

MDOT MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION

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

	<u>FY 2025</u>	<u>FY 2026</u>	<u>FY 2027</u>	<u>FY 2028</u>	<u>FY 2029</u>	<u>FY 2030</u>	<u>SIX - YEAR TOTAL</u>
<u>Major Construction Program</u>	646.0	509.3	793.7	938.6	891.6	766.4	4,545.8
System Preservation	286.1	271.0	476.9	591.7	640.5	544.2	2,810.4
Expansion/Efficiency	332.2	189.7	263.7	306.0	221.1	191.3	1,503.9
Safety & Security	2.1	2.3	8.6	-	-	-	13.1
Local Funding	20.0	44.0	42.4	37.0	30.0	30.9	204.4
Environment	1.9	0.8	-	0.1	-	0.0	2.8
Administration	3.7	1.6	2.1	3.8	-	-	11.2
<u>Major Development & Evaluation Program</u>	47.9	81.0	133.7	65.8	98.4	61.8	488.6
System Preservation	2.8	1.5	5.5	4.0	4.0	4.0	21.6
Expansion/Efficiency	43.2	78.3	76.8	10.1	44.1	6.7	259.2
Safety & Security	0.8	0.8	0.9	0.6	0.3	1.1	4.5
Local Funding	0.4	0.2	0.4	1.0	-	-	2.1
Environment	0.7	0.2	50.1	50.2	50.0	50.0	201.2
Administration	(0.0)	-	-	-	-	-	(0.0)
<u>Minor Program</u>	76.5	46.0	96.4	69.8	87.2	40.9	416.8
System Preservation	43.2	30.0	66.3	54.0	62.1	39.4	294.9
Expansion/Efficiency	12.2	8.2	9.1	6.3	12.8	0.6	49.3
Safety & Security	7.1	2.7	9.2	4.6	5.1	-	28.8
Local Funding	0.1	-	-	-	-	-	0.1
Environment	5.6	3.3	10.6	3.6	6.6	-	29.7
Administration	8.3	1.9	1.2	1.2	0.6	0.8	14.0
<u>Capital Salaries, Wages & Other Costs</u>	8.2	138.8	28.4	32.9	29.7	15.4	253.6
TOTAL	778.7	775.2	1,052.3	1,107.1	1,107.0	884.5	5,704.8
Special Funds	383.8	391.1	525.9	621.1	560.1	454.8	2,936.8
Federal Funds	310.1	362.7	437.4	396.4	436.9	428.6	2,372.1
Other Funds	84.8	21.5	89.0	89.6	109.9	1.2	395.9
<u>Special Funds Breakdown</u>							
General Fund	2.0	13.5	63.3	0.4	0.1	-	79.3
Transportation Trust Fund	381.8	377.6	462.6	620.7	560.0	454.8	2,857.5
SPECIAL FUNDS TOTAL	383.8	391.1	525.9	621.1	560.1	454.8	2,936.8
<u>Other Funds Breakdown</u>							
GARVEE	-	-	61.1	83.6	103.2	0.8	248.7
Other (Not GARVEE)	84.8	21.5	27.9	6.0	6.7	0.4	147.3
OTHER FUNDS TOTAL	84.8	21.5	89.0	89.6	109.9	1.2	395.9



MARC

Freight

Light Rail

Baltimore Metro

Bus

Multi-Modal

Locally Operated Transit Systems



**MARYLAND TRANSIT
ADMINISTRATION**

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. The MARC Riverside Upgrades project 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 checked="" type="checkbox"/> OTHER		
TOTAL											
PHASE	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET	PLANNING				SIX	BALANCE
	COST	THRU	YEAR	YEAR	YEAR	FOR PLANNING PURPOSES ONLY				YEAR	TO
	(\$000)	CLOSE YEAR	2024	2025	2026	...2027...	...2028...	...2029...	...2030...	TOTAL	COMPLETE
Planning	115	76	0	39	0	0	0	0	0	39	0
Engineering	18,528	7,934	448	1,978	277	3,883	4,455	0	0	10,594	0
Right-of-way	2,033	2,031	0	2	0	0	0	0	0	2	0
Utility	598	561	561	37	0	0	0	0	0	37	0
Construction	104,411	56,728	945	1,599	3,000	38,062	5,022	0	0	47,683	0
Total	125,684	67,331	1,953	3,655	3,277	41,945	9,477	0	0	58,354	0
Federal-Aid	97,759	51,059	1,380	4,719	2,621	32,693	6,666	0	0	46,700	0
Special	26,425	16,271	574	(1,213)	555	8,246	2,565	0	0	10,154	0
Other	1,500	0	0	149	100	1,005	246	0	0	1,500	0



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 that are required in order to provide MARC service on the Amtrak-owned rail corridor. Amtrak efforts include projects such as passenger upgrades at Baltimore Penn Station and Washington Union Station, interlocking work, and other track improvements along the Northeast Corridor.

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

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

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

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

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

STATUS: Ongoing projects on the Penn Line are governed 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 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...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	232,738	26,894	28,138	28,000	28,000	28,000	67,805	32,000	211,943	0
Total	448,254	236,310	26,894	28,138	28,000	28,000	28,000	67,805	32,000	211,943	0
Federal-Aid	350,346	180,976	21,506	22,473	22,260	22,400	22,400	54,236	25,600	169,370	0
Special	97,908	55,334	5,388	5,665	5,740	5,600	5,600	13,569	6,400	42,574	0
Other	0	0	0	0	0	0	0	0	0	0	0

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SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:
Project funding allocation increased by \$31.9M due to the addition of FY 30 funding and 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 that are required in order to provide MARC service on CSX-owned rail corridors. 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 ☐ 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: Construction for the replacement of 4 switches at the Greenbelt interlocking was completed in FY 24. Construction for the installation of new switch panels at various locations 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 ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
Planning	114	20	20	93	0	0	0	0	0	93	0
Engineering	5,338	2,343	133	(5)	500	1,000	1,250	250	0	2,995	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	176,439	127,391	1,964	1,480	4,414	16,432	11,509	9,214	6,000	49,048	0
Total	181,910	129,773	2,117	1,568	4,914	17,432	12,759	9,464	6,000	52,137	0
Federal-Aid	141,327	96,701	1,139	4,295	3,931	13,945	10,083	7,571	4,801	44,627	0
Special	40,583	33,073	978	(2,727)	983	3,487	2,676	1,893	1,199	7,510	0
Other	0	0	0	0	0	0	0	0	0	0	0



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.

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

- | | | | |
|-------------------------------------|-----------------------------|-------------------------------------|---|
| <input checked="" type="checkbox"/> | Enhance Safety and Security | <input checked="" type="checkbox"/> | Serve Communities and Support the Economy |
| <input checked="" type="checkbox"/> | Deliver System Quality | <input type="checkbox"/> | Promote Environmental Stewardship |

SMART GROWTH STATUS: ☒ Project Not Location Specific ☐ Not Subject to PFA Law

- | | | | |
|--------------------------|---------------------------------|--------------------------|----------------------------|
| <input type="checkbox"/> | Project Inside PFA | <input type="checkbox"/> | Grandfathered |
| <input type="checkbox"/> | Project Outside PFA | <input type="checkbox"/> | Exception Will Be Required |
| <input type="checkbox"/> | PFA Status Yet to Be Determined | <input type="checkbox"/> | Exception Granted |

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:

The six-year total decreased by \$34.2M as the MARC IV Railcar Mid-Life Overhaul (54 Railcars) project was partially deferred due to other funding obligations. Including the funding committed beyond the current CTP, the overall project cost increased by 58.7M.

USAGE:

MARC annual ridership in FY 24 exceeded 3.9 million.

[illegible]

PAGE MTA--4



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.

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

- | | | | |
|-------------------------------------|-----------------------------|-------------------------------------|---|
| <input checked="" type="checkbox"/> | Enhance Safety and Security | <input checked="" type="checkbox"/> | Serve Communities and Support the Economy |
| <input checked="" type="checkbox"/> | Deliver System Quality | <input checked="" type="checkbox"/> | Promote Environmental Stewardship |

SMART GROWTH STATUS: ☒ Project Not Location Specific ☐ Not Subject to PFA Law

- | | | | |
|--------------------------|---------------------------------|--------------------------|----------------------------|
| <input type="checkbox"/> | Project Inside PFA | <input type="checkbox"/> | Grandfathered |
| <input type="checkbox"/> | Project Outside PFA | <input type="checkbox"/> | Exception Will Be Required |
| <input type="checkbox"/> | PFA Status Yet to Be Determined | <input type="checkbox"/> | 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. The SC-44 locomotive overhaul to begin in FY 26/27.

[illegible]

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:
Project funding allocation increased by \$67.7M due to the addition of FY 30 funding for new locomotives needed to fulfill the commitment to electrifying the Penn line. Project funding allocation increased by \$9.5M to cover additional costs for the MP36PH-3C Locomotive Mid-Life Overhaul through completion.

USAGE:

MARC annual ridership in FY 24 exceeded 3.9 million.



PROJECT: MARC Positive Train Control

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

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

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:
☒ Enhance Safety and Security
☒ Deliver System Quality
☐ Serve Communities and Support the Economy
☐ Promote Environmental Stewardship

EXPLANATION: Ensure the safe operation of MARC service.

SMART GROWTH STATUS: ☒ Project Not Location Specific ☐ 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: 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. 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		
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	652	348	0	282	22	0	0	0	0	304	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	32,869	84	168	4,211	3,228	0	1,008	1,008	9,623	0
Total	43,143	33,217	84	450	4,234	3,228	0	1,008	1,008	9,927	0
Federal-Aid	34,550	26,228	67	776	2,864	3,069	0	806	806	8,322	0
Special	8,593	6,988	17	(326)	1,369	158	0	202	202	1,605	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. Construction anticipated to start 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 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	405	405	0	0	0	0	0	0	0	0	0
Engineering	1,819	1,819	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	8,629	7,151	121	130	923	425	0	0	0	1,478	0
Total	10,853	9,375	121	130	923	425	0	0	0	1,478	0
Federal-Aid	6,735	5,809	177	(152)	738	340	0	0	0	926	0
Special	4,117	3,566	(56)	282	185	85	0	0	0	552	0
Other	0	0	0	0	0	0	0	0	0	0	0

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SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:
None.

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

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

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

STATUS: Design is completed and the project was advertised for construction in FY 24. Construction is anticipated 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 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	0	0	0	0	0	0	0	0	0	0	0
Engineering	524	396	36	109	20	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	2,097	0	0	40	2,057	0	0	0	0	2,097	0
Total	2,621	396	36	149	2,077	0	0	0	0	2,225	0
Federal-Aid	2,049	306	31	82	1,661	0	0	0	0	1,743	0
Special	572	89	5	67	416	0	0	0	0	482	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 ☒ Serve Communities and Support the Economy
☒ Deliver System Quality ☐ 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 ☐ Grandfathered
☐ Project Outside PFA ☐ Exception Will Be Required
☐ PFA Status Yet to Be Determined ☐ 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 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	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	2,439	2,415	1,001	0	0	0	0	0	1,001	0
Total	3,440	2,439	2,415	1,001	0	0	0	0	0	1,001	0
Federal-Aid	2,592	1,959	1,939	633	0	0	0	0	0	633	0
Special	848	481	476	367	0	0	0	0	0	367	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.



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.

