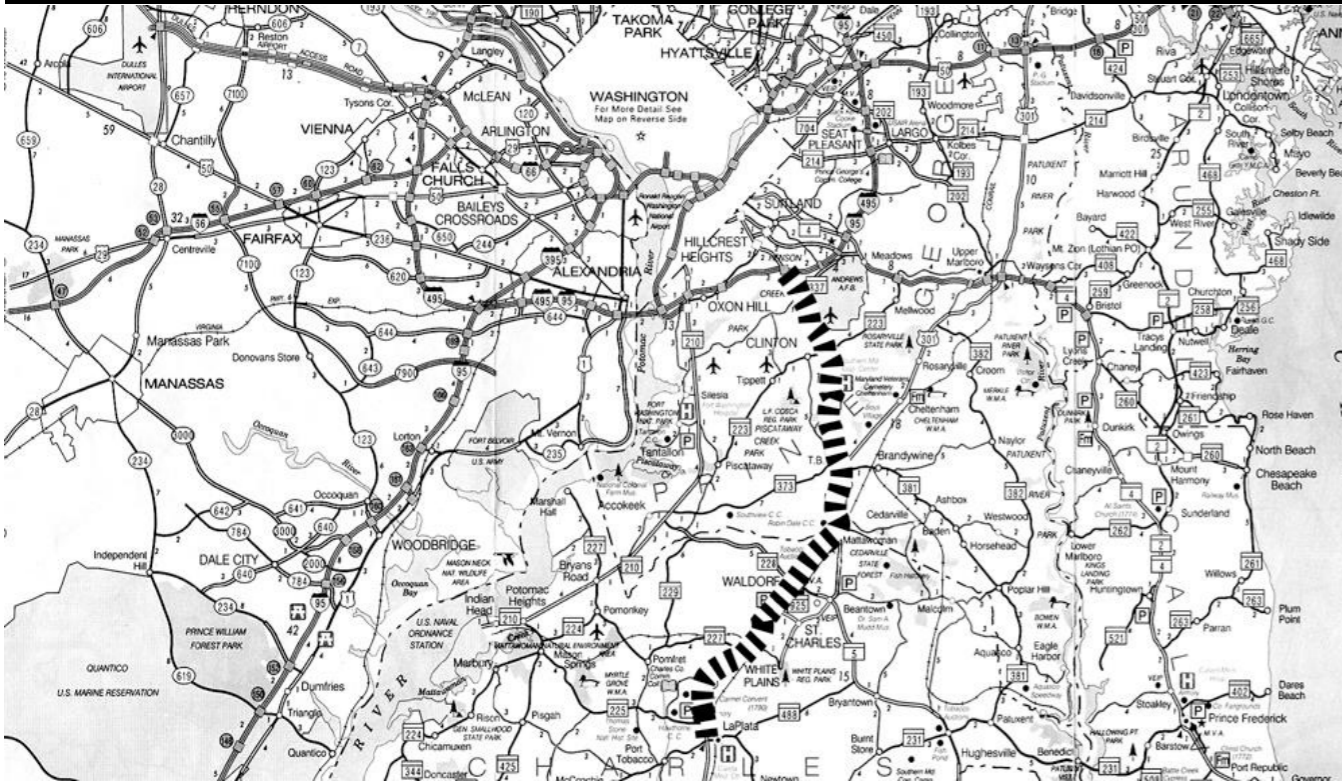
- SMART GROWTH STATUS:**
- Project Not Location Specific
 - Not Subject to PFA Law
 - Project Inside PFA
 - Project Outside PFA
 - PFA Status Yet to Be Determined
 - Grandfathered
 - Exception Will Be Required
 - Exception Granted

STATUS: The 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		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU YEAR				2024	2025	2026	FOR PLANNING PURPOSES ONLY		
						...2027...	...2028...	...2029...	...2030...		
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
Total	39,971	39,971	0	0	0	0	0	0	0	0	0
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 2024 - 29 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 is progressing the Planning and Environmental Linkages (PEL) study including evaluating existing conditions; reviewing alternatives for alignments and mode; analyzing capital, operations, and maintenance costs; and conducting stakeholder outreach and engagement activities. A framework agreement was executed between MDOT, MTA, Prince George's County and Charles County in FY 24.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: Project funding allocation increase by \$5M overall as the project received a 2nd Congressionally Directed Spending award. Funding, including General Funds, was partially deferred due to fiscal constraints resulting in the NEPA being delayed beyond the six-year CTP.

USAGE:

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" 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 YEAR				2024	2025	2026	...2027...		
Planning	29,899	5,357	458	1,173	1,000	0	0	0	0	2,173	22,369
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
Total	29,899	5,357	458	1,173	1,000	0	0	0	0	2,173	22,369
Federal-Aid	10,000	229	229	587	500	0	0	0	0	1,087	8,685
Special	19,899	5,128	229	587	500	0	0	0	0	1,087	13,684
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 10 - 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

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

- 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: I-495 American Legion Bridge Transit/TDM Plan completed in 2021.

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				2024	2025	2026	...2027...		
Planning	400	169	169	0	231	0	0	0	0	231	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
Total	400	169	169	0	231	0	0	0	0	231	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	400	169	169	0	231	0	0	0	0	231	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: Funding for the next phase of the Transit plan (\$400K) was deferred due to the fiscal constraints.

