

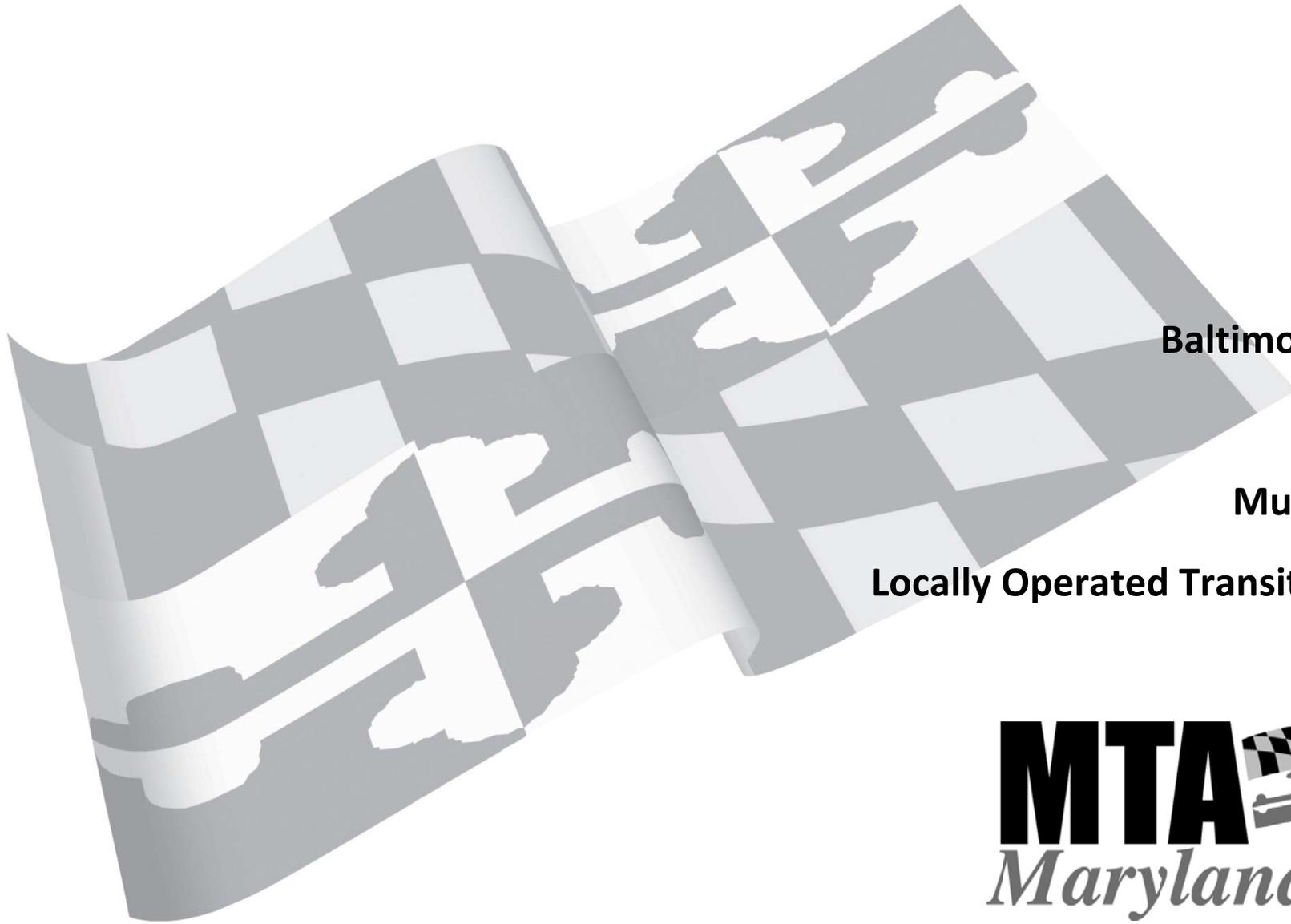
MTA 
Maryland



MARYLAND TRANSIT ADMINISTRATION

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

	<u>FY 2015</u>	<u>FY 2016</u>	<u>FY 2017</u>	<u>FY 2018</u>	<u>FY 2019</u>	<u>FY 2020</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	544.3	830.7	1,029.5	839.7	728.5	662.6	4,635.2
System Preservation Minor Projects	70.5	48.1	52.4	37.9	35.6	60.2	304.7
<u>Development & Evaluation Program</u>	<u>3.7</u>	<u>8.2</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>11.9</u>
SUBTOTAL	618.5	886.9	1,081.9	877.6	764.1	722.8	4,951.8
<u>Capital Salaries, Wages & Other Costs</u>	<u>13.0</u>	<u>12.0</u>	<u>12.5</u>	<u>13.0</u>	<u>13.0</u>	<u>14.0</u>	<u>77.5</u>
TOTAL	631.5	898.9	1,094.4	890.6	777.1	736.8	5,029.3
Special Funds	356.8	483.7	587.1	471.7	355.5	350.9	2,605.8
Federal Funds	245.9	332.9	366.4	351.1	339.1	331.6	1,966.9
Other Funding	28.8	82.3	140.9	67.9	82.4	54.3	456.6



MARC

Freight

Light Rail

Baltimore Metro

Bus

Multi-Modal

Locally Operated Transit Systems



MTA CONSTRUCTION PROGRAM



PROJECT: MARC Maintenance, Layover & Storage Facilities

DESCRIPTION: Funding for planning, environmental documentation, design, property acquisition and construction of maintenance, layover and storage facilities. Funding includes construction for the Washington Mid-Day Storage Yard as well as design and construction funding for storage tracks at the MARC Martin State Airport facility.

PURPOSE & NEED SUMMARY STATEMENT: Projects will provide critically needed storage and maintenance facilities for the MARC fleet. The Washington Mid-Day Storage Yard will reduce interference with Amtrak operations at Washington Union Station and provide urgently needed fleet storage away from the passenger platforms at the station.

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

- | | |
|---|--|
| <input type="checkbox"/> Safety & Security | <input type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Community Vitality |
| <input checked="" type="checkbox"/> Quality of Service | <input type="checkbox"/> Economic Prosperity |

EXPLANATION: Additional storage capacity at Union Station enables MARC trains to be stored away from passenger platforms, minimizing disruptions and delays caused by congestion around the platforms.

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:

- MARC Growth and Investment Plan - Line 38
- MARC Northeast Maintenance Facility - Line 40

STATUS: Construction is underway for the Washington Mid-Day Storage Yard and will be complete in FY 2015. Design is underway for the Martin State Airport storage tracks.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Project cost decreased by \$3.1M due to moving the MARC Northeast Maintenance Facility to the D&E program (-\$7.2M) as well as the addition of the improvements at the MARC Martin State Airport facility (\$4.1M).

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2014			2015	20162017.....2018.....		2019.....	.....2020.....
Planning	296	286	10	0	0	0	0	0	0	10	0
Engineering	8,764	8,514	250	0	0	0	0	0	0	250	0
Right-of-way	2,462	1,462	1,000	0	0	0	0	0	0	1,000	0
Construction	37,954	34,954	1,750	1,250	0	0	0	0	0	3,000	0
Total	49,476	45,216	3,010	1,250	0	0	0	0	0	4,260	0
Federal-Aid	31,360	30,960	400	0	0	0	0	0	0	400	0



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. The program is implemented through CSX and Amtrak construction agreements. CSX efforts include projects such as interlocking replacements at the Carroll site and other track improvements. Amtrak efforts include projects such as passenger upgrades at Baltimore Penn Station and Washington Union Station, interlocking work at the Hanson site 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
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

ASSOCIATED IMPROVEMENTS:
MARC Growth and Investment Plan - Line 38

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

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

STATUS: The Baltimore Penn Station restroom renovations were completed in FY 2014. Ongoing projects on the Penn Line include Hanson Interlocking, an ADA compliant public address system, and low-level platform rehabilitation in Union Station. Track improvements on the Camden Line are ongoing.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Project cost decreased by \$9.1M due to the completion and removal of the ARRA 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)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2017....	....2018....	....2019....	....2020....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	6,012	3,717	1,275	485	535	0	0	0	2,295	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	246,467	131,737	16,192	13,160	21,106	24,025	20,223	20,024	114,730	0	
Total	252,479	135,454	17,467	13,645	21,641	24,025	20,223	20,024	117,025	0	
Federal-Aid	184,146	90,528	13,973	10,916	17,312	19,220	16,178	16,019	93,618	0	

0183, 0687



PROJECT: MARC Coaches - Overhauls and Replacement

DESCRIPTION: Minor overhaul of 63 MARC III coaches, purchase of 54 MARC IV multi-level coaches, and mid-life overhaul of 26 MARC IIA coaches.

PURPOSE & NEED SUMMARY STATEMENT: The overhauls will extend the life cycle of mechanical systems and car bodies providing safe and reliable vehicles for MARC service. The 54 new railcars will replace 12 Gallery coaches scheduled for retirement. The remainder of the new vehicles will be used for expanded service.

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

- | | |
|---|--|
| <input type="checkbox"/> Safety & Security | <input type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Community Vitality |
| <input checked="" type="checkbox"/> Quality of Service | <input type="checkbox"/> Economic Prosperity |

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

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 54 MARC IV coaches will be put in service in FY 2015. Procurement is underway for the overhaul of MARC III vehicles. Specification development for the MARC IIA coaches will begin in FY 2018.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2014			2015	20162017....2018....		2019....	....2020....
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,101	101	0	0	0	0	0	1,000	1,000	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	210,918	99,127	57,570	13,771	14,025	14,025	8,400	4,000	111,791	0	
Total	212,019	99,228	57,570	13,771	14,025	14,025	8,400	5,000	112,791	0	
Federal-Aid	163,082	67,020	56,070	6,832	11,220	11,220	6,720	4,000	96,062	0	

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Cost increased by \$17.2M due to the addition of the MARC IIA Coaches overhaul (\$5.0M) in FY 2020 and a cost increase for the MARC III Coaches Overhaul (\$12.2M).

1263, 1304, 1450



PROJECT: MARC Locomotives - Overhauls and Replacements

DESCRIPTION: Procure 8 new diesel MP-36 locomotives and repower 6 GP-39 diesel 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.

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

- | | |
|---|--|
| <input type="checkbox"/> Safety & Security | <input type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Community Vitality |
| <input type="checkbox"/> Quality of Service | <input type="checkbox"/> Economic Prosperity |

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

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

- | | |
|--|---|
| <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: Procurement of MP-36 diesel locomotives is underway. Specification development for the GP-39 Repower Locomotives project is underway and the project will begin in FY 2015.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Project cost decreased by \$83.8M due to completion of the procurement of 26 remanufactured diesel locomotives. The completed project was removed from the program.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2014			2015	20162017....2018....		2019....	....2020....
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	300	300	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	67,481	300	2,700	8,000	22,481	18,000	10,000	6,000	67,181	0	
Total	67,781	600	2,700	8,000	22,481	18,000	10,000	6,000	67,181	0	
Federal-Aid	52,744	240	1,600	6,400	17,304	14,400	8,000	4,800	52,504	0	

1440, 1444



PROJECT: MARC Positive Train Control

DESCRIPTION: Support implementation and development of Positive Train Control for MARC as required by the Federal Railroad Administration and Code of Federal Regulations. 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. If the on-board computer determines the train cannot operate safely within the restrictions, it applies the brakes thus preventing potential incidents. All locomotives will be upgraded to operate the Positive Train Control system.

PURPOSE & NEED SUMMARY STATEMENT: Positive Train control for MARC will create a safeguard against train collisions through proper train spacing on the tracks and active speed limit oversight. Federal Railroad Administration requires the system to be operational by December 31, 2015.

