

MDOT MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION

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

	<u>Fiscal 2021</u>	<u>Fiscal 2022</u>	<u>Fiscal 2023</u>	<u>Fiscal 2024</u>	<u>Fiscal 2025</u>	<u>Fiscal 2026</u>	<u>SIX - YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	494.3	433.9	313.1	237.7	238.1	177.8	1,894.9
System Preservation Minor Projects	87.2	65.7	52.9	153.0	139.5	65.4	563.7
<u>Development & Evaluation Program</u>	3.0	0.9	0.4	0.2	1.5	1.8	7.7
SUBTOTAL	584.5	500.5	366.4	390.9	379.1	245.0	2,466.3
<u>Capital Salaries, Wages & Other Costs</u>	12.5	12.5	13.0	14.0	14.0	15.0	81.0
TOTAL	597.0	513.0	379.4	404.9	393.1	260.0	2,547.3
Special Funds	14.9	25.2	145.7	235.0	212.2	98.1	731.2
Federal Funds	510.8	436.9	218.6	169.9	180.8	161.8	1,678.9
Other Funds	71.2	51.0	15.1	-	-	-	137.2

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



MARC

Freight

Light Rail

Baltimore Metro

Bus

Multi-Modal

Locally Operated Transit Systems



**MARYLAND TRANSIT
ADMINISTRATION**

MDOT MTA CONSTRUCTION PROGRAM

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

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

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

PROJECT: MARC Maintenance, Layover, & Storage Facilities

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

PURPOSE & NEED SUMMARY STATEMENT: Projects will provide critically needed maintenance facility for the MARC fleet as well as real estate for future development required to store MARC trainsets. The storage facility upgrades will reduce interference with Amtrak operations at Washington Union Station and Penn Station and provide urgently needed fleet storage away from the passenger platforms at the station.

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
Planning	898	898	4	0	0	0	0	0	0	0	0	
Engineering	7,307	4,818	2,467	2,489	0	0	0	0	0	2,489	0	
Right-of-way	21,239	21,239	20,870	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	55,393	642	636	16,177	36,613	1,961	0	0	0	54,751	0	
Total	84,837	27,597	23,977	18,666	36,613	1,961	0	0	0	57,240	0	
Federal-Aid	66,873	19,863	18,656	16,151	29,290	1,569	0	0	0	47,010	0	
Special	17,964	7,734	5,321	2,515	7,323	392	0	(0)	0	10,230	0	
Other										0		

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: The MARC Martins Station storage tracks and MARC Brunswick Maintenance and Layover Facility projects totaling \$12.1M in funding was deferred due to reduced revenues from COVID-19 pandemic. MDOT will be re-evaluating all deferrals for opportunities to restore funding in the Final CTP as additional information becomes available on revenues and potential federal infrastructure support.

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

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

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

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

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

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

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

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

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

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

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	COST	THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	6,098	6,098	357	0	0	0	0	0	0	0	0
Right-of-way	1,607	1,607	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	456,168	264,834	31,053	30,498	32,639	26,203	27,073	51,309	23,612	191,334	0
Total	463,873	272,539	31,410	30,498	32,639	26,203	27,073	51,309	23,612	191,334	0
Federal-Aid	362,922	206,616	18,729	24,652	25,574	20,962	21,658	41,047	22,412	156,306	0
Special	100,951	65,923	12,681	5,846	7,065	5,241	5,415	10,262	1,200	35,028	0
Other										0	

0183, 0687, 1460, 1544, 1571



PROJECT: MARC Coaches - Overhauls and Replacement

DESCRIPTION: Minor overhaul of 63 MARC III coaches, the overhaul of 54 MARC IV railcars and truck components, and the overhaul or replacement of 60 MARC multi-level railcars.

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

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

☐ Project Inside PFA
☐ 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:

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

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

STATUS: Overhaul of 63 MARC III coaches is underway. Seven overhauled coaches are operating in revenue service with all coaches anticipated to be overhauled by FY 22. The procurement of 54 MARC IV multi-level vehicles was completed in FY 20.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,098	598	0	0	0	0	0	250	1,250	1,500	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	68,336	23,908	3,436	19,483	9,570	3,075	12,300	0	0	44,428	0
Total	70,434	24,506	3,436	19,483	9,570	3,075	12,300	250	1,250	45,928	0
Federal-Aid	55,381	19,737	2,737	15,329	6,815	2,460	9,840	200	1,000	35,644	0
Special	15,053	4,769	699	4,154	2,755	615	2,460	50	250	10,284	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Project cost was reduced by \$161.0M due to the completion of the 54 MARC IV multi-level coaches procurement project.

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

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

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

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

PROJECT: MARC Locomotives - Overhauls and Replacements

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

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,250	1,300	5	450	0	0	0	0	500	950	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	90,692	2,321	(382)	6,976	7,555	13,500	15,350	22,495	22,495	88,371	0
Total	92,942	3,621	(377)	7,426	7,555	13,500	15,350	22,495	22,995	89,321	0
Federal-Aid	73,288	1,854	1,021	5,918	6,044	10,800	12,280	17,996	18,396	71,434	0
Special	19,654	1,767	(1,398)	1,508	1,511	2,700	3,070	4,499	4,599	17,887	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Project cost decreased by \$41.1M with the completion of the Diesel Locomotives procurement project, the addition of FY 26, and miscellaneous adjustments to the preservation program.

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

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

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

EXPLANATION: Ensure the safe operation of MARC service.

PROJECT: MARC Positive Train Control

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

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

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

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

ASSOCIATED IMPROVEMENTS:

None

STATUS: All MARC diesel locomotives and cab cars available for service are equipped with I-ETMS PTC system and are operating PTC on all three MARC service lines (Penn/Camden/Brunswick).

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	737	136	112	601	0	0	0	0	0	601	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	36,038	32,473	2,798	3,565	0	0	0	0	0	3,565	0
Total	36,775	32,609	2,910	4,166	0	0	0	0	0	4,166	0
Federal-Aid	29,452	26,140	2,414	3,312	0	0	0	0	0	3,312	0
Special	7,323	6,469	496	854	0	0	0	0	0	854	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

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



PROJECT: MARC BWI Rail Station Upgrades and Repairs

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

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

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

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

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

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	405	405	0	0	0	0	0	0	0	0	0
Engineering	3,955	3,000	354	0	0	0	430	225	300	955	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	13,380	10,057	1,894	303	0	0	145	175	2,700	3,323	0
Total	17,740	13,462	2,248	303	0	0	575	400	3,000	4,278	0
Federal-Aid	10,554	7,130	1,381	244	0	0	460	320	2,400	3,424	0
Special	7,186	6,332	867	59	0	0	115	80	600	854	0
Other										0	

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

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

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

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

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

PROJECT: MARC Camden Station Improvements

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

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

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

☒ Project Inside PFA ☐ Grandfathered

☐ Project Outside PFA ☐ Exception Will Be Required

☐ PFA Status Yet to Be Determined ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
None.

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

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
							
						...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,121	1,121	416	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	6,080	5,573	2,277	507	0	0	0	0	0	507	0
Total	7,201	6,694	2,693	507	0	0	0	0	0	507	0
Federal-Aid	4,161	3,756	1,740	406	0	0	0	0	0	406	0
Special	3,040	2,938	953	101	0	0	0	0	0	101	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

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

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

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

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

PROJECT: Homeland Security

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

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	571	571	70	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	7,706	7,246	1,669	460	0	0	0	0	0	460	0
Total	8,277	7,817	1,739	460	0	0	0	0	0	460	0
Federal-Aid	7,797	7,510	1,608	287	0	0	0	0	0	287	0
Special	480	307	131	173	0	0	0	0	0	173	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

USAGE:

**PROJECT:** Freight Rail Program

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

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Funding totaling \$19.0M was deferred due to reduced revenues from COVID-19 pandemic. MDOT will be re-evaluating all deferrals for opportunities to restore funding in the Final CTP as additional information becomes available on revenues and potential federal infrastructure support.

USAGE:

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPENDED									
	COST	THRU									
	(\$000)	CLOSE YEAR									
Planning	21	21	0	0	0	0	0	0	0	0	
Engineering	16,267	14,582	1,559	1,430	255	0	0	0	0	1,685	
Right-of-way	37	37	34	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	
Construction	36,905	36,905	2,395	0	0	0	0	0	0	0	
Total	53,230	51,545	3,988	1,430	255	0	0	0	0	1,685	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	
Special	53,230	51,545	3,988	1,430	255	0	0	0	0	1,685	
Other										0	

90600, 90601, 90602

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

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

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

PROJECT: Light Rail Vehicle Overhaul

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

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

STATUS: MDOT MTA continues to receive overhauled vehicles for use in revenue service. This project is on track for completion in FY 22. Ongoing minor overhauls are underway.

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
						...2023...	...2024...	...2025...	...2026...			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	3,818	3,154	0	114	0	0	250	200	100	664	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	208,118	139,235	18,946	19,551	17,502	28,555	275	2,600	400	68,883	0	
Total	211,936	142,389	18,946	19,665	17,502	28,555	525	2,800	500	69,547	0	
Federal-Aid	140,335	90,544	23,434	13,550	13,669	22,404	0	169	0	49,792	0	
Special	71,601	51,845	(4,488)	6,116	3,833	6,151	525	2,631	500	19,756	0	
Other										0		

1153, 90500

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

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

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

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

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

PROJECT: Howard Street Rail Replacement

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

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

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

<input checked="" type="checkbox"/> Project Inside PFA	_____	<input type="checkbox"/> Grandfathered
<input type="checkbox"/> 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:

Rail State of Good Repair - Line 12

STATUS: Design will be completed in FY 21.

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2023...	...2024...	...2025...	...2026...		
Planning	777	777	190	0	0	0	0	0	0	0	0
Engineering	1,395	902	392	493	0	0	0	0	0	493	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	39,828	0	0	0	22,831	16,997	0	0	0	39,828	0
Total	42,000	1,679	582	493	22,831	16,997	0	0	0	40,321	0
Federal-Aid	26,701	0	0	0	13,103	13,598	0	0	0	26,701	0
Special	15,299	1,679	582	493	9,728	3,399	0	0	0	13,620	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

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

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

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

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

PROJECT: Rail State of Good Repair

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

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

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

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

ASSOCIATED IMPROVEMENTS:

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

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

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
						...2023...	...2024...	...2025...	...2026...			
Planning	221	221	0	0	0	0	0	0	0	0	0	
Engineering	14,102	10,268	1,431	585	249	0	3,000	0	0	3,834	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	98,341	48,240	12,780	15,206	12,068	8,862	4,965	9,000	0	50,101	0	
Total	112,664	58,729	14,211	15,791	12,317	8,862	7,965	9,000	0	53,935	0	
Federal-Aid	13,215	3,872	3,625	1,142	0	0	1,000	7,200	0	9,342	0	
Special	99,449	54,857	10,586	14,649	12,317	8,862	6,965	1,800	0	44,593	0	
Other										0		

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Project cost decreased by \$14.3M due to the merging of the Light Rail Safety Improvements and Metro Safety Improvements pages and the removal of the Rail Electrical Systems preservation project.

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



PROJECT: Metro Railcar and Signal System Overhauls and Replacement

DESCRIPTION: Replacement of Metro railcars and repair of critical equipment such as traction motors, gearboxes, axles, and wheels as well as repair and replacement of signal system and associated components.

