

MDOT MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION

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

	<u>FY 2026</u>	<u>FY 2027</u>	<u>FY 2028</u>	<u>FY 2029</u>	<u>FY 2030</u>	<u>FY 2031</u>	<u>SIX - YEAR TOTAL</u>
<u>Major Construction Program</u>	481.9	742.8	1,039.2	989.4	881.5	618.6	4,753.4
System Preservation	269.3	384.5	631.3	663.4	596.5	347.9	2,892.9
Expansion/Efficiency	165.0	250.8	316.7	245.7	204.1	188.0	1,370.3
Safety & Security	3.8	15.5	0.1	-	-	-	19.4
Local Funding	40.8	38.8	37.0	30.0	30.9	31.5	209.1
Environment	1.2	50.5	50.2	50.0	50.0	51.2	253.1
Administration	1.7	2.6	4.0	0.2	0.0	-	8.6
<u>Major Development & Evaluation Program</u>	82.9	74.2	6.5	44.2	1.1	1.5	210.3
Expansion/Efficiency	81.9	71.9	4.9	44.2	1.1	1.5	205.5
Safety & Security	0.8	1.9	0.6	0.0	0.0	-	3.3
Local Funding	0.1	0.3	1.0	-	-	-	1.5
<u>Minor Program</u>	94.5	62.3	103.6	113.3	31.5	76.8	481.9
System Preservation	66.5	39.2	73.9	91.2	29.8	62.4	362.9
Expansion/Efficiency	12.3	17.6	11.0	4.5	0.9	1.5	47.7
Safety & Security	7.0	4.6	7.2	4.7	-	3.4	26.8
Local Funding	0.1	-	-	-	-	-	0.1
Environment	3.6	0.1	10.7	11.9	-	6.8	33.0
Administration	5.1	0.9	0.9	1.1	0.8	2.8	11.5
<u>Capital Salaries, Wages & Other Costs</u>	24.4	22.9	34.0	22.0	21.0	23.3	147.7
TOTAL	683.7	902.1	1,183.4	1,168.8	935.1	720.2	5,593.3
Special Funds	347.0	461.3	618.1	566.2	490.2	438.5	2,921.3
Federal Funds	304.6	395.5	430.1	504.9	433.3	192.9	2,261.4
Other Funds	32.1	45.3	135.2	97.8	11.5	88.8	410.7
<u>Special Funds Breakdown</u>							
General Fund	18.0	62.5	-	-	-	-	80.5
Transportation Trust Fund	329.0	398.8	618.1	566.2	490.2	438.5	2,840.8
SPECIAL FUNDS TOTAL	347.0	461.3	618.1	566.2	490.2	438.5	2,921.3
<u>Other Funds Breakdown</u>							
GARVEE	-	21.0	127.1	95.3	11.1	88.8	343.3
Other (Not GARVEE)	32.1	24.3	8.1	2.5	0.4	0.0	67.4
OTHER FUNDS TOTAL	32.1	45.3	135.2	97.8	11.5	88.8	410.7



MARC

Freight

Light Rail

Baltimore Metro

Bus

Multi-Modal

Locally Operated Transit Systems



**MARYLAND TRANSIT
ADMINISTRATION**

MDOT MTA CONSTRUCTION PROGRAM



PROJECT: MARC Maintenance, Layover, & Storage Facilities

DESCRIPTION: Planning, environmental documentation, design, and construction of maintenance, layover, and storage facilities. Includes design and construction of storage tracks, 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:

- ☒ Enhance Safety and Security
- ☒ Deliver System Quality
- ☒ Serve Communities and Support the Economy
- ☐ 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.

- SMART GROWTH STATUS:**

☐ Project Not Location Specific

☐ Not Subject to PFA Law

☒ Project Inside PFA

☐ Project Outside PFA

☐ PFA Status Yet to Be Determined

☐ Grandfathered

☐ Exception Will Be Required

☐ Exception Granted

STATUS: MARC Martin State Airport Improvements and MARC Riverside Upgrades projects anticipated to begin construction in FY 2026. 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		PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2028...	...2029...	...2030...	...2031...		
Planning	76	76	(0)	0	0	0	0	0	0	0	0
Engineering	19,892	8,852	918	1,256	5,328	4,455	0	0	0	11,039	0
Right-of-way	2,033	2,033	2	0	0	0	0	0	0	0	0
Utility	598	598	37	0	0	0	0	0	0	0	0
Construction	115,823	58,327	1,599	12,820	39,227	5,449	0	0	0	57,496	0
Total	138,422	69,886	2,556	14,076	44,555	9,904	0	0	0	68,535	0
Federal-Aid	105,883	54,956	3,897	10,506	33,413	7,008	0	0	0	50,927	0
Special	31,038	14,893	(1,379)	3,448	10,047	2,651	0	0	0	16,146	0
Other	1,500	38	38	122	1,095	246	0	0	0	1,462	0

