

**MDOT** MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION

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

	<b>FY 2026</b>	<b>FY 2027</b>	<b>FY 2028</b>	<b>FY 2029</b>	<b>FY 2030</b>	<b>FY 2031</b>	<b>SIX - YEAR TOTAL</b>
<b>Major Construction Program</b>	<b>637.8</b>	<b>807.7</b>	<b>1,054.6</b>	<b>991.6</b>	<b>830.9</b>	<b>652.4</b>	<b>4,975.0</b>
System Preservation	336.2	412.4	608.1	655.4	551.6	381.1	2,944.8
Expansion/Efficiency	237.5	294.2	350.3	256.0	198.4	188.6	1,525.0
Safety & Security	2.9	9.3	5.5	0.1	-	-	17.8
Local Funding	55.2	38.5	36.7	30.0	30.9	31.5	222.9
Environment	1.7	50.6	50.1	50.0	50.0	51.2	253.5
Administration	4.4	2.7	3.8	0.1	0.0	-	11.0
<b>Major Development &amp; Evaluation Program</b>	<b>71.5</b>	<b>88.2</b>	<b>13.2</b>	<b>20.7</b>	<b>1.2</b>	<b>1.5</b>	<b>196.3</b>
Expansion/Efficiency	70.3	86.4	4.3	15.2	1.0	1.5	178.6
Safety & Security	0.8	1.5	0.9	0.0	0.2	-	3.4
Local Funding	0.3	0.3	0.9	-	-	-	1.6
Environment	0.1	-	7.0	5.5	-	-	12.6
Administration	0.0	-	-	-	-	-	0.0
<b>Minor Program</b>	<b>100.1</b>	<b>47.6</b>	<b>57.7</b>	<b>101.5</b>	<b>27.5</b>	<b>45.7</b>	<b>380.1</b>
System Preservation	63.1	25.6	35.0	85.0	26.5	20.9	256.2
Expansion/Efficiency	15.9	18.5	10.7	4.2	0.2	11.5	61.0
Safety & Security	9.0	2.6	7.5	4.8	0.2	3.4	27.6
Local Funding	0.1	-	-	-	-	-	0.1
Environment	4.9	0.3	3.7	6.3	-	6.8	21.9
Administration	7.2	0.6	0.8	1.2	0.7	3.1	13.5
<b>Capital Salaries, Wages &amp; Other Costs</b>	<b>23.0</b>	<b>22.0</b>	<b>24.4</b>	<b>23.2</b>	<b>20.9</b>	<b>23.2</b>	<b>136.6</b>
	<b>832.5</b>	<b>965.5</b>	<b>1,149.9</b>	<b>1,136.9</b>	<b>880.5</b>	<b>722.8</b>	<b>5,688.0</b>
Special Funds	411.5	496.4	598.6	583.2	494.1	438.8	3,022.6
Federal Funds	384.5	425.0	416.4	455.0	374.9	195.2	2,251.1
Other Funds	36.5	44.0	134.9	98.6	11.5	88.8	414.4
<b>TOTAL Special Funds Breakdown</b>							
General Fund	9.4	65.3	0.0	0.0	-	0.0	74.7
Transportation Trust Fund	402.1	431.1	598.6	583.2	494.1	438.8	2,947.9
<b>SPECIAL FUNDS TOTAL</b>	<b>411.5</b>	<b>496.4</b>	<b>598.6</b>	<b>583.2</b>	<b>494.1</b>	<b>438.8</b>	<b>3,022.6</b>
<b>Other Funds Breakdown</b>							
GARVEE	-	21.0	127.1	95.3	11.1	88.8	343.3
Other (Not GARVEE)	36.5	23.0	7.8	3.3	0.4	0.0	71.1
<b>OTHER FUNDS TOTAL</b>	<b>36.5</b>	<b>44.0</b>	<b>134.9</b>	<b>98.6</b>	<b>11.5</b>	<b>88.8</b>	<b>414.4</b>



**MARC**

**Freight**

**Light Rail**

**Baltimore Metro**

**Bus**

**Multi-Modal**

**Locally Operated Transit Systems**



**MARYLAND DEPARTMENT  
OF TRANSPORTATION**

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**MARYLAND TRANSIT  
ADMINISTRATION**

**MTA CONSTRUCTION PROGRAM**



**PROJECT:** MARC Maintenance, Layover, & Storage Facilities

**DESCRIPTION:** Planning, environmental documentation, design, and construction of maintenance, layover, and storage facilities. Includes design and construction of storage tracks, replacement track switches, high-level platforms, and yard electrification at MARC Martin State Airport facility. Also includes the construction of the MARC Riverside heavy maintenance building, including two new natural gas and diesel burners, and pavement repair. Each of these facilities support equipment that is used across all MARC lines.

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

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

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

**EXPLANATION:** 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.

<b>SMART GROWTH STATUS:</b>	<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:** MARC Martin State Airport Improvements anticipated to begin construction in FY 26. MDOT is able to advance the MARC Riverside Wayside Power, Yard Air, and Environmental project to the construction phase because of the funding provided by the Governor and Legislature in the last session.

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	EXPENDED	PREVIOUS	CURRENT	BUDGET	PLANNING				SIX	BALANCE
	COST (\$000)	THRU CLOSE YEAR	YEAR 2025	YEAR 2026	YEAR 2027	...2028...	...2029...	...2030...	...2031...	YEAR TOTAL	TO COMPLETE
Planning	76	76	0	(0)	0	0	0	0	0	(0)	0
Engineering	19,143	8,524	590	844	5,320	4,455	0	0	0	10,619	0
Right-of-way	2,033	2,031	0	2	0	0	0	0	0	2	0
Utility	598	561	0	37	0	0	0	0	0	37	0
Construction	122,711	56,944	216	1,282	24,500	39,984	0	0	0	65,766	0
<b>Total</b>	<b>144,560</b>	<b>68,136</b>	<b>806</b>	<b>2,165</b>	<b>29,820</b>	<b>44,439</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>76,424</b>	<b>0</b>
Federal-Aid	110,974	52,993	1,934	1,768	22,434	33,778	0	0	0	57,981	0
Special	32,087	15,143	(1,128)	347	6,803	9,793	0	0	0	16,943	0
Other	1,500	0	0	49	583	868	0	0	0	1,500	0

1217, 1545, 1571, 1738, 1986, 2021, 2307, 2451, 2461

**SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:**

Project funding allocation increased by \$18.9M due to miscellaneous adjustments, unfavorable bid on the MARC Martin State Airport Improvements project. The MARC Martin State Airport Facility Renovation and Martins Layover & Maintenance Facility Yard Electrification projects have been deferred.

**USAGE:**

MARC annual ridership in FY 2025 exceeded 4.2 million.

**PROJECT:** MARC Improvements on Penn Line

**DESCRIPTION:** Ongoing improvement program to ensure safety and quality of service along the MARC Penn Line. Program is implemented through Amtrak construction agreements that are required in order to provide MARC service on the Amtrak-owned rail corridor. Amtrak efforts include projects such as passenger upgrades at Baltimore Penn and Washington Union Stations, 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"/> Enhance Safety and Security	<input checked="" type="checkbox"/> Serve Communities and Support the Economy
<input checked="" type="checkbox"/> Deliver System Quality	<input type="checkbox"/> Promote Environmental Stewardship

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

<b>SMART GROWTH STATUS:</b>	<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:** Ongoing projects on the Penn Line are governed by the Passenger Rail Investment and Improvement Act of 2008.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER					
PHASE	TOTAL										BALANCE		
	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET	PLANNING				SIX			
	COST	THRU	YEAR	YEAR	YEAR	...2028...	...2029...	...2030...	...2031...	YEAR	TO		
	(\$000)	CLOSE YEAR	2025	2026	2027					TOTAL	COMPLETE		
Planning	0	0	0	0	0	0	0	0	0	0	0		
Engineering	3,572	3,572	0	0	0	0	0	0	0	0	0		
Right-of-way	0	0	0	0	0	0	0	0	0	0	0		
Utility	0	0	0	0	0	0	0	0	0	0	0		
Construction	471,065	260,643	27,905	31,382	29,000	29,000	71,830	32,000	17,210	210,422	0		
<b>Total</b>	<b>474,637</b>	<b>264,215</b>	<b>27,905</b>	<b>31,382</b>	<b>29,000</b>	<b>29,000</b>	<b>71,830</b>	<b>32,000</b>	<b>17,210</b>	<b>210,422</b>	<b>0</b>		
Federal-Aid	370,250	203,290	22,314	23,728	23,200	23,200	57,464	25,600	13,768	166,960	0		
Special	104,387	60,925	5,591	7,654	5,800	5,800	14,366	6,400	3,442	43,462	0		
Other	0	0	0	0	0	0	0	0	0	0	0		

0183, 1460, 1734, 2329, 2545, 2632

**SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:**

Project funding allocation increased by \$26.4M due to the new program year (FY 2031) and the addition of the following projects: Track A Winans to Bridge Improvements, MARC Aberdeen Station ADA improvements, Penn Line Tunnels Drain Cleaning & Bowie Concrete Repairs, and Halethorpe Station Staircase Replacement.

**USAGE:**

MARC annual ridership in FY 2025 exceeded 4.2 million.

**PROJECT:** MARC Improvements on Camden and Brunswick Lines

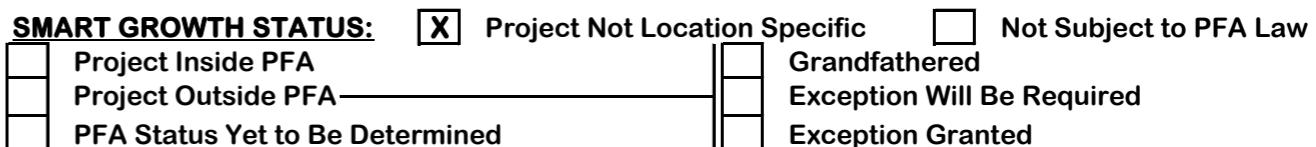
**DESCRIPTION:** Ongoing improvement program to ensure safety and quality of service along the MARC Camden and Brunswick lines. Program is implemented through CSX construction agreements that are required in order to provide MARC service on CSX-owned rail corridors. CSX efforts include projects such as interlocking replacements and other track improvements.

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

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

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

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



**STATUS:** Construction for the installation of new switch panels at various locations is underway. MARC Silver Spring Turnback Facility feasibility study completed in FY 2025 and design has been initiated. MTA was awarded funding through the All Stations Accessibility Program (ASAP) for design improvements to the MARC College Park Station; concept design (15%) is underway.

**SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:**  
Project funding allocation increased by \$7.4M due to the new program year (FY 2031) and miscellaneous adjustments. The following projects were removed from the PIF following completion: Greenbelt Switches, MARC Brunswick Line Master Plan Investments, Reconstruct Brunswick Turntable & Connecting Tracks. The MARC College Park Accessible Stations (ASAP) project was added to the PIF.

**USAGE:**

MARC annual ridership in FY 2025 exceeded 4.2 million.

POTENTIAL FUNDING SOURCE:			<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER					
PHASE	TOTAL				BUDGET		PLANNING				SIX	BALANCE		
	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	YEAR	YEAR	FOR PLANNING PURPOSES ONLY				YEAR	TO		
	COST	THRU	YEAR	YEAR	2027	...2028...	...2029...	...2030...	...2031...	TOTAL	COMPLETE			
(\$000)		CLOSE YEAR	2025	2026										
Planning	114	111	90	3	0	0	0	0	0	3	0			
Engineering	6,956	2,234	24	1,543	1,679	1,250	250	0	0	4,721	0			
Right-of-way	19	19	0	0	0	0	0	0	0	0	0			
Utility	0	0	0	0	0	0	0	0	0	0	0			
Construction	182,213	132,811	7,343	10,951	6,822	10,415	9,214	6,000	6,000	49,403	0			
<b>Total</b>	<b>189,302</b>	<b>135,175</b>	<b>7,458</b>	<b>12,497</b>	<b>8,501</b>	<b>11,665</b>	<b>9,464</b>	<b>6,000</b>	<b>6,000</b>	<b>54,127</b>	<b>0</b>			
Federal-Aid	146,335	99,771	4,705	13,453	6,607	9,332	7,571	4,800	4,800	46,564	0			
Special	42,967	35,404	2,753	(956)	1,893	2,333	1,893	1,200	1,200	7,563	0			
Other	0	0	0	0	0	0	0	0	0	0	0			

0687, 1937, 2299, 2300, 2302, 2303, 2304, 2305, 2408, 2440, 2521

**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 MARC multi-level railcars. MARC coaches are used interchangeably across all MARC lines.

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

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

<b>SMART GROWTH STATUS:</b>	<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:** Overhaul of 63 MARC III railcars is complete, with project closeout anticipated in FY 2026 following final project certifications, including safety-critical items. MDOT is able to advance the MARC IV Midlife Overhaul project (54 railcars) to the design phase because of the funding provided by the Governor and Legislature in the last session.

**SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:**  
Project funding allocation increased by \$21.2M due to the new program year (FY 2031) and miscellaneous adjustments.

POTENTIAL FUNDING SOURCE:			<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER				
PHASE	TOTAL												
	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET	PLANNING				SIX	BALANCE		
	COST	THRU	YEAR	YEAR	YEAR	FOR PLANNING PURPOSES ONLY	...2028...	...2029...	...2030...	...2031...	YEAR TO COMPLETE		
	(\$000)	CLOSE YEAR	2025	2026	2027					TOTAL			
Planning	0	0	0	0	0	0	0	0	0	0	0		
Engineering	2,604	621	7	313	300	1,200	170	0	0	1,983	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	228,278	60,064	5,055	4,477	3,959	17,028	15,950	23,550	35,200	100,164	68,050		
<b>Total</b>	<b>230,882</b>	<b>60,685</b>	<b>5,062</b>	<b>4,790</b>	<b>4,259</b>	<b>18,228</b>	<b>16,120</b>	<b>23,550</b>	<b>35,200</b>	<b>102,147</b>	<b>68,050</b>		
Federal-Aid	133,409	47,995	4,620	3,790	2,640	16,809	15,176	18,840	28,160	85,414	0		
Special	97,473	12,690	442	1,001	1,619	1,420	944	4,710	7,040	16,733	68,050		
Other	0	0	0	0	0	0	0	0	0	0	0		

1304, 1502, 1567, 1569, 2371, 2553

**USAGE:**

MARC annual ridership in FY 2025 exceeded 4.2 million.

**PROJECT:** MARC Locomotives - Overhauls and Replacements

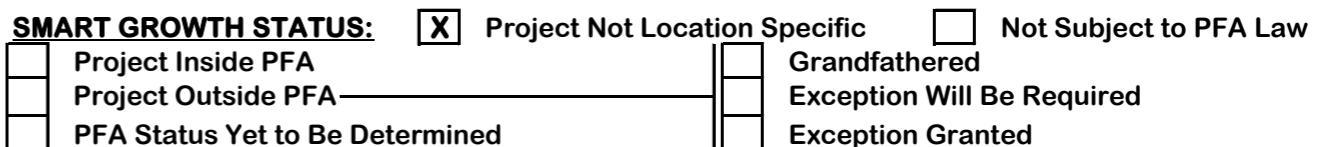
**DESCRIPTION:** Overhaul eight diesel SC-44 locomotives, overhaul six GP39H-2 diesel locomotives, complete mid-life overhaul for 26 MP36PH-3C diesel locomotives, develop specifications for new locomotive procurements, and replace six electric locomotives. Diesel locomotives are used interchangeably across all MARC lines, while electric locomotives are used only on the Penn line. This project will include the procurement of an electric locomotive power solution to allow for electric operations of the Penn Line when required by Amtrak on the NEC, after the completion of the Frederick Douglass Tunnel Project.

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

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



**STATUS:** All 6 GP-39 locomotives have been overhauled and are complete. Specification development for 26 MP36PH-3C locomotives is complete and is awaiting advertisement. The overhaul of 8 SC-44 locomotives is scheduled to begin in FY 2026.

POTENTIAL FUNDING SOURCE:			<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER				
PHASE	TOTAL												
	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET	PLANNING				SIX	BALANCE		
	COST	THRU	YEAR	YEAR	YEAR	FOR PLANNING PURPOSES ONLY	...2028...	...2029...	...2030...	...2031...	YEAR TO COMPLETE		
	(\$000)	CLOSE YEAR	2025	2026	2027					TOTAL			
Planning	0	0	0	0	0	0	0	0	0	0	0		
Engineering	13,156	1,800	200	506	211	716	9,923	0	0	11,356	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	242,964	12,793	486	3,188	19,611	21,288	29,182	76,525	27,478	177,271	52,900		
<b>Total</b>	<b>256,120</b>	<b>14,593</b>	<b>685</b>	<b>3,694</b>	<b>19,821</b>	<b>22,004</b>	<b>39,105</b>	<b>76,525</b>	<b>27,478</b>	<b>188,627</b>	<b>52,900</b>		
Federal-Aid	157,112	10,398	445	2,782	15,857	17,603	31,284	61,220	17,648	146,395	320		
Special	99,008	4,196	240	912	3,964	4,401	7,821	15,305	9,830	42,232	52,580		
Other	0	0	0	0	0	0	0	0	0	0	0		

1444, 1500, 1501, 1568, 2559

**SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:**

Project cost allocation increased by \$4.4M due to the addition of the MARC Electric Locomotive Purchase project and miscellaneous adjustments.

**USAGE:**

MARC annual ridership in FY 2025 exceeded 4.2 million.

**PROJECT:** MARC Positive Train Control

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

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

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

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

**EXPLANATION:** Ensure the safe operation of MARC service.

<b>SMART GROWTH STATUS:</b>	<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:** All MARC diesel locomotives and cab cars available for service are equipped with the Interoperable Electronic Train Management System and are operating PTC on all three MARC service lines (Penn/Camden/Brunswick). Wi-Fi has been installed at all MARC Maintenance and Layover facilities. Procurement underway to continue to update PTC to latest FRA standards.

**SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:**  
None.

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL					PLANNING				SIX YEAR	BALANCE TO
	ESTIMATED COST	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR	CURRENT YEAR	BUDGET	YEAR	FOR PLANNING PURPOSES ONLY				
	(\$000)			2025	2026	2027	...2028...	...2029...	...2030...	...2031...	TOTAL
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	477	477	129	(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	42,666	34,429	1,560	4,356	1,865	0	1,008	1,008	0	8,237	0
<b>Total</b>	<b>43,143</b>	<b>34,906</b>	<b>1,690</b>	<b>4,356</b>	<b>1,865</b>	<b>0</b>	<b>1,008</b>	<b>1,008</b>	<b>0</b>	<b>8,237</b>	<b>0</b>
Federal-Aid	34,550	27,579	1,351	4,749	1,418	0	804	0	0	6,972	0
Special	8,593	7,327	339	(393)	448	0	204	1,008	(0)	1,266	0
Other	0	0	0	0	0	0	0	0	0	0	0

1380, 2453, 2454, 2455, 2456, 2457

**USAGE:**  
MARC annual ridership in FY 2025 exceeded 4.2 million.

**PROJECT:** MARC BWI Rail Station Upgrades and Repairs

**DESCRIPTION:** Structural improvements to the BWI Rail Station parking garages and improvements to the existing bus loop, storm water facility, and station including passenger-friendly amenities. The MARC BWI Station serves the Penn line.

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

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

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

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

<b>SMART GROWTH STATUS:</b>	<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 efforts for concrete and asphalt bus loop pavement and storm water facilities at MARC BWI Station are complete with construction anticipated to start in FY 2027. MARC BWI bus loop has been deferred by one year.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER					
PHASE	TOTAL										<u>SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:</u> None.		
	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET	PLANNING				SIX	BALANCE		
	COST	THRU	YEAR	YEAR	YEAR	...2028...	...2029...	...2030...	...2031...	YEAR	TO		
	(\$000)	CLOSE YEAR	2025	2026	2027					TOTAL	COMPLETE		
Planning	405	405	0	0	0	0	0	0	0	0	0		
Engineering	1,819	1,819	0	0	0	0	0	0	0	0	0		
Right-of-way	0	0	0	0	0	0	0	0	0	0	0		
Utility	0	0	0	0	0	0	0	0	0	0	0		
Construction	8,629	7,156	5	130	917	425	0	0	0	1,472	0		
<b>Total</b>	<b>10,853</b>	<b>9,380</b>	<b>5</b>	<b>130</b>	<b>917</b>	<b>425</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,472</b>	<b>0</b>		
Federal-Aid	6,731	5,809	0	(152)	734	340	0	0	0	922	0		
Special	4,121	3,571	5	282	183	85	0	0	0	551	0		
Other	0	0	0	0	0	0	0	0	0	0	0		

1209, 2059

**USAGE:**  
MARC annual ridership in FY 2025 exceeded 4.2 million.

**PROJECT:** MARC Odenton Station Renovation

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

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

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

<b>SMART GROWTH STATUS:</b>	<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 complete. Construction is anticipated to begin in FY 2026.

<b>POTENTIAL FUNDING SOURCE:</b>		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER					
PHASE	TOTAL										<b>SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:</b> None.		
	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET	PLANNING					SIX		
	COST	THRU	YEAR	YEAR	YEAR	...2028...	...2029...	...2030...	...2031...	TOTAL	BALANCE		
	(\$000)	CLOSE YEAR	2025	2026	2027						TO		
Planning	0	0	0	0	0	0	0	0	0	0	0	0	
Engineering	524	417	22	107	0	0	0	0	0	107	0		
Right-of-way	0	0	0	0	0	0	0	0	0	0	0		
Utility	0	0	0	0	0	0	0	0	0	0	0		
Construction	2,097	0	0	1,497	600	0	0	0	0	2,097	0		
<b>Total</b>	<b>2,621</b>	<b>417</b>	<b>22</b>	<b>1,604</b>	<b>600</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,204</b>	<b>0</b>		
Federal-Aid	2,049	324	17	1,246	480	0	0	0	0	1,726	0		
Special	572	94	4	358	120	0	0	0	0	478	0		
Other	0	0	0	0	0	0	0	0	0	0	0		

1844

**USAGE:**  
MARC annual ridership in FY 2025 exceeded 4.2 million.

**PROJECT:** MARC Laurel Platform Replacement

**DESCRIPTION:** This project will replace existing platform sub-structure, decking, stairs, and ramp at the Laurel Station, which serves the Camden line.

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

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

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

**EXPLANATION:** This project includes repairs to the station platforms to maintain a state of good repair.

<b>SMART GROWTH STATUS:</b>	<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 was completed in FY 2025.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER					
PHASE	TOTAL										<u>SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:</u> None.		
	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET	PLANNING				SIX	BALANCE		
	COST	THRU	YEAR	YEAR	YEAR	...2028...	...2029...	...2030...	...2031...	YEAR	TO		
	(\$000)	CLOSE YEAR	2025	2026	2027					TOTAL	COMPLETE		
Planning	0	0	0	0	0	0	0	0	0	0	0		
Engineering	0	0	0	0	0	0	0	0	0	0	0		
Right-of-way	0	0	0	0	0	0	0	0	0	0	0		
Utility	0	0	0	0	0	0	0	0	0	0	0		
Construction	2,798	2,798	358	(0)	0	0	0	0	0	(0)	0		
<b>Total</b>	<b>2,798</b>	<b>2,798</b>	<b>358</b>	<b>(0)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>(0)</b>	<b>0</b>		
Federal-Aid	2,895	2,245	287	649	0	0	0	0	0	649	0		
Special	(97)	552	72	(649)	0	0	0	0	0	(649)	0		
Other	0	0	0	0	0	0	0	0	0	0	0		

1880

**USAGE:**  
MARC annual ridership in FY 2025 exceeded 4.2 million.

**PROJECT:** Freight Rail Program

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

**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 also require maintenance to ensure preservation of rights of way and address safety concerns that may arise.

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

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

**EXPLANATION:** MTA must continue to comply with FRA standards to support continued safe and efficient operations while providing economic vitality across the state of Maryland.

<b>SMART GROWTH STATUS:</b>	<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:** 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.

<b>POTENTIAL FUNDING SOURCE:</b>		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER					
PHASE	TOTAL										BALANCE		
	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET	PLANNING				SIX			
	COST	THRU	YEAR	YEAR	YEAR	...2028...	...2029...	...2030...	...2031...	YEAR	TO		
	(\$000)	CLOSE YEAR	2025	2026	2027					TOTAL	COMPLETE		
Planning	0	0	0	0	0	0	0	0	0	0	0		
Engineering	11,817	9,687	893	1,316	750	64	0	0	0	2,129	0		
Right-of-way	225	43	33	182	0	0	0	0	0	182	0		
Utility	0	0	0	0	0	0	0	0	0	0	0		
Construction	29,928	20,762	1,298	1,214	20	2,809	4,123	0	1,000	9,166	0		
<b>Total</b>	<b>41,970</b>	<b>30,492</b>	<b>2,224</b>	<b>2,712</b>	<b>770</b>	<b>2,873</b>	<b>4,123</b>	<b>0</b>	<b>1,000</b>	<b>11,478</b>	<b>0</b>		
Federal-Aid	2,500	2,231	(330)	269	0	0	0	0	0	269	0		
Special	39,155	27,947	2,268	2,442	770	2,873	4,123	0	1,000	11,208	0		
Other	315	315	285	0	0	0	0	0	0	0	0		

**SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:**

None.