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

- | | | | |
|-------------------------------------|-----------------------------|-------------------------------------|---|
| <input checked="" type="checkbox"/> | Enhance Safety and Security | <input checked="" type="checkbox"/> | Serve Communities and Support the Economy |
| <input checked="" type="checkbox"/> | Deliver System Quality | <input checked="" type="checkbox"/> | Promote Environmental Stewardship |

<input type="checkbox"/>	Project Inside PFA	<input type="checkbox"/>	Grandfathered
<input type="checkbox"/>	Project Outside PFA	<input type="checkbox"/>	Exception Will Be Required
<input type="checkbox"/>	PFA Status Yet to Be Determined	<input type="checkbox"/>	Exception Granted

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			
TOTAL											
PHASE	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET	PLANNING				SIX	BALANCE
	COST	THRU	YEAR	YEAR	YEAR	FOR PLANNING PURPOSES ONLY				YEAR	TO
	(\$000)	CLOSE YEAR	2024	2025	2026	...2027...	...2028...	...2029...	...2030...	TOTAL	COMPLETE
Planning	400	0	0	25	25	250	100	0	0	400	0
Engineering	11,839	8,794	729	1,241	313	993	498	0	0	3,045	0
Right-of-way	225	10	0	48	0	167	0	0	0	215	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	30,423	19,465	4,407	2,244	0	771	5,246	2,697	0	10,959	0
Total	42,888	28,269	5,136	3,558	338	2,182	5,844	2,697	0	14,619	0
Federal-Aid	4,034	2,560	2,559	(40)	20	807	687	0	0	1,474	0
Special	38,251	25,679	2,547	3,309	314	1,224	5,028	2,697	0	12,572	0
Other	603	30	30	289	4	151	129	0	0	573	0

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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

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

- 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 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 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	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,292	1,356	816	436	213	286	0	0	0	936	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	14,170	7,345	300	397	0	6,428	0	0	0	6,825	0
Total	16,462	8,701	1,115	833	213	6,715	0	0	0	7,761	0
Federal-Aid	16,047	8,266	936	853	213	6,715	0	0	0	7,781	0
Special	415	434	180	(20)	0	0	0	0	0	(20)	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 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	11,048	8,557	496	470	404	485	0	1,132	0	2,491	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	
Construction	189,646	98,006	14,930	4,400	766	15,779	18,904	19,789	10,326	69,964	
Total	200,694	106,563	15,426	4,870	1,170	16,264	18,904	20,921	10,326	72,455	
Federal-Aid	19,216	11,183	236	2,079	462	287	0	5,205	0	8,033	
Special	181,477	95,380	15,190	2,792	708	15,977	18,904	15,715	10,326	64,422	
Other	0	0	0	0	0	0	0	0	0	0	

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

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:
Project funding allocation increased by \$7.8M 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:



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.

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY ...2027... ...2028... ...2029... ...2030...				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,919	3,154	0	623	0	0	143	0	0	766	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	223,506	203,790	19,584	9,807	7,059	300	300	2,250	0	19,717	0
Total	227,426	206,943	19,584	10,430	7,059	300	443	2,250	0	20,482	0
Federal-Aid	152,847	134,168	10,853	10,838	6,648	0	114	1,080	0	18,680	0
Special	74,578	72,776	8,731	(408)	412	300	329	1,170	0	1,803	0
Other	0	0	0	0	0	0	0	0	0	0	0



PROJECT: Light Rail Systems Overhauls and Replacements

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

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

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

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

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

- SMART GROWTH STATUS:**

☐ Project Not Location Specific

☐ Not Subject to PFA Law

☒ Project Inside PFA

☐ Project Outside PFA

☐ PFA Status Yet to Be Determined

☐ Grandfathered

☐ Exception Will Be Required

☐ Exception Granted

STATUS: Design for 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		
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	6,261	3,825	647	2,427	0	8	0	0	0	2,435	
Right-of-way	494	55	45	239	0	200	0	0	0	439	
Utility	0	0	0	0	0	0	0	0	0	0	
Construction	147,593	5,557	3,305	4,075	4,532	17,644	26,054	25,700	18,000	96,005	
Total	154,347	9,437	3,997	6,742	4,532	17,852	26,054	25,700	18,000	98,880	
Federal-Aid	73,839	2,029	759	2,529	2,195	9,717	20,065	20,505	14,400	69,410	
Special	80,508	7,407	3,238	4,213	2,336	8,136	5,989	5,195	3,600	29,470	
Other	0	0	0	0	0	0	0	0	0	0	

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

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:
Project funding allocation increased by \$5.8M 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 other funding obligations.

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



PROJECT: Light Rail Trackwork Overhauls and Replacement

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

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

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

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

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

- SMART GROWTH STATUS:**

☐ Project Not Location Specific

☐ Not Subject to PFA Law

☒ Project Inside PFA

☐ Project Outside PFA

☐ PFA Status Yet to Be Determined

☐ Grandfathered

☐ Exception Will Be Required

☐ Exception Granted

STATUS: Design of 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 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	44	13	(1)	31	0	0	0	0	0	31	0
Engineering	12,704	7,968	3,190	1,238	2,564	934	0	0	0	4,736	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	46,744	1,625	54	20	779	7,103	16,402	16,750	4,064	45,118	0
Total	59,492	9,607	3,243	1,288	3,343	8,037	16,402	16,750	4,064	49,885	0
Federal-Aid	17,268	21	21	132	1,630	4,684	4,528	4,719	1,554	17,247	0
Special	42,224	9,586	3,222	1,156	1,713	3,354	11,874	12,032	2,510	32,638	0
Other	0	0	0	0	0	0	0	0	0	0	0

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

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:
Project funding allocation increased by \$16.1M to advance critical Light Rail State of Good Repair projects through construction.

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



PROJECT: Howard Street Rail Replacement

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

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

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

- | | |
|---|---|
| <input checked="" type="checkbox"/> Enhance Safety and Security | <input checked="" type="checkbox"/> Serve Communities and Support the Economy |
| <input checked="" type="checkbox"/> Deliver System Quality | <input type="checkbox"/> 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
- | | | |
|--|--|---|
| <input checked="" type="checkbox"/> Project Inside PFA | <input type="checkbox"/> Grandfathered | |
| <input type="checkbox"/> Project Outside PFA | | <input type="checkbox"/> Exception Will Be Required |
| <input type="checkbox"/> PFA Status Yet to Be Determined | | <input type="checkbox"/> Exception Granted |

STATUS: Design to resume 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 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	800	800	0	0	0	0	0	0	0	0	0
Engineering	1,673	1,604	0	69	0	0	0	0	0	69	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	39,028	9	0	0	500	500	5,000	16,609	16,410	39,019	0
Total	41,501	2,412	0	69	500	500	5,000	16,609	16,410	39,088	0
Federal-Aid	56	157	0	(101)	0	0	0	0	0	(101)	0
Special	41,445	2,256	0	170	500	500	5,000	16,609	16,410	39,189	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:

Project funding was restored and allocation increased by \$5M overall to advance the Howard Street Rail Replacement project through construction.

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
- ☒ Serve Communities and Support the Economy
- ☒ Deliver System Quality
- ☐ 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: Construction for the replacement of the Reisterstown Plaza East interlocking is anticipated to begin in FY 25. Design efforts for all other interlockings ongoing.

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	10,808	10,427	467	20	4	357	0	0	0	381	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	37,993	169	241	2,790	31,096	18,039	0	11,250	63,416	0
Total	112,217	48,420	635	261	2,794	31,453	18,039	0	11,250	63,797	0
Federal-Aid	81,449	31,173	306	(132)	1,972	25,005	14,431	0	9,000	50,276	0
Special	30,767	17,246	329	393	822	6,448	3,608	0	2,250	13,521	0
Other	0	0	0	0	0	0	0	0	0	0	0

1223, 1720, 1772, 1845

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.



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

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

- SMART GROWTH STATUS:**

☐ Project Not Location Specific

☐ Not Subject to PFA Law

☒ Project Inside PFA

☐ Project Outside PFA

☐ PFA Status Yet to Be Determined

☐ Grandfathered

☐ Exception Will Be Required

☐ Exception Granted

STATUS: 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 \$27.5M as projects deferred due to other funding obligations. Project funding allocation increased by \$19.8M to advance Repairs to 6 Metro Stations and for the MTR Platform and Rehabilitation and Snow Melt System through construction.

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 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	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,350	1,564	1,386	534	0	139	113	0	0	786	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	24,182	1,604	440	208	68	4,700	10,602	6,000	1,000	22,578	0
Total	26,532	3,169	1,826	742	68	4,839	10,715	6,000	1,000	23,363	0
Federal-Aid	2,862	596	596	186	0	2,080	0	0	0	2,266	0
Special	23,670	2,573	1,230	556	68	2,759	10,715	6,000	1,000	21,097	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:

- | | |
|---|---|
| <input checked="" type="checkbox"/> Enhance Safety and Security | <input checked="" type="checkbox"/> Serve Communities and Support the Economy |
| <input checked="" type="checkbox"/> Deliver System Quality | <input type="checkbox"/> Promote Environmental Stewardship |

SMART GROWTH STATUS: ☒ Project Not Location Specific ☐ Not Subject to PFA Law

- | | |
|--|---|
| <input type="checkbox"/> Project Inside PFA | <input type="checkbox"/> Grandfathered |
| <input type="checkbox"/> Project Outside PFA | <input type="checkbox"/> Exception Will Be Required |
| <input type="checkbox"/> PFA Status Yet to Be Determined | <input type="checkbox"/> Exception Granted |

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

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 ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	6,149	5,654	0	5	145	0	346	0	0	496	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	550,552	319,710	44,900	43,228	54,863	66,997	45,799	19,954	0	230,841	0
Total	556,701	325,364	44,900	43,233	55,008	66,997	46,145	19,954	0	231,337	0
Federal-Aid	434,788	234,316	25,831	34,986	45,023	58,037	42,000	20,427	0	200,472	0
Special	121,913	91,048	19,069	8,248	9,985	8,960	4,145	(473)	(0)	30,865	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 \$12.3M 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.

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



PROJECT: Metro Maintenance Facility Improvements

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

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

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

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

- 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 upgrade, replacement, and installation of maintenance equipment will increase safety for employees by providing fall protection, bring MTA assets to a state of good repair, allow for the current fleet to stay in revenue service, and accommodate the new metro fleet.

STATUS: Construction of the wheel truing machine, hoists and lifts is underway. The vehicle wash upgrade project is expected 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 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	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,669	2,622	64	48	0	0	0	0	0	48	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	28,054	7,114	1,133	4,135	887	8,859	5,009	2,050	0	20,940	0
Total	30,723	9,736	1,197	4,183	887	8,859	5,009	2,050	0	20,987	0
Federal-Aid	23,270	7,475	855	3,109	714	6,403	3,929	1,640	0	15,795	0
Special	7,453	2,261	342	1,074	173	2,456	1,080	410	0	5,192	0
Other	0	0	0	0	0	0	0	0	0	0	0

1530, 1795

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 underway. Design completed for Metro TC&C rooms and Stray Current Monitoring System Replacement in FY 24. Design for Power Distribution System Rehab, and Electric Systems Upgrade projects ongoing. Design for Metro Traction Power Substation Load Break and Tie Switches will 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 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2027...	...2028...	...2029...	...2030...		
Planning	500	0	0	0	100	200	200	0	0	500	0
Engineering	7,911	1,835	752	856	1,536	665	3,010	10	0	6,076	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	18,353	1,051	371	943	2,227	3,292	4,710	4,450	1,680	17,302	0
Total	26,764	2,886	1,123	1,799	3,863	4,157	7,920	4,460	1,680	23,879	0
Federal-Aid	11,505	0	0	8	2,058	1,565	5,314	2,560	0	11,505	0
Special	15,259	2,886	1,123	1,791	1,805	2,592	2,606	1,900	1,680	12,374	0
Other	0	0	0	0	0	0	0	0	0	0	0

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

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: Project allocation funding decreased by \$6.9M as the Metro Cellular Coverage in Tunnels, and Avtec (tunnel communication) Replacement projects were deferred due to market conditions and fiscal constraints. Project funding allocation increased by \$2.1M to advance the Metro Rail and Switch Heater System Replacement.

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



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, actively cleaning tunnels of corrosive materials and unsightly debris, and street grate replacement at 19 vent shafts.

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 ☐ Grandfathered
- ☐ Project Outside PFA ☐ Exception Will Be Required
- ☐ PFA Status Yet to Be Determined ☐ 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 \$28.9M due to the addition of the Metro Street Grate Rehabilitation 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 ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY ...2027... ...2028... ...2029... ...2030...				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	8,165	3,800	387	489	0	1,209	2,590	77	0	4,365	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	71,610	21,098	2,362	3,083	350	2,178	9,773	6,130	29,000	50,512	0
Total	79,775	24,899	2,750	3,571	350	3,386	12,363	6,207	29,000	54,877	0
Federal-Aid	51,473	9,081	37	4,769	0	1,623	8,309	4,492	23,200	42,392	0
Special	28,303	15,818	2,713	(1,197)	350	1,764	4,054	1,715	5,800	12,485	0
Other	0	0	0	0	0	0	0	0	0	0	0



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 is 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

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.