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

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

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

ASSOCIATED IMPROVEMENTS:

Metro Maintenance Facility Improvements - Line 15

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

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

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

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

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,927	5,927	244	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	525,433	150,975	31,918	72,332	130,832	103,186	67,108	500	500	374,458	0
Total	531,360	156,902	32,162	72,332	130,832	103,186	67,108	500	500	374,458	0
Federal-Aid	394,046	110,550	24,882	55,834	102,048	73,607	52,006	0	0	283,495	0
Special	137,314	46,352	7,280	16,498	28,784	29,579	15,102	500	500	90,963	0
Other										0	

1415, 1477, 90300

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Project cost increased by \$1.0M due to the addition of FY 26 and adjustments to ongoing preservation efforts.

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



PROJECT: Metro Interlocking Renewals

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

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

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

ASSOCIATED IMPROVEMENTS:
 Rail State of Good Repair - Line 12

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

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

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

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

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPENDED				FOR PLANNING PURPOSES ONLY					
	COST	THRU									
	(\$000)	CLOSE YEAR									
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	10,134	9,610	1,627	524	0	0	0	0	524	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	
Construction	67,620	26,363	4,497	25,157	1,000	0	0	0	15,100	41,257	
Total	77,754	35,973	6,124	25,681	1,000	0	0	0	15,100	41,781	
Federal-Aid	54,624	21,351	4,536	20,393	800	0	0	0	12,080	33,273	
Special	23,130	14,622	1,588	5,288	200	0	0	0	3,020	8,508	
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

USAGE: Metro annual ridership in FY 19 exceeded 7.2 million

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

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

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

PROJECT: Metro Maintenance Facility Improvements

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

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

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

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

ASSOCIATED IMPROVEMENTS:

Metro Railcar and Signal System Overhauls and Replacement - Line 13

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

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,363	743	407	1,620	0	0	0	0	0	1,620	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	16,213	0	0	3,801	2,750	675	1,010	0	7,977	16,213	0
Total	18,576	743	407	5,421	2,750	675	1,010	0	7,977	17,833	0
Federal-Aid	14,600	379	326	4,299	2,200	540	800	0	6,382	14,221	0
Special	3,976	364	81	1,122	550	135	210	0	1,595	3,612	0
Other										0	

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

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

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

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

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

PROJECT: Metro Station Rehabilitation and Lighting Program

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

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

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

<input 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 to begin in FY 25.

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

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

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



PROJECT: Kirk Bus Facility Replacement

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

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

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

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

ASSOCIATED IMPROVEMENTS:
None

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

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

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

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

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	3,366	3,366	0	0	0	0	0	0	0	0	0
Engineering	12,892	12,892	0	0	0	0	0	0	0	0	0
Right-of-way	5,942	5,388	741	554	0	0	0	0	0	554	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	147,259	127,209	29,124	20,050	0	0	0	0	0	20,050	0
Total	169,459	148,855	29,865	20,604	0	0	0	0	0	20,604	0
Federal-Aid	109,348	93,983	23,344	15,365	0	0	0	0	0	15,365	0
Special	60,111	54,872	6,521	5,239	0	0	0	0	0	5,239	0
Other										0	

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

USAGE:

**PROJECT:** Bus Procurement**DESCRIPTION:** Annual purchase of buses to replace those that have been in service for 12 or more years. The MDOT MTA has more than 700 buses in its Active Fleet.**PURPOSE & NEED SUMMARY STATEMENT:** Bus replacement levels are based on the fleet size and must be maintained to prevent high out-of-service rates and major repair problems that arise from retaining buses beyond their useful life. The replacement program will serve to maintain the average age of the bus fleet. Replacement buses will reduce emissions, fuel consumption, and noise levels.**SMART GROWTH STATUS:** ☒ Project Not Location Specific ☐ Not Subject to PFA Law☐ Project Inside PFA☐ Project Outside PFA☐ PFA Status Yet to Be Determined☐ Grandfathered☐ Exception Will Be Required☐ Exception Granted**ASSOCIATED IMPROVEMENTS:**

Zero Emission Bus Pilots - Line 19

Bus Communications Systems Upgrade - Line 20

Bus Network Improvements - Line 21

STATUS: Two pilot buses from the 350 bus procurement were delivered and put into revenue service in FY 20. A total of 94 buses will be delivered in FY 2021.**POTENTIAL FUNDING SOURCE:**☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	341	341	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	491,740	183,539	38,672	64,854	33,044	32,561	43,827	87,915	46,000	308,201	0
Total	492,081	183,880	38,672	64,854	33,044	32,561	43,827	87,915	46,000	308,201	0
Federal-Aid	301,655	146,913	31,376	54,828	28,088	27,677	26,980	0	17,169	154,742	0
Special	190,426	36,967	7,296	10,026	4,957	4,884	16,846	87,915	28,831	153,459	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: The bus procurement program was increased by \$46.0M due to the addition of FY 26.**USAGE:** Core Bus annual ridership in FY 19 exceeded 63.9 million.

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

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

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

PROJECT: Zero Emission Bus Pilots

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

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

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

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

ASSOCIATED IMPROVEMENTS:
Bus Procurement - Line 18

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

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...	...	...	...
						2023...	2024...	2025...	2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	5,900	0	0	1,000	2,450	2,450	0	0	0	5,900	0
Total	5,900	0	0	1,000	2,450	2,450	0	0	0	5,900	0
Federal-Aid	2,950	0	0	500	1,225	1,225	0	0	0	2,950	0
Special	2,950	0	0	500	1,225	1,225	0	0	0	2,950	0
Other										0	

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

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

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

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

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

PROJECT: Bus Communications Systems Upgrade

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

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

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

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

ASSOCIATED IMPROVEMENTS:

Bus Procurement - Line 18
Bus Network Improvements - Line 21

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

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,952	4,952	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	33,292	21,725	12,550	3,567	8,000	0	0	0	0	11,567	0
Total	38,244	26,677	12,550	3,567	8,000	0	0	0	0	11,567	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	38,244	26,677	12,550	3,567	8,000	0	0	0	0	11,567	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

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

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

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

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

PROJECT: Bus Network Improvements

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

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

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

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

ASSOCIATED IMPROVEMENTS:

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

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

<u>POTENTIAL FUNDING SOURCE:</u>						<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY						
Planning	5,962	5,962	0	0	0	0	0	0	0	0	0	
Engineering	3,877	3,794	104	83	0	0	0	0	0	83	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	24,446	21,420	2,189	2,789	237	0	0	0	0	3,026	0	
Total	34,285	31,176	2,293	2,872	237	0	0	0	0	3,109	0	
Federal-Aid	15,666	15,577	292	88	0	0	0	0	0	88	0	
Special	18,619	15,599	2,001	2,784	237	0	0	0	0	3,021	0	
Other										0		

1469, 1470, 1471, 1519

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

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

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

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

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

PROJECT: Beyond the Bus Stop

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

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

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

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

ASSOCIATED IMPROVEMENTS:

None.

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

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	100	48	22	52	0	0	0	0	0	52	0
Engineering	394	322	305	72	0	0	0	0	0	72	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	2,821	95	95	1,158	1,568	0	0	0	0	2,726	0
Total	3,316	466	423	1,282	1,568	0	0	0	0	2,850	0
Federal-Aid	2,600	320	320	1,026	1,254	0	0	0	0	2,280	0
Special	716	146	103	256	314	0	0	0	0	570	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Project costs totaling \$2.3M were deferred due to reduced revenues from COVID-19 pandemic. MDOT will be re-evaluating all deferrals for opportunities to restore funding in the Final CTP as additional information becomes available on revenues and potential federal infrastructure support.

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

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

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

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

PROJECT: North Avenue Rising

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

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

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

☒ Project Inside PFA ☐ Grandfathered

☐ Project Outside PFA ☐ Exception Will Be Required

☐ PFA Status Yet to Be Determined ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
Bus Network Improvements - Line 21

STATUS: Construction is underway.

POTENTIAL FUNDING SOURCE:											
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2023...	...2024...	...2025...	...2026...		
Planning	811	811	58	0	0	0	0	0	0	0	0
Engineering	3,214	2,900	342	314	0	0	0	0	0	314	0
Right-of-way	25	12	12	12	1	0	0	0	0	13	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	23,259	8,837	8,182	10,421	4,001	0	0	0	0	14,422	0
Total	27,309	12,560	8,594	10,747	4,002	0	0	0	0	14,749	0
Federal-Aid	10,020	6,118	5,127	3,245	657	0	0	0	0	3,902	0
Special	14,689	4,942	1,967	6,652	3,095	0	0	0	0	9,747	0
Other	2,600	1,500	1,500	850	250	0	0	0	0	1,100	0

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

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

USAGE:



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

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

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

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

[illegible]

90902

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



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

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

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

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:

Assistance to Private Non-Profits for the Transport of the Elderly and Persons with Disabilities - Line 26

Montgomery County Local Bus Program - Line 27

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

POTENTIAL FUNDING SOURCE:											
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2023...	...2024...	...2025...	...2026...		
Planning	263	211	27	8	22	0	22	0	0	52	0
Engineering	40,528	33,053	1,868	1,495	1,495	1,495	1,495	1,495	0	7,475	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	300,800	188,378	22,217	33,164	12,606	9,354	17,557	17,850	21,892	112,423	0
Total	341,591	221,642	24,112	34,667	14,123	10,849	19,074	19,345	21,892	119,950	0
Federal-Aid	301,306	186,069	20,785	30,184	13,916	10,849	19,052	19,345	21,892	115,237	0
Special	35,115	32,772	2,056	2,115	207	0	22	0	0	2,344	0
Other	5,169	2,802	1,272	2,368	0	0	0	0	0	2,368	0

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Project cost increased by \$13.6M due to the addition of FY 26 and state match on future grant awards was deferred due to reduced revenues from COVID-19 pandemic. MDOT will be re-evaluating all deferrals for opportunities to restore funding in the Final CTP as additional information becomes available on revenues and potential federal infrastructure support.

USAGE:



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

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

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

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

<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:

Locally Operated Transit Systems - Line 25

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

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
							
						...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	75,802	48,394	4,501	3,828	5,894	6,192	4,499	3,264	3,731	27,408	0
Total	75,802	48,394	4,501	3,828	5,894	6,192	4,499	3,264	3,731	27,408	0
Federal-Aid	66,187	38,779	4,497	3,828	5,894	6,192	4,499	3,264	3,731	27,408	0
Special	4,573	4,573	4	0	0	0	0	0	0	0	0
Other	5,042	5,042	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Project cost increased by \$3.1M due to the addition of FY 26 and miscellaneous program adjustments.