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

- | | |
|---|--|
| <input checked="" type="checkbox"/> Safety & Security | <input type="checkbox"/> Environmental Stewardship |
| <input type="checkbox"/> System Preservation | <input type="checkbox"/> Community Vitality |
| <input type="checkbox"/> Quality of Service | <input type="checkbox"/> Economic Prosperity |

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.

EXPLANATION: Ensure the safe operation of MARC service.

STATUS: Construction is underway with completion expected in FY 2016.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY					
					.....2017.....	.....2018.....	.....2019.....	.....2020.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	24	24	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	14,031	3,566	9,638	827	0	0	0	0	10,465	0
Total	14,055	3,590	9,638	827	0	0	0	0	10,465	0
Federal-Aid	10,379	2,020	7,710	649	0	0	0	0	8,359	0



PROJECT: Paul S. Sarbanes Transit Center

DESCRIPTION: Construct a transit center at the Silver Spring Metrorail Station. It includes the construction of bus bays for Metrobus and Ride On, an intercity bus facility, a taxi queuing area, kiss and ride parking, and MARC platforms with connecting pedestrian bridge and elevator towers. Provision is also made for a future Purple Line Station and a hiker/biker trail.

PURPOSE & NEED SUMMARY STATEMENT: Consolidating transit services at a single location in Silver Spring will improve efficiency and ease of use. The project will support the ongoing revitalization of downtown Silver Spring.

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

- | | |
|--|---|
| <input type="checkbox"/> Safety & Security | <input type="checkbox"/> Environmental Stewardship |
| <input type="checkbox"/> System Preservation | <input checked="" type="checkbox"/> Community Vitality |
| <input checked="" type="checkbox"/> Quality of Service | <input checked="" type="checkbox"/> Economic Prosperity |

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:

Purple Line - Line 35
 Purple Line: Montgomery County Funded Projects - Line 36

EXPLANATION: This transit center project will expand and improve the multimodal connectivity of MARC, Metrorail and Bus for Silver Spring passengers.

STATUS: Remedial work is anticipated to be completed in FY 2015.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2017.....	.....2018.....	.....2019.....	.....2020.....		
Planning	825	825	0	0	0	0	0	0	0	0	
Engineering	7,786	7,786	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	113,600	102,706	10,894	0	0	0	0	0	10,894	0	
Total	122,211	111,317	10,894	0	0	0	0	0	10,894	0	
Federal-Aid	53,957	53,957	0	0	0	0	0	0	0	0	

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Montgomery County provided an additional \$2.6M to cover ongoing remediation costs.

USAGE: MARC FY 2014 annual ridership was 8.9 million.

Project total reflects a \$54.3 million local contribution from Montgomery County.
 0254



PROJECT: MARC Halethorpe Station Improvements

DESCRIPTION: Phase I of the project provided an additional 428 surface parking spaces at the Halethorpe MARC Station. Phase II included installation of high-level platforms, a pedestrian bridge, new shelters, lighting, landscaping and full ADA access.

PURPOSE & NEED SUMMARY STATEMENT: Platform and access improvements will improve service and reduce boarding times.

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

- | | |
|---|--|
| <input type="checkbox"/> Safety & Security | <input type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input checked="" type="checkbox"/> Community Vitality |
| <input checked="" type="checkbox"/> Quality of Service | <input type="checkbox"/> Economic Prosperity |

EXPLANATION: This project preserves and upgrades the Halethorpe MARC Station by improving ADA access, expanding parking, and adding passenger amenities.

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 |

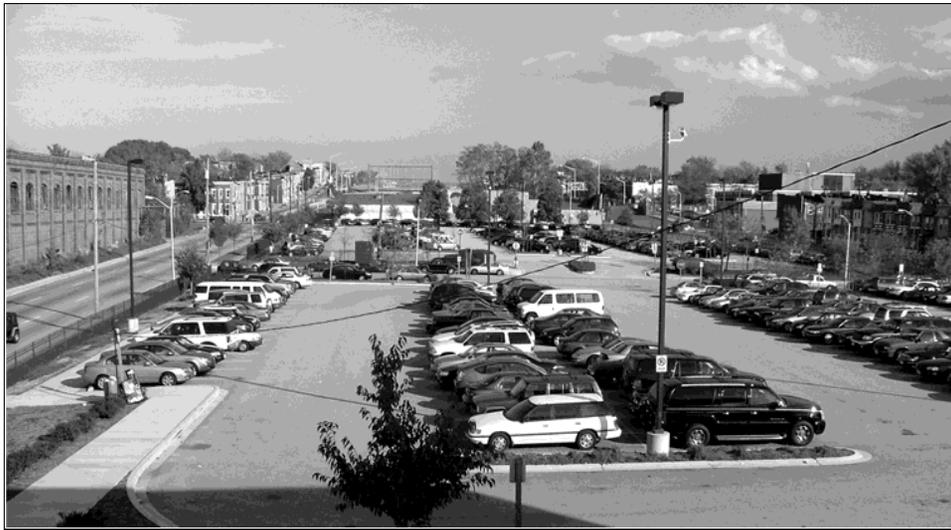
ASSOCIATED IMPROVEMENTS:
None.

STATUS: Project is complete and station is in service.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2014			2015	20162017....2018....		2019....	....2020....
Planning	302	302	0	0	0	0	0	0	0	0	0
Engineering	2,949	2,949	0	0	0	0	0	0	0	0	0
Right-of-way	1,694	1,694	0	0	0	0	0	0	0	0	0
Construction	30,501	30,501	0	0	0	0	0	0	0	0	0
Total	35,446	35,446	0	0	0	0	0	0	0	0	0
Federal-Aid	21,680	21,680	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Project costs increased by \$2.5M in FY 2014 due to unanticipated site conditions.

USAGE: MARC annual ridership was 8.9 million in FY 2014.



PROJECT: MARC West Baltimore Station Parking Expansion

DESCRIPTION: Demolition in Phase I cleared the way for parking expansion. Phase II will more than double MARC commuter parking capacity from 316 to 638 spaces. In addition, project will reconnect divided communities by rebuilding the 400 block of North Payson Street, introducing streetscape features, a community garden, and station artwork. The project will also provide parking for the future Red Line/MARC interchange station.

PURPOSE & NEED SUMMARY STATEMENT: Parking demand regularly exceeds the capacity of the existing lot. Expanded lot will accommodate ridership growth and reduce overflow parking in adjacent communities. Lot will be designed to accommodate the Red Line as well as transit oriented 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:
 Red Line - Line 34

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: This project includes expanded parking capacity to accommodate MARC ridership growth.

STATUS: Phase II construction is underway and will be completed in FY 2015.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

USAGE: MARC annual ridership was 8.9 million in FY 2014.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2014			2015	20162017.....2018.....		2019.....	.....2020.....
Planning	841	841	0	0	0	0	0	0	0	0	0
Engineering	1,485	1,485	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	8,205	6,932	1,273	0	0	0	0	0	1,273	0	0
Total	10,531	9,258	1,273	0	0	0	0	0	1,273	0	0
Federal-Aid	1,785	1,785	0	0	0	0	0	0	0	0	0



PROJECT: MARC BWI Rail Station Upgrades and Repairs

DESCRIPTION: Replace the existing two elevators at the BWI Rail Station and provide an additional elevator on each side of the pedestrian bridge as well as paths from the elevators to the overhead bridge. The project also includes electrical upgrades and installation of a new generator. Structural improvements to the parking garages are also included.

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

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

- | | |
|---|--|
| <input checked="" type="checkbox"/> Safety & Security | <input type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Community Vitality |
| <input checked="" type="checkbox"/> Quality of Service | <input type="checkbox"/> Economic Prosperity |

EXPLANATION: This project provides new elevators for the BWI Rail station. It includes inspection and repairs to garages as well as maintenance repairs.

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:
MARC Growth and Investment Plan - Line 38

STATUS: Construction is underway for parking garage improvements.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

USAGE: MARC annual ridership was 8.9 million in FY 2014.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	815	815	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	4,446	1,396	200	2,350	0	0	0	500	3,050	0
Total	5,261	2,211	200	2,350	0	0	0	500	3,050	0
Federal-Aid	2,123	145	160	1,818	0	0	0	0	1,978	0



PROJECT: Homeland Security

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

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

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:
Closed Circuit Television (CCTV) Improvements - Line 23

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

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

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		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2014			2015	20162017.....2018.....			.....2019.....	.....2020.....
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,154	2,154	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	35,943	16,574	14,598	4,771	0	0	0	0	19,369	0
Total	38,097	18,728	14,598	4,771	0	0	0	0	19,369	0
Federal-Aid	38,008	18,639	14,598	4,771	0	0	0	0	19,369	0

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Project cost decreased by \$15.8M due to completion and removal of 2008 Homeland Security Grant. \$1.3M added for the 2013 Homeland Security Grant.

1384, 1432, 1433, 1434, 1448



PROJECT: Freight Bridge Rehabilitation

DESCRIPTION: Funding for the inspection and rehabilitation of State-owned freight bridges. Bridges are regularly analyzed as to their structural condition and prioritized for improvements based upon specific, axle-load requirements, economic necessity and available funding.

JUSTIFICATION: Regular inspection and rehabilitation of freight bridges is necessary to meet Federal Railroad Administration (FRA) requirements, and maintain safe and efficient rail freight operations. Freight operations on the State-owned rail lines are essential to the economic welfare of the areas they serve.

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 of permanent repairs to Millington washouts is underway and will be completed in FY 2015. Repairs to freight structures statewide will begin in FY 2015.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Project cost increased by \$1.6M due to the addition of FY 2020.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2014			2015	20162017.....2018.....			.....2019.....	.....2020.....
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	5,571	4,036	164	463	458	225	225	0	1,535	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	17,261	9,196	1,761	1,851	1,016	1,082	775	1,580	8,065	0
Total	22,832	13,232	1,925	2,314	1,474	1,307	1,000	1,580	9,600	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: Light Rail Vehicle Overhaul

DESCRIPTION: Perform a mid-life overhaul of the Light Rail fleet. 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.

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

- | | |
|---|--|
| <input type="checkbox"/> Safety & Security | <input type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Community Vitality |
| <input checked="" type="checkbox"/> Quality of Service | <input type="checkbox"/> Economic Prosperity |

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.

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 mid-life overhaul began in FY 2014. Ongoing minor overhauls are underway.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Adjusted project schedule pushed funding into FY 2020 for main overhaul. Project cost increased by \$4.0M due to system preservation activities added in FY 2020.

USAGE: Light Rail FY 2014 annual ridership was 8.1 million.

PHASE	TOTAL		POTENTIAL FUNDING SOURCE:							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY						
					.....2017.....	.....2018.....	.....2019.....	.....2020.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	2,911	2,911	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	193,401	35,187	19,054	48,039	33,531	38,588	11,093	7,909	158,214	0	
Total	196,312	38,098	19,054	48,039	33,531	38,588	11,093	7,909	158,214	0	
Federal-Aid	97,475	6,690	13,311	27,958	16,722	25,520	7,274	0	90,785	0	

SPECIAL FEDERAL GENERAL OTHER



PROJECT: Metro Railcar Overhauls and Replacement

DESCRIPTION: Procurement of replacement fleet vehicles and repair of critical equipment such as traction motors, gearboxes, axles, and wheels.

PURPOSE & NEED SUMMARY STATEMENT: On-going overhauls for Metro vehicle subsystems are required to reduce system failures and improve reliability. 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 conveniences, ensure better reliability and offer improved safety.

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:

Metro Signal System Preservation and Replacement - Line 14

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: Overhaul of the Metro vehicles will ensure safe, reliable service to the end of the cars' useful life at which time the vehicles will be replaced.

STATUS: The next five-year overhaul cycle will start in FY 2015. Specification development for the replacement vehicles is underway.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Project cost increased \$1.8M due to the addition of system preservation activities in FY 2020.