**USAGE:**

**PROJECT:** Homeland Security

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

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

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

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

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

<b>SMART GROWTH STATUS:</b>	<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:** FY 2021 Homeland Security grant activities were completed in FY 2025. FY 2022 Homeland Security grant activities are currently underway and include emergency drills & exercises, and threat & vulnerability assessments (TVAs).

<b>POTENTIAL FUNDING SOURCE:</b>		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER					
PHASE	TOTAL										BALANCE		
	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET	PLANNING				SIX			
	COST (\$000)	THRU CLOSE YEAR	YEAR 2025	YEAR 2026	YEAR 2027	...2028...	...2029...	...2030...	...2031...	YEAR TOTAL	TO COMPLETE		
Planning	0	0	0	0	0	0	0	0	0	0	0		
Engineering	2,292	1,516	160	776	0	0	0	0	0	776	0		
Right-of-way	0	0	0	0	0	0	0	0	0	0	0		
Utility	0	0	0	0	0	0	0	0	0	0	0		
Construction	13,996	7,339	(6)	229	6,428	0	0	0	0	6,657	0		
<b>Total</b>	<b>16,288</b>	<b>8,855</b>	<b>154</b>	<b>1,004</b>	<b>6,428</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7,433</b>	<b>0</b>		
Federal-Aid	15,874	8,363	97	1,082	6,428	0	0	0	0	7,510	0		
Special	414	492	57	(77)	(0)	0	0	0	0	(77)	0		
Other	0	0	0	0	0	0	0	0	0	0	0		

90708

**SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:**  
None.**USAGE:**

**PROJECT:** Metro and Light Rail Maintenance of Way

**DESCRIPTION:** Provide annual maintenance to major systemwide rail infrastructure to keep vital guideway elements in a state of good repair. Such elements include but are not limited to aerial structures and stations, girders, motor operated switches, ballast, concrete and timber ties, trackwork. Also support emergency response services as well as program management along the roadway as well as at railyards.

**PURPOSE & NEED SUMMARY STATEMENT:** To ensure that all rail-related systems are maintained in a state of good repair while providing safe and reliable service to riders.

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

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

**EXPLANATION:** Continued maintenance of crucial railway elements is essential to reduce system failures and to improve safety and reliability.

<b>SMART GROWTH STATUS:</b>	<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:** Various ongoing design and construction efforts as MTA continues to ensure railway elements are kept in a state of good repair. Ongoing procurement for next MOW contract.

POTENTIAL FUNDING SOURCE:			<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
<b>TOTAL</b>												
PHASE	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TO TOTAL		
						...2028...	...2029...	...2030...	...2031...	BALANCE		
Planning	0	0	0	0	0	0	0	0	0	0		
Engineering	12,568	9,461	905	1,414	654	373	527	139	0	3,107		
Right-of-way	0	0	0	0	0	0	0	0	0	0		
Utility	0	0	0	0	0	0	0	0	0	0		
Construction	193,900	106,592	8,586	1,558	13,035	18,985	24,621	11,660	6,612	76,470		
<b>Total</b>	<b>206,469</b>	<b>116,054</b>	<b>9,491</b>	<b>2,972</b>	<b>13,689</b>	<b>19,358</b>	<b>25,148</b>	<b>11,799</b>	<b>6,612</b>	<b>79,577</b>		
Federal-Aid	25,584	12,576	1,393	1,723	791	0	4,581	625	5,289	13,008		
Special	180,884	103,478	8,098	1,250	12,898	19,358	20,567	11,174	1,322	66,569		
Other	0	0	0	0	0	0	0	0	0	0		

0239, 1465, 1599, 1748, 1770, 1804, 1829, 1890, 2542, 2543, 2619, 2622

**SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:**

Project funding allocation increased by \$5.8M due to the new program year (FY 2031) and the addition of the following projects: grade crossing upgrades and the purchase of maintenance materials and a brandt truck.

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

**EXPLANATION:** 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.

<b>SMART GROWTH STATUS:</b>	<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:** All 52 of the vehicles undergoing the mid-life overhaul have been completed and returned to service with minor project activities and project close out anticipated in FY 2026. Minor light rail vehicle repair projects ongoing.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER					
PHASE	TOTAL										BALANCE		
	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET	PLANNING							
	COST	THRU	YEAR	YEAR	YEAR	...2028...	...2029...	...2030...	...2031...	YEAR	TO		
	(\$000)	CLOSE YEAR	2025	2026	2027					TOTAL	COMPLETE		
Planning	0	0	0	0	0	0	0	0	0	0	0		
Engineering	4,869	3,154	0	216	0	0	0	1,500	0	0	1,716		
Right-of-way	0	0	0	0	0	0	0	0	0	0	0		
Utility	0	0	0	0	0	0	0	0	0	0	0		
Construction	223,736	216,785	12,995	4,540	300	300	1,810	0	0	6,951	0		
<b>Total</b>	<b>228,605</b>	<b>219,939</b>	<b>12,995</b>	<b>4,756</b>	<b>300</b>	<b>300</b>	<b>3,310</b>	<b>0</b>	<b>0</b>	<b>8,666</b>	<b>0</b>		
Federal-Aid	152,196	142,890	8,722	8,763	0	0	543	0	0	9,306	0		
Special	76,409	77,049	4,273	(4,007)	300	300	2,768	0	0	(640)	0		
Other	0	0	0	0	0	0	0	0	0	0	0		

1153, 1346, 1630, 1652, 1702, 2099, 2373

**SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:**

Project funding allocation increased by \$1.2M to support extending the life of the original Light Rail fleet until new rail cars are in service. The Seat Upgrade project has been deferred.

**USAGE:**

Light Rail annual ridership in FY 2025 exceeded 4.9 million.

**PROJECT:** Light Rail Systems Overhauls and Replacements

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

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

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

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

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

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

**STATUS:** Catenary Surge Protection Device Grounding Replacement to begin in FY 2026. MDOT is able to advance the Traction Power Substation Major Rehabilitation to the construction phase because of the funding provided by the Governor and Legislature in the last session. Wide Area Network OTN Replacement has been deferred by one year.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER					
PHASE	TOTAL										BALANCE		
	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET	PLANNING							
	COST	THRU	YEAR	YEAR	YEAR	...2028...	...2029...	...2030...	...2031...	YEAR	TO		
	(\$000)	CLOSE YEAR	2025	2026	2027					TOTAL	COMPLETE		
Planning	0	0	0	0	0	0	0	0	0	0	0		
Engineering	5,886	4,056	613	1,280	551	0	0	0	0	1,831	0		
Right-of-way	884	129	75	486	269	0	0	0	0	755	0		
Utility	0	0	0	0	0	0	0	0	0	0	0		
Construction	176,355	8,635	3,078	1,798	19,595	32,323	28,722	19,252	20,000	121,690	46,031		
<b>Total</b>	<b>183,126</b>	<b>12,820</b>	<b>3,766</b>	<b>3,564</b>	<b>20,415</b>	<b>32,323</b>	<b>28,722</b>	<b>19,252</b>	<b>20,000</b>	<b>124,275</b>	<b>46,031</b>		
Federal-Aid	82,952	2,747	718	2,202	12,042	19,057	22,002	8,702	16,000	80,005	200		
Special	100,173	10,073	3,048	1,362	8,373	13,265	6,720	10,550	4,000	44,270	45,831		
Other	0	0	0	0	0	0	0	0	0	0	0		

1466, 1521, 1522, 1531, 1554, 1555, 1749, 2384, 2507

**SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:**  
Project funding allocation increased by \$28.8M due to the new program year (FY 2031), the addition of Elm Road and South Yard Substation Repairs project, and miscellaneous adjustments.

**USAGE:**  
Light Rail annual ridership in FY 2025 exceeded 4.9 million.

**PROJECT:** Light Rail Trackwork Overhauls and Replacement

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

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

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

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

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

<b>SMART GROWTH STATUS:</b>	<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 interlockings, grade crossings, and restraining rail curve replacements at various locations are ongoing. MDOT is able to advance multiple Light Rail state of good repair projects to the design and construction phases because of the funding provided by the Governor and Legislature in the last session.

<u>POTENTIAL FUNDING SOURCE:</u>			<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER								
PHASE	TOTAL											BALANCE					
	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET	PLANNING					SIX						
	COST	THRU	YEAR	YEAR	YEAR	...2028...	...2029...	...2030...	...2031...	YEAR	TO						
	(\$000)	CLOSE YEAR	2025	2026	2027					TOTAL	COMPLETE						
Planning	44	13	0	31	0	0	0	0	0	31	0						
Engineering	13,646	8,872	1,048	3,355	1,420	0	0	0	0	4,774	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	39,367	1,622	(3)	24	6,507	11,493	14,678	5,044	0	37,745	0						
<b>Total</b>	<b>53,058</b>	<b>10,507</b>	<b>1,044</b>	<b>3,409</b>	<b>7,927</b>	<b>11,493</b>	<b>14,678</b>	<b>5,044</b>	<b>0</b>	<b>42,550</b>	<b>0</b>						
Federal-Aid	13,365	499	477	662	5,413	6,792	0	0	0	12,867	0						
Special	39,692	10,009	567	2,748	2,514	4,701	14,678	5,044	0	29,684	0						
Other	0	0	0	0	0	0	0	0	0	0	0						

1616, 1940, 1941, 1942, 1943, 1944, 1945, 1946, 1947, 1948, 1949, 1950, 1956, 1957, 2194, 2226, 2233, 2245, 2572, 2574, 2577,  
2644

**SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:**  
Project funding allocation decreased by \$6.4M due to schedule and scope changes to various projects.

**USAGE:**  
Light Rail annual ridership in FY 2025 exceeded 4.9 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"/> Enhance Safety and Security	<input checked="" type="checkbox"/> Serve Communities and Support the Economy
<input checked="" type="checkbox"/> Deliver System Quality	<input type="checkbox"/> Promote Environmental Stewardship

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

<b>SMART GROWTH STATUS:</b>	<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 for the replacement of the Reisterstown Plaza East interlocking is anticipated to begin in FY 2026. Design efforts for all other interlockings ongoing.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER					
PHASE	TOTAL										<b>SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:</b> Project funding allocation decreased by \$17.3M from identified cost savings associated with a more cost effective lifecycle management approach on the Metro Section B Interlocking Reconstruction project.		
	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET	PLANNING					SIX	BALANCE	
	COST	THRU	YEAR	YEAR	YEAR	...2028...	...2029...	...2030...	...2031...	YEAR	TO		
	(\$000)	CLOSE YEAR	2025	2026	2027					TOTAL	COMPLETE		
Planning	0	0	0	0	0	0	0	0	0	0	0	0	
Engineering	10,808	10,508	81	300	0	0	0	0	0	0	300	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	84,081	38,254	262	2,769	24,492	11,434	0	7,131	0	45,826	0		
<b>Total</b>	<b>94,889</b>	<b>48,762</b>	<b>343</b>	<b>3,069</b>	<b>24,492</b>	<b>11,434</b>	<b>0</b>	<b>7,131</b>	<b>0</b>	<b>46,127</b>	<b>0</b>		
Federal-Aid	67,587	31,447	274	1,918	19,369	9,148	0	5,705	0	36,140	0		
Special	27,302	17,315	69	1,151	5,123	2,287	0	1,426	0	9,987	0		
Other	0	0	0	0	0	0	0	0	0	0	0		

1223, 1720, 1772

**USAGE:**

Metro annual ridership in FY 2025 exceeded 5.1 million.

**PROJECT:** Metro Station Rehabilitation Program

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

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

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

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

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

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

**STATUS:** Design for Metro Platform Rehab & Snow Melt System is underway. Construction for Reisterstown Plaza Station ADA Improvements & Stair No. 2 Replacement was completed in FY 2025. MDOT is able to advance Repairs to 6 stations and the Platform Rehab & Snow Melt System to the construction phase because of the funding provided by the Governor and Legislature in the last session.

POTENTIAL FUNDING SOURCE:			<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER								
PHASE	TOTAL											BALANCE					
	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET	PLANNING					SIX						
	COST	THRU	YEAR	YEAR	YEAR	...2028...	...2029...	...2030...	...2031...	YEAR	TO						
	(\$000)	CLOSE YEAR	2025	2026	2027					TOTAL	COMPLETE						
Planning	0	0	0	0	0	0	0	0	0	0	0	0	0				
Engineering	4,537	2,973	1,408	423	592	0	0	0	550	1,565	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	23,782	1,629	25	256	4,700	10,197	6,000	1,000	0	22,153	0						
<b>Total</b>	<b>28,319</b>	<b>4,601</b>	<b>1,433</b>	<b>679</b>	<b>5,292</b>	<b>10,197</b>	<b>6,000</b>	<b>1,000</b>	<b>550</b>	<b>23,718</b>	<b>0</b>						
Federal-Aid	2,942	881	285	(18)	2,080	0	0	0	0	2,062	0						
Special	25,377	3,721	1,148	697	3,212	10,197	6,000	1,000	550	21,656	0						
Other	0	0	0	0	0	0	0	0	0	0	0						

1560, 1565, 1725, 1854, 1883, 2048, 2573, 2647

**USAGE:**

Metro annual ridership in FY 2025 exceeded 5.1 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. A Communications-Based Train Control system will be installed.

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

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

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

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

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

**STATUS:** Projects underway include the Metro Train Control and Vehicle Replacement Project, construction for ongoing overhauls and repairs, and Communications-Based Train Control Installation. Testing for the new Metro cars underway with new vehicles starting to enter service in FY 2026.

<b>POTENTIAL FUNDING SOURCE:</b>		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER					
PHASE	TOTAL										BALANCE		
	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET	PLANNING							
	COST	THRU	YEAR	YEAR	YEAR	...2028...	...2029...	...2030...	...2031...	YEAR	TO		
	(\$000)	CLOSE YEAR	2025	2026	2027					TOTAL	COMPLETE		
Planning	0	0	0	0	0	0	0	0	0	0	0		
Engineering	6,059	5,388	406	412	0	259	0	0	0	671	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	547,764	379,494	75,951	56,358	50,950	37,927	19,058	3,977	0	168,271	0		
<b>Total</b>	<b>553,823</b>	<b>384,881</b>	<b>76,357</b>	<b>56,771</b>	<b>50,950</b>	<b>38,185</b>	<b>19,058</b>	<b>3,977</b>	<b>0</b>	<b>168,942</b>	<b>0</b>		
Federal-Aid	433,330	286,374	58,474	51,950	42,822	34,137	15,246	2,800	0	146,956	0		
Special	120,493	98,508	17,882	4,820	8,128	4,048	3,812	1,177	(0)	21,986	0		
Other	0	0	0	0	0	0	0	0	0	0	0		

1281, 1415, 1642, 1766, 1864, 2626

**SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:**  
Project funding allocation decreased by \$2.9M due to the removal of completed preservation projects. Offsetting adjustments include the addition of the New Metro Traction Motor Repair Services project.

**USAGE:**  
Metro annual ridership in FY 2025 exceeded 5.1 million.

**PROJECT:** Metro Maintenance Facility Improvements

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

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

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

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

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

<b>SMART GROWTH STATUS:</b>	<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, hoists and lifts is complete. The vehicle wash upgrade project is currently in procurement.

POTENTIAL FUNDING SOURCE:			<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER					
PHASE	TOTAL											<b>SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:</b> Project funding allocation increased by \$2.5M due to miscellaneous adjustments for construction costs associated with the Wabash Vehicle Wash Upgrade.		
	ESTIMATED		EXPENDED		PREVIOUS		CURRENT		BUDGET		PLANNING			
	COST	(\$000)	THRU	CLOSE YEAR	YEAR	2025	YEAR	2026	YEAR	2027	...2028...	...2029...	...2030...	...2031...
Planning	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,721	2,635	14	60	25	0	0	0	0	0	0	0	85	0
Right-of-way	0	0	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	0	0
Construction	30,539	12,736	5,622	1,319	266	5,123	4,072	7,024	0	0	17,803	0		
<b>Total</b>	<b>33,259</b>	<b>15,371</b>	<b>5,636</b>	<b>1,378</b>	<b>291</b>	<b>5,123</b>	<b>4,072</b>	<b>7,024</b>	<b>0</b>	<b>0</b>	<b>17,888</b>	<b>0</b>		
Federal-Aid	12,030	11,990	4,515	12	27	0	0	0	0	0	40	0		
Special	21,230	3,381	1,120	1,366	264	5,123	4,072	7,024	0	0	17,848	0		
Other	0	0	0	0	0	0	0	0	0	0	0	0		

1530, 1795, 2666

**USAGE:**

Metro annual ridership in FY 2025 exceeded 5.1 million.

**PROJECT:** Metro Systems Overhauls and Replacements

**DESCRIPTION:** Includes the replacement of key systems throughout Metro Subway including communication, switch heater, stray current monitoring, preventive maintenance forecasting software, and electrical/power systems.

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

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

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

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

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

**STATUS:** Design of Synchronous Optical Network  
Replacement underway and the Substation Emergency Trips project design to be complete in early Spring 2026. MDOT is able to advance the Avtec Replacement project to the design phase because of the funding provided by the Governor and Legislature in the last session.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER					
<b>TOTAL</b>													
PHASE	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET	<b>PLANNING</b>				SIX	BALANCE		
	COST	THRU	YEAR	YEAR	YEAR	...2028...	...2029...	...2030...	...2031...	YEAR	TO		
	(\$000)	CLOSE YEAR	2025	2026	2027					TOTAL	COMPLETE		
Planning	0	0	0	0	0	0	0	0	0	0	0		
Engineering	9,766	3,760	1,624	1,099	1,000	2,557	457	447	447	6,006	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	26,287	3,606	1,823	3,095	7,210	4,799	2,550	2,527	2,500	22,681	0		
<b>Total</b>	<b>36,052</b>	<b>7,366</b>	<b>3,447</b>	<b>4,194</b>	<b>8,210</b>	<b>7,356</b>	<b>3,007</b>	<b>2,974</b>	<b>2,947</b>	<b>28,687</b>	<b>0</b>		
Federal-Aid	12,967	617	72	1,118	2,988	3,804	702	1,738	2,000	12,350	0		
Special	23,085	6,749	3,375	3,076	5,222	3,552	2,305	1,235	947	16,336	0		
Other	0	0	0	0	0	0	0	0	0	0	0		

1533, 1558, 1559, 1562, 1564, 1615, 1617, 1742, 1751, 1752, 1777, 1827, 2575, 2646

**SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:**

Project funding allocation increased by \$9.3M due to miscellaneous adjustments and the addition of the following projects: Metro Track Intrusion Detection & Alert System, Metro Contact Rail, and Optram.

**USAGE:**

Metro annual ridership in FY 2025 exceeded 5.1 million.

**PROJECT:** Metro Tunnel Repairs and Improvements

**DESCRIPTION:** Address various rehabilitation and repair projects throughout the metro tunnel system while performing regular inspections of tunnel infrastructure. Work includes but is not limited to addressing active leaks, repairing tunnel vent shafts, replacing outdated station doors, pressure testing and repairing dry standpipe, managing storm water management filters and remediation, actively cleaning tunnels of corrosive materials and unsightly debris, and street grate replacement at 19 vent shafts.

**PURPOSE & NEED SUMMARY STATEMENT:** This work is needed to ensure that Metro system elements are kept in a state of good repair while also addressing safety-critical repairs.

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

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

**EXPLANATION:** Rehabilitation/replacement of Metro Subway systems are needed to ensure customer safety, to provide reliable customer service, and to keep the system in a state of good repair while also identifying opportunities to improve upon environmental factors.

<b>SMART GROWTH STATUS:</b>	<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:** Inspections to identify various metro system infrastructure in need of repair/replacement are ongoing. Design is underway for Dewatering Stations Control & Equipment Replacement and Tunnel Cleaning and Preservation. Construction for the Station Door Repair/Replacement project completed in FY 25.

POTENTIAL FUNDING SOURCE:			<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER								
PHASE	TOTAL											BALANCE					
	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET	PLANNING					SIX						
	COST	THRU	YEAR	YEAR	YEAR	...2028...	...2029...	...2030...	...2031...	YEAR	TO						
	(\$000)	CLOSE YEAR	2025	2026	2027					TOTAL	COMPLETE						
Planning	0	0	0	0	0	0	0	0	0	0	0	0	0				
Engineering	6,074	4,207	496	755	421	590	101	0	0	1,867	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	76,957	22,383	1,284	1,940	2,281	14,729	6,623	29,000	0	54,573	0						
<b>Total</b>	<b>83,031</b>	<b>26,591</b>	<b>1,779</b>	<b>2,695</b>	<b>2,702</b>	<b>15,319</b>	<b>6,724</b>	<b>29,000</b>	<b>0</b>	<b>56,440</b>	<b>0</b>						
Federal-Aid	51,473	11,920	2,839	1,516	1,415	8,930	4,492	23,200	0	39,553	0						
Special	31,558	14,671	(1,059)	1,179	1,286	6,389	2,232	5,800	0	16,887	0						
Other	0	0	0	0	0	0	0	0	0	0	0						

0529, 1498, 1514, 1557, 1561, 1835, 1848, 2067, 2116, 2616

**SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:**

Project funding allocation increased by \$3.3M due to miscellaneous adjustments and the addition of the following projects: Ventilation Fan Noise Mitigation and Fire Protection Preservation.

**USAGE:**

Metro annual ridership in FY 2025 exceeded 5.1 million.

**PROJECT:** Zero Emission Eastern Bus Facility Redevelopment

**DESCRIPTION:** The current Eastern Bus Division facility is at the end of its useful life (it was constructed in the late 1940s/early 1950s) and is obsolete. Design and construction to re-develop the existing Eastern Bus Division as a fully electric bus division. This project will develop a new electric Eastern Bus Division for approximately 190 buses on an expanded site. The project will include the relocation of the existing Ponca Street to better accommodate the facility's expansion. Roadway improvements of Ponca Street will be from the intersection of Eastern Avenue to the intersection of the southbound ramp of I-895 and the Oldham Street connector road. This is a Project Labor Agreement candidate project.

**PURPOSE & NEED SUMMARY STATEMENT:** The existing Eastern facility is past its useful life. Re-developing this facility will promote substantial operational efficiencies. This project is also a necessary step for MTA to transition the bus fleet to 50 percent ZEB in the future.

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

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

<b>SMART GROWTH STATUS:</b>	<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:** Re-development of Eastern Bus Division is necessary to meeting Zero Emission goals and to provide a safe and more efficient workplace for MTA employees.

**STATUS:** The project has been deferred.

<u>POTENTIAL FUNDING SOURCE:</u>			<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
<b>TOTAL</b>												
PHASE	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	<b>PLANNING</b> FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
Planning	921	921	1	0	0	0	0	0	0	0	0	
Engineering	15,777	15,464	4,656	312	0	0	0	0	0	312	0	
Right-of-way	282	282	6	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	
<b>Total</b>	<b>16,979</b>	<b>16,667</b>	<b>4,662</b>	<b>312</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>312</b>	<b>0</b>	
Federal-Aid	12,021	10,944	2,924	1,078	0	0	0	0	1,078	0		
Special	4,958	5,723	1,738	(765)	(0)	(0)	0	0	(765)	0		
Other	0	0	0	0	0	0	0	0	0	0		

**SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:**  
Project funding allocation increased by \$2.2M to complete and bring ongoing design activities to a close.

**USAGE:**  
Core Bus annual ridership in FY 2025 exceeded 45.5 million.

**PROJECT:** Bus Facilities Preservation and Improvements

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

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

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

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

<b>SMART GROWTH STATUS:</b>	<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 bus facilities and equipment is necessary to keep them in a state of good repair and provide a safe, efficient, and well-heated workplace for MTA employees.

**STATUS:** Construction for Bush Division Building 5 HVAC equipment replacement was completed in FY 2025. Design for replacing windows at Washington Boulevard Buildings 1-8 was completed in FY 2025. Vehicular & pedestrian doors replacement is underway. Gable window construction anticipated to be completed in FY 2026. BUS Yard Management System deferred.

**SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:**  
None.

POTENTIAL FUNDING SOURCE:			<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER							
PHASE	TOTAL											BALANCE				
	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET	PLANNING					SIX					
	COST	THRU	YEAR	YEAR	YEAR	...2028...	...2029...	...2030...	...2031...	TOTAL	YEAR	TO				
	(\$000)	CLOSE YEAR	2025	2026	2027							COMPLETE				
Planning	0	0	0	0	0	0	0	0	0	0	0	0				
Engineering	1,946	1,472	347	326	148	0	0	0	0	474	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	34,981	11,971	2,876	6,048	3,694	10,018	2,150	500	600	23,010	0	0				
<b>Total</b>	<b>36,927</b>	<b>13,442</b>	<b>3,223</b>	<b>6,374</b>	<b>3,842</b>	<b>10,018</b>	<b>2,150</b>	<b>500</b>	<b>600</b>	<b>23,485</b>	<b>0</b>	<b>0</b>				
Federal-Aid	11,256	2,916	22	980	2,376	4,984	0	0	0	8,340	0	0				
Special	25,671	10,526	3,201	5,394	1,466	5,034	2,150	500	600	15,145	0	0				
Other	0	0	0	0	0	0	0	0	0	0	0	0				

1518, 1527, 1528, 1529, 1746, 1750, 1877, 2057, 2560

**USAGE:**

Core Bus annual ridership in FY 2025 exceeded 45.5 million.

**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 Baltimore system who do not have access to mobile technology. MTA bus operators currently lack sufficient restrooms while operating their routes.

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

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

**EXPLANATION:** 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.

<b>SMART GROWTH STATUS:</b>	<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:** All associated projects completed as of FY 2025. Grant closeout underway.

POTENTIAL FUNDING SOURCE:			<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER								
PHASE	TOTAL											<b>SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:</b> None.					
	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET	PLANNING					SIX	BALANCE					
	COST	THRU	YEAR	YEAR	YEAR	...2028...	...2029...	...2030...	...2031...	TOTAL	YEAR	TO					
	(\$000)	CLOSE YEAR	2025	2026	2027												
Planning	100	31	0	69	0	0	0	0	0	0	69	0					
Engineering	431	330	0	101	0	0	0	0	0	0	101	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	2,987	1,571	0	1,416	0	0	0	0	0	0	1,416	0					
<b>Total</b>	<b>3,518</b>	<b>1,932</b>	<b>0</b>	<b>1,587</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,587</b>	<b>0</b>					
Federal-Aid	2,606	1,206	0	1,400	0	0	0	0	0	0	1,400	0					
Special	912	726	0	186	0	0	0	0	0	0	186	0					
Other	0	0	0	0	0	0	0	0	0	0	0	0					

1524

**USAGE:**  
Core Bus annual ridership in FY 2025 exceeded 45.5 million.

**PROJECT:** Bus Network Improvements

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

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

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

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

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

<b>SMART GROWTH STATUS:</b>	<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"/> Gr	
<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:** Concept design for Catonsville Transit Hub completed in FY 2025. Design underway for Garrison and Belair Transit Priority Initiatives (TPI).

POTENTIAL FUNDING SOURCE:			<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER					
PHASE	TOTAL											<b>SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:</b> Project funding allocation decreased by \$6.5M as the Baltimore Link Transitways project was removed from the PIF following completion.		
	ESTIMATED		EXPENDED		PREVIOUS		CURRENT		BUDGET		PLANNING			
	COST	THRU	YEAR	YEAR	YEAR	YEAR	YEAR	YEAR	...2027	...2028...	...2029...	...2030...	...2031...	
Planning	2,534	2,382	272	145	0	0	0	0	0	0	0	7	152	0
Engineering	2,728	2,140	1,083	430	158	0	0	0	0	0	0	0	588	0
Right-of-way	0	0	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	0	0
Construction	7,872	7,871	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>13,133</b>	<b>12,393</b>	<b>1,355</b>	<b>575</b>	<b>158</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>740</b>	<b>0</b>
Federal-Aid	7,544	6,912	867	632	0	0	0	0	0	0	0	0	632	0
Special	5,589	5,481	488	(57)	158	0	0	0	0	0	0	7	108	0
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0

1470, 1537, 1756, 1767, 1768

**USAGE:**

Core Bus annual ridership in FY 2025 exceeded 45.5 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 MTA has 811 buses in its active fleet.

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

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

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

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

<b>SMART GROWTH STATUS:</b>	<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:** Seventy (70) 40-foot 2024 series buses were delivered in FY 2025. Lines 26 and 27 are related to MTA's bus procurement.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER					
PHASE	TOTAL										BALANCE		
	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET	PLANNING							
	COST (\$000)	THRU CLOSE YEAR	YEAR 2025	YEAR 2026	YEAR 2027	...2028...	...2029...	...2030...	...2031...	YEAR TOTAL	TO COMPLETE		
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	663,549	425,152	54,083	0	45,885	29,925	70,708	45,783	46,096	238,397	0		
<b>Total</b>	<b>663,890</b>	<b>425,493</b>	<b>54,083</b>	<b>0</b>	<b>45,885</b>	<b>29,925</b>	<b>70,708</b>	<b>45,783</b>	<b>46,096</b>	<b>238,397</b>	<b>0</b>		
Federal-Aid	539,661	346,968	43,781	2,070	39,002	25,436	60,102	38,915	27,168	192,693	0		
Special	124,229	78,525	10,303	(2,070)	6,883	4,489	10,606	6,867	18,929	45,704	0		
Other	0	0	0	0	0	0	0	0	0	0	0		

1447, 2635

**SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:**  
Project funding allocation increased by \$62.9M due to the addition of CY 2027 and CY 2028 Bus Procurement project.

**USAGE:**  
Core Bus annual ridership in FY 2025 exceeded 45.5 million.

**PROJECT:** Alternative Fuel Bus Procurement

**DESCRIPTION:** Purchase of zero emission and hybrid buses as apart of MTA's annual bus buys to replace buses that have exceeded their useful life. The MTA has 811 buses in its active fleet. These zero emission and hybrid buses can be accommodated within MTA's existing facilities.

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

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

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

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

<b>SMART GROWTH STATUS:</b>	<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 delivery of battery electric (BEB) will begin in FY 2026. The hybrid buses began delivery in FY 2025, with the full delivery by end of FY 2027. Lines 26 and 27 are related to MTA's bus procurement. MDOT is able to advance these bus purchases because of the funding provided by the Governor and Legislature in the last session.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER					
PHASE	TOTAL										BALANCE		
	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET	PLANNING							
	COST	THRU	YEAR	YEAR	YEAR	FOR PLANNING PURPOSES ONLY	...2028...	...2029...	...2030...	...2031...	TOTAL	TO COMPLETE	
	(\$000)	CLOSE YEAR	2025	2026	2027								
Planning	0	0	0	0	0	0	0	0	0	0	0	0	
Engineering	0	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	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	0	
Construction	212,227	36,870	35,522	90,647	50,354	34,355	0	0	0	175,356	0	0	
<b>Total</b>	<b>212,227</b>	<b>36,870</b>	<b>35,522</b>	<b>90,647</b>	<b>50,354</b>	<b>34,355</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>175,356</b>	<b>0</b>		
Federal-Aid	180,896	31,156	31,156	76,189	44,285	29,266	0	0	0	149,740	0		
Special	31,331	5,715	4,367	14,459	6,068	5,089	(0)	(0)	(0)	25,616	0		
Other	0	0	0	0	0	0	0	0	0	0	0		

1923

**SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:**  
Project funding allocation increased \$142.4M due to consolidation of the Zero Emission Bus Procurement and Hybrid Bus Procurement projects.

**USAGE:**  
Core Bus annual ridership in FY 2025 exceeded 45.5 million.

**PROJECT:** Zero Emission Bus Pilots

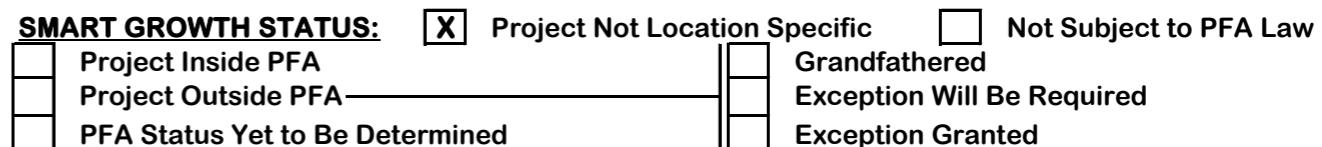
**DESCRIPTION:** Purchase of three 60-foot Battery Electric Buses (BEBs) and charging stations based at Kirk Bus Division utilizing competitive grant funds from Federal Transit Administration and four 40-foot battery electric buses and charging infrastructure utilizing funds made available by the Volkswagen settlement. The project also includes the purchase and installation of battery electric bus charging equipment at Kirk Storage Building and necessary utility upgrades to support to new charging equipment.

**PURPOSE & NEED SUMMARY STATEMENT:** Zero emission bus pilots will allow MTA to test buses in service and develop training, procedures and lessons learned to inform fleet transition.

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

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

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



**STATUS:** Design for pilot charging infrastructure is complete and installation ongoing. Training activities associated with Low-No bus procurement and charging is ongoing.

<b>POTENTIAL FUNDING SOURCE:</b>		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER					
PHASE	TOTAL										<b>SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:</b> None.		
	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET	PLANNING				SIX	BALANCE		
	COST	THRU	YEAR	YEAR	YEAR	...2028...	...2029...	...2030...	...2031...	YEAR	TO		
	(\$000)	CLOSE YEAR	2025	2026	2027					TOTAL	COMPLETE		
Planning	566	376	36	190	0	0	0	0	0	190	0		
Engineering	1,121	1,120	166	1	0	0	0	0	0	1	0		
Right-of-way	0	0	0	0	0	0	0	0	0	0	0		
Utility	213	213	0	0	0	0	0	0	0	0	0		
Construction	14,551	10,506	115	796	522	799	1,928	0	0	4,045	0		
<b>Total</b>	<b>16,452</b>	<b>12,216</b>	<b>317</b>	<b>987</b>	<b>522</b>	<b>799</b>	<b>1,928</b>	<b>0</b>	<b>0</b>	<b>4,236</b>	<b>0</b>		
Federal-Aid	2,964	2,741	14	223	0	0	0	0	0	223	0		
Special	9,862	5,850	(3,323)	764	522	799	1,928	0	0	4,013	0		
Other	3,626	3,626	3,626	0	0	0	0	0	0	0	0		

1706, 1996, 2102

**USAGE:**  
Core Bus annual ridership in FY 2025 exceeded 45.5 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:** This aligns with the Central Maryland Regional Transit Plan and Maryland Greenhouse Gas Reduction Act Plan goals. Utility upgrades and charging infrastructure are needed as part of the fleet transition.

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

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

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

**SMART GROWTH STATUS:**

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

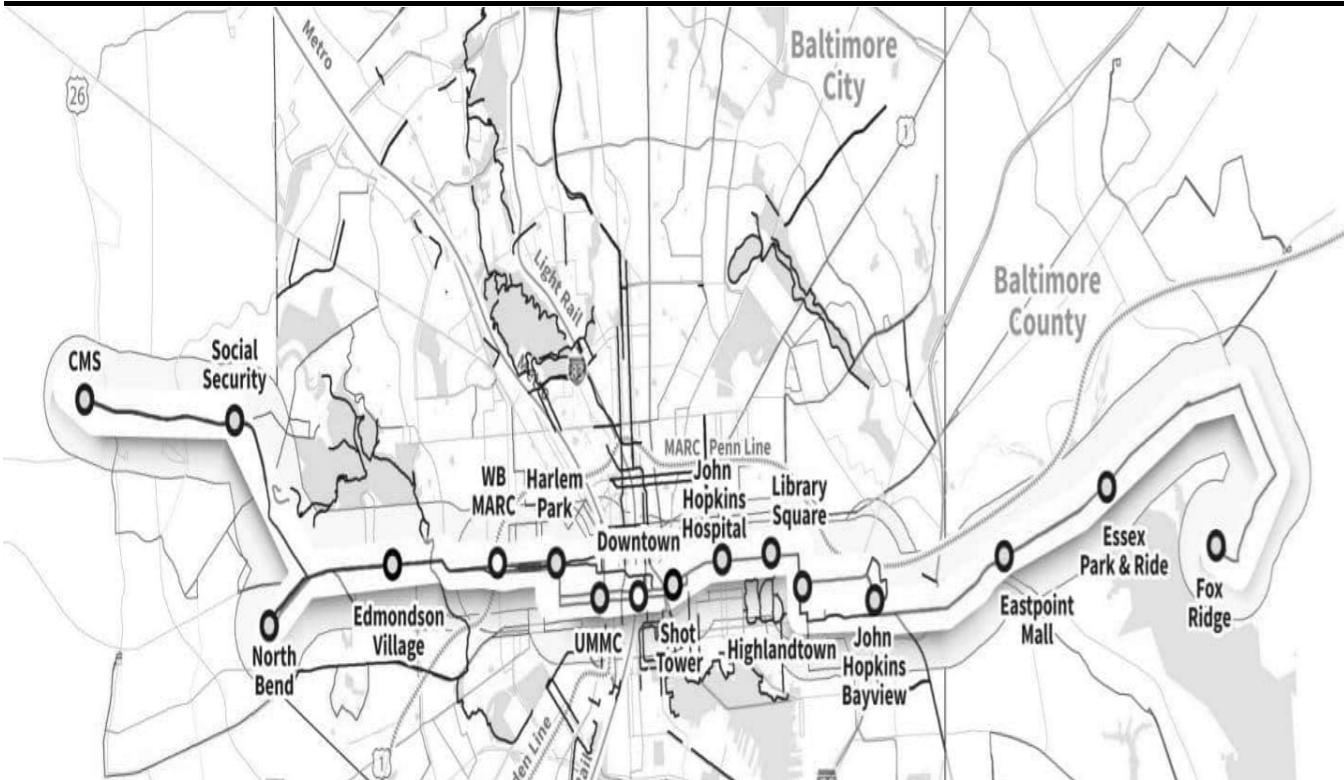
**STATUS:** As part of the Kirk Division and Northwest Division Retrofit projects, design for power blocks and installation were completed in FY 2025. Construction is anticipated to begin in FY 2026.

POTENTIAL FUNDING SOURCE:			<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER								
PHASE	TOTAL											BALANCE					
	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET	PLANNING					SIX						
	COST	THRU	YEAR	YEAR	YEAR	...2028...	...2029...	...2030...	...2031...	YEAR	TO						
	(\$000)	CLOSE YEAR	2025	2026	2027					TOTAL	COMPLETE						
Planning	7,973	7,464	1,714	(13)	133	71	318	0	0	509	0						
Engineering	6,258	6,222	931	36	0	0	0	0	0	36	0						
Right-of-way	0	0	0	0	0	0	0	0	0	0	0						
Utility	0	0	0	0	0	0	0	0	0	0	0						
Construction	444	35	20	408	0	0	0	0	0	408	0						
<b>Total</b>	<b>14,674</b>	<b>13,721</b>	<b>2,666</b>	<b>431</b>	<b>133</b>	<b>71</b>	<b>318</b>	<b>0</b>	<b>0</b>	<b>953</b>	<b>0</b>						
Federal-Aid	9,867	9,483	7,664	384	0	0	0	0	0	384	0						
Special	4,807	4,238	(4,998)	47	133	71	318	0	0	569	0						
Other	0	0	0	0	0	0	0	0	0	0	0						

1757, 2020, 2136, 2166

**SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:**  
Project funding allocation increased by \$1.1M to support program management.

**USAGE:**  
Core Bus annual ridership in FY 2025 exceeded 45.5 million.

**PROJECT:** East-West Priority Corridor

**DESCRIPTION:** The East-West Priority Corridor project is a partnership between MTA and Baltimore City Department of Transportation to facilitate faster, more reliable transit trips and strengthen east-west connections that run along the City Orange and Blue routes from the Fox Ridge community in eastern Baltimore County through downtown Baltimore to the Centers for Medicare and Medicaid Services (CMS) in western Baltimore County. This project will include dedicated bus lanes, transit signal priority, bus stop enhancement and transit hubs, and upgrades to pedestrian and bicycle safety. The project received a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant to support the design and construction.

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

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

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

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

<b>SMART GROWTH STATUS:</b>	<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:** MTA, in partnership with FTA, executed the RAISE grant in FY 2025. Phase 1 has reached 100% design, with notice to proceed (NTP) for construction anticipated for FY 2026. Phase 2 has reached 85% design, which is ongoing. NTP for Phase 2 construction activities is anticipated to be issued in FY 2027.

**SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:**

None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER					
PHASE	TOTAL												
	ESTIMATED COST	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR	BALANCE TO		
	(\$000)			2025	2026	2027	...2028...	...2029...	...2030...	...2031...	TOTAL	COMPLETE	
Planning	3,386	3,030	91	356	0	0	0	0	0	0	356	0	
Engineering	9,160	6,011	4,125	1,568	1,148	433	0	0	0	0	3,149	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	45,271	0	0	160	14,850	20,690	9,571	0	0	0	45,271	0	
<b>Total</b>	<b>57,817</b>	<b>9,041</b>	<b>4,216</b>	<b>2,084</b>	<b>15,998</b>	<b>21,123</b>	<b>9,571</b>	<b>0</b>	<b>0</b>	<b>48,776</b>	<b>0</b>		
Federal-Aid	23,170	2,654	1,551	333	6,656	9,294	4,233	0	0	0	20,516	0	
Special	24,648	6,387	2,665	1,050	6,142	7,604	3,464	0	0	0	18,260	0	
Other	10,000	0	0	702	3,200	4,225	1,874	0	0	0	10,000	0	

2017, 2053

**USAGE:**

Core Bus annual ridership in FY 2025 exceeded 45.5 million.

**PROJECT:** Fast Forward

**DESCRIPTION:** The Fast Forward program will facilitate capital investment to four project categories: dedicated bus lanes, bus stops and transit hubs, wayfinding and customer experience, and bike and shared mobility. These objectives were created by the Central Maryland Regional Transit Plan to accomplish within the next 25 years.

**PURPOSE & NEED SUMMARY STATEMENT:** Project will improve customer experience, bus and rail reliability, travel speeds, on time performance, and passenger safety of multiple MTA bus routes.

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

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

**EXPLANATION:** Dedicated bus lanes, wayfinding and real-time information signage, 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.

<b>SMART GROWTH STATUS:</b>	<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:** Fast Forward Bicycle Initiatives project completed in FY 2025. Construction of the Charles Center Metro Station wayfinding expected to begin in FY 2026. The Bus ADA construction funding has been deferred by one year.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER					
PHASE	TOTAL												
	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET	PLANNING					SIX	BALANCE	
	COST	THRU	YEAR	YEAR	YEAR	...2028...	...2029...	...2030...	...2031...	YEAR	TO		
	(\$000)	CLOSE YEAR	2025	2026	2027					TOTAL	COMPLETE		
Planning	1,255	1,218	4	38	0	0	0	0	0	38	0		
Engineering	4,764	4,090	133	343	331	0	0	0	0	674	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	18,082	9,260	1,513	1,104	2,764	2,110	1,428	1,415	0	8,822	0		
<b>Total</b>	<b>24,101</b>	<b>14,568</b>	<b>1,649</b>	<b>1,484</b>	<b>3,095</b>	<b>2,110</b>	<b>1,428</b>	<b>1,415</b>	<b>0</b>	<b>9,533</b>	<b>0</b>		
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0		
Special	24,101	14,568	1,649	1,484	3,095	2,110	1,428	1,415	0	9,533	0		
Other	0	0	0	0	0	0	0	0	0	0	0		

1536, 1997, 2024, 2025, 2101, 2111, 2121, 2182, 2242

**SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:**

Project funding allocation decreased by \$2.2M as the Fast Forward Light Rail Wayfinding project was reassigned to the Light Rail Modernization Program PIF (Line 47).

**USAGE:**

Core Bus annual ridership in FY 2025 exceeded 45.5 million.



**PROJECT:** Mobility Vehicle Procurement

**DESCRIPTION:** Procurement of paratransit services vehicle replacement.

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

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

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

**EXPLANATION:** Ongoing mobility vehicle procurement to ensure that mobility fleet is maintained in a state of good repair.

<b>SMART GROWTH STATUS:</b>	<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:** FY 2023 procurement of 100 small cutaway buses and FY 2024 procurement of 100 large cutaway buses completed in FY 2025. FY 2026 procurement of 50 vehicles (20 small cutaway buses and 30 large cutaway buses) is currently underway, with first vehicle delivery expected in Spring FY 2026.

**SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:**  
Project funding allocation increased by \$18.4M due to the new program year (FY 2031) and miscellaneous adjustments.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER					
PHASE	TOTAL										BALANCE		
	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET	PLANNING							
	COST (\$000)	THRU CLOSE YEAR	YEAR 2025	YEAR 2026	YEAR 2027	...2028...	...2029...	...2030...	...2031...	YEAR TOTAL	TO COMPLETE		
Planning	0	0	0	0	0	0	0	0	0	0	0		
Engineering	47	46	0	1	0	0	0	0	0	1	0		
Right-of-way	45	45	4	0	0	0	0	0	0	0	0		
Utility	0	0	0	0	0	0	0	0	0	0	0		
Construction	98,528	29,644	23,131	6,126	1,796	9,701	14,382	18,439	18,439	68,884	0		
<b>Total</b>	<b>98,620</b>	<b>29,736</b>	<b>23,135</b>	<b>6,127</b>	<b>1,796</b>	<b>9,701</b>	<b>14,382</b>	<b>18,439</b>	<b>18,439</b>	<b>68,884</b>	<b>0</b>		
Federal-Aid	78,080	23,391	18,372	4,483	1,437	7,761	11,506	14,751	14,751	54,689	0		
Special	20,540	6,345	4,763	1,644	359	1,940	2,876	3,688	3,688	14,196	0		
Other	0	0	0	0	0	0	0	0	0	0	0		

90902

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**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 for the core services including Bus, Light Rail, and Metro.

**PURPOSE & NEED SUMMARY STATEMENT:** As the existing fare collection system ages it is imperative that 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"/> Enhance Safety and Security	<input checked="" type="checkbox"/> Serve Communities and Support the Economy
<input checked="" type="checkbox"/> Deliver System Quality	<input type="checkbox"/> Promote Environmental Stewardship

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

<b>SMART GROWTH STATUS:</b>	<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:** New Point of Sale (POS) system and ticket dispensing machine installations were completed in FY 2025. Design efforts to upgrade MTA's current fare collection system are ongoing.

POTENTIAL FUNDING SOURCE:			<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER	PLANNING				SIX	BALANCE
PHASE	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET	FOR PLANNING PURPOSES ONLY				YEAR TOTAL	TO COMPLETE	
	COST	THRU	YEAR	YEAR	YEAR	...2028...	...2029...	...2030...	...2031...			
	(\$000)	CLOSE YEAR	2025	2026	2027							
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	2,720	2,408	26	313	0	0	0	0	0	313	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	99,559	40,919	6,680	35,667	19,095	2,901	977	0	0	58,640	0	
<b>Total</b>	<b>102,279</b>	<b>43,327</b>	<b>6,706</b>	<b>35,980</b>	<b>19,095</b>	<b>2,901</b>	<b>977</b>	<b>0</b>	<b>0</b>	<b>58,952</b>	<b>0</b>	
Federal-Aid	6,186	5,946	0	240	0	0	0	0	0	240	0	
Special	38,734	37,381	6,706	24	0	353	977	(0)	0	1,353	0	
Other	57,359	0	0	35,717	19,095	2,548	0	0	0	57,359	0	

90717

**SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:**

Project cost allocation increased by \$5.7M due to increased costs associated with design and implementation of the next generation fare systems.

**USAGE:**

**PROJECT:** Enterprise IT Capital Program - MTA OTTS

**DESCRIPTION:** This is the MDOT Enterprise Information Technology (IT) Program. This program supports IT projects which enhance MDOT's information technology infrastructure and strategy, including cybersecurity, innovation, IT oversight responsibilities, hardware/software upgrades, and end-of-life replacements.

**PURPOSE & NEED SUMMARY STATEMENT:** These reflected capital funds contribute to the MDOT Enterprise Information Technology Program.

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

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

**EXPLANATION:** Information technology supports the MDOT enterprise. Information technology enhances MDOT's ability to achieve its goals by supporting specific transportation projects and information technology projects that enhances the safety, security, and efficiency of MDOT.

<b>SMART GROWTH STATUS:</b>	<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:** Various major IT infrastructure orders are currently underway. Primary Rate Interface to Session Initiation Protocol (PRI-to-SIP) conversion & HIPATH 4000 upgrades completed in FY 2025.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER					
PHASE	TOTAL										BALANCE		
	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET	PLANNING				SIX			
	COST	THRU	YEAR	YEAR	YEAR	...2028...	...2029...	...2030...	...2031...	YEAR	TO		
	(\$000)	CLOSE YEAR	2025	2026	2027					TOTAL	COMPLETE		
Planning	0	0	0	0	0	0	0	0	0	0	0		
Engineering	0	0	0	0	0	0	0	0	0	0	0		
Right-of-way	0	0	0	0	0	0	0	0	0	0	0		
Utility	0	0	0	0	0	0	0	0	0	0	0		
Construction	91,468	46,390	13,591	7,773	4,576	3,765	4,594	682	23,688	45,078	0		
<b>Total</b>	<b>91,468</b>	<b>46,390</b>	<b>13,591</b>	<b>7,773</b>	<b>4,576</b>	<b>3,765</b>	<b>4,594</b>	<b>682</b>	<b>23,688</b>	<b>45,078</b>	<b>0</b>		
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0		
Special	91,468	46,390	13,591	7,773	4,576	3,765	4,594	682	23,688	45,078	0		
Other	0	0	0	0	0	0	0	0	0	0	0		

1396, 1691, 1763, 1778, 1972, 1990, 1991, 2005, 2061, 2203, 2206, 2218, 2239, 2243, 2319, 2320, 2335, 2360, 2374, 2412, 2447, 2509, 2518, 2520

**SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:**  
Project funding allocation increased by \$50.1M due to consolidation of the MTA IT projects to this page.

