

MDOT MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION

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

	<u>FY 2021</u>	<u>FY 2022</u>	<u>FY 2023</u>	<u>FY 2024</u>	<u>FY 2025</u>	<u>FY 2026</u>	<u>SIX - YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	546.0	518.7	375.8	340.8	248.8	177.6	2,207.7
System Preservation Minor Projects	81.5	84.7	60.4	176.4	211.8	182.7	797.5
<u>Development & Evaluation Program</u>	6.4	4.5	9.2	6.3	17.8	2.1	46.3
SUBTOTAL	633.9	607.9	445.4	523.5	478.5	362.4	3,051.5
<u>Capital Salaries, Wages & Other Costs</u>	12.1	12.5	13.0	14.0	14.0	15.0	80.6
TOTAL	646.0	620.4	458.4	537.5	492.5	377.4	3,132.0
Special Funds	127.6	16.3	228.8	315.1	302.4	210.5	1,200.8
Federal Funds	449.8	512.8	213.8	222.1	190.0	166.9	1,755.4
Other Funds	68.6	91.2	15.8	0.3	-	-	175.9

* For Minors breakdown, please refer to the System Preservation Minor Projects Program report.



MARC

Freight

Light Rail

Baltimore Metro

Bus

Multi-Modal

Locally Operated Transit Systems



**MARYLAND TRANSIT
ADMINISTRATION**

MDOT MTA CONSTRUCTION PROGRAM

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

- | | |
|--|--|
| <input checked="" type="checkbox"/> Safe, Secure, and Resilient | <input checked="" type="checkbox"/> Quality & Efficiency |
| <input checked="" type="checkbox"/> Maintain & Modernize | <input type="checkbox"/> Environmental Protection |
| <input type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input type="checkbox"/> Better Transportation Choices & Connections | |

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.

PROJECT: MARC Maintenance, Layover, & Storage Facilities

DESCRIPTION: Planning, environmental documentation, design, property acquisition, and construction of maintenance, layover, and storage facilities. Includes design and acquisition of property at MARC Martin State Airport facility for future development and the acquisition and construction of a heavy maintenance building at the Riverside.

PURPOSE & NEED SUMMARY STATEMENT: Projects will provide critically needed maintenance facility for the MARC fleet as well as real estate for future development required to store MARC trainsets. The storage facility upgrades 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.

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

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Design of Martin State Airport storage tracks complete. Acquisition of the Riverside Yard was completed in FY 20. Design is underway for the construction of a new heavy maintenance building at the Riverside location.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	926	894	0	32	0	0	0	0	0	32	0
Engineering	9,669	4,735	2,384	3,186	1,748	0	0	0	0	4,934	0
Right-of-way	21,123	21,118	20,749	5	0	0	0	0	0	5	0
Utility	23	0	0	23	0	0	0	0	0	23	0
Construction	70,169	642	636	12,563	40,054	16,037	874	0	0	69,528	0
Total	101,911	27,389	23,769	15,809	41,802	16,037	874	0	0	74,522	0
Federal-Aid	79,511	20,107	18,900	13,605	33,040	12,128	632	0	0	59,404	0
Special	21,400	7,282	4,869	2,163	8,360	3,419	175	(0)	0	14,118	0
Other	1,000	0	0	41	402	490	67	0	0	1,000	0

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Project cost increased by \$5.0M due to updated construction cost estimates for the MARC Riverside Heavy Maintenance Building.

USAGE: MARC annual ridership in FY 19 exceeded 9.1 million.



PROJECT: MARC Improvements on Camden, Brunswick, and Penn Lines

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

☒ Safe, Secure, and Resilient ☒ Quality & Efficiency
☒ Maintain & Modernize ☐ Environmental Protection
☐ Economic Opportunity & Reduce Congestion ☐ Fiscal Responsibility
☐ Better Transportation Choices & Connections

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

STATUS: Replacement of Carroll and W. Baltimore/Lansdowne interlockings will be completed in FY 21. Upgrades to the signals at Greenbelt will be completed in FY 21. Improvements to the Jessup yard will be completed in FY 22. Ongoing projects on the Penn Line are determined by the Passenger Rail Investment and Improvement Act of 2008.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Project cost increased by \$22.1M due to the addition of FY 26 and miscellaneous preservation program adjustments.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	6,098	5,783	42	315	0	0	0	0	0	315	0
Right-of-way	1,684	1,607	0	76	0	0	0	0	0	76	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	456,168	262,584	28,802	31,949	33,439	26,203	27,073	51,309	23,612	193,585	0
Total	463,950	269,973	28,844	32,341	33,439	26,203	27,073	51,309	23,612	193,977	0
Federal-Aid	362,836	206,708	18,821	23,834	26,214	20,962	21,658	41,047	22,412	156,128	0
Special	101,113	63,265	10,023	8,506	7,225	5,241	5,415	10,262	1,200	37,848	0
Other										0	

0183, 0687, 1460, 1544, 1571



PROJECT: MARC Coaches - Overhauls and Replacement

DESCRIPTION: Minor overhaul of 63 MARC III coaches, the overhaul of MARC IV railcars and truck components, and the overhaul or replacement of 60 MARC multi-level railcars.

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

ASSOCIATED IMPROVEMENTS:
None.

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

☐ Safe, Secure, and Resilient ☒ Quality & Efficiency
☒ Maintain & Modernize ☐ Environmental Protection
☐ Economic Opportunity & Reduce Congestion ☐ Fiscal Responsibility
☐ Better Transportation Choices & Connections

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

STATUS: Overhaul of 63 MARC III coaches is underway. Seven overhauled coaches are operating in revenue service with all coaches anticipated to be overhauled by FY 22.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,098	598	0	0	0	0	0	250	1,250	1,500	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	68,336	24,104	3,632	12,662	14,441	4,829	12,300	0	0	44,232	0
Total	70,434	24,702	3,632	12,662	14,441	4,829	12,300	250	1,250	45,732	0
Federal-Aid	55,381	19,731	2,731	10,129	10,617	3,863	9,840	200	1,000	35,650	0
Special	15,053	4,971	901	2,532	3,824	966	2,460	50	250	10,082	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Project cost was reduced by \$160.9M due to the completion of the 54 MARC IV multi-level coaches procurement project.

USAGE: MARC annual ridership in FY 19 exceeded 9.1 million.

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

- | | |
|--|---|
| <input type="checkbox"/> Safe, Secure, and Resilient | <input type="checkbox"/> Quality & Efficiency |
| <input checked="" type="checkbox"/> Maintain & Modernize | <input type="checkbox"/> Environmental Protection |
| <input type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input type="checkbox"/> Better Transportation Choices & Connections | |

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

PROJECT: MARC Locomotives - Overhauls and Replacements

DESCRIPTION: Overhaul eight diesel SC-44 locomotives, overhaul six GP39H-2 diesel locomotives, complete mid-life overhaul for 26 MP36PH-3C diesel locomotives, develop specifications for new locomotive procurements, and replace six electric locomotives.

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

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 |

ASSOCIATED IMPROVEMENTS:
None.

STATUS: The first two of six overhauled GP-39 locomotives are expected to deliver in FY 21.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,250	1,296	1	454	0	0	0	0	500	954	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	86,619	1,769	(934)	5,308	5,873	13,329	15,350	22,495	22,495	84,850	0
Total	88,869	3,065	(933)	5,763	5,873	13,329	15,350	22,495	22,995	85,805	0
Federal-Aid	70,030	1,284	451	4,719	4,699	10,657	12,280	17,996	18,396	68,746	0
Special	18,840	1,781	(1,384)	1,044	1,175	2,672	3,070	4,499	4,599	17,059	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Project cost decreased by \$45.1M with the completion of the Diesel Locomotives procurement project, updated cost estimate to overhaul locomotives in the new Heavy Maintenance Building, the addition of FY 26, and miscellaneous adjustments to the preservation program.

USAGE: MARC annual ridership in FY 19 exceeded 9.1 million.

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

- | | |
|--|---|
| <input checked="" type="checkbox"/> Safe, Secure, and Resilient | <input type="checkbox"/> Quality & Efficiency |
| <input type="checkbox"/> Maintain & Modernize | <input type="checkbox"/> Environmental Protection |
| <input type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input type="checkbox"/> Better Transportation Choices & Connections | |

EXPLANATION: Ensure the safe operation of MARC service.

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.

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

ASSOCIATED IMPROVEMENTS:
None.

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).

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 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR					
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	742	141	117	601	0	0	0	0	0	601	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	36,033	31,595	1,920	4,438	0	0	0	0	0	4,438	0
Total	36,775	31,736	2,037	5,039	0	0	0	0	0	5,039	0
Federal-Aid	29,452	25,172	1,446	4,280	0	0	0	0	0	4,280	0
Special	7,323	6,564	591	759	0	0	0	0	0	759	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

USAGE: MARC annual ridership in FY 19 exceeded 9.1 million.



PROJECT: MARC BWI Rail Station Upgrades and Repairs

DESCRIPTION: Structural improvements to the BWI Rail Station parking garages and improvements to the existing station; including a more passenger-friendly station with additional seating.

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.

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

ASSOCIATED IMPROVEMENTS:
None.

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

- | | |
|--|--|
| <input checked="" type="checkbox"/> Safe, Secure, and Resilient | <input checked="" type="checkbox"/> Quality & Efficiency |
| <input checked="" type="checkbox"/> Maintain & Modernize | <input type="checkbox"/> Environmental Protection |
| <input type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input type="checkbox"/> Better Transportation Choices & Connections | |

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

STATUS: Construction of MARC BWI Station was substantially completed in FY 20, and the station is open for use. Punch list items will be completed in FY 21. Design for structural evaluation of the MARC BWI garage will commence in FY 21.

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 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2023...	...2024...	...2025...	...2026...		
Planning	405	405	0	0	0	0	0	0	0	0	0
Engineering	3,955	2,646	0	354	0	0	430	225	300	1,309	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	13,380	9,569	1,406	791	0	0	145	175	2,700	3,811	0
Total	17,740	12,620	1,406	1,145	0	0	575	400	3,000	5,120	0
Federal-Aid	10,553	6,869	1,120	504	0	0	460	320	2,400	3,684	0
Special	7,187	5,751	286	641	0	0	115	80	600	1,436	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Project cost increased by \$3.3M for current and future BWI garage preservation efforts.

USAGE: MARC annual ridership in FY 19 exceeded 9.1 million.

**PROJECT:** MARC Camden Station Improvements

DESCRIPTION: Complete replacement of the temporary MARC Camden Station at Howard and Conway Streets, including indoor passenger waiting area and amenities, police substation, fiber and systems cabinets and conduit, bike racks, and a new brick and steel façade. The new station will also provide wayfinding/maps for connection to local trails and attractions.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure at MARC Camden Station was intended to be temporary when constructed over two decades ago. A new facility is needed to accommodate MARC Train riders with a permanent facility at the Camden Line's northern terminus, that is contextual with the historic Camden Yards campus.

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

ASSOCIATED IMPROVEMENTS:
None.

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

<input type="checkbox"/> Safe, Secure, and Resilient	<input checked="" type="checkbox"/> Quality & Efficiency
<input checked="" type="checkbox"/> Maintain & Modernize	<input checked="" type="checkbox"/> Environmental Protection
<input type="checkbox"/> Economic Opportunity & Reduce Congestion	<input type="checkbox"/> Fiscal Responsibility
<input type="checkbox"/> Better Transportation Choices & Connections	

EXPLANATION: Project includes replacement of a temporary facility to make it permanent and to compliment the surrounding architecture.

STATUS: Construction of MARC Camden Station was substantially completed in FY 20, and the station is open for use. Remaining construction items will be completed in FY 21.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,142	1,089	384	53	0	0	0	0	0	53	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	6,059	4,776	1,480	1,283	0	0	0	0	0	1,283	0
Total	7,201	5,865	1,864	1,336	0	0	0	0	0	1,336	0
Federal-Aid	4,161	3,055	1,039	1,106	0	0	0	0	0	1,106	0
Special	3,040	2,810	825	230	0	0	0	0	0	230	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

USAGE: MARC annual ridership in FY 19 exceeded 9.1 million.

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

- | | |
|--|---|
| <input checked="" type="checkbox"/> Safe, Secure, and Resilient | <input type="checkbox"/> Quality & Efficiency |
| <input type="checkbox"/> Maintain & Modernize | <input type="checkbox"/> Environmental Protection |
| <input type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input type="checkbox"/> Better Transportation Choices & Connections | |

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

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 MDOT MTA's customers, infrastructure and communities.

PURPOSE & NEED SUMMARY STATEMENT: This project enhances MDOT 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.

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 |

ASSOCIATED IMPROVEMENTS:

None.

STATUS: Construction for FY 17, FY 18, and FY 19 Homeland Security grants are underway. The FY 16 grant completed in FY 2020.

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 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY ...2023... ...2024... ...2025... ...2026...				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	535	533	32	2	0	0	0	0	0	2	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	7,685	6,741	1,164	791	152	0	0	0	0	943	0
Total	8,219	7,274	1,196	792	152	0	0	0	0	944	0
Federal-Aid	7,797	6,972	1,070	672	153	0	0	0	0	825	0
Special	422	302	126	120	0	0	0	0	0	120	0
Other										0	



PROJECT: Freight Rail Program

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

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 2020 - 25 CTP: Funding totaling \$15.9M was deferred due to reduced revenues from COVID-19 pandemic. MDOT will be re-evaluating all deferrals for opportunities to restore funding as additional information becomes available on revenues and potential federal infrastructure support.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	21	21	0	0	0	0	0	0	0	0	0
Engineering	15,809	14,343	1,320	1,211	255	0	0	0	0	1,466	0
Right-of-way	344	66	63	278	0	0	0	0	0	278	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	40,076	36,848	2,338	270	2,958	0	0	0	0	3,228	0
Total	56,250	51,278	3,721	1,759	3,213	0	0	0	0	4,972	0
Federal-Aid	687	0	0	0	687	0	0	0	0	687	0
Special	55,477	51,278	3,721	1,759	2,440	0	0	0	0	4,199	0
Other	86	0	0	0	86	0	0	0	0	86	0

0212, 0213, 0590, 1625, 1661, 1662, 1663, 1737, 1744

USAGE:

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

<input type="checkbox"/>	Safe, Secure, and Resilient	<input checked="" type="checkbox"/>	Quality & Efficiency
<input checked="" type="checkbox"/>	Maintain & Modernize	<input type="checkbox"/>	Environmental Protection
<input type="checkbox"/>	Economic Opportunity & Reduce Congestion	<input type="checkbox"/>	Fiscal Responsibility
<input type="checkbox"/>	Better Transportation Choices & Connections		

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.

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. 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.

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

ASSOCIATED IMPROVEMENTS:
None.