USAGE:

**PROJECT:** Montgomery County Local Bus Program**DESCRIPTION:** Funding for annual bus replacements and preventive maintenance.**PURPOSE & NEED SUMMARY STATEMENT:** These investments will make the Ride On bus system more reliable and efficient while improving passenger access to the Metrorail system.**SMART GROWTH STATUS:** ☒ Project Not Location Specific ☐ Not Subject to PFA Law

<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:

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

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

POTENTIAL FUNDING SOURCE:											
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	372	372	372	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	73,973	63,259	0	2,714	1,600	1,600	1,600	1,600	1,600	10,714	0
Total	74,345	63,631	372	2,714	1,600	1,600	1,600	1,600	1,600	10,714	0
Federal-Aid	29,450	19,136	372	2,314	1,600	1,600	1,600	1,600	1,600	10,314	0
Special	44,895	44,495	0	400	0	0	0	0	0	400	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None**USAGE:**



PROJECT: Prince George's County Local Bus Program

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

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

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

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

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

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

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

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	269	269	269	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	12,927	7,643	551	3,020	664	400	400	400	400	5,284	0
Total	13,196	7,912	820	3,020	664	400	400	400	400	5,284	0
Federal-Aid	6,269	1,722	710	2,416	531	400	400	400	400	4,547	0
Special	6,927	6,190	110	604	133	0	0	0	0	737	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

USAGE:



PROJECT: Fare Collection System Enhancements and Equipment Preservation

DESCRIPTION: Upgrade existing fare collection hardware and software to ensure security compliance, improve customer satisfaction, maximize return on investment on existing system, and provide on-going overhaul and replacement of system components while preparing for next generation system.

PURPOSE & NEED SUMMARY STATEMENT: As the existing fare collection system ages it is imperative that MDOT MTA upgrade software and overhaul critical system components to ensure reliable system operation.

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

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Replacement of operating system software and various component overhauls was deferred due to reduced revenues from COVID-19 pandemic. MDOT will be re-evaluating all deferrals for opportunities to restore funding in the Final CTP as additional information becomes available on revenues and potential federal infrastructure support.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,479	811	209	0	0	0	0	0	0	0	668
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	56,290	15,351	1,060	1,216	0	0	26,500	1,600	0	29,316	11,623
Total	57,769	16,162	1,269	1,216	0	0	26,500	1,600	0	29,316	12,291
Federal-Aid	6,185	6,115	1,241	70	0	0	0	0	0	70	0
Special	51,584	10,047	28	1,146	0	0	26,500	1,600	0	29,246	12,291
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Project funding totaling \$2.5M was deferred due to reduced revenues from COVID-19 pandemic. MDOT will be re-evaluating all deferrals for opportunities to restore funding in the Final CTP as additional information becomes available on revenues and potential federal infrastructure support.

USAGE:

**PROJECT:** Agencywide Roof Replacement**DESCRIPTION:** Inspection and replacement of roofs on MDOT MTA facilities.**PURPOSE & NEED SUMMARY STATEMENT:** Roof repairs/replacements are needed to stop leaks, increase energy efficiency, and extend service life of MDOT MTA facilities.**SMART GROWTH STATUS:** ☒ Project Not Location Specific ☐ Not Subject to PFA Law

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

ASSOCIATED IMPROVEMENTS:

None

STATUS: Construction on Metro Wabash Maintenance Facility, West Coldspring Lane Substation, and Northwest Bus Division roofs expected in FY 21. Design is underway for future roof replacements.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	6,711	4,274	691	337	500	300	300	500	500	2,437	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	27,373	11,474	706	4,999	2,000	1,700	1,700	3,000	2,500	15,899	0
Total	34,084	15,748	1,397	5,336	2,500	2,000	2,000	3,500	3,000	18,336	0
Federal-Aid	20,852	9,103	1,352	3,776	0	1,573	1,600	2,800	2,000	11,749	0
Special	13,232	6,645	45	1,560	2,500	427	400	700	1,000	6,587	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Project cost increased by \$2.1M for current and future roof preservation efforts.**USAGE:**

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

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

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

PROJECT: Agencywide Elevator and Escalator Rehabilitation

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

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

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

☒ Project Inside PFA ☐ Grandfathered

☐ Project Outside PFA ☐ Exception Will Be Required

☐ PFA Status Yet to Be Determined ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
None

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

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,587	883	636	704	0	0	0	0	0	704	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	88,819	2,199	153	3,053	17,890	15,315	400	15,906	18,500	71,064	15,556
Total	90,406	3,082	789	3,757	17,890	15,315	400	15,906	18,500	71,768	15,556
Federal-Aid	40,369	0	0	1,642	1,336	9,866	0	12,724	14,800	40,369	0
Special	50,037	3,082	789	2,115	16,554	5,449	400	3,182	3,700	31,399	15,556
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Funding increased by \$18.5M due to the addition of FY 26.

USAGE:



PROJECT: Agencywide Radio and Telecommunications Upgrade

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

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

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

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

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

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

ASSOCIATED IMPROVEMENTS:

None

STATUS: Construction is underway.

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	433	433	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	29,747	14,114	4,633	3,377	6,128	6,128	0	0	0	15,633	0
Total	30,180	14,547	4,633	3,377	6,128	6,128	0	0	0	15,633	0
Federal-Aid	11,173	3,706	3,706	2,702	4,765	0	0	0	0	7,467	0
Special	19,007	10,841	927	675	1,363	6,128	0	0	0	8,166	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

USAGE:

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

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

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

PROJECT: Purple Line

DESCRIPTION: The Purple Line is a 16-mile double track light rail line that will operate between Bethesda in Montgomery County and New Carrollton in Prince George's County. The Bethesda to Silver Spring segment will include a parallel hiker/biker trail. The line will include direct connections to Metrorail in four locations, all three MARC Train lines, and Amtrak. The project includes track, stations, railcars, and two operation and maintenance facilities.

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

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

ASSOCIATED IMPROVEMENTS:

Purple Line: Third-Party Funded Projects - Line 34

STATUS: Design activities and construction are underway.

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2023...	...2024...	...2025...	...2026...			
Planning	53,007	53,007	0	0	0	0	0	0	0	0	0	
Engineering	299,442	265,260	19,200	19,000	15,182	0	0	0	0	34,182	0	
Right-of-way	249,600	243,100	35,236	6,500	0	0	0	0	0	6,500	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	876,207	817,969	258,251	28,409	2,062	27,767	0	0	0	58,238	0	
Total	1,478,256	1,379,336	312,687	53,909	17,244	27,767	0	0	0	98,920	0	
Federal-Aid	960,370	595,637	191,672	197,627	167,106	0	0	0	0	364,733	0	
Special	355,592	702,298	101,015	(183,718)	(190,755)	27,767	0	0	0	(346,706)	0	
Other	162,294	81,401	20,000	40,000	40,893	0	0	0	0	80,893	0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

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

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

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

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

PROJECT: Purple Line: Third-Party Funded Projects

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

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

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

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

ASSOCIATED IMPROVEMENTS:

Purple Line - Line 33

STATUS: Design activities and construction are underway.

POTENTIAL FUNDING SOURCE:

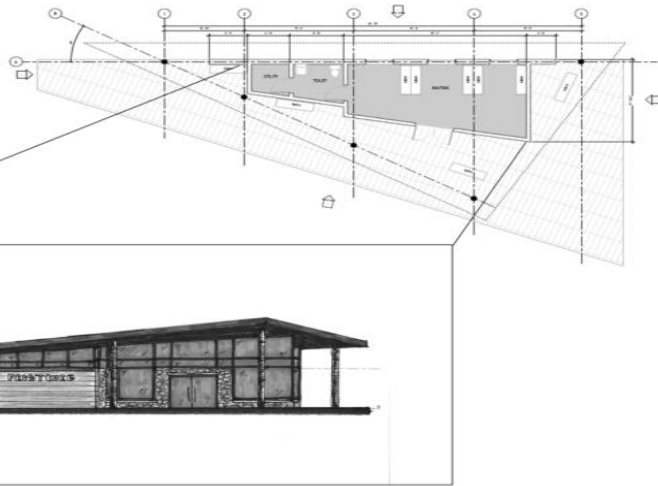
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	2,730	530	530	2,200	0	0	0	0	0	2,200	0
Engineering	190	190	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	145,542	64,826	22,627	44,398	36,318	0	0	0	0	80,716	0
Total	148,462	65,546	23,157	46,598	36,318	0	0	0	0	82,916	0
Federal-Aid	2,000	388	388	1,612	0	0	0	0	0	1,612	0
Special	53	(28,376)	4,941	16,986	26,500	(15,057)	0	0	0	28,429	0
Other	146,409	93,534	17,828	28,000	9,818	15,057	0	0	0	52,875	0

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

USAGE:

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

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

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

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

PROJECT: Transit Innovation Grant

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

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

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

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

ASSOCIATED IMPROVEMENTS:
None

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

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☒ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	2,000	274	274	54	1,672	0	0	0	0	1,726	0
Total	2,000	274	274	54	1,672	0	0	0	0	1,726	0
Federal-Aid										0	
Special	2,000	274	274	54	1,672	0	0	0	0	1,726	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Project funding totaling \$1.0M was deferred due to reduced revenues from COVID-19 pandemic. MDOT will be re-evaluating all deferrals for opportunities to restore funding in the Final CTP as additional information becomes available on revenues and potential federal infrastructure support.

USAGE:

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

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

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

PROJECT: Communications System Upgrade and Replacement

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

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

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

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

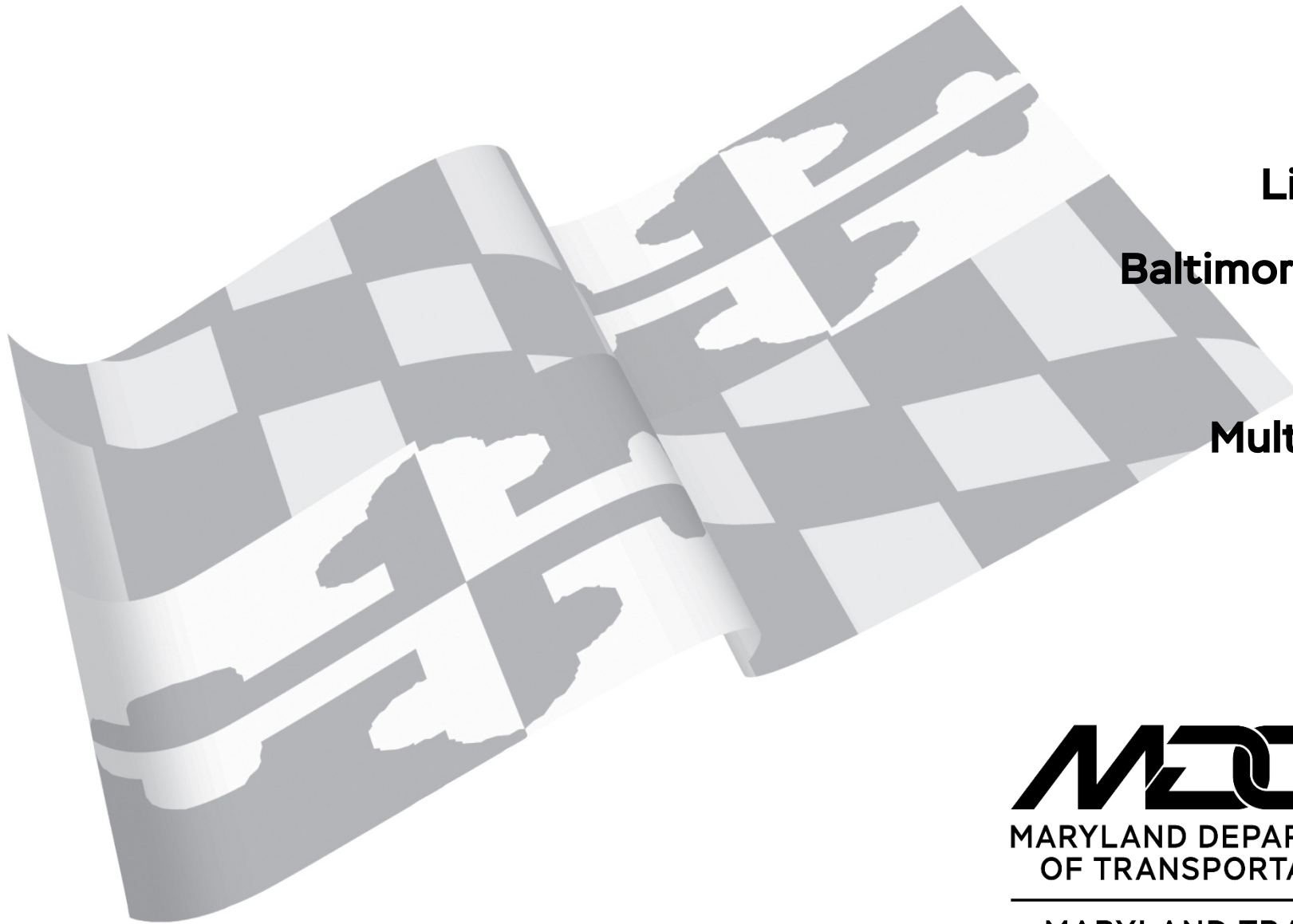
ASSOCIATED IMPROVEMENTS:
None

STATUS: Design is underway.