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

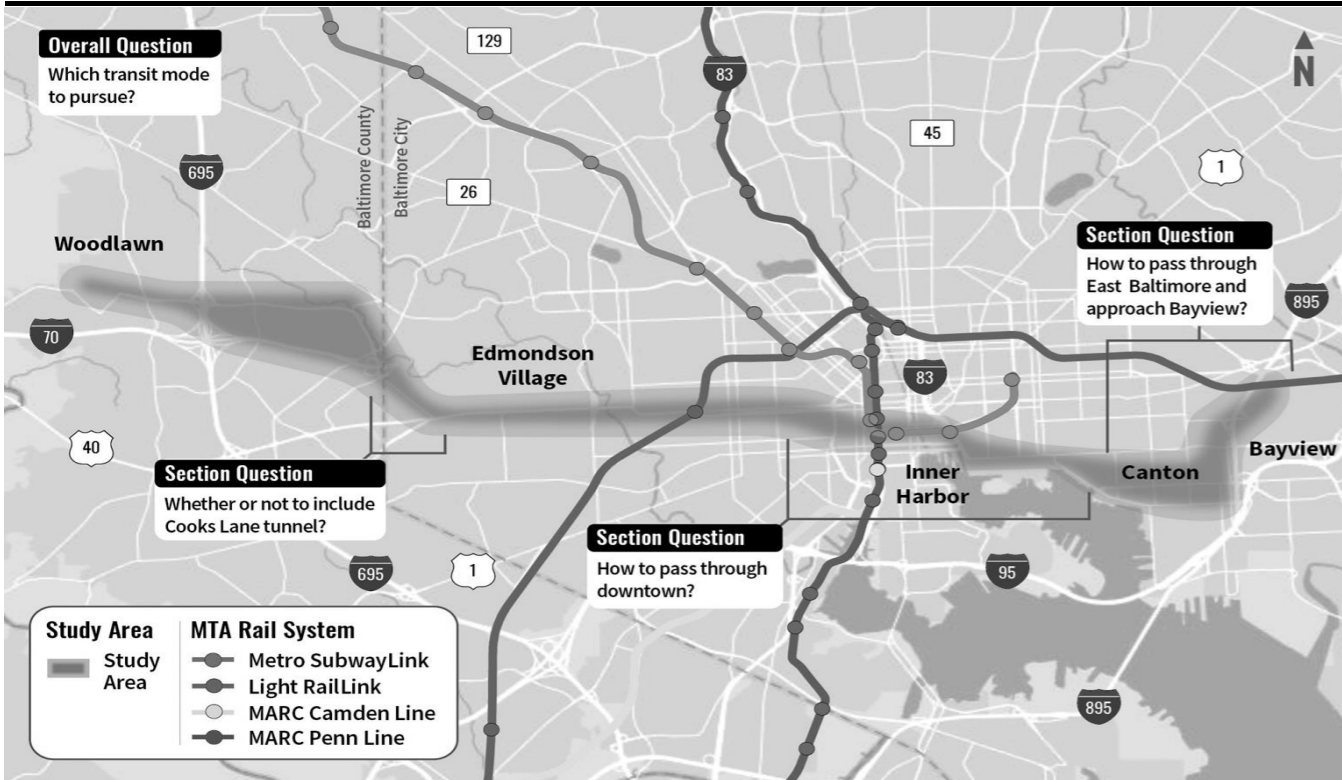
EXPLANATION: The existing Susquehanna River Bridge is approaching end of life and must be replaced to not hinder the Northeast Corridor (NEC).

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

<u>POTENTIAL FUNDING SOURCE:</u>		<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				2024	2025	2026	FOR PLANNING PURPOSES ONLY		
						...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,000	0	0	0	1,500	1,500	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	15,845	0	0	0	0	3,961	3,961	3,961	3,961	15,845	0
Total	18,845	0	0	0	1,500	5,461	3,961	3,961	3,961	18,845	0
Federal-Aid	12,676	0	0	0	0	3,169	3,169	3,169	3,169	12,676	0
Special	6,169	0	0	0	1,500	2,292	792	792	792	6,169	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: Project funding allocation increased by \$15.8M to reflect MTA's match for the Federal-State Partnership grant within the six-year program.

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 service in the corridor in a manner that improves transit efficiency; increases access to transit near work and activity centers; enhances connections among existing transit routes; provides transportation choices for east-west commuters; and supports economic development and community revitalization.

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: Governor Moore announced the mode for the Red Line to be Light Rail on 6/28/2024. Community and stakeholder engagement was consistent through Spring 2024. A period of workshops/open houses will be held in Fall 2024. The project is moving forward with meetings outreach events, and preparing materials for stakeholder and public feedback. Preliminary analysis is being completed to evaluate future alternatives.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: Project funding allocation increased by \$60.0M to support planning and engineering efforts.

USAGE: Light Rail annual ridership in FY 24 exceeded 4.4 million.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input checked="" type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER							
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...			
Planning	90,678	7,308	7,218	28,049	17,637	37,684	0	0	0	83,370	0	
Engineering	67,571	72	72	287	41,827	24,747	287	287	64	67,499	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	
Total	158,249	7,380	7,290	28,336	59,464	62,431	287	287	64	150,869	0	
Federal-Aid	111,683	0	0	14,627	47,342	49,715	0	0	0	111,683	0	
Special	46,565	7,380	7,290	13,709	12,122	12,716	287	287	64	39,186	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
 - Project Inside PFA
 - Project Outside PFA
 - PFA Status Yet to Be Determined
 - Not Subject to PFA Law
 - Grandfathered
 - Exception Will Be Required
 - Exception Granted