STATUS: MDOT MTA continues to receive overhauled vehicles for use in revenue service. This project is on track for completion in FY 23. Ongoing minor overhauls are underway.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	4,051	3,154	0	347	0	0	250	200	100	897	
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	207,970	138,738	18,449	19,900	17,502	28,555	275	2,600	400	69,232	
Total	212,021	141,892	18,449	20,247	17,502	28,555	525	2,800	500	70,129	
Federal-Aid	119,766	91,671	24,561	12,678	13,616	1,632	0	169	0	28,095	
Special	92,255	50,221	(6,112)	7,569	3,886	26,923	525	2,631	500	42,034	
Other										0	

1153, 90500

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

USAGE: Light Rail annual ridership in FY 19 exceeded 6.9 million.

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

- | | |
|--|--|
| <input checked="" type="checkbox"/> Safe, Secure, and Resilient | <input checked="" type="checkbox"/> Quality & Efficiency |
| <input checked="" type="checkbox"/> Maintain & Modernize | <input type="checkbox"/> Environmental Protection |
| <input type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input type="checkbox"/> Better Transportation Choices & Connections | |

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

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.

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

ASSOCIATED IMPROVEMENTS:

Rail State of Good Repair - Line 12

STATUS: Design will be completed in FY 21.

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 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2023...	...2024...	...2025...	...2026...		
Planning	777	800	213	(23)	0	0	0	0	0	(23)	0
Engineering	1,509	967	457	542	0	0	0	0	0	542	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	39,714	0	0	0	17,206	22,508	0	0	0	39,714	0
Total	42,000	1,767	670	519	17,206	22,508	0	0	0	40,233	0
Federal-Aid	21,299	0	0	0	13,103	8,196	0	0	0	21,299	0
Special	17,733	1,767	670	519	1,135	14,312	0	0	0	15,966	0
Other	2,968	0	0	0	2,968	0	0	0	0	2,968	0

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

USAGE: Light Rail annual ridership in FY 19 exceeded 6.9 million.

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

- | | |
|--|--|
| <input checked="" type="checkbox"/> Safe, Secure, and Resilient | <input checked="" type="checkbox"/> Quality & Efficiency |
| <input checked="" type="checkbox"/> Maintain & Modernize | <input type="checkbox"/> Environmental Protection |
| <input type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input type="checkbox"/> Better Transportation Choices & Connections | |

EXPLANATION: This project includes inspection and repairs to Light Rail and Metro to ensure safe and reliable service.

PROJECT: Rail State of Good Repair

DESCRIPTION: Funding to implement safety enhancements and improve Light Rail and Metro operations throughout the system. Projects include Maintenance of Way improvements such as grade crossing replacements and track repairs, cable replacement, and network upgrade/replacements.

PURPOSE & NEED SUMMARY STATEMENT: Repairs and replacements of equipment throughout the Light Rail and Metro systems are required to reduce system failures and improve reliability.

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

ASSOCIATED IMPROVEMENTS:

Howard Street Rail and Interlocking Replacement project - Line 11
 Metro Interlockings - Line 14

STATUS: Construction is underway for the cable replacement and maintenance of way preservation projects.

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 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
						...2023...	...2024...	...2025...	...2026...			
Planning	221	221	0	0	0	0	0	0	0	0	0	
Engineering	14,102	9,838	1,001	1,106	158	0	3,000	0	0	4,264	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	98,739	47,797	12,337	13,895	14,535	8,547	4,965	9,000	0	50,942	0	
Total	113,062	57,856	13,338	15,002	14,693	8,547	7,965	9,000	0	55,207	0	
Federal-Aid	16,496	3,113	2,866	1,970	3,213	0	1,000	7,200	0	13,383	0	
Special	96,567	54,743	10,472	13,032	11,480	8,547	6,965	1,800	0	41,823	0	
Other										0		

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Project cost decreased by \$13.9M due to the merging of the Light Rail Safety Improvements and Metro Safety Improvements pages and the removal of the Rail Electrical Systems preservation project.

USAGE: In FY 19, Light Rail annual ridership exceeded 6.9 million and Metro annual ridership exceeded 7.2 million.



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.

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.

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

ASSOCIATED IMPROVEMENTS:

Metro Maintenance Facility Improvements - Line 15

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

☒ Safe, Secure, and Resilient ☒ Quality & Efficiency
☒ Maintain & Modernize ☐ Environmental Protection
☐ Economic Opportunity & Reduce Congestion ☐ Fiscal Responsibility
☐ Better Transportation Choices & Connections

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

STATUS: The Metro Train Control and Vehicle Replacement Project is underway. Construction for ongoing overhauls and repairs are underway.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,677	5,650	(33)	27	0	0	0	0	0	27	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	525,431	157,590	38,533	53,069	91,878	115,786	106,108	500	500	367,841	0
Total	531,108	163,240	38,500	53,096	91,878	115,786	106,108	500	500	367,868	0
Federal-Aid	392,423	116,052	30,384	41,378	72,893	86,409	75,691	0	0	276,371	0
Special	126,610	47,188	8,116	11,718	6,910	29,377	30,417	500	500	79,422	0
Other	12,075	0	0	0	12,075	0	0	0	0	12,075	0

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

USAGE: Metro annual ridership in FY 19 exceeded 7.2 million.



PROJECT: Metro Interlocking Renewals

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

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

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

ASSOCIATED IMPROVEMENTS:

Rail State of Good Repair - Line 12

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

- | | |
|--|--|
| <input checked="" type="checkbox"/> Safe, Secure, and Resilient | <input checked="" type="checkbox"/> Quality & Efficiency |
| <input checked="" type="checkbox"/> Maintain & Modernize | <input type="checkbox"/> Environmental Protection |
| <input type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input type="checkbox"/> Better Transportation Choices & Connections | |

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

STATUS: Rehabilitation of the interlockings at Charles and State Center will be completed in FY 21. Design is underway for all remaining interlockings.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	10,133	9,160	1,177	974	0	0	0	0	0	974	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	67,621	24,722	2,856	13,351	9,334	5,114	15,100	0	0	42,899	0
Total	77,754	33,881	4,032	14,325	9,334	5,114	15,100	0	0	43,873	0
Federal-Aid	42,595	21,166	4,351	9,871	7,467	4,091	0	0	0	21,430	0
Special	35,159	12,716	(318)	4,453	1,867	1,023	15,100	0	(0)	22,443	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

USAGE: Metro annual ridership in FY 19 exceeded 7.2 million



PROJECT: Metro Maintenance Facility Improvements

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

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

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

ASSOCIATED IMPROVEMENTS:

Metro Railcar and Signal System Overhauls and Replacement - Line 13

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

☒ Safe, Secure, and Resilient ☒ Quality & Efficiency
☒ Maintain & Modernize ☐ Environmental Protection
☐ Economic Opportunity & Reduce Congestion ☐ Fiscal Responsibility
☐ Better Transportation Choices & Connections

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

STATUS: Design efforts underway with construction expected to begin in FY 21.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	2,363	788	452	1,375	200	0	0	0	0	1,575	
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	16,213	1	1	71	5,778	1,376	1,010	0	7,977	16,212	
Total	18,576	788	452	1,447	5,978	1,376	1,010	0	7,977	17,788	
Federal-Aid	14,600	476	423	1,157	4,683	1,101	800	0	6,382	14,124	
Special	3,976	312	29	289	1,294	275	210	0	1,595	3,664	
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Project cost increased by \$8.0M as a result of updated cost estimates.

USAGE: Metro annual ridership in FY 2019 exceeded 7.2 million.

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

- | | |
|--|--|
| <input checked="" type="checkbox"/> Safe, Secure, and Resilient | <input checked="" type="checkbox"/> Quality & Efficiency |
| <input checked="" type="checkbox"/> Maintain & Modernize | <input type="checkbox"/> Environmental Protection |
| <input type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input type="checkbox"/> Better Transportation Choices & Connections | |

EXPLANATION: Rehabilitating Metro Stations and upgrading station lighting will increase safety and reliability for metro riders. Upgrades to current lighting will mitigate energy consumption.

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, 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 SubwayLink stations.

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

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Construction to begin in FY 23.

POTENTIAL FUNDING SOURCE:											
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	200	0	0	0	0	0	0	0	200	200	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	15,200	0	0	0	0	5,000	5,000	5,200	0	15,200	0
Total	15,400	0	0	0	0	5,000	5,000	5,200	200	15,400	0
Federal-Aid	4,160	0	0	0	0	0	0	4,160	0	4,160	0
Special	11,240	0	0	0	0	5,000	5,000	1,040	200	11,240	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Project cost increased by \$10.2M to address additional customer facing rehabilitation needs at several Metro stations.

USAGE: Metro annual ridership in FY 19 exceeded 7.2 million.



PROJECT: Kirk Bus Facility Replacement

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

<input type="checkbox"/> Safe, Secure, and Resilient	<input checked="" type="checkbox"/> Quality & Efficiency
<input checked="" type="checkbox"/> Maintain & Modernize	<input checked="" type="checkbox"/> Environmental Protection
<input type="checkbox"/> Economic Opportunity & Reduce Congestion	<input type="checkbox"/> Fiscal Responsibility
<input type="checkbox"/> Better Transportation Choices & Connections	

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

STATUS: Construction of Phase I facility was completed in FY 19. Phase II construction is underway with anticipated completion in FY 21.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	3,366	3,366	0	0	0	0	0	0	0	0	0
Engineering	12,892	12,891	(1)	1	0	0	0	0	0	1	0
Right-of-way	5,942	5,296	649	646	0	0	0	0	0	646	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	147,259	128,343	30,258	18,916	0	0	0	0	0	18,916	0
Total	169,459	149,896	30,906	19,563	0	0	0	0	0	19,563	0
Federal-Aid	108,627	94,272	23,633	14,355	0	0	0	0	0	14,355	0
Special	60,832	55,623	7,272	5,208	0	0	0	0	0	5,208	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Project cost decreased by \$2.7M due to project savings.

USAGE:



PROJECT: Bus Procurement

DESCRIPTION: Annual purchase of buses to replace those that have been in service for 12 or more years. The MDOT MTA has more than 700 buses in its Active Fleet.

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

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

☐ Project Inside PFA ☐ Grandfathered
☐ Project Outside PFA ☐ Exception Will Be Required
☐ PFA Status Yet to Be Determined ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

Zero Emission Bus Pilots - Line 19

Bus Communications Systems Upgrade - Line 20

Bus Network Improvements - Line 21

STATUS: Two pilot buses from the 350 bus procurement were delivered and put into revenue service in FY 20. A total of 93 buses will be delivered in FY 21.

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 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2023...	...2024...	...2025...	...2026...		
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	501,740	183,345	38,478	65,048	33,044	32,561	43,827	87,915	56,000	318,395	0
Total	502,081	183,686	38,478	65,048	33,044	32,561	43,827	87,915	56,000	318,395	0
Federal-Aid	341,810	146,320	30,783	53,342	28,088	27,677	37,253	14,110	35,021	195,491	0
Special	155,314	37,367	7,696	11,706	0	4,884	6,574	73,805	20,979	117,948	0
Other	4,957	0	0	0	4,957	0	0	0	0	4,957	0

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: The bus procurement program was increased by \$56.0M due to the addition of FY 26.

USAGE: Core Bus annual ridership in FY 19 exceeded 63.9 million.



PROJECT: Zero Emission Bus Pilots

DESCRIPTION: Purchase of three 60-foot Battery Electric Buses (BEBs) and charging stations based at Northwest Bus Division.

PURPOSE & NEED SUMMARY STATEMENT: Maryland's 2019 Greenhouse Gas Emissions Reduction Act draft plan requires MDOT MTA to upgrade 50 percent of its fleet (approximately 375 buses) to zero-emission technology by 2030. MDOT MTA has committed to meet this target. To accomplish this ambitious goal, MDOT MTA's next large bus procurement needs to be for zero-emission buses.

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

ASSOCIATED IMPROVEMENTS:

Bus Procurement - Line 18
Zero Emission Vehicles & Environmental Planning Initiatives - Line 38

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

<input type="checkbox"/> Safe, Secure, and Resilient	<input checked="" type="checkbox"/> Quality & Efficiency
<input type="checkbox"/> Maintain & Modernize	<input checked="" type="checkbox"/> Environmental Protection
<input type="checkbox"/> Economic Opportunity & Reduce Congestion	<input type="checkbox"/> Fiscal Responsibility
<input type="checkbox"/> Better Transportation Choices & Connections	

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

STATUS: MDOT MTA was awarded an FTA Low or No Emissions grant to pilot three buses and six charging stations. This project will begin in FY 21.

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 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
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	5,900	0	0	1,000	2,450	2,450	0	0	0	5,900	0
Total	5,900	0	0	1,000	2,450	2,450	0	0	0	5,900	0
Federal-Aid	2,950	0	0	500	1,225	1,225	0	0	0	2,950	0
Special	2,950	0	0	500	1,225	1,225	0	0	0	2,950	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Added to the construction program.

USAGE: Core Bus annual ridership in FY 19 exceeded 63.9 million.

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

- | | |
|--|--|
| <input checked="" type="checkbox"/> Safe, Secure, and Resilient | <input checked="" type="checkbox"/> Quality & Efficiency |
| <input checked="" type="checkbox"/> Maintain & Modernize | <input type="checkbox"/> Environmental Protection |
| <input type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input type="checkbox"/> Better Transportation Choices & Connections | |

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

PROJECT: Bus Communications Systems Upgrade

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

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

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

ASSOCIATED IMPROVEMENTS:

Bus Procurement - Line 18
Bus Network Improvements - Line 21

STATUS: Construction began in FY 17. Testing on a pilot mini-fleet was completed in early FY 21. Production installations on the remaining fleet will be completed by the end of FY 21.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,952	4,375	(577)	577	0	0	0	0	0	577	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	33,652	20,501	11,326	9,151	4,000	0	0	0	0	13,151	0
Total	38,604	24,877	10,750	9,727	4,000	0	0	0	0	13,727	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	38,604	24,877	10,750	9,727	4,000	0	0	0	0	13,727	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

USAGE: Core Bus annual ridership in FY 19 exceeded 63.9 million.

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

- | | |
|--|--|
| <input type="checkbox"/> Safe, Secure, and Resilient | <input checked="" type="checkbox"/> Quality & Efficiency |
| <input type="checkbox"/> Maintain & Modernize | <input type="checkbox"/> Environmental Protection |
| <input type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input type="checkbox"/> Better Transportation Choices & Connections | |

EXPLANATION: The elements of this project will improve reliability and on-time performance while simultaneously enhancing the customer wait and transfer experience.

PROJECT: Bus Network Improvements

DESCRIPTION: Funding to implement improvements throughout the bus network including planning, design, and construction for transitways (dedicated bus lanes), priority corridors, transit hubs, bus shelters, and Transit Signal Prioritization (TSP), and. This project includes a portion of Governor Hogan's \$135M BaltimoreLink initiative.

PURPOSE & NEED SUMMARY STATEMENT: Improvements to the bus network will meet the needs of MDOT MTA customers and better connect riders to jobs and other transit modes through a high-frequency network.