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

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

USAGE:



MARC

Light Rail

Baltimore Metro

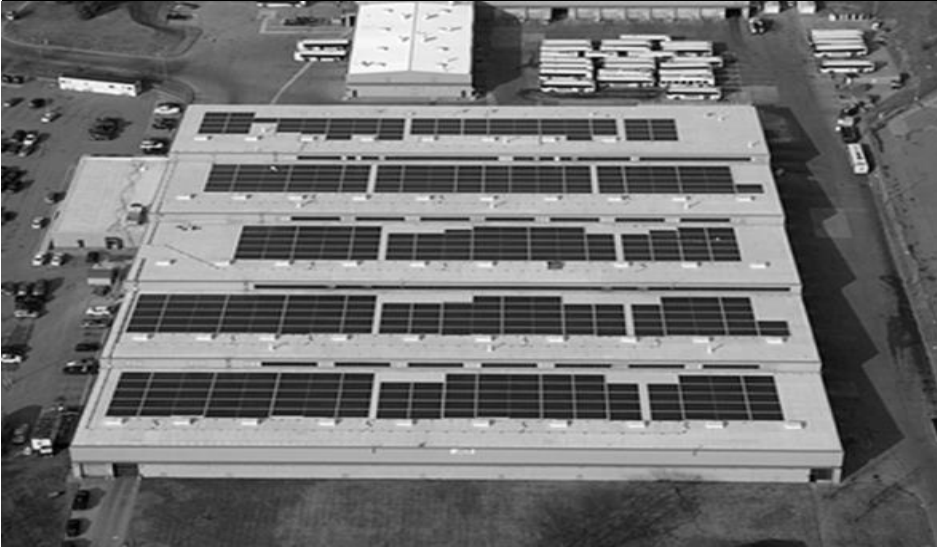
Bus

Multi-Modal



**MARYLAND TRANSIT
ADMINISTRATION**

MDOT MTA DEVELOPMENT & EVALUATION PROGRAM



PROJECT: Environmental Planning Initiatives

DESCRIPTION: Environmental planning and sustainability initiatives to mitigate negative environmental impacts from transit-related activities. Determine the feasibility of Zero Emissions Vehicle integration to the current system.

PURPOSE & NEED SUMMARY STATEMENT: To support initiatives that ensure environmental sustainability throughout the region

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

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2023...	...2024...	...2025...	...2026...		
Planning	5,038	1,992	1,294	1,221	0	0	0	825	1,000	3,046	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	5,038	1,992	1,294	1,221	0	0	0	825	1,000	3,046	0
Federal-Aid										0	
Special	5,038	1,992	1,294	1,221	0	0	0	825	1,000	3,046	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Project cost increased by \$2.1M due to the addition of FY 26 and to complete phase 2 of the zero emission bus study and associated support.

USAGE:



PROJECT: Agency Innovation and Technology Initiatives

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

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

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

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

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

None

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

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	2,407	607	607	700	0	0	0	500	600	1,800	0
Engineering	53	25	25	28	0	0	0	0	0	28	0
Right-of-way	153	60	60	93	0	0	0	0	0	93	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	2,613	692	692	821	0	0	0	500	600	1,921	0
Federal-Aid	98	98	98	0	0	0	0	0	0	0	0
Special	2,505	584	584	821	0	0	0	500	600	1,921	0
Other	10	10	10	0	0	0	0	0	0	0	0

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

USAGE:



PROJECT: Patapsco Ave Pedestrian/Bicycle Bridge

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

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

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

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

ASSOCIATED IMPROVEMENTS:

None

STATUS: Design efforts planned for FY 25 have been deferred due to reduced revenues from COVID-19 pandemic. MDOT will be re-evaluating all deferrals for opportunities to restore funding in the Final CTP as additional information becomes available on revenues and potential federal infrastructure support.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Funding totaling \$1M was deferred due to reduced revenues from COVID-19 pandemic. MDOT will be re-evaluating all deferrals for opportunities to restore funding in the Final CTP as additional information becomes available on revenues and potential federal infrastructure support.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

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

USAGE:



PROJECT: Downtown Transfer Center

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

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

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

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

ASSOCIATED IMPROVEMENTS:
None

STATUS: Design will be taken to 90% completion in FY 21. MDOT MTA will explore discretionary grant opportunities to fund construction.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	643	643	458	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	643	643	458	0	0	0	0	0	0	0	0
Federal-Aid										0	
Special	643	643	458	0	0	0	0	0	0	0	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

USAGE:



PROJECT: Shared Mobility and Micro-Transit Work Plan

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

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

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

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

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

None

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

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2023...	...2024...	...2025...	...2026...		
Planning	106	50	50	56	0	0	0	0	0	56	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	106	50	50	56	0	0	0	0	0	56	0
Federal-Aid											0
Special	106	50	50	56	0	0	0	0	0	56	0
Other											0

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

USAGE:

**PROJECT:** Regional Transit Plan

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

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

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

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

ASSOCIATED IMPROVEMENTS:

Regional Transit Plan Corridor Studies - Line 46

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

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	4,601	4,000	2,735	601	0	0	0	0	0	601	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	4,601	4,000	2,735	601	0	0	0	0	0	601	0
Federal-Aid										0	
Special	4,601	4,000	2,735	601	0	0	0	0	0	601	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None**USAGE:**



PROJECT: Transit Oriented Development Initiatives

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

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

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

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

ASSOCIATED IMPROVEMENTS:
None

STATUS: Concept Plans were deferred at the close of FY 2020 due to reduced revenues from COVID-19 pandemic. MDOT will be re-evaluating all deferrals for opportunities to restore funding in the Final CTP as additional information becomes available on revenues and potential federal infrastructure support.

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLET
	ESTIMATED	EXPENDED				FOR PLANNING PURPOSES ONLY					
	COST	THRU				...	...	...	...
	(\$000)	CLOSE YEAR				2023...	2024...	2025...	2026...		
Planning	3,269	3,269	203	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	3,269	3,269	203	0	0	0	0	0	0	0	0
Federal-Aid										0	
Special	3,269	3,269	203	0	0	0	0	0	0	0	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

USAGE:



DESCRIPTION: Design replacement for the existing Eastern Bus Division.

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

<input checked="" 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: Design was deferred at the close of FY 20 due to reduced revenues from COVID-19 pandemic. MDOT will be re-evaluating all deferrals for opportunities to restore funding in the Final CTP as additional information becomes available on revenues and potential federal infrastructure support.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

[illegible]

USAGE:



PROJECT: LOTS Transit Development Plan (TDP)

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

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

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

<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

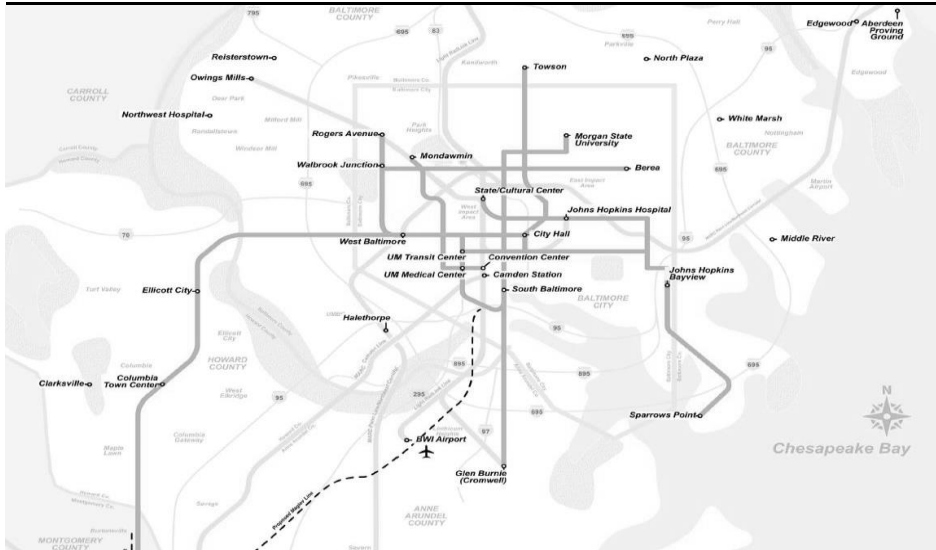
STATUS: Outreach to local jurisdictions throughout the state of Maryland ongoing.

