

MDOT MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION

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

	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	SIX - YEAR TOTAL
<u>Major Construction Program</u>	1,142.8	657.6	552.6	397.1	332.7	491.8	3,574.5
System Preservation	289.3	410.5	340.0	252.6	186.4	188.0	1,666.9
Expansion/Efficiency	753.0	191.5	153.5	79.1	77.5	233.9	1,488.5
Safety & Security	6.0	-	-	-	-	-	6.0
Local Funding	72.7	22.0	29.7	27.8	31.1	31.7	215.0
Environment	6.1	1.0	-	-	-	-	7.2
Administration	15.7	32.6	29.3	37.6	37.6	38.2	191.0
<u>Major Development & Evaluation Program</u>	9.6	22.4	28.2	40.7	147.1	30.9	278.9
System Preservation	0.1	-	-	-	-	-	0.1
Expansion/Efficiency	3.0	11.4	9.4	17.6	139.9	30.7	211.9
Safety & Security	1.2	0.5	-	-	-	-	1.7
Local Funding	1.3	0.4	0.2	0.2	0.2	0.2	2.5
Environment	3.2	4.8	15.0	20.0	7.0	-	50.0
Administration	0.9	5.3	3.6	2.8	-	-	12.7
<u>Minor Program</u>	116.5	109.7	117.9	113.8	108.8	98.3	665.0
System Preservation	77.5	84.8	85.1	85.8	88.9	80.7	502.6
Expansion/Efficiency	9.4	4.9	1.2	0.3	3.3	0.8	19.8
Safety & Security	9.5	3.6	10.7	6.5	2.8	4.0	37.0
Local Funding	0.0	-	-	-	-	-	0.0
Environment	5.2	9.0	13.5	15.1	7.8	8.2	58.8
Administration	15.0	7.3	7.4	6.1	6.1	4.6	46.7
<u>Capital Salaries, Wages & Other Costs</u>	12.5	13.0	14.0	14.0	15.0	15.5	84.0
TOTAL	1,281.4	802.7	712.6	565.5	603.5	636.5	4,602.3
Special Funds	587.4	291.3	466.9	390.9	348.8	376.4	2,461.7
Federal Funds	604.8	440.3	180.3	167.2	249.6	257.1	1,899.4
Other Funds	89.2	71.1	65.4	7.4	5.2	3.0	241.3



MARC

Freight

Light Rail

Baltimore Metro

Bus

Multi-Modal

Locally Operated Transit Systems



**MARYLAND TRANSIT
ADMINISTRATION**

MDOT MTA CONSTRUCTION PROGRAM



PROJECT: MARC Maintenance, Layover, & Storage Facilities

DESCRIPTION: Planning, environmental documentation, design, and construction of maintenance, layover, and storage facilities. Includes design and construction of storage tracks and replacement of track switches at MARC Martin State Airport facility and the construction of a heavy maintenance building at the MARC Riverside facility.

PURPOSE & NEED SUMMARY STATEMENT: Projects will provide a critically needed maintenance facility for the MARC fleet. Upgrades to the storage facility will reduce interference with Amtrak operations at Washington Union Station and Penn Station and provide urgently needed fleet storage away from the passenger platforms at the station.

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

- | | |
|--|--|
| <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.

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

STATUS: Design of Martin State Airport storage tracks complete. Construction is underway for the heavy maintenance building at the Riverside location.

POTENTIAL FUNDING SOURCE:

- ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2024...	...2025...	...2026...	...2027...		
Planning	147	76	0	71	0	0	0	0	0	71	0
Engineering	7,554	5,960	2,149	1,403	191	0	0	0	0	1,594	0
Right-of-way	2,033	2,031	13	2	0	0	0	0	0	2	0
Utility	627	0	0	531	97	0	0	0	0	627	0
Construction	77,868	10,276	9,633	44,807	18,888	3,897	0	0	0	67,592	0
Total	88,229	18,342	11,796	46,814	19,176	3,897	0	0	0	69,887	0
Federal-Aid	67,442	13,327	8,806	38,151	13,821	2,143	0	0	0	54,115	0
Special	19,287	5,015	2,990	8,207	4,622	1,442	0	0	0	14,272	0
Other	1,500	0	0	456	733	311	0	0	0	1,500	0

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Project cost decreased by \$13.7M due to the completion of real estate acquisition of the MARC Riverside facility (\$19.9M), and the addition of the MARC Martin's Yard Power Switch project, an FRA competitive grant award (\$6.2M).

USAGE: MARC annual ridership in FY 21 exceeded 900,000.



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 along the Northeast Corridor.

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

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

- | | |
|--|--|
| <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.

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

STATUS: Replacement of Carroll and W.

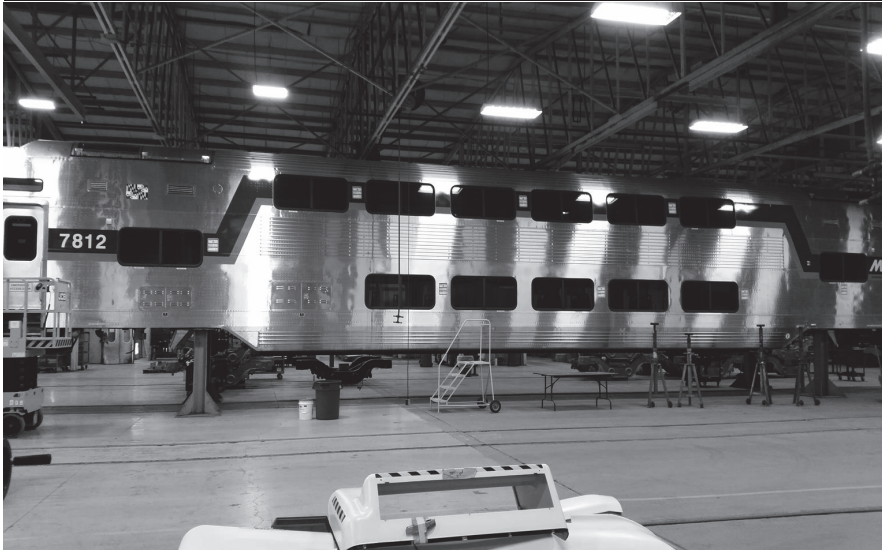
Baltimore/Lansdowne interlockings was completed in FY 21. Upgrades to the signals at Greenbelt was completed in FY 21. Improvements to the Jessup yard will be completed in FY 22. Ongoing projects on the Penn Line are determined by the Passenger Rail Investment and Improvement Act of 2008.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Project funding allocation increased by \$39.3M due to the addition of FY 27, completion of the real estate acquisition at MARC Odenton Station, and miscellaneous preservation program adjustments.

USAGE: MARC annual ridership in FY 21 exceeded 900,000.

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 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,782	5,783	(0)	(0)	0	0	0	0	0	(0)	0
Right-of-way	19	19	19	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	497,457	289,332	26,934	18,749	32,156	34,746	37,592	40,721	44,161	208,124	0
Total	503,258	295,134	26,953	18,748	32,156	34,746	37,592	40,721	44,161	208,124	0
Federal-Aid	391,720	225,518	18,809	14,709	25,717	27,797	30,074	32,577	35,329	166,202	0
Special	111,538	69,616	8,144	4,039	6,439	6,949	7,518	8,144	8,832	41,922	0
Other	0	0	0	0	0	0	0	0	0	0	0

0183, 0687, 1460, 1937



PROJECT: MARC Coaches - Overhauls and Replacement

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

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

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.

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

STATUS: Overhaul of 63 MARC III coaches is underway. Nine overhauled coaches are operating in revenue service with all coaches anticipated to be overhauled by FY 23.

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	COST	THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR				...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,104	604	0	0	0	0	250	1,250	0	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	92,972	27,957	3,253	13,592	11,936	16,887	0	0	22,600	65,014	0
Total	95,075	28,561	3,253	13,592	11,936	16,887	250	1,250	22,600	66,514	0
Federal-Aid	75,355	22,364	2,590	10,812	9,549	13,350	200	1,000	18,080	52,991	0
Special	19,720	6,196	663	2,780	2,387	3,537	50	250	4,520	13,523	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Project funding allocation increased by \$23.2M due to the addition of FY 27 and miscellaneous preservation program adjustments.

USAGE: MARC annual ridership in FY 21 exceeded 900,000.



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.

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.

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

STATUS: The first two of six overhauled GP-39 locomotives are expected to deliver in FY 22.

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
							
						...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,745	1,295	0	450	0	0	0	500	500	1,450	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	84,582	2,596	828	7,631	13,652	15,713	22,495	22,495	0	81,986	0
Total	87,327	3,891	828	8,081	13,652	15,713	22,495	22,995	500	83,436	0
Federal-Aid	68,820	1,941	662	6,621	10,906	12,560	17,996	18,396	400	66,879	0
Special	18,507	1,951	166	1,460	2,746	3,152	4,499	4,599	100	16,556	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None

USAGE: MARC annual ridership in FY 21 exceeded 900,000.

**PROJECT:** MARC Positive Train Control

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

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

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

- | | |
|--|---|
| <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.

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

STATUS: All MARC diesel locomotives and cab cars available for service are equipped with the Interoperable Electronic Train Management System and are operating PTC on all three MARC service lines (Penn/Camden/Brunswick). Closeout activities will be completed in FY 22.

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING				SIX	BALANCE
	COST	THRU				FOR PLANNING PURPOSES ONLY				YEAR	TO
	(\$000)	CLOSE YEAR				...2024...	...2025...	...2026...	...2027...	TOTAL	COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	742	141	0	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	36,032	32,891	1,297	3,141	0	0	0	0	0	3,141	0
Total	36,774	33,032	1,297	3,742	0	0	0	0	0	3,742	0
Federal-Aid	29,453	26,076	904	3,377	0	0	0	0	0	3,377	0
Special	7,321	6,957	394	365	0	0	0	0	0	365	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None

USAGE: MARC annual ridership in FY 21 exceeded 900,000.



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.

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.

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

STATUS: Construction of MARC BWI Station was substantially completed in FY 20, and the station is open for use. Punch list items were 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 YEAR CLOSE YEAR	PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...			
Planning	405	405	0	0	0	0	0	0	0	0	0	0
Engineering	1,819	1,819	(0)	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0	0
Construction	7,281	6,788	125	493	0	0	0	0	0	493	0	0
Total	9,505	9,012	125	493	0	0	0	0	0	493	0	0
Federal-Aid	5,657	5,699	64	(42)	0	0	0	0	0	(42)	0	0
Special	3,848	3,313	60	535	0	0	0	0	0	535	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Project cost decreased by \$8.2M due to the reallocation of the BWI garage system preservation funds to the minor reporting section of the CTP.

USAGE: MARC annual ridership in FY 21 exceeded 900,000.



PROJECT: MARC Odenton Station Renovation

DESCRIPTION: This project will provide design and construction for renovations to the existing MARC Odenton Station. Interior renovations will include new doors, lighting, flooring, seating, HVAC, paint, millwork at customer service counter, and other miscellaneous customer amenities. Interior renovation will also include accessible restrooms and water cooler. Exterior renovations will include improved drainage, exterior signage, and replacement of all doors and windows. Temporary restrooms and ticket trailer will be provided during construction.

PURPOSE & NEED SUMMARY STATEMENT: The MARC Odenton Station was constructed in the 1940's and requires upgrades to the facility to improve ADA accessibility and to maintain a state of good repair.

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

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|--|--|
| <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 repairs and passenger improvements to the station.

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

STATUS: Design will begin in FY 22.

POTENTIAL FUNDING SOURCE:

- ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	290	0	0	290	0	0	0	0	0	290	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	2,310	0	0	0	855	1,455	0	0	0	2,310	0
Total	2,600	0	0	290	855	1,455	0	0	0	2,600	0
Federal-Aid	799	0	0	115	684	0	0	0	0	799	0
Special	1,801	0	0	175	171	1,455	0	0	0	1,801	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Added to construction program.

USAGE: MARC annual ridership in FY 21 exceeded 900,000.



PROJECT: MARC Laurel Platform Replacement

DESCRIPTION: This project will replace the existing northbound platform sub-structure, decking, stairs, and ramp.

PURPOSE & NEED SUMMARY STATEMENT: The project will improve the experience of people accessing the station by foot, bike, wheelchair, and various other means. The proposed improvements also support the MDOT MTA's commitment to safety and reliability and complements bikeway planning efforts in the Capital Region.

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

- | | |
|--|--|
| <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 repairs to the station platform to maintain a state of good repair.

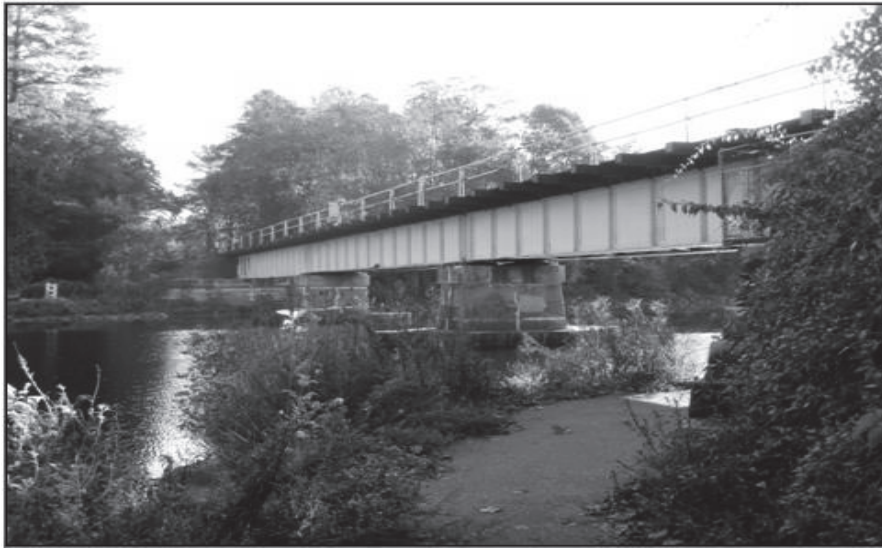
- SMART GROWTH STATUS:**
- | | |
|--|---|
| <input type="checkbox"/> Project Not Location Specific | <input type="checkbox"/> Not Subject to PFA Law |
| <input checked="" type="checkbox"/> Project Inside PFA | <input type="checkbox"/> Grandfathered |
| <input type="checkbox"/> Project Outside PFA | 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

STATUS: Design will be completed and advertised for construction in FY 22.

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY	YEAR 2024	YEAR 2025	YEAR 2026			YEAR 2027
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	3,000	0	0	0	2,700	300	0	0	0	3,000	0	
Total	3,000	0	0	0	2,700	300	0	0	0	3,000	0	
Federal-Aid	1,828	0	0	0	1,588	240	0	0	0	1,828	0	
Special	1,172	0	0	0	1,112	60	0	0	0	1,172	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Added to construction program.

USAGE: MARC annual ridership in FY 21 exceeded 900,000.

**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

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 2021 - 26 CTP: Project funding allocation increased by \$8.9M after re-evaluation of project deferrals caused by reduced revenues from the COVID-19 pandemic.

USAGE:

POTENTIAL FUNDING SOURCE:											
	<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER				
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
Planning	21	21	0	0	0	0	0	0	0	0	0
Engineering	17,478	15,382	782	1,816	280	0	0	0	0	2,096	0
Right-of-way	350	273	207	78	0	0	0	0	0	78	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	47,270	37,273	360	2,762	3,608	3,627	0	0	0	9,997	0
Total	65,120	52,948	1,349	4,656	3,888	3,627	0	0	0	12,171	0
Federal-Aid	2,500	0	0	0	687	1,814	0	0	0	2,500	0
Special	62,305	52,948	1,349	4,656	3,115	1,585	0	0	0	9,356	0
Other	315	0	0	0	86	229	0	0	0	315	0

0212, 0213, 0590, 1625, 1661, 1662, 1663, 1737, 1744, 1787, 1788, 1789, 1790, 1791, 1792, 1793, 1875, 1926, 1929, 1930

**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.

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.