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

ASSOCIATED IMPROVEMENTS:

Bus Procurement - Line 18
 Bus Communications Systems Upgrade - Line 20
 North Avenue Rising - Line 23

STATUS: Phase II of Transit Signal Priority (TSP) along Liberty Heights Avenue and Belair Road were completed in FY 20, and additional potential sites are being analyzed in FY 21. Dedicated Bus Lane projects are ongoing in FY 21. Concrete bus pads construction was completed in FY 20.

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 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPENDED									
	COST	THRU									
	(\$000)	CLOSE YEAR									
Planning	6,164	6,108	41	57	0	0	0	0	0	57	0
Engineering	5,625	4,498	595	276	850	0	0	0	0	1,126	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	28,715	21,702	2,207	4,202	1,561	1,250	0	0	0	7,013	0
Total	40,504	32,308	2,843	4,535	2,411	1,250	0	0	0	8,196	0
Federal-Aid	15,666	15,400	115	266	0	0	0	0	0	266	0
Special	24,838	16,908	2,728	4,269	2,411	1,250	0	0	0	7,930	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Project cost increased by \$6.9M with the addition of transit priority initiatives that include bus shelters, transit hubs, and priority corridors.

USAGE: Core Bus annual ridership in FY 19 exceeded 63.9 million.

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

<input checked="" type="checkbox"/> Safe, Secure, and Resilient	<input checked="" type="checkbox"/> Quality & Efficiency
<input checked="" type="checkbox"/> Maintain & Modernize	<input type="checkbox"/> Environmental Protection
<input type="checkbox"/> Economic Opportunity & Reduce Congestion	<input type="checkbox"/> Fiscal Responsibility
<input type="checkbox"/> Better Transportation Choices & Connections	

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

PROJECT: Beyond the Bus Stop

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

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

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

ASSOCIATED IMPROVEMENTS:

None.

STATUS: Construction on operator comfort stations, real-time signage (RTIS), and blue light phones will begin in FY 21. Additional locations are under evaluation as potential sites for operator comfort stations.

POTENTIAL FUNDING SOURCE:
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	100	31	5	69	0	0	0	0	0	69	0
Engineering	400	262	245	139	0	0	0	0	0	139	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	5,118	55	55	2,222	541	2,300	0	0	0	5,063	0
Total	5,618	347	304	2,430	541	2,300	0	0	0	5,271	0
Federal-Aid	2,600	180	180	1,987	433	0	0	0	0	2,420	0
Special	3,018	167	124	443	108	2,300	0	0	0	2,851	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

USAGE: Core Bus annual ridership in FY 19 exceeded 63.9 million.

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

- | | |
|--|--|
| <input checked="" type="checkbox"/> Safe, Secure, and Resilient | <input type="checkbox"/> Quality & Efficiency |
| <input checked="" type="checkbox"/> Maintain & Modernize | <input checked="" type="checkbox"/> Environmental Protection |
| <input type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input type="checkbox"/> Better Transportation Choices & Connections | |

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

PROJECT: North Avenue Rising

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

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

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

ASSOCIATED IMPROVEMENTS:
Bus Network Improvements - Line 21

STATUS: Construction is underway.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	811	762	9	49	0	0	0	0	0	49	0
Engineering	2,698	2,645	87	52	0	0	0	0	0	52	0
Right-of-way	25	12	12	12	1	0	0	0	0	13	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	24,050	9,813	9,158	10,228	4,009	0	0	0	0	14,237	0
Total	27,584	13,233	9,267	10,341	4,010	0	0	0	0	14,351	0
Federal-Aid	9,999	4,841	3,850	4,500	657	0	0	0	0	5,158	0
Special	14,985	7,189	4,214	4,443	3,353	0	0	0	0	7,796	0
Other	2,600	1,203	1,203	1,397	0	0	0	0	0	1,397	0

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

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

USAGE:



PROJECT: Mobility Vehicle Procurement

DESCRIPTION: Procurement of paratransit services vehicles for service expansion and 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.

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

ASSOCIATED IMPROVEMENTS:

None.

STATUS: 50 cutaway buses, 50 Ford Escapes, and 10 ramp-equipped vans will be delivered in FY 21.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
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	10	0	0	10	0	0	0	0	0	10	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	130,369	83,141	8,465	6,965	7,160	7,304	8,949	9,099	7,751	47,228	0
Total	130,379	83,141	8,465	6,975	7,160	7,304	8,949	9,099	7,751	47,238	0
Federal-Aid	73,258	39,762	6,772	5,580	3,835	5,842	5,959	6,079	6,201	33,496	0
Special	57,121	43,379	1,693	1,395	3,325	1,462	2,990	3,020	1,550	13,742	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Project cost increased by \$2.4M with the addition of FY 26 and miscellaneous program adjustments.

USAGE: Demand Response Mobility annual ridership in FY 19 exceeded 2.1 million.



DESCRIPTION: Funding to rural and small urban jurisdictions for transit vehicles, equipment, and facilities. In addition, the MDOT 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. MDOT 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.

<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

Assistance to Private Non-Profits for the Transport of the Elderly and Persons with Disabilities - Line 26
Montgomery County Local Bus Program - Line 27
Prince George's County Local Bus Program - Line 28

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 type="checkbox"/> OTHER											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY ...2023... ...2024... ...2025... ...2026...				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	396	211	27	24	24	24	24	24	24	144	44
Engineering	41,318	32,589	1,404	1,948	801	1,495	1,495	1,495	1,495	8,729	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	316,414	186,496	20,335	36,008	18,736	8,897	20,086	20,048	22,913	126,688	3,231
Total	358,128	219,296	21,766	37,979	19,561	10,416	21,605	21,566	24,431	135,558	3,275
Federal-Aid	305,125	183,358	18,074	33,057	19,315	9,107	19,052	19,345	21,892	121,767	0
Special	47,887	32,114	1,398	3,630	246	1,309	2,552	2,221	2,540	12,498	3,275
Other	5,117	3,824	2,294	1,293	0	0	0	0	0	1,293	0

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Project cost increased by \$30.1M due to the addition of FY 26 and federal discretionary grants awarded to locally operated transit systems.

USAGE:



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

DESCRIPTION: Federal funding is available to assist non-profit agencies with transportation for the elderly and persons with disabilities. MDOT 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.

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

ASSOCIATED IMPROVEMENTS:

Locally Operated Transit Systems - Line 25

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 type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2023...	...2024...	...2025...	...2026...		
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	75,842	47,082	3,189	5,181	5,894	6,192	4,499	3,264	3,731	28,761	0
Total	75,842	47,082	3,189	5,181	5,894	6,192	4,499	3,264	3,731	28,761	0
Federal-Aid	66,227	37,255	2,973	5,392	5,894	6,192	4,499	3,264	3,731	28,972	0
Special	4,573	4,785	216	(212)	0	0	0	0	0	(212)	0
Other	5,042	5,042	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Project cost increased by \$3.2M due to the addition of FY 26 and miscellaneous program adjustments.

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.

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

ASSOCIATED IMPROVEMENTS:

Locally Operated Transit Systems Capital Procurement Projects (Local Jurisdictions) - Line 25
 Corridor Cities Transitway (CCT) - Line 50

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

POTENTIAL FUNDING SOURCE:											
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	744	254	254	490	0	0	0	0	0	490	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	75,752	63,259	0	2,000	2,493	2,000	2,000	2,000	2,000	12,493	0
Total	76,496	63,513	254	2,490	2,493	2,000	2,000	2,000	2,000	12,983	0
Federal-Aid	29,822	19,018	254	2,090	2,314	1,600	1,600	1,600	1,600	10,804	0
Special	46,674	44,495	0	400	179	400	400	400	400	2,179	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Project cost increased by \$2M due to the addition of FY 26.

USAGE:



PROJECT: Prince George's County Local Bus Program

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

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

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

ASSOCIATED IMPROVEMENTS:

Locally Operated Transit Systems Capital Procurement Projects (Local Jurisdictions) - Line 25

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

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	538	19	19	519	0	0	0	0	0	519	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	13,227	7,456	364	2,773	1,098	400	500	500	500	5,771	0
Total	13,765	7,475	383	3,293	1,098	400	500	500	500	6,291	0
Federal-Aid	6,538	1,322	310	2,739	878	400	400	400	400	5,216	0
Special	7,227	6,153	73	554	220	(0)	100	100	100	1,074	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

USAGE:



PROJECT: Fare Collection System Enhancements and Equipment Preservation

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

- | | |
|--|--|
| <input checked="" type="checkbox"/> Safe, Secure, and Resilient | <input checked="" type="checkbox"/> Quality & Efficiency |
| <input checked="" type="checkbox"/> Maintain & Modernize | <input type="checkbox"/> Environmental Protection |
| <input type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input type="checkbox"/> Better Transportation Choices & Connections | |

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

STATUS: Design efforts are underway in FY 21.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPENDED				FOR PLANNING PURPOSES ONLY					
	COST	THRU									
	(\$000)	CLOSE YEAR					
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	2,029	1,157	555	434	148	0	0	0	0	290	
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	91,410	16,474	2,183	861	2,187	7,265	26,500	1,600	0	36,523	
Total	93,439	17,630	2,737	1,296	2,335	7,265	26,500	1,600	0	36,813	
Federal-Aid	6,185	5,699	825	486	0	0	0	0	0	0	
Special	87,254	11,931	1,912	810	2,335	7,265	26,500	1,600	0	36,813	
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Project cost increased by \$33.1M due to the addition of funding for future fare collection equipment and software replacements.

USAGE:



PROJECT: Agencywide Roof Replacement

DESCRIPTION: Inspection and replacement of roofs on MDOT MTA facilities.

PURPOSE & NEED SUMMARY STATEMENT: Roof repairs/replacements are needed to stop leaks, increase energy efficiency, and extend service life of MDOT MTA facilities.

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

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

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

None.

STATUS: Construction on Metro Wabash Maintenance Facility, West Coldspring Lane Substation, and Northwest Bus Division roofs expected to begin in FY 21. Design is underway for future roof replacements.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	7,109	4,168	585	441	500	500	500	500	500	2,941	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	29,225	11,386	618	3,920	3,170	2,029	2,030	3,529	3,162	17,840	0
Total	36,334	15,554	1,203	4,361	3,670	2,529	2,530	4,029	3,662	20,781	0
Federal-Aid	19,822	8,910	1,159	2,396	756	1,359	1,601	2,800	2,000	10,912	0
Special	16,512	6,644	44	1,964	2,914	1,170	929	1,229	1,662	9,868	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Project cost increased by \$4.3M for current and future roof preservation efforts.

USAGE:

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

- | | |
|--|--|
| <input checked="" type="checkbox"/> Safe, Secure, and Resilient | <input checked="" type="checkbox"/> Quality & Efficiency |
| <input checked="" type="checkbox"/> Maintain & Modernize | <input type="checkbox"/> Environmental Protection |
| <input type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input type="checkbox"/> Better Transportation Choices & Connections | |

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

PROJECT: Agencywide Elevator and Escalator Rehabilitation

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Rehabilitation of the escalators at Penn-North Metro station to begin construction in FY 21. Design for future elevator/escalator rehabilitation efforts are underway.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,449	851	604	599	0	0	0	0	0	599	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	125,957	2,164	118	1,776	12,071	17,000	38,000	20,889	18,500	108,236	15,556
Total	127,406	3,015	722	2,375	12,071	17,000	38,000	20,889	18,500	108,835	15,556
Federal-Aid	48,375	0	0	396	619	3,772	16,063	12,724	14,800	48,375	0
Special	79,031	3,015	722	1,979	11,452	13,228	21,937	8,165	3,700	60,461	15,556
Other										0	



PROJECT: Agencywide Radio and Telecommunications Upgrade

DESCRIPTION: This project will migrate all MDOT 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 MDOT 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. MDOT 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:

- | | |
|--|---|
| <input checked="" type="checkbox"/> Safe, Secure, and Resilient | <input type="checkbox"/> Quality & Efficiency |
| <input checked="" type="checkbox"/> Maintain & Modernize | <input type="checkbox"/> Environmental Protection |
| <input type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input type="checkbox"/> Better Transportation Choices & Connections | |

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

- 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 |

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Construction is underway.

POTENTIAL FUNDING SOURCE:											
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	433	433	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	29,747	13,614	4,133	2,010	6,128	7,995	0	0	0	16,133	0
Total	30,180	14,048	4,134	2,010	6,128	7,995	0	0	0	16,133	0
Federal-Aid	11,173	2,998	2,998	1,917	4,902	1,356	0	0	0	8,175	0
Special	19,007	11,050	1,136	93	1,226	6,639	0	0	0	7,957	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

USAGE:



PROJECT: Downtown Transfer Center

DESCRIPTION: Design of a transfer facility in Downtown Baltimore. Concept facility includes four bus bays on Baltimore Street near Royal Farms Arena.

PURPOSE & NEED SUMMARY STATEMENT: Modernized facility improvements will allow enhanced safety to valued passengers. Use of bus bays will allow enhanced operational efficiency.

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

- | | |
|--|--|
| <input type="checkbox"/> Safe, Secure, and Resilient | <input checked="" type="checkbox"/> Quality & Efficiency |
| <input checked="" type="checkbox"/> Maintain & Modernize | <input type="checkbox"/> Environmental Protection |
| <input checked="" type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input type="checkbox"/> Better Transportation Choices & Connections | |

EXPLANATION:

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

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Design will be completed in FY 21.

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 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	716	485	300	231	0	0	0	0	0	231	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	2,427	0	0	0	1,677	750	0	0	0	2,427	0
Total	3,143	485	300	231	1,677	750	0	0	0	2,658	0
Federal-Aid										0	
Special	3,143	485	300	231	1,677	750	0	0	0	2,658	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Project moved from D&E to Construction program. Project total increased by \$2.1M to fully fund construction.

USAGE:

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

- | | |
|--|--|
| <input type="checkbox"/> Safe, Secure, and Resilient | <input checked="" type="checkbox"/> Quality & Efficiency |
| <input type="checkbox"/> Maintain & Modernize | <input checked="" type="checkbox"/> Environmental Protection |
| <input type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input type="checkbox"/> Better Transportation Choices & Connections | |

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.

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.

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.

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

ASSOCIATED IMPROVEMENTS:

Purple Line: Third-Party Funded Projects - Line 35

STATUS: As of 9/28/2020, MDOT MTA has assumed direction of the subcontractors and suppliers in order continue to advance the project. MDOT MTA is working to complete the design, advance construction in the field, and begin the re-solicitation process to obtain a new design-build team.