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

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
Project funding allocation increased by \$12.7M due to the addition of funding for the MARC Riverside Upgrades (Wayside Power, Yard Air, Environmental) project, as well as the addition of the MARC Martins Layover & Maintenance Facility Yard Electrification project to the program.

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:

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

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

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

STATUS: Ongoing projects on the Penn Line are governed by the Passenger Rail Investment and Improvement Act of 2008.

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2028...	...2029...	...2030...	...2031...		
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	470,391	260,876	28,138	29,725	29,750	29,000	71,830	32,000	17,210	209,515	0
Total	473,964	264,449	28,138	29,725	29,750	29,000	71,830	32,000	17,210	209,515	0
Federal-Aid	369,722	203,471	22,495	23,049	23,178	23,200	57,456	25,600	13,768	166,251	0
Special	104,241	60,978	5,643	6,676	6,572	5,800	14,374	6,400	3,442	43,264	0
Other	0	0	0	0	0	0	0	0	0	0	0

0183, 1460, 1734, 2329

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
Project funding allocation increased by \$25.7M due to the new program year (FY 2031) and the addition of the following projects: Track A Winans to Bridge Improvements and MARC Aberdeen Station ADA improvements.

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



PROJECT: MARC Coaches - Overhauls and Replacement

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

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

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

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

STATUS: Overhaul of 63 MARC III 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 to the design 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 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...				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,604	734	120	200	300	1,200	170	0	0	1,870	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	230,280	60,017	5,009	3,915	3,000	20,598	15,950	23,550	35,200	102,213	68,050
Total	232,884	60,751	5,128	4,115	3,300	21,798	16,120	23,550	35,200	104,083	68,050
Federal-Aid	135,880	48,421	5,046	2,978	2,640	19,665	15,176	18,840	28,160	87,459	0
Special	97,004	12,330	83	1,137	660	2,134	944	4,710	7,040	16,624	68,050
Other	0	0	0	0	0	0	0	0	0	0	0



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

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

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

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		PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2028...	...2029...	...2030...	...2031...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	12,795	1,879	279	220	357	416	9,923	0	0	10,916	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	238,952	13,153	845	3,557	25,165	24,690	27,900	90,588	1,000	172,899	52,900
Total	251,747	15,032	1,124	3,776	25,521	25,106	37,823	90,588	1,000	183,816	52,900
Federal-Aid	153,882	10,740	788	3,182	20,536	20,275	33,770	64,260	800	142,822	320
Special	97,865	4,292	336	595	4,985	4,832	4,054	26,328	200	40,994	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:
The MARC Electric Locomotive Purchase project added to the PIF.

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

EXPLANATION: Ensure the safe operation of MARC service.

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

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.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2028...	...2029...	...2030...	...2031...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	652	630	282	22	0	0	0	0	0	22	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	42,491	33,156	287	4,092	3,228	0	1,008	1,008	0	9,336	0
Total	43,143	33,785	569	4,114	3,228	0	1,008	1,008	0	9,358	0
Federal-Aid	34,550	27,098	870	2,770	3,069	0	806	806	0	7,452	0
Special	8,593	6,687	(301)	1,344	158	0	202	202	0	1,906	0
Other	0	0	0	0	0	0	0	0	0	0	0

1380, 2453, 2454, 2455, 2456, 2457

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
None.

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

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

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

STATUS: Design efforts for concrete and asphalt bus loop pavement and storm water facilities at MARC BWI Station are complete. Construction anticipated to start in FY 2026. MDOT is able to advance this project to the construction phase because of the funding provided by the Governor and Legislature in the last session.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
None.