USAGE: Metro annual ridership was 14.6 million in FY 2014.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2014			2015	20162017....2018....		2019....	....2020....
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	660	600	60	0	0	0	0	0	60	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	337,032	19,675	2,900	12,243	45,403	22,750	16,600	116,706	216,602	100,755	
Total	337,692	20,275	2,960	12,243	45,403	22,750	16,600	116,706	216,662	100,755	
Federal-Aid	53,035	7,652	1,727	9,400	11,788	14,028	8,440	0	45,383	0	

0091, 1281, 1445



PROJECT: Metro Signal System Preservation and Replacement

DESCRIPTION: Repair and Replacement of Metro Signal System and associated components.

PURPOSE & NEED SUMMARY STATEMENT: Metro's 15 miles of double tracked wayside signaling system has become difficult to maintain due to parts obsolescence. The replacement of the Signaling Systems with modern equipment will enhance passenger comfort and convenience, ensure better reliability and improve safety.

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

- | | |
|---|--|
| <input checked="" type="checkbox"/> Safety & Security | <input type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Community Vitality |
| <input type="checkbox"/> Quality of Service | <input type="checkbox"/> Economic Prosperity |

EXPLANATION: The repair and replacement of the Metro Signal System will ensure safety and reliability.

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:

Metro Railcar Overhauls and Replacement - Line 13

STATUS: Specification development is underway. Construction is scheduled to begin in FY 2016. Minor improvements are ongoing.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Project cost increased by \$1.1M to complete federally mandated cable testing throughout the system.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2014			2015	20162017.....2018.....		2019.....	.....2020.....
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,280	1,025	1,080	175	0	0	0	0	1,255	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	333,815	0	3,066	18,875	51,274	42,300	65,000	76,700	257,215	76,600	0
Total	336,095	1,025	4,146	19,050	51,274	42,300	65,000	76,700	258,470	76,600	0
Federal-Aid	153,220	0	206	12,800	10,115	17,730	51,009	61,360	153,220	0	0



PROJECT: Metro Interlocking Renewals

DESCRIPTION: Complete rebuild of track interlockings on the Metro system, at locations such as Rogers Avenue, Reisterstown Plaza West, and Portal stations. Interlockings allow trains to cross from one track to another using a special track work turnout and a series of switches.

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.

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

- | | |
|---|--|
| <input checked="" type="checkbox"/> Safety & Security | <input type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Community Vitality |
| <input type="checkbox"/> Quality of Service | <input type="checkbox"/> Economic Prosperity |

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:

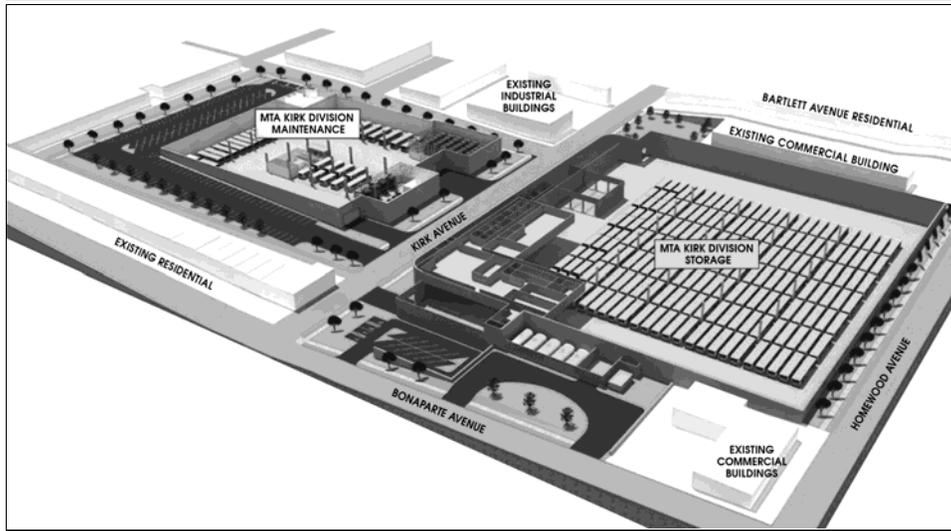
None.

EXPLANATION: This project rebuilds interlockings as part of Metro's system preservation program.

STATUS: The Reisterstown Plaza West interlocking is scheduled to begin construction in FY 2015. The Portal interlocking is in design with major construction planned in FY 2016.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,891	2,261	630	0	0	0	0	0	630	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	8,518	3,093	2,000	3,425	0	0	0	0	5,425	0
Total	11,409	5,354	2,630	3,425	0	0	0	0	6,055	0
Federal-Aid	6,775	1,931	2,104	2,740	0	0	0	0	4,844	0



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 65 years old, severely constrained, and cannot adequately maintain MTA's growing fleet. MTA employees must park off-site on the surrounding neighborhood streets. By replacing the existing Kirk facility with two new sustainable buildings, substantial operational efficiencies 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:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

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

STATUS: Construction of Phase I of the project began in FY 2014. Design of Phase II is underway with construction expected to begin in FY 2016.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

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)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2017.....	.....2018.....	.....2019.....	.....2020.....		
Planning	3,338	3,338	0	0	0	0	0	0	0	0	
Engineering	7,652	7,152	500	0	0	0	0	0	500	0	
Right-of-way	2,456	2,456	0	0	0	0	0	0	0	0	
Construction	126,102	9,907	29,015	33,180	37,000	17,000	0	0	116,195	0	
Total	139,548	22,853	29,515	33,180	37,000	17,000	0	0	116,695	0	
Federal-Aid	81,309	14,395	23,612	16,752	22,838	3,712	0	0	66,914	0	



PROJECT: Bus Procurement

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

JUSTIFICATION: 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
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

ASSOCIATED IMPROVEMENTS:
None.

STATUS: 50 40-foot hybrid diesel-electric buses were delivered in FY 2014 and are in revenue service. 41 40-foot hybrid diesel-electric buses are scheduled to be delivered in FY 2015. Specification development for a five-year bus procurement is underway.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Project cost decreased by \$110.0M due to lower cost estimates due to selection of clean diesel alternative.

USAGE: Bus annual ridership was 75.8 million in FY 2014.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	550	300	250	0	0	0	0	0	250	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	351,828	155,508	3,000	60,120	33,300	33,300	33,300	33,300	196,320	0
Total	352,378	155,808	3,250	60,120	33,300	33,300	33,300	33,300	196,570	0
Federal-Aid	245,747	122,024	2,070	15,292	26,640	26,441	26,640	26,640	123,723	0



PROJECT: Bus Communications Systems Upgrade

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

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

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

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

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:

CAD/AVL and Passenger Information Systems - Line 21

STATUS: Construction is scheduled to begin in FY 2015.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2014			2015	20162017....2018....			....2019....	....2020....
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,098	3,098	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	34,057	2,533	2,000	29,524	0	0	0	0	31,524	0
Total	37,155	5,631	2,000	29,524	0	0	0	0	31,524	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Project cost increased by \$3.3M due to the addition of new buses.



PROJECT: Bus New Main Shop

DESCRIPTION: Design and construct a new bus maintenance shop within MTA's Washington Boulevard maintenance complex. The new facility will be utilized to perform major bus repairs including engine replacement, transmission repairs, and HVAC repairs. The facility is designed with sustainable design principles.

PURPOSE & NEED SUMMARY STATEMENT: Major bus repairs will be done in a new shop freeing space in existing maintenance areas and improving utilization of the existing maintenance facilities.

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

- | | |
|---|--|
| <input type="checkbox"/> Safety & Security | <input type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Community Vitality |
| <input checked="" type="checkbox"/> Quality of Service | <input type="checkbox"/> Economic Prosperity |

EXPLANATION: This project will provide a new facility for major repair and improve the use of the existing maintenance facility by freeing space for additional bus bays and other areas designated for minor repairs.

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:

None.

STATUS: Construction is underway.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2014			2015	20162017.....2018.....		2019.....	.....2020.....
Planning	98	98	0	0	0	0	0	0	0	0	
Engineering	2,106	2,106	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	35,228	4,064	20,164	11,000	0	0	0	0	31,164	0	
Total	37,432	6,268	20,164	11,000	0	0	0	0	31,164	0	
Federal-Aid	27,556	3,197	15,559	8,800	0	0	0	0	24,359	0	



PROJECT: Mobility Vehicle Procurement

DESCRIPTION: Procurement of paratransit services vehicles for service expansion and vehicle replacement. The fleet consists of small buses, called "cutaways", and sedans.

JUSTIFICATION: Mobility vehicles are required to meet service demand and adhere to performance standards. An increase in 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: 84 cutaways were ordered in FY 2014. 21 cutaways have been received and placed in revenue service. The remainder will be delivered in FY 2015.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Project cost increased by \$13.1M due to the addition of FY 2020 (\$12.6M) as well as additional costs for the FY 2014 procurement (\$500K).

USAGE: Traditional Mobility annual ridership was 1.8 million in FY 2014.

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)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2017.....	.....2018.....	.....2019.....	.....2020.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	78,654	45,631	0	5,423	5,000	5,000	5,000	12,600	33,023	0	
Total	78,654	45,631	0	5,423	5,000	5,000	5,000	12,600	33,023	0	
Federal-Aid	22,917	18,917	0	0	0	0	0	4,000	4,000	0	



PROJECT: CAD/AVL Systems

DESCRIPTION: The Computer-Aided Dispatch and Automated Vehicle Location (CAD/AVL) project provides radio data channel expansion to improve bus fleet's voice and data communication. It includes upgrades to the existing CAD/AVL system hardware and software as well as upgrading obsolete vehicle equipment with state of the art replacements. The vehicle location systems will be used to provide real-time vehicle arrival information to patrons.

PURPOSE & NEED SUMMARY STATEMENT: The procurement of an updated and enhanced CAD/AVL system, together with the expanded data channel, will improve the operational efficiency of the bus fleet. These efforts will improve customer service by providing real-time management and scheduling adherence as well as providing real-time information to patrons.

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

- | | |
|---|--|
| <input checked="" type="checkbox"/> Safety & Security | <input type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Community Vitality |
| <input checked="" type="checkbox"/> Quality of Service | <input type="checkbox"/> Economic Prosperity |

EXPLANATION: This project upgrades the bus fleet communication systems, enabling better tracking of buses and improves the quality of information available to patrons.

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 Communications Systems Upgrade - Line 18

STATUS: Implementation of the CAD/AVL system was completed in FY 2013. Real-time information will be available to patrons by end of FY 2015.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2014			2015	20162017....2018....		2019....	....2020....
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	384	384	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	17,089	15,788	1,301	0	0	0	0	0	1,301	0	0
Total	17,473	16,172	1,301	0	0	0	0	0	1,301	0	0
Federal-Aid	1,554	1,554	0	0	0	0	0	0	0	0	0



PROJECT: Central Control Center

DESCRIPTION: Construct an expanded facility to integrate the operations of Bus, Metro, Light Rail and MARC control centers within an existing MTA building in downtown Baltimore. Facility improvements include air handling units and heating and cooling systems replacements.

PURPOSE & NEED SUMMARY STATEMENT: This project gives the MTA the ability to operate four modes from one location, while also replacing obsolete equipment. The centralized operation will enable MTA to more quickly respond to incidents and emergencies, limit disruptions, enhance passenger safety and improve service quality.

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: The ability to monitor the operation of four modes from one location will improve on-time performance and establish consistency within the operation modes.