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 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2023...	...2024...	...2025...	...2026...			
Planning	53,007	53,007	0	0	0	0	0	0	0	0	0	
Engineering	299,442	270,420	24,360	13,840	15,182	0	0	0	0	29,022	0	
Right-of-way	249,600	243,128	35,264	6,472	0	0	0	0	0	6,472	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	1,076,207	832,805	273,087	113,573	102,062	27,767	0	0	0	243,402	0	
Total	1,678,256	1,399,360	332,711	133,885	117,244	27,767	0	0	0	278,896	0	
Federal-Aid	1,040,370	627,967	224,002	176,440	235,964	0	0	0	0	412,404	0	
Special	475,592	689,992	88,709	(62,555)	(179,613)	27,767	0	0	0	(214,401)	0	
Other	162,294	81,401	20,000	20,000	60,893	0	0	0	0	80,893	0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Project cost increased by \$200.0M to close out the original P3 agreement.

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

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

- | | |
|--|--|
| <input type="checkbox"/> Safe, Secure, and Resilient | <input checked="" type="checkbox"/> Quality & Efficiency |
| <input type="checkbox"/> Maintain & Modernize | <input checked="" type="checkbox"/> Environmental Protection |
| <input type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input type="checkbox"/> Better Transportation Choices & Connections | |

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.

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.

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

ASSOCIATED IMPROVEMENTS:

Purple Line - Line 34

STATUS: As of 9/28/2020, MDOT MTA has assumed direction of the subcontractors and suppliers in order continue to advance the project. MDOT MTA is working to complete the design, advance construction in the field, and begin the re-solicitation process to obtain a new design-build team.

POTENTIAL FUNDING SOURCE:

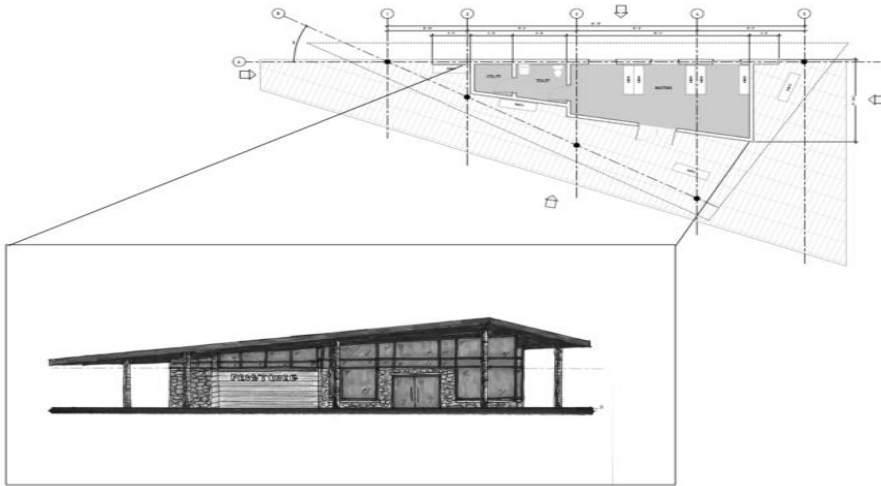
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2023...	...2024...	...2025...	...2026...		
Planning	2,730	0	0	2,730	0	0	0	0	2,730	0	
Engineering	190	190	0	0	0	0	0	0	0	0	
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	145,542	60,275	18,076	48,949	36,318	0	0	0	0	85,267	0
Total	148,462	60,465	18,076	51,679	36,318	0	0	0	0	87,997	0
Federal-Aid	2,000	0	0	2,000	0	0	0	0	0	2,000	0
Special	53	(15,241)	18,076	3,851	26,500	(15,057)	0	0	0	15,294	0
Other	146,409	75,706	0	45,828	9,818	15,057	0	0	0	70,703	0

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

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

USAGE:

**PROJECT:** Transit Innovation Grant

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

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

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

- | | |
|--|--|
| <input type="checkbox"/> Safe, Secure, and Resilient | <input checked="" type="checkbox"/> Quality & Efficiency |
| <input type="checkbox"/> Maintain & Modernize | <input type="checkbox"/> Environmental Protection |
| <input type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input type="checkbox"/> Better Transportation Choices & Connections | |

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:** ☒ Project Not Location Specific ☐ Not Subject to PFA Law
- | | |
|--|--|
| <input type="checkbox"/> Project Inside PFA | Grandfathered
Exception Will Be Required
Exception Granted |
| <input type="checkbox"/> Project Outside PFA | |
| <input type="checkbox"/> PFA Status Yet to Be Determined | |

ASSOCIATED IMPROVEMENTS:

None.

STATUS: Projects from the first and second round of awards are underway.

POTENTIAL FUNDING SOURCE:
☐ SPECIAL ☐ FEDERAL ☒ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
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	4,501	262	262	317	1,072	350	500	1,000	1,000	4,239	0
Total	4,501	262	262	317	1,072	350	500	1,000	1,000	4,239	0
Federal-Aid										0	
Special	4,501	262	262	317	1,072	350	500	1,000	1,000	4,239	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Project cost increased by \$1.5M to provide for future innovation awards.

USAGE:



PROJECT: Communications System Upgrade and Replacement

DESCRIPTION: Replace the existing phone system for Mobility and the Transit Information Contact Center.

PURPOSE & NEED SUMMARY STATEMENT: The existing Transit Information Contact Center and Mobility phone systems are nearing the end of their useful life. The replacement phone systems will act as a back-up to each other, reducing the probability of service outages.

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

ASSOCIATED IMPROVEMENTS:
None.

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

<input type="checkbox"/> Safe, Secure, and Resilient	<input checked="" type="checkbox"/> Quality & Efficiency
<input checked="" type="checkbox"/> Maintain & Modernize	<input type="checkbox"/> Environmental Protection
<input type="checkbox"/> Economic Opportunity & Reduce Congestion	<input type="checkbox"/> Fiscal Responsibility
<input type="checkbox"/> Better Transportation Choices & Connections	

EXPLANATION: Replacing of the end-of-life phone system will reduce outages, reduce maintenance costs, and increase employee efficiency.

STATUS: Design is underway.

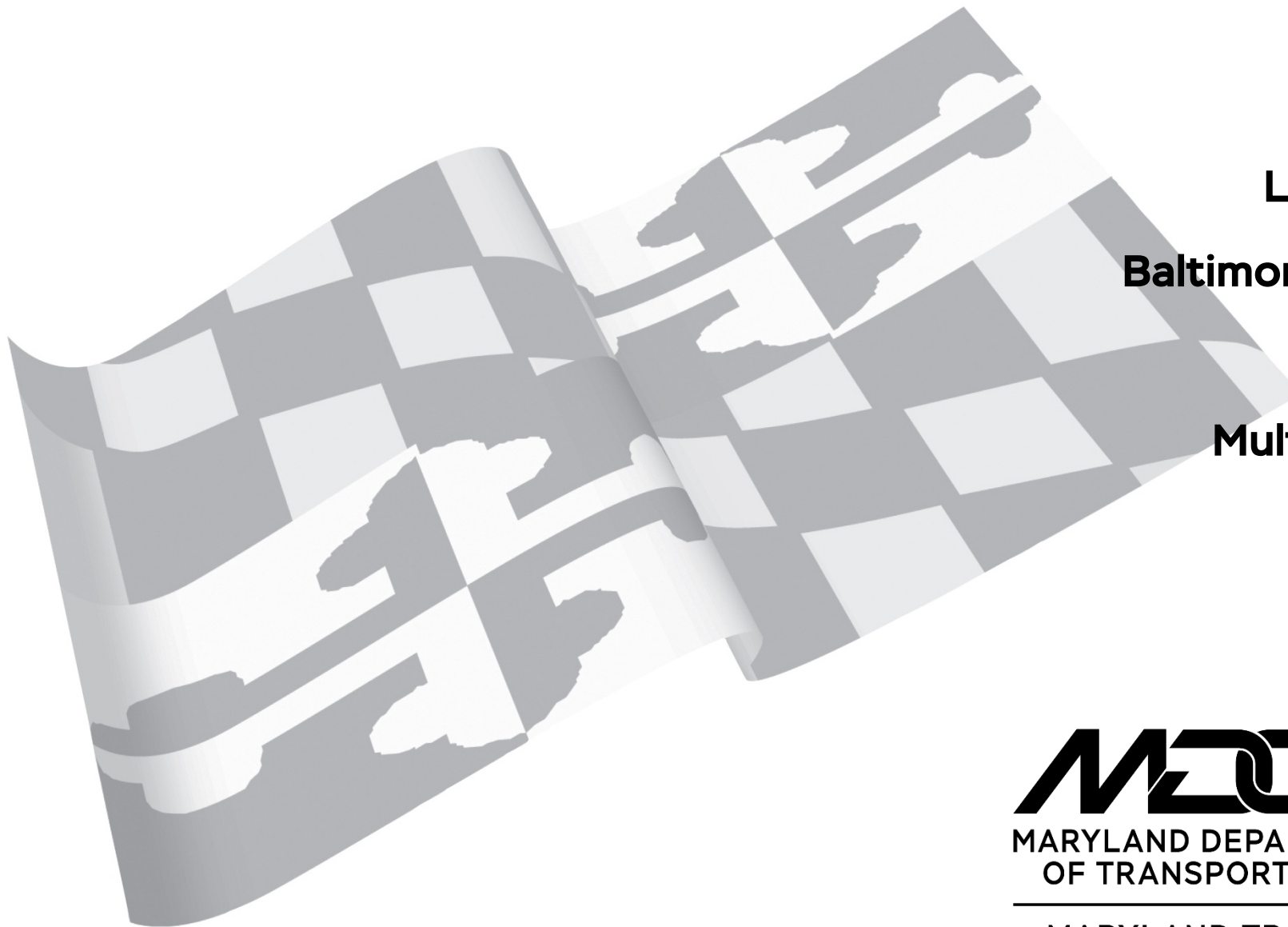
POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
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	5,000	0	0	0	0	0	0	5,000	0	5,000	0
Total	5,000	0	0	0	0	0	0	5,000	0	5,000	0
Federal-Aid	4,000	0	0	0	0	0	0	4,000	0	4,000	0
Special	1,000	0	0	0	0	0	0	1,000	0	1,000	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

USAGE:



MARC

Light Rail

Baltimore Metro

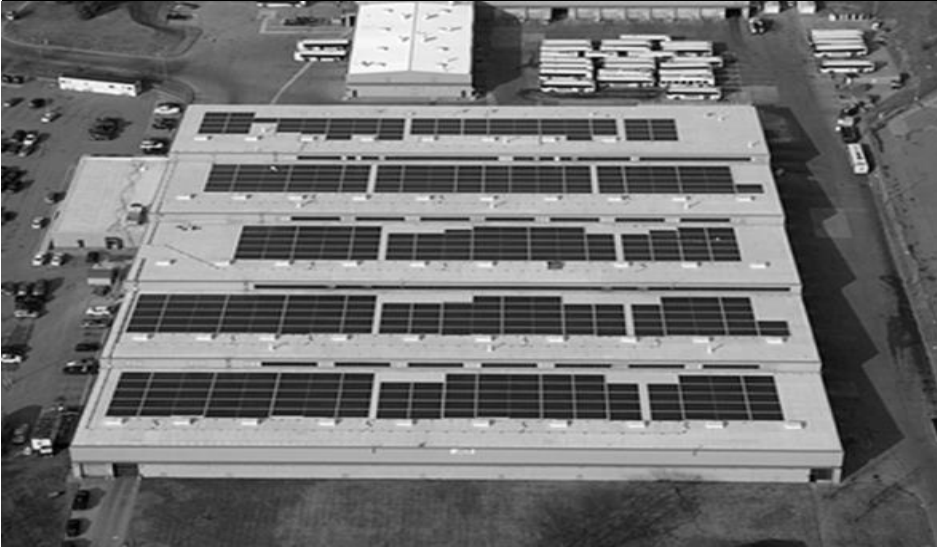
Bus

Multi-Modal



**MARYLAND TRANSIT
ADMINISTRATION**

MDOT MTA DEVELOPMENT & EVALUATION PROGRAM



PROJECT: Zero Emission Vehicles & Environmental Planning Initiatives

DESCRIPTION: Environmental planning and sustainability initiatives to mitigate negative environmental impacts from transit-related activities. Determine the feasibility of Zero Emissions Vehicle integration to the current system. Plan and design the outfitting of at least two MDOT MTA bus operations and maintenance facilities to accommodate zero emission vehicles.

PURPOSE & NEED SUMMARY STATEMENT: Supports initiatives that ensure environmental sustainability throughout the region. MDOT MTA must replace 50% of the bus fleet to zero emission vehicles by 2030 to meet goals set in the Maryland Greenhouse Gas Reduction Act plan.

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

ASSOCIATED IMPROVEMENTS:
Zero Emission Bus Pilots - Line 19

STATUS: Feasibility evaluation for the preparation of transitioning the agency's fleet of buses to zero emissions vehicles will be completed in FY 21.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	5,699	1,620	922	1,993	261	0	0	825	1,000	4,079	0
Engineering	5,000	0	0	0	1,000	4,000	0	0	0	5,000	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	10,699	1,620	922	1,993	1,261	4,000	0	825	1,000	9,079	0
Federal-Aid										0	
Special	10,699	1,620	922	1,993	1,261	4,000	0	825	1,000	9,079	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Project cost increased by \$7.8M due to the addition of the Zero-Emission Vehicle Infrastructure project, FY 26, and miscellaneous program adjustments.

USAGE:



PROJECT: Agency Innovation and 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 MDOT MTA to 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

ASSOCIATED IMPROVEMENTS:

None.

STATUS: Ongoing planning efforts to investigate innovative methods are underway.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	2,469	417	417	952	0	0	0	500	600	2,052	0
Engineering	105	44	44	61	0	0	0	0	0	61	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	2,574	461	461	1,014	0	0	0	500	600	2,114	0
Federal-Aid	98	28	28	70	0	0	0	0	0	70	0
Special	2,466	432	432	934	0	0	0	500	600	2,034	0
Other	10	0	0	10	0	0	0	0	0	10	0

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Project cost increased by \$1.3M for current and future innovative initiatives.

USAGE:



PROJECT: Patapsco Ave Pedestrian/Bicycle Bridge

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

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

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

ASSOCIATED IMPROVEMENTS:

None.

STATUS: Design efforts planned for FY 25 have been deferred due to reduced revenues from COVID-19 pandemic. MDOT MTA is pursuing discretionary grant opportunities to fund this project.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
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	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	0	0	0	0	0	0	0	(0)	0	0	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Funding totaling \$1M was deferred due to reduced revenues from COVID-19 pandemic.

USAGE:



PROJECT: Shared Mobility and Micro-Transit Work Plan

DESCRIPTION: The agencywide Shared Mobility Work Plan will improve first and last mile journeys, quality of mode choices, and equitable and accessible mobility by integrating shared mobility modes into MDOT MTA's core service area. Projects include carsharing, microtransit, on-demand paratransit, and, in coordination with BCDOT, use of transit stations as equity zones for dockless vehicles (scooters and bikes).

PURPOSE & NEED SUMMARY STATEMENT: Valued MDOT MTA riders will benefit from enhanced safe, efficient, and reliable transit opportunities.