- 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 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 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2027...	...2028...	...2029...	...2030...		
Planning	934	920	13	13	0	0	0	0	0	13	0
Engineering	13,415	10,809	5,489	2,606	0	0	0	0	0	2,606	0
Right-of-way	446	275	91	171	0	0	0	0	0	171	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	14,795	12,004	5,593	2,790	0	0	0	0	0	2,790	0
Federal-Aid	10,114	8,020	4,317	2,095	0	0	0	0	0	2,095	0
Special	4,680	3,985	1,276	695	(0)	(0)	(0)	0	0	695	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 \$491M as the project was deferred due to market conditions and other funding obligations.

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 ☐ Grandfathered
- ☐ Project Outside PFA ☐ Exception Will Be Required
- ☐ PFA Status Yet to Be Determined ☐ 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 increased by \$3.9M as the Phillips Building Site Improvements project was added to this PIF and the Bush Division Building 8 HVAC Upgrades project was deferred due to other funding obligations.

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		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,474	1,064	603	410	0	0	0	0	0	410	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	34,949	9,094	3,520	1,488	7,303	6,779	9,885	400	0	25,855	0
Total	36,423	10,158	4,123	1,898	7,303	6,779	9,885	400	0	26,265	0
Federal-Aid	13,993	2,894	11	(203)	3,200	2,582	5,520	0	0	11,099	0
Special	22,430	7,264	4,112	2,101	4,103	4,197	4,365	400	0	15,166	0
Other	0	0	0	0	0	0	0	0	0	0	0

1518, 1527, 1528, 1529, 1746, 1750, 1831, 2057



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.

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

- | | | | |
|-------------------------------------|-----------------------------|-------------------------------------|---|
| <input checked="" type="checkbox"/> | Enhance Safety and Security | <input checked="" type="checkbox"/> | Serve Communities and Support the Economy |
| <input checked="" type="checkbox"/> | Deliver System Quality | <input type="checkbox"/> | Promote Environmental Stewardship |

<input checked="" type="checkbox"/>	Project Inside PFA	<input type="checkbox"/>	Grandfathered
<input type="checkbox"/>	Project Outside PFA	<input type="checkbox"/>	Exception Will Be Required
<input type="checkbox"/>	PFA Status Yet to Be Determined	<input type="checkbox"/>	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.

[illegible]

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
- ☒ Serve Communities and Support the Economy
- ☒ Deliver System Quality
- ☐ 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		
TOTAL											
PHASE	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET	PLANNING				SIX	BALANCE
	COST	THRU	YEAR	YEAR	YEAR	FOR PLANNING PURPOSES ONLY				YEAR	TO
	(\$000)	CLOSE YEAR	2024	2025	2026	...2027...	...2028...	...2029...	...2030...	TOTAL	COMPLETE
Planning	4,563	4,086	388	459	18	0	0	0	0	477	0
Engineering	2,853	1,182	127	805	708	158	0	0	0	1,672	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	19,653	17,504	515	1,265	726	158	0	0	0	2,149	0
Federal-Aid	7,544	6,045	116	1,141	231	126	0	0	0	1,499	0
Special	12,109	11,459	399	123	495	32	0	0	0	650	0
Other	0	0	0	0	0	0	0	0	0	0	0



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.

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

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

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

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

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. Lines 27, 28, and 31 are all bus procurements to support MTA operations.

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 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				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	600,639	371,069	53,006	51,798	0	0	32,276	70,629	74,867	229,570	0
Total	600,979	371,410	53,006	51,798	0	0	32,276	70,629	74,867	229,570	0
Federal-Aid	483,342	303,187	45,107	40,284	0	0	27,435	60,035	52,400	180,154	0
Special	117,638	68,222	7,899	11,513	0	(0)	4,841	10,594	22,467	49,416	0
Other	0	0	0	0	0	0	0	0	0	0	0



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 ☐ Not Subject to PFA Law
- ☐ Project Inside PFA ☐ Grandfathered
- ☐ Project Outside PFA ☐ Exception Will Be Required
- ☐ PFA Status Yet to Be Determined ☐ Exception Granted

EXPLANATION: 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. Lines 27, 28, and 31 are all bus procurements to support MTA operations.

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 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	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	69,789	1,348	1,126	10,503	28,205	17,674	12,059	0	0	68,441	0
Total	69,789	1,348	1,126	10,503	28,205	17,674	12,059	0	0	68,441	0
Federal-Aid	58,197	0	0	8,950	23,974	15,023	10,250	0	0	58,197	0
Special	11,592	1,348	1,126	1,553	4,231	2,651	1,809	(0)	(0)	10,243	(0)
Other	0	0	0	0	0	0	0	0	0	0	0

1923

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:
Project funding allocation decreased \$319.2M due to other funding obligations. 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 other funding obligations.

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. The project also includes the purchase and installation of battery electric bus charging equipment at Kirk Storage Building and necessary utility upgrades to support to new 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

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

- 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: 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 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	465	340	206	0	125	0	0	0	0	125	0
Engineering	1,105	955	80	100	0	50	0	0	0	150	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	14,394	10,391	3,862	629	50	1,161	50	2,113	0	4,003	0
Total	16,177	11,899	4,148	729	175	1,211	50	2,113	0	4,278	0
Federal-Aid	2,553	2,727	17	(174)	0	0	0	0	0	(174)	0
Special	9,999	9,172	4,130	(2,722)	175	1,211	50	2,113	0	826	0
Other	3,626	0	0	3,626	0	0	0	0	0	3,626	0

1706, 1996, 2102

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:
Project funding allocation decreased by \$1.5M is the result of funding reductions due to other funding obligations and charging supplier challenges.

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 ☐ Not Subject to PFA Law
- ☐ Project Inside PFA ☐ Grandfathered
- ☐ Project Outside PFA ☐ Exception Will Be Required
- ☐ PFA Status Yet to Be Determined ☐ Exception Granted

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

STATUS: 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.

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 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	7,441	5,750	1,922	1,571	120	0	0	0	0	1,691	0
Engineering	5,650	5,291	1,244	359	0	0	0	0	0	359	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	15	15	429	0	0	0	0	0	429	0
Total	13,535	11,056	3,182	2,359	120	0	0	0	0	2,479	0
Federal-Aid	9,800	1,819	717	7,666	314	0	0	0	0	7,981	0
Special	3,735	9,237	2,465	(5,307)	(194)	0	0	0	0	(5,502)	0
Other	0	0	0	0	0	0	0	0	0	0	0

1757, 2020, 2166, 2136

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: Project funding allocation decreased by \$117.9M as the project was deferred due to market considerations and due to other funding obligations.

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



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.

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

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

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

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

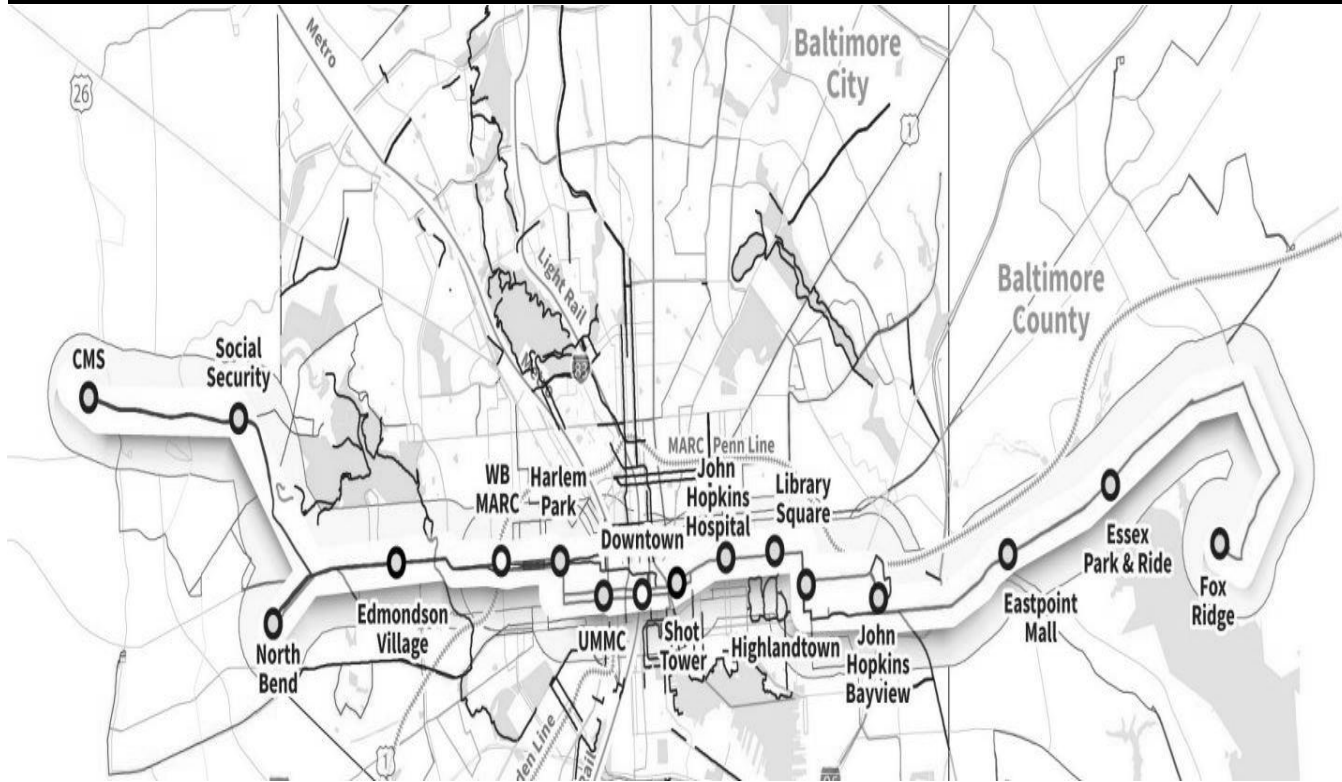
STATUS: MTA is actively procuring nearly 97 hybrid buses for delivery between FY 25 and FY 27. Lines 27, 28, and 31 are all related to MTA's bus procurement.

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 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...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	126,550	0	0	19,421	52,153	32,680	22,297	0	0	126,550	0
Total	126,550	0	0	19,421	52,153	32,680	22,297	0	0	126,550	0
Federal-Aid	107,610	0	0	16,550	44,330	27,778	18,952	0	0	107,610	0
Special	18,941	0	0	2,871	7,823	4,902	3,345	0	0	18,941	0
Other	0	0	0	0	0	0	0	0	0	0	0

1923

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 is the result of funding reductions due to other funding obligations.

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 run 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. The project received a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant to support the design and construction.

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:

- | | |
|---|---|
| <input checked="" type="checkbox"/> Enhance Safety and Security | <input checked="" type="checkbox"/> Serve Communities and Support the Economy |
| <input checked="" type="checkbox"/> Deliver System Quality | <input type="checkbox"/> 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:**
- | | |
|--|---|
| <input type="checkbox"/> Project Not Location Specific | <input type="checkbox"/> Not Subject to PFA Law |
| <input checked="" type="checkbox"/> Project Inside PFA | <input type="checkbox"/> Grandfathered |
| <input type="checkbox"/> Project Outside PFA | <input type="checkbox"/> Exception Will Be Required |
| <input type="checkbox"/> PFA Status Yet to Be Determined | <input type="checkbox"/> 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. MTA, in partnership with FTA, executed the RAISE grant in FY 25.