**USAGE:**

**PROJECT:** Agencywide Elevator and Escalator Rehabilitation

**DESCRIPTION:** Funding for the rehabilitation and replacement of 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"/> Enhance Safety and Security	<input checked="" type="checkbox"/> Serve Communities and Support the Economy
<input checked="" type="checkbox"/> Deliver System Quality	<input type="checkbox"/> Promote Environmental Stewardship

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

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

**STATUS:** Construction for Reisterstown Metro Station elevators underway. Procurement for replacement of the remaining MTA elevators will begin in FY 2026. MDOT is able to advance the replacement of 81 escalator project to the design and construction phases because of the funding provided by the Governor and Legislature in the last session.

POTENTIAL FUNDING SOURCE:			<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER								
PHASE	TOTAL											BALANCE					
	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET	PLANNING					SIX						
	COST	THRU	YEAR	YEAR	YEAR	...2028...	...2029...	...2030...	...2031...	YEAR	TO						
	(\$000)	CLOSE YEAR	2025	2026	2027					TOTAL	COMPLETE						
Planning	0	0	0	0	0	0	0	0	0	0	0	0	0				
Engineering	8,518	3,418	815	257	823	3,503	518	0	0	5,101	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	288,247	8,745	674	1,066	4,044	16,150	17,274	21,000	20,468	80,002	199,500						
<b>Total</b>	<b>296,766</b>	<b>12,162</b>	<b>1,489</b>	<b>1,323</b>	<b>4,867</b>	<b>19,653</b>	<b>17,791</b>	<b>21,000</b>	<b>20,468</b>	<b>85,103</b>	<b>199,500</b>						
Federal-Aid	67,345	6,499	605	(246)	1,117	13,166	13,996	16,800	16,013	60,846	0						
Special	229,421	5,664	885	1,569	3,750	6,487	3,796	4,200	4,455	24,257	199,500						
Other	0	0	0	0	0	0	0	0	0	0	0						

1627, 1689, 1690, 1932, 1933, 1984, 2007, 2174, 2222, 2366

**USAGE:**

Metro annual ridership in FY 2025 exceeded 5.1 million.

**PROJECT:** Agencywide Radio and Telecommunications Upgrade

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

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

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

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

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

<b>SMART GROWTH STATUS:</b>	<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:** All MTA users have been migrated to the new MD First radio system. The First 700MHZ Network project was completed in FY 2025. Design for Metro Tunnel Radio BDA System upgrade is underway and expected to be completed in FY 2026.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER					
PHASE	TOTAL										BALANCE		
	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET	PLANNING							
	COST (\$000)	THRU CLOSE YEAR	YEAR 2025	YEAR 2026	YEAR 2027	...2028...	...2029...	...2030...	...2031...	YEAR TOTAL	TO COMPLETE		
Planning	0	0	0	0	0	0	0	0	0	0	0		
Engineering	435	435	0	0	0	0	0	0	0	0	0		
Right-of-way	0	0	0	0	0	0	0	0	0	0	0		
Utility	0	0	0	0	0	0	0	0	0	0	0		
Construction	22,485	14,432	392	4,103	3,300	650	0	0	0	8,053	0		
<b>Total</b>	<b>22,920</b>	<b>14,867</b>	<b>392</b>	<b>4,103</b>	<b>3,300</b>	<b>650</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8,053</b>	<b>0</b>		
Federal-Aid	10,880	5,686	96	3,282	1,912	0	0	0	0	5,194	0		
Special	12,040	9,181	295	821	1,388	650	0	0	0	2,858	0		
Other	0	0	0	0	0	0	0	0	0	0	0		

1456, 2620

**USAGE:**

**PROJECT:** Purple Line

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

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

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

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

**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.

<b>SMART GROWTH STATUS:</b>	<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 Board of Public Works approved Amendment 7 in March 2024 to extend the revenue service availability date to Winter 2027. Major construction and extensive testing, including operator training, are underway. Delivery of all Light Rail Vehicles (LRVs) is complete.

<b>POTENTIAL FUNDING SOURCE:</b>		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER					
<b>TOTAL</b>													
PHASE	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET	<b>PLANNING</b>				SIX	BALANCE		
	COST	THRU	YEAR	YEAR	YEAR	...2028...	...2029...	...2030...	...2031...	YEAR	TO		
	(\$000)	CLOSE YEAR	2025	2026	2027					TOTAL	COMPLETE		
Planning	53,638	52,163	1,118	575	825	75	0	0	0	1,474	0		
Engineering	537,828	528,304	75,466	8,011	1,513	0	0	0	0	9,524	0		
Right-of-way	297,280	295,829	8,833	1,450	0	0	0	0	0	1,450	0		
Utility	2,956	1,667	525	1,289	0	0	0	0	0	1,289	0		
Construction	2,682,883	2,030,536	194,128	205,585	238,298	193,165	15,299	0	0	652,347	0		
<b>Total</b>	<b>3,574,585</b>	<b>2,908,499</b>	<b>280,070</b>	<b>216,911</b>	<b>240,636</b>	<b>193,240</b>	<b>15,299</b>	<b>0</b>	<b>0</b>	<b>666,085</b>	<b>0</b>		
Federal-Aid	1,097,292	1,090,704	26,306	5,687	825	75	0	0	0	6,587	0		
Special	2,263,337	1,603,838	253,483	211,223	239,811	193,165	15,299	0	0	659,498	0		
Other	213,956	213,956	281	0	0	0	0	0	0	0	0		

1042, 1453, 1487, 1488, 1525, 1526, 1573, 1597, 2515, 2541

**SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:**

Project funding allocation increased by \$171.3M primarily due to the consolidation of Purple Line 3rd party projects.

**USAGE:**

Annual ridership estimated at 20.4 million trips in the year 2035.

**PROJECT:** Purple Line Availability Payments

**DESCRIPTION:** The construction financing portion of the Availability Payments are regular payments to the railroad's concessionaire for costs related to financing the original construction of the Purple Line and for ongoing lifecycle improvement costs over the 30-year operating period of the concession contract.

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

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

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

**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.

<b>SMART GROWTH STATUS:</b>	<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:** Availability payments are anticipated to start in FY 2028.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER					
PHASE	TOTAL										BALANCE		
	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET	PLANNING							
	COST (\$000)	THRU CLOSE YEAR	YEAR 2025	YEAR 2026	YEAR 2027	...2028...	...2029...	...2030...	...2031...	YEAR TOTAL	TO COMPLETE		
Planning	0	0	0	0	0	0	0	0	0	0	0		
Engineering	0	0	0	0	0	0	0	0	0	0	0		
Right-of-way	0	0	0	0	0	0	0	0	0	0	0		
Utility	0	0	0	0	0	0	0	0	0	0	0		
Construction	659,727	0	0	0	0	90,291	190,068	191,322	188,046	659,727	0		
<b>Total</b>	<b>659,727</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>90,291</b>	<b>190,068</b>	<b>191,322</b>	<b>188,046</b>	<b>659,727</b>	<b>0</b>		
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0		
Special	659,727	0	0	0	0	90,291	190,068	191,322	188,046	659,727	0		
Other	0	0	0	0	0	0	0	0	0	0	0		

**SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:**

Project funding allocation increased by \$188.0M due to the addition of the FY 31 availability payment. This has been broken out of the main Purple Line project (Line 37).

**USAGE:**

Annual ridership estimated at 20.4 million trips in the year 2035.



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

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

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

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

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

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

<b>SMART GROWTH STATUS:</b>	<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:** Funds are awarded based on an annual application cycle.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER					
<b>TOTAL</b>													
PHASE	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET	<b>PLANNING</b>				SIX	BALANCE		
	COST	THRU	YEAR	YEAR	YEAR	...2028...	...2029...	...2030...	...2031...	YEAR	TO		
	(\$000)	CLOSE YEAR	2025	2026	2027					TOTAL	COMPLETE		
Planning	940	352	9	588	0	0	0	0	0	588	0		
Engineering	44,195	34,156	698	1,993	1,727	1,834	1,495	1,495	1,495	10,040	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	482,073	252,332	17,407	62,561	40,636	35,540	31,547	29,425	30,032	229,741	0		
<b>Total</b>	<b>527,208</b>	<b>286,839</b>	<b>18,114</b>	<b>65,143</b>	<b>42,364</b>	<b>37,374</b>	<b>33,042</b>	<b>30,920</b>	<b>31,527</b>	<b>240,369</b>	<b>0</b>		
Federal-Aid	460,347	244,032	13,186	60,934	35,485	33,678	30,298	27,699	28,222	216,315	0		
Special	62,358	38,304	4,928	4,209	6,879	3,697	2,744	3,221	3,305	24,055	0		
Other	4,503	4,503	0	0	0	0	0	0	0	0	0		

90200

**SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:**

Project funding allocation increased by \$39.2M due to the new program year (FY 2031) and miscellaneous adjustments.

**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. MTA works with non-profits to apply for federal aid and meet compliance requirements.

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

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

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

**EXPLANATION:** Program supports the State's goal of providing transportation services to the elderly and persons with disabilities. Replacement buses will reduce emissions, fuel consumption, and noise levels while providing service to communities in need.

<b>SMART GROWTH STATUS:</b>	<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:** Funds are awarded based on a biennial application cycle.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER					
PHASE	TOTAL										BALANCE		
	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET	PLANNING				SIX			
	COST (\$000)	THRU CLOSE YEAR	YEAR 2025	YEAR 2026	YEAR 2027	...2028...	...2029...	...2030...	...2031...	YEAR TOTAL	TO COMPLETE		
Planning	0	0	0	0	0	0	0	0	0	0	0		
Engineering	0	0	0	0	0	0	0	0	0	0	0		
Right-of-way	0	0	0	0	0	0	0	0	0	0	0		
Utility	0	0	0	0	0	0	0	0	0	0	0		
Construction	81,839	55,953	3,997	12,308	8,304	5,180	93	0	0	25,886	0		
<b>Total</b>	<b>81,839</b>	<b>55,953</b>	<b>3,997</b>	<b>12,308</b>	<b>8,304</b>	<b>5,180</b>	<b>93</b>	<b>0</b>	<b>0</b>	<b>25,886</b>	<b>0</b>		
Federal-Aid	74,994	48,938	3,831	13,398	7,384	5,180	93	0	0	26,056	0		
Special	5,988	6,158	165	(1,090)	920	0	0	0	0	(170)	0		
Other	857	857	0	0	0	0	0	0	0	0	0		

**SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:**  
None.

**USAGE:**



**PROJECT:** Montgomery County Local Bus Program

**DESCRIPTION:** Funding for annual bus replacements and preventive maintenance.

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

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

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

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

**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.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER					
PHASE	TOTAL										BALANCE		
	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET	PLANNING					SIX		
	COST	THRU	YEAR	YEAR	YEAR	...2028...	...2029...	...2030...	...2031...	YEAR	TO		
	(\$000)	CLOSE YEAR	2025	2026	2027					TOTAL	COMPLETE		
Planning	0	0	0	0	0	0	0	0	0	0	0	0	
Engineering	3,777	2,248	728	1,529	0	0	0	0	0	1,529	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	79,157	61,064	0	5,778	3,600	3,114	2,000	1,600	2,000	18,092	0	0	
<b>Total</b>	<b>82,934</b>	<b>63,313</b>	<b>728</b>	<b>7,308</b>	<b>3,600</b>	<b>3,114</b>	<b>2,000</b>	<b>1,600</b>	<b>2,000</b>	<b>19,622</b>	<b>0</b>		
Federal-Aid	38,541	22,612	728	6,329	3,200	1,600	1,600	1,600	1,600	15,929	0		
Special	44,393	40,700	0	979	400	1,514	400	0	400	3,693	0		
Other	0	0	0	0	0	0	0	0	0	0	0		

90203

**SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:**

Project funding allocation increased by \$2.4M due to the new program year (FY 2031) and miscellaneous adjustments.

**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.

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

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

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

**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. Funding also includes the executed FY 22 5339 Discretionary grant awarded to the County for battery electric buses, electrical system upgrades, charges, and a microgrid.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER					
PHASE	TOTAL										BALANCE YEAR TO COMPLETE		
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL			
						...2028...	...2029...	...2030...	...2031...				
Planning	0	0	0	0	0	0	0	0	0	0	0		
Engineering	2,015	859	154	1,155	0	0	0	0	0	1,155	0		
Right-of-way	0	0	0	0	0	0	0	0	0	0	0		
Utility	0	0	0	0	0	0	0	0	0	0	0		
Construction	49,274	12,893	62	11,281	10,700	6,700	6,700	500	500	36,381	0		
<b>Total</b>	<b>51,288</b>	<b>13,752</b>	<b>217</b>	<b>12,436</b>	<b>10,700</b>	<b>6,700</b>	<b>6,700</b>	<b>500</b>	<b>500</b>	<b>37,536</b>	<b>0</b>		
Federal-Aid	43,180	7,446	217	12,208	9,425	6,650	6,650	400	400	35,733	0		
Special	8,108	6,306	0	228	1,275	50	50	100	100	1,803	0		
Other	0	0	0	0	0	0	0	0	0	0	0		

90204

**SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:**  
None.

**USAGE:**

**PROJECT:** Transit Innovation Grant

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

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

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

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

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

<b>SMART GROWTH STATUS:</b>	<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:** FY 2023 and FY 2024 Statewide Transit Innovation Grant (STIG) awarded projects are ongoing. Projects are expected to be completed in FY 2026.

<b>POTENTIAL FUNDING SOURCE:</b>		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER					
PHASE	TOTAL										<b>SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:</b> None.		
	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET	PLANNING					SIX		
	COST	THRU	YEAR	YEAR	YEAR	...2028...	...2029...	...2030...	...2031...	TOTAL	BALANCE		
	(\$000)	CLOSE YEAR	2025	2026	2027						TO		
Planning	0	0	0	0	0	0	0	0	0	0	0	0	
Engineering	0	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	0	
Utility	0	130	130	(130)	0	0	0	0	0	(130)	0	0	
Construction	2,462	2,141	917	321	0	0	0	0	0	321	0	0	
<b>Total</b>	<b>2,462</b>	<b>2,270</b>	<b>1,047</b>	<b>192</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>192</b>	<b>0</b>		
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	0	
Special	2,462	2,270	1,047	192	0	0	0	0	0	192	0	0	
Other	0	0	0	0	0	0	0	0	0	0	0	0	

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**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. Led by Amtrak, MDOT and MTA are coordinating design and phasing plans to replace the tunnel to meet the needs of the 9 million MARC and Amtrak customers who rely on it annually. The project also includes a new ADA-accessible West Baltimore MARC Station. The budget shown is only the MTA commitment to the project.

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

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

<b>SMART GROWTH STATUS:</b>	<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:** Amtrak continues to advance various elements of this multi-faceted program, with MTA coordination. Early construction activities for new West Baltimore MARC Station anticipated to begin in FY 2026.

<b>POTENTIAL FUNDING SOURCE:</b>			<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input checked="" type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER								
PHASE	TOTAL											BALANCE					
	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET	PLANNING					SIX						
	COST	THRU	YEAR	YEAR	YEAR	...2028...	...2029...	...2030...	...2031...	YEAR	TO						
	(\$000)	CLOSE YEAR	2025	2026	2027					TOTAL	COMPLETE						
Planning	597	402	279	196	0	0	0	0	0	196	0						
Engineering	2,891	1,044	653	179	422	87	0	0	1,158	1,847	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	450,000	0	0	0	50,000	50,000	50,000	50,000	50,000	250,000	200,000						
<b>Total</b>	<b>453,488</b>	<b>1,446</b>	<b>932</b>	<b>375</b>	<b>50,422</b>	<b>50,087</b>	<b>50,000</b>	<b>50,000</b>	<b>51,158</b>	<b>252,042</b>	<b>200,000</b>						
Federal-Aid	1,626	213	213	136	281	70	0	0	926	1,413	0						
Special	451,862	1,233	719	239	50,141	50,017	50,000	50,000	50,232	250,629	200,000						
Other	0	0	0	0	0	0	0	0	0	0	0						

1799

**SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:**  
Project funding allocation increased by \$1.7M for various engineering and legal services to support the program.

**USAGE:**

## Building Baltimore Penn Station Connections

Infrastructure Investments to Improve Accessibility and  
Leverage Public/Private Partnerships  
FY22 RAISE APPLICATION



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

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

**EXPLANATION:** Customer amenities and improved connections will complement the state of good repair and enhancement work ongoing at the station.

**PROJECT:** Penn Station Investments

**DESCRIPTION:** Multimodal access improvements at and around Baltimore Penn Station, funded by a RAISE grant and Congressionally Designated Spending managed as a grant. The project will include the addition of a full-time dedicated bus lane on Charles Street, new curb extensions, bus stop improvements, real-time sign information, and pedestrian and bicycle access improvements all around or connecting to Penn Station in order to improve access to that station. State funding will be used to match two Federal funding sources (\$5M in Congressionally Designated Spending and \$6M in a RAISE grant).

**PURPOSE & NEED SUMMARY STATEMENT:** Multimodal access improvements at and around Baltimore Penn Station, which includes the bus lane on Charles Street, curb extensions on St. Paul and Charles Street, and bike parking investments, amongst other improvements.

<b>SMART GROWTH STATUS:</b>	<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:** MTA is continuing to coordinate with federal partners (FRA and FTA) to finalize grant agreements. In FY 2025, NEPA documentation was submitted to FTA, 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										SIX YEAR TO COMPLETE		
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY							
						...2028...	...2029...	...2030...	...2031...	TOTAL			
Planning	768	230	(1)	70	234	234	0	0	0	538	0		
Engineering	1,407	0	0	0	703	704	0	0	0	1,407	0		
Right-of-way	0	0	0	0	0	0	0	0	0	0	0		
Utility	0	0	0	0	0	0	0	0	0	0	0		
Construction	12,775	0	0	(0)	0	0	6,406	5,587	0	11,993	782		
<b>Total</b>	<b>14,950</b>	<b>230</b>	<b>(1)</b>	<b>70</b>	<b>937</b>	<b>938</b>	<b>6,406</b>	<b>5,587</b>	<b>0</b>	<b>13,938</b>	<b>782</b>		
Federal-Aid	11,000	0	0	0	750	750	5,125	3,454	0	10,079	922		
Special	2,950	230	(1)	70	187	188	769	1,686	0	2,900	(180)		
Other	1,000	0	0	0	0	0	512	447	0	959	41		

**SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:**  
None.

**USAGE:**

**PROJECT:** Metro Mondawmin Transit Hub

**DESCRIPTION:** Mondawmin Transit Hub includes a comprehensive package of station upgrades, state of good repair improvements, multi-modal investments, and environmental sustainability enhancements that will create a modernized, safe, multi-modal, and well-connected transit hub in West Baltimore. The infrastructure upgrades will improve the station condition, enhance multi-modal connections, create seamless transfers between Metro and the station's 11 connecting bus routes, ensure accessibility for people with disabilities, generate sustainable energy, and improve conditions for inclusive economic growth and transit-oriented development. Mondawmin Transit Hub is located in a Historically Disadvantaged Community where, within a half-mile radius, 23% of households earn less than \$15,000 annually and 27% of residents were living at or below the poverty line as of the 2020 decennial Census. This is a Project Labor Agreement candidate project.

**PURPOSE & NEED SUMMARY STATEMENT:** Approximately forty percent of residents within a half-mile do not have access to a personal vehicle (42%) and rely upon public transportation to get to work (37%), demonstrating a clear need for a high-quality, safe, and accessible Mondawmin Transit Hub. Improving upon current infrastructure is critical to maintain assets in state of good repair and to provide better customer service and reliability to those who are dependent on transit services.

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

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

**EXPLANATION:** This project will address state of good repair needs, add customer amenities, and improve connections, all of which will enhance the existing Metro stop and Bus hub.

<b>SMART GROWTH STATUS:</b>	<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:** Federal discretionary RAISE grant awarded. MTA is currently negotiating the grant agreement with USDOT.

<b>POTENTIAL FUNDING SOURCE:</b>			<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER					
<b>TOTAL</b>														
PHASE	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET		<b>PLANNING</b>				SIX	BALANCE		
	COST	THRU	YEAR	YEAR	YEAR		...2028...	...2029...	...2030...	...2031...	YEAR	TO		
	(\$000)	CLOSE YEAR	2025	2026	2027						TOTAL	COMPLETE		
Planning	1,000	299	292	300	300		101	0	0	0	701	0		
Engineering	3,589	0	0	(0)	1,077		1,436	1,077	0	0	3,589	0		
Right-of-way	0	0	0	0	0		0	0	0	0	0	0		
Utility	0	0	0	0	0		0	0	0	0	0	0		
Construction	29,411	0	0	(0)	0		0	29,411	0	0	29,411	0		
<b>Total</b>	<b>34,000</b>	<b>299</b>	<b>292</b>	<b>300</b>	<b>1,377</b>		<b>1,537</b>	<b>30,488</b>	<b>0</b>	<b>0</b>	<b>33,701</b>	<b>0</b>		
Federal-Aid	20,000	0	0	0	646		861	18,493	0	0	20,000	0		
Special	13,000	299	292	300	698		632	11,070	0	0	12,701	0		
Other	1,000	0	0	0	32		43	925	0	0	1,000	0		

**SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:**  
None.

**USAGE:**  
Metro annual ridership in FY 2025 exceeded 5.1 million.  
Core Bus annual ridership in FY 2025 exceeded 45.5 million.

**PROJECT:** Light Rail Modernization Program

**DESCRIPTION:** The purpose of the project is to replace its entire existing aged fleet of Light Rail vehicles serving the Baltimore region; upgrade the stations and the maintenance facilities to accommodate the new vehicles, replacement of the Howard Street rail, and other necessary improvements to modernize the Light Rail system. MTA's existing fleet includes 52 standard, 95-foot rail cars dating back to the system's launch in 1992. All vehicles have reached the end of their useful life or are approaching the end of their useful life. Each project within this program is a Project Labor Agreement candidate.

**PURPOSE & NEED SUMMARY STATEMENT:** The vehicle replacement with modern, low-floor vehicles will reduce the number of vehicles that are regularly out of service for repairs. The goal for this program is to improve the reliability, safety, and performance level of the Light Rail system to benefit all users. The fleet replacement program will be accompanied by the reconfiguration of two light rail maintenance facilities and the station retrofitting upgrades at each of MTA's existing 33 stations to ensure ADA compatible access with the new vehicle fleet.

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

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

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

<b>SMART GROWTH STATUS:</b>	<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:** Vehicle and Train Control and Stations contracts are in procurement. Howard Street Rail Replacement project has been combined with this program. This program is able to advance because of the funding provided by the Governor and Legislature in the last session.

POTENTIAL FUNDING SOURCE:			<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
TOTAL												
PHASE	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TO TOTAL		
						...2028...	...2029...	...2030...	...2031...	BALANCE		
Planning	1,440	1,328	(25)	112	0	0	0	0	0	112		
Engineering	25,977	11,680	6,772	9,532	1,788	505	501	1,971	0	14,297		
Right-of-way	5	4	4	0	0	0	0	0	0	0		
Utility	0	0	0	0	0	0	0	0	0	0		
Construction	1,398,075	9	0	500	52,260	245,495	275,884	230,963	144,117	949,219		
<b>Total</b>	<b>1,425,496</b>	<b>13,020</b>	<b>6,751</b>	<b>10,144</b>	<b>54,049</b>	<b>246,000</b>	<b>276,385</b>	<b>232,933</b>	<b>144,117</b>	<b>448,848</b>		
Federal-Aid	347,734	4,870	4,714	5,408	20,359	66,037	110,037	104,499	18,468	324,807		
Special	434,762	8,150	2,037	4,737	12,690	52,903	71,031	117,336	36,861	295,559		
Other	643,000	0	0	0	21,000	127,059	95,317	11,098	88,788	343,262		
										299,738		

1472, 1618, 1859, 1896, 1958, 2049, 2079, 2157, 2443, 2444

**SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:**

Project funding allocation increased by \$46.2M due to miscellaneous adjustments and the addition of concurrent projects added to the program including Howard Street Rail Replacement, Rail and Switch Heater System Replacement, Operator Simulator, Fast Forward Wayfinding, and Preston Street Grade Crossing.

**USAGE:**

Light Rail annual ridership in FY 2025 exceeded 4.9 million.