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: Information systems installation and facility renovations are underway and are schedule to be completed in FY 2015.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY					
					.....2017.....	.....2018.....	.....2019.....	.....2020.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,384	1,384	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	14,990	13,080	1,910	0	0	0	0	0	1,910	0
Total	16,374	14,464	1,910	0	0	0	0	0	1,910	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: Closed Circuit Television (CCTV) Improvements

DESCRIPTION: Installation of CCTV equipment in stations and maintenance facilities in four phases:

- Phase I - 1 Light Rail and 10 Metro locations
- Phase II - 5 Light Rail, 1 MARC, and 4 Metro Stations as well as the Metro Portal
- Phase III - 6 Light Rail, 4 MARC, and 6 Metro Stations as well as an administrative complex
- Phase IV - 7 Light Rail and 10 MARC Stations and 1 Metro location

PURPOSE & NEED SUMMARY STATEMENT: The CCTV system will provide effective surveillance of MTA stations and maintenance facilities for Homeland Security-related purposes. Sites are prioritized on a system wide threat vulnerability assessment.

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

- | | |
|--|--|
| <input checked="" type="checkbox"/> Safety & Security | <input type="checkbox"/> Environmental Stewardship |
| <input type="checkbox"/> System Preservation | <input type="checkbox"/> Community Vitality |
| <input checked="" type="checkbox"/> Quality of Service | <input type="checkbox"/> Economic Prosperity |

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:
Homeland Security - Line 10

EXPLANATION: This project enhances surveillance capabilities to improve safety.

STATUS: Phases I, II and III are complete. Construction of Phase IV began in FY 2014.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)				.....2017.....	.....2018.....	.....2019.....	.....2020.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	30	30	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	26,637	25,286	1,351	0	0	0	0	0	1,351	0	
Total	26,667	25,316	1,351	0	0	0	0	0	1,351	0	
Federal-Aid	10,156	10,156	0	0	0	0	0	0	0	0	



PROJECT: Southern Maryland Commuter Bus Initiative

DESCRIPTION: Construction of Southern Maryland Commuter Bus Park and Ride lots at Dunkirk and Waldorf.

PURPOSE & NEED SUMMARY STATEMENT: Southern Maryland is one of the fastest growing regions in Maryland. The project will assist in keeping up with demand for commuter park and ride facilities which continues to grow as more people move into the region.

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:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: This effort supports multiple parking expansion projects for Southern Maryland Commuter Bus services, addressing demand for increased commuter parking.

STATUS: Dunkirk construction is underway and project is scheduled to complete in FY 2015. Waldorf construction is scheduled to begin in FY 2015.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Project cost decreased by \$7.4M due to the successful completion of the Charlotte Hall Park and Ride.

USAGE: Commuter Bus annual ridership was 4.0 million in FY 2014.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2014			2015	20162017.....2018.....		2019.....	.....2020.....
Planning	1,765	1,765	0	0	0	0	0	0	0	0	0
Engineering	2,102	2,102	0	0	0	0	0	0	0	0	0
Right-of-way	3,370	3,370	0	0	0	0	0	0	0	0	0
Construction	13,104	4,176	8,828	100	0	0	0	0	8,928	0	0
Total	20,341	11,413	8,828	100	0	0	0	0	8,928	0	0
Federal-Aid	16,317	8,660	7,577	80	0	0	0	0	7,657	0	0



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

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

JUSTIFICATION: 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.

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:

Montgomery County Local Bus Program - Line 27
 Locally Operated Transit Systems - Line 48

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

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Project cost decreased by \$43.9M due to the successful completion and removal of the ARRA projects (\$31.4M), offset by the addition of \$12.5M 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		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2014			2015	20162017.....2018.....		2019.....	.....2020.....
Planning	129	85	32	12	0	0	0	0	44	0	
Engineering	34,536	23,236	1,550	2,050	3,050	1,550	1,550	1,550	11,300	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	216,453	134,015	15,371	22,968	11,174	10,849	11,038	11,038	82,438	0	
Total	251,118	157,336	16,953	25,030	14,224	12,399	12,588	12,588	93,782	0	
Federal-Aid	214,726	136,432	13,845	21,655	11,006	10,502	10,643	10,643	78,294	0	

0045, 0211, 0217, 0218, 0826, 0878, 1184, 1347, 1348, 1355, 1356, 1373, 1426, 1431, 1437, 1443



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

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

JUSTIFICATION: Program supports the 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 48

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

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Project cost increased by \$4.2M due to the addition of FY 2020.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)				.....2017.....	.....2018.....	.....2019.....	.....2020.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	51,989	23,185	7,455	4,553	4,196	4,200	4,200	4,200	28,804	0
Total	51,989	23,185	7,455	4,553	4,196	4,200	4,200	4,200	28,804	0
Federal-Aid	41,826	18,784	5,964	3,642	3,356	3,360	3,360	3,360	23,042	0



PROJECT: Montgomery County Local Bus Program

DESCRIPTION: Funding for annual bus replacement and preventive maintenance.

JUSTIFICATION: 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
- 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
 Corridor Cities Transitway (CCT) - Line 37

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		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2014			2015	20162017.....2018.....		2019.....	.....2020.....
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	78,623	49,623	7,000	14,000	2,000	2,000	2,000	2,000	29,000	0	
Total	78,623	49,623	7,000	14,000	2,000	2,000	2,000	2,000	29,000	0	
Federal-Aid	21,514	7,471	1,316	9,878	1,249	1,600	0	0	14,043	0	

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Project cost decreased by \$8.0M due to moving the Bus Rapid Transit System Design project to State Highway Administration (\$10.0M) and the addition of FY 2020 funding (\$2.0M).



PROJECT: Prince George's County Local Bus Program

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

JUSTIFICATION: 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

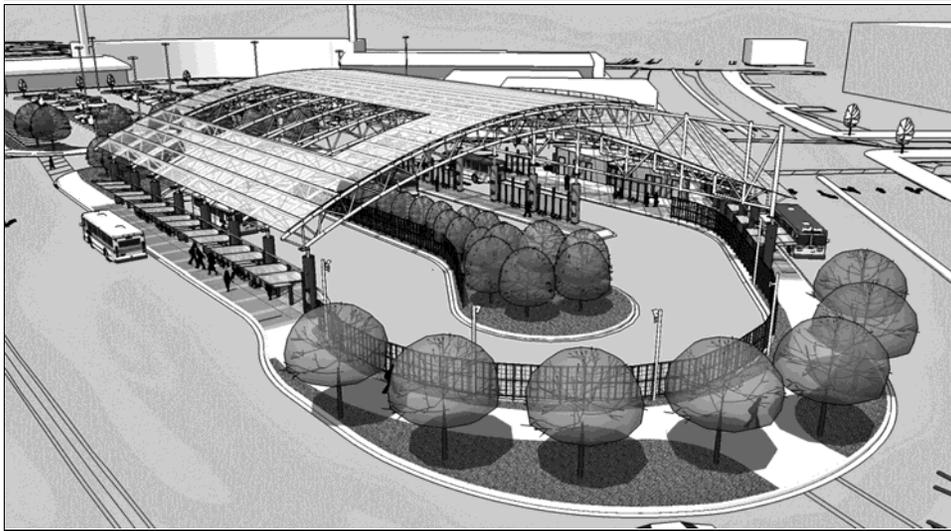
- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

ASSOCIATED IMPROVEMENTS:
None.

STATUS: South County Circulator procurement is complete. FY 2015 funding will support improvements to bus stops throughout the county.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Project cost decreased by \$4.7M due to the completion and removal of the South County Circulator bus procurement.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2014			2015	20162017.....2018.....			.....2019.....	.....2020.....
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	10,327	5,827	1,000	1,500	500	500	500	500	4,500	0
Total	10,327	5,827	1,000	1,500	500	500	500	500	4,500	0
Federal-Aid	2,800	0	800	800	400	400	400	0	2,800	0



PROJECT: Takoma/Langley Park Transit Center (ARRA)

DESCRIPTION: Construction of an off-street covered transit center at the intersection of MD 193 and MD 650 in the Takoma/Langley Park community. Associated SHA improvements include roadway and intersection improvements, pedestrian safety measures, and new sidewalks and crosswalks. Project includes 12 bus bays to provide service for 11 bus routes, passenger shelters, public restroom facilities, a canopy over the entire facility and transit information services. The project will accommodate a future Purple Line station.

PURPOSE & NEED SUMMARY STATEMENT: This area is the busiest transit transfer point, outside a rail station, in the region, with 11 Metrobus, Ride On, The Bus and shuttle van routes. The project will also address pedestrian safety issues.

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

- | | |
|--|---|
| <input checked="" type="checkbox"/> Safety & Security | <input type="checkbox"/> Environmental Stewardship |
| <input type="checkbox"/> System Preservation | <input checked="" type="checkbox"/> Community Vitality |
| <input checked="" type="checkbox"/> Quality of Service | <input checked="" type="checkbox"/> Economic Prosperity |

EXPLANATION: This transit center project will expand and improve the multimodal jurisdictional bus transfer center.

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:

Purple Line - Line 35
Purple Line: Montgomery County Funded Projects -- Line 36

STATUS: Construction is underway.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2017....	....2018....	....2019....	....2020....		
Planning	476	476	0	0	0	0	0	0	0	0	
Engineering	3,019	3,019	0	0	0	0	0	0	0	0	
Right-of-way	13,575	13,575	0	0	0	0	0	0	0	0	
Construction	17,700	2,700	10,710	4,290	0	0	0	0	15,000	0	
Total	34,770	19,770	10,710	4,290	0	0	0	0	15,000	0	
Federal-Aid	818	818	0	0	0	0	0	0	0	0	

Non-federal costs of \$12.31 million are being funded by Montgomery County (\$2.5 million), WMATA (\$7.31 million) and Prince George's County (\$2.5 million). Metropolitan Washington Council of Government's ARRA grant provides an additional \$11.8m.



PROJECT: Central Maryland Transit Maintenance Facility

DESCRIPTION: Construction of a publicly-owned bus transit maintenance facility to support transit operations in Howard County, Anne Arundel County, Prince George's County and the City of Laurel.

PURPOSE & NEED SUMMARY STATEMENT: The project will reduce operating costs associated with the maintenance support function, and support local bus service in the Ft. Meade area.

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.

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: This project will reduce cost while providing an updated maintenance facility.

STATUS: Construction is underway.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Project cost increased by \$3.9M due to bids higher than anticipated bids.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2014			2015	20162017.....2018.....			.....2019.....	.....2020.....
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,249	1,249	0	0	0	0	0	0	0	0
Right-of-way	3,002	3,002	0	0	0	0	0	0	0	0
Construction	10,567	1,539	9,028	0	0	0	0	0	9,028	0
Total	14,818	5,790	9,028	0	0	0	0	0	9,028	0
Federal-Aid	6,466	2,789	3,677	0	0	0	0	0	3,677	0

A \$5.5 million FTA earmark to Howard County along with matching funds from Howard and Anne Arundel Counties will be applied towards total estimated project cost.



PROJECT: Replacement of Fare Collection Equipment

DESCRIPTION: Replace existing fare collection equipment on core Bus, Light Rail and Metro Subway with automatic fare collection equipment which includes the implementation of Smart Card technology and credit card readers on the rail systems.

PURPOSE & NEED SUMMARY STATEMENT: The new fare collection equipment will increase the efficiency of operations, reduce fraud, improve data collection and enhance reliability.

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

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.

EXPLANATION: This project provides state-of-the-art fare collection and offers regional compatibility for the Baltimore and Washington area transit systems.

STATUS: Development of additional payment capabilities 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				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	40	40	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	30,541	4,174	2,165	1,164	788	750	500	21,000	26,367	0	
Total	30,581	4,214	2,165	1,164	788	750	500	21,000	26,367	0	
Federal-Aid	227	227	0	0	0	0	0	0	0	0	

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Project cost decreased by \$37.3M due to the completion and removal of the Regional Service Center project and the Transit Pass Equipment Implementation project.