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		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU YEAR	PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
Planning	3,386	2,939	1,535	447	0	0	0	0	0	447	0
Engineering	4,482	1,886	1,886	2,596	0	0	0	0	0	2,596	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	57,868	4,825	3,421	3,043	1,600	4,950	17,025	26,425	0	53,043	0
Federal-Aid	23,000	1,103	103	(103)	704	2,178	7,491	11,627	0	21,897	0
Special	24,868	3,722	3,318	3,146	576	1,782	6,129	9,513	0	21,146	0
Other	10,000	0	0	0	320	990	3,405	5,285	0	10,000	0

2017, 2053





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 ☐ Not Subject to PFA Law
- ☐ Project Inside PFA ☐ Grandfathered
- ☐ Project Outside PFA ☐ Exception Will Be Required
- ☐ PFA Status Yet to Be Determined ☐ Exception Granted

EXPLANATION: 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 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	0	0	0	0	0	0	0	0	0	0	0
Engineering	47	46	(2)	1	0	0	0	0	0	1	0
Right-of-way	45	41	13	4	0	0	0	0	0	4	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	80,141	6,513	3,918	23,135	6,122	1,849	9,701	14,382	18,439	73,629	0
Total	80,234	6,601	3,928	23,139	6,122	1,849	9,701	14,382	18,439	73,633	0
Federal-Aid	63,390	5,019	2,927	18,704	4,166	1,482	7,761	11,506	14,751	58,371	0
Special	16,844	1,581	1,001	4,435	1,956	367	1,940	2,876	3,688	15,263	0
Other	0	0	0	0	0	0	0	0	0	0	0

90902

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. The FY 26 vehicle procurement was added to the PIF.

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



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.

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

- | | | | |
|-------------------------------------|-----------------------------|-------------------------------------|---|
| <input checked="" type="checkbox"/> | Enhance Safety and Security | <input checked="" type="checkbox"/> | Serve Communities and Support the Economy |
| <input checked="" type="checkbox"/> | Deliver System Quality | <input type="checkbox"/> | Promote Environmental Stewardship |

SMART GROWTH STATUS:		<input type="checkbox"/> Project Not Location Specific	<input type="checkbox"/> Not Subject to PFA Law
<input checked="" type="checkbox"/>	Project Inside PFA	<input type="checkbox"/>	Grandfathered
<input type="checkbox"/>	Project Outside PFA	<input type="checkbox"/>	Exception Will Be Required
<input type="checkbox"/>	PFA Status Yet to Be Determined	<input type="checkbox"/>	Exception Granted

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:
Project funding allocation increased by \$4.8M to match updated construction cost estimates.

USAGE:

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER		
	TOTAL					PLANNING				SIX	BALANCE
PHASE	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET	FOR PLANNING PURPOSES ONLY				YEAR	TO
	COST	THRU	YEAR	YEAR	YEAR						COMPLETE
	(\$000)	CLOSE YEAR	2024	2025	2026	...2027...	...2028...	...2029...	...2030...	TOTAL	
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,701	2,381	84	320	0	0	0	0	0	320	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	93,923	34,240	6,580	12,704	18,951	25,381	2,255	392	0	59,683	0
Total	96,624	36,621	6,663	13,024	18,951	25,381	2,255	392	0	60,003	0
Federal-Aid	6,186	5,946	(0)	240	0	0	0	0	0	240	0
Special	33,079	30,674	6,663	1,699	168	45	100	392	(0)	2,404	0
Other	57,359	0	0	11,085	18,783	25,336	2,155	0	0	57,359	0



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 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

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

STATUS: Various major IT infrastructure orders are currently underway.

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...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	40,488	21,389	2,527	7,972	2,787	2,169	3,512	1,957	701	19,098	0
Total	40,488	21,389	2,527	7,972	2,787	2,169	3,512	1,957	701	19,098	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	40,488	21,389	2,527	7,972	2,787	2,169	3,512	1,957	701	19,098	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 \$1.4M to support the ITP Infrastructure Refresh project offset by the lower cost estimate for the Information Technology Preservation project.

USAGE:



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.

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

<input checked="" type="checkbox"/>	Serve Communities and Support the Economy
<input type="checkbox"/>	Promote Environmental Stewardship

<input checked="" type="checkbox"/>	Project Inside PFA	<input type="checkbox"/>	Grandfathered
<input type="checkbox"/>	Project Outside PFA	<input type="checkbox"/>	Exception Will Be Required
<input type="checkbox"/>	PFA Status Yet to Be Determined	<input type="checkbox"/>	Exception Granted

STATUS: Mondawmin Metro Station elevator rehab was completed in FY 24. Elevator replacement and modernization program construction is expected to begin FY 25.

[illegible]

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



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
- ☒ Serve Communities and Support the Economy
- ☐ Deliver System Quality
- ☐ Promote Environmental Stewardship

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

EXPLANATION: 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 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	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	14,040	692	3,744	1,700	0	0	0	0	5,444	0
Total	19,920	14,475	692	3,744	1,700	0	0	0	0	5,444	0
Federal-Aid	9,000	5,589	20	2,051	1,360	0	0	0	0	3,411	0
Special	10,920	8,886	672	1,694	340	0	0	0	0	2,034	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

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

- SMART GROWTH STATUS:**

☐ Project Not Location Specific

☐ Not Subject to PFA Law

☒ Project Inside PFA

☐ Project Outside PFA

☐ PFA Status Yet to Be Determined

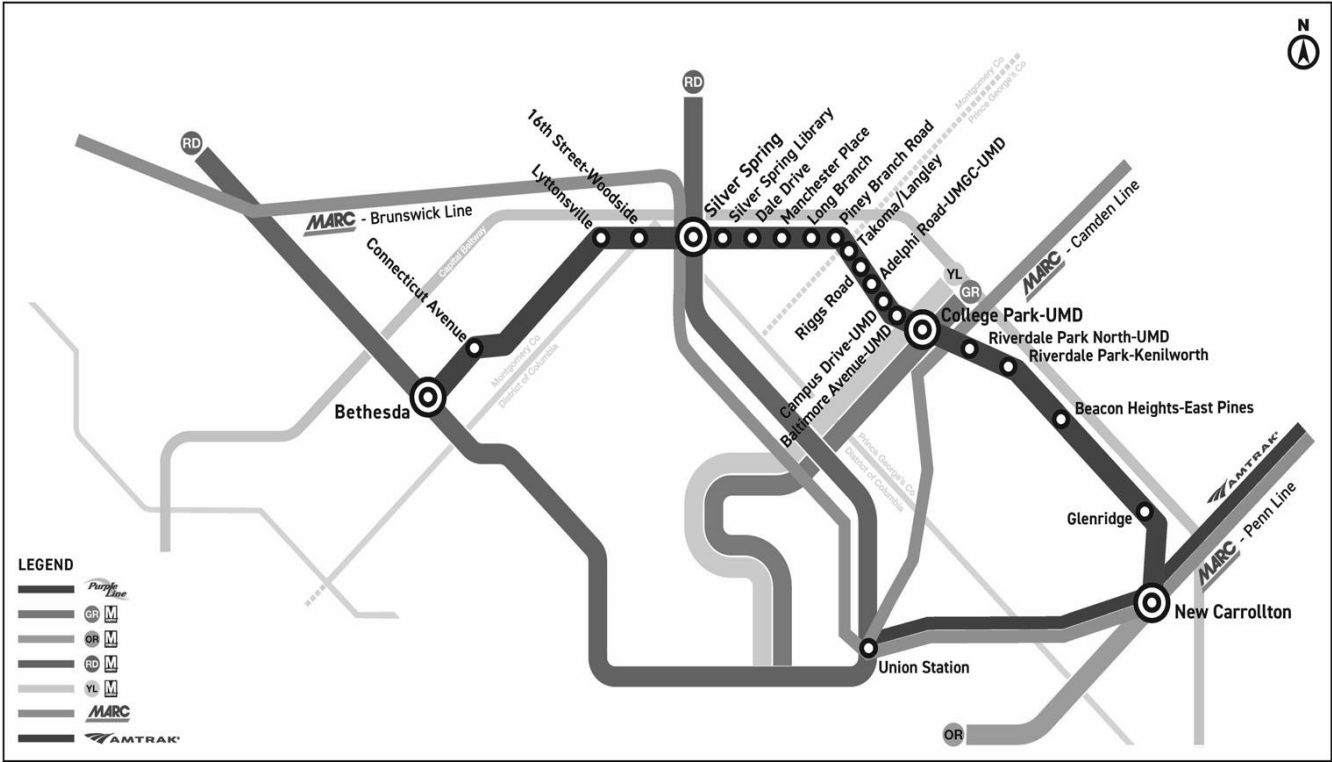
☐ Grandfathered

☐ Exception Will Be Required

☐ Exception Granted

STATUS: The Board of Public Works approved Amendment 7 in March 2024 to extend the revenue service availability date to Winter 2027. Major construction will continue through 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.

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 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2027...	...2028...	...2029...	...2030...		
Planning	47,371	47,371	0	0	0	0	0	0	0	0	
Engineering	537,060	452,645	49,089	41,039	30,788	12,588	0	0	0	84,415	0
Right-of-way	297,280	286,997	14,821	10,283	0	0	0	0	0	10,283	0
Utility	2,956	1,142	630	907	907	0	0	0	0	1,814	0
Construction	2,518,589	1,795,956	140,296	196,985	137,084	200,344	188,220	0	0	722,633	0
Total	3,403,256	2,584,111	204,836	249,214	168,779	212,932	188,220	0	0	819,145	0
Federal-Aid	1,091,145	1,061,973	66,443	29,172	0	0	0	0	0	29,172	0
Special	2,160,712	1,370,739	138,393	220,042	168,779	212,932	188,220	0	0	789,973	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 Not Location Specific

☐ Not Subject to PFA Law

☒ Project Inside PFA

☐ Project Outside PFA

☐ PFA Status Yet to Be Determined

☐ Grandfathered

☐ Exception Will Be Required

☐ Exception Granted

STATUS: The Board of Public Works approved Amendment 7 in March 2024 to extend the revenue service availability date to Winter 2027. Major construction will continue through 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.

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 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	2,730	3,141	0	(411)	0	0	0	0	0	(411)	0
Engineering	193	193	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	113,423	40,451	(49)	70,421	2,196	355	0	0	0	72,972	0
Total	116,346	43,785	(49)	70,010	2,196	355	0	0	0	72,561	0
Federal-Aid	3,000	2,001	0	999	0	0	0	0	0	999	0
Special	(20,707)	(20,383)	(49)	(324)	0	0	0	0	0	(324)	0
Other	134,053	62,167	0	69,335	2,196	355	0	0	0	71,886	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 costs 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 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...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	471,681	0	0	0	0	0	90,291	190,068	191,322	471,681	0
Total	471,681	0	0	0	0	0	90,291	190,068	191,322	471,681	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	471,681	0	0	0	0	0	90,291	190,068	191,322	471,681	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 39).

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 ☐ Not Subject to PFA Law
- ☐ Project Inside PFA ☐ Grandfathered
- ☐ Project Outside PFA ☐ Exception Will Be Required
- ☐ PFA Status Yet to Be Determined ☐ Exception Granted

EXPLANATION: 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		
TOTAL											
PHASE	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET	PLANNING				SIX	BALANCE
	COST	THRU	YEAR	YEAR	YEAR	FOR PLANNING PURPOSES ONLY				YEAR	TO
	(\$000)	CLOSE YEAR	2024	2025	2026	...2027...	...2028...	...2029...	...2030...	TOTAL	COMPLETE
Planning	813	343	(40)	470	0	0	0	0	0	470	0
Engineering	43,341	33,458	730	756	2,013	1,951	2,173	1,495	1,495	9,883	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	234,925	12,756	27,123	37,592	45,670	36,234	32,816	29,425	208,860	0
Total	487,939	268,725	13,445	28,350	39,605	47,621	38,407	34,311	30,920	219,213	0
Federal-Aid	426,803	230,847	12,208	26,288	35,967	40,644	33,797	31,560	27,699	195,956	0
Special	56,633	33,375	1,237	2,061	3,638	6,977	4,610	2,751	3,221	23,257	0
Other	4,503	4,503	0	0	0	0	0	0	0	0	0



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:

- | | |
|---|---|
| <input checked="" type="checkbox"/> Enhance Safety and Security | <input checked="" type="checkbox"/> Serve Communities and Support the Economy |
| <input checked="" type="checkbox"/> Deliver System Quality | <input checked="" type="checkbox"/> Promote Environmental Stewardship |