**PROJECT:** Susquehanna River Bridge Replacement

**DESCRIPTION:** Amtrak will lead design efforts to replace the Susquehanna River Bridge. The budget shown is only the MTA commitment to the project.

**PURPOSE & NEED SUMMARY STATEMENT:** Built in 1906, the Susquehanna Bridge will need to be rehabilitated or replaced to ensure future improvements to capacity, trip time, and safety for passengers.

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

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

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

**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

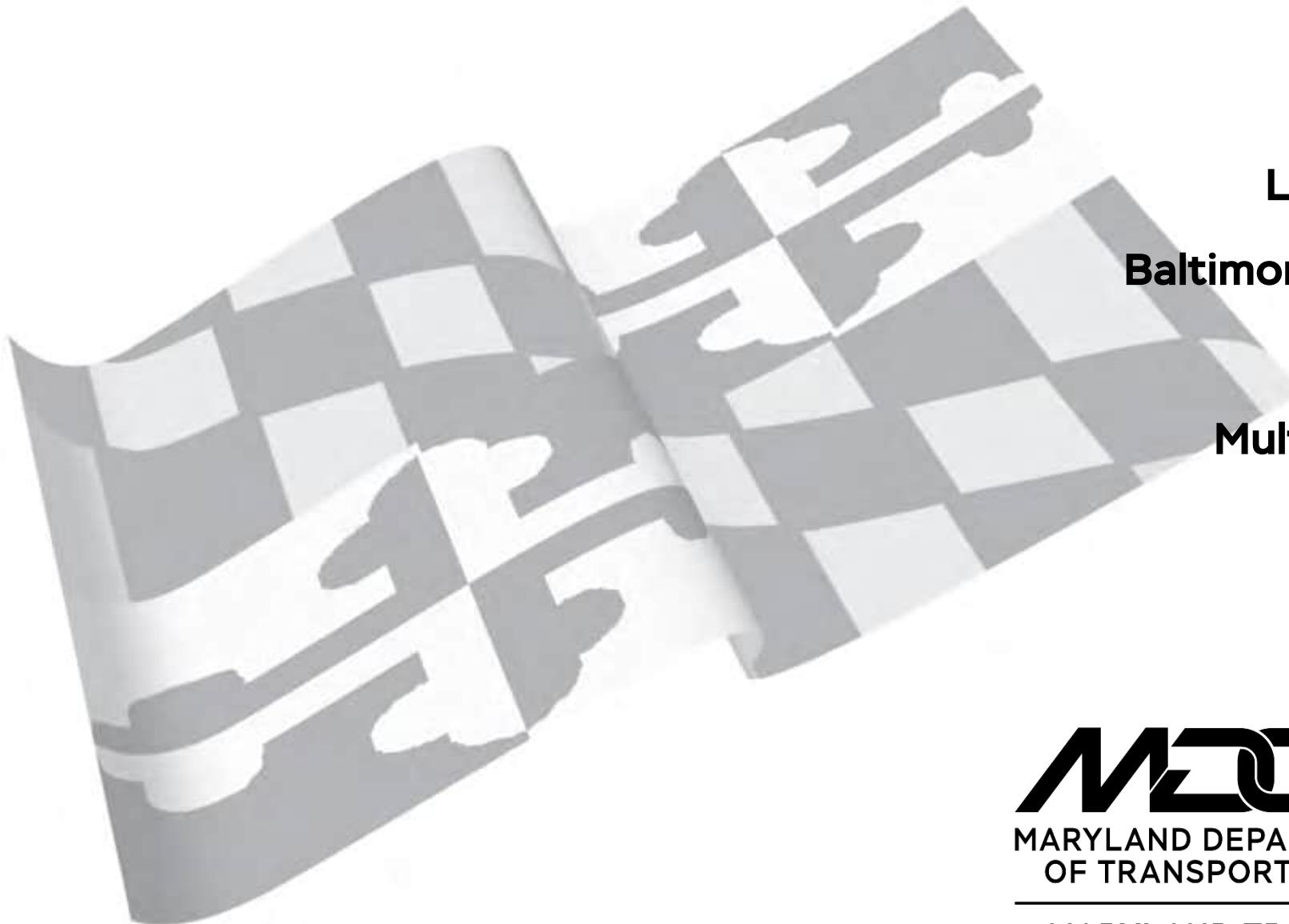
**STATUS:** Amtrak continues to advance design in coordination with its Construction Manager at Risk (CMAR) contractor.

POTENTIAL FUNDING SOURCE:			<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER							
PHASE	TOTAL											BALANCE				
	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET	PLANNING					SIX					
	COST	THRU	YEAR	YEAR	YEAR	...2028...	...2029...	...2030...	...2031...	YEAR	TO					
	(\$000)	CLOSE YEAR	2025	2026	2027					TOTAL	COMPLETE					
Planning	34	34	34	(0)	0	0	0	0	0	(0)	0					
Engineering	3,000	0	0	1,500	1,500	0	0	0	0	3,000	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	24,025	0	0	0	3,928	3,961	3,961	3,961	8,213	24,025	0					
<b>Total</b>	<b>27,059</b>	<b>34</b>	<b>34</b>	<b>1,500</b>	<b>5,428</b>	<b>3,961</b>	<b>3,961</b>	<b>3,961</b>	<b>8,213</b>	<b>27,025</b>	<b>0</b>					
Federal-Aid	11,750	27	27	0	2,216	3,169	3,169	3,169	0	11,723	0					
Special	15,309	7	7	1,500	3,212	792	792	792	8,213	15,302	0					
Other	0	0	0	0	0	0	0	0	0	0	0					

**SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:**

Project funding allocation increased by \$8.2M due to the new program year (FY 2031).

**USAGE:**



**MARC**

**Light Rail**

**Baltimore Metro**

**Bus**

**Multi-Modal**



**MARYLAND DEPARTMENT  
OF TRANSPORTATION**

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**MARYLAND TRANSIT  
ADMINISTRATION**

**MTA DEVELOPMENT & EVALUATION PROGRAM**



**PROJECT:** Agency Customer Experience Technology Initiatives

**DESCRIPTION:** Supports the development of customer enhancements throughout the agency, including improved workflows, resource utilization, data analysis, digital solutions, business intelligence, passenger information communications, and rider outreach.

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

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

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

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

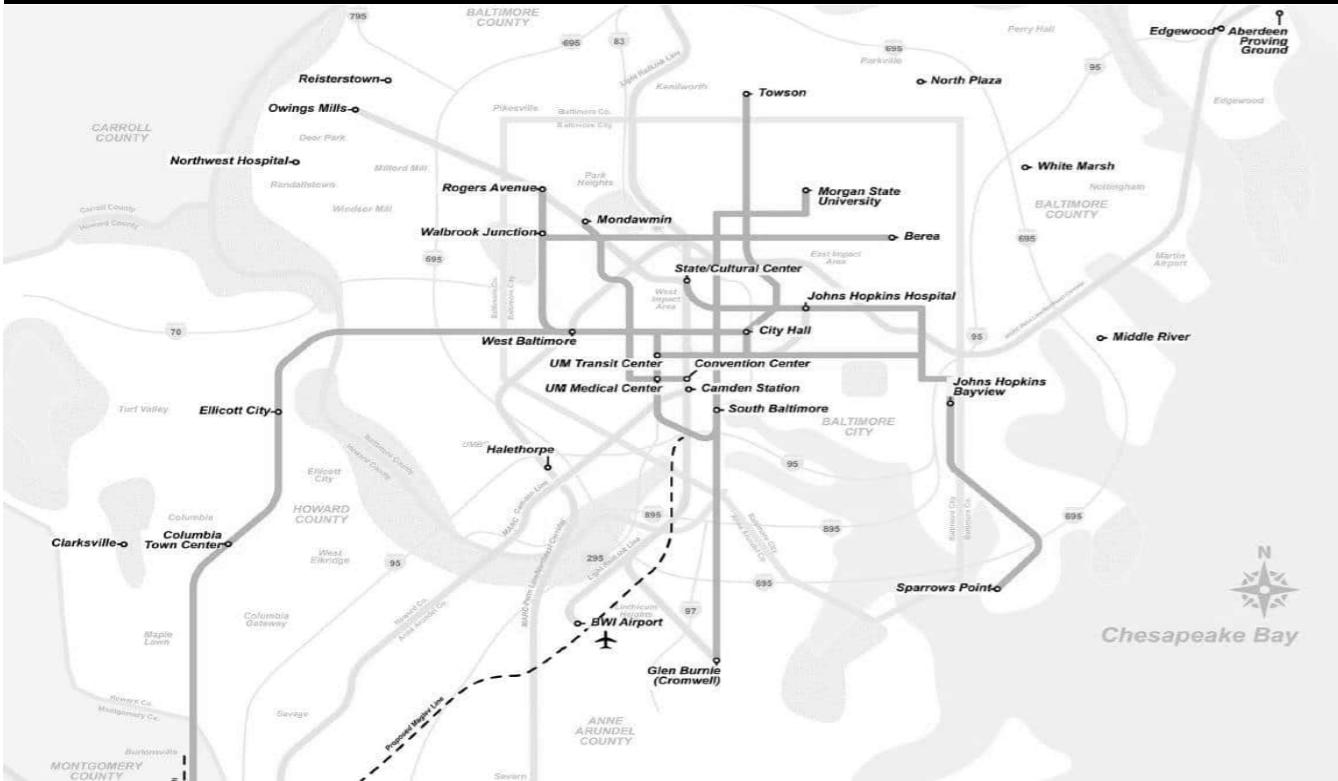
<b>SMART GROWTH STATUS:</b>	<input checked="" type="checkbox"/> Project Not Location Specific	<input type="checkbox"/> Not Subject to PFA Law
	<input type="checkbox"/> Project Inside PFA	<input type="checkbox"/> Grandfathered
	<input type="checkbox"/> Project Outside PFA	<input type="checkbox"/> Exception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

**STATUS:** Activities currently include agency-wide performance management and Business Intelligence programs aimed to improve service delivery, enhancing Real-Time (RT) Passenger Information capabilities to improve service information, and oversight of a rider experience team to engage riders and co-create solutions to issues.

<b>POTENTIAL FUNDING SOURCE:</b>		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER					
<b>TOTAL</b>													
PHASE	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	<b>PLANNING FOR PLANNING PURPOSES ONLY</b>				SIX YEAR TOTAL	BALANCE TO COMPLETE		
						...2028...	...2029...	...2030...	...2031...				
Planning	9,056	4,650	1,710	391	900	577	0	1,038	1,500	4,406	0		
Engineering	88	88	0	(0)	0	0	0	0	0	(0)	0		
Right-of-way	0	0	0	0	0	0	0	0	0	0	0		
Utility	0	0	0	0	0	0	0	0	0	0	0		
Construction	44	44	0	0	0	0	0	0	0	0	0		
<b>Total</b>	<b>9,188</b>	<b>4,782</b>	<b>1,710</b>	<b>391</b>	<b>900</b>	<b>577</b>	<b>0</b>	<b>1,038</b>	<b>1,500</b>	<b>4,406</b>	<b>0</b>		
Federal-Aid	0	0	0	(0)	0	0	0	0	0	(0)	0		
Special	9,188	4,781	1,710	391	900	577	0	1,038	1,500	4,406	0		
Other	0	0	0	0	0	0	0	0	0	0	0		

1566, 1677

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

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

<b>SMART GROWTH STATUS:</b>	<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:** Project closeout activities were completed in FY 2025 for all associated projects.

<b>POTENTIAL FUNDING SOURCE:</b>		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER					
PHASE	TOTAL										BALANCE		
	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET	PLANNING							
	COST (\$000)	THRU CLOSE YEAR	YEAR 2025	YEAR 2026	YEAR 2027	...2028...	...2029...	...2030...	...2031...	TOTAL	COMPLETE		
Planning	4,890	4,857	480	32	0	0	0	0	0	32	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		
<b>Total</b>	<b>4,890</b>	<b>4,857</b>	<b>480</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>0</b>		
Federal-Aid	1,020	1,062	(90)	(42)	0	0	0	0	0	(42)	0		
Special	3,870	3,796	569	74	0	0	0	0	0	74	0		
Other	0	0	0	0	0	0	0	0	0	0	0		

**SIGNIFICANT CHANGE FROM FY 2025 - 30 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.

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

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

<b>SMART GROWTH STATUS:</b>	<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	

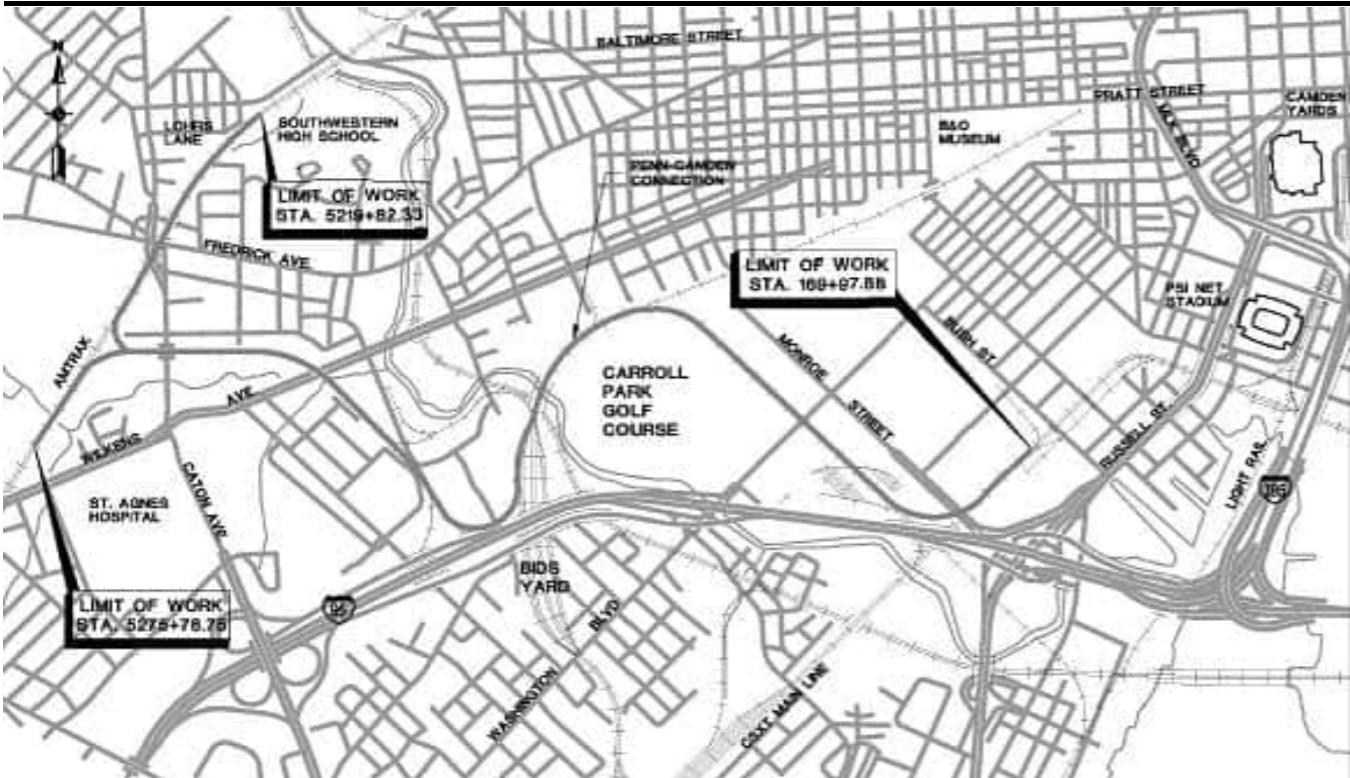
**EXPLANATION:** These connections will improve connections from nearby neighborhoods to the Light Rail, expanding transportation options and creating safer connections.

**STATUS:** Conceptual design (15%) is ongoing.

<u>POTENTIAL FUNDING SOURCE:</u>			<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER								
PHASE	TOTAL											<u>SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:</u> None.					
	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET	PLANNING					SIX	BALANCE					
	COST	THRU	YEAR	YEAR	YEAR	...2028...	...2029...	...2030...	...2031...	TOTAL	YEAR	TO					
	(\$000)	CLOSE YEAR	2025	2026	2027												
Planning	0	0	0	0	0	0	0	0	0	0	0	0					
Engineering	1,802	690	320	270	500	342	0	0	0	1,112	0	0					
Right-of-way	228	0	0	158	70	0	0	0	0	228	0	0					
Utility	0	0	0	0	0	0	0	0	0	0	0	0					
Construction	0	0	0	0	0	0	0	0	0	0	0	0					
<b>Total</b>	<b>2,030</b>	<b>690</b>	<b>320</b>	<b>428</b>	<b>570</b>	<b>342</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,340</b>	<b>0</b>	<b>0</b>					
Federal-Aid	624	549	256	75	0	0	0	0	0	75	0	0					
Special	1,406	140	64	354	570	342	0	0	0	1,266	0	0					
Other	0	0	0	0	0	0	0	0	0	0	0	0					

1551

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**PROJECT:** MARC Penn-Camden Connector

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

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

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

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

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

**SMART GROWTH STATUS:**  Project 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 received full obligation of FY 2022 Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant to complete 30% design & NEPA activities in FY 2025. Design and NEPA are scheduled to be completed by FY 2027.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER					
PHASE	TOTAL										BALANCE		
	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET	PLANNING							
	COST (\$000)	THRU CLOSE YEAR	YEAR 2025	YEAR 2026	YEAR 2027	...2028...	...2029...	...2030...	...2031...	TOTAL	COMPLETE		
Planning	2	0	0	0	2	0	0	0	0	2	0		
Engineering	14,907	3,804	1,956	4,945	5,742	416	0	0	0	11,102	0		
Right-of-way	604	479	471	87	10	28	0	0	0	125	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		
<b>Total</b>	<b>15,512</b>	<b>4,283</b>	<b>2,427</b>	<b>5,032</b>	<b>5,754</b>	<b>444</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11,229</b>	<b>0</b>		
Federal-Aid	12,439	2,585	1,935	4,935	4,586	333	0	0	0	9,854	0		
Special	3,073	1,698	492	97	1,167	111	0	0	0	1,375	0		
Other	0	0	0	0	0	0	0	0	0	0	0		

**SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:**  
None.**USAGE:**

**PROJECT:** MARC Stations and Service Studies

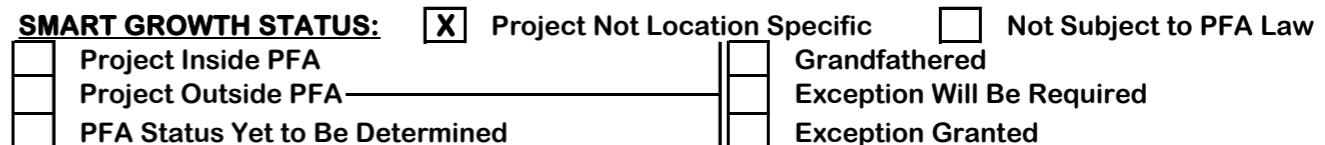
**DESCRIPTION:** Design for various station improvements such as high-level platforms and canopies, accessible entrances, and station amenities at multiple MARC locations, both new and existing. Additionally, this project will explore potential service expansion by way of rail capacity modeling along the MARC Penn, Camden, and Brunswick lines.

**PURPOSE & NEED SUMMARY STATEMENT:** Improving upon current infrastructure is needed not only to maintain a MARC assets in state of good repair, but to provide better customer services at MARC stations and lines.

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

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

**EXPLANATION:** Improving upon various stations and amenities while exploring system expansion opportunities will provide enhanced customer service along MARC lines.



**STATUS:** The MARC Growth and Transformation Plan published in CY 2025. The Plan details service opportunities, projects needed to achieve each scenario, associated costs and next steps for Maryland's passenger rail service. Conceptual design for MARC Bayview and Elkton Stations is complete, as required by Senate Bill 514. 100% design for MARC Germantown completed in FY 2025.

**SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:**  
None.

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL					PLANNING				SIX YEAR	BALANCE TO
	ESTIMATED COST	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR	CURRENT YEAR	BUDGET	YEAR	FOR PLANNING PURPOSES ONLY				
	(\$000)	2025	2026	2027	...2028...	...2029...	...2030...	...2031...	TOTAL	COMPLETE	
Planning	1,323	1,167	591	156	0	0	0	0	0	156	0
Engineering	4,973	4,782	2,704	191	0	0	0	0	0	191	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
<b>Total</b>	<b>6,296</b>	<b>5,949</b>	<b>3,295</b>	<b>347</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>347</b>	<b>0</b>
Federal-Aid	4,586	4,705	2,599	(120)	0	0	0	0	0	(120)	0
Special	1,710	1,244	696	467	0	0	0	0	0	467	0
Other	0	0	0	0	0	0	0	0	0	0	0

2165, 2167, 2168, 2169, 2171

PAGE MTA--53

**PROJECT:** LOTS Transit Development Plan (TDP)

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

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

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

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

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

<b>SMART GROWTH STATUS:</b>	<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"/> 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	

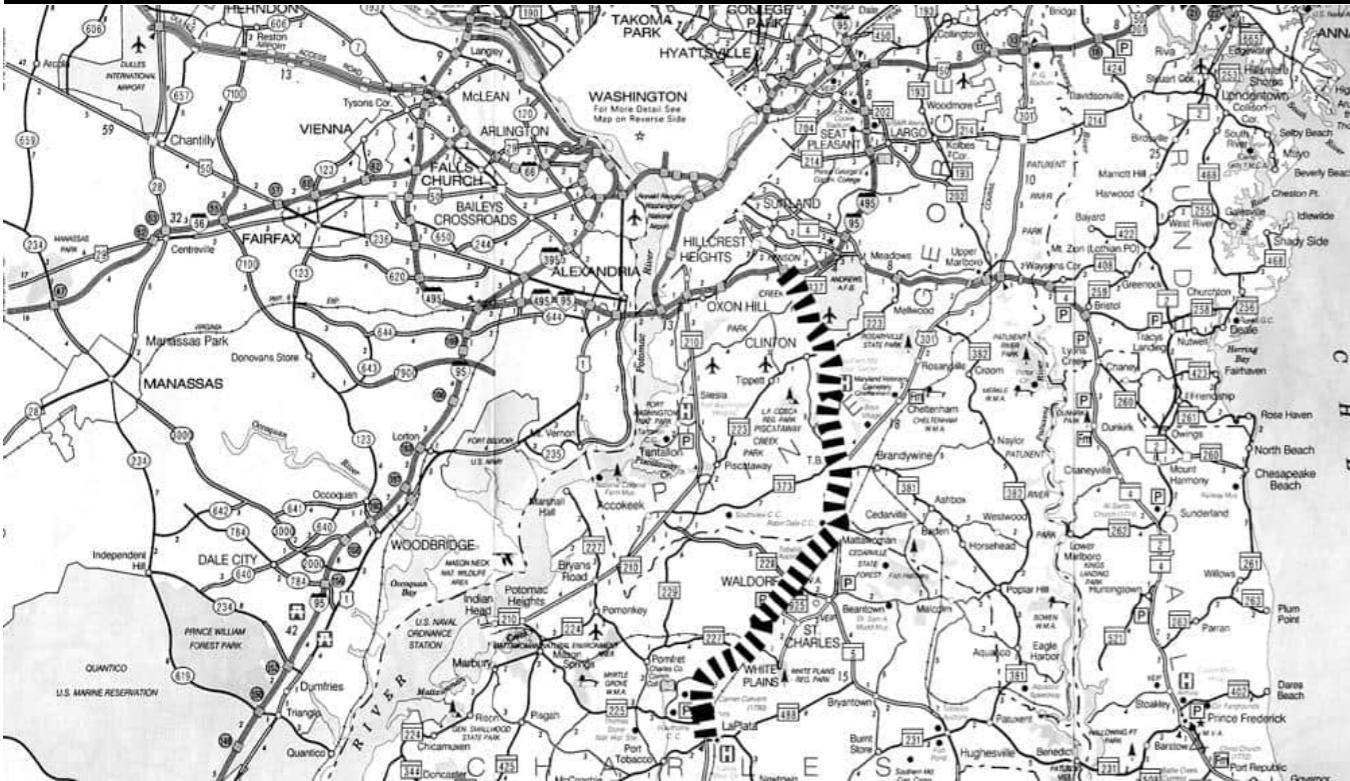
**STATUS:** Outreach to local jurisdictions throughout the state of Maryland is ongoing. TDP's are provided for LOTS throughout the State of Maryland.