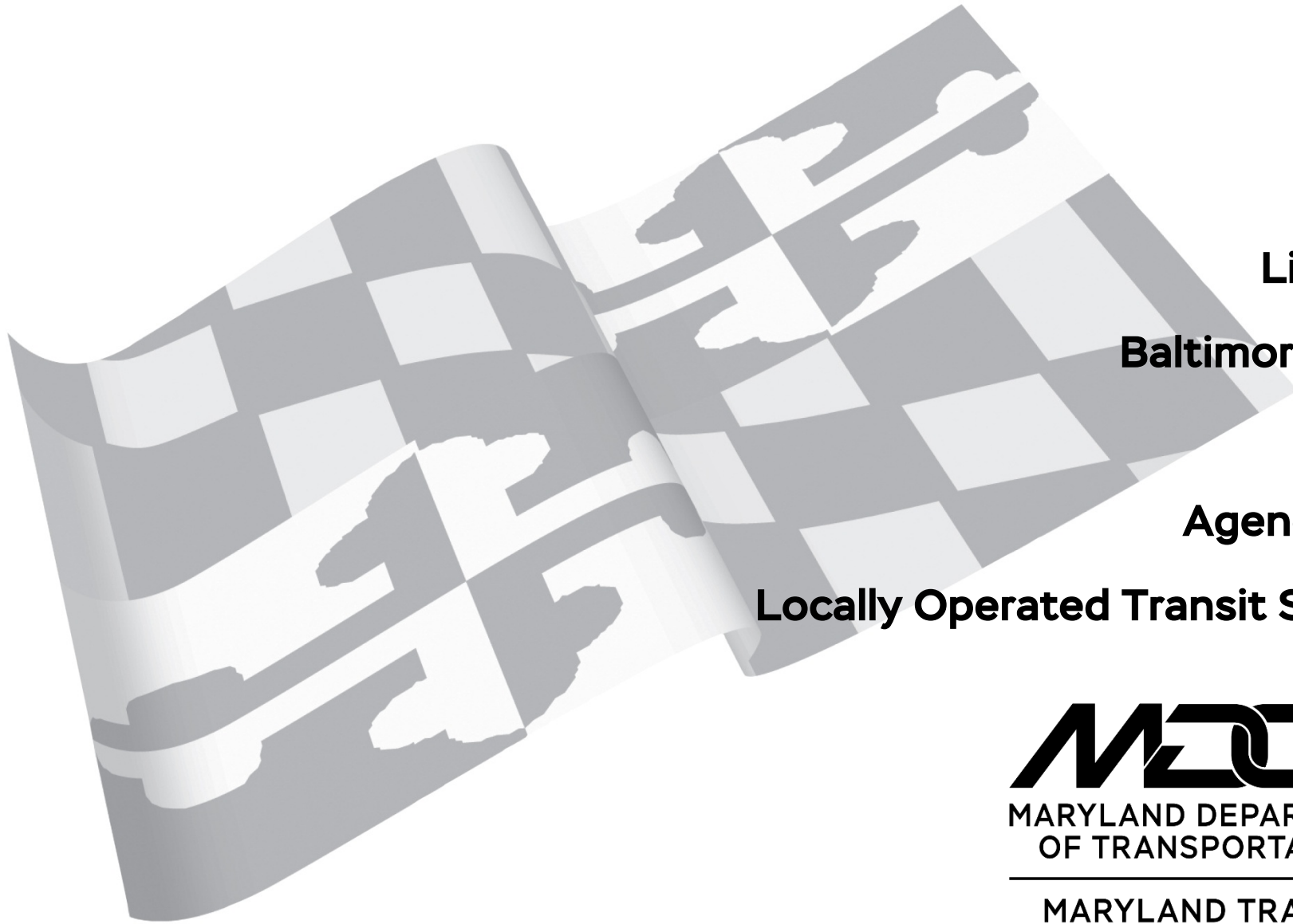
EXPLANATION: This project will address a future major bottleneck for MARC and Amtrak service expansion on the Northeast Corridor upon completion of the Frederick Douglas Tunnel.

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 2024 - 29 CTP: Project funding allocation increased by \$8.4M to reflect MTA's match per an agreement with Amtrak to complete the Frederick Douglass Tunnel Program.

USAGE: MARC annual ridership in FY 24 exceeded 3.2 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						
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	20,000	1,153	1,153	3,472	7,000	4,188	4,188	0	0	18,847	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	
Total	20,000	1,153	1,153	3,472	7,000	4,188	4,188	0	0	18,847	0	
Federal-Aid	16,000	923	923	2,778	5,600	3,350	3,350	0	0	15,078	0	
Special	4,000	231	231	694	1,400	838	838	0	0	3,769	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**

**MARYLAND TRANSIT
ADMINISTRATION**

MDOT MTA MINOR PROJECTS

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND TRANSIT ADMINISTRATION - LINE 63

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>AGY - ADA Compliance</u>			
MTAPRJ001983	AGY Technical Accessibility Reviews	\$ 824	Underway
<u>AGY - Communications Systems</u>			
MTA1593	AGY Station Communication Cabinet Upgrade	\$ 346	Completed
<u>AGY - Elevator Rehabilitation</u>			
MTAPRJ001798	AGY MTA Elevators Structural, Architectural, ADA, Civil, and Equipment Study	\$ 414	Completed
<u>AGY - Environmental Compliance</u>			
MTA1592	AGY -EPA/MDE Compliance	\$ 1,672	Under Construction
<u>AGY - Facilities - Pavement</u>			
MTAPRJ001821	BUS 1331 S Monroe St Pavement Reconstruction	\$ 1,758	FY 2025
MTAPRJ002348	LTR North Ave Yard Replacement Parking (Assoc. Projects)	\$ 1,367	Deferred
<u>AGY - Facilities - Roof</u>			
MTAPRJ001865	MTR Rogers Ave and Reisterstown Roof Replacement	\$ 5,801	Deferred
MTAPRJ001867	MTR Wabash Systems Maintenance Building Roof Replacement	\$ 2,057	FY 2025
MTAPRJ001918	AGY Roof Replacement Milford Mill	\$ 1,514	Deferred
MTAPRJ002088	BUS North West Division Transportation Roof Replacement	\$ 5,055	Design Underway
MTAPRJ002120	MTR Wabash Main Roof Replacement	\$ 3,946	Under Construction
<u>AGY - IT</u>			
MTAPRJ001972	AGY Occupational Health Management System	\$ 2,326	Ongoing

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND TRANSIT ADMINISTRATION - LINE 64