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		PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2028...	...2029...	...2030...	...2031...		
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	7,287	137	916	425	0	0	0	0	1,341	0
Total	10,853	9,511	137	916	425	0	0	0	0	1,341	0
Federal-Aid	6,735	5,662	(147)	733	340	0	0	0	0	1,073	0
Special	4,117	3,849	283	183	85	0	0	0	0	268	0
Other	0	0	0	0	0	0	0	0	0	0	0



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:

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

- 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

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

STATUS: Design complete. 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		PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2028...	...2029...	...2030...	...2031...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	524	514	119	10	0	0	0	0	0	10	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	40	40	1,457	600	0	0	0	0	2,057	0
Total	2,621	554	159	1,467	600	0	0	0	0	2,067	0
Federal-Aid	2,049	396	90	1,173	480	0	0	0	0	1,653	0
Special	572	158	69	294	120	0	0	0	0	414	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
None.

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

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

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: Construction was completed in FY 2025.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2028...	...2029...	...2030...	...2031...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	3,440	3,440	1,001	0	0	0	0	0	0	0	0
Total	3,440	3,440	1,001	0	0	0	0	0	0	0	0
Federal-Aid	3,007	3,007	1,048	0	0	0	0	0	0	0	0
Special	433	433	(47)	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
None.

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.

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

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

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
 Warner Street Highway Rail Grade Crossing removed from PIF and moved to Minor Program.

USAGE:

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2028...	...2029...	...2030...	...2031...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	11,817	9,605	811	1,057	830	325	0	0	0	2,212	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	21,075	1,611	893	20	4,243	2,697	0	1,000	8,853	0
Total	41,970	30,723	2,454	2,132	850	4,568	2,697	0	1,000	11,247	0
Federal-Aid	2,500	2,500	(60)	0	0	0	0	0	0	0	0
Special	39,155	27,908	2,230	2,132	850	4,568	2,697	0	1,000	11,247	0
Other	315	315	285	0	0	0	0	0	0	0	0

0213, 1661, 1662, 1663, 1744, 1787, 1788, 1789, 1790, 1792, 1793, 1875, 1926, 1929, 1930, 2044, 2045, 2147, 2148, 2149, 2150, 2152



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:

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

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

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: 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).

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL						<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER	
TOTAL											
PHASE	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET	PLANNING				SIX	BALANCE
	COST	THRU	YEAR	YEAR	YEAR	FOR PLANNING PURPOSES ONLY				YEAR	TO
	(\$000)	CLOSE YEAR	2025	2026	2027	...2028...	...2029...	...2030...	...2031...	TOTAL	COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,292	1,803	447	203	286	0	0	0	0	489	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	7,567	223	0	6,428	0	0	0	0	6,428	0
Total	16,288	9,370	670	203	6,715	0	0	0	0	6,917	0
Federal-Aid	15,874	8,956	690	203	6,715	0	0	0	0	6,917	0
Special	414	414	(20)	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

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:

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

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

- SMART GROWTH STATUS:**

☐ Project Not Location Specific

☐ Not Subject to PFA Law

☒ Project Inside PFA

☐ Project Outside PFA

☐ PFA Status Yet to Be Determined

☐ Grandfathered

☐ Exception Will Be Required

☐ Exception Granted

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		
PHASE	TOTAL		PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2028...	...2029...	...2030...	...2031...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	11,079	9,305	748	187	498	0	1,088	0	0	1,774	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	191,468	106,686	8,680	613	11,420	19,052	21,695	10,326	10,838	73,944	10,838
Total	202,547	115,991	9,428	800	11,918	19,052	22,783	10,326	10,838	75,718	10,838
Federal-Aid	28,965	13,262	2,079	462	1,365	0	5,205	0	8,670	15,703	0
Special	173,582	102,729	7,350	338	10,553	19,052	17,578	10,326	2,168	60,014	10,838
Other	0	0	0	0	0	0	0	0	0	0	0

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

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
Project funding allocation increased by \$1.9M due to the addition of Rail and Rail Weld Procurement, 3rd Party Materials Procurement, and Light Rail Grade Crossing Upgrade projects as well as miscellaneous adjustments.

USAGE:

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.

SMART GROWTH STATUS:

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

STATUS: 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. Ongoing minor overhauls are underway.

[illegible]

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:

Project funding allocation increased by \$1.8M to support extending the life of the original Light Rail fleet until new rail cars are in service.