<b>POTENTIAL FUNDING SOURCE:</b>		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER					
PHASE	TOTAL										BALANCE		
	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET	PLANNING							
	COST (\$000)	THRU CLOSE YEAR	YEAR 2025	YEAR 2026	YEAR 2027	...2028...	...2029...	...2030...	...2031...	YEAR TOTAL	TO COMPLETE		
Planning	5,202	3,586	438	339	344	933	0	0	0	1,615	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		
<b>Total</b>	<b>5,202</b>	<b>3,586</b>	<b>438</b>	<b>339</b>	<b>344</b>	<b>933</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,615</b>	<b>0</b>		
Federal-Aid	3,665	2,187	388	376	306	797	0	0	0	1,478	0		
Special	1,519	1,382	50	(37)	38	136	0	0	0	138	0		
Other	17	17	0	0	0	0	0	0	0	0	0		

90202

**SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:**  
None.

**USAGE:**

**PROJECT:** Southern Maryland Rapid Transit

**DESCRIPTION:** The Southern Maryland Rapid Transit (SMRT) Project is a high-capacity, fixed-route rapid transit service operating in a dedicated, grade-separated, 18.7-mile transitway in the Maryland Route 5/U.S. Route 301 corridor from the Branch Avenue Metrorail Station in Prince George's County to Waldorf and White Plains in Charles County. The Maryland Transit Administration, in collaboration with Charles and Prince George's Counties, will complete the National Environmental Policy Act process, and secure a Record of Decision for the SMRT Project.

**PURPOSE & NEED SUMMARY STATEMENT:** The SMRT Project will provide safe, accessible, and equitable high-capacity rapid transit service during both the peak and off-peak hours in the SMRT Project corridor, enhance mobility, and relieve severe traffic congestion and gridlock in the MD 5/U.S. 301 highway corridor. Completion of the NEPA process and a Record of Decision by FTA are required for federal funding eligibility.

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

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

**EXPLANATION:** The MD 5/US 301 corridor is a major north/south transportation corridor in Maryland for commuting, recreational, and regional travel. The entire corridor is auto dependent and continues to grow, leading to an expected increase in traffic congestion. The SMRT Project is studying rapid transit system alternatives along this MD 5/US 301 corridor to provide better transportation choices and connectivity to existing transportation networks.

<b>SMART GROWTH STATUS:</b>	<input 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 checked="" 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 kickoff and the first round of public open houses took place in FY 2025. A second round of open houses and the preparation of the Planning and Environment Linkages (PEL) Study will be completed in FY 2026. MDOT is able to advance the Southern Maryland Rapid Transit project through NEPA because of the funding provided by the Governor and Legislature in the last session.

**SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:**

None.

<b>POTENTIAL FUNDING SOURCE:</b>		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input checked="" type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER					
PHASE	TOTAL										BALANCE		
	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET	PLANNING							
	COST (\$000)	THRU CLOSE YEAR	YEAR 2025	YEAR 2026	YEAR 2027	...2028...	...2029...	...2030...	...2031...	TOTAL	COMPLETE		
Planning	34,990	8,252	2,802	12,370	737	1,998	1,950	0	0	17,055	9,684		
Engineering	0	0	0	0	0	0	0	0	0	0	0		
Right-of-way	0	0	0	0	0	0	0	0	0	0	0		
Utility	0	0	0	0	0	0	0	0	0	0	0		
Construction	0	0	0	0	0	0	0	0	0	0	0		
<b>Total</b>	<b>34,990</b>	<b>8,252</b>	<b>2,802</b>	<b>12,370</b>	<b>737</b>	<b>1,998</b>	<b>1,950</b>	<b>0</b>	<b>0</b>	<b>17,055</b>	<b>9,684</b>		
Federal-Aid	10,000	1,697	1,401	8,303	0	0	0	0	0	8,303	0		
Special	24,990	6,554	1,401	4,067	737	1,998	1,950	0	0	8,752	9,684		
Other	0	0	0	0	0	0	0	0	0	0	0		

**USAGE:**

**PROJECT:** I-495/I-270 Corridor Transit Investments Program

**DESCRIPTION:** This project will facilitate coordination with stakeholders on future transit investments along the I-495/I-270 corridors. This project is now incorporated in SHA Statewide Line 10 - I-270 and I-495 Phase I, a project that is focused on people throughput and improving transit access.

**PURPOSE & NEED SUMMARY STATEMENT:** This project supports coordination regarding future transit investments along the I-495/I-270 corridors.

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

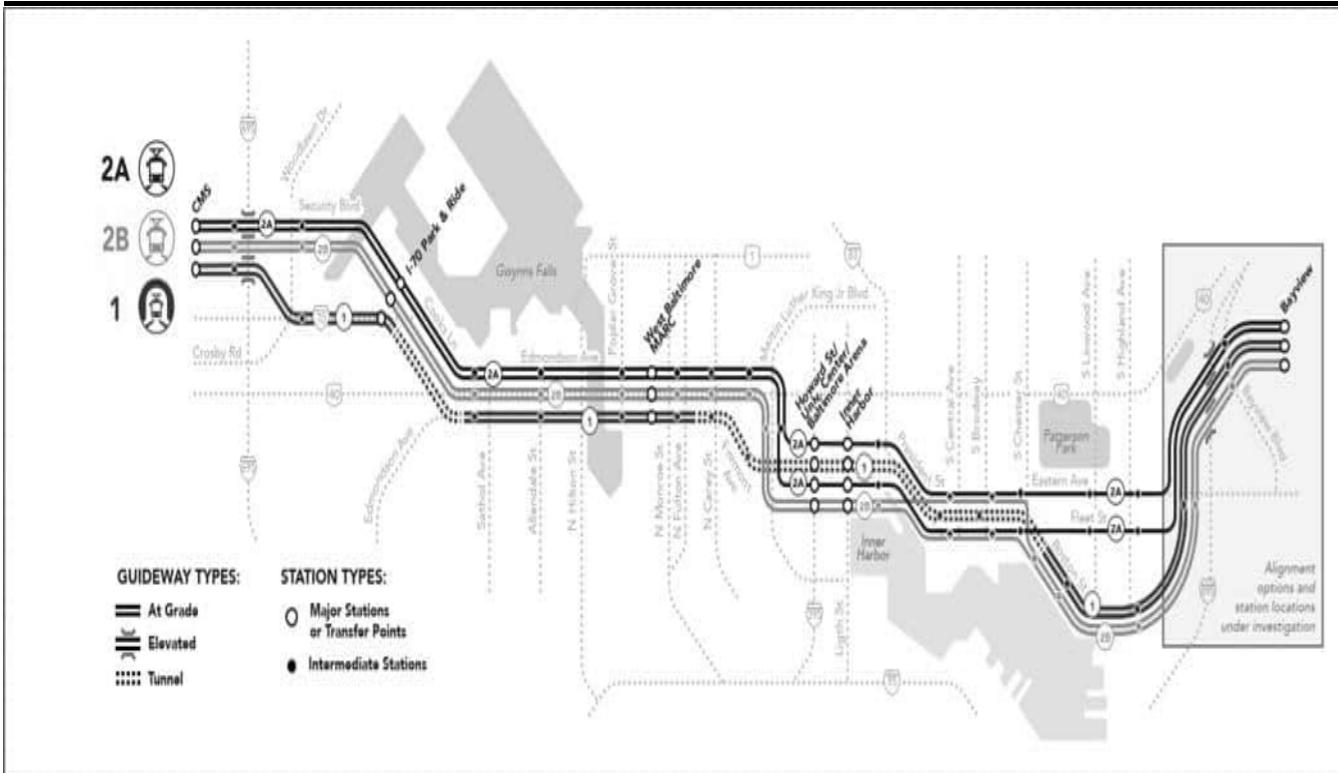
<input type="checkbox"/> Enhance Safety and Security	<input checked="" type="checkbox"/> Serve Communities and Support the Economy
<input checked="" type="checkbox"/> Deliver System Quality	<input type="checkbox"/> Promote Environmental Stewardship

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

<b>SMART GROWTH STATUS:</b>	<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:** MTA will continue to coordinate as the project progresses in design and eventually construction.

<b>POTENTIAL FUNDING SOURCE:</b>		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER					
PHASE	TOTAL										<b>SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:</b> None.		
	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET	PLANNING					SIX		
	COST (\$000)	THRU CLOSE YEAR	YEAR 2025	YEAR 2026	YEAR 2027	...2028...	...2029...	...2030...	...2031...	TOTAL	BALANCE TO COMPLETE		
Planning	343	258	89	86	0	0	0	0	0	86	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		
<b>Total</b>	<b>343</b>	<b>258</b>	<b>89</b>	<b>86</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>0</b>		
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0		
Special	343	258	89	86	0	0	0	0	0	86	0		
Other	0	0	0	0	0	0	0	0	0	0	0		

**PROJECT:** Red Line

**DESCRIPTION:** The Red Line is an east-west, high-frequency, high-capacity transit line for the Baltimore Region. This project is an investment in communities' access to jobs, education, services, and opportunities. This major investment in transit will create better, faster, east-west connections across the region through downtown Baltimore (terminating in Woodlawn to the west and Bayview to the east). The Red Line project is building upon over ten years of study, engineering, environmental analysis, and substantial community participation, which shaped the Red Line prior to its cancellation in 2015. Project work is currently focused on the alternative development, establishing coordination and priorities with jurisdictional and federal partners, and opening engagement/relationships with stakeholders, elected officials, and the public. This is a Project Labor Agreement candidate project.

**PURPOSE & NEED SUMMARY STATEMENT:** The Red Line project will provide high-frequency, high-capacity transit service in the corridor in a manner that improves transit efficiency; increases access to transit near work and activity centers; enhances connections among existing transit routes; provides transportation choices for east-west commuters; and supports economic development and community revitalization.

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

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

**EXPLANATION:** The Red Line project presents an investment that will provide communities access to jobs, education, services, and opportunities. This will provide additional transportation options, will improve the quality of transit services in the region, and will support environmental protection by reducing emissions. The Red Line project has been shaped by over 10 years of work and extensive community engagement.

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

**STATUS:** The Red Line project team is conducting technical analysis and assessing public and stakeholder input with regards to alignment alternatives. Open houses were conducted in Fall 2024 to review 3 Light Rail alignment alternatives. Various public outreach and communications efforts are underway across the corridor.

<b>POTENTIAL FUNDING SOURCE:</b>		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input checked="" type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER					
PHASE	TOTAL												
	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET	PLANNING					SIX	BALANCE	
	COST (\$000)	THRU CLOSE YEAR	YEAR	YEAR	YEAR	...2028...	...2029...	...2030...	...2031...	TOTAL	YEAR	TO COMPLETE	
Planning	95,131	26,777	21,323	51,216	17,053	86	0	0	0	68,355		0	
Engineering	129,223	277	230	284	61,807	287	287	180	0	62,846		66,100	
Right-of-way	0	0	0	0	0	0	0	0	0	0		0	
Utility	0	0	0	0	0	0	0	0	0	0		0	
Construction	0	0	0	0	0	0	0	0	0	0		0	
<b>Total</b>	<b>224,354</b>	<b>27,054</b>	<b>21,552</b>	<b>51,500</b>	<b>78,861</b>	<b>373</b>	<b>287</b>	<b>180</b>	<b>0</b>	<b>131,201</b>		<b>66,100</b>	
Federal-Aid	111,443	11,355	11,355	39,641	60,447	0	0	0	0	100,088		0	
Special	112,911	15,699	10,197	11,858	18,414	373	287	180	0	31,113		66,100	
Other	0	0	0	0	0	0	0	0	0	0		0	

1894

**USAGE:**

**PROJECT: MARC BWI 4th Track**

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

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

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

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

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

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

**STATUS:** Amtrak has completed an existing conditions study and is preparing a feasibility study for adding a third platform edge in a phased approach (Phase I - 5% conceptual design). Once conceptual design is finalized, Amtrak and MTA will identify next steps, including any NEPA updates and potential funding mechanisms.

**SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:**  
Project funding allocation decreased by \$5.6M following receipt of a revised proposal from Amtrak.

<b>POTENTIAL FUNDING SOURCE:</b>			<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER								
PHASE	TOTAL																
	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET	PLANNING					SIX	BALANCE					
	COST	THRU	YEAR	YEAR	YEAR	...2028...	...2029...	...2030...	...2031...	YEAR	TO						
	(\$000)	CLOSE YEAR	2025	2026	2027					TOTAL	COMPLETE						
Planning	0	0	0	0	0	0	0	0	0	0	0	0					
Engineering	14,400	0	0	925	1,000	1,000	11,475	0	0	14,400	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						
<b>Total</b>	<b>14,400</b>	<b>0</b>	<b>0</b>	<b>925</b>	<b>1,000</b>	<b>1,000</b>	<b>11,475</b>	<b>0</b>	<b>0</b>	<b>14,400</b>	<b>0</b>						
Federal-Aid	11,368	0	0	740	800	800	9,028	0	0	11,368	0						
Special	3,032	0	0	185	200	200	2,447	0	0	3,032	0						
Other	0	0	0	0	0	0	0	0	0	0	0						

2170

**USAGE:**

MARC annual ridership in FY 2025 exceeded 4.2 million.



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

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

**EXPLANATION:** Construction of a Bus 5th Division is necessary to provide new core bus service to meet growing ridership demand as well as to improve system reliability.

## **PROJECT: 5th Division Bus**

**DESCRIPTION:** This project will design and construct a fifth bus division to serve MTA core bus transit. The division will contain space for staff, bus operations, maintenance, and additional support services. This space will support MTA's ongoing efforts to add new core bus service and improve reliability of existing core bus service.

**PURPOSE & NEED SUMMARY STATEMENT:** MTA will require additional operations and maintenance space to operate additional bus service because its four current bus divisions are all at capacity.

### **SMART GROWTH STATUS:**

<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:** Funding for property acquisition programmed and property acquisition activities underway including necessary engineering and environmental assessments.

**SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:**  
Added to primary D&E program.

**USAGE:** Core Bus annual ridership in FY 2025 exceeded 45.5 million.





MARYLAND DEPARTMENT  
OF TRANSPORTATION

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MARYLAND TRANSIT  
ADMINISTRATION

**MTA MINOR PROJECTS**



**MINOR PROJECTS PROGRAM***(Dollars in Thousands)***MARYLAND TRANSIT ADMINISTRATION - LINE 60**

PROJECT ID	PROJECT NAME		TOTAL PROGRAMMED COST	STATUS
<b><u>AGY - ADA Compliance</u></b>				
MTAPRJ001983	AGY Technical Accessibility Reviews	\$	1,720	Underway
<b><u>AGY - Environmental Compliance</u></b>				
MTA1592	AGY -EPA/MDE Compliance	\$	2,690	Underway
<b><u>AGY - Facilities - Pavement</u></b>				
MTAPRJ001821	BUS 1331 S Monroe St Pavement Reconstruction	\$	1,733	Design Completed
MTAPRJ002348	LTR North Ave Yard Replacement Parking (Assoc. Projects)	\$	1,366	FY 2027
<b><u>AGY - Facilities - Roof</u></b>				
MTAPRJ001865	MTR Rogers Ave and Reisterstown Roof Replacement	\$	5,801	FY 2028
MTAPRJ001867	MTR Wabash Systems Maintenance Building Roof Replacement	\$	2,057	FY 2026
MTAPRJ001918	AGY Roof Replacement Milford Mill	\$	1,514	FY 2028
MTAPRJ002028	LTR Cherry Hill Roof Replacement	\$	271	Deferred
MTAPRJ002088	BUS North West Division Transportation Roof Replacement	\$	4,120	Deferred
MTAPRJ002120	MTR Wabash Main Roof Replacement	\$	3,946	Completed
<b><u>AGY - Stormwater Management</u></b>				
MTAPRJ001968	LTR Mount Washington SWM Improvements	\$	945	Design Completed
MTAPRJ001993	AGY Dunkirk & Golden Beach Repair	\$	974	Design Completed
MTAPRJ002214	LTR Cromwell Station Pond Repairs	\$	779	Under Construction
<b><u>AGY - Systems</u></b>				
MTAPRJ002501	BUS FY24 SMART Grant TSP	\$	1,276	Underway
<b><u>AGY - TMDL Compliance</u></b>				
MTAPRJ001632	MARC TMDL Martins Stormwater Management Repair & Retorfit	\$	882	Design Underway
MTAPRJ001931	MTR TMDL Milford Mill SWM Repair and Retrofit	\$	417	Deferred

**MINOR PROJECTS PROGRAM***(Dollars in Thousands)***MARYLAND TRANSIT ADMINISTRATION - LINE 61**

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<b><u>AGY - TMDL Compliance</u></b>			
MTAPRJ001934	BUS TMDL Northwest Bus SWM Repair and Retrofit	\$ 1,633	Deferred
MTAPRJ001935	MARC TMDL Bowie State SWM Repair and Retrofit	\$ 317	Deferred
<b><u>BUS - Equipment</u></b>			
MTAPRJ002054	BUS Division Equipment	\$ 4,834	FY 2026
<b><u>BUS - Facilities</u></b>			
MTAPRJ001964	BUS White Marsh Comfort Station	\$ 1,714	Completed
MTAPRJ002177	BUS Washington Blvd Bldg 9 Structural Remediation	\$ 4,105	FY 2026
MTAPRJ002183	BUS Washington Blvd Bldgs 1-4 Drainage Remediation	\$ 901	FY 2026
<b><u>BUS - Revenue Vehicles</u></b>			
MTAPRJ001954	BUS Major Component Replacements	\$ 23,790	Ongoing
MTAPRJ002551	BUS Unified Systems Architecture (USA) Support	\$ 3,123	Ongoing
<b><u>FRT - Freight Grade Crossings</u></b>			
MTAPRJ002363	FRT Warner Street Highway Rail Grade Crossing	\$ 1,918	Design Underway
<b><u>LOTS - Locally Operated Transit Systems</u></b>			
MTAPRJ002621	OLTS Aberdeen Station Square	\$ 5,600	Design Underway
<b><u>LTR - Bridge Preservation - T&amp;S</u></b>			
MTAPRJ001724	LTR Repairs to Bridges and WS Structures	\$ 3,416	FY 2027
<b><u>LTR - Drainage</u></b>			
MTAPRJ001722	LTR Maple - Twin Oaks Drainage Improvement SW340	\$ 7,748	FY 2027
MTAPRJ001927	LTR Church Lane Drainage NE 724	\$ 360	Completed

**MINOR PROJECTS PROGRAM**  
(*Dollars in Thousands*)

**MARYLAND TRANSIT ADMINISTRATION - LINE 62**

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<b><u>LTR - Drainage</u></b>			
MTAPRJ002164	LTR Camp Meade North Drainage Repairs SW 365	\$ 1,004	Underway
<b><u>LTR - Guideway - T&amp;S</u></b>			
MTAPRJ002637	LTR Clipper Mill Grade Crossing Repairs	\$ 200	Under Construction
<b><u>LTR - Systems Maintenance</u></b>			
MTAPRJ002202	LTR CIH and TPSS UPS and Battery Charger Maintenance	\$ 184	Underway
<b><u>MARC - Facilities - FE</u></b>			
MTAPRJ002216	MARC Muirkirk Pavement & SWM Repairs	\$ 702	Under Construction
<b><u>MARC - Facilities - T&amp;S</u></b>			
MTAPRJ002651	MARC Station Inspections 2025	\$ 208	Ongoing
<b><u>MARC - Guideway</u></b>			
MTAPRJ002330	MARC New Carrollton SOGR (Assoc. Projects)	\$ 3,000	Under Construction
MTAPRJ002331	MARC West Baltimore Station (Assoc. Projects)	\$ 1,700	Design Underway
MTAPRJ002362	MARC Bush River Bridge Replacement	\$ 980	Design Underway
MTAPRJ002365	MARC Gunpowder River Bridge Replacement	\$ 1,580	Design Underway
<b><u>MARC - Systems</u></b>			
MTAPRJ002327	MARC Penn Station Master Plan (Assoc. Projects)	\$ 20,000	FY 2026
<b><u>MOL - Systems</u></b>			
MTAPRJ002562	MOL Trapeze System Replacement	\$ 400	Underway

**MINOR PROJECTS PROGRAM**  
*(Dollars in Thousands)*

**MARYLAND TRANSIT ADMINISTRATION - LINE 63**

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<b><u>MTR - Bridge &amp; Elevated Structures - T&amp;S</u></b>			
MTAPRJ002550	MTR State Center Station Leak & Structural Repair	\$ 217	Design Underway
<b><u>MTR - Facilities Maintenance</u></b>			
MTAPRJ001754	MTR Rehabilitation of Deluge Valve Room & Valve Pit	\$ 2,298	Under Construction
MTAPRJ002192	MTR Lexington Market Metro Facility	\$ 459	Design Underway
<b><u>MTR - Guideway - Ops</u></b>			
MTAPRJ001897	MTR Operator Simulator	\$ 215	Deferred
<b><u>MTR - Systems Maintenance</u></b>			
MTA1535	MTR UPS Battery Replacement	\$ 5,058	FY 2027
MTAPRJ001745	AGY LED Lighting Replacement	\$ 0	Deferred
<b><u>POL - Systems</u></b>			
MTA1516	AGY POL Video Management System Replacement	\$ 8,285	FY 2027

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

*(Dollars in Thousands)*

***Maryland Transit Administration - Locally Operated Transit Systems - LINE 64***

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<b><u>Allegany County FY 2025 Completions</u></b>		
Computer Equipment (FY22)	\$ 25	Complete
Garage Door Replacement (FY24 5307)	\$ 90	Complete
Preventive Maintenance (FY24 5307)	\$ 350	Complete
<b><u>Allegany County FY 2026 and 2027</u></b>		
Preventive Maintenance (FY25)	\$ 400	Ongoing
Preventive Maintenance (FY26 5311)	\$ 200	Ongoing
Transit Development Plan (FY24 5304)	\$ 100	Underway
<b><u>Annapolis County FY 2025 Completions</u></b>		
1 Electric Replacement Bus (FY22 ARPA SWAP)	\$ 770	Complete
2 30' Heavy Duty Bus Replacements - 5411 & 5511 (FY22 5339)	\$ 792	Complete
6 Small Replacement Buses - 5311 & 4311 (FY23 5339)	\$ 788	Complete
Mobile Life Column (FY24 5339)	\$ 85	Complete
Preventive Maintenance (FY24 LU)	\$ 475	Complete
Preventive Maintenance (FY25 LU)	\$ 550	Complete
Transit Development Plan - 5304 (FY24)	\$ 105	Complete
<b><u>Annapolis County FY 2026 and 2027</u></b>		
2 Small Electric Bus Replacements -1803 & 1805 (FY24 5339)	\$ 812	FY26
Automatic Vehicle Location System (FY23 5339)	\$ 98	FY26
Mobile Lift (FY26 LU)	\$ 85	FY26
Office Furniture (FY26 LU)	\$ 25	FY26
Passenger Ferry Vesses (FY22 5307)	\$ 3,500	FY26
Roof Replacement (FY LU)	\$ 450	FY26
Preventive Maintenance (FY26 LU)	\$ 650	Ongoing
<b><u>Anne Arundel County FY 2025 Completions</u></b>		
Mobile Radios (FY19 5339)	\$ 35	Complete
Ridesharing (FY24)	\$ 197	Complete

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

*(Dollars in Thousands)*

***Maryland Transit Administration - Locally Operated Transit Systems - LINE 64***

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<b><u>Anne Arundel County FY 2025 Completions (cont'd)</u></b>		
Ridesharing (FY25)	\$ 197	Complete
<b><u>Anne Arundel County FY 2026 and 2027</u></b>		
2 Electric Expansion Buses (FY22 ARPA SWAP)	\$ 584	FY26
2 Minivan Expansions (FY25 5339)	\$ 182	FY26
3 Minivan Expansions (FY24 5339)	\$ 213	FY26
3 Small Cutaway Bus Expansions (FY24 5339)	\$ 366	FY26
3 Small Cutaway Bus Expansions (FY25 5339)	\$ 375	FY26
4 Electric Expansion Buses (FY22 5339)	\$ 2,268	FY26
4 Small Expansion Buses (FY26 5339)	\$ 656	FY26
Ridesharing (FY26)	\$ 197	FY26
<b><u>Baltimore City FY 2025 Completions</u></b>		
BMC Ridesharing (FY25)	\$ 170	Complete
Ridesharing (FY24)	\$ 82	Complete
Ridesharing (FY25)	\$ 82	Complete
<b><u>Baltimore City FY 2026 and 2027</u></b>		
2 Ferry Acquisition (FY22 5307)	\$ 3,965	FY26
4 Heavy Duty Replacement Buses - 1203, 1206, 1209 & 1212 (FY25 5339)	\$ 3,608	FY26
40' Hybrid Diesel-Elect Replacement Bus - 1201 (FY26 5339)	\$ 958	FY26
40' Hybrid Diesel-Elect Replacement Bus - 1210 (FY26 5339)	\$ 958	FY26
40' Hybrid Diesel-Elect Replacement Bus - 1211 (FY26 5339)	\$ 958	FY26
8 Heavy Duty Replacement Buses - 1201 - 1210 (FY20 CARES)	\$ 3,400	FY26
Bus Stop Relocation (FY24 5339)	\$ 300	FY26
Feasibility Study (FY25 5304)	\$ 50	FY26
Ferry Engineering/Design (FY22 5307)	\$ 78	FY26
Ferry Terminal Engineering/Design (FY22 5307)	\$ 146	FY26
Ferry Terminal Renovation (FY22 5307)	\$ 1,687	FY26
Passenger Ferry Vessel (FY23 STATE)	\$ 1,600	FY26
Ridesharing (FY26)	\$ 82	FY26