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>AGY - Stormwater Management</u>			
MTAPRJ001968	LTR Mount Washington SWM Improvements	\$ 945	Design Underway
MTAPRJ001993	AGY Dunkirk & Golden Beach Repair	\$ 974	Design Completed
MTAPRJ002214	LTR Cromwell Station Pond Repairs	\$ 773	Deferred
<u>AGY - Systems</u>			
MTAPRJ002066	AGY Speaker inspection and replacement	\$ 148	Deferred
<u>AGY - TMDL Compliance</u>			
MTAPRJ001632	MARC TMDL Martins Stormwater Management Repair & Retorfit	\$ 892	Design Underway
MTAPRJ001895	LTR TMDL Warren Road SWM Repair and Retrofit	\$ 951	Completed
MTAPRJ001931	MTR TMDL Milford Mill SWM Repair and Retrofit	\$ 226	Deferred
MTAPRJ001934	BUS TMDL Northwest Bus SWM Repair and Retrofit	\$ 238	Deferred
MTAPRJ001935	MARC TMDL Bowie State SWM Repair and Retrofit	\$ 150	Deferred
<u>BUS - Facilities</u>			
MTAPRJ001964	BUS White Marsh Comfort Station	\$ 1,752	Underway
MTAPRJ002177	BUS Washington Blvd Bldg 9 Structural Remediation	\$ 4,096	Design Underway
MTAPRJ002183	BUS Washington Blvd Bldgs 1-4 Drainage Remediation	\$ 250	Design Underway
<u>LTR - Bridge Preservation - T&S</u>			
MTAPRJ001724	LTR Repairs to Bridges and WS Structures	\$ 2,820	Design Underway
<u>LTR - Drainage</u>			
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	\$ 306	Design Underway

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND TRANSIT ADMINISTRATION - LINE 65

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>LTR - Guideway - Ops</u>			
MTAPRJ001896	LTR Operator Simulator	\$ 116	Deferred
<u>LTR - Systems Maintenance</u>			
MTAPRJ002202	LTR CIH and TPSS UPS and Battery Charger Maintenance	\$ 184	Underway
<u>MARC - Facilities - FE</u>			
MTAPRJ002216	MARC Muirkirk Pavement & SWM Repairs	\$ 690	Design Underway
<u>MARC - Guideway</u>			
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
<u>MARC - Systems</u>			
MTAPRJ002327	MARC Penn Station Master Plan (Assoc. Projects)	\$ 20,000	FY 2025
<u>MTR - Facilities Maintenance</u>			
MTAPRJ001754	MTR Rehabilitation of Deluge Valve Room & Valve Pit	\$ 3,505	Under Construction
MTAPRJ002192	MTR Lexington Market Metro Facility	\$ 418	Deferred
<u>MTR - Guideway - Ops</u>			
MTAPRJ001897	MTR Operator Simulator	\$ 215	Deferred
<u>MTR - Systems Maintenance</u>			
MTA1535	MTR UPS Battery Replacement	\$ 5,058	Ongoing
MTAPRJ001745	AGY LED Lighting Replacement	\$ 0	Deferred

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND TRANSIT ADMINISTRATION - LINE 66

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>POL - Systems</u>			
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 67

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Allegany County FY 2024 Completions</u>		
Preventive Maintenance (FY23)	\$ 350	Complete
<u>Allegany County FY 2025 and 2026</u>		
Preventive Maintenance (FY24 5307)	\$ 350	FY24
Computer Equipment (FY22)	\$ 25	FY25
Garage Door Replacement (FY24 5307)	\$ 90	FY25
Transit Development Plan (FY24 5304)	\$ 100	Underway
<u>Annapolis County FY 2024 Completions</u>		
2 Heavy Duty Bus Replacements - 5209 & 5409 (FY21 5339)	\$ 808	Complete
2 Support Vehicle Replacements (FY22 ARPA SWAP)	\$ 70	Complete
Preventive Maintenance (FY23)	\$ 475	Complete
<u>Annapolis County FY 2025 and 2026</u>		
Mobile Life Column (FY24 5339)	\$ 85	FY24
1 Electric Replacement Bus (FY22 ARPA SWAP)	\$ 770	FY25
2 Heavy Duty Replacement - 5311 & 4311 (FY23 5339)	\$ 819	FY25
2 Small Electric Bus Replacements -1803 & 1805 (FY24 5339)	\$ 812	FY25
6 Sm Replacement Buses - 5311 & 4311 (FY23 5339)	\$ 788	FY25
Automatic Vehicle Location System (FY23 5339)	\$ 98	FY25
Passenger Ferry Vesses (FY22 5307)	\$ 3,500	FY25
Preventive Maintenance (FY24 LU)	\$ 475	Ongoing
2 30' Heavy Duty Bus Replacements - 5411 & 5511 (FY22 5339)	\$ 792	Underway
Transit Development Plan - 5304 (FY24)	\$ 105	Underway
<u>Anne Arundel County FY 2024 Completions</u>		
5 Small Expansion Buses (FY23 5339)	\$ 602	Complete
Ridesharing (FY23)	\$ 197	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 67

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Anne Arundel County FY 2025 and 2026</u>		
Ridesharing (FY24)	\$ 197	FY24
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
Mobile Radios (FY19 5339)	\$ 35	FY25
<u>Baltimore City FY 2024 Completions</u>		
Ridesharing (FY23)	\$ 82	Complete
<u>Baltimore City FY 2025 and 2026</u>		
2 Ferry Acquisition (FY22 5307)	\$ 3,965	FY25
8 Heavy Duty Replacement Buses - 1201 - 1210 (FY20 CARES)	\$ 3,400	FY25
Bus Stop Relocation (FY24 5339)	\$ 300	FY25
Ferry Engineering/Design (FY22 5307)	\$ 78	FY25
Ferry Terminal Engineering/Design (FY22 5307)	\$ 146	FY25
Ferry Terminal Renovation (FY22 5307)	\$ 1,687	FY25
Passenger Ferry Vessel (FY23 STATE)	\$ 1,600	FY25
Ridesharing (FY24)	\$ 82	Ongoing
<u>Baltimore County FY 2024 Completions</u>		
BMC Ridesharing (FY23)	\$ 170	Complete
<u>Baltimore County FY 2025 and 2026</u>		
2 Medium Expansion Buses (FY23 5339)	\$ 509	FY25
2 Small Expansion Buses (FY23 5339)	\$ 193	FY25
5 Small Cutaway Bus Expansions (FY24 5339)	\$ 440	FY25
Bus Shelters (FY19 5339 Discretionary)	\$ 120	FY25
Bus Signage (FY19 5339 Discretionary)	\$ 10	FY25
Workforce Development (FY19 5339 Discretionary)	\$ 10	FY25