SIGNIFICANT CHANGE FROM FY 2020 - 25 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		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPENDED				FOR PLANNING PURPOSES ONLY					
	COST	THRU									
	(\$000)	CLOSE YEAR									
Planning	4,756	2,500	650	258	882	361	174	181	207	2,063	192
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	4,756	2,500	650	258	882	361	174	181	207	2,063	192
Federal-Aid	3,242	1,249	551	226	843	361	174	181	207	1,993	0
Special	1,431	1,168	99	33	39	0	0	0	0	72	192
Other	83	83	0	0	0	0	0	0	0	0	0

90202

USAGE:



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

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

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

PROJECT: Regional Transit Plan Corridor Studies

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

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

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

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

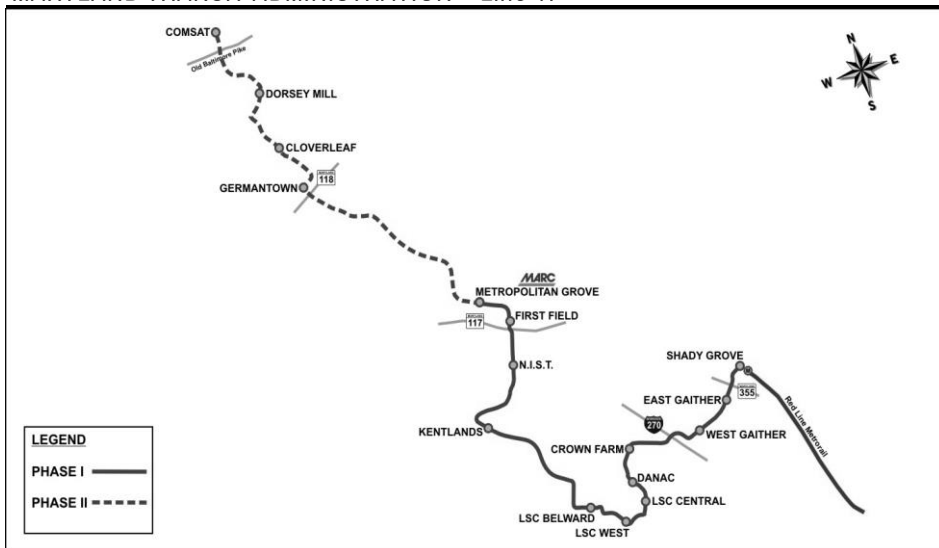
ASSOCIATED IMPROVEMENTS:
Regional Transit Plan - Line 42

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

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2023...	...2024...	...2025...	...2026...		
Planning	1,000	0	0	250	750	0	0	0	0	1,000	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,000	0	0	250	750	0	0	0	0	1,000	0
Federal-Aid	800	0	0	200	600	0	0	0	0	800	0
Special	200	0	0	50	150	0	0	0	0	200	0
Other										0	

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

USAGE:



PROJECT: Corridor Cities Transitway (CCT)

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

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

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

☒ Project Inside PFA ☐ Grandfathered

☐ Project Outside PFA ☐ Exception Will Be Required

☐ PFA Status Yet to Be Determined ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

Montgomery County Local Bus Program - Line 27

SHA-M-1 - I-270/Watkins Mill Road Extended

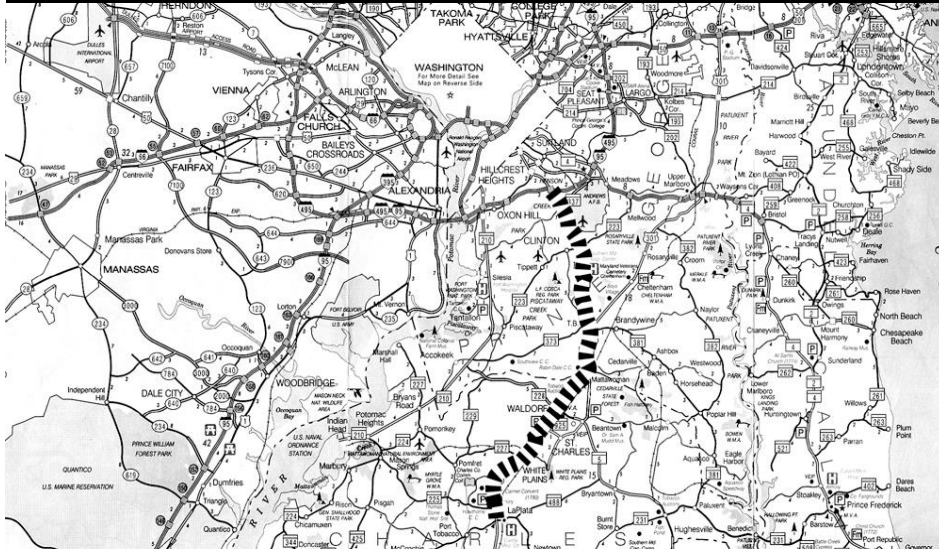
SHA-F-8/M-13 - I-270 and US 15 Corridor Study (D&E)

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

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	39,907	39,907	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	
Utility	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	39,907	39,907	0	0	0	0	0	0	0	0	
Federal-Aid	1,501	1,501	0	0	0	0	0	0	0	0	
Special	38,406	38,406	0	0	0	0	0	0	0	0	
Other									0		

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

USAGE:



PROJECT: Southern Maryland Rapid Transit Study

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

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

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

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

☐ Grandfathered Exception Will Be Required ☐ Exception Granted

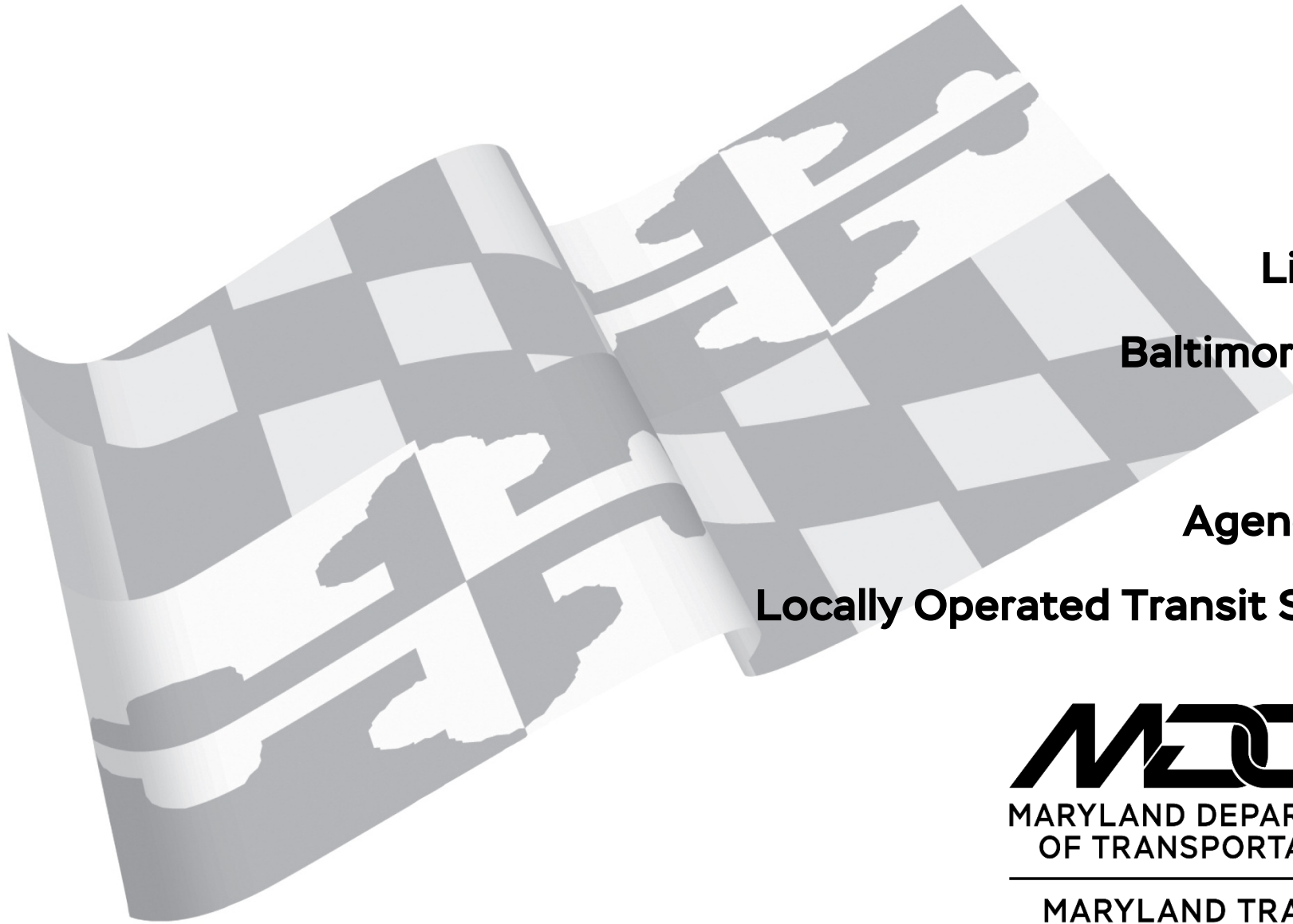
ASSOCIATED IMPROVEMENTS:

STATUS: Study is complete.

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

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP:
None

USAGE:



MARC

Freight

Light Rail

Baltimore Metro

Bus

Agency Wide

Locally Operated Transit Systems



**MARYLAND DEPARTMENT
OF TRANSPORTATION**

**MARYLAND TRANSIT
ADMINISTRATION**

MDOT MTA MINOR PROJECTS

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND TRANSIT ADMINISTRATION - LINE 49

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>AGY - Systems</u>				
MTA1482	AGY TRAPEZE INSTALLS AND UPGRADES	\$	1,399	Underway
<u>AGY - TMDL Compliance</u>				
MTAPRJ001632	AGY TMDL MARTINS SWM REPAIR AND RETROFIT	\$	232	Design Underway
<u>BUS - Facilities</u>				
MTA1518	BUS BUSH DIVISION BOILER REPLACEMENT	\$	3,695	FY 2022
<u>BUS - Revenue Vehicles</u>				
MTA1510	BUS MINI OVERHAUL	\$	762	Underway
<u>BUS - Systems</u>				
MTA1504	BUS DIVISION WIRELESS UPGRADE	\$	770	Underway
<u>LTR - Systems Maintenance</u>				
MTA1499	LTR TRAIN TRAFFIC MANAGEMENT UPGRADE	\$	1,477	Underway
MTA1521	LTR TRAIN CONTROL SIGNALS UPS UPGRADE	\$	1,717	Design Underway
MTA1522	LTR CATENARY SURGE PROTECTION DEVICE GROUNDING REPLACEMENT	\$	2,766	Design Underway
MTA1531	LIGHT RAIL NORTH END 5kV SIGNAL POWER SYSTEM REPLACEMENT	\$	6,052	Underway
<u>MARC - Guideway</u>				
MTA1600	MARC PENN STATION TOD SUPPORT	\$	100	FY 2021
<u>MOL - Systems</u>				
MTA1497	AGY TICC & MOBILITY CONTACT CENTER SOFTWARE UPGRADE	\$	991	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND TRANSIT ADMINISTRATION - LINE 50

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

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 51

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>ALLEGANY COUNTY FY 2020 COMPLETIONS</u>		
Preventive Maintenance (FY19)	\$ 350	Complete
<u>ALLEGANY COUNTY FY 2021 AND 2022</u>		
1 Heavy Duty Bus Replacement - 299 (FY20)	\$ 137	FY2021
1 Medium Replacement Bus - 304 (FY18)	\$ 300	FY2021
1 Medium Replacement Bus - 305 (FY18)	\$ 300	FY2021
1 Medium Replacement Bus (FY13)	\$ 309	FY2021
1 Small Bus Replacement - 634 (FY20)	\$ 92	FY2021
Medium Duty under 30' Replacement 303 (FY17)	\$ 175	FY2021
Medium Replacement Bus - 307 (FY19)	\$ 249	FY2021
Preventive Maintenance (FY20)	\$ 350	Ongoing
Transportation Development Plan (FY19)	\$ 100	Underway
Vehicle Cameras APC (FY15)	\$ 237	Underway
<u>ANNAPOLIS FY 2020 COMPLETIONS</u>		
40 Bus Stop Shelters (FY14)	\$ 422	Complete
Maintenance Shop Rehabilitation (FY14)	\$ 105	Complete
Preventive Maintenance (FY20)	\$ 45	Complete
<u>ANNAPOLIS FY 2021 AND 2022</u>		
1 Medium Bus Replacement - 253 (FY20)	\$ 386	FY2021
1 Medium Bus Replacement - 256 (FY20)	\$ 386	FY2021
Office Furniture (FY20)	\$ 10	FY2021
<u>ANNE ARUNDEL COUNTY FY 2020 COMPLETIONS</u>		
Ridesharing (FY19)	\$ 197	Complete
<u>ANNE ARUNDEL COUNTY FY 2021 AND 2022</u>		
1 Medium Replacement Bus - 9544 (FY20)	\$ 139	FY2021