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

ASSOCIATED IMPROVEMENTS:

None.

STATUS: The agency-wide Shared Mobility Work Plan was completed in August 2020. Future planning efforts are underway.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	106	34	34	72	0	0	0	0	0	72	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	106	34	34	72	0	0	0	0	0	72	0
Federal-Aid										0	
Special	106	34	34	72	0	0	0	0	0	72	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

USAGE:



PROJECT: Regional Transit Plan

DESCRIPTION: Development of a Regional Transit Plan for Central Maryland. Providing a 25-year vision of mobility, this plan will define public transportation goals for Central Maryland including Anne Arundel County, Baltimore County, Baltimore City, Harford County, and Howard County.

PURPOSE & NEED SUMMARY STATEMENT: This long-term plan will be used to enhance transit to valued riders throughout central Maryland.

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

ASSOCIATED IMPROVEMENTS:

Regional Transit Plan Corridor Studies - Line 43

Central MD Regional Coordination Studies - Line 44

STATUS: The Central Maryland Regional Transit Plan (RTP) was issued for public review and comment from April to June 2020, and the Plan was finalized in September 2020. RTP implementation is underway with strategies identified for five-year action plan outlined in the RTP document.

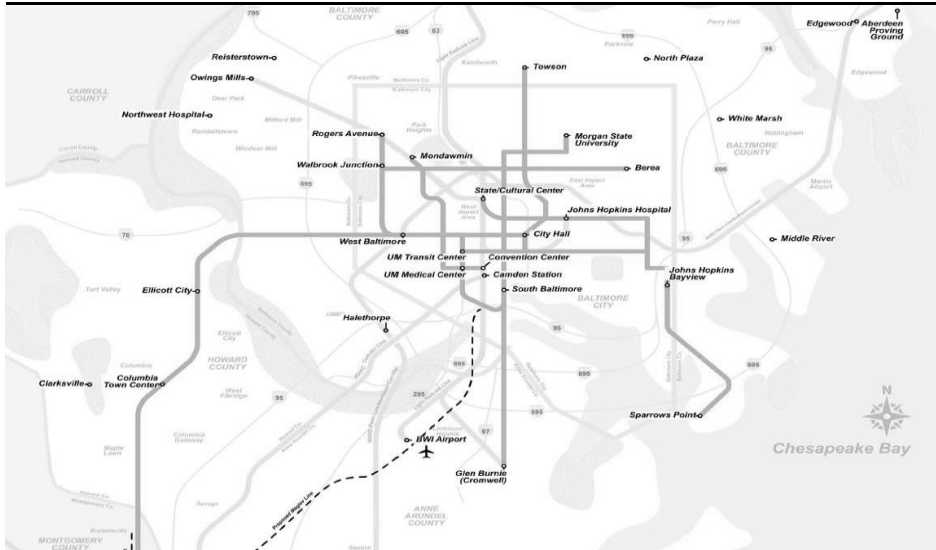
POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2023...	...2024...	...2025...	...2026...		
Planning	4,371	2,622	1,357	1,749	0	0	0	0	0	1,749	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	4,371	2,622	1,357	1,749	0	0	0	0	0	1,749	0
Federal-Aid	0	0	0	(0)	0	0	0	0	0	(0)	0
Special	4,371	2,622	1,357	1,749	0	0	0	0	0	1,749	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

USAGE:



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

- | | |
|---|--|
| <input type="checkbox"/> Safe, Secure, and Resilient | <input checked="" type="checkbox"/> Quality & Efficiency |
| <input type="checkbox"/> Maintain & Modernize | <input type="checkbox"/> Environmental Protection |
| <input checked="" type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input checked="" type="checkbox"/> Better Transportation Choices & Connections | |

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

PROJECT: Regional Transit Plan Corridor Studies

DESCRIPTION: Planning Studies 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.

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

ASSOCIATED IMPROVEMENTS:
Regional Transit Plan - Line 42

STATUS: Two corridor planning studies will be initiated in FY 21.

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 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
						...2023...	...2024...	...2025...	...2026...			
Planning	1,275	0	0	250	750	275	0	0	0	1,275	0	
Engineering	2,000	0	0	0	0	1,225	775	0	0	2,000	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	0	
Total	3,275	0	0	250	750	1,500	775	0	0	3,275	0	
Federal-Aid	1,020	0	0	200	600	220	0	0	0	1,020	0	
Special	2,255	0	0	50	150	1,280	775	0	0	2,255	0	
Other										0		

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Added to D&E program.

USAGE:

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

- | | |
|---|--|
| <input type="checkbox"/> Safe, Secure, and Resilient | <input checked="" type="checkbox"/> Quality & Efficiency |
| <input type="checkbox"/> Maintain & Modernize | <input type="checkbox"/> Environmental Protection |
| <input checked="" type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input checked="" type="checkbox"/> Better Transportation Choices & Connections | |

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

PROJECT: Central MD Regional Coordination Studies

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

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

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 |

ASSOCIATED IMPROVEMENTS:

Regional Transit Plan - Line 42

STATUS: Planning activities will begin in FY 21.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2023...	...2024...	...2025...	...2026...		
Planning	830	0	0	415	415	0	0	0	0	830	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	830	0	0	415	415	0	0	0	0	830	0
Federal-Aid	480	0	0	240	240	0	0	0	0	480	0
Special	350	0	0	175	175	0	0	0	0	350	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Added to D&E program.

USAGE:



PROJECT: Transit Oriented Development Initiatives

DESCRIPTION: Support to State and MDOT initiatives on Transit Oriented Development (TOD) at rail stations and transit hubs throughout the system.

PURPOSE & NEED SUMMARY STATEMENT: TOD promotes economic prosperity through efforts to mitigate costs related to reliance on transportation services, reducing pollution, and granting transit users access to business opportunities.

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

ASSOCIATED IMPROVEMENTS:

None.

STATUS: Concept Plans were deferred at the close of FY 2020 due to reduced revenues from COVID-19 pandemic.

[illegible]

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

USAGE:



X	Safe, Secure, and Resilient
X	Maintain & Modernize
	Economic Opportunity & Reduce Congestion
	Better Transportation Choices & Connections

X	Quality & Efficiency
	Environmental Protection
	Fiscal Responsibility

DESCRIPTION: Design replacement for the existing Eastern Bus Division.

PURPOSE & NEED SUMMARY STATEMENT: The existing Eastern facility is obsolete, severely constrained, and cannot adequately support MDOT MTA's current fleet. Replacing this facility will promote substantial operational efficiencies.

<input checked="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

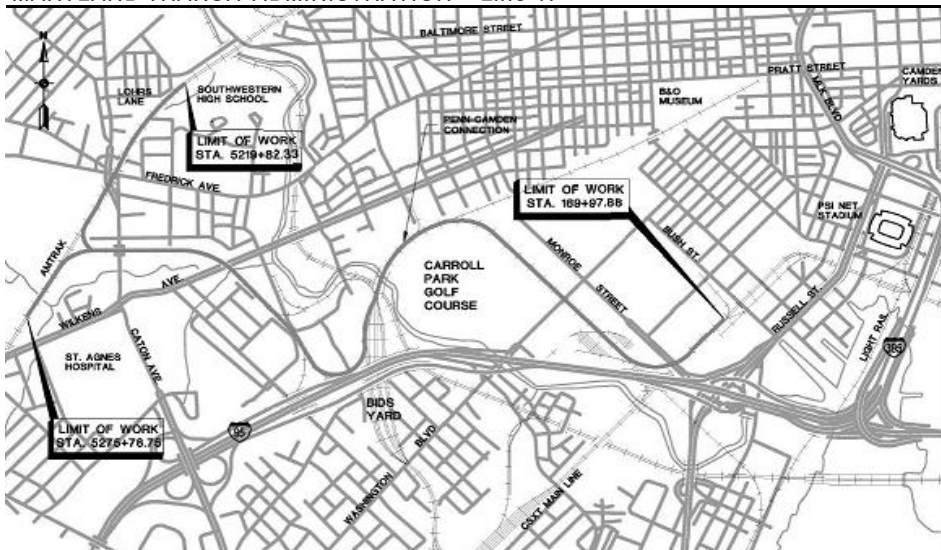
None.

STATUS: Design is underway.

[illegible]

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Project total increased by \$24.8M to continue planning and begin design efforts.

USAGE:



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

- | | |
|--|--|
| <input checked="" type="checkbox"/> Safe, Secure, and Resilient | <input checked="" type="checkbox"/> Quality & Efficiency |
| <input type="checkbox"/> Maintain & Modernize | <input type="checkbox"/> Environmental Protection |
| <input type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input type="checkbox"/> Better Transportation Choices & Connections | |

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

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 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.

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

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Planning activities will begin in FY 21.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,500	0	0	50	300	300	300	300	250	1,500	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	1,500	0	0	50	300	300	300	300	250	1,500	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	1,500	0	0	50	300	300	300	300	250	1,500	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Added to D&E program.

USAGE:



PROJECT: LOTS Transit Development Plan (TDP)

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

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

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

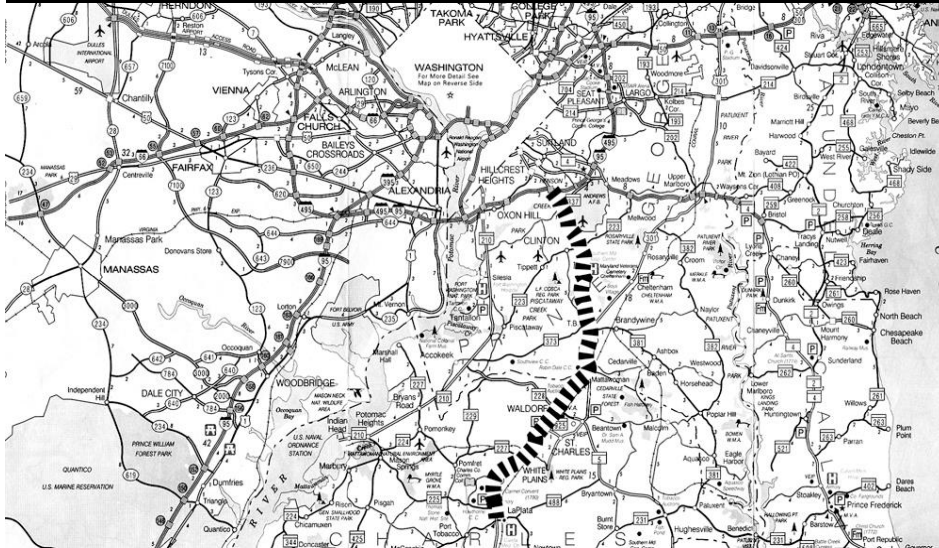
☐ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet to Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Outreach to local jurisdictions throughout the state of Maryland ongoing.

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 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2023...	...2024...	...2025...	...2026...		
Planning	4,755	2,143	293	784	788	406	196	204	233	2,611	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	4,755	2,143	293	784	788	406	196	204	233	2,611	0
Federal-Aid	3,242	893	195	734	691	361	174	181	207	2,349	0
Special	1,430	1,167	98	51	97	45	22	23	26	263	0
Other	83	83	0	0	0	0	0	0	0	0	0



PROJECT: Southern Maryland Rapid Transit Study

DESCRIPTION: Planning activities to identify and protect an alignment for future development of high-capacity transit services in the US 301/MD 5 corridor from White Plains in Charles County to the Branch Avenue Metrorail Station in Prince George's County.

PURPOSE & NEED SUMMARY STATEMENT: Continued growth in Southern Maryland has created high levels of traffic congestion in the US 301/MD 5 corridor. Planning is needed to determine the role of a high-capacity transit service in the corridor.

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

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

☐ Grandfathered Exception Will Be Required ☐ Exception Granted

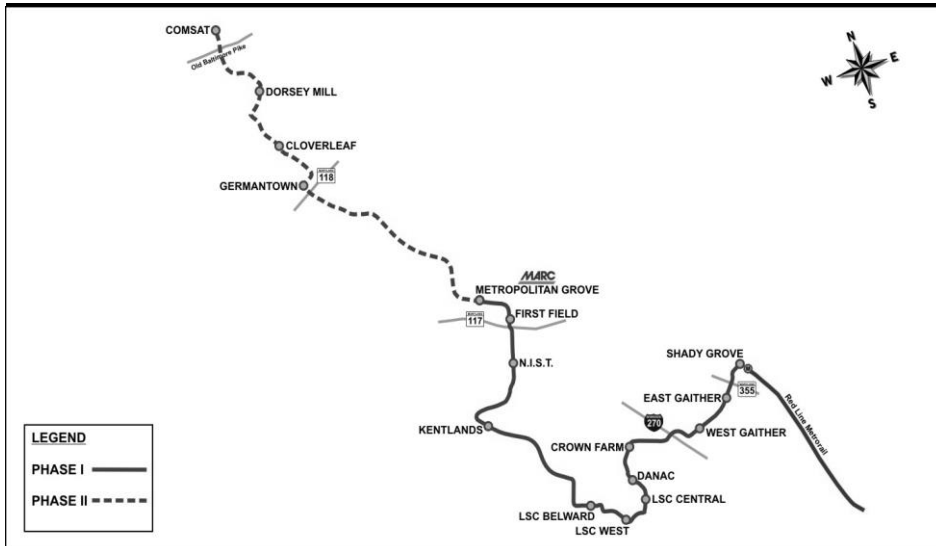
ASSOCIATED IMPROVEMENTS:
None.

STATUS: Study is complete.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2023...	...2024...	...2025...	...2026...		
Planning	6,261	4,847	0	0	0	0	0	0	0	0	1,414
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	6,261	4,847	0	0	0	0	0	0	0	0	1,414
Federal-Aid										0	
Special	6,261	4,847	0	0	0	0	0	0	0	0	1,414
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP:
None

USAGE:



PROJECT: Corridor Cities Transitway (CCT)

DESCRIPTION: The CCT is a 16-mile bus rapid transit line between Shady Grove Metrorail Station and the former COMSAT facility in Montgomery County. The line would be constructed in two phases: from Shady Grove to Metropolitan Grove and from Metropolitan Grove to COMSAT. The project includes a grade separated busway, stations, rapid transit vehicles, and a maintenance facility.