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 67

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Baltimore County FY 2025 and 2026 (cont'd)</u>		
BMC Ridesharing (FY24)	\$ 170	Ongoing
<u>Calvert County FY 2024 Completions</u>		
Electronic Fareboxes (7) (FY22 5339)	\$ 139	Complete
Fare Media Validators (FY20 CARES)	\$ 66	Complete
Preventive Maintenance (FY22 5307)	\$ 32	Complete
Preventive Maintenance (FY22 5311)	\$ 119	Complete
<u>Calvert County FY 2025 and 2026</u>		
2 Small Replacement Buses - 132 & 143 (FY23 5339)	\$ 211	FY25
2 Small Replacement Buses - 142 & 145 (FY24 5339)	\$ 214	FY25
Dispatch Software (FY21 5339)	\$ 81	FY25
DPW Fuel Depot (FY23 5307)	\$ 76	FY25
DPW Fuel Depot (FY23 5311)	\$ 284	FY25
DPW Fuel Depot (FY24 5307)	\$ 16	FY25
DPW Fuel Depot (FY24 5311)	\$ 158	FY25
Station Assessment (FY24 5307)	\$ 42	FY25
Station Assessment (FY24 5311)	\$ 59	FY25
Preventive Maintenance (FY23 5307)	\$ 26	Ongoing
Preventive Maintenance (FY23 5311)	\$ 99	Ongoing
Ridesharing (FY24)	\$ 9	Ongoing
AVL Equipment (FY18 5339)	\$ 4	Underway
Transfer Station Needs Assessment (FY23 5307)	\$ 22	Underway
Transfer Station Needs Assessment (FY23 5311)	\$ 83	Underway
<u>Carroll County FY 2024 Completions</u>		
Preventive Maintenance (FY23)	\$ 150	Complete
<u>Carroll County FY 2025 and 2026</u>		
1 Minivan Replacement - 3322 (FY23 5339)	\$ 61	FY25

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 67

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Carroll County FY 2025 and 2026 (cont'd)</u>		
1 Minivan Replacement - 3393 (FY22 5339)	\$ 45	FY25
2 Small Bus Replacements - 3313 & 3319(FY24 5307)	\$ 194	FY25
2 Small Bus Replacements - 3315 & 3316 (FY23 5339)	\$ 184	FY25
Small Bus Replacement-3330 (FY24 5339)	\$ 99	FY25
Preventive Maintenance (FY24 5307)	\$ 80	Ongoing
<u>Cecil County FY 2024 Completions</u>		
Preventive Maintenance (FY23)	\$ 200	Complete
<u>Cecil County FY 2025 and 2026</u>		
Land Acquisition - Transit Hub	\$ 1,000	FY25
Transit Development Plan (FY24 5304)	\$ 90	FY25
Transit Hub D & E (FY23 5307)	\$ 400	FY25
Preventive Maintenance (FY24 5307)	\$ 200	Ongoing
3 Bus Wraps (FY20)	\$ 13	Underway
Transit Hub D & E (FY22 5307)	\$ 400	Underway
<u>Charles County FY 2024 Completions</u>		
Design & Engineering for Facility (FY20)	\$ 500	Complete
Preventive Maintenance (FY23)	\$ 200	Complete
<u>Charles County FY 2025 and 2026</u>		
Construction Oversight (FY23 5307)	\$ 500	FY25
Facility Construction (FY22 5307)	\$ 750	FY25
Facility Construction (FY23 5307)	\$ 4,250	FY25
Facility Construction (FY24 5307)	\$ 5,000	FY25
Facility Construction (FY24 5311)	\$ 2,375	FY25
Transit Development Plan (FY24 5304)	\$ 105	FY25
Preventive Maintenance (FY24 5307)	\$ 215	Ongoing
Design & Engineering for Facility (FY21)	\$ 500	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 67

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Charles County FY 2025 and 2026 (cont'd)</u>		
Shelter and Bus Stop Improvements (FY17)	\$ 50	Underway
<u>Dorchester County FY 2024 Completions</u>		
1 Small Bus Replacement - 158 (FY23 5339)	\$ 83	Complete
<u>Dorchester County FY 2025 and 2026</u>		
1 Small Bus Replacement-183 (FY24 5339)	\$ 110	FY25
1 Small Bus Replacement-190 (FY24 5339)	\$ 110	FY25
1 Transit Sedan Replacement - 184 (FY23 5339)	\$ 49	FY25
Fencing Around Facility (FY23 5311)	\$ 100	FY25
Parking Lot Upgrades (FY23 5311)	\$ 150	FY25
Transit Development Plan (FY23 5304)	\$ 90	FY25
Preventive Maintenance (FY24 5311)	\$ 50	Ongoing
<u>Eastern Shore Non-Profits FY 2025 and 2026</u>		
Delmarva Community Svcs - 2 Small Bus Replacements (170 & 195) Type 3A (FY24/25)	\$ 210	FY25
Delmarva Community Svcs - Preventive Maintenance (FY24/25)	\$ 30	Ongoing
Delmarva Community Transit - Mobility Management (FY22/23 5310)	\$ 333	Ongoing
<u>Elderly/ Disabled Non-Profits FY 2024 Completions</u>		
Chesterwye Center - 1 Van Expansion Type 4 (FY22/23)	\$ 67	Complete
Kent Center - Preventive Maintenance (FY16/17)	\$ 15	Complete
Star Community - 1 Van Expansion Type 4 (FY22/23)	\$ 66	Complete
Washington County CAC - Mobility Management (FY22/23)	\$ 239	Complete
Worcester County Comm on Aging - Mobility Management (FY22/23)	\$ 106	Complete
<u>Elderly/ Disabled Non-Profits FY 2025 and 2026</u>		
Allegany County HRDC, Inc. - Mobility Management (FY22/23)	\$ 46	FY24
Allegany County HRDC, Inc. - Preventive Maintenance (FY20/21)	\$ 26	FY24