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

STATUS: Construction for FY 17, FY 18, and FY 19 Homeland Security grants are underway. The FY 16 grant substantially completed in FY 20 with remaining punch list items to be completed in FY 22.

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

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	538	541	7	(2)	0	0	0	0	0	(2)	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	6,829	6,227	341	602	0	0	0	0	0	602	0
Total	7,367	6,768	349	599	0	0	0	0	0	599	0
Federal-Aid	6,948	6,514	390	434	0	0	0	0	0	434	0
Special	419	254	(42)	165	0	0	0	0	0	165	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None

USAGE:

**PROJECT:** Light Rail Vehicle Overhaul

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

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

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

- | | |
|--|--|
| <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 | |

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

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

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

POTENTIAL FUNDING SOURCE:

- ☒
- SPECIAL
- ☒
- FEDERAL
- ☐
- GENERAL
- ☐
- OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,082	3,154	0	379	0	250	200	100	0	929	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	210,670	152,281	13,545	22,559	32,055	275	2,600	400	500	58,389	0
Total	214,753	155,435	13,545	22,938	32,055	525	2,800	500	500	59,318	0
Federal-Aid	129,486	101,613	9,943	16,891	10,813	0	169	0	0	27,873	0
Special	85,266	53,822	3,603	6,046	21,242	525	2,631	500	500	31,445	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Project cost increased by \$2.7M due to increased project costs on the Mid-Life Overhaul project and miscellaneous preservation program adjustments.

USAGE: Light Rail annual ridership in FY 21 exceeded 1.7 million.



PROJECT: Light Rail Systems Overhauls and Replacements

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

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

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

- | | |
|--|--|
| <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/replacement of Light RailLink systems are needed to assure customer safety, to provide reliable customer service and to keep the system in a state of good repair.

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

STATUS: Design for the Train Control Signal UPS Upgrade, Catenary Surge Protection, and Signal Power System Replacement projects will be completed and advertised for construction in FY 22. Design for the Substation Rehabilitation, Wide Area Network, and Rail and Switch Heater replacement projects will be completed in FY 22.

POTENTIAL FUNDING SOURCE:											
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	9,301	1,996	510	3,729	1,000	0	2,000	576	0	7,305	0
Right-of-way	82	5	2	77	0	0	0	0	0	77	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	130,688	1,010	373	6,068	14,733	19,877	14,000	10,000	10,000	74,678	55,000
Total	140,071	3,011	884	9,874	15,733	19,877	16,000	10,576	10,000	82,060	55,000
Federal-Aid	11,545	634	345	2,045	1,666	0	0	0	7,200	10,911	0
Special	128,526	2,377	539	7,829	14,066	19,877	16,000	10,576	2,800	71,148	55,000
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Added to construction program.

USAGE: Light Rail annual ridership in FY 21 exceeded 1.7 million.

1521, 1522, 1531, 1553, 1554, 1555, 1618, 1749



PROJECT: Light Rail Trackwork Overhauls and Replacement

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

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

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

- | | |
|--|--|
| <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/replacement of Light RailLink trackwork is needed to assure customer safety, to provide reliable customer service and to keep the system in a state of good repair.

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

STATUS: Design of interlocking, grade crossing, and restraining rail curve replacements are underway. Trackwork rehabilitation to interlockings and curves will begin construction in 2021.

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 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	16,171	4,692	24	1,278	5,100	800	3,750	550	0	11,478	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	125,716	42,514	12,089	20,155	19,340	21,690	11,439	5,879	4,700	83,203	0
Total	141,887	47,206	12,113	21,433	24,440	22,490	15,189	6,429	4,700	94,681	0
Federal-Aid	10,997	59	59	5,515	0	0	0	1,663	3,760	10,938	0
Special	130,891	47,147	12,054	15,919	24,440	22,490	15,189	4,766	940	83,743	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Added to construction program.

USAGE: Light Rail annual ridership in FY 21 exceeded 1.7 million.

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



PROJECT: Howard Street Rail Replacement

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

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

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

- | | |
|--|--|
| <input checked="" type="checkbox"/> 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.

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

STATUS: Coordination with Baltimore City and Central Business District business owners is underway. Project construction anticipated to begin in FY 23.

POTENTIAL FUNDING SOURCE:

- ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2024...	...2025...	...2026...	...2027...		
Planning	800	800	0	0	0	0	0	0	0	0	0
Engineering	1,789	1,345	378	444	0	0	0	0	0	444	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	39,445	8	8	117	39,320	0	0	0	0	39,437	0
Total	42,033	2,152	385	561	39,320	0	0	0	0	39,881	0
Federal-Aid	17,629	0	0	120	17,510	0	0	0	0	17,629	0
Special	24,404	2,152	385	442	21,810	(0)	0	0	0	22,252	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None

USAGE: Light Rail annual ridership in FY 21 exceeded 1.7 million.



PROJECT: Metro Interlocking Renewals

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

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

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

- | | |
|--|--|
| <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.

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

STATUS: Rehabilitation of the interlockings at Charles and State Center was substantially completed in FY 21 with some punch list items remaining. Design is underway for all remaining interlockings.

POTENTIAL FUNDING SOURCE:

- ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	10,742	9,471	311	977	0	295	0	0	0	1,272	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	89,574	34,945	10,224	5,179	9,280	25,070	15,100	0	0	54,629	0
Total	100,316	44,415	10,535	6,156	9,280	25,365	15,100	0	0	55,901	0
Federal-Aid	36,740	28,657	7,049	2,861	5,223	0	0	0	0	8,084	0
Special	63,576	15,759	3,486	3,295	4,057	25,365	15,100	(0)	0	47,817	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Project funding allocation increased by \$22.5M to fully fund the Metro Track Section B and Northwest Yard Interlocking projects.

USAGE: Metro annual ridership in FY 21 exceeded 1.6 million.



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

<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		

☐ Project Not Location Specific ☐ Not Subject to PFA Law

<input checked="" type="checkbox"/>	Project Inside PFA
<input type="checkbox"/>	Project Outside PFA
<input type="checkbox"/>	PFA Status Yet to Be Determined

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

STATUS: Construction to begin on Reisterstown Plaza Metro Station ADA Improvements and Stair Replacement project in FY 22. Replacement of the customer service station booth at Mondawmin Metro Station to begin in late FY 22.

[illegible]

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Project funding allocation increased by \$29.0M to address additional customer facing rehabilitation needs at several Metro stations.

USAGE: Metro annual ridership in FY 21 exceeded 1.6 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.

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: Overhaul and replacement of Metro vehicles and signals system will ensure safe, reliable 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 |

STATUS: The Metro Train Control and Vehicle Replacement Project is underway. Construction for ongoing overhauls and repairs 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 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,004	4,982	5	22	0	0	0	0	0	22	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	520,956	192,926	38,814	55,703	132,486	129,305	9,536	500	500	328,030	0
Total	525,960	197,908	38,819	55,725	132,486	129,305	9,536	500	500	328,052	0
Federal-Aid	347,309	148,087	30,130	44,264	94,195	57,563	3,200	0	0	199,222	0
Special	163,608	49,821	8,689	11,461	38,291	56,698	6,336	500	500	113,786	0
Other	15,043	0	0	0	0	15,043	0	0	0	15,043	0

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Project costs decreased by \$5.1M due to the completion of the Metro Signal System interim maintenance project and adjustments to preservation efforts.

USAGE: Metro annual ridership in FY 21 exceeded 1.6 million.

0091, 1281, 1415, 1477, 1642



PROJECT: Metro Maintenance Facility Improvements

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

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

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

- | | |
|--|--|
| <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.

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

STATUS: Construction of the wheel truing machine began in FY 21. Design activities for other shop equipment components are anticipated to be completed in FY 22.

POTENTIAL FUNDING SOURCE:

- ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,765	1,097	309	1,505	143	21	0	0	0	1,668	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	20,154	372	371	5,030	8,672	6,081	0	0	0	19,782	0
Total	22,919	1,469	680	6,534	8,814	6,102	0	0	0	21,450	0
Federal-Aid	7,418	1,003	527	4,879	1,535	0	0	0	0	6,414	0
Special	15,501	465	153	1,655	7,279	6,101	0	(0)	0	15,035	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Project funding allocation increased by \$4.3M as a result of updated cost estimates.

USAGE: Metro annual ridership in FY 21 exceeded 1.6 million.



PROJECT: Metro Systems Overhauls and Replacements

DESCRIPTION: Includes the replacement of key systems throughout Metro SubwayLink including communication, switch heater, stray current monitoring, and electrical/power systems.

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

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

- | | |
|--|--|
| <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/replacement of Metro SubwayLink systems are needed to assure customer safety, to provide reliable customer service and to keep the system in a state of good repair.

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

STATUS: Design for the AC Secondary Breaker Refurbishment, Power Distribution System Rehabilitation, Switch Heater System Replacement, and Stray Current Monitoring System Replacement projects will be completed in FY 22.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2024...	...2025...	...2026...	...2027...		
Planning	500	0	0	0	0	0	0	500	0	500	0
Engineering	7,270	0	0	0	0	0	5,090	2,180	0	7,270	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	9,070	0	0	0	3,100	875	3,495	1,600	0	9,070	0
Total	16,840	0	0	0	3,100	875	8,585	4,280	0	16,840	0
Federal-Aid	1,847	0	0	0	0	600	0	1,247	0	1,847	0
Special	14,993	0	0	0	3,100	275	8,585	3,033	0	14,993	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Added to construction program.

USAGE: Metro annual ridership in FY 21 exceeded 1.6 million.

1533, 1558, 1559, 1564, 1615, 1617, 1751, 1752

**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.

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.

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

STATUS: Construction of Phase I facility was completed in FY 19. Phase II construction was substantially completed in FY 21 with punch list items remaining.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY						
						...2024...	...2025...	...2026...	...2027...			
Planning	3,031	3,031	0	0	0	0	0	0	0	0	0	
Engineering	12,889	12,888	0	1	0	0	0	0	0	1	0	
Right-of-way	5,943	5,791	494	152	0	0	0	0	0	152	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	146,189	141,815	13,474	4,374	0	0	0	0	0	4,374	0	
Total	168,052	163,525	13,968	4,527	0	0	0	0	0	4,527	0	
Federal-Aid	107,738	103,563	9,874	4,174	0	0	0	0	0	4,174	0	
Special	60,314	59,962	4,094	353	0	0	0	0	0	353	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Project cost decreased by \$1.0M due to project savings.

USAGE: Core Bus annual ridership in FY 21 exceeded 35 million.

**PROJECT:** Eastern Bus Facility**DESCRIPTION:** Design and construction to re-develop the existing Eastern Bus Division as a fully electric bus division.**PURPOSE & NEED SUMMARY STATEMENT:** The existing Eastern facility is obsolete, severely constrained, cannot adequately support MDOT MTA's current fleet, and cannot support electric buses. Re-developing this facility will promote substantial operational efficiencies.**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 checked="" type="checkbox"/> Environmental Protection |
| <input type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input type="checkbox"/> Better Transportation Choices & Connections | |

- 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 | |

EXPLANATION: Re-development of Eastern Bus Division is necessary to meeting Zero Emission goals and to provide a safe and more efficient workplace for MDOT MTA employees.**STATUS:** Planning is underway.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2024...	...2025...	...2026...	...2027...		
Planning	972	95	15	877	0	0	0	0	0	877	0
Engineering	20,000	0	0	400	5,600	5,000	9,000	0	0	20,000	0
Right-of-way	135	37	37	98	0	0	0	0	0	98	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	173,204	0	0	0	0	0	5,000	139,000	29,204	173,204	0
Total	194,311	132	52	1,375	5,600	5,000	14,000	139,000	29,204	194,179	0
Federal-Aid	94,666	0	0	0	0	0	0	71,303	23,363	94,666	0
Special	99,645	132	52	1,375	5,600	5,000	14,000	67,697	5,841	99,513	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Project moved from D&E to Construction Program. Project funding allocation increased by \$164.2M to partially fund construction efforts. Additional funding opportunities are being sought.**USAGE:**



DESCRIPTION: Includes the rehabilitation, replacement, and upgrades of major facility components and equipment at MDOT MTA bus divisions including HVAC, boiler, bus paint booth, vehicular and pedestrian doors, and windows.

PURPOSE & NEED SUMMARY STATEMENT: Replacement of key components and equipment at bus divisions is required to maintain a safe and efficient workplace for MDOT MTA employees and prevent deterioration of bus facilities and equipment.

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

<input checked="" type="checkbox"/>	Quality & Efficiency
<input type="checkbox"/>	Environmental Protection
<input type="checkbox"/>	Fiscal Responsibility

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

EXPLANATION: Rehabilitation of bus facilities and equipment is necessary to keep them in a state of good repair and provide a safe, efficient, and well-heated workplace for MDOT MTA employees.

STATUS: Replacement of the boiler at Bush Division Building 5 and replacement of vehicular and pedestrian doors will begin in FY 22. Design of gable windows, building 5 HVAC, and bus paint booth at Bush Division will be completed and advertised for construction in FY 22.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Added to construction program.

USAGE:

[illegible]

1518, 1527, 1528, 1529, 1746, 1750

**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.

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.

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

STATUS: Construction on real-time signage and blue light phones was completed in FY 21. Construction of the Patapsco operator comfort station to begin in FY 22.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY						
						...2024...	...2025...	...2026...	...2027...			
Planning	100	31	0	69	0	0	0	0	0	69	0	
Engineering	400	302	40	99	0	0	0	0	0	99	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	4,966	542	487	2,276	2,148	0	0	0	0	4,424	0	
Total	5,467	874	527	2,444	2,148	0	0	0	0	4,592	0	
Federal-Aid	2,606	601	421	2,005	0	0	0	0	0	2,005	0	
Special	2,860	273	106	438	2,148	0	0	0	0	2,587	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None

USAGE: Core Bus annual ridership in FY 21 exceeded 35 million.

**PROJECT:** Bus Network Improvements

DESCRIPTION: Funding to implement improvements throughout the bus network including planning, design, and construction for priority corridors, dedicated bus lanes, bus stops and transit hubs, wayfinding and improving the customer experience, ADA improvements, and bike and shared mobility.

PURPOSE & NEED SUMMARY STATEMENT: The Central Maryland Regional Transit Plan set goals and objectives for MDOT MTA to accomplish in the next 25 years. This funding will work towards expanding dedicated bus lanes, improving bus stops and transit hubs, adding additional wayfinding and customer experience amenities, and improving bike and shared mobility connections.

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

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

EXPLANATION: Projects will build upon ongoing MDOT MTA efforts to accomplish goals and objectives created by the Central Maryland Regional Transportation Plan through this rider-focused initiative. The elements of this project will improve reliability and on-time performance while simultaneously enhancing the customer wait and transfer experience.

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

STATUS: The Transit Signal Priority project was substantially completed, and additional potential sites were analyzed and approved by BCDOT in FY 21. Dedicated Bus Lane projects are ongoing in FY 22 with minor delays due to material shortages. Fast Forward projects will be underway in FY 22.