- SMART GROWTH STATUS:**
- | | |
|---|---|
| <input checked="" type="checkbox"/> Project Not Location Specific | <input type="checkbox"/> Not Subject to PFA Law |
| <input type="checkbox"/> Project Inside PFA | <input type="checkbox"/> Grandfathered |
| <input type="checkbox"/> Project Outside PFA | <input type="checkbox"/> Exception Will Be Required |
| <input type="checkbox"/> PFA Status Yet to Be Determined | <input type="checkbox"/> 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
TOTAL											
PHASE	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET	PLANNING				SIX	BALANCE
	COST	THRU	YEAR	YEAR	YEAR	FOR PLANNING PURPOSES ONLY				YEAR	TO
	(\$000)	CLOSE YEAR	2024	2025	2026	...2027...	...2028...	...2029...	...2030...	TOTAL	COMPLETE
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	81,839	51,957	648	7,005	9,299	8,304	5,180	93	0	29,882	0
Total	81,839	51,957	648	7,005	9,299	8,304	5,180	93	0	29,882	0
Federal-Aid	74,994	45,106	618	7,065	9,245	8,304	5,180	93	0	29,887	0
Special	5,988	5,993	29	(59)	54	0	0	0	0	(5)	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
- ☐ Not Subject to PFA Law
- ☐ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet to Be Determined
- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

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

STATUS: Funds are awarded 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		
TOTAL											
PHASE	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET	PLANNING				SIX	BALANCE
	COST	THRU	YEAR	YEAR	YEAR	FOR PLANNING PURPOSES ONLY				YEAR	TO
	(\$000)	CLOSE YEAR	2024	2025	2026	...2027...	...2028...	...2029...	...2030...	TOTAL	COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,805	1,520	161	(217)	339	163	0	0	0	285	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	61,064	0	(0)	7,379	3,600	3,114	2,000	1,600	17,692	0
Total	80,562	62,585	161	(217)	7,718	3,763	3,114	2,000	1,600	17,978	0
Federal-Aid	36,569	21,884	161	(160)	6,682	3,363	1,600	1,600	1,600	14,685	0
Special	43,993	40,700	0	(57)	1,035	400	1,514	400	0	3,293	0
Other	0	0	0	0	0	0	0	0	0	0	0



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
- ☐ Not Subject to PFA Law
- ☐ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet to Be Determined
- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

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

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

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY ...2027... ...2028... ...2029... ...2030...				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,346	705	177	500	140	0	0	0	0	641	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	49,174	12,831	108	6,380	6,563	9,500	6,700	6,700	500	36,343	0
Total	50,519	13,536	285	6,880	6,703	9,500	6,700	6,700	500	36,984	0
Federal-Aid	42,511	7,230	285	5,528	6,628	9,425	6,650	6,650	400	35,281	0
Special	8,008	6,306	0	1,353	75	75	50	50	100	1,703	0
Other	0	0	0	0	0	0	0	0	0	0	0

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:

<input checked="" type="checkbox"/>	Enhance Safety and Security	<input checked="" type="checkbox"/>	Serve Communities and Support the Economy
<input checked="" type="checkbox"/>	Deliver System Quality	<input type="checkbox"/>	Promote Environmental Stewardship

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.

SMART GROWTH STATUS:

SMART GROWTH STATUS:		<input checked="" type="checkbox"/> Project Not Location Specific	<input type="checkbox"/> Not Subject to PFA Law
<input type="checkbox"/> Project Inside PFA		<input type="checkbox"/> Grandfathered	
<input type="checkbox"/> Project Outside PFA		<input type="checkbox"/> Exception Will Be Required	
<input type="checkbox"/> PFA Status Yet to Be Determined		<input type="checkbox"/> Exception Granted	

STATUS: Projects associated with FY 23 grant funding currently underway.

[illegible]

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:
None.

USAGE:



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. Led by Amtrak, MDOT and MTA are coordinating 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.

<input checked="" type="checkbox"/>	Enhance Safety and Security	<input checked="" type="checkbox"/>	Serve Communities and Support the Economy
<input checked="" type="checkbox"/>	Deliver System Quality	<input checked="" type="checkbox"/>	Promote Environmental Stewardship

☐ Project Not Location Specific ☐ Not Subject to PFA Law

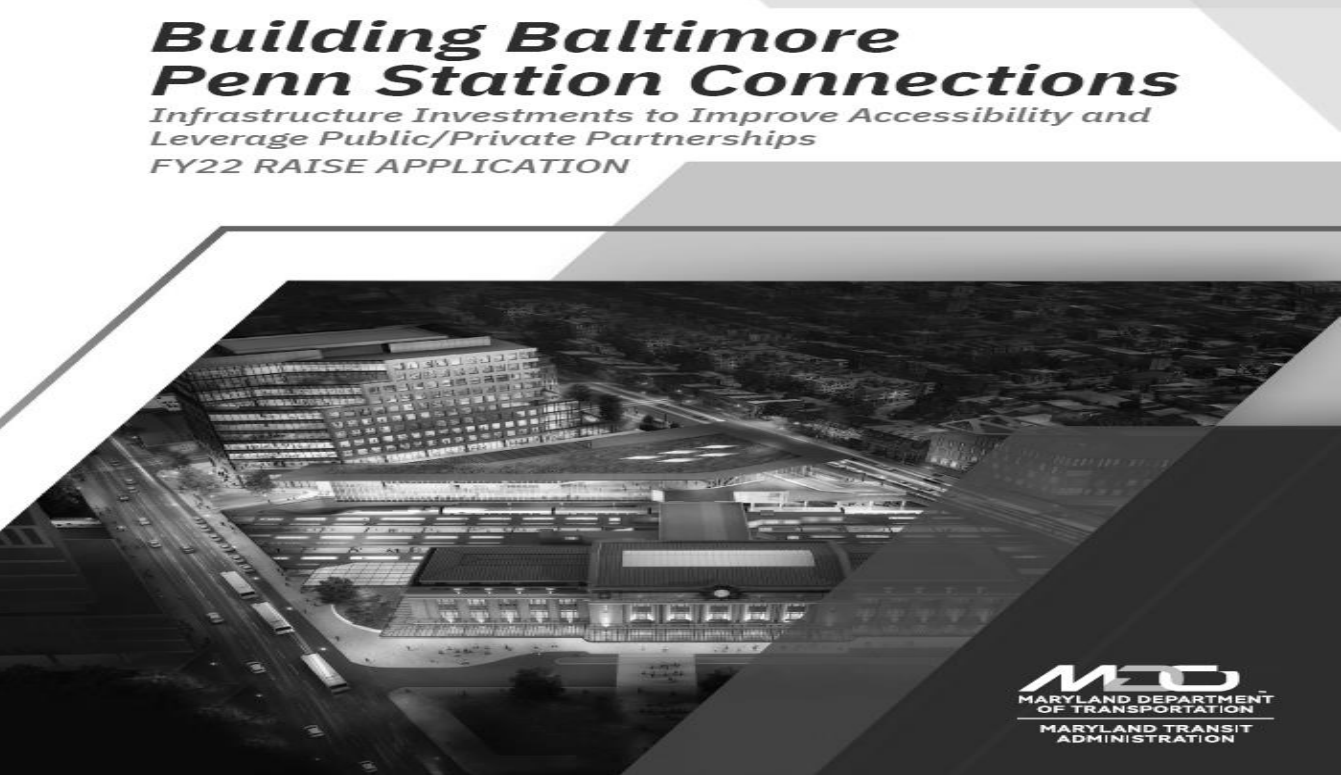
X	Project Inside PFA
	Project Outside PFA
	PFA Status Yet to Be Determined

<input type="checkbox"/>	Grandfathered
<input type="checkbox"/>	Exception Will Be Required
<input type="checkbox"/>	Exception Granted

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

[illegible]

USAGE:



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 ☒ Serve Communities and Support the Economy
☐ Deliver System Quality ☐ 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 ☐ Grandfathered
☐ Project Outside PFA ☐ Exception Will Be Required
☐ PFA Status Yet to Be Determined ☐ 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 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2027...	...2028...	...2029...	...2030...		
Planning	768	231	231	69	0	234	234	0	0	537	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	231	231	69	0	937	938	6,406	5,587	13,937	782
Federal-Aid	11,000	0	0	0	0	750	750	5,125	3,454	10,079	922
Special	2,950	231	231	69	0	187	188	769	1,686	2,899	(180)
Other	1,000	0	0	0	0	0	0	512	447	959	41

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:
None.

USAGE:



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.

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

- | | | | |
|-------------------------------------|-----------------------------|-------------------------------------|---|
| <input checked="" type="checkbox"/> | Enhance Safety and Security | <input checked="" type="checkbox"/> | Serve Communities and Support the Economy |
| <input checked="" type="checkbox"/> | Deliver System Quality | <input type="checkbox"/> | Promote Environmental Stewardship |

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- | | | | |
|-------------------------------------|---------------------------------|--------------------------|----------------------------|
| <input checked="" type="checkbox"/> | Project Inside PFA | <input type="checkbox"/> | Grandfathered |
| <input type="checkbox"/> | Project Outside PFA | <input type="checkbox"/> | Exception Will Be Required |
| <input type="checkbox"/> | PFA Status Yet to Be Determined | <input type="checkbox"/> | 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			
TOTAL											
PHASE	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET	PLANNING				SIX	BALANCE
	COST	THRU	YEAR	YEAR	YEAR	FOR PLANNING PURPOSES ONLY				YEAR	TO
	(\$000)	CLOSE YEAR	2024	2025	2026	...2027...	...2028...	...2029...	...2030...	TOTAL	COMPLETE
Planning	1,000	7	7	93	100	400	400	0	0	993	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	93	100	1,477	1,836	30,488	0	33,993	0
Federal-Aid	20,000	0	0	0	0	646	861	18,493	0	20,000	0
Special	13,000	7	7	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: Light Rail Modernization Program

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 are approaching the end of their useful life.

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
 ☒ Serve Communities and Support the Economy
☒ Deliver System Quality
 ☐ Promote Environmental Stewardship

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

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

STATUS: The 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 underway. Designs for LRV and train control are 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 ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
Planning	9,005	553	219	87	5,150	3,215	0	0	0	8,452	0
Engineering	41,425	1,824	1,531	5,023	6,761	7,048	6,391	6,516	7,861	39,601	0
Right-of-way	4	0	0	4	0	0	0	0	0	4	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	1,328,909	0	0	0	1,224	124,129	193,522	230,077	217,049	766,001	562,907
Total	1,379,343	2,377	1,750	5,115	13,135	134,392	199,913	236,593	224,910	814,059	562,907
Federal-Aid	321,023	0	0	3,558	9,079	32,987	56,312	62,412	156,676	321,023	0
Special	415,319	2,377	1,750	1,557	4,057	40,318	59,974	70,978	67,473	244,356	168,587
Other	643,000	0	0	0	0	61,087	83,627	103,203	761	248,679	394,321

1859, 2157, 2443, 2444

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:

Moved to the Primary Construction Program from the Primary Development & Evaluation Program. Project funding allocation increased by \$1,360.2M as MTA received a \$213.7M Rail Vehicle Replacement grant for replacement of the fleet portion of the project and added additional \$974.4M in funding to advance necessary upgrades to the stations, train control, and the maintenance facilities through construction. Funding sources include GARVEES and requires a legislative change to authorize the use of GARVEES for this project. Without this change, this project will not advance.

USAGE:

Light Rail annual ridership in FY 24 exceeded 4.4 million.



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.