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 67

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Elderly/ Disabled Non-Profits FY 2025 and 2026 (cont'd)</u>		
Kent Center - Preventive Maintenance (FY18/19)	\$ 5	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
Appalachian Parent Association - Tire Changer (FY24/25)	\$ 20	FY25
ARC Northern Chesapeake Region - 2 Minivan Expansion (FY24/25)	\$ 140	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
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
ARC of Central Chesapeake - PPE (FY22/23)	\$ 1	FY25
ARC of Central Chesapeake - Preventive Maintenance (FY22/23)	\$ 3	FY25
ARC of Southern Maryland - 2 Van Expansions Type 4 (FY22/23)	\$ 132	FY25
ARC of Southern Maryland - Preventive Maintenance (FY18/19)	\$ 5	FY25
Associated Catholic Charities - 1 Small Replacement Bus (MW) Type 3A (FY24/25)	\$ 92	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
Dove Pointe, Inc. - Preventive Maintenance (FY22/23)	\$ 130	FY25
Easter Seals Baltimore - Preventive Maintenance (FY20/21)	\$ 30	FY25
Easter Seals Baltimore - Tripspark Software (FY22/23)	\$ 44	FY25
Easter Seals Hagerstown - Tripspark Software (FY22/23)	\$ 44	FY25
Freedom Landing - 1 Small Bus (FY16/17)	\$ 40	FY25
Freedom Landing - Preventive Maintenance (FY18/19)	\$ 3	FY25
Harford Center - 1 Small Bus Expansion Type 3A (FY24/25)	\$ 102	FY25

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 67

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Elderly/ Disabled Non-Profits FY 2025 and 2026 (cont'd)		
Harford Center - 1 Small Bus Replacement (15) Type 3A (FY24/25)	\$ 102	FY25
Harford Center - 1 Van Expansion Type 4 (FY24/25)	\$ 66	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
Partners in Care - Equipment Q'Straint Security Belts (FY24/25)	\$ 8	FY25
Partners in Care - Equipment Tablets (FY24/25)	\$ 3	FY25
Partners In Care - 1 Van Expansion Type 4 - #PIC Bus 2 (FY22/23)	\$ 66	FY25
Progress Unlimited - Minivan Expansion (FY24/25)	\$ 66	FY25
Progress Unlimited, Inc. - 1 Van Expansion Type 4 (FY24/25)	\$ 66	FY25
Prologue Inc. - Minivan Replacement - 5302 (FY24/25)	\$ 70	FY25
Prologue, Inc. - 1 Small Replacement Bus (5305) Type 3A (FY24/25)	\$ 98	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
Providence Center - 10 Minivan Expansion (FY24/25)	\$ 700	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
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
Shore Up! - Driver Shields (FY22/23)	\$ 2	FY25
Shore Up! - Security Cameras (FY22/23)	\$ 14	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

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 67

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Elderly/ Disabled Non-Profits FY 2025 and 2026 (cont'd)		
St. Mary's Adult Medical Day Care 1 Small Bus Replacement (60) Type 3A (FY24/25)	\$ 89	FY25
St. Mary's Adult Medical Day Care - Disinfectant Sprayer (FY22/23)	\$ 1	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 - 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 - Preventive Maintenance (FY24/25)	\$ 33	FY25
Worcester County Development Center - 2 Van Expansions Type 1 (FY24/25)	\$ 140	FY25
ARC Northern Chesapeake Region - Preventive Maintenance (FY22/23)	\$ 45	Ongoing
Associated Catholic Charities - Preventive Maintenance (FY24/25)	\$ 132	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
Harford Center - Preventive Maintenance (FY24/25)	\$ 26	Ongoing
Kent Center - Preventive Maintenance (FY17 SS)	\$ 6	Ongoing
Lifestyles of Maryland - Preventive Maintenance (FY24/25)	\$ 28	Ongoing
Partners in Care - Mobility Management (FY24/25)	\$ 792	Ongoing
Partners in Care - Preventive Maintenance (FY24/25)	\$ 40	Ongoing
Partners in Care - Mobility Management (FY20/21)	\$ 202	Ongoing
Partners In Care - Mobility Management (FY22/23)	\$ 663	Ongoing
Partners In Care - Preventive Maintenance (FY20/21)	\$ 40	Ongoing
Progress Unlimited, Inc. - Preventive Maintenance (FY24/25)	\$ 100	Ongoing
Spring Dell Center - Preventive Maintenance (FY22/23)	\$ 42	Ongoing
Star Community - Preventive Maintenance (FY16/17)	\$ 3	Ongoing
Washington County CAC - Mobility Management (FY24/25)	\$ 350	Ongoing
Worcester County Comm On Aging - Mobility Management (FY24/25)	\$ 180	Ongoing
Worcester County Comm on Aging - Preventive Maintenance (FY22/23)	\$ 24	Ongoing

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 67

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Elderly/ Disabled Non-Profits FY 2025 and 2026 (cont'd)</u>		
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
<u>Frederick County FY 2024 Completions</u>		
Facility Construction (FY21)	\$ 2,500	Complete
Facility Expansion Construction (FY18)	\$ 500	Complete
Preventive Maintenance (FY21 5311)	\$ 70	Complete
Preventive Maintenance (FY23 5307)	\$ 675	Complete
Preventive Maintenance (FY24 5311)	\$ 32	Complete
<u>Frederick County FY 2025 and 2026</u>		
1 Light Duty Bus Replacement-38798 (FY24 5339)	\$ 127	FY25
1 Small Replacement Bus - 38624 (FY23 5339)	\$ 110	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 (FY24 5307)	\$ 270	Ongoing
Rideshare (FY24)	\$ 124	Ongoing
<u>Garrett County FY 2024 Completions</u>		
Preventive Maintenance (FY22)	\$ 267	Complete
<u>Garrett County FY 2025 and 2026</u>		
3 Small Bus Replacements - 194, 198 & 199 (FY24 5339)	\$ 284	FY25
Bendpak 4-Post Vehicle Lift (FY24 5311)	\$ 23	FY25
Bendpak Pipe Bender (FY24 F311)	\$ 9	FY25
Preventive Maintenance (FY23)	\$ 240	Ongoing