POTENTIAL FUNDING SOURCE:											
	<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER				
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
Planning	7,422	2,237	7	1,534	2,220	1,430	0	0	0	5,184	0
Engineering	5,650	1,789	23	2,385	1,400	76	0	0	0	3,861	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	60,212	11,755	1,558	8,555	21,331	18,570	0	0	0	48,456	0
Total	73,283	15,782	1,587	12,474	24,951	20,076	0	0	0	57,502	0
Federal-Aid	7,544	5,400	(3)	1,263	880	0	0	0	0	2,143	0
Special	65,740	10,382	1,590	11,211	24,071	20,076	0	0	0	55,358	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Project funding allocation increased by \$32.8M with the completion of the BaltimoreLink Bus Hubs and Concrete Bus Pads projects (\$18.1M), additional funds allocated toward bus shelter installation/replacements (\$2M), addition of transit priority corridors implementation (\$5.5M), and addition of the Fast Forward project (\$43M).

USAGE: Core Bus annual ridership in FY 21 exceeded 35 million.



PROJECT: Bus Hub at Baltimore Arena

DESCRIPTION: Design and construct a transfer facility in Downtown Baltimore as outlined in the Regional Transit Plan objectives. Concept facility includes expansion of the sidewalk area to add bus bays, pedestrian lighting, ADA access, and bus stop amenities on Baltimore Street near Royal Farms Arena, which in turn creates ease of transfers and improve first mile/last mile access throughout the region.

PURPOSE & NEED SUMMARY STATEMENT: Modernized facility improvements will allow enhanced safety to valued passengers. Use of bus bays will allow for easier transfers between buses and to the Light Rail.

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

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

EXPLANATION: This bus hub was identified in the Regional Transit Plan and will allow for easier transfers between buses and to the Light Rail.

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

STATUS: Design will be completed and the project is anticipated to be advertised in FY 22.

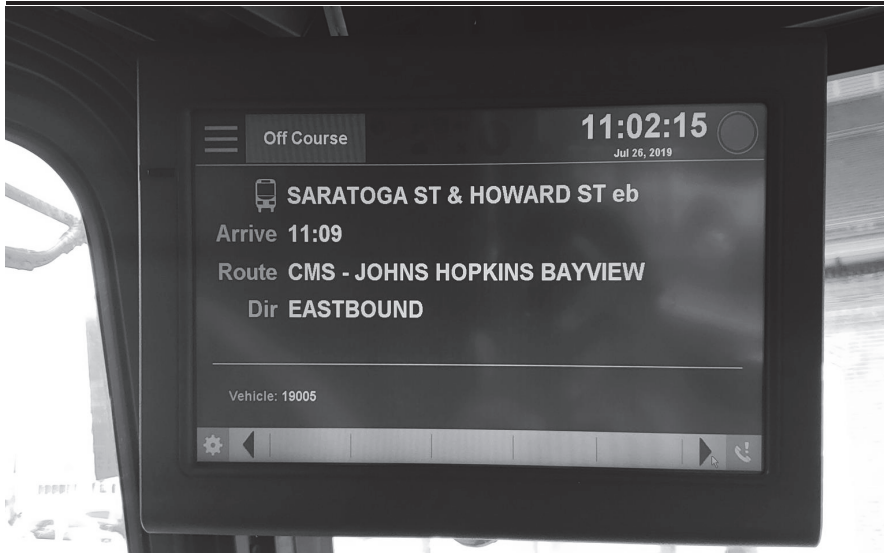
POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	716	597	112	119	0	0	0	0	0	119	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	2,427	0	0	0	2,427	0	0	0	0	2,427	0
Total	3,143	597	112	119	2,427	0	0	0	0	2,546	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	3,143	597	112	119	2,427	0	0	0	0	2,546	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None

USAGE:



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

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.

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

STATUS: Project is substantially complete with punch list items underway.

POTENTIAL FUNDING SOURCE:

- ☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,951	4,375	0	577	0	0	0	0	0	577	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	33,653	30,137	9,634	3,517	0	0	0	0	0	3,517	0
Total	38,605	34,511	9,634	4,093	0	0	0	0	0	4,093	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	38,605	34,511	9,634	4,093	0	0	0	0	0	4,093	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None

USAGE: Core Bus annual ridership in FY 21 exceeded 35 million.

**PROJECT:** Bus Procurement**DESCRIPTION:** Annual purchase of clean diesel buses to replace those that have been in service for 12 or more years. The MDOT MTA has more than 700 buses in its active fleet.**PURPOSE & NEED SUMMARY STATEMENT:** Bus replacement levels are based on the fleet size and must be maintained to prevent high out-of-service rates and major repair problems that arise from retaining buses beyond their useful life. The replacement program will serve to maintain the average age of the bus fleet. Replacement buses will reduce emissions, fuel consumption, and noise levels.

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

STATUS: Sixty-eight (68) buses from the 350 bus procurement were delivered and put into revenue service in FY 21. A total of seventy (70) buses will be delivered in FY 22.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2024...	...2025...	...2026...	...2027...		
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	400,741	233,365	50,019	47,858	50,194	50,632	18,692	0	0	167,376	0
Total	401,082	233,705	50,019	47,858	50,194	50,632	18,692	0	0	167,376	0
Federal-Aid	296,034	186,982	40,630	40,617	36,396	16,150	15,889	0	0	109,052	0
Special	100,091	46,724	9,389	7,241	13,798	29,525	2,804	0	0	53,368	0
Other	4,957	0	0	0	0	4,957	0	0	0	4,957	0

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Project cost decreased by \$101.0M due to the reallocation of funds to a new Zero Emission Bus Procurement page associated with the goal of advancing the fleet to zero emission.**USAGE:** Core Bus annual ridership in FY 21 exceeded 35 million.



PROJECT: Zero Emission Bus Procurement

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

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

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

STATUS: Planning and design activities are underway.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2024...	...2025...	...2026...	...2027...		
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	210,000	0	0	0	0	0	70,000	70,000	70,000	210,000	0
Total	210,000	0	0	0	0	0	70,000	70,000	70,000	210,000	0
Federal-Aid	163,218	0	0	0	0	0	51,298	55,951	55,969	163,218	0
Special	46,782	0	0	0	0	0	18,702	14,049	14,031	46,782	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Added to construction program.

USAGE: Core Bus annual ridership in FY 21 exceeded 35 million.

**PROJECT:** Zero Emission Bus Pilots

DESCRIPTION: Purchase of three 60-foot Battery Electric Buses (BEBs) and charging stations based at Kirk Bus Division utilizing competitive grant funds from Federal Transit Administration and four 40-foot battery electric buses and charging infrastructure utilizing funds made available by an agreement with Volkswagen.

PURPOSE & NEED SUMMARY STATEMENT: Maryland's 2019 Greenhouse Gas Emissions Reduction Act 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 in the Regional Transit Plan. To accomplish this ambitious goal, MDOT MTA's next large bus procurement needs to be for zero-emission buses.

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

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

STATUS: Design for the Low-No FTA grant was completed in FY 21 and is currently under review.

POTENTIAL FUNDING SOURCE:											
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
Planning	85	0	0	85	0	0	0	0	0	85	0
Engineering	540	54	54	486	0	0	0	0	0	486	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	9,676	0	0	8,645	1,031	0	0	0	0	9,676	0
Total	10,300	54	54	9,215	1,031	0	0	0	0	10,246	0
Federal-Aid	2,950	27	27	2,407	515	0	0	0	0	2,923	0
Special	3,725	27	27	3,182	515	0	0	0	0	3,698	0
Other	3,626	0	0	3,626	0	0	0	0	0	3,626	0

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Project funding allocation increased by \$4.4M due to the addition of funds made available by an agreement with Volkswagen to purchase electric buses and charging infrastructure .

USAGE: Core Bus annual ridership in FY 21 exceeded 35 million.



PROJECT: Zero Emission Bus Infrastructure and Program Management

DESCRIPTION: Plan, design, and construct the infrastructure to support zero emission buses and management of the agency's transition to zero emission buses. Kirk and Northwest bus operations and maintenance facilities will be outfitted to support zero emission fleets.

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

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 checked="" type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input type="checkbox"/> Better Transportation Choices & Connections | |

EXPLANATION: Projects will accomplish goals and objectives created by Maryland Greenhouse Reduction Act and Regional Transit Plan to transition MDOT MTA's fleet to 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 |

STATUS: Feasibility evaluation for the preparation of transitioning the agency's fleet of buses to zero emissions vehicles was completed in FY 21. Planning efforts to retrofit Kirk and Northwest bus divisions to support zero emission battery electric buses is underway.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2024...	...2025...	...2026...	...2027...		
Planning	3,274	500	337	2,754	20	0	0	0	0	2,774	0
Engineering	15,140	0	0	340	4,800	5,000	5,000	0	0	15,140	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	32,000	0	0	0	0	10,000	15,000	7,000	0	32,000	0
Total	50,414	500	337	3,094	4,820	15,000	20,000	7,000	0	49,914	0
Federal-Aid	1,475	0	0	1,459	16	0	0	0	0	1,475	0
Special	48,939	500	337	1,635	4,804	15,000	20,000	7,000	0	48,439	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Project funding allocation increased by \$39.7M due to the addition of the Zero Emission Bus Transition Retrofit project for Kirk and Northwest bus divisions and miscellaneous program adjustments. This project was moved from the D&E program to the construction program.

USAGE:

**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.

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.

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

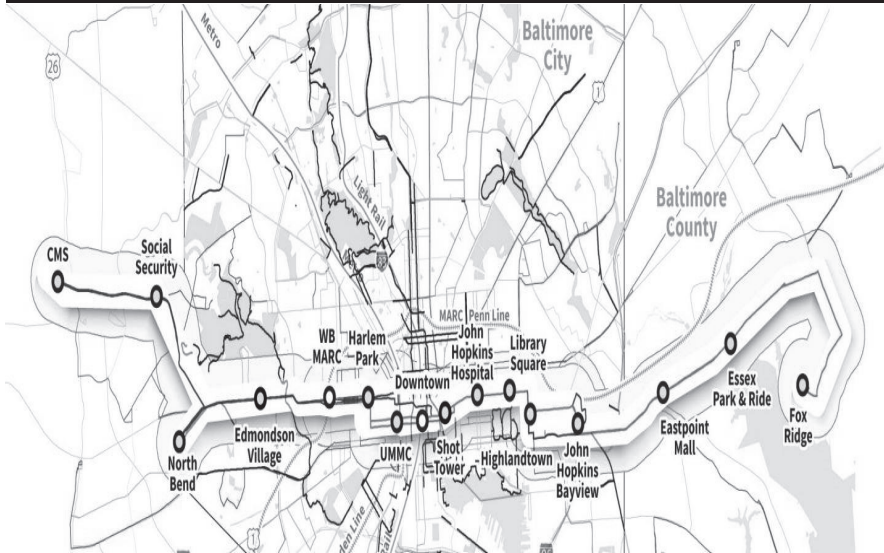
STATUS: Construction on both the Penn/North Metro Station and North Avenue Corridor is anticipated to be completed in FY 22.

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	COST (\$000)	THRU CLOSE YEAR				...2024...	...2025...	...2026...	...2027...		
Planning	811	762	0	49	0	0	0	0	0	49	0
Engineering	2,697	2,650	5	47	0	0	0	0	0	47	0
Right-of-way	25	21	9	4	0	0	0	0	0	4	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	24,175	16,906	7,093	7,090	179	0	0	0	0	7,269	0
Total	27,708	20,339	7,107	7,190	179	0	0	0	0	7,369	0
Federal-Aid	10,000	7,109	2,267	2,817	74	0	0	0	0	2,891	0
Special	15,108	12,027	4,840	2,976	105	0	0	0	0	3,082	0
Other	2,600	1,203	0	1,397	0	0	0	0	0	1,397	0

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None

USAGE:

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



PROJECT: East - West Bus Priority Corridor (RAISE)

DESCRIPTION: The East-West Priority Corridor project is a partnership between MDOT MTA and Baltimore City Department of Transportation to facilitate faster, more reliable transit trips and strengthen east-west connections that runs from the Fox Ridge community in eastern Baltimore County through downtown Baltimore to the Centers for Medicare and Medicaid Services (CMS) in western Baltimore County. This project will include dedicated bus lanes, transit signal priority, bus stop enhancement and transit hubs, and upgrades to pedestrian and bicycle safety.

PURPOSE & NEED SUMMARY STATEMENT: Project will improve bus reliability, travel speeds, on time performance and passenger safety of multiple MDOT MTA bus routes. The east-west corridor was identified through the Transit Priority Initiative as an area experiencing travel delays for the CityLink Blue and Orange routes.

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: Dedicated bus lanes, transit signal priority, and additional passenger amenities at bus stops will create an improved customer experience aimed at reducing travel times, improving on time performance, and enhancing the entire customer journey.

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

STATUS: Grant is currently being executed with USDOT.

POTENTIAL FUNDING SOURCE:											
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU YEAR	PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
		CLOSE YEAR				...2024...	...2025...	...2026...	...2027...		
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	50,000	0	0	0	1,000	3,000	5,000	26,000	15,000	50,000	0
Total	50,000	0	0	0	1,000	3,000	5,000	26,000	15,000	50,000	0
Federal-Aid	22,000	0	0	0	440	1,320	2,200	11,440	6,600	22,000	0
Special	18,000	0	0	0	360	1,080	1,800	9,360	5,400	18,000	0
Other	10,000	0	0	0	200	600	1,000	5,200	3,000	10,000	0

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Added to construction program.

USAGE: Bus annual ridership in FY 21 exceeded 35.2m.



PROJECT: Mobility Vehicle Procurement

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

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

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

STATUS: The FY 21 procurement of 50 cutaway buses, 50 Ford Escapes, and 10 ramp-equipped vans was completed in FY 21. Planned procurements for FY 22 include 25 cutaway buses and 75 SUV's.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	149	9	9	140	0	0	0	0	0	140	0
Right-of-way	35	7	7	28	0	0	0	0	0	28	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	54,960	5,831	5,831	5,883	9,542	8,949	9,099	7,751	7,906	49,129	0
Total	55,144	5,847	5,847	6,051	9,542	8,949	9,099	7,751	7,906	49,297	0
Federal-Aid	33,826	3,197	3,197	5,035	7,632	1,045	4,915	6,201	5,803	30,629	0
Special	21,317	2,650	2,650	1,016	1,910	7,904	4,184	1,550	2,103	18,668	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Project cost decreased by \$75.0M due to the completion of the original Mobility Vehicle Procurement project and the addition of FY27.

USAGE: Demand Response Mobility annual ridership in FY 20 exceeded 1.7 million. FY 21 ridership data will be available for the final CTP.



PROJECT: Fare Collection System and Equipment Replacement

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

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

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

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

STATUS: MDOT MTA will be awarding a contract in FY 22 to repair and upgrade the current fare collection system equipment and software.

POTENTIAL FUNDING SOURCE:

- ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,116	1,642	485	474	0	0	0	0	0	474	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	99,630	22,796	54	8,567	29,147	28,467	7,883	1,600	1,170	76,834	0
Total	101,747	24,438	539	9,041	29,147	28,467	7,883	1,600	1,170	77,308	0
Federal-Aid	6,186	5,943	243	243	0	0	0	0	0	243	0
Special	43,050	18,495	296	8,798	7,287	4,100	1,600	1,600	1,170	24,554	0
Other	52,511	0	0	0	21,860	24,367	6,283	0	0	52,511	0

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Project funding allocation increased by \$18.5M to fully fund the fare collection system and equipment upgrades.