<input checked="" type="checkbox"/>	Enhance Safety and Security	<input checked="" type="checkbox"/>	Serve Communities and Support the Economy
<input checked="" type="checkbox"/>	Deliver System Quality	<input type="checkbox"/>	Promote Environmental Stewardship

☐ Project Not Location Specific ☐ Not Subject to PFA Law

X	Project Inside PFA
	Project Outside PFA
	PFA Status Yet to Be Determined

<input type="checkbox"/>	Grandfathered
<input type="checkbox"/>	Exception Will Be Required
<input type="checkbox"/>	Exception Granted

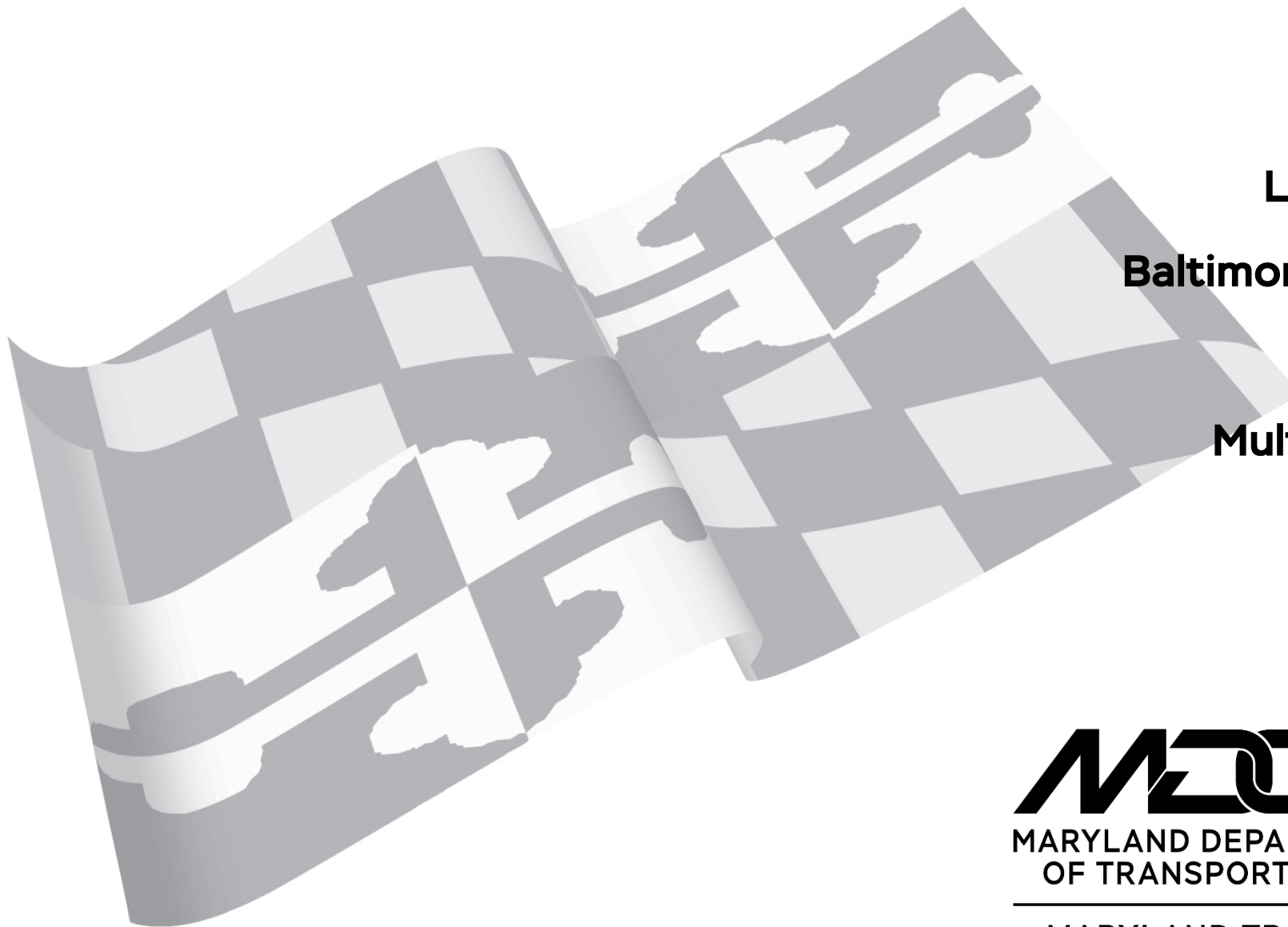
EXPLANATION: The existing Susquehanna River Bridge is approaching end of life and must be replaced to not hinder the Northeast Corridor (NEC).

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.

[illegible]

Moved to the Primary Construction Program from the Primary Development & Evaluation Program. Project funding allocation increased by \$15.8M to reflect MTA's match for the Federal-State Partnership grant within the six-year program.

USAGE:



MARC

Light Rail

Baltimore Metro

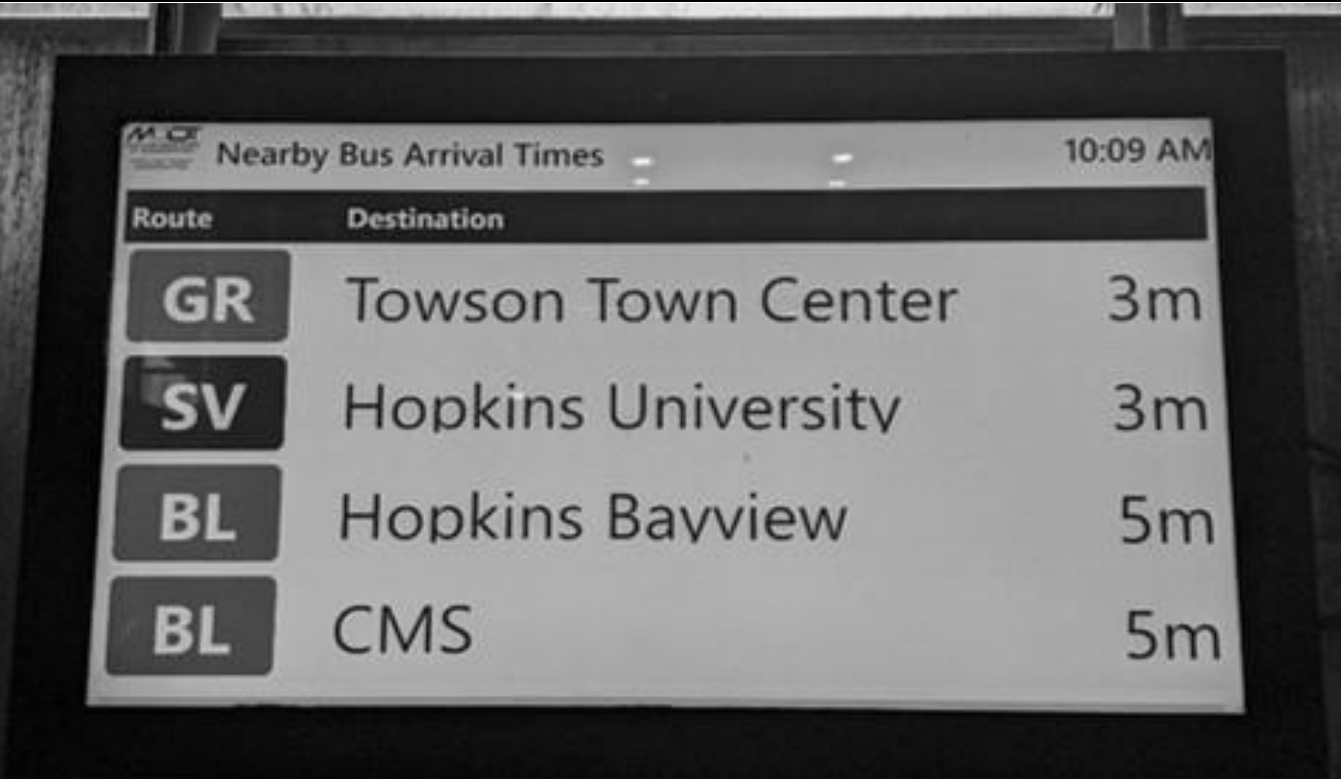
Bus

Multi-Modal



**MARYLAND TRANSIT
ADMINISTRATION**

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
- ☐ Serve Communities and Support the Economy
- ☒ Deliver System Quality
- ☐ Promote Environmental Stewardship

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

- SMART GROWTH STATUS:**

☒ Project Not Location Specific

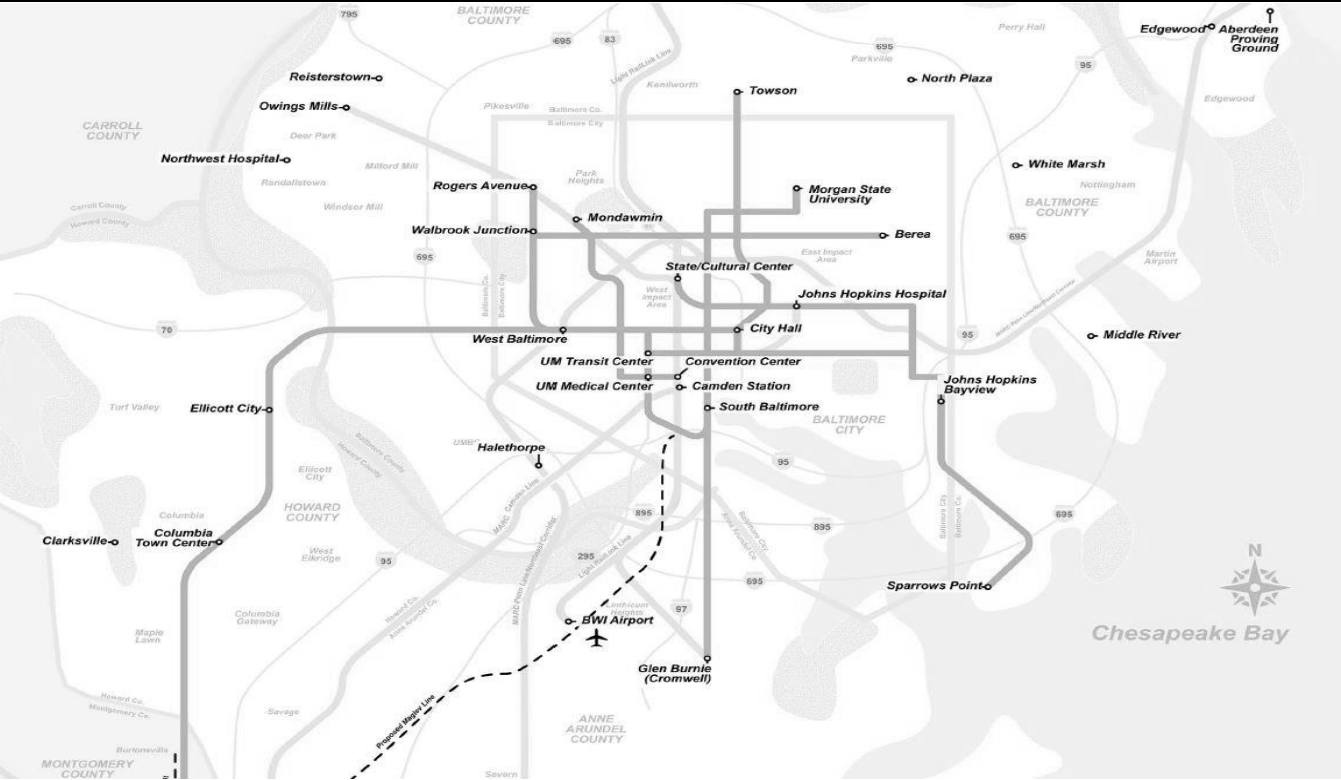
☐ Not Subject to PFA Law
- ☐ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet to Be Determined
- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

STATUS: 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 \$3.8M 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 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2027...	...2028...	...2029...	...2030...		
Planning	6,867	2,939	840	425	803	900	580	181	1,038	3,927	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	6,998	3,071	875	425	803	900	580	181	1,038	3,927	0
Federal-Aid	0	0	0	(0)	0	0	0	0	0	(0)	0
Special	6,998	3,071	874	426	803	900	580	181	1,038	3,928	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 ☐ Not Subject to PFA Law
- ☒ Project Inside PFA ☐ Grandfathered
- ☐ Project Outside PFA ☐ Exception Will Be Required
- ☐ PFA Status Yet to Be Determined ☐ Exception Granted

EXPLANATION: 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 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	4,935	4,378	2,142	557	0	0	0	0	0	557	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	4,935	4,378	2,142	557	0	0	0	0	0	557	0
Federal-Aid	1,020	1,151	51	(131)	0	0	0	0	0	(131)	0
Special	3,915	3,227	2,091	689	0	0	0	0	0	689	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 \$3.3M as the initial design funding for the North South Corridor was deferred as a result of funding reductions due to other funding obligations.

USAGE:



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.