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

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

ASSOCIATED IMPROVEMENTS:

Montgomery County Local Bus Program - Line 27

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

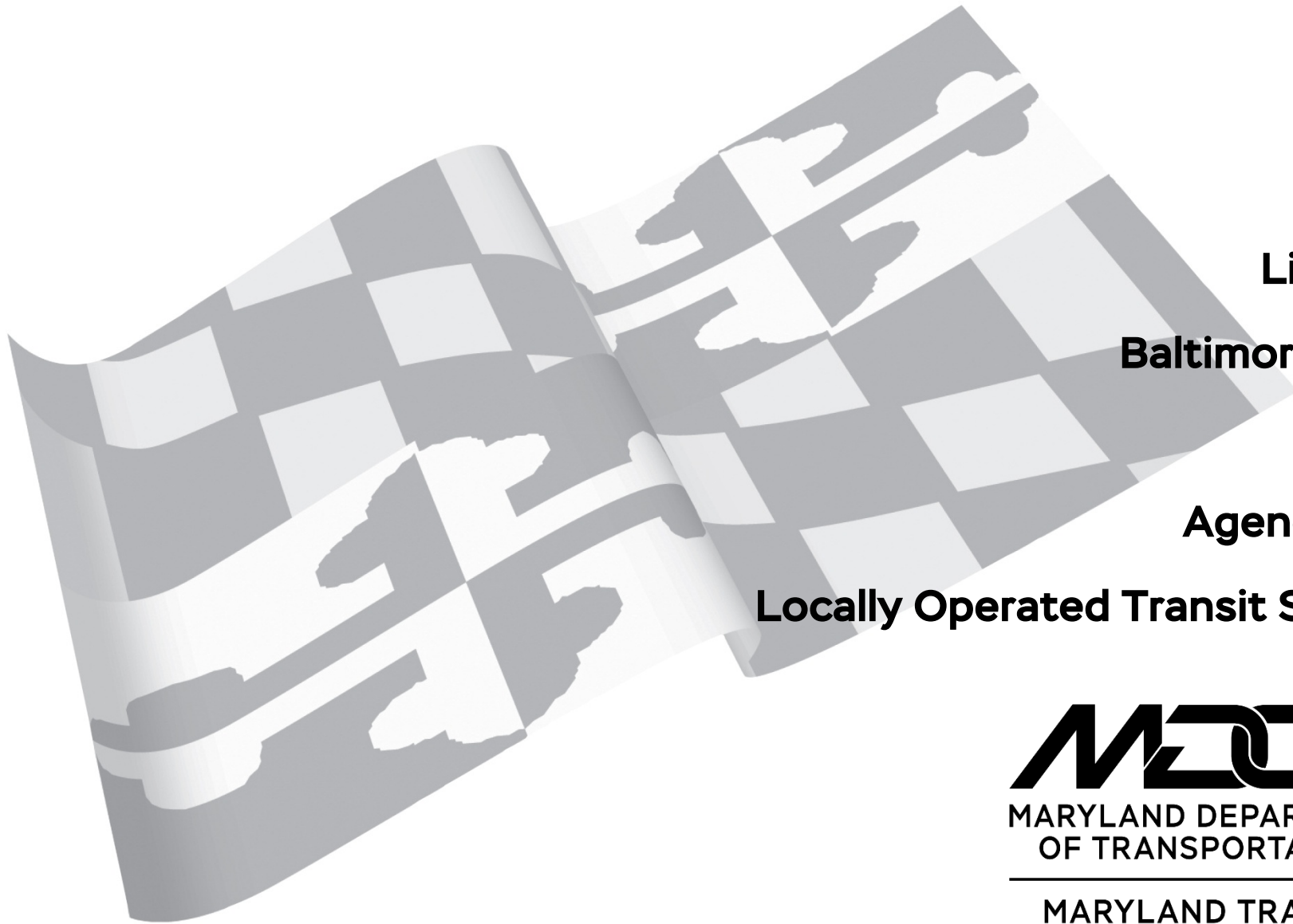
POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	39,907	39,906	(1)	1	0	0	0	0	0	1	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	39,907	39,906	(1)	1	0	0	0	0	0	1	0
Federal-Aid	1,501	1,501	0	0	0	0	0	0	0	0	0
Special	38,406	38,405	(1)	1	0	0	0	0	0	1	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

USAGE:



MARC

Freight

Light Rail

Baltimore Metro

Bus

Agency Wide

Locally Operated Transit Systems



**MARYLAND DEPARTMENT
OF TRANSPORTATION**

**MARYLAND TRANSIT
ADMINISTRATION**

MDOT MTA MINOR PROJECTS

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND TRANSIT ADMINISTRATION - LINE 51

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>AGY - Systems</u>				
MTA1482	AGY TRAPEZE INSTALLS AND UPGRADES	\$	1,399	Underway
<u>AGY - TMDL Compliance</u>				
MTAPRJ001632	AGY TMDL MARTINS SWM REPAIR AND RETROFIT	\$	232	Design Underway
<u>BUS - Facilities</u>				
MTA1518	BUS BUSH DIVISION BOILER REPLACEMENT	\$	3,695	FY 2022
<u>BUS - Revenue Vehicles</u>				
MTA1510	BUS MINI OVERHAUL	\$	762	Underway
<u>BUS - Systems</u>				
MTA1504	BUS DIVISION WIRELESS UPGRADE	\$	637	Underway
<u>LTR - Systems Maintenance</u>				
MTA1499	LTR TRAIN TRAFFIC MANAGEMENT UPGRADE	\$	1,477	Underway
MTA1521	LTR TRAIN CONTROL SIGNALS UPS UPGRADE	\$	1,717	Design Underway
MTA1522	LTR CATENARY SURGE PROTECTION DEVICE GROUNDING REPLACEMENT	\$	2,766	Design Underway
MTA1531	LIGHT RAIL NORTH END 5kV SIGNAL POWER SYSTEM REPLACEMENT	\$	6,052	Underway
<u>MARC - Guideway</u>				
MTA1600	MARC PENN STATION TOD SUPPORT	\$	100	FY 2021
<u>MOL - Systems</u>				
MTA1497	AGY TICC & MOBILITY CONTACT CENTER SOFTWARE UPGRADE	\$	1,105	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND TRANSIT ADMINISTRATION - LINE 52

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>MTR - Safety Initiatives</u>				
MTA1480	METRO STAT X FIRE EXTINGUISHING AGENT REPLACEMENT	\$	2,263	Underway
<u>MTR - Systems Maintenance</u>				
MTA1535	METRO UPS BATTERY REPLACEMENT	\$	4,415	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 53

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Allegany County FY 2020 Completions</u>		
Preventive Maintenance (FY19)	\$ 350	Complete
<u>Allegany County FY 2021 and 2022</u>		
1 Medium Replacement Bus - 305 (FY18)	\$ 300	FY21
1 Medium Replacement Bus (FY13)	\$ 309	FY21
1 Small Bus Replacement - 634 (FY20)	\$ 92	FY21
3 Small Bus Replacements (FY21)	\$ 225	FY21
Garage Door Replacement (FY21)	\$ 43	FY21
Medium Duty under 30' Replacement 303 (FY17)	\$ 175	FY21
1 Heavy Duty Bus Replacement - 299 (FY20)	\$ 137	FY22
1 Medium Replacement Bus - 304 (FY18)	\$ 300	FY22
Medium Replacement Bus - 307 (FY19)	\$ 249	FY22
Preventive Maintenance (FY21)	\$ 350	FY22
Preventive Maintenance (FY20)	\$ 350	Ongoing
Transportation Development Plan (FY19)	\$ 100	Underway
Vehicle Cameras APC (FY15)	\$ 237	Underway
<u>Annapolis County FY 2020 Completions</u>		
40 Bus Stop Shelters (FY14)	\$ 422	Complete
Maintenance Shop Rehabilitation (FY14)	\$ 105	Complete
Preventive Maintenance (FY20)	\$ 45	Complete
<u>Annapolis County FY 2021 and 2022</u>		
1 Medium Bus Replacement - 253 (FY20)	\$ 386	FY21
1 Medium Bus Replacement - 256 (FY20)	\$ 386	FY21
Maintenance Lifts (FY21)	\$ 174	FY21
Office Furniture (FY20)	\$ 10	FY21
Preventative Maintenance (FY21)	\$ 450	FY21
2 Heavy Duty Bus Replacements - 5209 & 5409 (FY21 5339)	\$ 562	FY22

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 53

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Anne Arundel County FY 2020 Completions</u>		
Ridesharing (FY19)	\$ 197	Complete
<u>Anne Arundel County FY 2021 and 2022</u>		
1 Medium Replacement Bus - 9544 (FY20)	\$ 139	FY21
1 Medium Replacement Bus - 9545 (FY20)	\$ 139	FY21
1 Medium Replacement Bus - 9547 (FY20)	\$ 139	FY21
1 Medium Replacement Bus - 9710 (FY19 5339)	\$ 180	FY21
1 Medium Replacement Bus - 9711 (FY19 5339)	\$ 180	FY21
1 Medium Replacement Bus - 9548 (FY18)	\$ 194	FY21
1 Medium Replacement Bus - 9549 (FY18)	\$ 194	FY21
7 Small Cutaway Expansion Buses (FY21 5339)	\$ 551	FY21
Mobile Radios (FY19 5339)	\$ 35	FY21
Ridesharing (FY21)	\$ 197	FY21
<u>Baltimore City FY 2020 Completions</u>		
Ridesharing (FY19)	\$ 82	Complete
<u>Baltimore City FY 2021 and 2022</u>		
Ridesharing (FY21)	\$ 82	FY21
Ridesharing (FY20)	\$ 82	Ongoing
<u>Baltimore County FY 2020 Completions</u>		
1 Small Bus Replacement - 30381 (FY20)	\$ 61	Complete
1 Small Bus Replacement - 30382 (FY20)	\$ 61	Complete
BMC Ridesharing (FY18)	\$ 170	Complete
BMC Ridesharing (FY19)	\$ 170	Complete
<u>Baltimore County FY 2021 and 2022</u>		
12 Medium Buses - Expansion (FY19 5339 Discretionary)	\$ 1,924	FY21

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 53

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Baltimore County FY 2021 and 2022 (cont'd)</u>		
4 Small Bus Replacements (FY21 5339)	\$ 243	FY21
BMC Ridesharing (FY21)	\$ 170	FY21
Bus Shelters (FY19 5339 Discretionary)	\$ 120	FY21
Bus Signage (FY19 5339 Discretionary)	\$ 10	FY21
Workforce Development (FY19 5339 Discretionary)	\$ 10	FY21
BMC Ridesharing (FY20)	\$ 170	Ongoing
Transportation Development Plan (FY20)	\$ 95	Ongoing
<u>Calvert County FY 2020 Completions</u>		
1 Medium Replacement Bus (FY16 5311 & 5307)	\$ 148	Complete
1 Small Bus Replacement - 140 (FY20 5339)	\$ 69	Complete
Preventive Maintenance (FY19 5311)	\$ 137	Complete
Ridesharing (FY19)	\$ 9	Complete
<u>Calvert County FY 2021 and 2022</u>		
1 Small Bus Replacement - 138 (FY20 5339)	\$ 63	FY21
2 Small Bus Replacements - 135 & 136 (FY21 5339)	\$ 157	FY21
Preventive Maintenance (FY20 5307)	\$ 32	FY21
Ridesharing (FY21)	\$ 9	FY21
Transportation Development Plan (FY20 5304)	\$ 95	FY21
Dispatch Software (FY21 5339)	\$ 81	FY22
Preventive Maintenance (FY21 5307)	\$ 32	FY22
Preventive Maintenance (FY21 5311)	\$ 119	FY22
Preventive Maintenance (FY19 5307)	\$ 36	Ongoing
Preventive Maintenance (FY20 5311)	\$ 119	Ongoing
Ridesharing (FY20)	\$ 9	Ongoing
AVL Equipment (FY18 5339)	\$ 4	Underway
<u>Carroll County FY 2020 Completions</u>		
1 Small Bus Replacement - 3381 (FY20)	\$ 62	Complete
1 Small Bus Replacement - 3386 (FY20)	\$ 66	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 53

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Carroll County FY 2020 Completions (cont'd)</u>		
1 Small Bus Replacement - 3387 (FY20)	\$ 66	Complete
Preventive Maintenance (FY19)	\$ 200	Complete
<u>Carroll County FY 2021 and 2022</u>		
1 Small Bus Replacement - 3392 (FY21)	\$ 68	FY21
1 Small Bus Replacement - 3395 (FY21)	\$ 68	FY21
1 Small Bus Replacement - 3396 (FY21)	\$ 68	FY21
3 Light Duty Bus Replacements (FY19 Discretionary 5339)	\$ 147	FY21
Preventive Maintenance (FY21)	\$ 150	FY21
Preventive Maintenance (FY20)	\$ 150	Ongoing
Transportation Development Plan (FY18)	\$ 95	Ongoing
Replacement Tablets (18) (FY18)	\$ 9	Underway
<u>Cecil County FY 2020 Completions</u>		
1 Replacement Bus 35' (FY15)	\$ 226	Complete
2 Expansion 35' HD Buses	\$ 451	Complete
Medium duty 35' Expansion (FY17)	\$ 300	Complete
Medium duty 35' Expansion (FY17)	\$ 300	Complete
Small Cutaway Bus - 230 (FY20)	\$ 77	Complete
Small Cutaway Bus - 232 (FY20)	\$ 77	Complete
Small Cutaway Bus - 233 (FY20)	\$ 77	Complete
Transportation Development Plan (FY17)	\$ 90	Complete
<u>Cecil County FY 2021 and 2022</u>		
1 Medium Replacement Bus - 225 (FY18)	\$ 210	FY21
3 Bus Wraps (FY20)	\$ 13	FY21
Automatic Annunciators (FY20)	\$ 80	FY21
Automatic Passenger Counters (FY20)	\$ 70	FY21
Integrated Mobility Innovation (IMI) (FY20 5312 Discret.)	\$ 704	FY21
Land Acquisition - Transit Hub	\$ 1,000	FY21
Medium Replacement Bus - 229 (FY19 5307)	\$ 274	FY21

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 53

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Cecil County FY 2021 and 2022 (cont'd)</u>		
Preventive Maintenance (FY21)	\$ 170	FY21
Small Bus Expansion (FY19)	\$ 83	FY21
Preventive Maintenance (FY20)	\$ 170	Ongoing
Bus Wraps for Cutaway Buses (FY16)	\$ 7	Underway
Hub Study - Phase II (FY18)	\$ 175	Underway
Mobile Radios (FY17)	\$ 7	Underway
<u>Central MD Non-Profits FY 2020 Completions</u>		
Central MD Regional Transit (FY16/17 5310) - Mobility Management	\$ 1,104	Complete
Central MD Regional Transit (FY16/17 5310) - Travel Training	\$ 464	Complete
Central MD Regional Transit (FY18/19 5310) - Mobility Management	\$ 411	Complete
Central MD Regional Transit (FY18/19 5310) - Travel Training	\$ 38	Complete
New Freedom Program (Partners In Care)	\$ 20	Complete
<u>Charles County FY 2020 Completions</u>		
Onboard Security Camera System (FY16)	\$ 138	Complete
Preventive Maintenance (FY19)	\$ 227	Complete
<u>Charles County FY 2021 and 2022</u>		
1 Light Duty Paratransit Bus - T82 (FY20)	\$ 62	FY21
1 Light Duty Paratransit Bus - T87 (FY20)	\$ 62	FY21
1 Medium Replacement Bus - T29 (FY19 5339)	\$ 100	FY21
1 Medium Replacement Bus - T30 (FY19 5339)	\$ 100	FY21
1 Medium Replacement Bus - T31 (FY19 5339)	\$ 100	FY21
1 Medium Replacement Bus - T32 (FY19 5339)	\$ 100	FY21
1 Medium Replacement Bus - T33 (FY19 5339)	\$ 100	FY21
2 Small Cutaway Buses - T82 & T1708 (FY21 5339)	\$ 153	FY21
Design & Engineering for Facility (FY20)	\$ 500	FY21
Preventive Maintenance (FY21)	\$ 114	FY21
Shelter and Bus Stop Improvements (FY17)	\$ 50	FY21
Design & Engineering for Facility (FY21)	\$ 500	FY22