USAGE:



PROJECT: Agencywide Elevator and Escalator Rehabilitation

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

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

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

- | | |
|--|--|
| <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 | |

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

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

STATUS: Rehabilitation of the elevators at Mondawmin Metro station to begin construction in FY 21. Rehabilitation of the escalators at Penn-North Metro station to begin construction in FY 22. 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 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,392	1,271	421	121	0	0	0	0	0	121	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	266,980	2,494	331	8,257	8,004	13,000	40,000	56,000	74,357	199,617	64,868
Total	268,372	3,766	752	8,378	8,004	13,000	40,000	56,000	74,357	199,738	64,868
Federal-Aid	85,646	4	4	4,189	4,610	6,894	6,600	3,864	59,485	85,642	0
Special	182,726	3,762	748	4,189	3,394	6,106	33,400	52,136	14,871	114,096	64,868
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Project funding allocation increased by \$141.2M to fully fund the system-wide overhaul and replacement program.

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 |

STATUS: Construction is underway.

POTENTIAL FUNDING SOURCE:

- ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	435	435	2	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	18,327	9,390	794	5,942	2,995	0	0	0	0	8,937	0
Total	18,762	9,825	796	5,942	2,995	0	0	0	0	8,937	0
Federal-Aid	9,025	3,584	587	5,111	330	0	0	0	0	5,441	0
Special	9,737	6,241	209	831	2,665	0	0	0	0	3,496	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Project cost decreased by \$11.4M due to updating of historical costs to more accurately reflect past expenditures and project savings of \$1.4M.

USAGE:

**PROJECT:** Purple Line

DESCRIPTION: The Purple Line is a 16-mile double track light rail line that will operate between Bethesda in Montgomery County and New Carrollton in Prince George's County. The Bethesda to Silver Spring segment will include a parallel hiker/biker trail. The line will include direct connections to Metrorail in four locations, all three MARC Train lines, and Amtrak. The project includes track, stations, railcars, and two operation and maintenance facilities. In June 2020, the concessionaire issued a notice of termination to the State for alleged extended delays and unpaid additional costs and a court case was filed. As a result of continued negotiations, the parties reached a settlement agreement that was approved by the Board of Public Works in December 2020.

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

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

- | | |
|--|--|
| <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.

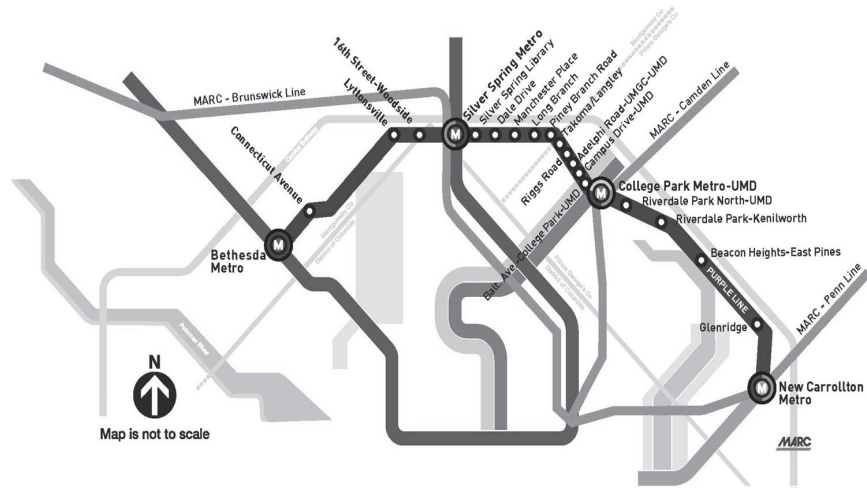
- SMART GROWTH STATUS:**
- | | |
|--|---|
| <input type="checkbox"/> Project Not Location Specific | <input type="checkbox"/> Not Subject to PFA Law |
| <input checked="" type="checkbox"/> Project Inside PFA | <input type="checkbox"/> Grandfathered |
| <input type="checkbox"/> Project Outside PFA | 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

STATUS: Pursuant to the settlement agreement, a replacement design-build contractor was selected. Updated project costs and schedule will be final once the contractor is approved by the Board of Public Works in early 2022. MDOT MTA is performing certain limited construction activities to move the project forward while the resolicitation 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 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	COST	THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR				...2024...	...2025...	...2026...	...2027...		
Planning	47,371	47,371	0	0	0	0	0	0	0	0	0
Engineering	511,637	315,637	45,218	41,100	41,900	41,200	30,600	30,400	10,800	196,000	0
Right-of-way	303,864	247,163	10,036	31,401	20,300	5,000	0	0	0	56,701	0
Utility	103	4	4	99	0	0	0	0	0	99	0
Construction	1,667,387	1,135,887	337,081	279,200	26,000	14,200	10,500	5,300	196,300	531,500	0
Total	2,530,362	1,746,062	392,339	351,800	88,200	60,400	41,100	35,700	207,100	784,300	0
Federal-Aid	1,186,157	731,260	99,301	286,739	168,158	0	0	0	0	454,897	0
Special	1,190,805	933,402	253,038	8,061	(94,958)	60,400	41,100	35,700	207,100	257,403	0
Other	153,400	81,400	40,000	57,000	15,000	0	0	0	0	72,000	0

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Project budget increased due to 1) work currently underway to reduce risk on the project by advancing certain activities like utility relocations and design work; 2) the addition of outyear funding for project management and oversight activities; 3) the final installment of the settlement payment approved by the BPW in the settlement agreement; and 4) an updated cost and schedule.

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

**PROJECT:** Purple Line: Third-Party Funded Projects

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

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

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

- | | |
|--|--|
| <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.

SMART GROWTH STATUS:

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

STATUS: MTA is performing certain limited construction activities to move the project forward while the resolicitation for a new design-build contractor is underway.

POTENTIAL FUNDING SOURCE:

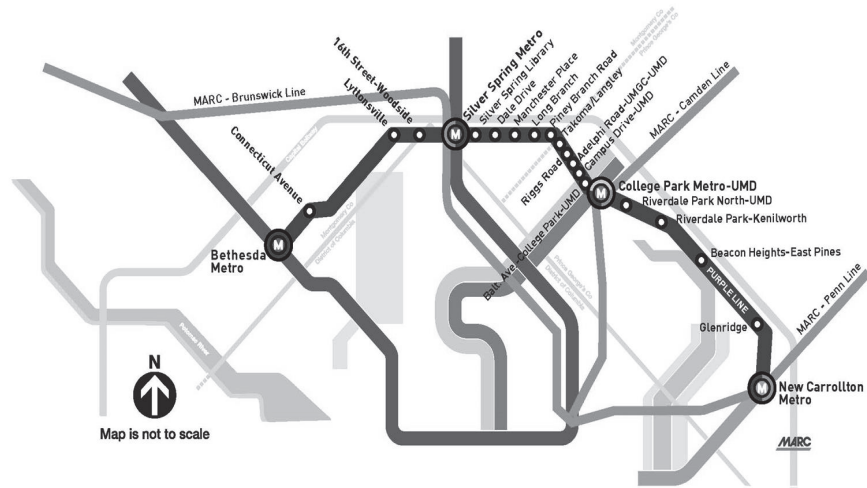
- ☒
- SPECIAL
- ☒
- FEDERAL
- ☒
- GENERAL
- ☐
- OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2024...	...2025...	...2026...	...2027...		
Planning	2,730	811	811	1,919	0	0	0	0	0	1,919	0
Engineering	193	193	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	192,312	39,618	4,650	27,594	39,500	42,400	26,800	14,800	1,600	152,694	0
Total	195,235	40,622	5,461	29,513	39,500	42,400	26,800	14,800	1,600	154,613	0
Federal-Aid	3,000	303	303	1,697	1,000	0	0	0	0	2,697	0
Special	51,378	(20,643)	(6,130)	1,121	5,300	22,500	26,700	14,800	1,600	72,021	0
Other	140,857	60,962	11,287	26,695	33,200	19,900	100	0	0	79,895	0

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Project cost increased by \$9.4M to reflect actual bid prices for the 3rd party funded projects.

USAGE:

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



PROJECT: Purple Line Advance Payment

DESCRIPTION: In accordance with a settlement agreement between MTA and the concessionaire for the Purple Line, a solicitation for a replacement design-build contractor is underway. This payment to the concessionaire will advance fund money owed to the concessionaire in future years for work completed by the previous design-build contractor.

PURPOSE & NEED SUMMARY STATEMENT: Advance funding future obligations owed to the concessionaire provides contracting and financing efficiencies to support the selection of a new design-build contractor and reduces the MTA's future funding obligations.

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

STATUS: Payment for work already completed.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2024...	...2025...	...2026...	...2027...		
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	341,633	0	0	341,633	0	0	0	0	0	341,633	0
Total	341,633	0	0	341,633	0	0	0	0	0	341,633	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	341,633	0	0	341,633	0	0	0	0	0	341,633	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Added to construction program to advance fund work already completed on the Purple Line. The action reduces future funding obligations for money that would have been paid through availability payments over the 30-year life of the P3 Agreement.

USAGE:



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

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

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2024...	...2025...	...2026...	...2027...		
Planning	563	201	0	224	24	24	24	24	44	362	0
Engineering	40,239	31,064	584	1,817	1,378	1,495	1,495	1,495	1,495	9,175	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	318,776	161,004	19,641	57,036	11,800	21,191	20,520	23,385	23,842	157,773	0
Total	359,578	192,268	20,225	59,077	13,201	22,709	22,038	24,903	25,381	167,310	0
Federal-Aid	311,996	162,954	17,052	55,847	10,588	19,052	19,345	21,892	22,318	149,042	0
Special	43,079	24,811	1,880	3,230	2,613	3,657	2,693	3,012	3,063	18,268	0
Other	4,503	4,503	1,293	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Project cost increased by \$1.5M due to the completion of several grant agreements between MDOT MTA and the awarded counties, CARES Act funding allocated to Baltimore City for corridor improvements, and the addition of FY 27.

USAGE:



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

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

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

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

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

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2024...	...2025...	...2026...	...2027...		
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	76,368	45,769	1,968	8,833	6,466	4,499	3,264	3,731	3,806	30,599	0
Total	76,368	45,769	1,968	8,833	6,466	4,499	3,264	3,731	3,806	30,599	0
Federal-Aid	69,906	39,196	2,068	8,944	6,466	4,499	3,264	3,731	3,806	30,710	0
Special	5,605	5,716	(101)	(111)	0	0	0	0	0	(111)	0
Other	857	857	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None

USAGE:



PROJECT: Montgomery County Local Bus Program

DESCRIPTION: Funding for annual bus replacements and preventive maintenance.

PURPOSE & NEED SUMMARY STATEMENT: These investments will make the Ride On bus system more reliable and efficient while improving passenger access to the Metrorail system.

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

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

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,116	372	118	744	0	0	0	0	0	744	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	73,157	61,064	2,000	2,314	1,779	2,000	2,000	2,000	2,000	12,093	0
Total	74,273	61,436	2,118	3,058	1,779	2,000	2,000	2,000	2,000	12,837	0
Federal-Aid	31,794	20,736	1,718	3,058	1,600	1,600	1,600	1,600	1,600	11,058	0
Special	42,479	40,700	400	0	179	400	400	400	400	1,779	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Project cost decreased by \$2.2M due to updating historical costs to more accurately reflect past expenditures and the addition of FY 27.

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

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 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	807	159	140	531	117	0	0	0	0	648	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	15,541	11,956	5,028	1,185	400	500	500	500	500	3,585	0
Total	16,348	12,115	5,168	1,716	517	500	500	500	500	4,233	0
Federal-Aid	9,622	5,925	4,603	1,581	517	400	400	400	400	3,698	0
Special	6,726	6,190	566	136	(0)	100	100	100	100	536	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Project funding allocation increased by \$2.6M due to the addition of FY 27 and the county being awarded a competitive Low-No Emission grant awarded by Federal Transit Administration.

USAGE:

**PROJECT:** Transit Innovation Grant

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

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

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

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

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

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

STATUS: Projects from the FY 19 and FY 20 rounds of awards are underway.

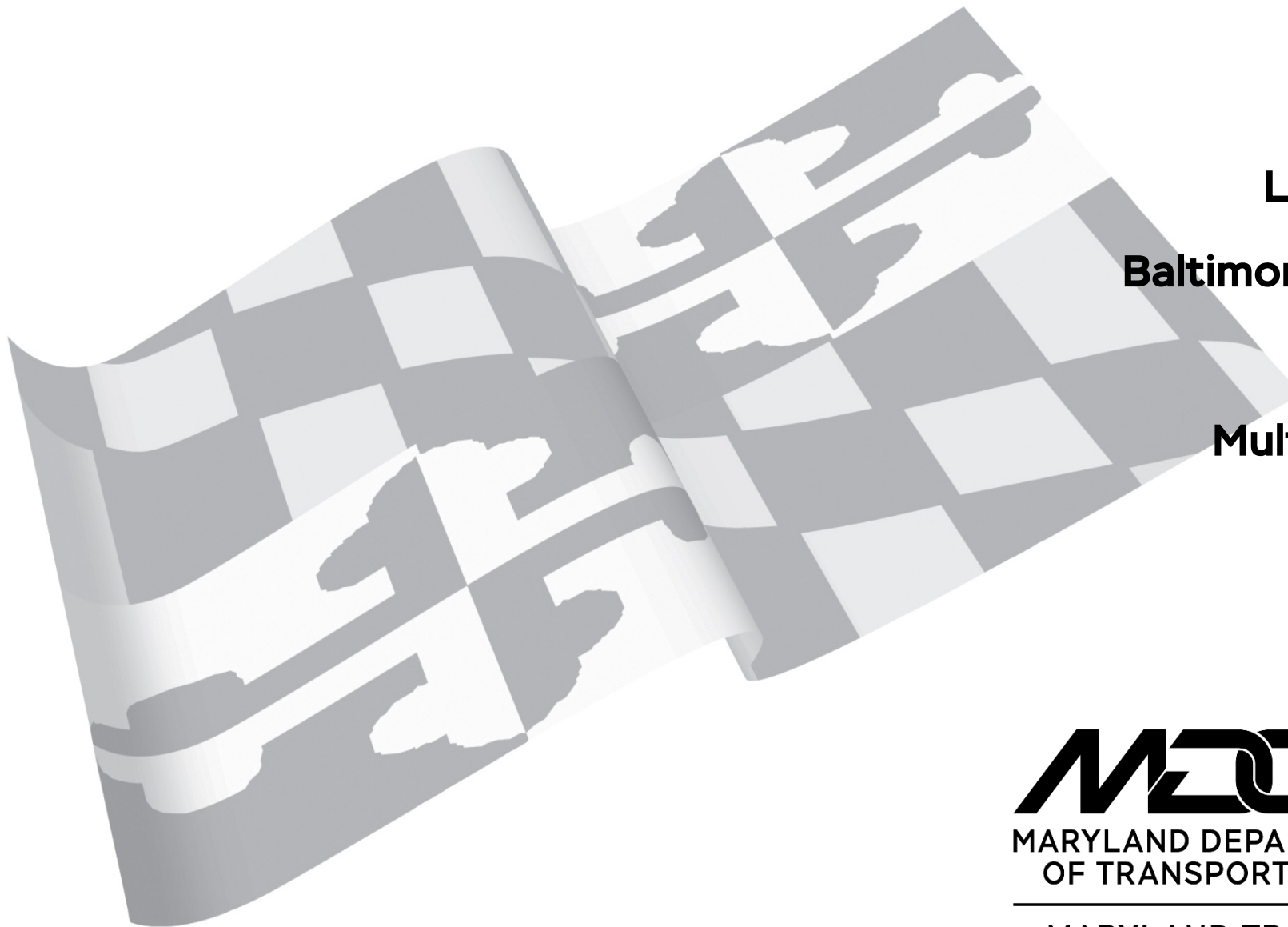
POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	4,983	611	350	669	1,203	500	1,000	1,000	0	4,372	0
Total	4,983	611	350	669	1,203	500	1,000	1,000	0	4,372	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	4,983	611	350	669	1,203	500	1,000	1,000	0	4,372	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None

USAGE:



MARC

Light Rail

Baltimore Metro

Bus

Multi-Modal



**MARYLAND TRANSIT
ADMINISTRATION**

MDOT MTA DEVELOPMENT & EVALUATION PROGRAM



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

STATUS: Draft report on testing Highly Automated Vehicles at Odenton MARC Station will be completed in FY 22. Ongoing planning efforts to investigate innovative methods are underway.