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 67

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Harford County FY 2024 Completions (cont'd)		
Bus Shelters (FY18)	\$ 130	Complete
Fare Collection (FY18)	\$ 130	Complete
Feasibility Study (FY20)	\$ 150	Complete
Preventive Maintenance (FY24 5307)	\$ 1,000	Complete
Project Management (FY20 5339)	\$ 13	Complete
Ridesharing (FY23)	\$ 88	Complete
Ridesharing (FY24)	\$ 88	Complete
Transportation Development Plan (FY22 5304)	\$ 105	Complete
Harford County FY 2025 and 2026		
Fuel Infrastructure (FY20 5339)	\$ -	FY24
Rehab 2 Garages (FY20 5339)	\$ -	FY24
Training & Speciality Tools (FY20 5339)	\$ -	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 Replacments - 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 Replacments - 8032, 8033, 8034, 8035 (FY20 CARES)	\$ 1,800	FY25
4 Medium Duty Replacement Buses 8029, 8030, 8031, 8032 (FY20 5339)	\$ 3,956	FY25
4 Medium Replacement Buses (FY20 5339)	\$ 3,960	FY25
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
4 Support Vehicles (Vans) Expansion (FY20 CARES)	\$ 216	FY25
Bus Shelter Installation (FY20 CARES)	\$ 239	FY25
Bus Stop Benches (FY20 CARES)	\$ 25	FY25
Facility Roof Replacement (FY20 CARES)	\$ 363	FY25
Generator Replacement (FY20 CARES)	\$ 125	FY25
LCD Annunciation System (FY20 CARES)	\$ 118	FY25
Microtransit Services Study (FY23 5303)	\$ 128	FY25
RouteMatch Hardware (FY20 CARES)	\$ 300	FY25

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 67

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Harford County FY 2025 and 2026 (cont'd)</u>		
RouteMatch Software (FY20 CARES)	\$ 300	FY25
Security Camera System (FY20 CARES)	\$ 60	FY25
1 Maintenance Support Vehicle Replacement (FY23 5339)	\$ 75	Ongoing
<u>Howard County FY 2025 and 2026</u>		
1 35' Heavy Duty Bus Replacement - 9525 (FY22 ARPA SWAP)	\$ -	FY25
1 Heavy Duty Bus Replacement - 200 (FY23 5339)	\$ 524	FY25
1 Heavy Duty Bus Replacement - 201 (FY24 5339)	\$ 449	FY25
1 Heavy Duty Bus Replacement - 202 (FY24 5339)	\$ 449	FY25
1 Heavy Duty Bus Replacement - 9521 (FY24 5339)	\$ 449	FY25
1 Heavy Duty Bus Replacment - 203 (FY23 5339)	\$ 524	FY25
1 Heavy Duty Bus Replacment - 204 (FY23 5339)	\$ 524	FY25
2 Sedan Replacements - 14 & 15 (FY22 ARPA SWAP)	\$ -	FY25
4 Medium Replacement Buses - 9540-9543 (FY22 ARPA SWAP)	\$ 2,054	FY25
Preventive Maintenance (FY22)	\$ 115	Ongoing
Preventive Maintenance (FY24 LU)	\$ 50	Ongoing
Ridesharing (FY24)	\$ 131	Ongoing
10 Small Cutaway Bus Replacements - 205 - 214 (FY22 ARPA SWAP)	\$ 950	Underway
Bus Stop Annunciators (FY20 5339 Discretionary)	\$ 225	Underway
<u>Montgomery County FY 2025 and 2026</u>		
Bus Replacement - 35ft (FY24 5307)	\$ 2,000	FY25
Bus Replacement (FY21 WAG)	\$ 2,000	FY25
Bus Replacement (FY22 WAG)	\$ 2,000	FY25
Bus Replacement (FY23 WAG)	\$ 2,000	FY25
Ridesharing (FY24)	\$ 372	Ongoing
<u>Ocean City FY 2024 Completions</u>		
2 40' HD Articulated Replacement Buses - 2125 & 2126 (FY22 5311)	\$ 1,600	Complete
Preventive Maintenance (FY23)	\$ 675	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 67

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Ocean City FY 2025 and 2026</u>		
2 60' Articulated Replacement Buses - 3439 & 3733 (FY24 5339)	\$ 1,650	FY25
Preventive Maintenance (FY24 5311)	\$ 725	Ongoing
Transportation Development Plan	\$ 90	Underway
<u>Prince George's County FY 2024 Completions</u>		
Ridesharing (FY23)	\$ 372	Complete
<u>Prince George's County FY 2025 and 2026</u>		
Bus Replacement (FY23 WAG)	\$ 500	FY24
15 - Battery Electric Expansion Buses/Delivery (FY22 5339)	\$ 12,218	FY25
20-Data Access Tools (FY22 5339)	\$ 50	FY25
4 Charging Infrastructures (FY21 5339 LoNo Discretionary)	\$ 260	FY25
5 - Battery Electric Expansion Buses/Delivery (FY22 5339)	\$ 4,258	FY25
5-On-Route Charges (Equipment Only) (FY22 5339)	\$ 1,075	FY25
6 Electric Battery Expansion Buses (FY21 5339 LoNo Discretionary)	\$ 5,799	FY25
Apprenticeship Program (FY22 5339)	\$ 500	FY25
Bus OEM Operating, Maint, First Responders (FY22 5339)	\$ 250	FY25
Bus Replacement - 35ft (FY24 5307)	\$ 500	FY25
Bus Replacement (FY21 WAG)	\$ 500	FY25
Bus Replacement (FY22 WAG)	\$ 500	FY25
Configurables/Options (FY22 5339)	\$ 1,080	FY25
Data Collection, Existing Cond Doc & Eval (FY22 Persist Poverty)	\$ 217	FY25
Depot Chargers (Equipment Only) (FY22 5339)	\$ 557	FY25
Depot Construction (FY22 5339)	\$ 1,378	FY25
Develop Project Design & Tech Eng Document (FY22 Persist Poverty)	\$ 363	FY25
Infrastructure Training (FY22 5339)	\$ 100	FY25
Meetings & Project Management (FY22 Persist Poverty)	\$ 87	FY25
Microgrid (FY22 5339)	\$ 6,000	FY25
NTI Training (FY22 5339)	\$ 150	FY25
On-Route Construction (FY22 5339)	\$ 2,450	FY25
PPE, Tools, and Equipment (FY22 5339)	\$ 213	FY25
Project Mangement & Tech Support (FY22 5339)	\$ 503	FY25