PROJECT: Agencywide Roof Replacement

DESCRIPTION: Repair or replacement of roofs on MTA facilities.

JUSTIFICATION: Repairs are needed to stop leaks, increase energy efficiency and extend service life.

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

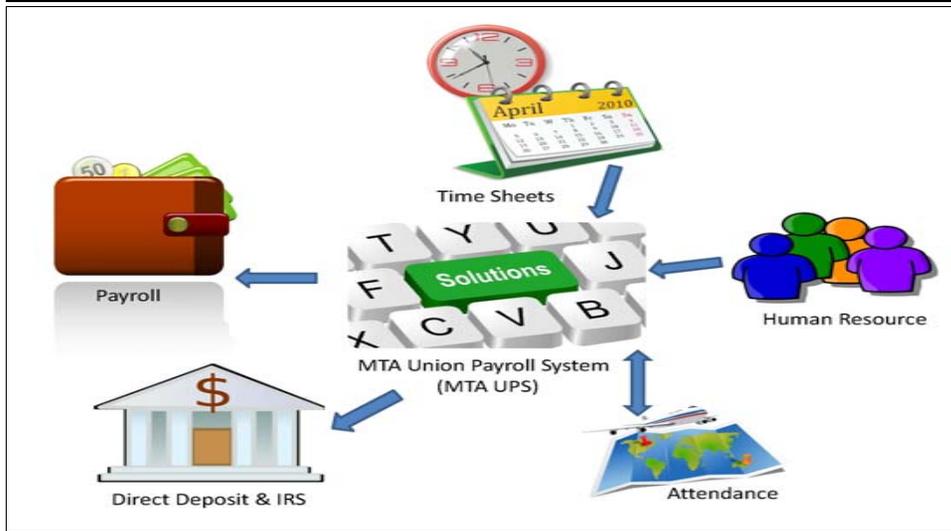
ASSOCIATED IMPROVEMENTS:
None.

STATUS: Light Rail North Avenue complex roof repairs began in FY 2014. Engineering is underway for Metro roof replacements and repairs.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Project cost increased by \$3.95M due to the addition of 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				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,394	2,116	778	300	100	100	0	0	1,278	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	23,001	5,097	2,423	3,581	3,325	2,125	2,500	3,950	17,904	0
Total	26,395	7,213	3,201	3,881	3,425	2,225	2,500	3,950	19,182	0
Federal-Aid	4,909	2,587	2,322	0	0	0	0	0	2,322	0

0300



PROJECT: Union Payroll System Procurement

DESCRIPTION: Procure a new system for the Union Payroll, Benefits, and Human Resources functions.

PURPOSE & NEED SUMMARY STATEMENT: An updated payroll, benefits, and human resources system will allow MTA to adopt industry best practices.

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: The current Union Payroll system has reached the end of its useful life. A modern system will allow MTA to achieve efficiencies between the human resources and payroll systems.

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

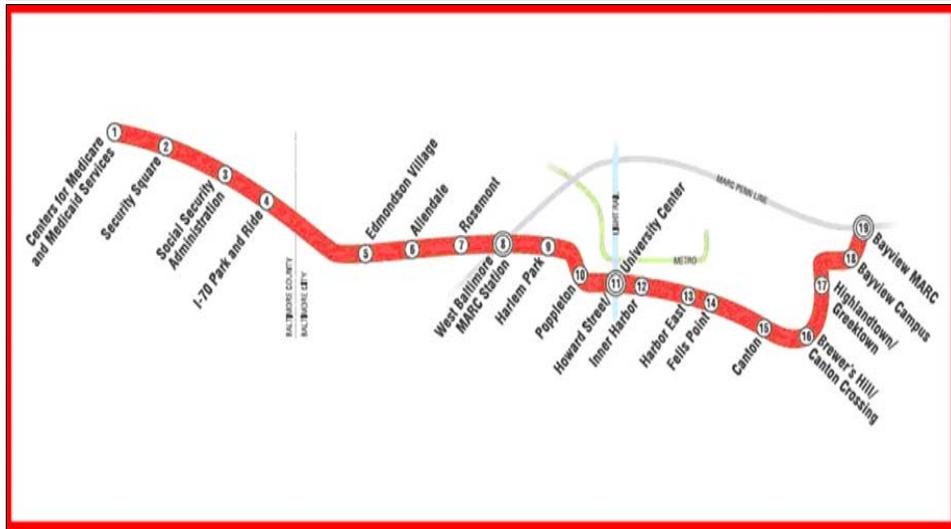
- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Specification development underway.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2014			2015	20162017.....2018.....			.....2019.....	.....2020.....
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	679	80	599	0	0	0	0	0	599	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	11,272	79	0	1,000	2,500	693	500	6,500	11,193	0
Total	11,951	159	599	1,000	2,500	693	500	6,500	11,792	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Moved to the Construction Program from the System Preservation Minors Program.



PROJECT: Baltimore Red Line

DESCRIPTION: The Baltimore Red Line is a 14-mile double track light rail line between Woodlawn in Baltimore County and Bayview Medical Center in Baltimore City. The line will include direct connections to the existing Metro Subway and Light Rail lines and the MARC Train Penn Line. The project includes track, two tunnels, stations, railcars, and an operations and maintenance facility.

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

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: The Red 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 will be reduced compared to No Build.

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:

MARC West Baltimore Station Parking Expansion - Line 8

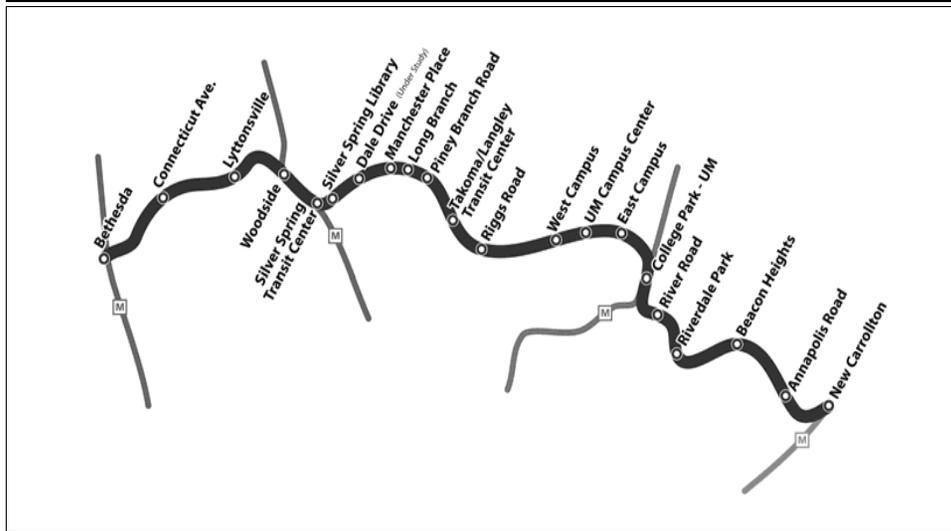
STATUS: Final design and right of way acquisition underway. Analysis of scope of public-partnership underway. Advanced environmental mitigation under construction in current year.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Total Estimated Cost decreased by \$188.0M due to assumed expansion of public-private partnership. Funding for project cost of \$2.9B includes federal funds (\$900.0M), local contributions (\$290.0M), special funds, and private investment through a public-private partnership on major elements of the project.

USAGE: Daily ridership estimated at 54,000 in 2035.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER					
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2017.....	.....2018.....	.....2019.....	.....2020.....		
Planning	60,806	60,806	0	0	0	0	0	0	0	0
Engineering	268,019	152,136	41,878	61,511	12,494	0	0	0	115,883	0
Right-of-way	71,969	1,188	42,984	25,428	2,369	0	0	0	70,781	0
Construction	1,843,299	0	872	19,284	289,806	323,832	292,248	301,083	1,227,125	616,174
Total	2,244,093	214,130	85,734	106,223	304,669	323,832	292,248	301,083	1,413,789	616,174
Federal-Aid	918,783	44,738	32,238	59,807	100,000	100,000	100,000	100,000	492,045	382,000

Note: Total estimated cost does not include investments by concessionaire or future availability payments.



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.

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

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 compared to No Build.

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:

- Paul S. Sarbanes Transit Center - Line 6
- Takoma/Langley Park Transit Center - Line 29
- Purple Line: Montgomery County Funded Projects - Line 36

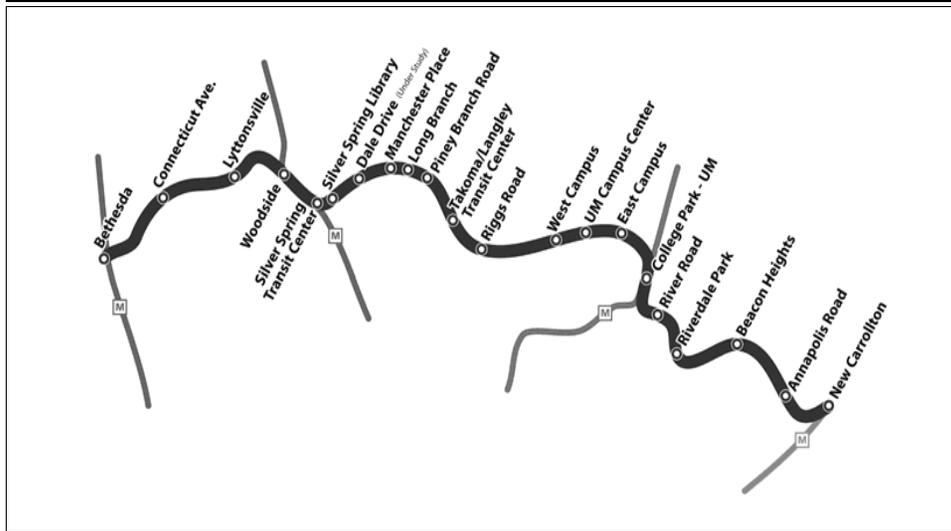
STATUS: Solicitation process underway to select concessionaire to design, build, finance, operate and maintain.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER					
PHASE	TOTAL ESTIMATED COST (\$000)	TOTAL EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2017.....	.....2018.....	.....2019.....	.....2020.....		
Planning	53,007	53,007	0	0	0	0	0	0	0	0
Engineering	164,552	122,760	41,792	0	0	0	0	0	41,792	0
Right-of-way	268,605	1,324	101,085	90,005	73,691	2,270	230	0	267,281	0
Construction	1,318,279	0	30,000	214,727	239,809	239,230	235,513	30,500	989,779	328,500
Total	1,804,443	177,091	172,877	304,732	313,500	241,500	235,743	30,500	1,298,852	328,500
Federal-Aid	927,432	27,432	15,000	100,000	100,000	100,000	100,000	100,000	515,000	385,000

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Total Estimated Cost increased by \$176.5M due to escalation of right of way and professional services costs. Funding for project cost of \$2.4B includes federal funds (\$900.0M), local contributions (\$240.0M), special funds, and private investment through a public-private partnership to design, build, finance, operate, and maintain the project.

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

Note: Total estimated cost does not include investments by concessionaire or future availability payments.



PROJECT: Purple Line: Montgomery County 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.

PURPOSE & NEED SUMMARY STATEMENT: To further enhance the transportation and quality of life benefits of the Purple Line and Capital Crescent Trail, Montgomery County is adding additional access features.

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

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 compared to No Build.