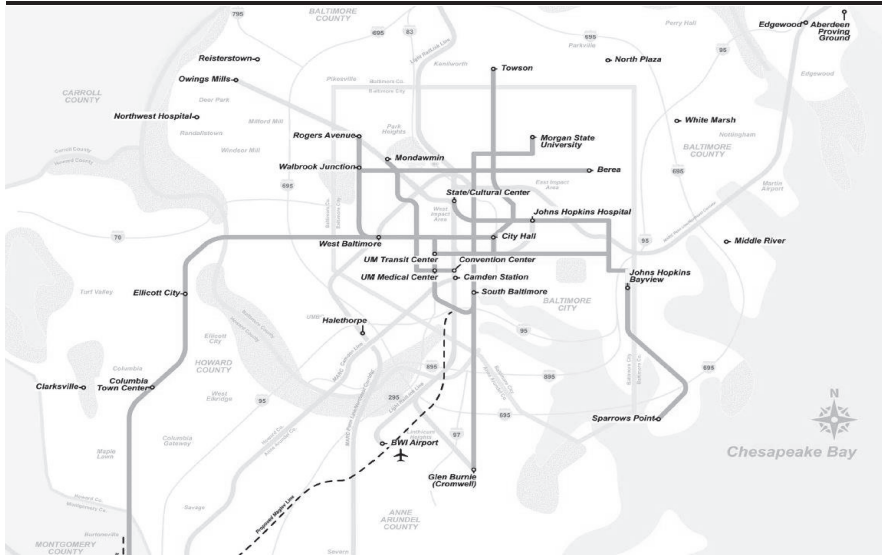
POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2024...	...2025...	...2026...	...2027...		
Planning	6,136	831	414	909	1,046	750	500	600	1,500	5,305	0
Engineering	105	79	35	26	0	0	0	0	0	26	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	20	0	0	20	0	0	0	0	0	20	0
Total	6,261	909	449	956	1,046	750	500	600	1,500	5,352	0
Federal-Aid	98	28	0	70	0	0	0	0	0	70	0
Special	6,153	881	449	876	1,046	750	500	600	1,500	5,272	0
Other	10	0	0	10	0	0	0	0	0	10	0

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Project funding allocation increased by \$3.9M for current and future innovative initiatives.

USAGE:

**PROJECT:** Regional Transit Plan Corridor Studies

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

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

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

- | | |
|---|--|
| <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 | |

SMART GROWTH STATUS:

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

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

STATUS: Planning studies for East/West and North/South corridors were completed in FY 21, and alignments are being finalized to send to the Baltimore Metropolitan Council in Fall 2021 with public meetings planned for Winter 2021/2022.

POTENTIAL FUNDING SOURCE:

- ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

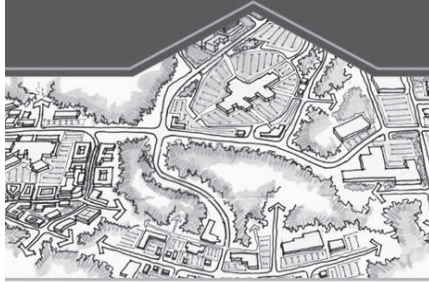
PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2024...	...2025...	...2026...	...2027...		
Planning	20,415	270	270	824	8,020	5,650	5,650	0	0	20,145	0
Engineering	2,000	0	0	0	1,225	775	0	0	0	2,000	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	22,415	270	270	824	9,245	6,425	5,650	0	0	22,145	0
Federal-Aid	1,020	216	216	660	145	0	0	0	0	804	0
Special	21,395	54	54	165	9,101	6,425	5,650	0	0	21,341	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Project funding allocation increased by \$19.1M for preliminary engineering of the East/West and North/South corridors.

USAGE:



TRANSIT READINESS RESOURCE GUIDE



MD MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION



PROJECT: Central MD Regional Coordination Studies

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

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

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

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

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

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

STATUS: The Transit Readiness Guide draft was completed in FY 21 and is currently under review. Small Area Plans are underway for Anne Arundel County and Howard County with initial stakeholder outreach and market analysis conducted. Year 2 Regional Transit Plan Workplan will be developed and implemented in 2022.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2024...	...2025...	...2026...	...2027...		
Planning	830	229	229	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	830	229	229	601	0	0	0	0	0	601	0
Federal-Aid	480	153	153	327	0	0	0	0	0	327	0
Special	350	76	76	274	0	0	0	0	0	274	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None

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

STATUS: Design efforts to begin in FY 22.

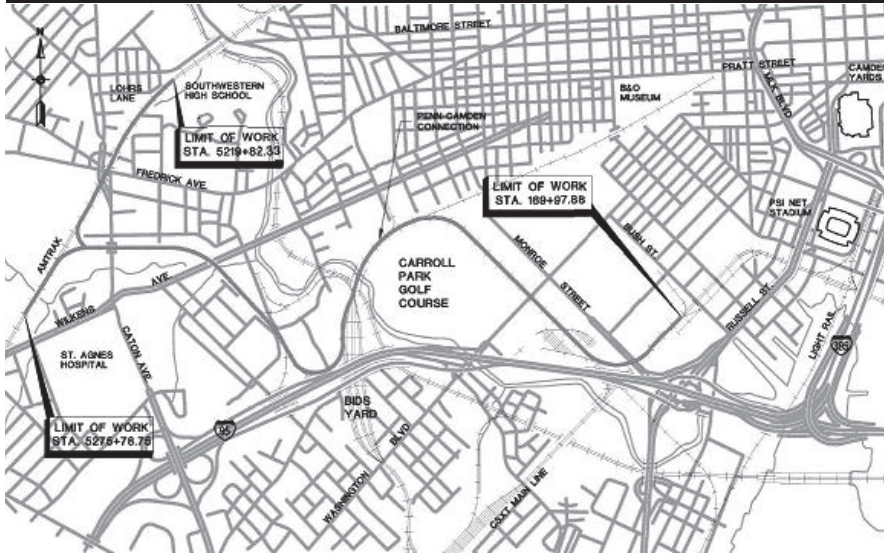
POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	780	0	0	580	200	0	0	0	0	780	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	780	0	0	580	200	0	0	0	0	780	0
Federal-Aid	624	0	0	464	160	0	0	0	0	624	0
Special	156	0	0	116	40	0	(0)	0	0	156	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None

USAGE:



PROJECT: MARC Penn-Camden Connector

DESCRIPTION: The Penn-Camden Connector project provides a connection track between the Northeast Corridor and the CSX-owned MARC Camden Line, utilizing mostly existing railroad right-of-way north of BWI airport to allow Penn Line trains to access storage and maintenance at Riverside Yard. The project includes repurposing CSX-owned Mount Clare Yard into a MARC layover facility.

PURPOSE & NEED SUMMARY STATEMENT: The connection will allow MARC to more efficiently bring its locomotives to MARC's Riverside Maintenance Facility, which is MARC's only backshop for locomotive servicing and maintenance. The connector will also allow MARC to store trainsets at a rail yard (Mt. Clare Yard) adjacent to the Penn-Camden Connector, eliminating the need to store trains overnight at Amtrak's Penn Station.

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

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

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

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

STATUS: Planning activities began in FY 21 and are ongoing.

POTENTIAL FUNDING SOURCE:

- ☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2024...	...2025...	...2026...	...2027...		
Planning	991	0	0	0	141	300	300	250	0	991	0
Engineering	966	367	367	600	0	0	0	0	0	600	0
Right-of-way	55	0	0	55	0	0	0	0	0	55	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	2,012	367	367	655	141	300	300	250	0	1,646	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	2,012	367	367	655	141	300	300	250	0	1,646	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None

USAGE:



PROJECT: LOTS Transit Development Plan (TDP)

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

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

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

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

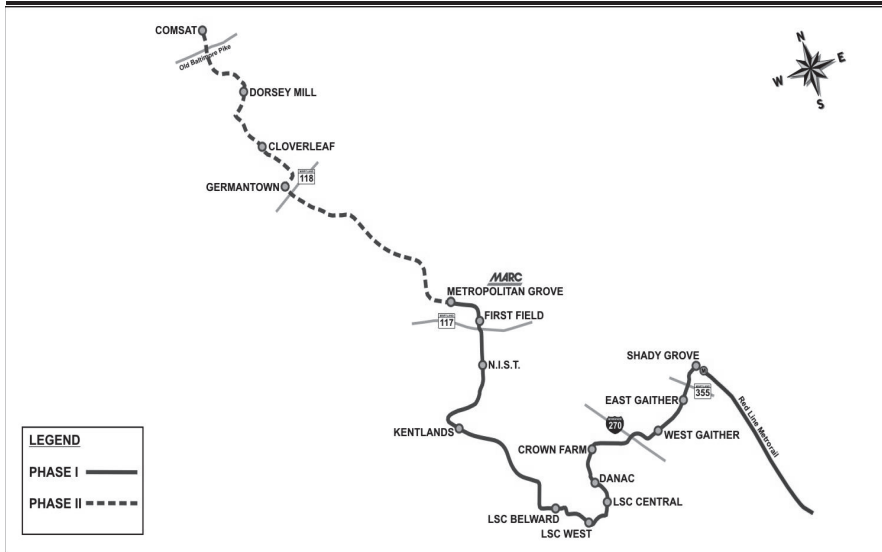
POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2024...	...2025...	...2026...	...2027...		
Planning	4,964	2,417	303	1,269	406	196	204	233	238	2,547	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	4,964	2,417	303	1,269	406	196	204	233	238	2,547	0
Federal-Aid	3,454	1,150	257	1,168	361	174	181	207	211	2,304	0
Special	1,493	1,250	46	101	45	22	23	26	26	243	0
Other	17	17	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None

USAGE:

**PROJECT:** Corridor Cities Transitway (CCT)

DESCRIPTION: The CCT is a 16-mile bus rapid transit line between Shady Grove Metrorail Station and the former COMSAT facility in Montgomery County. The line would be constructed in two phases: from Shady Grove to Metropolitan Grove and from Metropolitan Grove to COMSAT. The project includes a grade separated busway, stations, rapid transit vehicles, and a maintenance facility. Upon financial close and as part of the upfront payment for Phase 1 South and in consultation with Montgomery County, \$60 million will support the design of one of Montgomery County's transit priorities, which could include the Corridor Cities Transitway or bus rapid transit on MD355. This project is associated with SHA Statewide Line 5 - I-270 and I-495 - Phase I and MTA Line 54 - AGY Future Montgomery Country Transit Priority Projects.

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

☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

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

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2024...	...2025...	...2026...	...2027...		
Planning	39,971	39,970	0	1	0	0	0	0	0	1	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	39,971	39,971	0	1	0	0	0	0	0	1	0
Federal-Aid	1,501	1,501	0	0	0	0	0	0	0	0	0
Special	38,471	38,470	0	1	0	0	0	0	0	1	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None

USAGE:



PROJECT: Frederick Douglass Tunnel

DESCRIPTION: Replace the existing 1.4-mile B&P Tunnel, which dates from the Civil War era. At nearly 150 years old, it is the oldest tunnel Amtrak inherited and a single point of failure for MARC's Penn line and the Northeast Corridor. MDOT and MTA are coordinating with Amtrak on design and phasing plans to replace the tunnel to meet the needs of the 9 million MARC and Amtrak customers who rely on it annually. The project also includes a new ADA-accessible West Baltimore MARC Station.

PURPOSE & NEED SUMMARY STATEMENT: The tunnel suffers from a variety of age-related issues such as excessive water infiltration, a deteriorating structure, and a sinking floor. There are no fire and life safety systems that help keep passengers safe in the event of emergencies, and excessive costly maintenance is required. Due to its age, delays are chronic — more than 10% of weekday trains are delayed, and delays occur on 99% of weekdays.

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

- | | |
|---|--|
| <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 checked="" type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input checked="" type="checkbox"/> Better Transportation Choices & Connections | |

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

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

STATUS: MDOT and MTA are working closely with Amtrak on design and phasing plans.

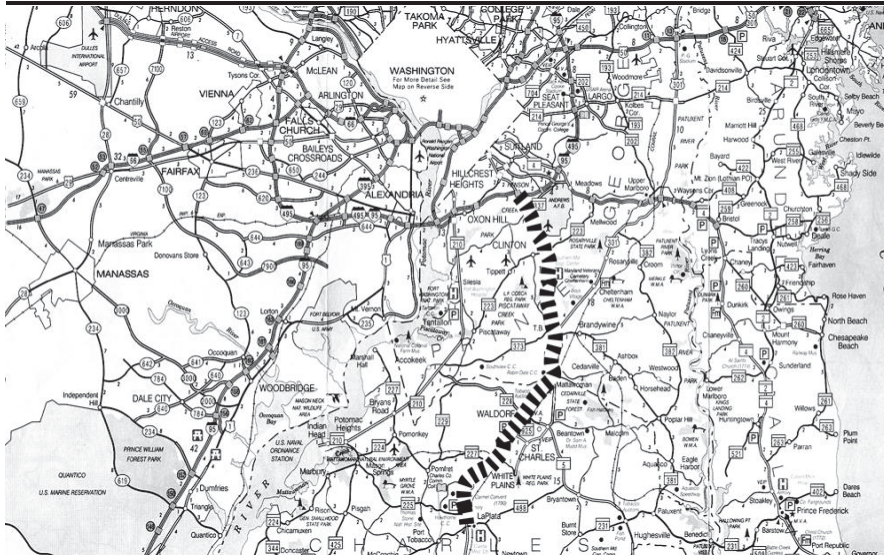
POTENTIAL FUNDING SOURCE:

- ☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPENDED										
	COST	THRU				FOR PLANNING PURPOSES ONLY						
	(\$000)	CLOSE YEAR				...2024...	...2025...	...2026...	...2027...			
Planning	157	5	5	152	0	0	0	0	0	152	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	157	5	5	152	0	0	0	0	0	152	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	
Special	157	5	5	152	0	0	0	0	0	152	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Added to D&E program.

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: This project builds on previous studies of the Southern Maryland Rapid Transit including the 2010 Corridor Preservation Study, the 2016 Environmental Inventory and the 2017 Final Alternatives Analysis. The study will assess the final recommendations of the 2017 analysis for transit options along the MD 5/US 301 corridor in Prince George's and Charles Counties. The study will document the preliminary assessment of potential right of way impacts and environmental mitigation strategies.

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

STATUS: Alternative study is complete. Right of Way and Environmental Mitigation Study are underway.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY						
						...	2024...	...2025...	...2026...			...2027...
Planning	5,649	4,899	0	100	550	100	0	0	0	750	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	5,649	4,899	0	100	550	100	0	0	0	750	0	
Federal-Aid	(0)	(0)	0	0	0	0	0	0	0	0	0	
Special	5,649	4,899	0	100	550	100	0	0	0	750	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP:
None

USAGE:



DESCRIPTION: Upon financial close and as part of the upfront payment for Phase 1 South and in consultation with Montgomery County, \$60 million will support the design of one of Montgomery County's transit priorities, which could include the Corridor Cities Transitway or bus rapid transit on MD355. The current funding will facilitate coordination with stakeholders on future transit investments in Montgomery County. This project is associated with SHA Statewide Line 5 - I-270 and I-495 - Phase I.