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 52

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>ANNE ARUNDEL COUNTY FY 2021 AND 2022</u>		
1 Medium Replacement Bus - 9545 (FY20)	\$ 139	FY2021
1 Medium Replacement Bus - 9547 (FY20)	\$ 139	FY2021
1 Medium Replacement Bus - 9710 (FY19 5339)	\$ 180	FY2021
1 Medium Replacement Bus - 9711 (FY19 5339)	\$ 180	FY2021
1 Medium Replacment Bus - 9548 (FY18)	\$ 194	FY2021
1 Medium Replacment Bus - 9549 (FY18)	\$ 194	FY2021
Mobile Radios (FY19 5339)	\$ 35	FY2021
Ridesharing (FY20)	\$ 197	Ongoing
<u>BALTIMORE CITY FY 2020 COMPLETIONS</u>		
Ridesharing (FY19)	\$ 82	Complete
<u>BALTIMORE CITY FY 2021 AND 2022</u>		
Ridesharing (FY20)	\$ 82	Ongoing
<u>BALTIMORE COUNTY FY 2020 AND 2021</u>		
12 Medium Buses - Expansion (FY19 5339 Discretionary)	\$ 1,924	FY2021
Bus Shelters (FY19 5339 Discretionary)	\$ 120	FY2021
Bus Signage (FY19 5339 Discretionary)	\$ 10	FY2021
Workforce Development (FY19 5339 Discretionary)	\$ 10	FY2021
BMC Ridesharing (FY20)	\$ 170	Ongoing
Transportation Development Plan (FY20)	\$ 95	Ongoing
<u>BALTIMORE COUNTY FY 2020 COMPLETIONS</u>		
1 Small Bus Replacement - 30381 (FY20)	\$ 61	Complete
1 Small Bus Replacement - 30382 (FY20)	\$ 61	Complete
BMC Ridesharing (FY18)	\$ 170	Complete
BMC Ridesharing (FY19)	\$ 170	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 53

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>CALVERT COUNTY FY 2020 COMPLETIONS</u>		
1 Medium Replacement Bus (FY16 5311 & 5307)	\$ 148	Complete
1 Small Bus Replacement - 140 (FY20 5339)	\$ 69	Complete
Preventive Maintenance (FY19 5311)	\$ 137	Complete
Ridesharing (FY19)	\$ 9	Complete
<u>CALVERT COUNTY FY 2021 AND 2022</u>		
1 Small Bus Replacement - 138 (FY20 5339)	\$ 63	FY2021
Preventive Maintenance (FY20 5307)	\$ 32	FY2021
Transportation Development Plan (FY20 5304)	\$ 95	FY2021
Preventive Maintenance (FY19 5307)	\$ 36	Ongoing
Preventive Maintenance (FY20 5311)	\$ 119	Ongoing
Ridesharing (FY20)	\$ 9	Ongoing
AVL Equipment (FY18 5339)	\$ 4	Underway
<u>CARROLL COUNTY FY 2020 COMPLETIONS</u>		
1 Small Bus Replacement - 3381 (FY20)	\$ 62	Complete
1 Small Bus Replacement - 3386 (FY20)	\$ 66	Complete
1 Small Bus Replacement - 3387 (FY20)	\$ 66	Complete
Preventive Maintenance (FY19)	\$ 200	Complete
<u>CARROLL COUNTY FY 2021 AND 2022</u>		
Preventive Maintenance (FY20)	\$ 150	Ongoing
Transportation Development Plan (FY18)	\$ 95	Ongoing
Replacement Tablets (18) (FY18)	\$ 9	Underway
<u>CECIL COUNTY FY 2020 COMPLETIONS</u>		
1 Replacement Bus 35' (FY15)	\$ 226	Complete
2 Expansion 35' HD Buses	\$ 451	Complete
Medium duty 35' Expansion (FY17)	\$ 300	Complete
Medium duty 35' Expansion (FY17)	\$ 300	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 54

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>CECIL COUNTY FY 2020 COMPLETIONS</u>		
Small Cutaway Bus - 230 (FY20)	\$ 77	Complete
Small Cutaway Bus - 232 (FY20)	\$ 77	Complete
Small Cutaway Bus - 233 (FY20)	\$ 77	Complete
Transportation Development Plan (FY17)	\$ 90	Complete
<u>CECIL COUNTY FY 2021 AND 2022</u>		
1 Medium Replacement Bus - 225 (FY18)	\$ 210	FY2021
3 Bus Wraps (FY20)	\$ 13	FY2021
Automatic Annunciators (FY20)	\$ 80	FY2021
Automatic Passenger Counters (FY20)	\$ 70	FY2021
Integrated Mobility Innovation (IMI) (FY20 5312 Discret.)	\$ 704	FY2021
Medium Replacement Bus - 229 (FY19 5307)	\$ 274	FY2021
Small Bus Expansion (FY19)	\$ 83	FY2021
Preventive Maintenance (FY20)	\$ 170	Ongoing
Bus Wraps for Cutaway Buses (FY16)	\$ 7	Underway
Hub Study - Phase II (FY18)	\$ 175	Underway
Mobile Radios (FY17)	\$ 7	Underway
<u>CENTRAL MD NON-PROFITS FY 2020 COMPLETIONS</u>		
Central MD Regional Transit (FY16/17 5310) - Mobility Management	\$ 1,104	Complete
Central MD Regional Transit (FY16/17 5310) - Travel Training	\$ 464	Complete
Central MD Regional Transit (FY18/19 5310) - Mobility Management	\$ 411	Complete
Central MD Regional Transit (FY18/19 5310) - Travel Training	\$ 38	Complete
New Freedom Program (Partners In Care)	\$ 20	Complete
<u>CHARLES COUNTY FY 2020 COMPLETIONS</u>		
Preventive Maintenance (FY19)	\$ 227	Complete
<u>CHARLES COUNTY FY 2021 AND 2022</u>		
1 Light Duty Paratransit Bus - T82 (FY20)	\$ 62	FY2021

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 55

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>CHARLES COUNTY FY 2021 AND 2022</u>		
1 Light Duty Paratransit Bus - T87 (FY20)	\$ 62	FY2021
1 Medium Replacement Bus - T29 (FY19 5339)	\$ 100	FY2021
1 Medium Replacement Bus - T30 (FY19 5339)	\$ 100	FY2021
1 Medium Replacement Bus - T31 (FY19 5339)	\$ 100	FY2021
1 Medium Replacement Bus - T32 (FY19 5339)	\$ 100	FY2021
1 Medium Replacement Bus - T33 (FY19 5339)	\$ 100	FY2021
Design & Engineering for Facility (FY20)	\$ 500	FY2021
Shelter and Bus Stop Improvements (FY17)	\$ 50	FY2021
Preventive Maintenance (FY20)	\$ 114	Ongoing
Feasibility Study Phase II (FY15)	\$ 300	Underway
Onboard Security Camera System (FY16)	\$ 138	Underway
<u>DORCHESTER COUNTY FY 2020 COMPLETIONS</u>		
(2) Gas Engines (FY19 5311)	\$ 7	Complete
(2) Gas Transmissions (FY19 5311)	\$ 7	Complete
Preventive Maintenance (FY19)	\$ 50	Complete
Transportation Development Plan (TDP) (FY16)	\$ 90	Complete
<u>DORCHESTER COUNTY FY 2021 AND 2022</u>		
1 Small Bus Replacement - 197 (FY20)	\$ 77	FY2021
1 Van Replacement - 189 (FY20)	\$ 50	FY2021
Preventive Maintenance (FY20)	\$ 50	Ongoing
<u>EASTERN SHORE NON-PROFITS FY 2021 AND 2022</u>		
Delmarva Community Transit - 2 Minivan Expansions (FY19 5339 Discret.)	\$ 70	FY2021
Delmarva Community Transit - 4 Minivans w/ Wheelchairs (FY19 5339 Discret.)	\$ 200	FY2021
Delmarva Community Transit - 6 Security Cameras (FY19 5339 Discret.)	\$ 30	FY2021
Delmarva Community Transit - Electric Upgrade to 220 AMP (FY19 5339 Discret.)	\$ 10	FY2021
Delmarva Community Transit - Transportation Development Plan	\$ 95	FY2021
Delmarva Community Transit- 2 Small Replacement Buses (FY20/21)	\$ 137	FY2021
Delmarva Community Transit- Mobility Management (FY18/19)	\$ 324	Ongoing

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 56

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>EASTERN SHORE NON-PROFITS FY 2021 AND 2022</u>		
Delmarva Community Transit- Mobility Management (FY20/21)	\$ 460	Ongoing
<u>ELDERLY/DISABLED NON-PROFITS FY 2020 COMPLETIONS</u>		
Allegany County HRDC, Inc. - Ride To Wellness (FY18/19)	\$ 182	Complete
ARC of Northern Chesapeake Region - 1 Small Bus Expansion(FY20/21)	\$ 56	Complete
ARC of Northern Chesapeake Region - 2 Small Bus Replacements (FY20/21)	\$ 120	Complete
ARC of Northern Chesapeake Region - Preventive Maintenance (FY18/19)	\$ 45	Complete
ARC of Southern Maryland - 2 Small Bus Expansions(FY20/21)	\$ 100	Complete
ARC of Southern Maryland - Mobility Management (FY18 SS)	\$ 114	Complete
ARC of Washington County - 1 Small Bus Replacement (FY20/21)	\$ 62	Complete
Associated Catholic Charities - 1 Small Replacement Bus - #MW (FY20/21)	\$ 63	Complete
Chesapeake Care Resources, Inc. - 1 Small Replacement Bus - #1 (FY20/21)	\$ 69	Complete
Chesapeake Care Resources, Inc. - 6 Wheelchair Accessibility Systems (FY17 SS)	\$ 3	Complete
Chesapeake Care Resources, Inc. - Preventive Maintenance (FY18/19)	\$ 5	Complete
Comprehensive Housing Assistance - Preventive Maintenance (FY16/17)	\$ 3	Complete
Daybreak Adult Day Services - 1 Small Replacement Bus - #4 (FY20/21)	\$ 63	Complete
Daybreak Adult Day Services - 1 Small Replacement Bus - #8 (FY20/21)	\$ 63	Complete
Diakon - Preventive Maintenance (FY18/19)	\$ 4	Complete
Diakon - 1 Small Replacment Bus - #UGH307 (FY20/21)	\$ 63	Complete
Easter Seals Hagerstown - 1 Small Replacement Bus - Phoenix (FY20/21)	\$ 67	Complete
Easter Seals Hagerstown - Preventive Maintenance (FY18 SS)	\$ 8	Complete
Friends Aware - Preventive Maintenance (FY16/17)	\$ 42	Complete
Friends Aware - Preventive Maintenance (FY18/19)	\$ 23	Complete
Harford Center - 1 Small Replacement Bus - 02 (FY20/21)	\$ 60	Complete
Harford Center - 1 Small Replacement Bus - 23 (FY20/21)	\$ 60	Complete
Hopkins Elder Plus - 1 Small Replacement Bus - 24-001 (FY20/21)	\$ 68	Complete
Hopkins Elder Plus - Preventive Maintenance (FY18/19)	\$ 35	Complete
Hopkins Elder Plus - Preventive Maintenance (FY20/21)	\$ 52	Complete
Hopkins Elder Plus - 1 Small Expansion Bus (FY20/21)	\$ 68	Complete
Humanim- 1 Small Replacement Bus-43 (FY20/21)	\$ 60	Complete
Humanim- 1 Small Replacement Bus-W4 (FY20/21)	\$ 60	Complete
LifeBridge Health - Mobility Management (FY18/19)	\$ 100	Complete
Lifestyles, Inc. - Preventive Maintenance (FY16/17)	\$ 2	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 57