<input checked="" type="checkbox"/>	Enhance Safety and Security	<input checked="" type="checkbox"/>	Serve Communities and Support the Economy
<input checked="" type="checkbox"/>	Deliver System Quality	<input type="checkbox"/>	Promote Environmental Stewardship

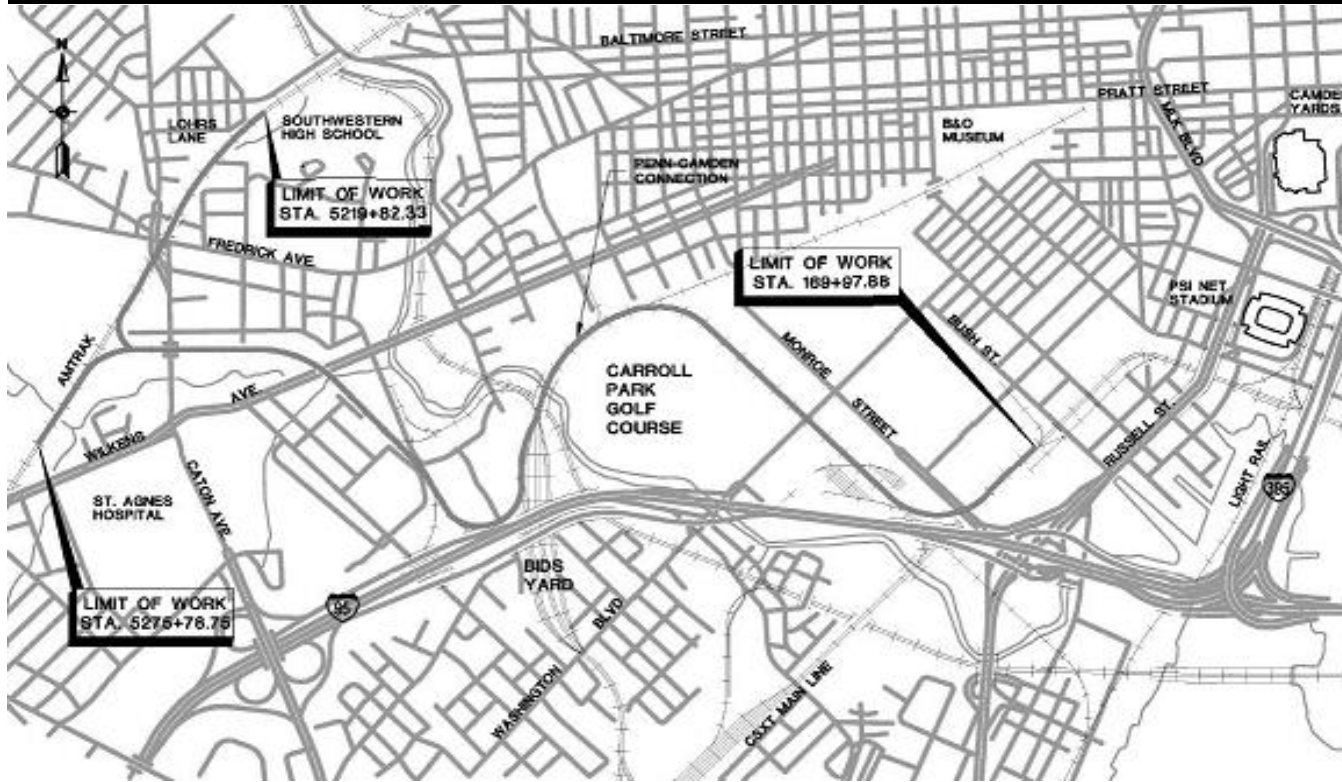
X	Project Inside PFA	<input type="checkbox"/>	Grandfathered
	Project Outside PFA	<input type="checkbox"/>	Exception Will Be Required
	PFA Status Yet to Be Determined	<input type="checkbox"/>	Exception Granted

STATUS: Design underway.

[illegible]

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
 ☐ Serve Communities and Support the Economy
☒ Deliver System Quality
 ☐ Promote Environmental Stewardship

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

SMART GROWTH STATUS:

- ☒ Project Inside PFA
 ☐ Project Outside PFA
 ☐ Project Not Location Specific
 ☐ Not Subject to PFA Law
☐ PFA Status Yet to Be Determined
 ☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

STATUS: Planning activities began in FY 21 and are ongoing. 5% conceptual design completed. 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	
TOTAL											
PHASE	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET	PLANNING				SIX	BALANCE
	COST	THRU	YEAR	YEAR	YEAR	FOR PLANNING PURPOSES ONLY				YEAR	TO
	(\$000)	CLOSE YEAR	2024	2025	2026	...2027...	...2028...	...2029...	...2030...	TOTAL	COMPLETE
Planning	2	0	0	0	0	2	0	0	0	2	0
Engineering	14,950	1,849	927	1,417	5,681	6,004	0	0	0	13,102	0
Right-of-way	560	7	3	150	403	0	0	0	0	553	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	1,856	930	1,567	6,083	6,006	0	0	0	13,656	0
Federal-Aid	11,510	650	650	1,235	4,811	4,814	0	0	0	10,860	0
Special	4,002	1,206	280	331	1,272	1,192	0	0	0	2,796	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:

None

USAGE:



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.

<input checked="" type="checkbox"/>	Enhance Safety and Security	<input checked="" type="checkbox"/>	Serve Communities and Support the Economy
<input checked="" type="checkbox"/>	Deliver System Quality	<input type="checkbox"/>	Promote Environmental Stewardship

SMART GROWTH STATUS:		<input checked="" type="checkbox"/> Project Not Location Specific	<input type="checkbox"/> Not Subject to PFA Law
<input type="checkbox"/> Project Inside PFA		<input type="checkbox"/> Grandfathered	
<input type="checkbox"/> Project Outside PFA		<input type="checkbox"/> Exception Will Be Required	
<input type="checkbox"/> PFA Status Yet to Be Determined		<input type="checkbox"/> Exception Granted	

STATUS: Planning and design efforts are underway.

[illegible]

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:
Project funding allocation decreased by \$3.3M as the MARC Camden and Brunswick Line Modeling projects were deferred and removed from this PIF as a result of funding reductions due to other funding obligations.

USAGE:



PROJECT: LOTS Transit Development Plan (TDP)

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

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

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:
☒ Enhance Safety and Security ☒ Serve Communities and Support the Economy
☒ Deliver System Quality ☐ Promote Environmental Stewardship

EXPLANATION: These plans are used by individual LOTS to enhance transit within their communities.

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

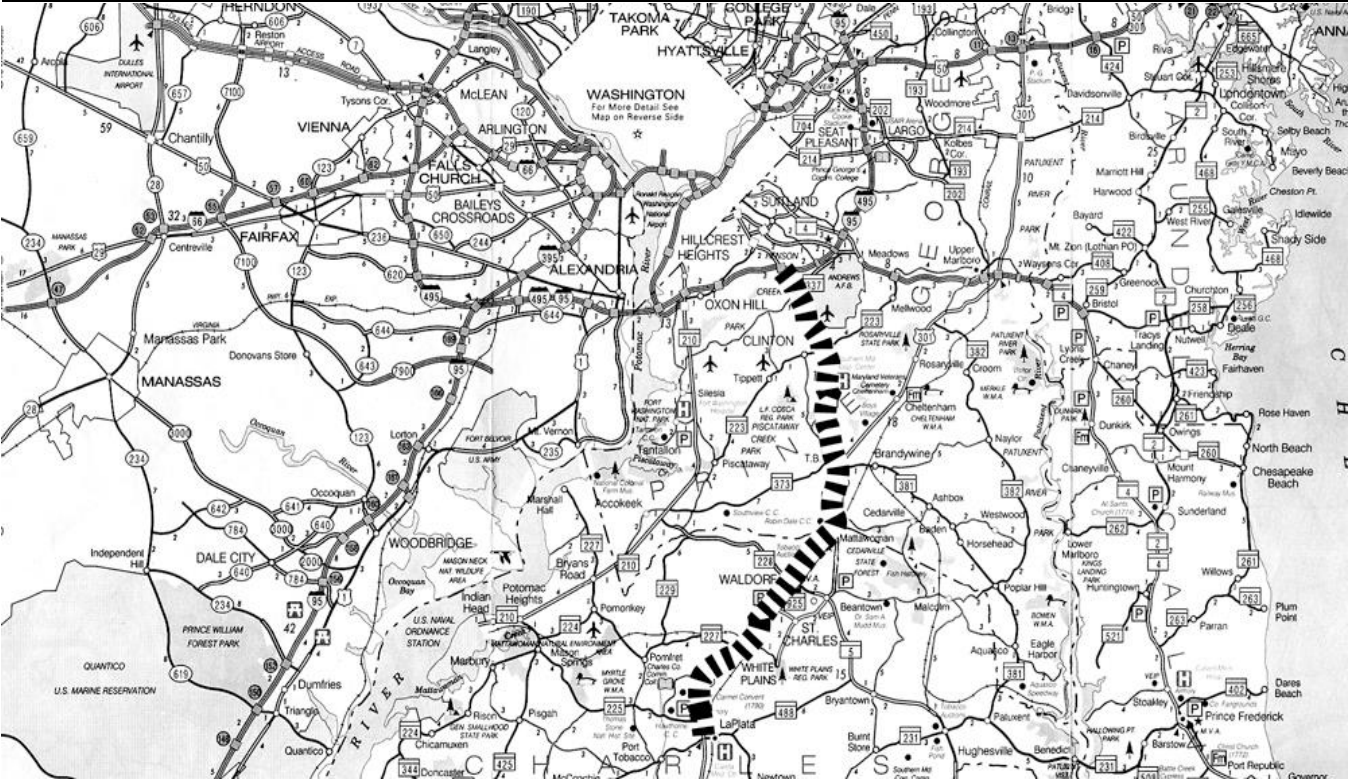
STATUS: Outreach to local jurisdictions throughout the state of Maryland is ongoing. TDP's are provided for LOTS throughout the State of Maryland.

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2027...	...2028...	...2029...	...2030...		
Planning	5,202	3,148	258	431	205	434	983	0	0	2,053	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	3,148	258	431	205	434	983	0	0	2,053	0
Federal-Aid	3,665	1,800	223	464	182	386	834	0	0	1,866	0
Special	1,519	1,332	35	(32)	23	48	149	0	0	188	0
Other	17	17	0	0	0	0	0	0	0	0	0

90202

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
- ☒ Serve Communities and Support the Economy
- ☐ Deliver System Quality
- ☒ Promote Environmental Stewardship

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

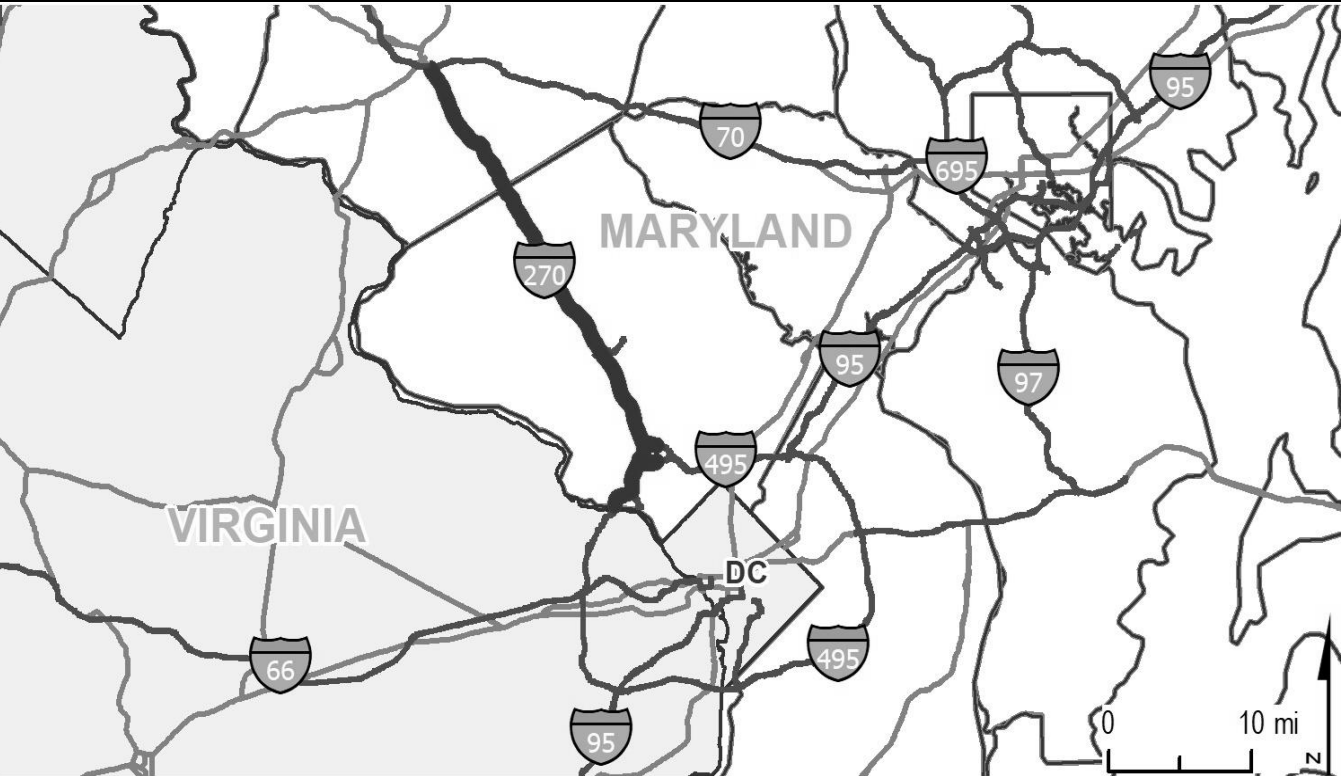
EXPLANATION: The MD 5/US 301 corridor is a major north/south transportation corridor in Maryland for commuting, recreational, and regional travel. The entire corridor is auto dependent and continues to grow, leading to an expected increase in traffic congestion. The SMRT Project is studying rapid transit 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 \$9.7M overall as the project received a 2nd Congressionally Directed Spending award.