PURPOSE & NEED SUMMARY STATEMENT: This funding reflects MDOT's commitment to funding associated with the I-270 and I-495 Phase 1 Public Private Partnership. This effort will build upon the Montgomery County Corridor Forward Plan.

<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 type="checkbox"/>	Better Transportation Choices & Connections		

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

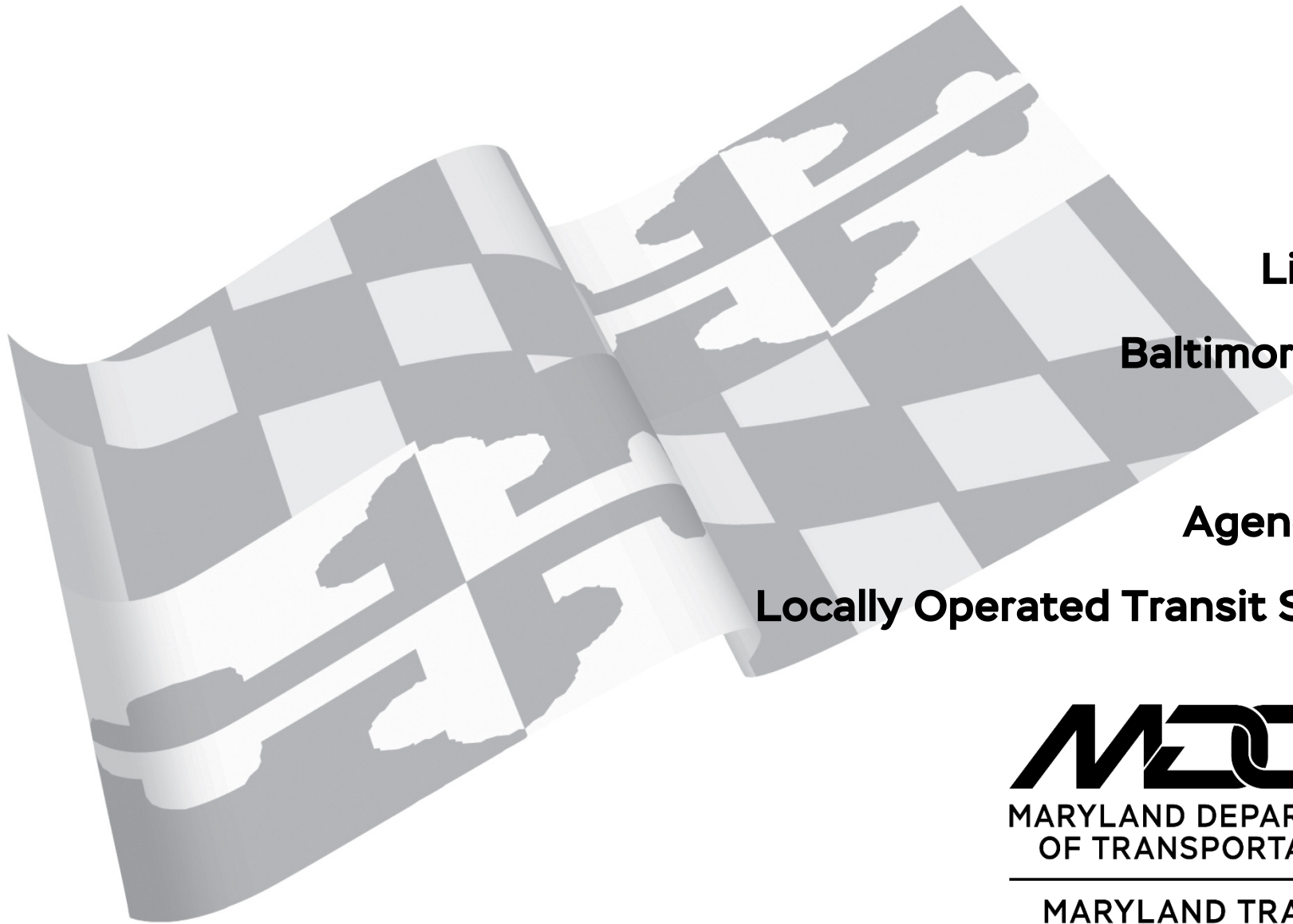
SMART GROWTH STATUS:

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

STATUS: Coordination effort is to start Fiscal Year 2022 and consultant effort is to start in Fiscal Year 2023.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Added to Development and Evaluation Program

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

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND TRANSIT ADMINISTRATION - LINE 55

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>AGY - ADA Compliance</u>			
MTA1540	AGY Station Access Improvements	\$ 607	-
<u>AGY - Communications Systems</u>			
MTAPRJ001969	AGY LPFM Radio Station Improvements	\$ 100	-
<u>AGY - Environmental Compliance</u>			
MTA1592	AGY Oil/Water Separator Replacement	\$ 300	-
<u>AGY - Facilities - Pavement</u>			
MTAPRJ001821	BUS 1331 S Monroe St Pavement Reconstruction	\$ 210	-
<u>AGY - IT</u>			
MTAPRJ001972	AGY Occupational Health Management System	\$ 2,170	-
<u>AGY - Stormwater Management</u>			
MTAPRJ001968	LR Mount Washington SWM Improvements	\$ 200	-
<u>AGY - Telecommunications</u>			
MTAPRJ001764	AGY Telecommunications VOIP Hardware & Software Replacement	\$ 1,250	-
<u>AGY - TMDL Compliance</u>			
MTAPRJ001895	LTR TMDL Warren Road SWM Repair and Retrofit	\$ 939	-
MTAPRJ001934	BUS TMDL Northwest Bus SWM Repair and Retrofit	\$ 2,349	-
<u>BUS - Facilities</u>			
MTAPRJ001810	BUS NW Division Roll up Doors	\$ 585	-

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND TRANSIT ADMINISTRATION - LINE 56

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>BUS - Facilities</u>			
MTAPRJ001964	BUS White Marsh Comfort Station	\$ 152	-
<u>LTR - Bridge Preservation</u>			
MTAPRJ001724	LTR Repairs to Bridges and WS Structures	\$ 1,505	-
<u>LTR - Drainage</u>			
MTAPRJ001721	LTR Woodberry Erosion Repair NW198	\$ 600	-
<u>LTR - Guideway - Ops</u>			
MTAPRJ001896	LTR Operator Simulator	\$ 924	-
<u>MARC - Facilities - Ops</u>			
MTAPRJ001965	MARC Frederick Yard Compressed Air System Installation	\$ 475	-
MTAPRJ001982	MARC Riverside 500,000 Gallon Tank Upgrades	\$ 200	-
MTAPRJ001986	MARC Riverside Upgrades - Wayside Power, Yard Air, Environmental	\$ 1,199	-
<u>MOL - Facilities</u>			
MTAPRJ001718	MOL Patterson Ave Facility Wall Monitor Upgrade	\$ 270	-
<u>MOL - Systems</u>			
MTAPRJ001816	AGY TICC IVR and MOCC Server Upgrade	\$ 215	-
MTAPRJ001819	AGY TICC and MOCC Remote Telework Solution	\$ 428	-
<u>MTR - Facilities Maintenance</u>			
MTA1514	MTR Tunnel Standpipe Inspection & Repair	\$ 1,829	-
MTA1532	MTR Dewatering Stations Control & Equipment Replacement	\$ 1,853	-

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 57

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Allegany County FY 2021 Completions</u>		
1 Heavy Duty Bus Replacement - 299 (FY20)	\$ 137	Complete
1 Medium Replacement Bus - 304 (FY18)	\$ 300	Complete
1 Medium Replacement Bus - 305 (FY18)	\$ 300	Complete
1 Medium Replacement Bus (FY13)	\$ 309	Complete
1 Small Bus Replacement - 634 (FY20)	\$ 92	Complete
Medium Duty under 30' Replacement 303 (FY17)	\$ 175	Complete
Medium Replacement Bus - 307 (FY19)	\$ 249	Complete
Preventive Maintenance (FY20)	\$ 350	Complete
<u>Allegany County FY 2022 and 2023</u>		
3 Small Bus Replacements (FY21)	\$ 225	FY22
Computer Equipment (FY22)	\$ 25	FY22
Garage Door Replacement (FY21)	\$ 43	FY22
Preventive Maintenance (FY22)	\$ 350	FY22
Preventive Maintenance (FY21)	\$ 350	Ongoing
Transportation Development Plan (FY19)	\$ 100	Underway
Vehicle Cameras APC (FY15)	\$ 237	Underway
<u>Annapolis County FY 2021 Completions</u>		
Office Furniture (FY20)	\$ 10	Complete
<u>Annapolis County FY 2022 and 2023</u>		
1 Medium Bus Replacement - 253 (FY20)	\$ 386	FY22
1 Medium Bus Replacement - 256 (FY20)	\$ 386	FY22
2 Heavy Duty Bus Replacements - 5209 & 5409 (FY21 5339)	\$ 562	FY22
Maintenance Lifts (FY21)	\$ 174	FY22
Preventive Maintenance (FY22)	\$ 475	FY22
2 30' Heavy Duty Bus Replacements - 5411 & 5511 (FY22 5339)	\$ 770	FY23
Preventative Maintenance (FY21)	\$ 450	Ongoing

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 57

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Anne Arundel County FY 2021 Completions</u>		
1 Medium Replacement Bus - 9544 (FY20)	\$ 139	Complete
1 Medium Replacement Bus - 9545 (FY20)	\$ 139	Complete
1 Medium Replacement Bus - 9547 (FY20)	\$ 139	Complete
1 Medium Replacement Bus - 9710 (FY19 5339)	\$ 180	Complete
1 Medium Replacement Bus - 9711 (FY19 5339)	\$ 180	Complete
1 Medium Replacement Bus - 9549 (FY18)	\$ 194	Complete
Ridesharing (FY19)	\$ 197	Complete
Ridesharing (FY20)	\$ 197	Complete
<u>Anne Arundel County FY 2022 and 2023</u>		
1 Medium Replacement Bus - 9548 (FY18)	\$ 194	FY22
7 Small Cutaway Expansion Buses (FY21 5339)	\$ 551	FY22
Mobile Radios (FY19 5339)	\$ 35	FY22
Ridesharing (FY22)	\$ 197	FY22
1 30' Medium Expansion Bus (FY22 5339)	\$ 123	FY23
2 Small Cutaway Expansion Buses (FY22 5339)	\$ 172	FY23
Ridesharing (FY21)	\$ 197	Ongoing
<u>Baltimore City FY 2021 Completions</u>		
Ridesharing (FY20)	\$ 82	Complete
<u>Baltimore City FY 2022 and 2023</u>		
Ridesharing (FY22)	\$ 82	FY22
Ridesharing (FY21)	\$ 82	Ongoing
<u>Baltimore County FY 2021 Completions</u>		
BMC Ridesharing (FY20)	\$ 170	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>Baltimore County FY 2022 and 2023 (cont'd)</u>		
12 Medium Buses - Expansion (FY19 5339 Discretionary)	\$ 1,924	FY22
4 Small Bus Replacements (FY21 5339)	\$ 243	FY22
BMC Ridesharing (FY22)	\$ 170	FY22
Bus Shelters (FY19 5339 Discretionary)	\$ 120	FY22
Bus Signage (FY19 5339 Discretionary)	\$ 10	FY22
Workforce Development (FY19 5339 Discretionary)	\$ 10	FY22
2 Small Cutaway Replacement Buses - 30891 & 30892 (FY22 5339)	\$ 135	FY23
BMC Ridesharing (FY21)	\$ 170	Ongoing
Transportation Development Plan (FY20)	\$ 95	Ongoing
<u>Calvert County FY 2021 Completions</u>		
1 Small Bus Replacement - 138 (FY20 5339)	\$ 63	Complete
2 Small Bus Replacements - 135 & 136 (FY21 5339)	\$ 157	Complete
Preventive Maintenance (FY19 5307)	\$ 36	Complete
Ridesharing (FY20)	\$ 9	Complete
<u>Calvert County FY 2022 and 2023</u>		
Dispatch Software (FY21 5339)	\$ 81	FY22
Electronic Fareboxes (7) (FY22 5339)	\$ 139	FY22
Preventive Maintenance (FY21 5307)	\$ 32	FY22
Preventive Maintenance (FY21 5311)	\$ 119	FY22
Ridesharing (FY22)	\$ 9	FY22
Transportation Development Plan (FY20 5304)	\$ 95	FY22
2 Small Bus Replacements - 137 & 139 (FY22 5339)	\$ 149	FY23
Preventive Maintenance (FY22 5307)	\$ 32	FY23
Preventive Maintenance (FY22 5311)	\$ 119	FY23
Preventive Maintenance (FY20 5307)	\$ 32	Ongoing
Preventive Maintenance (FY20 5311)	\$ 119	Ongoing
Ridesharing (FY21)	\$ 9	Ongoing
AVL Equipment (FY18 5339)	\$ 4	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 57

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Carroll County FY 2021 Completions</u>		
Preventive Maintenance (FY20)	\$ 150	Complete
Replacement Tablets (18) (FY18)	\$ 9	Complete
Transportation Development Plan (FY18)	\$ 95	Complete
<u>Carroll County FY 2022 and 2023</u>		
1 Minivan Replacement - 3393 (FY22 5339)	\$ 45	FY22
1 Small Bus Replacement - 3392 (FY21)	\$ 68	FY22
1 Small Bus Replacement - 3395 (FY21)	\$ 68	FY22
1 Small Bus Replacement - 3396 (FY21)	\$ 68	FY22
3 Light Duty Bus Replacements (FY19 Discretionary 5339)	\$ 147	FY22
Preventive Maintenance (FY22)	\$ 200	FY22
2 Small Cutaway Bus Replacements - 3312 & 3317 (FY22 5339)	\$ 129	FY23
Preventive Maintenance (FY21)	\$ 150	Ongoing
<u>Cecil County FY 2021 Completions</u>		
Hub Study - Phase II (FY18)	\$ 175	Complete
Mobile Radios (FY17)	\$ 7	Complete
Preventive Maintenance (FY20)	\$ 170	Complete
Small Bus Expansion (FY19)	\$ 83	Complete
<u>Cecil County FY 2022 and 2023</u>		
1 Medium Replacement Bus - 225 (FY18)	\$ 210	FY22
Automatic Annunciators (FY20)	\$ 80	FY22
Automatic Passenger Counters (FY20)	\$ 70	FY22
Land Acquisition - Transit Hub	\$ 1,000	FY22
Medium Replacement Bus - 229 (FY19 5307) + 1 Small Expansion Bus	\$ 274	FY22
Preventive Maintenance (FY22)	\$ 170	FY22
Transit Hub D & E (FY22 5307)	\$ 400	FY22
Preventive Maintenance (FY21)	\$ 170	Ongoing
3 Bus Wraps (FY20)	\$ 13	Underway
Bus Wraps for Cutaway Buses (FY16)	\$ 7	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 57