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>ELDERLY/DISABLED NON-PROFITS FY 2020 COMPLETIONS</u>		
Mosaic-2 Small Bus Expansions (FY20/21)	\$ 121	Complete
Partners in Care-Mobility Management (18/19)	\$ 336	Complete
Progress Unlimited, Inc. - Preventive Maintenance (FY18 SS)	\$ 30	Complete
Spring Dell -2 Small Bus Replacements (FY20/21)	\$ 126	Complete
St. Mary's Adult Medical Day Care - Preventive Maintenance (FY17 SS)	\$ 3	Complete
St. Mary's Adult Medical Day Care - Small Bus Expansion (FY20/21)	\$ 59	Complete
St. Mary's Nursing Center, Inc. - Preventive Maintenance (FY16/17)	\$ 6	Complete
The League for People with Disabilities - 1 Small Bus Expansion (FY20/21)	\$ 61	Complete
The League for People with Disabilities - 1 Small Bus Replacement (FY20/21)	\$ 64	Complete
The League for People with Disabilities - Preventive Maintenance (FY16/17)	\$ 7	Complete
Unified Community Connections- 2 Small Bus Replacements (FY20/21)	\$ 110	Complete
Washington County CAC - 2 Small Replacment Buses (FY20/21)	\$ 126	Complete
Washington County CAC - Mobility Management(FY18 SS)	\$ 10	Complete
Washington County CAC - Mobility Management(FY18/19)	\$ 101	Complete
Washington County CAC - Preventive Maintenance (FY18/19)	\$ 15	Complete
Way Station- 2 Small Replacement Buses (FY20/21)	\$ 120	Complete
Winter Growth - Preventive Maintenance (FY16/17)	\$ 2	Complete
Winter Growth - Preventive Maintenance (FY20/21)	\$ 2	Complete
Worcester County Comm on Aging - Mobility Management (FY18 SS)	\$ 45	Complete
Worcester County Comm on Aging - Preventive Maintenance (FY16/17)	\$ 15	Complete
Worcester County Comm on Aging - Preventive Maintenance (FY17 SS)	\$ 5	Complete
Worcester County Developmental Center - 2 Small Replacement Buses (FY20/21)	\$ 120	Complete
<u>ELDERLY/DISABLED NON-PROFITS FY 2021 AND 2022</u>		
Allegany County HRDC, Inc. - 1 Minivan Replacement - AAA2 (FY20/21)	\$ 50	FY2021
Allegany County HRDC, Inc. - Preventive Maintenance (FY20/21)	\$ 26	FY2021
Appalachian Parent Assoc - 1 Minivan Replacement - X-18 (FY20/21)	\$ 50	FY2021
Appalachian Parent Assoc - Preventive Maintenance (FY20/21)	\$ 50	FY2021
ARC of Southern Maryland - Preventive Maintenance (FY18/19)	\$ 5	FY2021
ARC of Washington County - 2 Minivans Expansion (FY20/21)	\$ 100	FY2021
Associated Catholic Charities - 10 Minivans - Expansion (FY20/21)	\$ 500	FY2021
Bayside Community Network - Mobility for All (FY20 Discret.)	\$ 50	FY2021
Bayside Community Network - Preventive Maintenance (FY18/19)	\$ 23	FY2021

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 58

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
ELDERLY/DISABLED NON-PROFITS FY 2021 AND 2022		
Center for Life Enrichment - 3 Minivans - Expansion (FY20/21)	\$ 150	FY2021
Charles County Nursing and Rehabilitation - Preventive Maintenance (FY18/19)	\$ 19	FY2021
Comprehensive Housing Assistance - Preventive Maintenance (FY18/19)	\$ 10	FY2021
Dove Pointe, Inc. - Preventive Maintenance (FY18/19)	\$ 100	FY2021
Dove Pointe, Inc. - 1 Minivan - Expansion (FY20/21)	\$ 50	FY2021
Dove Pointe, Inc. - 4 Wheelchair Lifts (FY18 SS)	\$ 25	FY2021
Easter Seals Baltimore - Preventive Maintenance (FY20/21)	\$ 30	FY2021
Easter Seals Baltimore - 2 Minivans - Expansion (FY20/21)	\$ 100	FY2021
Freedom Landing - 2 Expansion Minivans (FY16/17)	\$ 80	FY2021
Freedom Landing - Preventive Maintenance (FY18/19)	\$ 3	FY2021
Friends Aware - 1 Minivan Expansion (FY20/21)	\$ 50	FY2021
Harford Center - 1 Minivan - Expansion (FY20/21)	\$ 50	FY2021
Humanim-2 Minivans-Expansion (FY20/21)	\$ 100	FY2021
Kent Center - Office Equipment (FY18/19)	\$ 4	FY2021
Kent Center - Preventive Maintenance (FY18/19)	\$ 5	FY2021
Partners in Car-Preventive Maintenance (FY20/21)	\$ 40	FY2021
Progress Unlimited, Inc. - Preventive Maintenance (FY20/21)	\$ 90	FY2021
Progress Unlimited, Inc. - Walkie Talkies (FY18/19)	\$ 7	FY2021
Progress Unlimited, Inc.-1 Minivan Expansion (FY20/21)	\$ 50	FY2021
Progress Unlimited, Inc.-2 Minivan Replacements (FY20/21)	\$ 100	FY2021
Progress Unlimited, Inc.-35 Ipads and Protective Cases (FY20/21)	\$ 13	FY2021
Prologue, Inc. - 2 Minivan Replacements (FY20/21)	\$ 100	FY2021
Providence Center- 10 Minivan Expansion (FY20/21)	\$ 500	FY2021
Shore Up! - Preventive Maintenance (FY18/19)	\$ 12	FY2021
Spring Dell- Minivan Replacement (FY 20/21)	\$ 50	FY2021
Star Community-2 Minivans Expansion (FY20/21)	\$ 100	FY2021
The League for People with Disabilities - 1 Minivan Expansion (FY20/21)	\$ 50	FY2021
The League for People with Disabilities - 1 Minivan Replacement (FY20/21)	\$ 50	FY2021
Washington County CAC - 1 Minivan Replacement (FY20/21)	\$ 50	FY2021
Winter Growth-1 Minivan Expansion (FY20/21)	\$ 50	FY2021
Winter Growth-1 Small Replacement Bus (FY20/21)	\$ 75	FY2021
Worcester County Comm on Aging - Computer/Software (FY18/19)	\$ 20	FY2021
Action in Maturity - Preventive Maintenance (FY20/21)	\$ 25	Ongoing
Allegany County HRDC, Inc. - Mobility Management (FY18/19)	\$ 100	Ongoing

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 59

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>ELDERLY/DISABLED NON-PROFITS FY 2021 AND 2022</u>		
Allegany County HRDC, Inc. - Preventive Maintenance (FY18/19)	\$ 27	Ongoing
ARC of Northern Chesapeake Region - Preventive Maintenance (FY20/21)	\$ 9	Ongoing
ARC of Washington County - Preventive Maintenance (FY18/19)	\$ 8	Ongoing
Associated Catholic Charities - Preventive Maintenance (FY18/19)	\$ 55	Ongoing
Associated Catholic Charities - Preventive Maintenance (FY20/21)	\$ 55	Ongoing
Athelas - Preventive Maintenance (FY18/19)	\$ 10	Ongoing
Bayside Community Network - Preventive Maintenance (FY16/17)	\$ 30	Ongoing
Charles County Nursing and Rehabilitation - Preventive Maintenance (FY16/17)	\$ 24	Ongoing
Chesapeake Care Resources, Inc. - Preventive Maintenance (FY20/21)	\$ 20	Ongoing
Comprehensive Housing Assistance - Preventive Maintenance (FY17 SS)	\$ 6	Ongoing
Diakon - Preventive Maintenance (FY20/21)	\$ 6	Ongoing
Dorchester County Comm on Aging - Preventive Maintenance (FY18/19)	\$ 17	Ongoing
Dove Pointe, Inc. - Preventive Maintenance (FY17 SS)	\$ 48	Ongoing
Easter Seals Baltimore - Preventive Maintenance (FY17 SS)	\$ 24	Ongoing
Easter Seals Baltimore - Preventive Maintenance (FY18/19)	\$ 44	Ongoing
Easter Seals Hagerstown - Preventive Maintenance (FY20/21)	\$ 30	Ongoing
Freedom Landing - Preventive Maintenance (FY16/17)	\$ 9	Ongoing
Friends Aware - Preventive Maintenance (FY20/21)	\$ 30	Ongoing
Harford Center - Preventive Maintenance (FY20/21)	\$ 6	Ongoing
Humanim-Preventive Maintenance (FY16/17)	\$ 20	Ongoing
Kent Center - Preventive Maintenance (FY16/17)	\$ 9	Ongoing
Kent Center - Preventive Maintenance (FY17 SS)	\$ 6	Ongoing
Mosaic-Preventive Maintenance (FY20/21)	\$ 60	Ongoing
Partners In Care - Preventive Maintenance (FY18/19)	\$ 20	Ongoing
Partners in Care-Mobility Managemen-All Programs (FY20/21)	\$ 591	Ongoing
Shore Up! - Preventive Maintenance (FY16/17)	\$ 12	Ongoing
Spring Dell - Preventive Maintenance (FY18/19)	\$ 42	Ongoing
St. Mary's Nursing Center, Inc. - Preventive Maintenance (FY20/21)	\$ 13	Ongoing
Star Community - Preventive Maintenance (FY16/17)	\$ 3	Ongoing
Washington County CAC - Mobility Management(FY20/21)	\$ 135	Ongoing
Worcester County Comm on Aging - Mobility Management (FY20/21)	\$ 106	Ongoing
Worcester County Comm on Aging - Preventive Maintenance (FY18/19)	\$ 20	Ongoing
Worcester County Developmental Center - Preventive Maintenance (FY18/19)	\$ 65	Ongoing
Spring Dell - 10 Wheelchair Lift Safety Belts (FY17 SS)	\$ 1	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 60