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 ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
Planning	34,583	5,450	551	6,765	8,000	737	1,998	1,950	0	19,449	9,684
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	34,583	5,450	551	6,765	8,000	737	1,998	1,950	0	19,449	9,684
Federal-Aid	10,000	296	296	4,204	5,500	0	0	0	0	9,704	0
Special	24,583	5,153	254	2,561	2,500	737	1,998	1,950	0	9,746	9,684
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.

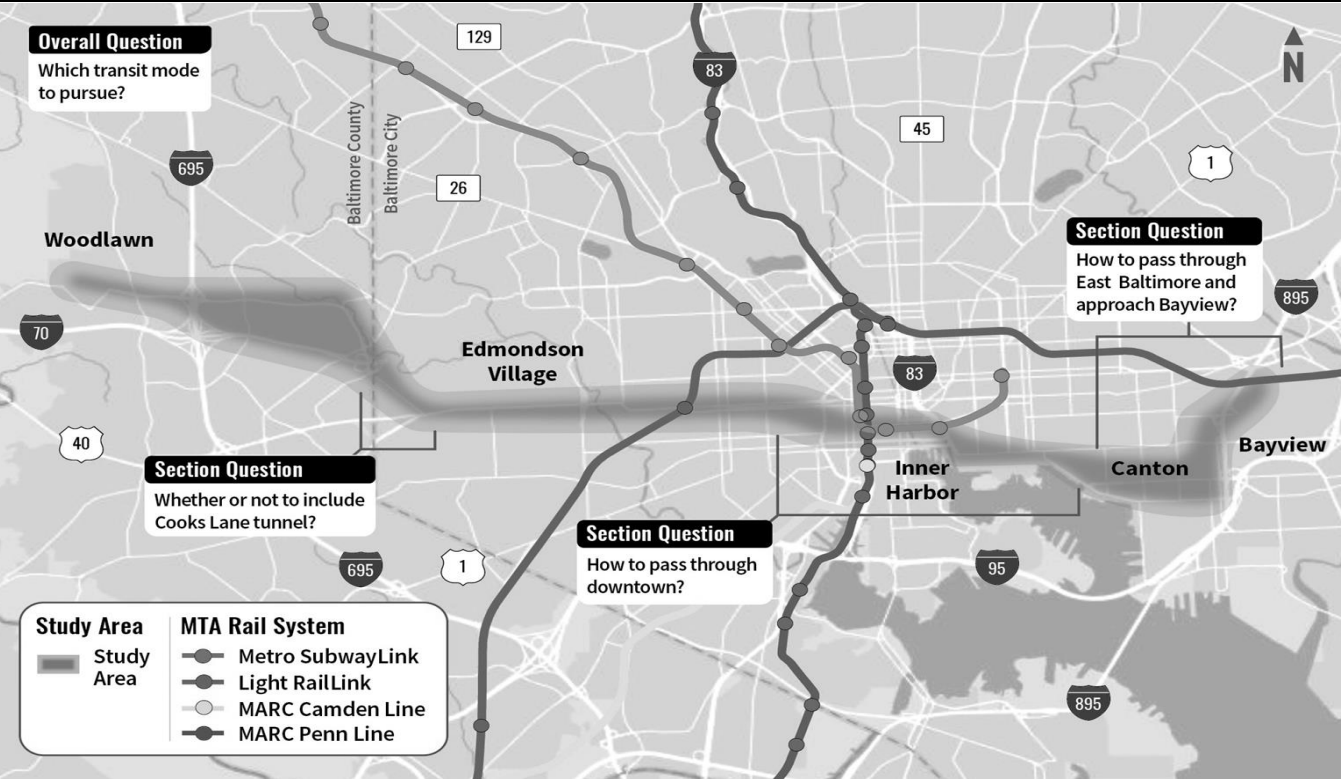
SMART GROWTH STATUS: ☒ Project Not Location Specific ☐ Not Subject to PFA Law
☐ Project Inside PFA ☐ Grandfathered
☐ Project Outside PFA ☐ Exception Will Be Required
☐ PFA Status Yet to Be Determined ☐ Exception Granted

STATUS: 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 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2027...	...2028...	...2029...	...2030...		
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 as a result of funding reductions due to other funding obligations.

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

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.

- 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: 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. 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.

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 CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
Planning	90,678	5,454	5,364	30,225	17,075	37,924	0	0	0	85,224	0
Engineering	133,671	48	48	311	41,827	24,747	287	287	64	67,523	66,100
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	224,348	5,502	5,412	30,535	58,902	62,671	287	287	64	152,747	66,100
Federal-Aid	111,443	0	0	14,882	46,846	49,715	0	0	0	111,443	0
Special	112,905	5,502	5,412	15,654	12,056	12,956	287	287	64	41,304	66,100
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: Project funding allocation increased by \$126.1M to support planning and engineering efforts.

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



PROJECT: MARC BWI 4th Track

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

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

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

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

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

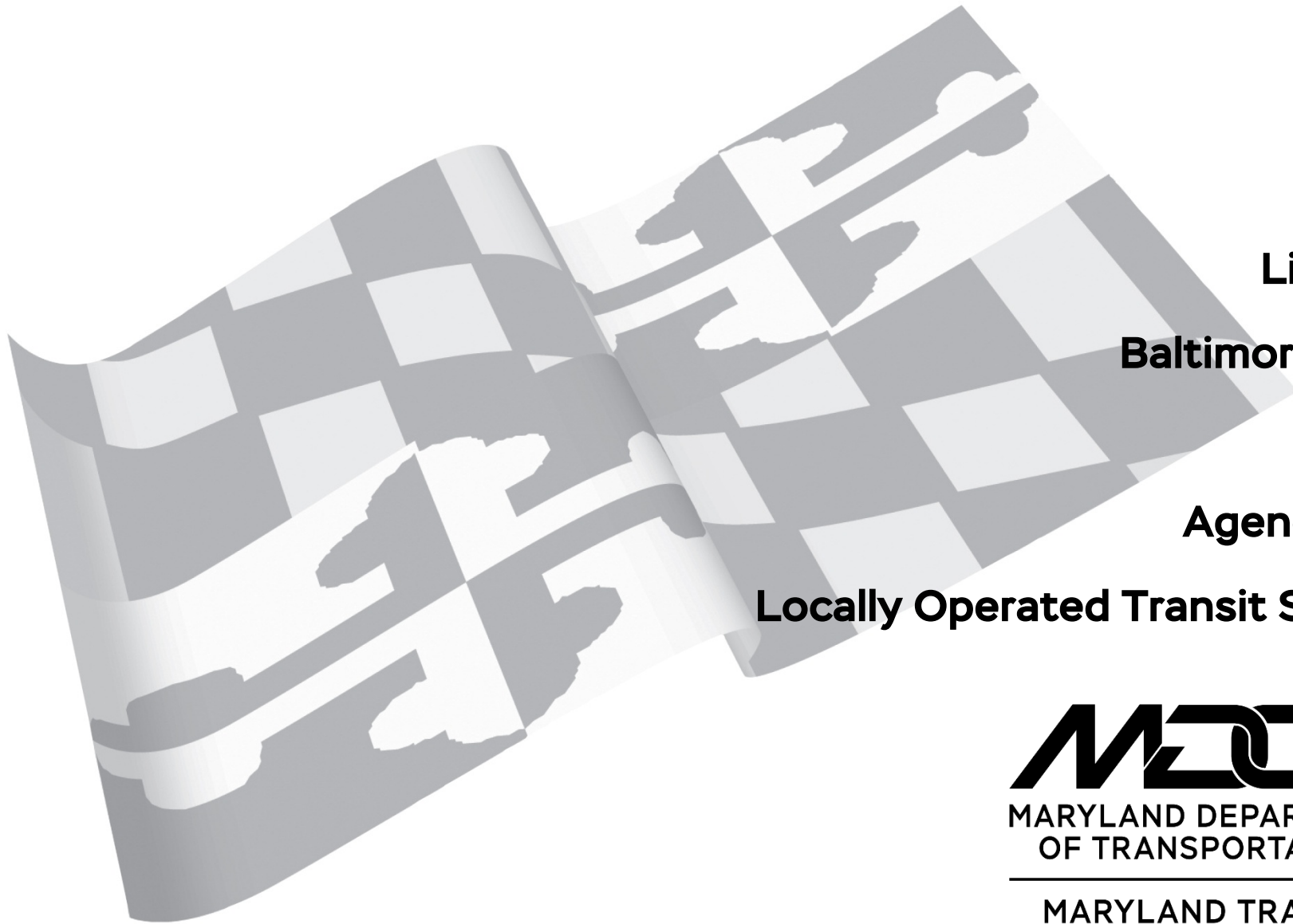
EXPLANATION: This project will address a future major bottleneck for MARC and Amtrak service expansion on the Northeast Corridor upon completion of the Frederick Douglas Tunnel.

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. This is an associated project with the Frederick Douglass Tunnel Program.

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 ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	20,000	0	0	0	5,000	5,000	5,000	5,000	0	20,000	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	20,000	0	0	0	5,000	5,000	5,000	5,000	0	20,000	0
Federal-Aid	16,000	0	0	0	4,000	4,000	4,000	4,000	0	16,000	0
Special	4,000	0	0	0	1,000	1,000	1,000	1,000	0	4,000	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**

MTA MINOR PROJECTS

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND TRANSIT ADMINISTRATION - LINE 62

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)	\$	1,366	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	\$	4,120	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 63

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	\$	69	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	\$	263	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	\$	4,105	Design Underway
MTAPRJ002183	BUS Washington Blvd Bldgs 1-4 Drainage Remediation	\$	583	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	\$	366	Design Completed
MTAPRJ002164	LTR Camp Meade North Drainage Repairs SW 365	\$	306	Design Underway

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND TRANSIT ADMINISTRATION - LINE 64

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	\$	427	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 65

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 66

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 66

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 66

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 66

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 66

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 66

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 66

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Elderly/ Disabled Non-Profits FY 2025 and 2026 (cont'd)</u>		
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
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PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Elderly/ Disabled Non-Profits FY 2025 and 2026 (cont'd)</u>		
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
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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
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PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Harford County FY 2024 Completions (cont'd)</u>		
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
<u>Harford County FY 2025 and 2026</u>		
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

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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 Replacement - 203 (FY23 5339)	\$ 524	FY25
1 Heavy Duty Bus Replacement - 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

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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

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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

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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

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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