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Cecil County FY 2022 and 2023 (cont'd)</u>		
Integrated Mobility Innovation (IMI) (FY20 5312 Discret.)	\$ 704	Underway
<u>Charles County FY 2021 Completions</u>		
1 Light Duty Paratransit Bus - T82 (FY20)	\$ 62	Complete
1 Light Duty Paratransit Bus - T87 (FY20)	\$ 62	Complete
1 Medium Replacement Bus - T29 (FY19 5339)	\$ 100	Complete
1 Medium Replacement Bus - T30 (FY19 5339)	\$ 100	Complete
1 Medium Replacement Bus - T31 (FY19 5339)	\$ 100	Complete
1 Medium Replacement Bus - T32 (FY19 5339)	\$ 100	Complete
1 Medium Replacement Bus - T33 (FY19 5339)	\$ 100	Complete
Feasibility Study Phase II (FY15)	\$ 300	Complete
<u>Charles County FY 2022 and 2023</u>		
2 Small Cutaway Buses - T84 & T1708 (FY21 5339)	\$ 153	FY22
Design & Engineering for Facility (FY21)	\$ 500	FY22
Shelter and Bus Stop Improvements (FY17)	\$ 50	FY22
Facility Construction (FY22 5307)	\$ 750	FY23
Preventive Maintenance (FY22)	\$ 170	FY23
Preventive Maintenance (FY20)	\$ 114	Ongoing
Preventive Maintenance (FY21)	\$ 114	Ongoing
Design & Engineering for Facility (FY20)	\$ 500	Underway
<u>Dorchester County FY 2021 Completions</u>		
1 Small Bus Replacement - 197 (FY20)	\$ 77	Complete
1 Van Replacement - 189 (FY20)	\$ 50	Complete
Preventive Maintenance (FY20)	\$ 50	Complete
<u>Dorchester County FY 2022 and 2023</u>		
1 Small Bus Replacement - 193 (FY21 5339)	\$ 77	FY22
Air Conditioning Recovery Machine (FY21 5339)	\$ 7	FY22

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 57

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Dorchester County FY 2022 and 2023 (cont'd)</u>		
Preventive Maintenance (FY22)	\$ 50	FY22
Scan Diagnostic Tool	\$ 5	FY22
Preventive Maintenance (FY21)	\$ 50	Ongoing
<u>Eastern Shore Non-Profits FY 2021 Completions</u>		
Delmarva Community Transit - 4 Minivans w/ Wheelchairs (FY19 5339 Discret.)	\$ 200	Complete
Delmarva Community Transit- 2 Small Replacement Buses (FY20/21)	\$ 137	Complete
<u>Eastern Shore Non-Profits FY 2022 and 2023</u>		
Delmarva Community Transit - 2 Minivan Expansions (FY19 5339 Discret.)	\$ 70	FY22
Delmarva Community Transit - 6 Security Cameras (FY19 5339 Discret.)	\$ 30	FY22
Delmarva Community Transit - Electric Upgrade to 220 AMP (FY19 5339 Discret.)	\$ 10	FY22
Delmarva Community Transit - Mobility Management (FY22/23 5310)	\$ 333	FY22
Delmarva Community Transit - Preventive Maintenance (FY22/23 5310)	\$ 20	FY22
Delmarva Community Transit - Transportation Development Plan	\$ 95	FY22
Delmarva Community Transit- Mobility Management (FY18/19)	\$ 324	Ongoing
Delmarva Community Transit- Mobility Management (FY20/21)	\$ 460	Ongoing
<u>Elderly/ Disabled Non-Profits FY 2021 Completions</u>		
Allegany County HRDC, Inc. - 1 Minivan Replacement - AAA2 (FY20/21)	\$ 50	Complete
Appalachian Parent Assoc - 1 Minivan Replacement - X-18 (FY20/21)	\$ 50	Complete
ARC of Northern Chesapeake Region - Preventive Maintenance (FY20/21)	\$ 9	Complete
ARC of Washington County - 2 Minivans Expansion (FY20/21)	\$ 100	Complete
Associated Catholic Charities - 1 Small Replacement Bus - #MW (FY20/21)	\$ 63	Complete
Associated Catholic Charities - 10 Minivans - Expansion (FY20/21)	\$ 500	Complete
Associated Catholic Charities - Preventive Maintenance (FY18/19)	\$ 55	Complete
Center for Life Enrichment - 3 Minivans - Expansion (FY20/21)	\$ 150	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
Dove Pointe, Inc. - Preventive Maintenance (FY17 SS)	\$ 48	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 2021 Completions (cont'd)</u>		
Dove Pointe, Inc. - 1 Minivan - Expansion (FY20/21)	\$ 50	Complete
Easter Seals Baltimore - 2 Minivans - Expansion (FY20/21)	\$ 100	Complete
Friends Aware - 1 Minivan Expansion (FY20/21)	\$ 50	Complete
Harford Center - 1 Minivan - Expansion (FY20/21)	\$ 50	Complete
Harford Center - Preventive Maintenance (FY20/21)	\$ 6	Complete
Humanim- 1 Small Replacement Bus-43 (FY20/21)	\$ 60	Complete
Humanim- 1 Small Replacement Bus-W4 (FY20/21)	\$ 60	Complete
Lifestyles, Inc. - Preventive Maintenance (FY16/17)	\$ 2	Complete
Progress Unlimited, Inc. - Walkie Talkies (FY18/19)	\$ 7	Complete
Progress Unlimited, Inc.-1 Minivan Expansion (FY20/21)	\$ 50	Complete
Progress Unlimited, Inc.-2 Minivan Replacements (FY20/21)	\$ 100	Complete
Providence Center- 10 Minivan Expansion (FY20/21)	\$ 500	Complete
Spring Dell - 10 Wheelchair Lift Safety Belts (FY17 SS)	\$ 1	Complete
Spring Dell- Minivan Replacement (FY 20/21)	\$ 50	Complete
Star Community-2 Minivans Expansion (FY20/21)	\$ 100	Complete
The League for People with Disabilities - 1 Minivan Expansion (FY20/21)	\$ 50	Complete
The League for People with Disabilities - 1 Minvan Replacement (FY20/21)	\$ 50	Complete
Washington County CAC - 1 Minivan Replacement (FY20/21)	\$ 50	Complete
Way Station- 2 Small Replacement Buses (FY20/21)	\$ 120	Complete
Winter Growth-1 Minivan Expansion (FY20/21)	\$ 50	Complete
Winter Growth-1 Small Replacement Bus (FY20/21)	\$ 75	Complete
<u>Elderly/ Disabled Non-Profits FY 2022 and 2023</u>		
Humanim-2 Minivans-Expansion (FY20/21)	\$ 100	FY21
Partners in Car-Preventive Maintenance (FY20/21)	\$ 40	FY21
Prologue, Inc. - 2 Minivan Replacements (FY20/21)	\$ 100	FY21
Action in Maturity - Preventive Maintenance (FY22.23)	\$ 24	FY22
Allegany County HRDC, Inc. - Mobility Management (FY22/23)	\$ 46	FY22
Allegany County HRDC, Inc. - Preventive Maintenance (FY20/21)	\$ 26	FY22
Appalachian Parent Assoc - Preventive Maintenance (FY20/21)	\$ 50	FY22
Appalachian Parent Assoc - 1 Van Expansion Type 2 (FY22/23)	\$ 55	FY22
Appalachian Parent Assoc - Scan Tool (FY22/23)	\$ 10	FY22
ARC of Carroll County - 1 Van Expansion Type 1 (FY22/23)	\$ 47	FY22

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 57

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Elderly/ Disabled Non-Profits FY 2022 and 2023 (cont'd)		
ARC of Central Chesapeake - 3 Van Expansions Type 3 (FY22/23)	\$ 136	FY22
ARC of Central Chesapeake - PPE (FY22/23)	\$ 1	FY22
ARC of Central Chesapeake - Preventive Maintenance (FY22/23)	\$ 3	FY22
ARC of Northern Chesapeake Region - Preventive Maintenance (FY22/23)	\$ 45	FY22
ARC of Southern Maryland - 2 Van Expansions Type 4 (FY22/23)	\$ 98	FY22
ARC of Southern Maryland - Preventive Maintenance (FY18/19)	\$ 5	FY22
ARC of Washington County - 1 Van Expansion Type 4 (FY22/23)	\$ 51	FY22
Associated Catholic Charities - Preventive Maintenance (FY22/23)	\$ 8	FY22
Athelas - 1 Van Replacement Type 3 - 112 (FY22/23)	\$ 45	FY22
Athelas - Preventive Maintenance (FY18/19)	\$ 10	FY22
Bayside Community Network - 1 Van Expansion Type 2 (FY22/23)	\$ 55	FY22
Bayside Community Network - Mobility for All (FY20 Discret.)	\$ 50	FY22
Bayside Community Network - Preventive Maintenance (FY18/19)	\$ 23	FY22
Center for Life Enrichment - 1 Van Replacement Type 4 - 171 (FY22/23)	\$ 49	FY22
Center for Life Enrichment - 1 Van Replacement Type 4 - 173 (FY22/23)	\$ 49	FY22
Center for Life Enrichment - Preventive Maintenance (FY22/23)	\$ 54	FY22
Charles County Nursing and Rehabilitation - Preventive Maintenance (FY18/19)	\$ 19	FY22
Chesterwye Center - 1 Van Expansion Type 4 (FY22/23)	\$ 50	FY22
Daybreak Adult Day Services - Disinfectant Sprayer (FY22/23)	\$ 1	FY22
Dove Pointe, Inc. - 1 Van Expansion Type 1	\$ 43	FY22
Dove Pointe, Inc. - 1 Van Expansion Type 1	\$ 52	FY22
Easter Seals Baltimore - Preventive Maintenance (FY20/21)	\$ 30	FY22
Easter Seals Baltimore - Tripspark Software (FY22/23)	\$ 44	FY22
Easter Seals Hagerstown - Tripspark Software (FY22/23)	\$ 44	FY22
Freedom Landing - Preventive Maintenance (FY18/19)	\$ 3	FY22
Friends Aware - Preventive Maintenance (FY20/21)	\$ 30	FY22
Harford Center - 1 Van Replacement Type 4A - 27 (FY22/23)	\$ 49	FY22
Harford Center - Preventive Maintenance (FY22/23)	\$ 6	FY22
Hopkins Elder Plus - Preventive Maintenance (FY22/23)	\$ 52	FY22
Kent Center - Office Equipment (FY18/19)	\$ 4	FY22
Kent Center - Preventive Maintenance (FY18/19)	\$ 5	FY22
LifeBridge Health - Cleaning Supplies (FY22/23)	\$ 12	FY22
LifeBridge Health - PPE (FY22/23)	\$ 4	FY22
Partners In Care - 1 Van Expansion Type 4 - #PIC Bus 2 (FY22/23)	\$ 49	FY22

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 2022 and 2023 (cont'd)</u>		
Partners In Care - Mobility Management (FY22/23)	\$ 663	FY22
Progress Unlimited, Inc. - 1 Van Expansion Type 3 (FY22/23)	\$ 45	FY22
Progress Unlimited, Inc. - Preventive Maintenance (FY22/23)	\$ 24	FY22
Providence Center - 8 Van Expansions Type 3 (FY22/23)	\$ 344	FY22
Shore Up! - Preventive Maintenance (FY18/19)	\$ 12	FY22
Shore Up! - Driver Shields (FY22/23)	\$ 2	FY22
Shore Up! - Security Cameras (FY22/23)	\$ 14	FY22
Spring Dell - 1 Van Replacement Type 1 - 19 (FY22/23)	\$ 51	FY22
Spring Dell - Preventive Maintenance (FY22/23)	\$ 42	FY22
St. Mary's Adult Medical Day Care - Disinfectant Sprayer (FY22/23)	\$ 1	FY22
St. Mary's Nursing Center, Inc. - Preventive Maintenance (FY22/23)	\$ 12	FY22
Star Community - 1 Van Expansion Type 4 (FY22/23)	\$ 49	FY22
The League for People with Disabilities - 1 Van Replacement Type 1 - 38008HT (FY22/23)	\$ 47	FY22
Washington County CAC - Mobility Management (FY22/23)	\$ 239	FY22
Washington County CAC - Preventive Maintenance (FY22/23)	\$ 15	FY22
Worcester County Comm on Aging - 1 Van Replacement Type 1 - 141 (FY22/23)	\$ 48	FY22
Worcester County Comm on Aging - 1 Van Replacement Type 1 - 1452 (FY22/23)	\$ 48	FY22
Worcester County Comm on Aging - 1 Van Replacement Type 1 - 1453 (FY22/23)	\$ 48	FY22
Worcester County Comm on Aging - Mobility Management (FY22/23)	\$ 106	FY22
Worcester County Comm on Aging - Preventive Maintenance (FY22/23)	\$ 24	FY22
Appalachian Parent Assoc - 1 Small Rplcmt Bus Type 3A - X-31 (FY22/23)	\$ 70	FY23
ARC of Northern Chesapeake Region - 1 Small Bus Replacement Type 1A - 129 (FY22/23)	\$ 59	FY23
Associated Catholic Charities - 1 Van Replacement Type 2 - #HG (FY22/23)	\$ 55	FY23
Athelas - 1 Small Replacement Bus Type 3A - 138 (FY22/23)	\$ 79	FY23
Bayside Community Network - 1 Small Expansion Bus Type 3A (FY22/23)	\$ 70	FY23
Daybreak Adult Day Services - 1 Small Replacement Bus Type 3A - 5 (FY22/23)	\$ 69	FY23
Daybreak Adult Day Services - 1 Small Replacement Bus Type 3A - 7 (FY22/23)	\$ 69	FY23
Easter Seals Baltimore - 1 Small Replacement Bus Type 1A - #E (FY22/23)	\$ 74	FY23
Easter Seals Baltimore - 1 Small Replacement Bus Type 1A - #OldF (FY22/23)	\$ 74	FY23
Easter Seals Hagerstown - 1 Small Replacement Bus Type 1A - "Tandem" (FY22/23)	\$ 74	FY23
Harford Center - 1 Small Bus Replacement Type 3A - 02 (FY22/23)	\$ 76	FY23
Harford Center - 1 Small Bus Replacement Type 3A - 11 (FY22/23)	\$ 76	FY23
Hopkins Elder Plus - 1 Small Replacement Bus Type 4 - 24-002 (FY22/23)	\$ 74	FY23
Hopkins Elder Plus - 1 Small Replacement Bus Type 4 - 24-003 (FY22/23)	\$ 74	FY23

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
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Maryland Transit Administration - Locally Operated Transit Systems - LINE 57

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Elderly/ Disabled Non-Profits FY 2022 and 2023 (cont'd)		
LifeBridge Health - 1 Small Replacement Bus Type 3A - 1078 (FY22/23)	\$ 66	FY23
LifeBridge Health - 1 Small Replacement Bus Type 3A - 47 (FY22/23)	\$ 66	FY23
LifeBridge Health - 1 Small Replacement Bus Type 3A - 974 (FY22/23)	\$ 66	FY23
Partners In Care - 1 Small Bus Replacement Type 3A - #PIC Bus 1 (FY22/23)	\$ 74	FY23
Sheppard Pratt - 1 Small Bus Replacement Type 4A - 1503 (FY22/23)	\$ 68	FY23
Sheppard Pratt - 3 Small Bus Replacements Type 3A (FY22/23)	\$ 196	FY23
St. Mary's Adult Medical Day Care - 1 Small Bus Replacement Type 3A - 57 (FY22/23)	\$ 70	FY23
St. Mary's Adult Medical Day Care - 1 Small Bus Replacement Type 3A - 58 (FY22/23)	\$ 70	FY23
St. Mary's Nursing Center, Inc. - 1 Small Replacement Bus Type 3A - 101 (FY22/23)	\$ 67	FY23
Unified Community Connections - 4 Small Replacement Buses Type 1A (FY22/23)	\$ 234	FY23
Washington County CAC - 1 Small Replacement Bus Type 4A - 12 (FY22/23)	\$ 73	FY23
Washington County CAC - 1 Small Replacement Bus Type 4A - 5 (FY22/23)	\$ 73	FY23
Worcester County Comm on Aging - 1 Small Replacement Bus Type 3A - 1445 (FY22/23)	\$ 66	FY23
Worcester County Developmental Center - 1 Small Expansion Bus (FY22/23)	\$ 66	FY23
Worcester County Developmental Center - 1 Small Repcmt Bus Type 3A - 41 (FY22/23)	\$ 66	FY23
Action in Maturity - Preventive Maintenance (FY20/21)	\$ 25	Ongoing
Allegany County HRDC, Inc. - Mobility Management (FY18/19)	\$ 100	Ongoing
Allegany County HRDC, Inc. - Preventive Maintenance (FY18/19)	\$ 27	Ongoing
ARC of Washington County - Preventive Maintenance (FY18/19)	\$ 8	Ongoing
Associated Catholic Charities - Preventive Maintenance (FY20/21)	\$ 55	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
Comprehensive Housing Assistance - Preventive Maintenance (FY18/19)	\$ 10	Ongoing
Diakon - Preventive Maintenance (FY20/21)	\$ 6	Ongoing
Dorchester County Comm on Aging - Preventive Maintenance (FY18/19)	\$ 17	Ongoing
Dove Pointe, Inc. - Preventive Maintenance (FY18/19)	\$ 100	Ongoing
Easter Seals Baltimore - Preventive Maintenance (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
Humanim-Preventive Maintenance (FY16/17)	\$ 20	Ongoing
Kent Center - Preventive Maintenance (FY16/17)	\$ 9	Ongoing