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

*(Dollars in Thousands)*

***Maryland Transit Administration - Locally Operated Transit Systems - LINE 64***

<b>PROJECT NAME</b>	<b>TOTAL PROGRAMMED COST</b>	<b>STATUS</b>
<b><u>Baltimore City FY 2026 and 2027 (cont'd)</u></b>		
Ridesharing (FY26) - Baltimore Metropolitan Council	\$ 170	FY26
<b><u>Baltimore County FY 2025 Completions</u></b>		
2 Medium Expansion Buses (FY23 5339)	\$ 509	Complete
BMC Ridesharing (FY24)	\$ 170	Complete
Bus Shelters (FY19 5339 Discretionary)	\$ 120	Complete
Bus Signage (FY19 5339 Discretionary)	\$ 10	Complete
Workforce Development (FY19 5339 Discretionary)	\$ 10	Complete
<b><u>Baltimore County FY 2026 and 2027</u></b>		
2 Small Expansion Buses (FY23 5339)	\$ 193	FY26
4 Medium Duty Bus Expansion (FY25 5311)	\$ 1,119	FY26
4 Samsara Dashcams (FY26 5311)	\$ 68	FY26
5 Small Cutaway Bus Expansions (FY24 5339)	\$ 440	FY26
Transit Development Plan - TDP (FY26 5304)	\$ 100	FY26
<b><u>Calvert County FY 2025 Completions</u></b>		
2 Small Replacement Buses - 132 & 143 (FY23 5339)	\$ 211	Complete
2 Small Replacement Buses - 142 & 145 (FY24 5339)	\$ 214	Complete
Dispatch Software (FY21 5339)	\$ 81	Complete
Preventive Maintenance (FY23 5307)	\$ 26	Complete
Preventive Maintenance (FY23 5311)	\$ 99	Complete
Preventive Maintenance (FY25 5311)	\$ 99	Complete
Ridesharing (FY24)	\$ 9	Complete
Ridesharing (FY25)	\$ 9	Complete
<b><u>Calvert County FY 2026 and 2027</u></b>		
3 Small Replacement Buses- 144, 148 & 149 (FY25 5339)	\$ 327	FY26
Automatic Passenger Counters (FY25 5307)	\$ 9	FY26
Automatic Passenger Counters (FY25 5311)	\$ 35	FY26

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

*(Dollars in Thousands)*

***Maryland Transit Administration - Locally Operated Transit Systems - LINE 64***

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<b><u>Calvert County FY 2026 and 2027 (cont'd)</u></b>		
DPW Fuel Depot (FY23 5307)	\$ 76	FY26
DPW Fuel Depot (FY23 5311)	\$ 284	FY26
DPW Fuel Depot (FY24 5307)	\$ 16	FY26
DPW Fuel Depot (FY24 5311)	\$ 158	FY26
DPW Fuel Depot (FY26 5307)	\$ 19	FY26
DPW Fuel Depot (FY26 5311)	\$ 72	FY26
Ridesharing (FY26)	\$ 9	FY26
Small Replacement Bus - 150 (FY26 5339)	\$ 143	FY26
Small Replacement Bus - 154 (FY26 5339)	\$ 143	FY26
Station Assessment (FY24 5307)	\$ 42	FY26
Station Assessment (FY24 5311)	\$ 59	FY26
Transfer Station - D&E (FY26 5307)	\$ 47	FY26
Transfer Station - D&E (FY26 5311)	\$ 178	FY26
Preventive Maintenance (FY25 5307)	\$ 26	Ongoing
Preventive Maintenance (FY26 5307)	\$ 32	Ongoing
Preventive Maintenance (FY26 5311)	\$ 119	Ongoing
AVL Equipment (FY18 5339)	\$ 4	Underway
Transfer Station Needs Assessment (FY23 5307)	\$ 22	Underway
Transfer Station Needs Assessment (FY23 5311)	\$ 83	Underway
<b><u>Carroll County FY 2025 Completions</u></b>		
1 Minivan Replacement - 3322 (FY23 5339)	\$ 61	Complete
1 Minivan Replacement - 3393 (FY22 5339)	\$ 45	Complete
2 Small Bus Replacements - 3313 & 3319 (FY24 5307)	\$ 194	Complete
2 Small Bus Replacements - 3315 & 3316 (FY23 5339)	\$ 184	Complete
3 Small Bus Replacements - 3318, 3323 & 3324 (FY25 5339)	\$ 303	Complete
Preventive Maintenance (FY24 5307)	\$ 80	Complete
Preventive Maintenance (FY25 5311)	\$ 150	Complete
Small Bus Replacement - 3330 (FY24 5339)	\$ 99	Complete
<b><u>Carroll County FY 2026 and 2027</u></b>		
Small Replacement Bus - 3309 (FY26 5339)	\$ 118	FY26

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

*(Dollars in Thousands)*

***Maryland Transit Administration - Locally Operated Transit Systems - LINE 64***

<b>PROJECT NAME</b>	<b>TOTAL PROGRAMMED COST</b>	<b>STATUS</b>
<b><u>Carroll County FY 2026 and 2027 (cont'd)</u></b>		
Small Replacement Bus - 3326 (FY26 5339)	\$ 132	FY26
Small Replacement Bus - 3329 (FY26 5339)	\$ 132	FY26
Preventive Maintenance (FY26 5311)	\$ 200	Ongoing
Transit Development Plan - TDP (FY25 5304)	\$ 100	Underway
<b><u>Cecil County FY 2025 Completions</u></b>		
3 Bus Wraps (FY20)	\$ 13	Complete
Preventive Maintenance (FY24 5307)	\$ 200	Complete
Transit Development Plan (FY24 5304)	\$ 90	Complete
<b><u>Cecil County FY 2026 and 2027</u></b>		
1 Medium Replacement Bus - 251 (FY26 SSTAP)	\$ 152	FY26
Land Acquisition - Transit Hub	\$ 1,000	FY26
Transit Hub D & E (FY23 5307)	\$ 400	FY26
Preventive Maintenance (FY25 5311)	\$ 200	Ongoing
Preventive Maintenance (FY26 5307)	\$ 20	Ongoing
Transit Hub D & E (FY22 5307)	\$ 400	Underway
<b><u>Charles County FY 2025 Completions</u></b>		
Preventive Maintenance (FY24 5307)	\$ 215	Complete
Shelter and Bus Stop Improvements (FY17)	\$ 50	Complete
Transit Development Plan (FY24 5304)	\$ 105	Complete
<b><u>Charles County FY 2026 and 2027</u></b>		
Bus Stop Improvements (FY26 5307)	\$ 150	FY26
Construction Oversight (FY23 5307)	\$ 500	FY26
Facility Construction (FY22 5307)	\$ 750	FY26
Facility Construction (FY23 5307)	\$ 4,250	FY26
Facility Construction (FY24 5307)	\$ 5,000	FY26
Facility Construction (FY24 5311)	\$ 2,375	FY26

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

*(Dollars in Thousands)*

***Maryland Transit Administration - Locally Operated Transit Systems - LINE 64***

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<b><u>Charles County FY 2026 and 2027 (cont'd)</u></b>		
Facility Construction (FY25 5307)	\$ 2,000	FY26
Small Replacement Bus - T81 (FY26 5339)	\$ 142	FY26
Small Replacement Bus - T83 (FY26 5339)	\$ 142	FY26
Small Replacement Bus - T87 (FY26 5339)	\$ 142	FY26
Preventive Maintenance (FY25 5307)	\$ 215	Ongoing
Preventive Maintenance (FY26 5307)	\$ 227	Ongoing
Design & Engineering for Facility (FY21)	\$ 500	Underway
<b><u>Dorchester County FY 2025 Completions</u></b>		
1 Small Bus Replacement-183 (FY24 5339)	\$ 110	Complete
1 Small Bus Replacement-190 (FY24 5339)	\$ 110	Complete
1 Transit Sedan Replacement - 184 (FY23 5339)	\$ 49	Complete
Parking Lot Upgrades (FY23 5311)	\$ 150	Complete
Preventive Maintenance (FY24 5311)	\$ 50	Complete
Preventive Maintenance (FY25 5311)	\$ 50	Complete
Small Replacement Bus - 185 (FY25 5311)	\$ 113	Complete
<b><u>Dorchester County FY 2026 and 2027</u></b>		
Fencing Around Facility (FY23 5311)	\$ 100	FY26
Preventive Maintenance (FY26 5311)	\$ 62	Ongoing
Transit Development Plan (FY23 5304)	\$ 90	Underway
<b><u>Eastern Shore Non-Profits FY 2025 Completions</u></b>		
Delmarva Community Svcs - 2 Small Bus Replacements (170 & 195) Type 3A (FY24/25)	\$ 210	Complete
<b><u>Eastern Shore Non-Profits FY 2026 and 2027</u></b>		
Delmarva Community Svcs - 1 Small Bus Replacement (12/2) - 220 (FY26/27)	\$ 122	FY26
Delmarva Community Svcs - Mobility Management (FY26/27)	\$ 114	Ongoing
Delmarva Community Svcs - Preventive Maintenance (FY24/25)	\$ 30	Ongoing
Delmarva Community Svcs - Preventive Maintenance (FY26/27)	\$ 48	Ongoing

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

*(Dollars in Thousands)*

***Maryland Transit Administration - Locally Operated Transit Systems - LINE 64***

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<b><u>Eastern Shore Non-Profits FY 2026 and 2027 (cont'd)</u></b>		
Delmarva Community Transit - Mobility Management (FY22/23 5310)	\$ 333	Ongoing
<b><u>Elderly/ Disabled Non-Profits FY 2025 Completions</u></b>		
Action in Maturity - 1 Small Replacement Bus (0903) Type 3A (FY24/25)	\$ 100	Complete
Allegany County HRDC, Inc. - Preventive Maintenance (FY20/21)	\$ 26	Complete
Appalachian Parent Association - 1 Small Bus Replacement (X-16) Type 3A (FY24/25)	\$ 92	Complete
Appalachian Parent Association - 1 Small Bus Replacement (X-28) Type 2A (FY24/25)	\$ 92	Complete
Appalachian Parent Association - Preventive Maintenance (FY24/25)	\$ 17	Complete
ARC Northern Chesapeake Region - 2 Minivan Expansion (FY24/25)	\$ 140	Complete
ARC Northern Chesapeake Region - 2 Small Bus Replacements (148 & 166) Type 2A (FY24/25)	\$ 163	Complete
ARC Northern Chesapeake Region - 2 Van Expansions Type 1 (FY24/25)	\$ 140	Complete
ARC Northern Chesapeake Region - 2 Van Replacements (146 & 147) Type 4 (FY24/25)	\$ 132	Complete
ARC Northern Chesapeake Region - Preventive Maintenance (FY22/23)	\$ 45	Complete
ARC of Central Chesapeake - Preventive Maintenance (FY22/23)	\$ 3	Complete
ARC of Southern Maryland - 2 Van Expansions Type 4 (FY22/23)	\$ 132	Complete
ARC of Southern Maryland - Preventive Maintenance (FY18/19)	\$ 5	Complete
Associated Catholic Charities - 1 Small Replacement Bus (MW) Type 3A (FY24/25)	\$ 92	Complete
Athelas - Preventive Maintenance (FY18/19)	\$ 10	Complete
Bayside Community Network - 1 Van Expansion Type 1 (FY24/25)	\$ 70	Complete
Bayside Community Network - Preventive Maintenance (FY18/19)	\$ 23	Complete
Center for Life Enrichment - Preventive Maintenance (FY22/23)	\$ 54	Complete
Charles County Nursing and Rehabilitation - Preventive Maintenance (FY18/19)	\$ 19	Complete
Comprehensive Housing Assistance - Preventive Maintenance (FY18/19)	\$ 10	Complete
Daybreak Adult Day Services - 1 Small Bus Replacement (3) Type 3A (FY24/25)	\$ 96	Complete
Dorchester County Commission on Aging - Preventive Maintenance (FY18/19)	\$ 17	Complete
Dove Pointe, Inc. - Preventive Maintenance (FY18/19)	\$ 100	Complete
Dove Pointe, Inc. - 1 Van Expansion Type 1	\$ 129	Complete
Dove Pointe, Inc. - Preventive Maintenance (FY22/23)	\$ 130	Complete
Easter Seals Baltimore - Preventive Maintenance (FY18/19)	\$ 44	Complete
Easter Seals Baltimore - Preventive Maintenance (FY20/21)	\$ 30	Complete
Easter Seals Baltimore - Tripspark Software (FY22/23)	\$ 44	Complete
Easter Seals Hagerstown - Tripspark Software (FY22/23)	\$ 44	Complete

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

*(Dollars in Thousands)*

***Maryland Transit Administration - Locally Operated Transit Systems - LINE 64***

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<b><u>Elderly/ Disabled Non-Profits FY 2025 Completions (cont'd)</u></b>		
Freedom Landing - 1 Small Bus (FY16/17)	\$ 40	Complete
Freedom Landing - Preventive Maintenance (FY16/17)	\$ 9	Complete
Freedom Landing - Preventive Maintenance (FY18/19)	\$ 3	Complete
Harford Center - 1 Small Bus Expansion Type 3A (FY24/25)	\$ 102	Complete
Harford Center - 1 Small Bus Replacement (15) Type 3A (FY24/25)	\$ 102	Complete
Harford Center - 1 Van Expansion Type 4 (FY24/25)	\$ 66	Complete
Harford Center - Preventive Maintenance (FY24/25)	\$ 26	Complete
Hopkins Elder Plus - 1 Small Bus Replacement (24-015) Type 4A (FY24/25)	\$ 62	Complete
Hopkins Elder Plus - Preventive Maintenance (FY24/25)	\$ 99	Complete
Kent Center - Preventive Maintenance (FY17 SS)	\$ 6	Complete
Kent Center - Preventive Maintenance (FY18/19)	\$ 5	Complete
LifeBridge Health - Cleaning Supplies (FY22/23)	\$ 12	Complete
LifeBridge Health - PPE (FY22/23)	\$ 4	Complete
Partners In Care - 1 Van Expansion Type 4 - #PIC Bus 2 (FY22/23)	\$ 66	Complete
Partners in Care - Mobility Management (FY20/21)	\$ 202	Complete
Partners In Care - Mobility Management (FY22/23)	\$ 663	Complete
Partners In Care - Preventive Maintenance (FY20/21)	\$ 40	Complete
Progress Unlimited. Inc. - Preventive Maintenance (FY24/25)	\$ 100	Complete
Prologue, Inc. - 1 Small Replacement Bus (5305) Type 3A (FY24/25)	\$ 98	Complete
Providence Center - 10 Minivan Expansion (FY24/25)	\$ 700	Complete
Richcroft, Inc. - 5 Van Expansions Type 1 (FY24/25)	\$ 350	Complete
Sheppard Pratt Health System - 1 Small Bus Replacement (CA2) Type 3A (FY24/25)	\$ 90	Complete
Sheppard Pratt Health System - 1 Small Bus Replacement (D-55) Type 3A (FY24/25)	\$ 90	Complete
Sheppard Pratt Health System - 1 Small Bus Replacement (T-5) Type 3A (FY24/25)	\$ 90	Complete
Sheppard Pratt Health System - 1 Small Bus Replacement (W-360) Type 3A (FY24/25)	\$ 90	Complete
Shore Up! - Driver Shields (FY22/23)	\$ 2	Complete
Shore Up! - Security Cameras (FY22/23)	\$ 14	Complete
Spring Dell Center - 1 Small Bus Replacement (70) Type 4A (FY24/25)	\$ 94	Complete
Spring Dell Center - Preventive Maintenance (FY22/23)	\$ 42	Complete
St. Mary's Adult Medical Day Care 1 Small Bus Replacement (60) Type 3A (FY24/25)	\$ 89	Complete
St. Mary's Adult Medical Day Care - Disinfectant Sprayer (FY22/23)	\$ 1	Complete
Star Community - Preventive Maintenance (FY16/17)	\$ 3	Complete
Washington County CAC - 1 Small Bus Expansion Type 4 (FY24/25)	\$ 102	Complete
Worcester County Commission On Aging - 1 Small Bus Expansion Type 3A (FY24/25)	\$ 93	Complete

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

*(Dollars in Thousands)*

***Maryland Transit Administration - Locally Operated Transit Systems - LINE 64***

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<b><u>Elderly/ Disabled Non-Profits FY 2025 Completions (cont'd)</u></b>		
Worcester County Commission On Aging - 1 Van Replacement (1460) Type 1 (FY24/25)	\$ 70	Complete
Worcester County Commission On Aging - Mobility Management (FY24/25)	\$ 180	Complete
Worcester County Commission On Aging - Preventive Maintenance (FY24/25)	\$ 33	Complete
Worcester County Commission on Aging - Preventive Maintenance (FY22/23)	\$ 24	Complete
Worcester County Developmental Center - 2 Van Expansions Type 1 (FY24/25)	\$ 140	Complete
Worcester County Developmental Center - Preventive Maintenance (FY18/19)	\$ 65	Complete
<b><u>Elderly/ Disabled Non-Profits FY 2026 and 2027</u></b>		
Appalachian Parent Association - 1 Van Expansion Type 1 (FY24/25)	\$ 70	FY26
Appalachian Parent Association - Small Replacement Bus (3A) - 201 (FY26/FY27)	\$ 131	FY26
Appalachian Parent Association - Small Replacement Bus (3A) - 202 (FY26/FY27)	\$ 131	FY26
ARC Northern Chesapeake - 3 Minivan Expansion (5B) (FY26/27)	\$ 252	FY26
ARC Northern Chesapeake - Minivan Replacement (5A) - 128 (FY26/27)	\$ 98	FY26
ARC Northern Chesapeake - Minivan Replacement (5A) - 130 (FY26/27)	\$ 98	FY26
ARC of Carroll County - Minivan Expansion (1A) (FY26/FY27)	\$ 91	FY26
ARC of Carroll County - Small Replacement Bus (2A) - 1046 (FY26/FY27)	\$ 101	FY26
ARC of Central Chesapeake - 1 Van Expansion Type 1 (FY24/25)	\$ 70	FY26
ARC of Central Chesapeake - 1 Van Expansion Type 4 (FY24/25)	\$ 66	FY26
ARC of Central Chesapeake - 3 Minivan Expansion (1A) (FY26/FY27)	\$ 225	FY26
ARC of Central Chesapeake - PPE (FY22/23)	\$ 1	FY26
ARC of Southern Maryland - 3 Minivan Expansion (5A) (FY26/FY27)	\$ 288	FY26
Associated Catholic Charities - Minivan Expansion (Wheelchair Lift) (FY26/FY27)	\$ 225	FY26
Athelas Institute - Sm Replacement Bus - A-127 (FY26/FY27)	\$ 147	FY26
Athelas Institute - Small Replacement Bus - A-125 (FY26/FY27)	\$ 147	FY26
Bayside Community Network - Minivan Expansion (5B) (FY26/27)	\$ 83	FY26
Bayside Community Network - Minivan Expansion (5B) (FY26/27)	\$ 73	FY26
Chesterwey Center - Minivan Expansion (1A) (FY26/FY27)	\$ 75	FY26
Chesterwey Center - Minivan Replacement (5B) - 6 (FY26/FY27)	\$ 84	FY26
Daybreak Adult Day Services - Minivan Expansion (3A) (FY26/FY27)	\$ 84	FY26
Daybreak Adult Day Services - Small Replacement Bus (3A) - 9 (FY26/FY27)	\$ 111	FY26
Dorchester County Commission on Aging - Small Replacement Bus (3A) - 6 (FY26/FY27)	\$ 113	FY26
Dove Pointe, Inc. - Small Replacement Bus (7A) - 151 (FY26/FY27)	\$ 96	FY26
Dove Pointe, Inc. - Small Replacement Bus (7A) - 152 (FY26/FY27)	\$ 96	FY26

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

*(Dollars in Thousands)*

***Maryland Transit Administration - Locally Operated Transit Systems - LINE 64***

<b>PROJECT NAME</b>	<b>TOTAL PROGRAMMED COST</b>	<b>STATUS</b>
<b><u>Elderly/ Disabled Non-Profits FY 2026 and 2027 (cont'd)</u></b>		
Friends Aware - Minivan Expansion (5B) (FY26/FY27)	\$ 91	FY26
Harford Center - Sm Replacement Bus (3A) - 9 (FY26/27)	\$ 117	FY26
Harford Center - Small Replacement Bus (3A) - 1 (FY26/27)	\$ 117	FY26
Humanim - 2 Small Expansion Buses (3A) (FY26/FY27)	\$ 222	FY26
Johns Hopkins Health System - Small Replacement Bus - 24-015 (FY26/FY27)	\$ 129	FY26
League of People w/Disabilities - 2 Minivans Expansion (3A) (FY26/FY27)	\$ 142	FY26
League of People w/Disabilities - 2 Minivans Expansion (3A) (FY26/FY27)	\$ 162	FY26
League of People w/Disabilities - Minivan Replacement (3A) - 43981HTFREDDIE (FY26/FY27)	\$ 115	FY26
LifeBridge Health - 3 Small Bus Replacements (3A) - 59, 1323, 1355 (FY26/FY27)	\$ 348	FY26
LifeBridge Health - Minivan Expansion (FY26/FY27)	\$ 85	FY26
LifeBridge Health - Minivan Replacement - 28 (FY26/FY27)	\$ 85	FY26
Lifestyles of Maryland - 2 Van Expansions Type 1 (FY24/25)	\$ 140	FY26
Lifestyles of Maryland - 3 Small Replacement Buses (3A) - 1, 2, 3 (FY26/FY27)	\$ 372	FY26
Lower Shore Enterprises - Small Replacement Bus (3A) - 94 (FY26/FY27)	\$ 138	FY26
Meritus Health - Minivan Expansion (5B) (FY26/FY27)	\$ 91	FY26
Nuwave Health Services - 2 Small Expansion Buses (3A) (FY26/FY27)	\$ 228	FY26
Partners in Care - Equipment Q'Straint Security Belts (FY24/25)	\$ 8	FY26
Partners in Care - Equipment Tablets (FY24/25)	\$ 3	FY26
Partners In Care - Small Bus Expansion (FY26/FY27)	\$ 111	FY26
Partners In Care - Technology & Equipment (FY26/FY27)	\$ 54	FY26
Progress Unlimited - Minivan Expansion (5B) (FY26/FY27)	\$ 85	FY26
Progress Unlimited, Inc. - 1 Van Expansion Type 4 (FY24/25)	\$ 66	FY26
Prologue Inc. - 1 Van Replacement - (5302) Type 3A (FY24/25)	\$ 70	FY26
Providence Center - 8 Minivan Replacements - W-2, W-6, W-7, W-8, W-11, W-12, W-13, W-14 (FY26/FY27)	\$ 648	FY26
Providence Center - Minivan Expansion (FY26/FY27)	\$ 186	FY26
Richcroft, Inc. - 2 Minivan Expansions (2A) (FY26/FY27)	\$ 160	FY26
Sheppard Pratt Health System - 1 Van Replacement (1-A) Type 4 (FY24/25)	\$ 66	FY26
Sheppard Pratt Health System - 33 Dual Facing Cameras (FY24/25)	\$ 16	FY26
Sheppard Pratt Health System - License & Subscriptions Fees for Dual Facing Cameras (FY24/25)	\$ 20	FY26
Sheppard Pratt Health System - Minivan Replacement (3A) - 1FDFE4FS6EDA83585 (FY26/FY27)	\$ 101	FY26