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

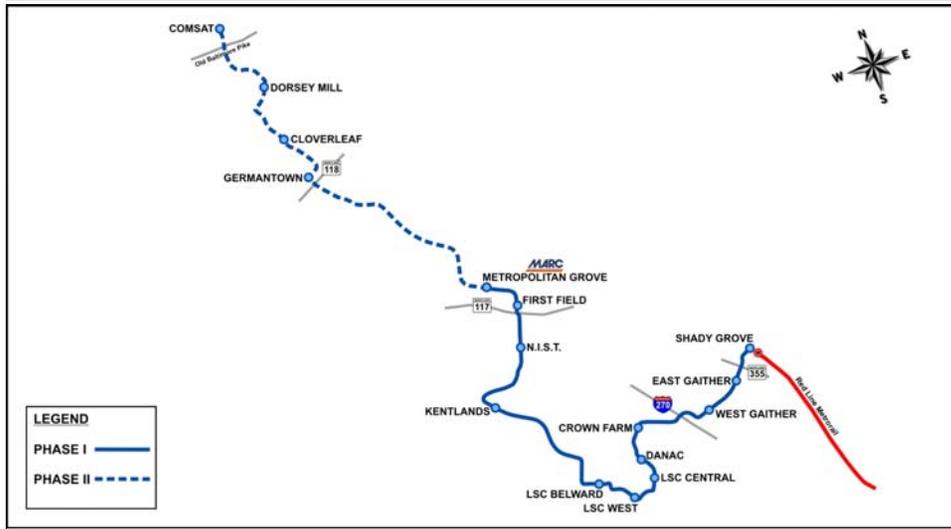
ASSOCIATED IMPROVEMENTS:

- Paul S. Sarbanes Transit Center -- Line 6
- Takoma/Langley Park Transit Center (ARRA) -- Line 29
- Purple Line - Line 35

STATUS: Planning and design activities underway.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER					SIX	BALANCE
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				YEAR TOTAL	TO COMPLETE	
					.....2017.....	.....2018.....	.....2019.....	.....2020.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	174,816	0	269	81,382	81,541	8,559	3,065	0	174,816	0	
Total	174,816	0	269	81,382	81,541	8,559	3,065	0	174,816	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Project added to construction to reflect Montgomery County's contributions to the Purple Line. Project is entirely County funded.



PROJECT: Corridor Cities Transitway (CCT)

DESCRIPTION: The Corridor Cities Transitway (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
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

ASSOCIATED IMPROVEMENTS:

- Montgomery County Local Bus Program - Line 27
- SHA-M-1 - I-270/Watkins Mill Road Extended
- SHA-F-8/M-13 - I-270 and US 15 Corridor Study (D&E)
- SHA-F-9 - MD 85 (D&E)

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

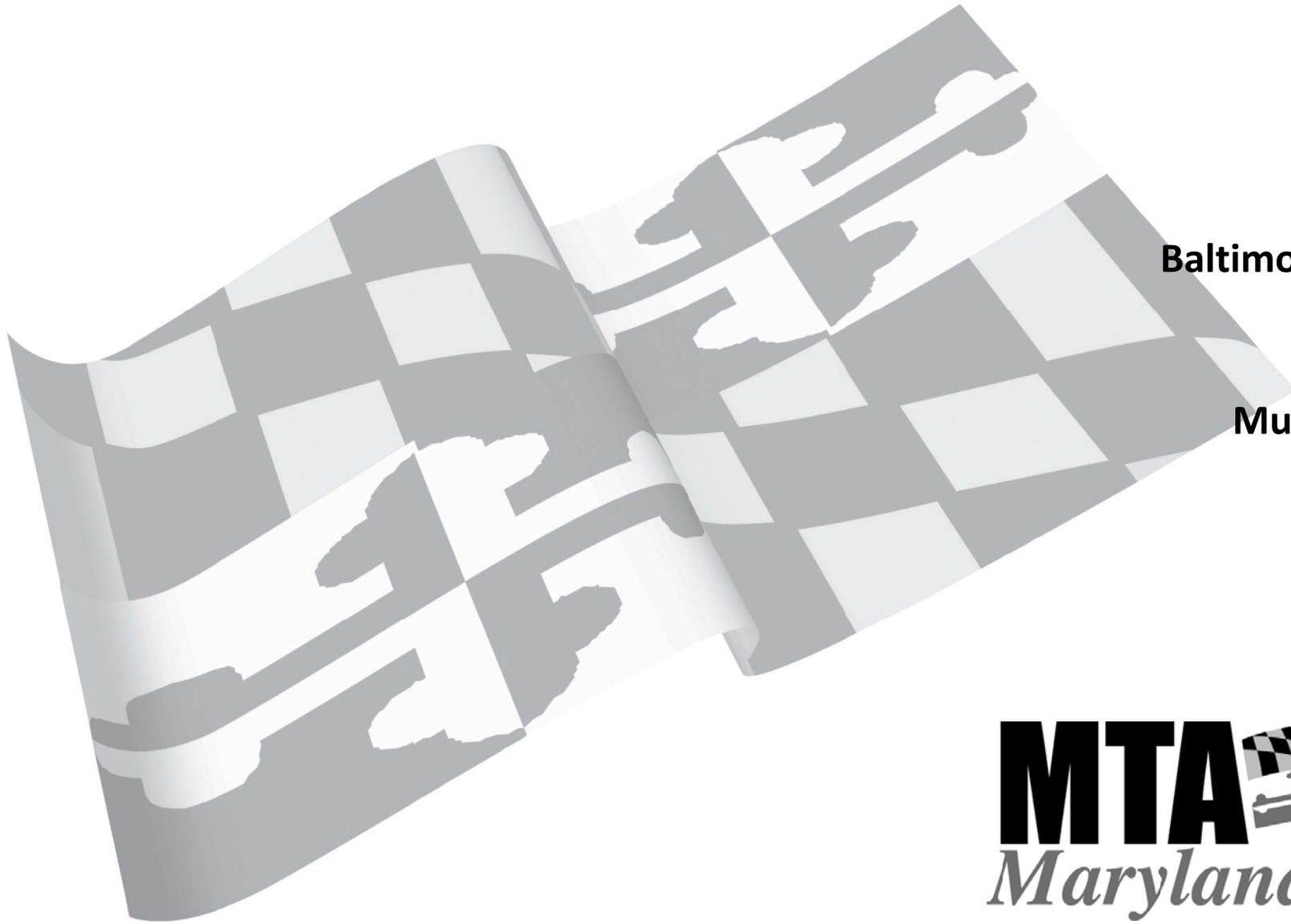
- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: The CCT will serve a corridor with rapidly developing residential and employment sites, particularly in the Life Sciences Center in Rockville and Gaithersburg.

STATUS: Preliminary engineering for Phase 1 scheduled to begin in FY 2015. Phase 2 activities include updates to natural resource inventories, station area planning, and development tracking.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Total estimated cost increased \$20.0M. Advancement to construction would require additional federal or regional funding.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER	
PHASE	TOTAL ESTIMATED COST (\$000)	CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
		2014	2015	2016	.....2017.....	.....2018.....	.....2019.....	.....2020.....	
Planning	36,071	23,271	10,900	1,900	0	0	0	0	12,800
Engineering	40,000	0	0	12,000	17,000	7,000	4,000	0	40,000
Right-of-way	39,740	0	0	0	20,000	19,740	0	0	39,740
Construction	145,000	0	0	0	0	0	0	0	145,000
Total	260,811	23,271	10,900	13,900	37,000	26,740	4,000	0	92,540
Federal-Aid	1,501	1,501	0	0	0	0	0	0	0



MARC

Light Rail

Baltimore Metro

Bus

Multi-Modal



MTA DEVELOPMENT & EVALUATION PROGRAM



PROJECT: MARC Growth and Investment Plan

DESCRIPTION: The MARC Growth and Investment Plan project includes design and engineering for facility renovation and improvements at the BWI Rail station. Project also includes the planning and design of new stations at Bayview and West Baltimore.

JUSTIFICATION: MARC Train service is at capacity and expansion is needed to accommodate future growth in the MARC corridors.

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:

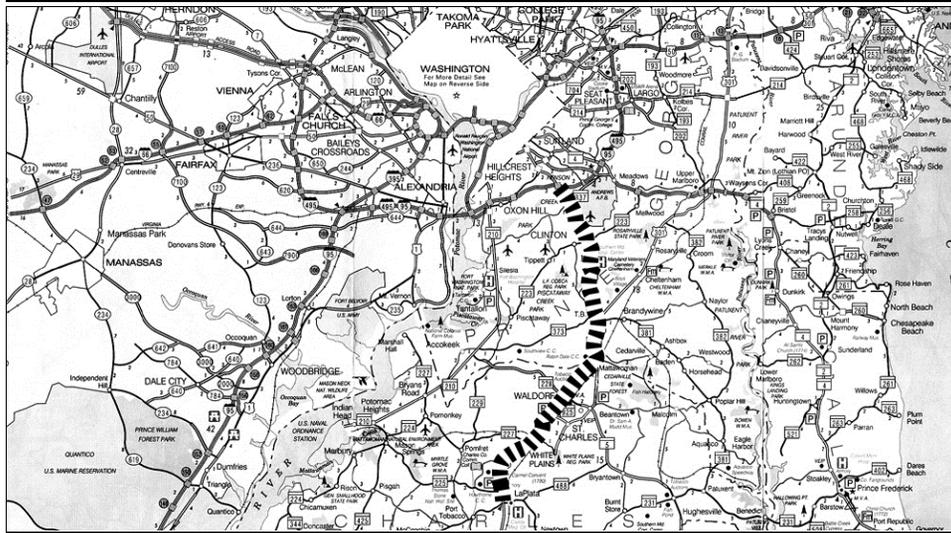
- MARC Maintenance, Layover & Storage Facilities - Line 1
- MARC Improvements on Camden, Brunswick and Penn Lines - Line 2
- MARC BWI Rail Station Upgrades & Repairs - Line 9
- MARC Northeast Maintenance Facility -- Line 40

STATUS: The MARC Growth and Investment Plan was updated in FY 2014. Bayview and West Baltimore station planning ongoing in FY 2015. BWI Rail station engineering ongoing.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Project cost decreased by \$9.9M due to the completion and removal of the ARRA project.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2014			2015	20162017....2018....			....2019....	....2020....
Planning	2,814	2,425	389	0	0	0	0	0	389	0
Engineering	3,224	864	448	1,912	0	0	0	0	2,360	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	6,038	3,289	837	1,912	0	0	0	0	2,749	0
Federal-Aid	1,165	422	0	743	0	0	0	0	743	0

1209, 1290, 1292



PROJECT: Southern Maryland Mass Transportation Analysis

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.

JUSTIFICATION: 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 Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet to Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Planning is underway.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

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)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2017.....	.....2018.....	.....2019.....	.....2020.....		
Planning	6,236	1,736	1,500	3,000	0	0	0	0	4,500	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	6,236	1,736	1,500	3,000	0	0	0	0	4,500	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



PROJECT: MARC Northeast Maintenance Facility

DESCRIPTION: Preliminary Engineering and Environmental Assessment for a new MARC Northeast Maintenance Facility north of Baltimore. The new facility will support existing and expanded Penn Line operations at an MTA-controlled facility, enabling transfer of maintenance and layover of locomotives and rolling stock from Amtrak facilities in Baltimore and Washington. Storage of MARC equipment at an MTA-controlled facility will potentially allow outsourcing of maintenance functions currently performed by Amtrak, which could result in cost savings for MTA.”

JUSTIFICATION: The MARC Train Northeast Maintenance Facility project addresses the need for additional Penn Line storage, consolidates maintenance and inspection functions, supports 2035 ridership growth projections, and Amtrak’s Northeast Corridor growth and planned expansion of freight and high speed rail. Expansion of Penn Line service to points north and east of Perryville is contingent upon construction of a maintenance facility north of Baltimore. Efforts are underway to evaluate additional capital improvements needed for expansion of Penn Line service in cooperation with local and regional stakeholders.”