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 2022 and 2023 (cont'd)</u>		
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 - Preventive Maintenance (FY20/21)	\$ 40	Ongoing
Partners in Care-Mobility Management-All Programs (FY20/21)	\$ 591	Ongoing
Progress Unlimited, Inc. - Preventive Maintenance (FY20/21)	\$ 90	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
Dove Pointe, Inc. - 4 Wheelchair Lifts (FY18 SS)	\$ 25	Underway
Freedom Landing - 2 Expansion Minivans (FY16/17)	\$ 80	Underway
Progress Unlimited, Inc.-35 Ipads and Protective Cases (FY20/21)	\$ 13	Underway
Worcester County Comm on Aging - Computer/Software (FY18/19)	\$ 20	Underway
<u>Frederick County FY 2021 Completions</u>		
3 Heavy Duty Electric Replacement Buses - LONO (FY18 5339)	\$ 1,765	Complete
Preventive Maintenance (FY19 5311)	\$ 70	Complete
Preventive Maintenance (FY20 5307)	\$ 700	Complete
Rideshare (FY20)	\$ 124	Complete
<u>Frederick County FY 2022 and 2023</u>		
2 Heavy Duty Bus Replacements (FY21)	\$ 800	FY22
Facility Construction (FY21)	\$ 2,500	FY22
Preventive Maintenance (FY21 5311)	\$ 70	FY22
Preventive Maintenance (FY22 5307)	\$ 700	FY22
Rideshare (FY22)	\$ 124	FY22
Transportation Development Plan (TDP) (FY20)	\$ 95	FY22

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 57

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Frederick County FY 2022 and 2023 (cont'd)</u>		
Preventive Maintenance (FY20 5311)	\$ 70	Ongoing
Preventive Maintenance (FY21 5307)	\$ 700	Ongoing
Rideshare (FY21)	\$ 124	Ongoing
Facility Expansion Construction (FY18)	\$ 500	Underway
Facility Expansion Construction (FY20)	\$ 2,500	Underway
<u>Garrett County FY 2021 Completions</u>		
1 Small Bus Replacement - 188 (FY20)	\$ 58	Complete
1 Small Bus Replacement - 208 (FY20)	\$ 58	Complete
2 Minivan Replacements - 185 & 186 (FY21 5339)	\$ 78	Complete
<u>Garrett County FY 2022 and 2023</u>		
Preventive Maintenance (FY21)	\$ 267	FY22
Utility Tractor (FY22)	\$ 27	FY22
Preventive Maintenance (FY22)	\$ 267	FY23
Preventive Maintenance (FY20)	\$ 267	Ongoing
<u>Harford County FY 2021 Completions</u>		
1 Heavy Duty Bus Replacement - 817 (FY20 5339)	\$ 413	Complete
1 Heavy Duty Bus Replacement - 819 (FY20)	\$ 413	Complete
1 Heavy Duty Bus Replacement - 824 (FY20)	\$ 413	Complete
1 Medium Replacement Bus - 8013 (FY19 5339)	\$ 265	Complete
1 Medium Replacement Bus - 814 (FY19 5307)	\$ 265	Complete
3 Medium Replacement Buses - 811, 820, 8014 (FY18 5307)	\$ 586	Complete
4 Small Bus Replacements - 8004, 8007, 8009, 8006 (FY20)	\$ 355	Complete
Office Space Buildout (FY18)	\$ 150	Complete
Operator Training Room A/C Funds (FY16)	\$ 25	Complete
Preventive Maintenance (FY20)	\$ 700	Complete
Ridesharing (FY20)	\$ 88	Complete
Routematch Replacement Tablets & Docks (FY20)	\$ 60	Complete
Security Cameras (FY18)	\$ 100	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
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Maryland Transit Administration - Locally Operated Transit Systems - LINE 57

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Harford County FY 2022 and 2023</u>		
1 Heavy Duty Bus Replacement - 827 (FY21 5307)	\$ 406	FY22
1 Medium Bus (FY13)	\$ 198	FY22
1 Medium Replacement Bus (FY16)	\$ 196	FY22
2 Small Cutaway Bus Replacements (FY21 5339)	\$ 186	FY22
Preventive Maintenance (FY22)	\$ 850	FY22
Ridesharing (FY22)	\$ 88	FY22
1 30' Heavy Duty Replacement Bus - 8036 (FY22 5339)	\$ 417	FY23
4 Small Cutaway Repcmt Buses - 8020; 8022; 8024; 8025 (FY22 5307)	\$ 476	FY23
5 Small Cutaway Bus Replacements (FY21 5307)	\$ 464	FY23
6 CNG Replacmt Buses, Garage Rehab, Fuel Infrastrct (FY20 5339 Discretionary)	\$ 3,969	FY23
Preventive Maintenance (FY21)	\$ 850	Ongoing
Ridesharing (FY21)	\$ 88	Ongoing
Bus Shelters (FY18)	\$ 130	Underway
Bus Wash (FY18)	\$ 150	Underway
Fare Collection (FY18)	\$ 130	Underway
Feasibility Study	\$ 150	Underway
<u>Howard County FY 2021 Completions</u>		
Ridesharing (FY20)	\$ 131	Complete
<u>Howard County FY 2022 and 2023</u>		
1 Heavy Duty Bus Replacement - 9546 (FY20)	\$ 423	FY22
1 Heavy Duty Bus Replacement - 9552 (FY20)	\$ 423	FY22
3 HD Bus Replacements & Bus Stop Annunciators (FY20 5339 Discretionary)	\$ 1,517	FY22
3 Heavy Duty Bus Replacements (FY21 5339)	\$ 1,184	FY22
Preventive Maintenance (FY21)	\$ 53	FY22
Ridesharing (FY22)	\$ 131	FY22
Transportation Development Plan (FY21)	\$ 95	FY22
2 30' Heavy Duty Replacement Buses - 9545 & 9547 (FY22 5339)	\$ 834	FY23
Preventive Maintenance (FY22)	\$ 115	FY23
Preventive Maintenance (FY20)	\$ 53	Ongoing
Ridesharing (FY21)	\$ 131	Ongoing

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
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Maryland Transit Administration - Locally Operated Transit Systems - LINE 57

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Montgomery County FY 2021 Completions</u>		
Bus Replacement (FY20 WAG)	\$ 2,000	Complete
Ridesharing (FY20)	\$ 372	Complete
<u>Montgomery County FY 2022 and 2023</u>		
Bus Replacement (FY21 WAG)	\$ 2,000	FY22
Ridesharing (FY21)	\$ 372	FY22
Bus Replacement (FY22 WAG)	\$ 2,000	FY23
Ridesharing (FY22)	\$ 372	FY23
<u>Ocean City FY 2021 Completions</u>		
Facility Construction Oversight (FY19 5311)	\$ 488	Complete
Preventive Maintenance (FY20)	\$ 600	Complete
Transit Facility Construction (FY20 5311)	\$ 6,263	Complete
Transit Facility Construction (FY21)	\$ 2,500	Complete
Transit Facility D & E (FY17)	\$ 520	Complete
<u>Ocean City FY 2022 and 2023</u>		
Preventive Maintenance (FY22)	\$ 675	FY22
2 40' HD Articulated Replacement Buses - 2125 & 2126 (FY22 5311)	\$ 1,600	FY23
Preventive Maintenance (FY21)	\$ 675	Ongoing
Facility Construction Oversight (FY20 5311)	\$ 200	Underway
<u>Prince George's County FY 2021 Completions</u>		
Bus Stop Improvements (Buses)(FY16 WAG)	\$ 500	Complete
Bus Stop Improvements (Buses)(FY17 WAG)	\$ 500	Complete
Bus Stop Improvements (Buses)(FY18 WAG)	\$ 500	Complete
Bus Stop Improvements (FY13 & FY14)	\$ 735	Complete
Bus Stop Improvements (FY15)	\$ 500	Complete
Ridesharing (FY20)	\$ 269	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
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Maryland Transit Administration - Locally Operated Transit Systems - LINE 57

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Prince George's County FY 2022 and 2023</u>		
Bus Replacement (FY20 WAG)	\$ 500	FY22
Bus Replacement (FY21 WAG)	\$ 500	FY22
Ridesharing (FY22)	\$ 269	FY22
Bus Replacement (FY22 WAG)	\$ 500	FY23
Ridesharing (FY21)	\$ 269	Ongoing
5 Clean Diesel Expansion Buses (FY19 5339 LowNo)	\$ 2,588	Underway
Bus Replacement (FY19 WAG)	\$ 500	Underway
<u>Queen Anne's County FY 2021 Completions</u>		
Small Cutaway Replacement Bus - 263 (FY20 5339)	\$ 72	Complete
Small Cutaway Replacement Bus - 264 (FY20 5339)	\$ 74	Complete
<u>Queen Anne's County FY 2022 and 2023</u>		
3 Small Bus Replacements (FY21 5339)	\$ 204	FY22
Preventive Maintenance (FY21 5311 & LU)	\$ 92	FY22
Preventive Maintenance (FY22 5311 & LU)	\$ 92	FY22
2 Small Cutaway Replacement Buses - 259 & 330 (FY22 5339)	\$ 138	FY23
Preventive Maintenance (FY20 5311 & LU)	\$ 85	Ongoing
<u>Somerset County FY 2021 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 2021 Completions</u>		
Tri-County Council of Southern Maryland - Ridesharing (FY20)	\$ 109	Complete
<u>Southern MD Non-Profits FY 2022 and 2023</u>		
Tri-County Council of Southern Maryland - Ridesharing (FY22)	\$ 109	FY22
Tri-County Council of Southern Maryland - Ridesharing (FY21)	\$ 109	Ongoing

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
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Maryland Transit Administration - Locally Operated Transit Systems - LINE 57

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>St. Mary's County FY 2021 Completions</u>		
1 Medium Replacement Bus - 45 (FY19 5339)	\$ 189	Complete
1 Medium Replacement Bus - 46 (FY19 5339)	\$ 189	Complete
1 Medium Replacement Bus - 47 (FY19 5339)	\$ 189	Complete
1 Medium Replacement Bus (FY17 5339)	\$ 138	Complete
3 30' HD Replacement Buses (FY16 5307 & 5311)	\$ 414	Complete
<u>St. Mary's County FY 2022 and 2023</u>		
Bus Stop Signs (FY21)	\$ 4	FY22
Maintenance Facility Addition (FY19 5339 Discret.)	\$ 85	FY22
Preventive Maintenance (FY21 5307 & 5311)	\$ 175	FY22
Routing Software (FY20 5307 & 5311)	\$ 446	FY22
2 Small Replacement Buses 42-6168 & 52-6204 (FY22 5339)	\$ 136	FY23
Preventive Maintenance (FY22 5307 & 5311)	\$ 175	FY23
Preventive Maintenance (FY20 5307 & 5311)	\$ 124	Ongoing
Transportation Development Plan (FY18)	\$ 95	Ongoing
<u>Talbot County FY 2021 Completions</u>		
1 Medium Replacement Bus - 2192 (FY19 5339)	\$ 194	Complete
1 Small Bus Replacement - 801 (FY20 5339)	\$ 77	Complete
1 Van Replacement - 20 (FY20 5339)	\$ 50	Complete
2 Medium Duty Replacement Buses (FY14)	\$ 123	Complete
Preventive Maintenance (FY20 5311)	\$ 30	Complete
<u>Talbot County FY 2022 and 2023</u>		
1 Small Replacement Minivan - 1117 (FY19 5339 added)	\$ 71	FY22
2 Small Replacement Buses - 2193 & 902 (FY18 5339) (changed fr Med)	\$ 175	FY22
6 Computers/Monitors (FY21 5311)	\$ 7	FY22
Preventive Maintenance (FY22 5311)	\$ 30	FY22
Preventive Maintenance (FY21 5311)	\$ 30	Ongoing

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 57

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Tri-County Council for Lower Eastern Shore FY 2021 Completions</u>		
1 Small Replacement Bus - 407 (FY19 5339)	\$ 73	Complete
3 Small Bus Replacements (FY19 5339 Discret.)	\$ 300	Complete
Mobility Management (FY21 5307)	\$ 143	Complete
Preventive Maintenance (FY20 5307)	\$ 800	Complete
<u>Tri-County Council for Lower Eastern Shore FY 2022 and 2023</u>		
1 Medium Bus Replacement - 267 (FY20 5339)	\$ 169	FY22
1 Medium Bus Replacement - 405 (FY20 5339)	\$ 169	FY22
1 Medium Bus Replacement - 420 (FY20 5339)	\$ 169	FY22
1 Medium Replacement Bus - 406 (FY19 5339)	\$ 165	FY22
1 Support Vehicle (partial) (FY22 5339)	\$ 18	FY22
2 Medium Bus Replacements - 262 & 268 (FY21 5339)	\$ 218	FY22
2 Small Bus Replacements - 94 & 107 (FY21 5339)	\$ 143	FY22
3 Medium Duty Bus Replacements (FY19 5339 Discret.)	\$ 600	FY22
6 Propane Conversions (FY19 5339 Discret.)	\$ 100	FY22
Mobility Management (FY22 5307)	\$ 143	FY22
Preventive Maintenance (FY22 5307)	\$ 800	FY22
Transportation Development Plan (FY21)	\$ 95	FY22
2 Medium Bus Replacements - 260 & 411 (FY22 5339)	\$ 219	FY23
3 Small Bus Replacements - 231; 245; 97 (FY22 5339)	\$ 241	FY23
Preventive Maintenance (FY21 5307)	\$ 800	Ongoing
<u>Washington County FY 2021 Completions</u>		
Preventive Maintenance (FY20 5307)	\$ 350	Complete
<u>Washington County FY 2022 and 2023</u>		
1 Heavy Duty Bus Replacement - 710 (FY21 5339)	\$ 392	FY22
1 Medium Replacement Bus - 705 (FY19 5339)	\$ 249	FY22
1 Medium Replacement Bus - 706 (FY19 5339)	\$ 249	FY22
1 Medium Replacement Bus - 707 (FY20 5339)	\$ 401	FY22
1 Minivan Replacement - S-2 (FY21 5339)	\$ 49	FY22

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 57

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Washington County FY 2022 and 2023 (cont'd)</u>		
1 Small Bus Replacement - 505 (FY21 5339)	\$ 88	FY22
2 Medium Replacement Buses - 701, 702 (FY18 5307)	\$ 652	FY22
2 Medium Replacement Buses - 703, 704 (FY18 5307)	\$ 652	FY22
Preventive Maintenance (FY21 5307)	\$ 375	Ongoing