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 53

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Charles County FY 2021 and 2022 (cont'd)</u>		
Preventive Maintenance (FY20)	\$ 114	Ongoing
Feasibility Study Phase II (FY15)	\$ 300	Underway
<u>Dorchester County FY 2020 Completions</u>		
(2) Gas Engines (FY19 5311)	\$ 7	Complete
(2) Gas Transmissions (FY19 5311)	\$ 7	Complete
Preventive Maintenance (FY19)	\$ 50	Complete
Transportation Development Plan (TDP) (FY16)	\$ 90	Complete
<u>Dorchester County FY 2021 and 2022</u>		
1 Small Bus Replacement - 193 (FY21 5339)	\$ 77	FY21
1 Small Bus Replacement - 197 (FY20)	\$ 77	FY21
1 Van Replacement - 189 (FY20)	\$ 50	FY21
Air Conditioning Recovery Machine (FY21 5339)	\$ 7	FY21
Preventive Maintenance (FY21)	\$ 50	FY21
Scan Diagnostic Tool	\$ 5	FY21
Preventive Maintenance (FY20)	\$ 50	Ongoing
<u>Eastern Shore Non-Profits FY 2021 and 2022</u>		
Delmarva Community Transit - 2 Minivan Expansions (FY19 5339 Discret.)	\$ 70	FY21
Delmarva Community Transit - 4 Minivans w/ Wheelchairs (FY19 5339 Discret.)	\$ 200	FY21
Delmarva Community Transit - 6 Security Cameras (FY19 5339 Discret.)	\$ 30	FY21
Delmarva Community Transit - Electric Upgrade to 220 AMP (FY19 5339 Discret.)	\$ 10	FY21
Delmarva Community Transit - Transportation Development Plan	\$ 95	FY21
Delmarva Community Transit- 2 Small Replacement Buses (FY20/21)	\$ 137	FY21
Delmarva Community Transit- Mobility Management (FY18/19)	\$ 324	Ongoing
Delmarva Community Transit- Mobility Management (FY20/21)	\$ 460	Ongoing
<u>Elderly/ Disabled Non-Profits FY 2020 Completions</u>		
Allegany County HRDC, Inc. - Ride To Wellness (FY18/19)	\$ 182	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 53

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Elderly/ Disabled Non-Profits FY 2020 Completions (cont'd)		
ARC of Northern Chesapeake Region - 1 Small Bus Expansion(FY20/21)	\$ 56	Complete
ARC of Northern Chesapeake Region - 2 Small Bus Replacements (FY20/21)	\$ 120	Complete
ARC of Northern Chesapeake Region - Preventive Maintenance (FY18/19)	\$ 45	Complete
ARC of Southern Maryland - 2 Small Bus Expansions(FY20/21)	\$ 100	Complete
ARC of Southern Maryland - Mobility Management (FY18 SS)	\$ 114	Complete
ARC of Washington County - 1 Small Bus Replacement (FY20/21)	\$ 62	Complete
Associated Catholic Charities - 1 Small Replacement Bus - #MW (FY20/21)	\$ 63	Complete
Chesapeake Care Resources, Inc. - 1 Small Replacement Bus - #1 (FY20/21)	\$ 69	Complete
Chesapeake Care Resources, Inc. - 6 Wheelchair Accessibility Systems (FY17 SS)	\$ 3	Complete
Chesapeake Care Resources, Inc. - Preventive Maintenance (FY18/19)	\$ 5	Complete
Comprehensive Housing Assistance - Preventive Maintenance (FY16/17)	\$ 3	Complete
Daybreak Adult Day Services - 1 Small Replacement Bus - #4 (FY20/21)	\$ 63	Complete
Daybreak Adult Day Services - 1 Small Replacement Bus - #8 (FY20/21)	\$ 63	Complete
Diakon - Preventive Maintenance (FY18/19)	\$ 4	Complete
Diakon - 1 Small Replacment Bus - #UGH307 (FY20/21)	\$ 63	Complete
Easter Seals Hagerstown - 1 Small Replacement Bus - Phoenix (FY20/21)	\$ 67	Complete
Easter Seals Hagerstown - Preventive Maintenance (FY18 SS)	\$ 8	Complete
Friends Aware - Preventive Maintenance (FY16/17)	\$ 42	Complete
Friends Aware - Preventive Maintenance (FY18/19)	\$ 23	Complete
Harford Center - 1 Small Replacement Bus - 02 (FY20/21)	\$ 60	Complete
Harford Center - 1 Small Replacement Bus - 23 (FY20/21)	\$ 60	Complete
Hopkins Elder Plus - 1 Small Replacement Bus - 24-001 (FY20/21)	\$ 68	Complete
Hopkins Elder Plus - Preventive Maintenance (FY18/19)	\$ 35	Complete
Hopkins Elder Plus - Preventive Maintenance (FY20/21)	\$ 52	Complete
Hopkins Elder Plus - 1 Small Expansion Bus (FY20/21)	\$ 68	Complete
Humanim- 1 Small Replacement Bus-43 (FY20/21)	\$ 60	Complete
Humanim- 1 Small Replacement Bus-W4 (FY20/21)	\$ 60	Complete
LifeBridge Health - Mobility Management (FY18/19)	\$ 100	Complete
Lifestyles, Inc. - Preventive Maintenance (FY16/17)	\$ 2	Complete
Mosaic-2 Small Bus Expansions (FY20/21)	\$ 121	Complete
Partners in Care-Mobility Management (18/19)	\$ 336	Complete
Progress Unlimited, Inc. - Preventive Maintenance (FY18 SS)	\$ 30	Complete
Spring Dell -2 Small Bus Replacements (FY20/21)	\$ 126	Complete
St. Mary's Adult Medical Day Care - Preventive Maintenance (FY17 SS)	\$ 3	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 53

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Elderly/ Disabled Non-Profits FY 2020 Completions (cont'd)</u>		
St. Mary's Adult Medical Day Care - Small Bus Expansion (FY20/21)	\$ 59	Complete
St. Mary's Nursing Center, Inc. - Preventive Maintenance (FY16/17)	\$ 6	Complete
The League for People with Disabilities - 1 Small Bus Expansion (FY20/21)	\$ 61	Complete
The League for People with Disabilities - 1 Small Bus Replacement (FY20/21)	\$ 64	Complete
The League for People with Disabilities - Preventive Maintenance (FY16/17)	\$ 7	Complete
Unified Community Connections- 2 Small Bus Replacements (FY20/21)	\$ 110	Complete
Washington County CAC - 2 Small Replacment Buses (FY20/21)	\$ 126	Complete
Washington County CAC - Mobility Management(FY18 SS)	\$ 10	Complete
Washington County CAC - Mobility Management(FY18/19)	\$ 101	Complete
Washington County CAC - Preventive Maintenance (FY18/19)	\$ 15	Complete
Way Station- 2 Small Replacement Buses (FY20/21)	\$ 120	Complete
Winter Growth - Preventive Maintenance (FY16/17)	\$ 2	Complete
Winter Growth - Preventive Maintenance (FY20/21)	\$ 2	Complete
Worcester County Comm on Aging - Mobility Management (FY18 SS)	\$ 45	Complete
Worcester County Comm on Aging - Preventive Maintenance (FY16/17)	\$ 15	Complete
Worcester County Comm on Aging - Preventive Maintenance (FY17 SS)	\$ 5	Complete
Worcester County Developmental Center - 2 Small Replacement Buses (FY20/21)	\$ 120	Complete
<u>Elderly/ Disabled Non-Profits FY 2021 and 2022</u>		
Allegany County HRDC, Inc. - 1 Minivan Replacement - AAA2 (FY20/21)	\$ 50	FY21
Allegany County HRDC, Inc. - Preventive Maintenance (FY20/21)	\$ 26	FY21
Appalachian Parent Assoc - 1 Minivan Replacement - X-18 (FY20/21)	\$ 50	FY21
Appalachian Parent Assoc - Preventive Maintenance (FY20/21)	\$ 50	FY21
ARC of Southern Maryland - Preventive Maintenance (FY18/19)	\$ 5	FY21
ARC of Washington County - 2 Minivans Expansion (FY20/21)	\$ 100	FY21
Associated Catholic Charities - 10 Minivans - Expansion (FY20/21)	\$ 500	FY21
Bayside Community Network - Mobility for All (FY20 Discret.)	\$ 50	FY21
Bayside Community Network - Preventive Maintenance (FY18/19)	\$ 23	FY21
Center for Life Enrichment - 3 Minivans - Expansion (FY20/21)	\$ 150	FY21
Charles County Nursing and Rehabilitation - Preventive Maintenance (FY18/19)	\$ 19	FY21
Comprehensive Housing Assistance - Preventive Maintenance (FY18/19)	\$ 10	FY21
Dove Pointe, Inc. - Preventive Maintenance (FY18/19)	\$ 100	FY21
Dove Pointe, Inc. - 1 Minivan - Expansion (FY20/21)	\$ 50	FY21

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 53

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Elderly/ Disabled Non-Profits FY 2021 and 2022 (cont'd)</u>		
Dove Pointe, Inc. - 4 Wheelchair Lifts (FY18 SS)	\$ 25	FY21
Easter Seals Baltimore - Preventive Maintenance (FY20/21)	\$ 30	FY21
Easter Seals Baltimore - 2 Minivans - Expansion (FY20/21)	\$ 100	FY21
Freedom Landing - 2 Expansion Minivans (FY16/17)	\$ 80	FY21
Freedom Landing - Preventive Maintenance (FY18/19)	\$ 3	FY21
Friends Aware - 1 Minivan Expansion (FY20/21)	\$ 50	FY21
Harford Center - 1 Minivan - Expansion (FY20/21)	\$ 50	FY21
Humanim-2 Minivans-Expansion (FY20/21)	\$ 100	FY21
Kent Center - Office Equipment (FY18/19)	\$ 4	FY21
Kent Center - Preventive Maintenance (FY18/19)	\$ 5	FY21
Partners in Car-Preventive Maintenance (FY20/21)	\$ 40	FY21
Progress Unlimited, Inc. - Preventive Maintenance (FY20/21)	\$ 90	FY21
Progress Unlimited, Inc. - Walkie Talkies (FY18/19)	\$ 7	FY21
Progress Unlimited, Inc.-1 Minivan Expansion (FY20/21)	\$ 50	FY21
Progress Unlimited, Inc.-2 Minivan Replacements (FY20/21)	\$ 100	FY21
Progress Unlimited, Inc.-35 Ipads and Protective Cases (FY20/21)	\$ 13	FY21
Prologue, Inc. - 2 Minivan Replacements (FY20/21)	\$ 100	FY21
Providence Center- 10 Minivan Expansion (FY20/21)	\$ 500	FY21
Shore Up! - Preventive Maintenance (FY18/19)	\$ 12	FY21
Spring Dell- Minivan Replacement (FY 20/21)	\$ 50	FY21
Star Community-2 Minivans Expansion (FY20/21)	\$ 100	FY21
The League for People with Disabilities - 1 Minivan Expansion (FY20/21)	\$ 50	FY21
The League for People with Disabilities - 1 Minvan Replacement (FY20/21)	\$ 50	FY21
Washington County CAC - 1 Minivan Replacement (FY20/21)	\$ 50	FY21
Winter Growth-1 Minivan Expansion (FY20/21)	\$ 50	FY21
Winter Growth-1 Small Replacement Bus (FY20/21)	\$ 75	FY21
Worcester County Comm on Aging - Computer/Software (FY18/19)	\$ 20	FY21
Action in Maturity - Preventive Maintenance (FY20/21)	\$ 25	Ongoing
Allegany County HRDC, Inc. - Mobility Management (FY18/19)	\$ 100	Ongoing
Allegany County HRDC, Inc. - Preventive Maintenance (FY18/19)	\$ 27	Ongoing
ARC of Northern Chesapeake Region - Preventive Maintenance (FY20/21)	\$ 9	Ongoing
ARC of Washington County - Preventive Maintenance (FY18/19)	\$ 8	Ongoing
Associated Catholic Charities - Preventive Maintenance (FY18/19)	\$ 55	Ongoing
Associated Catholic Charities - Preventive Maintenance (FY20/21)	\$ 55	Ongoing