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.

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

STATUS: Train Control Signals UPS upgrade completed in FY 2025. 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.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:

Project funding allocation increased by \$25.4M due to the new program year (FY 2031) and miscellaneous adjustments.

USAGE:

Light Rail annual ridership in FY 2025 exceeded 4.9 million.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
TOTAL											
PHASE	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET	PLANNING				SIX	BALANCE
	COST	THRU	YEAR	YEAR	YEAR	FOR PLANNING PURPOSES ONLY				YEAR	TO
	(\$000)	CLOSE YEAR	2025	2026	2027	...2028...	...2029...	...2030...	...2031...	TOTAL	COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,885	4,334	892	1,000	551	0	0	0	0	1,551	0
Right-of-way	740	216	161	256	269	0	0	0	0	525	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	173,145	9,264	3,707	2,154	18,619	31,070	28,008	18,000	20,000	117,851	46,031
Total	179,770	13,813	4,760	3,410	19,438	31,070	28,008	18,000	20,000	119,926	46,031
Federal-Aid	69,152	3,953	1,924	1,669	11,483	19,354	21,591	8,702	2,200	64,999	200
Special	110,618	9,860	2,836	1,741	7,955	11,716	6,417	9,298	17,800	54,927	45,831
Other	0	0	0	0	0	0	0	0	0	0	0



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:

- ☒ Enhance Safety and Security
- ☒ Deliver System Quality
- ☒ Serve Communities and Support the Economy
- ☐ 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.

- SMART GROWTH STATUS:**

☐ Project Not Location Specific

☐ Not Subject to PFA Law

☒ Project Inside PFA

☐ Project Outside PFA

☐ PFA Status Yet to Be Determined

☐ Grandfathered

☐ Exception Will Be Required

☐ Exception Granted

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.

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

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

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2028...	...2029...	...2030...	...2031...		
Planning	44	44	31	0	0	0	0	0	0	0	0
Engineering	13,638	9,620	1,796	3,083	934	0	0	0	0	4,018	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	1,646	20	0	2,000	16,000	14,678	5,044	0	37,721	0
Total	53,049	11,310	1,847	3,083	2,934	16,000	14,678	5,044	0	41,739	0
Federal-Aid	13,365	482	461	678	1,707	10,498	0	0	0	12,883	0
Special	39,683	10,827	1,386	2,405	1,227	5,502	14,678	5,044	0	28,856	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



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:

- ☒ Enhance Safety and Security
- ☒ Deliver System Quality
- ☒ Serve Communities and Support the Economy
- ☐ 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.

- SMART GROWTH STATUS:**

☐ Project Not Location Specific

☐ Not Subject to PFA Law

☒ Project Inside PFA

☐ Project Outside PFA

☐ PFA Status Yet to Be Determined

☐ Grandfathered

☐ Exception Will Be Required

☐ Exception Granted

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.

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2028...	...2029...	...2030...	...2031...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	10,808	10,804	377	4	0	0	0	0	0	4	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	101,408	38,667	675	2,356	31,096	18,039	0	11,250	0	62,741	0
Total	112,217	49,472	1,052	2,360	31,096	18,039	0	11,250	0	62,745	0
Federal-Aid	81,449	31,486	313	1,715	24,816	14,431	0	9,000	0	49,963	0
Special	30,767	17,985	739	644	6,280	3,608	0	2,250	0	12,782	0
Other	0	0	0	0	0	0	0	0	0	0	0

1223, 1720, 1772

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
None.

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

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.

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: 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.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:

Project funding allocation increased by \$1.2M due to miscellaneous adjustments to advance design for the SCC Booth Replacement project.

USAGE:

Metro annual ridership in FY 2025 exceeded 5.1 million.