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

*(Dollars in Thousands)*

***Maryland Transit Administration - Locally Operated Transit Systems - LINE 64***

<b>PROJECT NAME</b>	<b>TOTAL PROGRAMMED COST</b>	<b>STATUS</b>
<b><u>Elderly/ Disabled Non-Profits FY 2026 and 2027 (cont'd)</u></b>		
Sheppard Pratt Health System - Minivan Replacement (5A) - 1FD3E35L78DB59150 (FY26/FY27)	\$ 101	FY26
Sheppard Pratt Health System - Small Replacement Bus (3A) - 1FDFE4FS9KDC59590 (FY26/FY27)	\$ 109	FY26
Somerset Community Services - 2 Small Replacement Buses (2A) - 2140 & 2141 (FY26/FY27)	\$ 202	FY26
Spring Dell Center - 1 Van Expansion Type 4 (FY24/25)	\$ 66	FY26
Spring Dell Center - 1 Van Replacement (29) Type 1 (FY24/25)	\$ 70	FY26
Spring Dell Center - 2 Small Replacement Buses (4A) - 75 & 76 (FY26/FY27)	\$ 242	FY26
Spring Dell Center - Minivan Replacement (1A) - 66 (FY26/FY27)	\$ 77	FY26
St. Mary's Adult Medical Day Care - 1 Van Expansion Type 4 (FY24/25)	\$ 66	FY26
St. Mary's Adult Medical Day Care - Small Expansion Bus (3A) - (FY26/FY27)	\$ 116	FY26
St. Mary's Adult Medical Day Care - Small Replacement Bus (3A) - 63 (FY26/FY27)	\$ 116	FY26
St. Mary's Nursing Center - Minivan Replacement (5B) - 1 (FY26/FY27)	\$ 91	FY26
Unified Community Connections - 2 Small Replacement Buses (1A) - 639 & 640 (FY26/FY27)	\$ 202	FY26
Unified Community Connections - Minivan Replacement (3A) - 18 (FY26/FY27)	\$ 83	FY26
Washington County CAC - 2 Van Expansions Type 4 (FY24/25)	\$ 132	FY26
Worcester County Developmental Center - 2 Small Expansion Buses (DRW) (FY26/FY27)	\$ 214	FY26
Action in Maturity - Preventive Maintenance (FY24/25)	\$ 24	Ongoing
Action in Maturity - Preventive Maintenance (FY26/FY27)	\$ 40	Ongoing
Allegany County HRDC - Mobility Management (FY26/27)	\$ 93	Ongoing
Allegany County HRDC - Preventive Maintenance (FY26/27)	\$ 15	Ongoing
Allegany County HRDC, Inc. - Mobility Management (FY22/23)	\$ 46	Ongoing
Appalachian Parent Association - Preventive Maintenance (FY26/FY27)	\$ 33	Ongoing
ARC of Central Chesapeake - Preventive Maintenance (FY24/25)	\$ 12	Ongoing
Associated Catholic Charities - Preventive Maintenance (FY24/25)	\$ 132	Ongoing
Associated Catholic Charities - Preventive Maintenance (FY26/FY27)	\$ 168	Ongoing
Bayside Community Network - Mobility Management (FY24/25)	\$ 29	Ongoing
Chesterwye Center - Preventive Maintenance (FY26/FY27)	\$ 18	Ongoing
Comprehensive Housing Assistance - Mobility Management (FY24/25)	\$ 141	Ongoing
Comprehensive Housing Assistance - Preventive Maintenance (FY24/25)	\$ 13	Ongoing
Comprehensive Housing Assistance - Mobility Management (FY26/FY27)	\$ 363	Ongoing
Dorchester County Commission on Aging - Preventive Maintenance (FY26/FY27)	\$ 20	Ongoing

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

*(Dollars in Thousands)*

***Maryland Transit Administration - Locally Operated Transit Systems - LINE 64***

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<b><u>Elderly/ Disabled Non-Profits FY 2026 and 2027 (cont'd)</u></b>		
Friends Aware - Preventive Maintenance (FY26/FY27)	\$ 37	Ongoing
Harford Center - Preventive Maintenance (FY26/27)	\$ 20	Ongoing
Johns Hopkins Health System - Preventive Maintenance (FY26/FY27)	\$ 65	Ongoing
LifeBridge Health - Preventive Maintenance (FY26/FY27)	\$ 150	Ongoing
Lifestyles of Maryland - Preventive Maintenance (FY24/25)	\$ 28	Ongoing
Partners in Care - Mobility Management (FY24/25)	\$ 792	Ongoing
Partners in Care - Preventive Maintenance (FY24/25)	\$ 40	Ongoing
Partners In Care - Mobility Management (FY26/FY27)	\$ 719	Ongoing
Partners In Care - Preventive Maintenance (FY26/FY27)	\$ 40	Ongoing
Progress Unlimited - Preventive Maintenance (FY26/FY27)	\$ 75	Ongoing
Sheppard Pratt Health System - Preventive Maintenance (FY24/25)	\$ 30	Ongoing
Sheppard Pratt Health System - Preventive Maintenance (FY26/FY27)	\$ 84	Ongoing
Spring Dell Center - Preventive Maintenance (FY24/25)	\$ 27	Ongoing
Spring Dell Center - Preventive Maintenance (FY26/FY27)	\$ 34	Ongoing
St. Mary's Nursing Center - Preventive Maintenance (FY26/FY27)	\$ 11	Ongoing
Washington CAC - Mobility Management (FY26/FY27)	\$ 350	Ongoing
Washington CAC - Mobility Management (FY26/FY27)	\$ 56	Ongoing
Washington CAC - Preventive Maintenance (FY26/FY27)	\$ 30	Ongoing
Washington County CAC - Mobility Management (FY24/25)	\$ 350	Ongoing
Washington County CAC - Preventive Maintenance (FY24/25)	\$ 24	Ongoing
Worcester County Commission on Aging - Mobility Management (FY26/FY27)	\$ 200	Ongoing
Appalachian Parent Association - Tire Changer (FY24/25)	\$ 20	Underway
<b><u>Frederick County FY 2025 Completions</u></b>		
1 Light Duty Bus Replacement-38798 (FY24 5339)	\$ 127	Complete
1 Small Replacement Bus - 38624 (FY23 5339)	\$ 110	Complete
2 Heavy Duty Bus Replacements - 37983 & 37984 (FY23 5339)	\$ 1,054	Complete
Preventive Maintenance (FY24 5307)	\$ 270	Complete
Preventive Maintenance (FY25 5307)	\$ 700	Complete
Preventive Maintenance (FY25 5311)	\$ 70	Complete
Rideshare (FY24)	\$ 124	Complete
Ridesharing (FY25)	\$ 124	Complete

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

*(Dollars in Thousands)*

***Maryland Transit Administration - Locally Operated Transit Systems - LINE 64***

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<b><u>Frederick County FY 2026 and 2027</u></b>		
2 Heavy Duty Bus Replacements - 37985 & 37986 (FY24 5339)	\$ 1,042	FY26
3 HD 30' Replacement Buses - 40225, 40226, 40227 (FY26 5307)	\$ 2,085	FY26
Heavy Duty Replacement Bus - 37982 (FY25 5307)	\$ 650	FY26
Heavy Duty Replacement Bus - 37984 (FY25 5307)	\$ 650	FY26
Heavy Duty Replacement Bus - 37985 (FY25 5307)	\$ 650	FY26
Ridesharing (FY26)	\$ 124	FY26
Small Bus Replacement-38624 (FY25 5339)	\$ 131	FY26
Small Bus Replacement-38798 (FY25 5339)	\$ 131	FY26
Preventive Maintenance (FY26 5307)	\$ 700	Ongoing
Preventive Maintenance (FY26 5311)	\$ 70	Ongoing
<b><u>Garrett County FY 2025 Completions</u></b>		
3 Small Bus Replacements - 194, 198 & 199 (FY24 5339)	\$ 284	Complete
Preventive Maintenance (FY23)	\$ 240	Complete
Preventive Maintenance (FY25 5311)	\$ 267	Complete
Small Replacement Bus-207 (FY25 5311)	\$ 101	Complete
<b><u>Garrett County FY 2026 and 2027</u></b>		
4 Small Replacement Buses - 212, 213, 214, 216 (FY26 5339)	\$ 448	FY26
Bendpak 4-Post Vehicle Lift (FY24 5311)	\$ 23	FY26
Bendpak Pipe Bender (FY24 F311)	\$ 9	FY26
Minivan Replacement-206 (FY25 5339)	\$ 86	FY26
Minivan Replacement-209 (FY25 5339)	\$ 86	FY26
Preventive Maintenance (FY26 5311)	\$ 300	Ongoing
Transit Development Plan - TDP (FY25 5304)	\$ 100	Underway
<b><u>Harford County FY 2025 Completions</u></b>		
2 Small Bus Replacements - 8001, 8016 (FY21 5339)	\$ 186	Complete
3 Small Bus Replacements - 8003, 8010, 8012 (FY21 5307)	\$ 278	Complete
4 Small Bus Expansions (FY20 CARES)	\$ 400	Complete
4 Small Bus Replacements - 8019, 8023, 8026, 8027 (FY20 CARES)	\$ 400	Complete

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

*(Dollars in Thousands)*

***Maryland Transit Administration - Locally Operated Transit Systems - LINE 64***

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<b><u>Harford County FY 2025 Completions (cont'd)</u></b>		
4 Small Cutaway Replacement Buses - 8020; 8022; 8024; 8025 (FY22 5307)	\$ 476	Complete
Fuel Infrastructure (FY20 5339)	\$ -	Complete
LCD Annunciation System (FY20 CARES)	\$ 118	Complete
Rehab 2 Garages (FY20 5339)	\$ -	Complete
Ridesharing (FY25)	\$ 88	Complete
Training & Speciality Tools (FY20 5339)	\$ -	Complete
<b><u>Harford County FY 2026 and 2027</u></b>		
1 30' Heavy Duty Replacement Bus - 8036 (FY22 5339)	\$ 417	FY26
1 Heavy Duty Bus Replacement - 827 (FY21 5307)	\$ 406	FY26
1 Maintenance Support Vehicle Replacement (FY23 5339)	\$ 75	FY26
2 Medium-Heavy Replacement Buses - 8035, 818 (FY21 5339)	\$ 1,340	FY26
2 Small Replacement Buses - 8018, 8028 (FY21 5339)	\$ 422	FY26
4 Heavy Duty Bus Replacements - 8032, 8033, 8034, 8035 (FY20 CARES)	\$ 1,800	FY26
4 Medium Duty Replacement Buses 8029, 8030, 8031, 8032 (FY20 5339)	\$ 3,956	FY26
4 Support Vehicles (Vans) Expansion (FY20 CARES)	\$ 216	FY26
Bus Shelter Installation (FY20 CARES)	\$ 239	FY26
Bus Stop Benches (FY20 CARES)	\$ 25	FY26
Facility Roof Replacement (FY20 CARES)	\$ 363	FY26
Generator Replacement (FY20 CARES)	\$ 125	FY26
Microtransit Services Study (FY23 5303)	\$ 150	FY26
Ridesharing (FY26)	\$ 88	FY26
RouteMatch Software (FY20 CARES)	\$ 300	FY26
Security Camera System (FY20 CARES)	\$ 60	FY26
Transit Bus Simulator S/W (FY26 5307)	\$ 30	FY26
Preventive Maintenance (FY25 5307)	\$ 1,000	Underway
RouteMatch Hardware (FY20 CARES)	\$ 300	Underway
<b><u>Howard County FY 2025 Completions</u></b>		
1 35' Heavy Duty Bus Replacement - 9525 (FY22 ARPA SWAP)	\$ -	Complete
10 Small Cutaway Bus Replacements - 205 - 214 (FY22 ARPA SWAP)	\$ 950	Complete
4 Medium Replacement Buses - 9540-9543 (FY22 ARPA SWAP)	\$ 2,054	Complete

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

*(Dollars in Thousands)*

***Maryland Transit Administration - Locally Operated Transit Systems - LINE 64***

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<b><u>Howard County FY 2025 Completions (cont'd)</u></b>		
Preventive Maintenance (FY22)	\$ 115	Complete
Preventive Maintenance (FY25 LU)	\$ 50	Complete
Ridesharing (FY24)	\$ 131	Complete
Ridesharing (FY25)	\$ 131	Complete
<b><u>Howard County FY 2026 and 2027</u></b>		
1 Heavy Duty Bus Replacement - 200 (FY23 5339)	\$ 524	FY26
1 Heavy Duty Bus Replacement - 201 (FY24 5339)	\$ 449	FY26
1 Heavy Duty Bus Replacement - 202 (FY24 5339)	\$ 449	FY26
1 Heavy Duty Bus Replacement - 9521 (FY24 5339)	\$ 449	FY26
1 Heavy Duty Bus Replacement - 203 (FY23 5339)	\$ 524	FY26
1 Heavy Duty Bus Replacement - 204 (FY23 5339)	\$ 524	FY26
Heavy Duty Bus Replacement - 9534 (FY25 5339)	\$ 600	FY26
Heavy Duty Bus Replacement - 9535 (FY25 5339)	\$ 600	FY26
Heavy Duty Replacement Bus - 9525 (FY26 5339)	\$ 693	FY26
Ridesharing (FY26)	\$ 131	FY26
Small Replacement Bus - 213 (FY26 5339)	\$ 136	FY26
Preventive Maintenance (FY24 LU)	\$ 50	Ongoing
Bus Stop Annunciators (FY20 5339 Discretionary)	\$ 225	Underway
<b><u>Montgomery County FY 2025 Completions</u></b>		
Bus Replacement (FY21 WAG)	\$ 2,000	Complete
Bus Replacement (FY22 WAG)	\$ 2,000	Complete
Ridesharing (FY24)	\$ 372	Complete
Ridesharing (FY25)	\$ 372	Complete
<b><u>Montgomery County FY 2026 and 2027</u></b>		
Bus Replacement - 35ft (FY24 5307)	\$ 2,000	FY26
Bus Replacement - 35ft (FY25 WAG)	\$ 2,000	FY26
Bus Replacement (FY23 WAG)	\$ 2,000	FY26
Bus Replacement (FY26 WAG)	\$ 2,000	FY26

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

*(Dollars in Thousands)*

***Maryland Transit Administration - Locally Operated Transit Systems - LINE 64***

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<b><u>Montgomery County FY 2026 and 2027 (cont'd)</u></b>		
Ridesharing (FY26)	\$ 372	FY26
<b><u>Ocean City FY 2025 Completions</u></b>		
2 60' Articulated Replacement Buses - 3439 & 3733 (FY24 5339)	\$ 1,650	Complete
Preventive Maintenance (FY24 5311)	\$ 725	Complete
Preventive Maintenance (FY25 5311)	\$ 825	Complete
Transportation Development Plan	\$ 90	Complete
<b><u>Ocean City FY 2026 and 2027</u></b>		
2 60' Articulated Replacement Buses - 2940 & 2941 (FY25 5311)	\$ 1,700	FY26
2 60' Articulated Replacement Buses - 2940 & 3780 (FY26 5339)	\$ 2,332	FY26
Small Replacement Bus - 3002 (FY26 5339)	\$ 121	FY26
Transition Plan for Zero Emission Vehicles (FY25 5311)	\$ 149	FY26
Preventive Maintenance (FY26 5311)	\$ 875	Ongoing
<b><u>Prince George's County FY 2025 Completions</u></b>		
Ridesharing (FY24)	\$ 269	Complete
Ridesharing (FY25)	\$ 269	Complete
<b><u>Prince George's County FY 2026 and 2027</u></b>		
10-Battery Electric Buses/Delivery 40' (FY25 5339 Discretionary)	\$ 6,724	FY26
15 - Battery Electric Expansion Buses/Delivery (FY22 5339)	\$ 12,218	FY26
20- D ata Access Tools (FY22 5339)	\$ 50	FY26
4 Charging Infrastructures (FY21 5339 LoNo Discretionary)	\$ 260	FY26
5 - Battery Electric Expansion Buses/Delivery (FY22 5339)	\$ 4,258	FY26
5-Battery Electric Buses/Delivery 35' (FY25 5339 Discretionary)	\$ 3,362	FY26
5-Battery Electric Vans/Delivery (FY25 5339 Discretionary)	\$ 561	FY26
5-On-Route Charges (Equipment Only) (FY22 5339)	\$ 1,075	FY26
6 Electric Battery Expansion Buses (FY21 5339 LoNo Discretionary)	\$ 5,799	FY26
Apprenticeship Program (FY22 5339)	\$ 500	FY26

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

*(Dollars in Thousands)*

***Maryland Transit Administration - Locally Operated Transit Systems - LINE 64***

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<b><u>Prince George's County FY 2026 and 2027 (cont'd)</u></b>		
Bus OEM Operating, Maint, First Responders (FY22 5339)	\$ 250	FY26
Bus OEM Operator, Maintenance, First Resp (FY25 5339 Discretionary)	\$ 200	FY26
Bus Replacement - 35ft (FY24 5307)	\$ 500	FY26
Bus Replacement - 35ft (FY25 WAG)	\$ 500	FY26
Bus Replacement (FY21 WAG)	\$ 500	FY26
Bus Replacement (FY23 WAG)	\$ 500	FY26
Configurables/Options (FY22 5339)	\$ 1,080	FY26
Data Collection, Existing Cond Doc & Eval (FY22 Persist Poverty)	\$ 217	FY26
Depot Chargers (Equipment Only) (FY22 5339)	\$ 557	FY26
Depot Construction (FY22 5339)	\$ 1,378	FY26
Depot/Microgrid Phase II Concept Design (FY25 5339 Discretionary)	\$ 150	FY26
Develop Project Design & Tech Eng Document (FY22 Persist Poverty)	\$ 363	FY26
Infrastructure Training (FY22 5339)	\$ 100	FY26
Infrastructure Training (FY25 5339 Discretionary)	\$ 200	FY26
Meetings & Project Management (FY22 Persist Poverty)	\$ 87	FY26
Microgrid (FY22 5339)	\$ 6,000	FY26
Microgrid Phase II Construction (FY25 5339 Discretionary)	\$ 160,054	FY26
NTI Training (FY22 5339)	\$ 150	FY26
NTI Training (FY25 5339 Discretionary)	\$ 50	FY26
On-Route Construction (FY22 5339)	\$ 2,450	FY26
PPE, Tools, and Equipment (FY22 5339)	\$ 213	FY26
PPE, Tools, and Equipment (FY25 5339 Discretionary)	\$ 70	FY26
Project Management and Technical Support (FY25 5339 Discretionary)	\$ 671	FY26
Ridesharing (FY26)	\$ 269	FY26
Spare Parts (FY22 5339)	\$ 120	FY26
Training Aids, Simulators, Components, Equip (FY22 5339)	\$ 350	FY26
Training Aids, Simulators, Components, Equip (FY25 5339 Discretionary)	\$ 100	FY26
Transit Center Construction (FY22 Raise)	\$ 47,000	FY26
Workforce Development Program (FY25 5339 Discretionary)	\$ 1,000	FY26
Project Mangement & Tech Support (FY22 5339)	\$ 503	Underway
<b><u>Queen Anne's County FY 2025 Completions</u></b>		
1 Small Expansion Bus (FY22 ARPA SWAP)	\$ 84	Complete

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

*(Dollars in Thousands)*

***Maryland Transit Administration - Locally Operated Transit Systems - LINE 64***

<b>PROJECT NAME</b>	<b>TOTAL PROGRAMMED COST</b>	<b>STATUS</b>
<b><u>Queen Anne's County FY 2025 Completions (cont'd)</u></b>		
1 Support Vehicle Replacement - 304 (FY22 ARPA SWAP)	\$ 50	Complete
2 Small Replacement Buses - 340 & 360 (FY22 ARPA SWAP)	\$ 169	Complete
Alignment, Tire Changer, & AC Freon Machines (FY22 ARPA SWAP)	\$ 93	Complete
Bus Camera System Replacement (FY22 ARPA SWAP)	\$ 197	Complete
Office Furniture (FY22 ARPA SWAP)	\$ 25	Complete
Preventive Maintenance (FY22 5311 & LU)	\$ 92	Complete
Small Cutaway Bus Expansion (FY24 5339)	\$ 101	Complete
<b><u>Queen Anne's County FY 2026 and 2027</u></b>		
2 Minivan Replacements- 261 & 319 (FY25 5339)	\$ 160	FY26
2 Power Washers (FY26 5311)	\$ 242	FY26
2 Small Replacement Buses - 200 & 318 (FY26 5339)	\$ 244	FY26
New Bus Shelters (FY24 5339)	\$ 30	FY26
Preventive Maintenance (FY23 5311 & LU)	\$ 80	Ongoing
Transportation Development Plan - TDP (FY25 5304)	\$ 100	Underway
<b><u>St. Mary's County FY 2025 Completions</u></b>		
1 Medium Replacement Bus - 11 (FY24 5339)	\$ 162	Complete
1 Medium Replacement Bus - 12-6291 (FY23 5339)	\$ 161	Complete
1 Small Bus Replacement - 11 (FY25 5339)	\$ 115	Complete
2 Small Replacement Buses -16 & 17 (FY24 5339)	\$ 238	Complete
Preventive Maintenance (FY22 5307 & 5311)	\$ 175	Complete
Preventive Maintenance (FY23 5307 & 5311)	\$ 100	Complete
Preventive Maintenance (FY25 5311)	\$ 21	Complete
<b><u>St. Mary's County FY 2026 and 2027</u></b>		
1 Medium Replacement - 13 6292 (FY25 5339)	\$ 232	FY26
1 Small Bus Replacement - 19 6311 (FY25 5339)	\$ 115	FY26
1 Small Bus Replacement - 21 6313 (FY25 5339)	\$ 115	FY26
3 Bus Shelters (FY24 5339)	\$ 43	FY26
3 Small Replacement Buses - 15, 20, 148 (FY26 5339)	\$ 450	FY26

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

*(Dollars in Thousands)*

***Maryland Transit Administration - Locally Operated Transit Systems - LINE 64***

<b>PROJECT NAME</b>	<b>TOTAL PROGRAMMED COST</b>	<b>STATUS</b>
<b><u>St. Mary's County FY 2026 and 2027 (cont'd)</u></b>		
Concrete Slab (FY26 5339)	\$ 45	FY26
Transit Development Plan - TDP (FY26 5304)	\$ 100	FY26
Preventive Maintenance (FY25 5307)	\$ 35	Ongoing
Preventive Maintenance (FY26 5311)	\$ 25	Ongoing
2 Small Replacement Buses - 48-6176 & 18-6297 (FY23 5339)	\$ 229	Underway
<b><u>Talbot County FY 2025 Completions</u></b>		
1 Minivan Replacement - 1118 (FY23 5339)	\$ 111	Complete
1 Sedan Replacement - 1050 (FY23 5339)	\$ 50	Complete
1 Small Replacement Bus - 1115 (FY25 5339)	\$ 113	Complete
1 Small Replacement Bus - 802 (FY23 5339)	\$ 109	Complete
2 Small Bus Replacements - 1119 & 602 (FY24 5339)	\$ 220	Complete
Preventive Maintenance (FY24 5311)	\$ 30	Complete
Preventive Maintenance (FY25 5311)	\$ 30	Complete
<b><u>Talbot County FY 2026 and 2027</u></b>		
Preventive Maintenance (FY26 5311)	\$ 35	Ongoing
<b><u>Tri-County Council for Lower Eastern Shore FY 2025 Completions</u></b>		
1 Small Bus Replacement - 13 (FY24 5339)	\$ 122	Complete
1 Small Bus Replacement - 94 (FY25 5339)	\$ 110	Complete
1 Small Bus Replacement - 97 (FY25 5339)	\$ 110	Complete
1 Small Bus Replacement- 122 (FY24 5307)	\$ 113	Complete
2 Medium Replacement Buses - 274, 275 (FY23 5339)	\$ 279	Complete
Mobility Management (FY24 5307)	\$ 143	Complete
Mobility Management (FY25 5307)	\$ 143	Complete
Preventive Maintenance (FY24 5307)	\$ 800	Complete
Preventive Maintenance (FY25 5307)	\$ 800	Complete
Ridesharing (FY25)	\$ 109	Complete

## **SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

*(Dollars in Thousands)*

### ***Maryland Transit Administration - Locally Operated Transit Systems - LINE 64***

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<b><u>Tri-County Council for Lower Eastern Shore FY 2026 and 2027</u></b>		
2 Small Replacement Buses - 114 & 115 (FY26 5339)	\$ 254	FY26
CCTV Upgrade (FY26 5311)	\$ 56	FY26
Facility Security Expansion (FY26 5311)	\$ 70	FY26
Generator (FY25 5307)	\$ 500	FY26
Minivan Expansion (FY26 5307)	\$ 90	FY26
Minivan Expansion (FY26 5339)	\$ 90	FY26
Mobility Management (FY26 5307)	\$ 143	FY26
Network Infrastructure Upgrade (FY26 5307)	\$ 110	FY26
Ridesharing (FY26)	\$ 109	FY26
Preventive Maintenance (FY26 5307)	\$ 800	Ongoing
Bus Security Cameras (FY20 CARES)	\$ 400	Underway
Study of System Design (FY23 5303PP)	\$ 410	Underway
<b><u>Washington County FY 2025 Completions</u></b>		
1 Support Vehicles Replacement - N-1 (FY20 CARES)	\$ 49	Complete
Forklift (FY23 5307)	\$ 35	Complete
Transit Development Plan - TDP (FY24 5304)	\$ 95	Complete
Vehicle Wash Machine (FY23 5307)	\$ 45	Complete
<b><u>Washington County FY 2026 and 2027</u></b>		
2 HD Replacement Buses - 713 & 714 (FY26 5307)	\$ 1,266	FY26
Oil/Water Separator Replacement	\$ 60	FY26
Shop Truck Replacement- T-1	\$ 62	FY26
Small Replacement Bus - 508 (FY26 5307)	\$ 130	FY26
Support Vehicle Replacement - S-1 (FY24 5339)	\$ 40	FY26
WCT Roof Replacement (FY23 5339)	\$ 56	FY26
Preventive Maintenance (FY20 CARES)	\$ 1,352	Ongoing
Preventive Maintenance (FY26 5307)	\$ 400	Ongoing
Routing/Dispatch Transportation Hard & Software (FY24 5307)	\$ 300	Underway