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:

MARC Maintenance, Layover & Storage Facilities - Line 1
 MARC Growth and Investment Plan - Line 38

STATUS: Project currently in Planning Development and Design with environmental documentation to be completed by the end of FY 2015.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Project separated from MARC Maintenance, Layover & Storage Facilities.

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)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2017.....	.....2018.....	.....2019.....	.....2020.....		
Planning	3,523	2,603	400	520	0	0	0	0	920	0	
Engineering	2,622	0	1,000	1,622	0	0	0	0	2,622	0	
Right-of-way	1,100	0	0	1,100	0	0	0	0	1,100	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	7,245	2,603	1,400	3,242	0	0	0	0	4,642	0	
Federal-Aid	4,142	1,195	354	2,593	0	0	0	0	2,947	0	



MARC

Freight

Light Rail

Baltimore Metro

Bus

Agency Wide

Locally Operated Transit Systems



MTA MINOR PROJECTS

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 41

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>AGENCYWIDE IMPROVEMENTS -- FY 2014 COMPLETIONS</u>			
1	Howard Street Revitalization (1207)	5,774	Complete
2	Video & Security Interoperability D&E (1372)	95	Complete
<u>AGENCYWIDE IMPROVEMENTS -- FY 2015 AND 2016</u>			
3	Police Dispatch CAD Records Management (1393)	1,400	Underway
4	Asset Management (1435)	798	Underway
5	Police Radios (1439)	2,950	Underway
6	Howard County Bus Rapid Transit System D&E (1442)	1,500	Underway
7	Transit Info Center Telephone Systems Update (1395)	583	Underway
8	Bethesda Metro Entrance D&E (1269)	2,848	Underway
9	Station Signage Improvements (0843)	122	Ongoing
10	Safety and Infrastructure Improvements (1070)	400	Ongoing
11	Communications Systems Upgrades & Support (1367)	1,174	Ongoing
12	Telephone Communications Systems (0493)	238	Ongoing
13	Bicycle Initiatives (1449)	50	Ongoing
14	Energy Savings Initiatives (1422)	100	Ongoing
15	Information Technology Preservation Fund (1396)	661	Ongoing
16	Guaranteed Ride Home (1419)	200	Ongoing
17	Wicomico Demolition and Hazmat Abatement (1392)	50	Ongoing
18	Owner-Controlled Insurance Program (0832)	1,926	Ongoing
19	Bridge & Tunnel Inspection and Corrosion Control Services (0608, 0752)	2,909	Ongoing
20	Non-Revenue Vehicles (1079)	1,047	Ongoing
21	MAXIMO (1168)	3,051	Ongoing
22	Engineering Standards (0221)	315	Ongoing
23	Miscellaneous Planning Studies (0510)	940	Ongoing
24	Rail Purchase (0660)	265	Ongoing
25	New IT Equipment (1103)	575	Ongoing
26	Parking Lot Inspection & Repaving (0177, 0470)	2,894	Ongoing
27	Access Control (1213)	300	Ongoing

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 41 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>AGENCYWIDE IMPROVEMENTS -- FY 2015 AND 2016 (cont'd)</u>			
28	Environmental Compliance (1149, 1452)	3,695	Ongoing
29	ADA Compliance (0266)	500	Ongoing
30	Capital Program Support Fund (1239)	1,090	Ongoing
31	Transit Oriented Design Fund (1190)	491	Ongoing

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 42

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>BUS SYSTEM IMPROVEMENTS -- FY 2014 COMPLETIONS</u>			
1	Systemwide Improvements and Rehabilitation (1148)	3,893	Complete
2	Bush Division Building #5 Improvements (0049)	8,061	Complete
3	Bus Facilities Rehabilitation (1180, 1181)	1,874	Complete
<u>BUS SYSTEM IMPROVEMENTS -- FY 2015 AND 2016</u>			
4	Division Maintenance Facility Minor Improvements (1073)	550	Underway
5	Wireless LAN D&E (1210)	1,218	Underway
6	Wash Replacement (1421)	1,860	Underway
7	Bus Lifts (1096)	2,975	Ongoing
8	Facilities Rehabilitation (0193)	1,534	Ongoing
9	Maintenance Support Improvement Fund (0554)	190	Ongoing
10	Hybrid Battery Replacement (1436)	1,003	Ongoing

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 43

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FREIGHT IMPROVEMENTS -- FY 2014 COMPLETIONS</u>		
1	Freight/LTR Rail Abandonment (1100)	2,889	Complete
	<u>FREIGHT IMPROVEMENTS -- FY 2015 AND 2016</u>		
2	Capital Improvement Program (0590)	775	Ongoing
3	Grade Crossing Rehabilitation Fund (0212)	1,763	Ongoing

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 44

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>LIGHT RAIL IMPROVEMENTS -- FY 2014 COMPLETIONS</u>			
1	Howard Street Safety Improvements (0489)	1,195	Complete
<u>LIGHT RAIL IMPROVEMENTS -- FY 2015 AND 2016</u>			
2	Light Rail Vehicle Cameras D&E (1211)	244	Underway
3	North Ave Route Push Button System (0451)	1,450	Underway
4	PA/LED Signs Replacement (1294)	1,200	Underway
5	Electrical Box Replacement (1187)	80	Underway
6	Balance Weight Assembly (1254)	574	Ongoing
7	Rail Installation (0797)	400	Ongoing
8	Refurbish North Ave Carwash (1188)	130	Ongoing
9	Drainage Improvements (0856)	485	Ongoing
10	Railroad Worker Protection Equipment (1364)	175	Ongoing
11	Interlocking Renewals (1451)	200	Ongoing
12	Facilities and Station Rehabilitation (0005, 1189, 1227)	2,500	Ongoing
13	Grade Crossing Repair (1048)	1,400	Ongoing
14	Bridge Preservation (0248)	460	Ongoing

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 45

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>MARC IMPROVEMENTS -- FY 2014 COMPLETIONS</u>		
1	PA/LED Signs (0430)	9,303	Complete
	<u>MARC IMPROVEMENTS -- FY 2015 AND 2016</u>		
2	Procure Riverside Maintenance Facility from CSX D&E (1177)	429	Underway
3	Parking Lot Improvements (1006)	1,024	Ongoing
4	Miscellaneous Facility Improvements and Rehabilitation (0199)	146	Ongoing
5	System Preservation Fund (0634)	1,400	Ongoing
6	Structural Inspection D&E (1376)	269	Ongoing

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 46

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>METRO IMPROVEMENTS -- FY 2014 COMPLETIONS</u>		
1	Rail Fastener and Bolt Replacement (0455)	8,987	Complete
	<u>METRO IMPROVEMENTS -- FY 2015 AND 2016</u>		
2	Station Emergency Telephones (1288)	100	Underway
3	Third Rail Cover Board (1425)	165	Underway
4	PA/LED Signs (1295)	1,635	Underway
5	Owings Mills Platform Rehabilitation (1413)	3,333	Underway
6	Rail Installation Program (0868)	700	Ongoing
7	Miscellaneous System Preservation Improvements (0179, 1186)	2,677	Ongoing
8	Tunnel Structural Repairs (0529)	1,472	Ongoing
9	Bridge & Elevated Structures Rehabilitation Fund (0239)	1,800	Ongoing
10	Train Control Systems (0840)	250	Ongoing

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 47

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>MOBILITY IMPROVEMENTS -- FY 2014 COMPLETIONS</u>			
1	Traveling Trainer Program (JARC) (1427)	338	Complete
2	Traveling Trainer Program (New Freedom) (1428)	394	Complete
<u>MOBILITY IMPROVEMENTS -- FY 2015 AND 2016</u>			
3	Miscellaneous Improvements Fund (1166)	712	Ongoing

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 48

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>LOCALLY OPERATED TRANSIT SYSTEMS</u>		
	<u>ALLEGANY COUNTY FY 2014 COMPLETIONS</u>		
1	Heavy Duty Bus Lift	30	Complete
	<u>ALLEGANY COUNTY FY 2015 AND 2016</u>		
2	Preventive Maintenance	323	Ongoing
3	2 Small Buses	130	FY 2015
4	4 On-Vehicle Cameras	7	FY 2015
5	4 Small Replacement Buses	660	FY 2015
	<u>ANNAPOLIS FY 2014 COMPLETIONS</u>		
6	5 Radios	4	Complete
7	Hybrid Bus Test Equipment	15	Complete
8	Support Vehicle	70	Complete
9	Surveillance Cameras	221	Complete
10	Tech Assistance	20	Complete
11	Vehicle Farebox	1	Complete
	<u>ANNAPOLIS FY 2015 AND 2016</u>		
12	1 Support Vehicle	25	FY 2015
13	40 Bus Stop Shelters	422	FY 2015
14	Bike Racks	12	FY 2015
15	Bus Stop Lighting and Signs	220	FY 2015
16	Bus Wash Rehabilitation	235	FY 2015
17	Electronic Farebox System	300	FY 2015
18	Facility Cameras & Lighting	56	FY 2015
19	Facility HVAC Rehabilitation	90	FY 2015
20	Maintenance Shop Rehabilitation	105	FY 2015
21	Operations Control Center	50	FY 2015
22	Tire Storage Facility	150	FY 2015

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 48 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>ANNE ARUNDEL COUNTY FY 2014 COMPLETIONS</u>			
23	See Annapolis for Projects		
24	Gillig Software	6	Complete
<u>ANNE ARUNDEL COUNTY FY 2015 AND 2016</u>			
25	See Annapolis for Projects		
26	Ridesharing	193	Ongoing
<u>BALTIMORE CITY FY 2015 AND 2016</u>			
27	Ridesharing	80	Ongoing
<u>BALTIMORE COUNTY FY 2015 AND 2016</u>			
28	Ridesharing	170	Ongoing
<u>CALVERT COUNTY FY 2014 COMPLETIONS</u>			
29	1 Supervisory Vehicle	30	Complete
30	Radio System and Radios	24	Complete
<u>CALVERT COUNTY FY 2015 AND 2016</u>			
31	Preventive Maintenance	62	Ongoing
32	Ridesharing	9	Ongoing
33	2 Small Buses	115	FY 2015
34	4 Medium Replacement Buses	633	FY 2015
35	Electronic Fareboxes	115	FY 2015
36	Electronic Fareboxes	65	FY 2015
37	In-Vehicle Camera System	50	FY 2015
38	2 Electronic Fareboxes	30	FY 2015
39	2 Fleet Radios	5	FY 2015
40	2 Small Buses	118	FY 2015
41	Dispatch Software	32	FY 2015

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 48 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>CAROLINE COUNTY FY 2014 COMPLETIONS</u>			
42	Denton Parking Bus Shelter	9	Complete
<u>CAROLINE COUNTY FY 2015 AND 2016</u>			
43	Preventive Maintenance	97	Ongoing
44	1 Small Bus	61	FY 2015
45	Block Heater Outlet	11	FY 2015
46	2 Medium Replacement Buses	223	FY 2015
<u>CARROLL COUNTY FY 2014 COMPLETIONS</u>			
47	2 Small Expansion Buses	120	Complete
48	2 Small Replacement Buses	120	Complete
<u>CARROLL COUNTY FY 2015 AND 2016</u>			
49	Preventive Maintenance	124	Ongoing
50	Preventive Maintenance	90	FY 2015
51	2 Small Expansion Buses	122	FY 2015
52	2 Small Replacement Buses	122	FY 2015
<u>CECIL COUNTY FY 2014 COMPLETIONS</u>			
53	2 Bus Wraps	5	Complete
54	2 Small Buses	146	Complete
55	5 Fareboxes	4	Complete
56	5 Passenger Counters	1	Complete
57	Bus Shelters	68	Complete
58	Preventive Maintenance	55	Complete