[illegible]

1560, 1565, 1725, 1854, 1883, 2048



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:

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

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

SMART GROWTH STATUS:
☒ Project Not Location Specific
 ☐ Not Subject to PFA Law
☐ Project Inside PFA
 ☐ Grandfathered
☐ Project Outside PFA
 ☐ Exception Will Be Required
☐ PFA Status Yet to Be Determined
 ☐ 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 26.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
TOTAL											
PHASE	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET	PLANNING				SIX	BALANCE
	COST	THRU	YEAR	YEAR	YEAR	FOR PLANNING PURPOSES ONLY				YEAR	TO
	(\$000)	CLOSE YEAR	2025	2026	2027	...2028...	...2029...	...2030...	...2031...	TOTAL	COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	6,059	5,366	384	71	0	456	166	0	0	693	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	538,643	370,390	66,847	49,748	50,982	43,866	19,158	1,000	3,500	168,253	0
Total	544,702	375,756	67,231	49,819	50,982	44,322	19,324	1,000	3,500	168,946	0
Federal-Aid	436,129	274,073	46,174	44,990	49,908	42,000	20,427	1,931	2,800	162,056	0
Special	108,573	101,682	21,057	4,830	1,073	2,322	(1,103)	(931)	700	6,891	0
Other	0	0	0	0	0	0	0	0	0	0	0



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:

- ☒ Enhance Safety and Security
- ☒ Deliver System Quality
- ☒ Serve Communities and Support the Economy
- ☐ 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.

- SMART GROWTH STATUS:**

☐ Project Not Location Specific

☐ Not Subject to PFA Law

☒ Project Inside PFA

☐ Project Outside PFA

☐ PFA Status Yet to Be Determined

☐ Grandfathered

☐ Exception Will Be Required

☐ Exception Granted

STATUS: Construction of the wheel truing machine, hoists and lifts is complete. The vehicle wash upgrade project is expected 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		PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2028...	...2029...	...2030...	...2031...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,721	2,628	6	55	37	0	0	0	0	92	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	30,046	12,698	5,584	293	833	5,126	4,072	7,024	0	17,348	0
Total	32,767	15,326	5,591	348	870	5,126	4,072	7,024	0	17,441	0
Federal-Aid	24,870	11,290	3,815	398	393	3,929	3,240	5,619	0	13,580	0
Special	7,897	4,036	1,775	(50)	478	1,196	832	1,405	0	3,861	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 \$2.0M due to miscellaneous adjustments for construction costs associated with the Wabash Vehicle Wash Upgrade.

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:

- ☒ Enhance Safety and Security
 ☒ Serve Communities and Support the Economy
☒ Deliver System Quality
 ☐ 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.

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

STATUS: Design of Tunnel Stray Current Monitoring System completed. Design of Synchronous Optical Network Replacement and Substation Emergency Trips projects to be complete in FY 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.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:

Project funding allocation increased by \$9.2M due to miscellaneous adjustments and the addition of the following projects: Metro Track Intrusion Detection & Alert System, and Metro Contact Rail.

USAGE:

Metro annual ridership in FY 2025 exceeded 5.1 million.

POTENTIAL FUNDING SOURCE:											
			<input checked="" type="checkbox"/> SPECIAL			<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER	
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2028...	...2029...	...2030...	...2031...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	7,280	3,500	1,364	1,724	350	1,696	10	0	0	3,780	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	28,639	4,260	2,476	3,503	6,724	7,444	5,029	1,680	0	24,380	0
Total	35,919	7,759	3,840	5,226	7,074	9,141	5,039	1,680	0	28,159	0
Federal-Aid	13,984	683	138	2,198	3,114	5,430	2,560	0	0	13,301	0
Special	21,934	7,076	3,702	3,029	3,960	3,710	2,479	1,680	0	14,858	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



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:

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

- SMART GROWTH STATUS:**

☐ Project Not Location Specific

☐ Not Subject to PFA Law

☒ Project Inside PFA

☐ Project Outside PFA

☐ PFA Status Yet to Be Determined

☐ Grandfathered

☐ Exception Will Be Required

☐ Exception Granted

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.

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		PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2028...	...2029...	...2030...	...2031...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	6,001	4,166	454	17	1,188	590	41	0	0	1,835	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	71,284	23,910	2,810	1,518	2,307	8,423	6,127	29,000	0	47,374	0
Total	77,285	28,075	3,264	1,535	3,495	9,013	6,168	29,000	0	49,210	0
Federal-Aid	48,273	13,828	4,747	0	1,644	5,109	4,492	23,200	0	34,445	0
Special	29,012	14,248	(1,483)	1,535	1,850	3,904	1,676	5,800	0	14,764	0
Other	0	0	0	0	0	0	0	0	0	0	0

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

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: Project funding allocation decreased by \$2.5M. The Ventilation Fan Noise Mitigation project (\$1.8M) was added to the PIF, and other miscellaneous adjustments are offset by the deferral of the Vent Shaft and Associated Surface Grating project (\$4M).