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 53

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Elderly/ Disabled Non-Profits FY 2021 and 2022 (cont'd)</u>		
Athelas - Preventive Maintenance (FY18/19)	\$ 10	Ongoing
Bayside Community Network - Preventive Maintenance (FY16/17)	\$ 30	Ongoing
Charles County Nursing and Rehabilitation - Preventive Maintenance (FY16/17)	\$ 24	Ongoing
Chesapeake Care Resources, Inc. - Preventive Maintenance (FY20/21)	\$ 20	Ongoing
Comprehensive Housing Assistance - Preventive Maintenance (FY17 SS)	\$ 6	Ongoing
Diakon - Preventive Maintenance (FY20/21)	\$ 6	Ongoing
Dorchester County Comm on Aging - Preventive Maintenance (FY18/19)	\$ 17	Ongoing
Dove Pointe, Inc. - Preventive Maintenance (FY17 SS)	\$ 48	Ongoing
Easter Seals Baltimore - Preventive Maintenance (FY17 SS)	\$ 24	Ongoing
Easter Seals Baltimore - Preventive Maintenance (FY18/19)	\$ 44	Ongoing
Easter Seals Hagerstown - Preventive Maintenance (FY20/21)	\$ 30	Ongoing
Freedom Landing - Preventive Maintenance (FY16/17)	\$ 9	Ongoing
Friends Aware - Preventive Maintenance (FY20/21)	\$ 30	Ongoing
Harford Center - Preventive Maintenance (FY20/21)	\$ 6	Ongoing
Humanim-Preventive Maintenance (FY16/17)	\$ 20	Ongoing
Kent Center - Preventive Maintenance (FY16/17)	\$ 9	Ongoing
Kent Center - Preventive Maintenance (FY17 SS)	\$ 6	Ongoing
Mosaic-Preventive Maintenance (FY20/21)	\$ 60	Ongoing
Partners In Care - Preventive Maintenance (FY18/19)	\$ 20	Ongoing
Partners in Care-Mobility Managemen-All Programs (FY20/21)	\$ 591	Ongoing
Shore Up! - Preventive Maintenance (FY16/17)	\$ 12	Ongoing
Spring Dell - Preventive Maintenance (FY18/19)	\$ 42	Ongoing
St. Mary's Nursing Center, Inc. - Preventive Maintenance (FY20/21)	\$ 13	Ongoing
Star Community - Preventive Maintenance (FY16/17)	\$ 3	Ongoing
Washington County CAC - Mobility Management(FY20/21)	\$ 135	Ongoing
Worcester County Comm on Aging - Mobility Management (FY20/21)	\$ 106	Ongoing
Worcester County Comm on Aging - Preventive Maintenance (FY18/19)	\$ 20	Ongoing
Worcester County Developmental Center - Preventive Maintenance (FY18/19)	\$ 61	Ongoing
Spring Dell - 10 Wheelchair Lift Safety Belts (FY17 SS)	\$ 1	Underway
<u>Frederick County FY 2020 Completions</u>		
1 Electric Bus - 35927 (FY18)	\$ 585	Complete
Preventive Maintenance (FY18 5311)	\$ 70	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
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PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Frederick County FY 2020 Completions (cont'd)</u>		
Preventive Maintenance (FY19 5307)	\$ 700	Complete
Ridesharing (FY19)	\$ 124	Complete
<u>Frederick County FY 2021 and 2022</u>		
3 Heavy Duty Electric Replacment Buses - LONO (FY18 5339)	\$ 1,765	FY21
Facility Construction (FY21)	\$ 2,500	FY21
Preventive Maintenance (FY20 5311)	\$ 70	FY21
Preventive Maintenance (FY21 5307)	\$ 700	FY21
Rideshare (FY21)	\$ 124	FY21
Transportation Development Plan (TDP) (FY20)	\$ 95	FY21
2 Heavy Duty Bus Replacements (FY21)	\$ 800	FY22
Preventive Maintenance (FY21 5311)	\$ 70	FY22
Preventive Maintenance (FY19 5311)	\$ 70	Ongoing
Preventive Maintenance (FY20 5307)	\$ 700	Ongoing
Rideshare (FY20)	\$ 124	Ongoing
Facility Expansion Construction (FY18)	\$ 500	Underway
Facility Expansion Construction (FY20)	\$ 2,500	Underway
<u>Garrett County FY 2020 Completions</u>		
Preventive Maintenance (FY19)	\$ 267	Complete
Transportation Development Plan (FY18)	\$ 95	Complete
<u>Garrett County FY 2021 and 2022</u>		
1 Small Bus Replacement - 188 (FY20)	\$ 58	FY21
1 Small Bus Replacement - 208 (FY20)	\$ 58	FY21
2 Minivan Replacements - 185 & 186 (FY21 5339)	\$ 78	FY21
Preventive Maintenance (FY21)	\$ 267	FY22
Preventive Maintenance (FY20)	\$ 267	Ongoing

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PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Harford County FY 2020 Completions (cont'd)</u>		
A/C for Training Room (FY15)	\$ 15	Complete
Bus Wash System (FY17)	\$ 280	Complete
Preventive Maintenance (FY19)	\$ 600	Complete
Ridesharing (FY19)	\$ 88	Complete
Support Vehicle - 8015 (FY19)	\$ 45	Complete
<u>Harford County FY 2021 and 2022</u>		
1 Heavy Duty Bus Replacement - 817 (FY20 5339)	\$ 413	FY21
1 Heavy Duty Bus Replacement - 819 (FY20)	\$ 413	FY21
1 Heavy Duty Bus Replacement - 824 (FY20)	\$ 413	FY21
1 Medium Bus (FY13)	\$ 198	FY21
1 Medium Replacement Bus - 8013 (FY19 5339)	\$ 265	FY21
1 Medium Replacement Bus - 814 (FY19 5307)	\$ 265	FY21
1 Medium Replacement Bus (FY16)	\$ 196	FY21
2 Small Cutaway Bus Replacements (FY21 5339)	\$ 186	FY21
3 Medium Replacement Buses - 811, 820, 8014 (FY18 5307)	\$ 586	FY21
4 Small Bus Replacements - 8004, 8007, 8009, 8006 (FY20)	\$ 355	FY21
5 Small Cutaway Bus Replacements (FY21 5307)	\$ 464	FY21
6 CNG Replacmt Buses, Garage Rehab, Fuel Infrastrct (FY20 5339 Discretionary)	\$ 3,969	FY21
Preventive Maintenance (FY21)	\$ 850	FY21
Ridesharing (FY21)	\$ 88	FY21
Routematch Replacement Tablets & Docks (FY20)	\$ 60	FY21
Security Cameras (FY18)	\$ 100	FY21
1 Heavy Duty Bus Replacement - 827 (FY21 5307)	\$ 406	FY22
Preventive Maintenance (FY20)	\$ 700	Ongoing
Ridesharing (FY20)	\$ 88	Ongoing
Bus Shelters (FY18)	\$ 130	Underway
Bus Wash (FY18)	\$ 150	Underway
Fare Collection (FY18)	\$ 130	Underway
Feasibility Study	\$ 150	Underway
Office Space Buildout (FY18)	\$ 150	Underway
Operator Training Room A/C Funds (FY16)	\$ 25	Underway

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PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Howard County FY 2020 Completions</u>		
1 Heavy Duty Replacement Bus - 9533 (FY19 5339)	\$ 365	Complete
1 Heavy Duty Replacement Bus - 9537 (FY19 5339)	\$ 365	Complete
Ridesharing (FY19)	\$ 131	Complete
<u>Howard County FY 2021 and 2022</u>		
3 HD Bus Replacements & Bus Stop Annunciators (FY20 5339 Discretionary)	\$ 1,517	FY21
Preventive Maintenance (FY21)	\$ 53	FY21
Ridesharing (FY21)	\$ 131	FY21
Transportation Development Plan (FY21)	\$ 95	FY21
1 Heavy Duty Bus Replacement - 9546 (FY20)	\$ 423	FY22
1 Heavy Duty Bus Replacement - 9552 (FY20)	\$ 423	FY22
3 Heavy Duty Bus Replacements (FY21 5339)	\$ 1,184	FY22
Preventive Maintenance (FY20)	\$ 53	Ongoing
Ridesharing (FY20)	\$ 131	Ongoing
<u>Montgomery County FY 2020 Completions</u>		
Bus Replacement (FY19 WAG)	\$ 2,000	Complete
Ridesharing (FY19)	\$ 372	Complete
<u>Montgomery County FY 2021 and 2022</u>		
Bus Replacement (FY20 WAG)	\$ 2,000	FY21
Ridesharing (FY21)	\$ 372	FY21
Bus Replacement (FY21 WAG)	\$ 2,000	FY22
Ridesharing (FY20)	\$ 372	Ongoing
<u>Ocean City FY 2020 Completions</u>		
Transit Campus Construction (FY18 5311)	\$ 6,250	Complete
Transit Campus Construction (FY19 5311)	\$ 7,500	Complete

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PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Ocean City FY 2021 and 2022</u>		
Preventive Maintenance (FY21)	\$ 675	FY21
Transit Facility Construction (FY21)	\$ 2,500	FY21
Preventive Maintenance (FY20)	\$ 600	Ongoing
Facility Construction Oversight (FY19 5311)	\$ 488	Underway
Facility Construction Oversight (FY20 5311)	\$ 200	Underway
Transit Facility Construction (FY20 5311)	\$ 6,263	Underway
Transit Facility D & E (FY17)	\$ 520	Underway
<u>Prince George's County FY 2020 Completions</u>		
Ridesharing (FY19)	\$ 269	Complete
<u>Prince George's County FY 2021 and 2022</u>		
Bus Replacement (FY19 WAG)	\$ 500	FY21
Bus Stop Improvements (Buses)(FY16 WAG)	\$ 500	FY21
Bus Stop Improvements (Buses)(FY17 WAG)	\$ 500	FY21
Bus Stop Improvements (Buses)(FY18 WAG)	\$ 500	FY21
Bus Stop Improvements (FY15)	\$ 500	FY21
Ridesharing (FY21)	\$ 269	FY21
5 Clean Diesel Expansion Buses (FY19 5339 LowNo)	\$ 2,588	FY22
Bus Replacement (FY20 WAG)	\$ 500	FY22
Bus Replacement (FY21 WAG)	\$ 500	FY22
Ridesharing (FY20)	\$ 269	Ongoing
Bus Stop Improvements (FY13 & FY14)	\$ 735	Underway
<u>Queen Anne's County FY 2020 Completions</u>		
Transportation Development Plan (FY17)	\$ 90	Complete
<u>Queen Anne's County FY 2021 and 2022</u>		
3 Small Bus Replacements (FY21 5339)	\$ 204	FY21
Preventive Maintenance (FY21 5311 & LU)	\$ 92	FY21

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PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Queen Anne's County FY 2021 and 2022 (cont'd)</u>		
Small Cutaway Replacement Bus - 263 (FY20 5339)	\$ 72	FY21
Small Cutaway Replacement Bus - 264 (FY20 5339)	\$ 74	FY21
Preventive Maintenance (FY20 5311 & LU)	\$ 85	Ongoing
<u>Somerset County FY 2020 Completions</u>		
1 Small Replacement Bus - 15 (FY20 5310)	\$ 60	Complete
1 Small Replacement Bus - 22 (FY20 5310)	\$ 60	Complete
<u>Southern MD Non-Profits FY 2020 Completions</u>		
Tri-County Council of Southern Maryland - Ridesharing (FY19)	\$ 109	Complete
<u>Southern MD Non-Profits FY 2021 and 2022</u>		
Tri-County Council of Southern Maryland - Ridesharing (FY21)	\$ 109	FY21
Tri-County Council of Southern Maryland - Ridesharing (FY20)	\$ 109	Ongoing
<u>St. Mary's County FY 2020 Completions</u>		
4 Medium Replacement Buses (FY15 5339 & 5307 & 5311)	\$ 500	Complete
Preventive Maintenance (FY17 5307 & 5311)	\$ 94	Complete
Preventive Maintenance (FY19 5307 & 5311)	\$ 125	Complete
<u>St. Mary's County FY 2021 and 2022</u>		
1 Medium Replacement Bus - 45 (FY19 5339)	\$ 189	FY21
1 Medium Replacement Bus - 46 (FY19 5339)	\$ 189	FY21
1 Medium Replacement Bus - 47 (FY19 5339)	\$ 189	FY21
1 Medium Replacement Bus (FY17 5339)	\$ 138	FY21
3 30' HD Replacement Buses (FY16 5307 & 5311)	\$ 414	FY21
Bus Stop Signs (FY21)	\$ 4	FY21
Maintenance Facility Addition (FY19 5339 Discret.)	\$ 85	FY21
Preventive Maintenance (FY21 5307 & 5311)	\$ 175	FY21

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PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>St. Mary's County FY 2021 and 2022 (cont'd)</u>		
Routing Software (FY20 5307 & 5311)	\$ 446	FY22
Preventive Maintenance (FY20 5307 & 5311)	\$ 124	Ongoing
Transportation Development Plan (FY18)	\$ 95	Ongoing
<u>Talbot County FY 2020 Completions</u>		
Preventive Maintenance (FY19 5311)	\$ 50	Complete
<u>Talbot County FY 2021 and 2022</u>		
1 Medium Replacement Bus - 2192 (FY19 5339)	\$ 194	FY21
1 Medium Replacement Bus - 2193 (FY18 5339)	\$ 175	FY21
1 Small Bus Replacement - 801 (FY20 5339)	\$ 77	FY21
1 Van Replacement - 20 (FY20 5339)	\$ 50	FY21
2 Medium Duty Replacement Buses (FY14)	\$ 223	FY21
6 Computers/Monitors (FY21 5311)	\$ 7	FY21
Preventive Maintenance (FY21 5311)	\$ 30	FY21
Preventive Maintenance (FY20 5311)	\$ 30	Ongoing
<u>Tri-County Council for Lower Eastern Shore FY 2020 Completions</u>		
1 Small Bus Replacement - 83 (FY20 5339)	\$ 72	Complete
1 Small Bus Replacement - 94 (FY20 5339)	\$ 72	Complete
1 Small Bus Replacement - 98 (FY20 5339)	\$ 72	Complete
Mobility Management (FY20 5307)	\$ 143	Complete
Preventive Maintenance (FY19 5307)	\$ 800	Complete
<u>Tri-County Council for Lower Eastern Shore FY 2021 and 2022</u>		
1 Medium Bus Replacement - 267 (FY20 5339)	\$ 169	FY21
1 Medium Bus Replacement - 405 (FY20 5339)	\$ 169	FY21
1 Medium Bus Replacement - 420 (FY20 5339)	\$ 169	FY21
1 Medium Replacement Bus - 406 (FY19 5339)	\$ 165	FY21
1 Small Replacement Bus - 407 (FY19 5339)	\$ 73	FY21

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PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Tri-County Council for Lower Eastern Shore FY 2021 and 2022 (cont'd)</u>		
2 Small Bus Replacements - 96 & 97 (FY21 5339)	\$ 143	FY21
3 Medium Duty Bus Replacements (FY19 5339 Discret.)	\$ 600	FY21
3 Small Bus Replacements (FY19 5339 Discret.)	\$ 300	FY21
6 Propane Conversions (FY19 5339 Discret.)	\$ 100	FY21
Mobility Management (FY21 5307)	\$ 143	FY21
Preventive Maintenance (FY21 5307)	\$ 800	FY21
Transportation Development Plan (FY21)	\$ 95	FY21
2 Medium Bus Replacements - 262 & 264 (FY21 5339)	\$ 218	FY22
Preventive Maintenance (FY20 5307)	\$ 800	Ongoing
<u>Washington County FY 2020 Completions</u>		
Passenger Shelter Installs (FY13)	\$ 100	Complete
Preventive Maintenance (FY19 5307)	\$ 300	Complete
RouteMatch Fixed Route System (FY17)	\$ 310	Complete
Transportation Development Plan (FY17)	\$ 90	Complete
<u>Washington County FY 2021 and 2022</u>		
1 Medium Replacement Bus - 705 (FY19 5339)	\$ 249	FY21
1 Medium Replacement Bus - 706 (FY19 5339)	\$ 249	FY21
1 Medium Replacement Bus - 707 (FY20 5339)	\$ 401	FY21
1 Minivan Replacement - S-2 (FY21 5339)	\$ 49	FY21
1 Small Bus Replacement - 505 (FY21 5339)	\$ 88	FY21
2 Medium Replacement Buses - 701, 702 (FY18 5307)	\$ 652	FY21
2 Medium Replacement Buses - 703, 704 (FY18 5307)	\$ 652	FY21
Preventive Maintenance (FY21 5307)	\$ 375	FY21
1 Heavy Duty Bus Replacement - 710 (FY21 5339)	\$ 392	FY22
Preventive Maintenance (FY20 5307)	\$ 350	Ongoing