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 48 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>CECIL COUNTY FY 2015 AND 2016</u>			
59	Preventive Maintenance	104	Ongoing
60	3 Bus Wraps	16	FY 2015
61	NextBus Passenger Info System	64	FY 2015
62	North Bus Canopy Expansion	90	FY 2015
63	Route Match System	53	FY 2015
64	1 Medium Expansion Bus	226	FY 2015
65	2 Medium Replacement Buses	451	FY 2015
<u>CHARLES COUNTY FY 2014 COMPLETIONS</u>			
66	7 Small Buses	395	Complete
67	County VanGo Transfer Facility	477	Complete
<u>CHARLES COUNTY FY 2015 AND 2016</u>			
68	Preventive Maintenance	227	Ongoing
69	Preventive Maintenance	8	Ongoing
70	Bus Stop Signs	8	FY 2015
71	P&R Facility Improvements	232	FY 2015
72	Rt 301 P&R Improvements	232	FY 2015
73	Transit Facility Feasibility Study	300	FY 2015
74	2 Small Replacement Buses	105	FY 2015
<u>DORCHESTER COUNTY FY 2014 COMPLETIONS</u>			
75	1 Minivan	25	Complete
76	Maintenance Shop Expansion	526	Complete
77	Senior Transit Facility	116	Complete
78	Tire Changer/Balancer	32	Complete
79	Vehicle Lift	8	Complete

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 48 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>DORCHESTER COUNTY FY 2015 AND 2016</u>			
80	Preventive Maintenance	60	Ongoing
81	10 AVL Units	42	FY 2015
82	Cambridge Parking Lot Upgrade	18	FY 2015
83	2 Small Buses	137	FY 2015
<u>FREDERICK COUNTY FY 2015 AND 2016</u>			
84	Preventive Maintenance (5307)	600	Ongoing
85	Preventive Maintenance (5311)	70	Ongoing
86	Ridesharing	123	Ongoing
87	3 Small Buses	194	FY 2015
<u>GARRETT COUNTY FY 2015 AND 2016</u>			
88	Preventive Maintenance	191	Ongoing
89	2 Small Buses	103	FY 2015
90	1 Small Bus	50	FY 2015
<u>HARFORD COUNTY FY 2014 COMPLETIONS</u>			
91	Non-Revenue Vehicle	28	Complete
92	Preventive Maintenance	57	Complete
93	Training PCs, AudioVisual Training Equipment & Software	10	Complete
<u>HARFORD COUNTY FY 2015 AND 2016</u>			
94	Preventive Maintenance	529	Ongoing
95	Ridesharing	88	Ongoing
96	1 Medium Bus	198	FY 2015
97	Bus Shelters	130	FY 2015
98	Bus Stop Signs	15	FY 2015
99	Bus Wash Renovation	55	FY 2015
100	Garage Door Repair	30	FY 2015
101	Maintenance Equipment	51	FY 2015

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 48 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>HOWARD COUNTY FY 2014 COMPLETIONS</u>			
102	1 Hybrid Bus	104	Complete
103	4 Hybrid Sedans	100	Complete
104	Communication System	150	Complete
105	Preventive Maintenance	200	Complete
106	Preventive Maintenance	31	Complete
<u>HOWARD COUNTY FY 2015 AND 2016</u>			
107	Ridesharing	130	Ongoing
108	Bus IT Package	78	FY 2015
109	Bus Shelters	50	FY 2015
110	Central Maryland Operations Facility	8,152	FY 2015
111	Voucher Card System	179	FY 2015
<u>KENT COUNTY</u>			
112	See Caroline County for Projects		
<u>MONTGOMERY COUNTY FY 2015 AND 2016</u>			
113	Ridesharing	372	Ongoing
114	5 Medium Replacement Buses	2,288	FY 2015
<u>OCEAN CITY FY 2014 COMPLETIONS</u>			
115	3 Heavy Duty Replacement Buses	1,408	Complete
116	6 Heavy Duty Replacement Buses State of Good Repair	2,500	Complete
117	Park & Ride Decking	100	Complete

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 48 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>OCEAN CITY FY 2015 AND 2016</u>			
118	Preventive Maintenance	600	Ongoing
119	Bus Barn Fire Suppression	15	FY 2015
120	Bus Barn Roof Repairs	125	FY 2015
121	Passenger Shelters and Parts	30	FY 2015
122	Transit Facility & Bus Barn D&E	1,250	FY 2015
123	3 Large Replacement Buses	1,362	FY 2015
<u>PRINCE GEORGE'S COUNTY FY 2015 AND 2016</u>			
124	Ridesharing	269	Ongoing
<u>QUEEN ANNE'S COUNTY FY 2014 COMPLETIONS</u>			
125	Bus Cameras	35	Complete
126	Preventive Maintenance	30	Complete
127	Tires	10	Complete
<u>QUEEN ANNE'S COUNTY FY 2015 AND 2016</u>			
128	Bus Wash Facility Renovation	70	FY 2015
<u>ST MARY'S COUNTY FY 2014 COMPLETIONS</u>			
129	1 Small Bus	47	Complete
130	Bus Barn Construction	845	Complete
<u>ST MARY'S COUNTY FY 2015 AND 2016</u>			
131	Preventive Maintenance	50	Ongoing
132	2 Medium Replacement Buses	233	FY 2015
133	24 Bus Cameras	45	FY 2015
134	Brake Lathe	14	FY 2015
135	New Bus Shelter-California P&R	12	FY 2015

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 48 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>SOMERSET COUNTY FY 2014 COMPLETIONS</u>			
136	See Tri-County Council for the Lower Eastern Shore Projects		
<u>SOMERSET COUNTY FY 2015 AND 2016</u>			
137	See Tri-County Council for the Lower Eastern Shore Projects		
<u>TALBOT COUNTY FY 2014 COMPLETIONS</u>			
138	See Caroline County for Projects		
<u>TALBOT COUNTY FY 2015 AND 2016</u>			
139	See Caroline County for Projects		
<u>WASHINGTON COUNTY FY 2014 COMPLETIONS</u>			
140	1 Replacement Laptop	3	Complete
141	Farebox Equipment	40	Complete
142	Mobile Data Computers	35	Complete
143	Preventive Maintenance	58	Complete
<u>WASHINGTON COUNTY FY 2015 AND 2016</u>			
144	Preventive Maintenance	150	Ongoing
145	1 Small Bus	51	FY 2015
146	On-Board Surveillance Cameras	80	FY 2015
147	On-Vehicle Video Surveillance	82	FY 2015
148	Passenger Shelter Installs	50	FY 2015
<u>WICOMICO COUNTY FY 2014 COMPLETIONS</u>			
149	See Tri-County Council for the Lower Eastern Shore for Projects		
<u>WICOMICO COUNTY FY 2015 AND 2016</u>			
150	See Tri-County Council for the Lower Eastern Shore for Projects		

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 48 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>WORCESTER COUNTY FY 2014 COMPLETIONS</u>			
151	See Tri-County Council for the Lower Eastern Shore and Ocean City for Projects		
<u>WORCESTER COUNTY FY 2015 AND 2016</u>			
152	See Tri-County Council for the Lower Eastern Shore and Ocean City for Projects		
<u>CENTRAL MD REGIONAL TRANSIT FY 2014 COMPLETIONS</u>			
153	Preventive Maintenance	100	Complete
<u>CENTRAL MD REGIONAL TRANSIT FY 2015 AND 2016</u>			
154	Electric Bus Project	3,610	Underway
<u>TRI-COUNTY COUNCIL FOR LOWER EASTERN SHORE FY 2014 COMPLETIONS</u>			
155	1 Laptop	2	Complete
156	1 Medium Replace Bus	142	Complete
157	1 Minivan	45	Complete
158	1 Minivan	45	Complete
159	Bus Security Cameras	30	Complete
160	Fuel Provision	152	Complete
161	GPS Hardware	4	Complete
162	ID Card Machine	4	Complete
163	Maintenance Facility & Site Work	7,200	Complete
164	Maintenance Facility Support Vehicle	40	Complete
165	Office Equipment	9	Complete
166	Presentation Case	2,000	Complete
167	Shop Equipment	18	Complete
168	Spare Parts	20	Complete

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 48 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>TRI-COUNTY COUNCIL FOR LOWER EASTERN SHORE FY 2015 AND 2016</u>			
169	Preventive Maintenance	900	Ongoing
170	Preventive Maintenance	400	Ongoing
171	Ridesharing	109	Ongoing
172	Facility Construction- Phase III	1,420	FY 2015
173	Passenger Amenities	75	FY 2015
174	Trapeze Call Back Module	16	FY 2015
175	Trapeze Cert. Module	16	FY 2015
176	1 Small Bus	62	FY 2015
177	4 Small Buses	243	FY 2015
<u>ELDERLY/DISABLED NON-PROFITS FY 2014 COMPLETIONS</u>			
178	ARC of Northern Chesapeake Region - 2 Small Buses	120	Complete

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 48 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>ELDERLY/DISABLED NON-PROFITS FY 2015 AND 2016</u>			
179	ARC of Baltimore - 2 Small Buses & Preventive Maintenance	121	Ongoing
180	ARC of Montgomery County - 1 Small Bus & Preventive Maintenance	60	Ongoing
181	Associated Catholic Charities - 1 Small Bus & Preventive Maintenance	61	Ongoing
182	Bayside Community Network- 2 Small Buses & Preventive Maintenance	121	Ongoing
183	Dove Pointe - 1 Small Bus & Preventive Maintenance	61	Ongoing
184	Easter Seals Hagerstown - 1 Small Bus & Preventive Maintenance	61	Ongoing
185	Easter Seals Silver Spring - 1 Small Bus & Preventive Maintenance	60	Ongoing
186	Friends Aware - 1 Minivan & Preventive Maintenance	41	Ongoing
187	Kent Center - 1 Small Bus & Preventive Maintenance	62	Ongoing
188	Progress Unlimited - 2 Small Buses & Preventive Maintenance	120	Ongoing
189	Southern Md. TCCAC - 1 Small Bus & Preventive Maintenance	60	Ongoing
190	Spring Dell - 3 Small Buses & Preventive Maintenance	180	Ongoing
191	Washington County Community Action Council - 1 Small Bus & Preventive Maintenance	60	Ongoing
192	Washington County Human Development Corp - 2 Small Buses & Preventive Maintenance	123	Ongoing
193	Worcester County Commission on Aging - 1 Minivan & Preventive Maintenance	40	Ongoing
194	Appalachian Parent Association - 2 Small Buses	120	FY 2015
195	Bay Community Support Services - 1 Small Bus	60	FY 2015
196	Center for Life Enrichment - 2 Small Buses	120	FY 2015
197	Chi Centers - 1 Small Bus	60	FY 2015
198	Prologue Inc - 2 Small Buses	120	FY 2015
199	Somerset Community Services - 2 Small Buses	120	FY 2015
200	St Mary's Adult Medical Daycare - 1 Small Bus	60	FY 2015
201	Way Station - 2 Small Buses	120	FY 2015
<u>EASTERN SHORE NON-PROFITS FY 2015 AND 2016</u>			
202	Job Access and Reverse Commute (JARC) Program	47	Ongoing
203	New Freedom Program	882	Ongoing

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 48 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>WESTERN MD NON-PROFITS FY 2015 AND 2016</u>			
204	Job Access and Reverse Commute (JARC) Program	34	Ongoing
205	New Freedom Program	68	Ongoing
<u>SOUTHERN MD NON-PROFITS FY 2015 AND 2016</u>			
206	Job Access and Reverse Commute (JARC) Program	100	Ongoing
207	New Freedom Program	400	Ongoing
<u>CENTRAL MD NON-PROFIT FY 2015 AND 2016</u>			
208	Job Access and Reverse Commute (JARC) Program	2,382	Ongoing
209	New Freedom Program	542	Ongoing