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 67

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Prince George's County FY 2025 and 2026 (cont'd)</u>		
Spare Parts (FY22 5339)	\$ 120	FY25
Training Aids, Simulators, Components, Equip (FY22 5339)	\$ 350	FY25
Ridesharing (FY24)	\$ 269	Ongoing
<u>Queen Anne's County FY 2024 Completions</u>		
Computers (FY22 ARPA SWAP)	\$ 11	Complete
Preventive Maintenance (FY21 5311 & LU)	\$ 92	Complete
<u>Queen Anne's County FY 2025 and 2026</u>		
Preventive Maintenance (FY23 5311 & LU)	\$ 80	FY24
1 Small Expansion Bus (FY22 ARPA SWAP)	\$ 84	FY25
1 Support Vehicle Replacement - 304 (FY22 ARPA SWAP)	\$ 50	FY25
2 Small Replacement Buses - 340 & 360 (FY22 ARPA SWAP)	\$ 169	FY25
Bus Camera System Replacement (FY22 ARPA SWAP)	\$ 197	FY25
New Bus Shelters (FY24 5339)	\$ 30	FY25
Office Furniture (FY22 ARPA SWAP)	\$ 25	FY25
Small Cutaway Bus Expansion (FY24 5339)	\$ 101	FY25
Preventive Maintenance (FY22 5311 & LU)	\$ 92	Ongoing
Alignment, Tire Changer, & AC Freon Machines (FY22 ARPA SWAP)	\$ 93	Underway
<u>Southern MD Non-Profits FY 2024 Completions</u>		
Tri-County Council of Southern Maryland - Ridesharing (FY24)	\$ 109	Complete
<u>St. Mary's County FY 2024 Completions</u>		
Bus Stop Signs (FY21)	\$ 4	Complete
Routing Software (FY20 5307 & 5311)	\$ 446	Complete
<u>St. Mary's County FY 2025 and 2026</u>		
1 Medium Replacement Bus - 11 (FY24 5339)	\$ 162	FY25

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 67

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>St. Mary's County FY 2025 and 2026 (cont'd)</u>		
1 Medium Replacement Bus - 12-6291 (FY23 5339)	\$ 161	FY25
2 Small Replacement Buses - 48-6176 & 18-6297 (FY23 5339)	\$ 229	FY25
2 Small Replacement Buses -16 & 17 (FY24 5339)	\$ 238	FY25
3 Bus Shelters (FY24 5339)	\$ 43	FY25
Preventive Maintenance (FY22 5307 & 5311)	\$ 175	Ongoing
Preventive Maintenance (FY23 5307 & 5311)	\$ 100	Ongoing
<u>Talbot County FY 2025 and 2026</u>		
1 Minivan Replacement - 1118 (FY23 5339)	\$ 111	FY25
1 Sedan Replacement - 1050 (FY23 5339)	\$ 50	FY25
1 Small Replacement Bus - 802 (FY23 5339)	\$ 109	FY25
2 Small Bus Replacements-1119 & 602 (FY24 5339)	\$ 220	FY25
Preventive Maintenance (FY24 5311)	\$ 30	Ongoing
<u>Tri-County Council for Lower Eastern Shore FY 2024 Completions</u>		
1 Partial Support Vehicle (FY22 5339)	\$ 18	Complete
1 Small Replacement Bus 102 (FY23 5307)	\$ 113	Complete
2 Medium Bus Replacements - 276 & 277 (FY24 5339)	\$ 300	Complete
2 Small Replacement Buses - 100 & 101 (FY23 5339)	\$ 225	Complete
6 Propane Conversions (FY19 5339 Discret.)	\$ 100	Complete
Fixed Route Management System	\$ 590	Complete
Mobility Management (FY23 5307)	\$ 143	Complete
<u>Tri-County Council for Lower Eastern Shore FY 2025 and 2026</u>		
1 Small Bus Replacement - 13 (FY24 5339)	\$ 122	FY25
1 Small Bus Replacement-122 (FY24 5307)	\$ 113	FY25
2 Medium Replacement Buses - 274, 275 (FY23 5339)	\$ 279	FY25
Bus Security Cameras (FY20 CARES)	\$ 400	FY25
Study of System Design (FY23 5303PP)	\$ 410	FY25
Mobility Management (FY24 5307)	\$ 143	Ongoing
Preventive Maintenance (FY24 5307)	\$ 800	Ongoing

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 67

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Washington County FY 2025 and 2026</u>		
1 Support Vehicles Replacement - N-1 (FY20 CARES)	\$ 49	FY25
Forklift (FY23 5307)	\$ 35	FY25
Routing/Dispatch Transportation Hard & Software (FY24 5307)	\$ 300	FY25
Support Vehicle Replacement - S-1 (FY24 5339)	\$ 40	FY25
WCT Roof Replacement (FY23 5339)	\$ 56	FY25
Preventive Maintenance (FY20 CARES)	\$ 1,352	Ongoing
Transit Development Plan - TDP (FY24 5304)	\$ 95	Underway
Vehicle Wash Machine (FY23 5307)	\$ 45	Underway