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>FREDERICK COUNTY FY 2020 COMPLETIONS</u>		
1 Electric Bus - 35927 (FY18)	\$ 585	Complete
Preventive Maintenance (FY18 5311)	\$ 70	Complete
Preventive Maintenance (FY19 5307)	\$ 700	Complete
Ridesharing (FY19)	\$ 124	Complete
<u>FREDERICK COUNTY FY 2021 AND 2022</u>		
3 Heavy Duty Electric Replacment Buses - LONO (FY18 5339)	\$ 1,765	FY2021
Preventive Maintenance (FY20 5311)	\$ 70	FY2021
Transportation Development Plan (TDP) (FY20)	\$ 95	FY2021
Preventive Maintenance (FY19 5311)	\$ 70	Ongoing
Preventive Maintenance (FY20 5307)	\$ 700	Ongoing
Rideshare (FY20)	\$ 124	Ongoing
Facility Expansion Construction (FY18)	\$ 500	Underway
Facility Expansion Construction (FY20)	\$ 2,500	Underway
<u>GARRETT COUNTY FY 2020 COMPLETIONS</u>		
Preventive Maintenance (FY19)	\$ 267	Complete
Transportation Development Plan (FY18)	\$ 95	Complete
<u>GARRETT COUNTY FY 2021 AND 2022</u>		
1 Small Bus Replacement - 188 (FY20)	\$ 58	FY2021
1 Small Bus Replacement - 208 (FY20)	\$ 58	FY2021
Preventive Maintenance (FY20)	\$ 267	Ongoing
<u>HARFORD COUNTY FY 2020 COMPLETIONS</u>		
A/C for Training Room (FY15)	\$ 15	Complete
Bus Wash System (FY17)	\$ 280	Complete
Preventive Maintenance (FY19)	\$ 600	Complete
Ridesharing (FY19)	\$ 88	Complete
Support Vehicle - 8015 (FY19)	\$ 45	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 61

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>HARFORD COUNTY FY 2021 AND 2022</u>		
1 Heavy Duty Bus Replacement - 817 (FY20 5339)	\$ 413	FY2021
1 Heavy Duty Bus Replacement - 819 (FY20)	\$ 413	FY2021
1 Heavy Duty Bus Replacement - 824 (FY20)	\$ 413	FY2021
1 Medium Bus (FY13)	\$ 198	FY2021
1 Medium Replacement Bus - 8013 (FY19 5339)	\$ 265	FY2021
1 Medium Replacement Bus - 814 (FY19 5307)	\$ 265	FY2021
1 Medium Replacement Bus (FY16)	\$ 196	FY2021
3 Medium Replacement Buses - 811, 820, 8014 (FY18 5307)	\$ 586	FY2021
4 Small Bus Replacements - 8004, 8007, 8009, 8006 (FY20)	\$ 355	FY2021
Routematch Replacement Tablets & Docks (FY20)	\$ 60	FY2021
Security Cameras (FY18)	\$ 100	FY2021
Preventive Maintenance (FY20)	\$ 700	Ongoing
Ridesharing (FY20)	\$ 88	Ongoing
Bus Shelters (FY18)	\$ 130	Underway
Bus Wash (FY18)	\$ 150	Underway
Fare Collection (FY18)	\$ 130	Underway
Feasibility Study	\$ 150	Underway
Office Space Buildout (FY18)	\$ 150	Underway
Operator Training Room A/C Funds (FY16)	\$ 25	Underway
<u>HOWARD COUNTY FY 2020 COMPLETIONS</u>		
1 Heavy Duty Replacement Bus - 9533 (FY19 5339)	\$ 365	Complete
1 Heavy Duty Replacement Bus - 9537 (FY19 5339)	\$ 365	Complete
Ridesharing (FY19)	\$ 131	Complete
<u>HOWARD COUNTY FY 2021 AND 2022</u>		
1 Heavy Duty Bus Replacement - 9546 (FY20)	\$ 423	FY2021
1 Heavy Duty Bus Replacement - 9552 (FY20)	\$ 423	FY2021
Preventive Maintenance (FY20)	\$ 53	Ongoing
Ridesharing (FY20)	\$ 131	Ongoing

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 62

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>MONTGOMERY COUNTY FY 2020 COMPLETIONS</u>		
Bus Replacement (FY19 WAG)	\$ 2,000	Complete
Ridesharing (FY19)	\$ 372	Complete
<u>MONTGOMERY COUNTY FY 2021 AND 2022</u>		
Bus Replacement (FY20 WAG)	\$ 2,000	FY2021
Ridesharing (FY20)	\$ 372	Ongoing
<u>OCEAN CITY FY 2020 COMPLETIONS</u>		
Transit Campus Construction (FY18 5311)	\$ 6,250	Complete
Transit Campus Construction (FY19 5311)	\$ 7,500	Complete
<u>OCEAN CITY FY 2021 AND 2022</u>		
Facility Construction Oversight (FY20 5311)	\$ 200	FY2021
Preventive Maintenance (FY20)	\$ 600	Ongoing
Facility Construction Oversight (FY19 5311)	\$ 488	Underway
Transit Facility Construction (FY20 5311)	\$ 6,263	Underway
Transit Facility D & E (FY17)	\$ 520	Underway
<u>PRINCE GEORGE'S COUNTY FY 2020 COMPLETIONS</u>		
Ridesharing (FY19)	\$ 269	Complete
<u>PRINCE GEORGE'S COUNTY FY 2021 AND 2022</u>		
5 Clean Diesel Expansion Buses (FY19 5339 LowNo)	\$ 2,588	FY2021
Bus Replacement (FY19 WAG)	\$ 500	FY2021
Bus Replacement (FY20 WAG)	\$ 500	FY2021
Bus Stop Improvements (Buses)(FY16 WAG)	\$ 500	FY2021
Bus Stop Improvements (Buses)(FY17 WAG)	\$ 500	FY2021
Bus Stop Improvements (Buses)(FY18 WAG)	\$ 500	FY2021
Bus Stop Improvements (FY15)	\$ 500	FY2021

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 63

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>PRINCE GEORGE'S COUNTY FY 2021 AND 2022</u>		
Ridesharing (FY20)	\$ 269	Ongoing
Bus Stop Improvements (FY13 & FY14)	\$ 735	Underway
<u>QUEEN ANNE'S COUNTY FY 2020 COMPLETIONS</u>		
Transportation Development Plan (FY17)	\$ 90	Complete
<u>QUEEN ANNE'S COUNTY FY 2021 AND 2022</u>		
Small Cutaway Replacement Bus - 263 (FY20 5339)	\$ 72	FY2021
Small Cutaway Replacement Bus - 264 (FY20 5339)	\$ 74	FY2021
Preventive Maintenance (FY20 5311 & LU)	\$ 85	Ongoing
<u>SOMERSET COUNTY FY2020 COMPLETIONS</u>		
1 Small Replacement Bus - 15 (FY20 5310)	\$ 60	Complete
1 Small Replacement Bus - 22 (FY20 5310)	\$ 60	Complete
<u>SOUTHERN MD NON-PROFITS FY 2020 COMPLETIONS</u>		
Tri-County Council of Southern Maryland - Ridesharing (FY19)	\$ 109	Complete
<u>SOUTHERN MD NON-PROFITS FY 2021 AND 2022</u>		
Tri-County Council of Southern Maryland - Ridesharing (FY20)	\$ 109	Ongoing
<u>ST. MARY'S COUNTY FY 2020 COMPLETIONS</u>		
4 Medium Replacement Buses (FY15 5339 & 5307 & 5311)	\$ 500	Complete
Preventive Maintenance (FY17 5307 & 5311)	\$ 94	Complete
Preventive Maintenance (FY19 5307 & 5311)	\$ 125	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 64

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>ST. MARY'S COUNTY FY 2021 AND 2022</u>		
1 Medium Replacement Bus - 45 (FY19 5339)	\$ 189	FY2021
1 Medium Replacement Bus - 46 (FY19 5339)	\$ 189	FY2021
1 Medium Replacement Bus - 47 (FY19 5339)	\$ 189	FY2021
1 Medium Replacement Bus (FY17 5339)	\$ 138	FY2021
3 30' HD Replacement Buses (FY16 5307 & 5311)	\$ 414	FY2021
Maintenance Facility Addition (FY19 5339 Discret.)	\$ 85	FY2021
Routing Software (FY20 5307 & 5311)	\$ 446	FY2021
Preventive Maintenance (FY20 5307 & 5311)	\$ 124	Ongoing
Transportation Development Plan (FY18)	\$ 95	Ongoing
<u>TALBOT COUNTY FY 2020 COMPLETIONS</u>		
Preventive Maintenance (FY19 5311)	\$ 50	Complete
<u>TALBOT COUNTY FY 2021 AND 2022</u>		
1 Medium Replacement Bus - 2192 (FY19 5339)	\$ 194	FY2021
1 Medium Replacement Bus - 2193 (FY18 5339)	\$ 175	FY2021
1 Small Bus Replacement - 801 (FY20 5339)	\$ 77	FY2021
1 Van Replacement - 20 (FY20 5339)	\$ 50	FY2021
2 Medium Duty Replacement Buses (FY14)	\$ 223	FY2021
Preventive Maintenance (FY20 5311)	\$ 30	Ongoing
<u>TRI-COUNTY COUNCIL FOR LOWER EASTERN SHORE FY 2020 COMPLETIONS</u>		
1 Small Bus Replacement - 83 (FY20 5339)	\$ 72	Complete
1 Small Bus Replacement - 94 (FY20 5339)	\$ 72	Complete
1 Small Bus Replacement - 98 (FY20 5339)	\$ 72	Complete
Mobility Management (FY20 5307)	\$ 72	Complete
Preventive Maintenance (FY19 5307)	\$ 800	Complete
<u>TRI-COUNTY COUNCIL FOR LOWER EASTERN SHORE FY 2021 AND 2022</u>		
1 Medium Bus Replacement - 267 (FY20 5339)	\$ 169	FY2021

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM*(Dollars in Thousands)***Maryland Transit Administration - Locally Operated Transit Systems - LINE 65**

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>TRI-COUNTY COUNCIL FOR LOWER EASTERN SHORE FY 2021 AND 2022</u>		
1 Medium Bus Replacement - 405 (FY20 5339)	\$ 169	FY2021
1 Medium Bus Replacement - 420 (FY20 5339)	\$ 169	FY2021
1 Medium Replacement Bus - 406 (FY19 5339)	\$ 165	FY2021
1 Medium Small Replacement Bus - 407 (FY19 5339)	\$ 73	FY2021
3 Medium Duty Bus Replacements (FY19 5339 Discret.)	\$ 600	FY2021
3 Small Bus Replacements (FY19 5339 Discret.)	\$ 300	FY2021
6 Propane Conversions (FY19 5339 Discret.)	\$ 100	FY2021
Preventive Maintenance (FY20 5307)	\$ 800	Ongoing
<u>WASHINGTON COUNTY FY 2020 COMPLETIONS</u>		
Passenger Shelter Installs (FY13)	\$ 100	Complete
Preventive Maintenance (FY19 5307)	\$ 300	Complete
RouteMatch Fixed Route System (FY17)	\$ 310	Complete
Transportation Development Plan (FY17)	\$ 90	Complete
<u>WASHINGTON COUNTY FY 2021 AND 2022</u>		
1 Medium Replacement Bus - 705 (FY19 5339)	\$ 249	FY2021
1 Medium Replacement Bus - 706 (FY19 5339)	\$ 249	FY2021
1 Medium Replacement Bus - 707 (FY20 5339)	\$ 401	FY2021
2 Medium Replacement Buses - 701, 702 (FY18 5307)	\$ 652	FY2021
2 Medium Replacement Buses - 703, 704 (FY18 5307)	\$ 652	FY2021
Preventive Maintenance (FY20 5307)	\$ 350	Ongoing