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



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.

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

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

STATUS: The project has been deferred.

[illegible]

USAGE:
Project funding allocation increased by \$1.8M to advance project design.



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:

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

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

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.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER						
PHASE	TOTAL		PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2028...	...2029...	...2030...	...2031...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,983	1,490	365	242	213	0	37	0	0	492	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	38,096	11,819	2,725	4,829	7,320	11,128	1,900	500	600	26,277	0
Total	40,079	13,310	3,090	5,071	7,533	11,128	1,937	500	600	26,769	0
Federal-Aid	12,689	0	(2,894)	3,308	3,461	5,920	0	0	0	12,689	0
Special	27,390	13,310	5,985	1,763	4,072	5,208	1,937	500	600	14,080	0
Other	0	0	0	0	0	0	0	0	0	0	0

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

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
Project funding allocation increased by \$3.7M due to the addition of the Yard Management System project and miscellaneous adjustments.

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



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.

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 |

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

STATUS: All associated projects completed as of FY 2025. Grant closeout underway.

[illegible]

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
None.

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:

- ☒ Enhance Safety and Security
- ☒ Deliver System Quality
- ☒ Serve Communities and Support the Economy
- ☐ 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.

- SMART GROWTH STATUS:**

☐ Project Not Location Specific

☐ Not Subject to PFA Law

☒ Project Inside PFA

☐ Project Outside PFA

☐ PFA Status Yet to Be Determined

☐ Grandfathered

☐ Exception Will Be Required

☐ Exception Granted

STATUS: Concept design for Catonsville Transit Hub completed in FY 2025. 85% design achieved 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		PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2028...	...2029...	...2030...	...2031...		
Planning	2,519	2,502	392	18	0	0	0	0	0	18	0
Engineering	2,728	2,167	1,110	403	158	0	0	0	0	561	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	7,872	7,872	0	0	0	0	0	0	0	0	0
Total	13,119	12,540	1,502	421	158	0	0	0	0	579	0
Federal-Aid	7,544	7,384	1,339	160	0	0	0	0	0	160	0
Special	5,575	5,156	164	261	158	0	0	0	0	419	0
Other	0	0	0	0	0	0	0	0	0	0	0

1470, 1537, 1756, 1767, 1768

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
Project funding allocation decreased by \$6.5M as the Baltimore Link Transitways project was removed from the PIF following completion.

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:

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

- 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

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

STATUS: Seventy (70) 40-foot 2024 series buses were delivered in FY 2025. Lines 26, 27, and 30 are all related to MTA's bus procurement.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2028...	...2029...	...2030...	...2031...		
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	679,270	424,664	53,595	0	0	30,482	70,629	74,867	78,628	254,606	0
Total	679,611	425,004	53,595	0	0	30,482	70,629	74,867	78,628	254,606	0
Federal-Aid	578,490	348,757	45,570	0	0	24,678	67,098	71,124	66,834	229,733	0
Special	101,120	76,247	8,025	0	(0)	5,804	3,531	3,743	11,794	24,873	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 \$78.6M due to the new program year (FY 2031).

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



PROJECT: Zero Emission Bus Procurement

DESCRIPTION: Purchase of zero emission 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 buses can be accommodated with MTA 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:

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

- 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

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

STATUS: The delivery of battery electric buses (BEB) will begin in FY 2026. Lines 26, 27, and 30 are all related to MTA's bus procurement. MDOT is able to advance the BEB 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		PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2028...	...2029...	...2030...	...2031...		
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	69,847	13,636	12,288	26,479	17,674	12,059	0	0	0	56,211	0
Total	69,847	13,636	12,288	26,479	17,674	12,059	0	0	0	56,211	0
Federal-Aid	41,595	7,091	7,091	17,901	6,331	10,272	0	0	0	34,504	0
Special	28,252	6,545	5,197	8,578	11,343	1,786	0	0	(0)	21,708	0
Other	0	0	0	0	0	0	0	0	0	0	0

1923

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
None.

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:

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

- 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

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

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

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2028...	...2029...	...2030...	...2031...		
Planning	566	366	26	200	0	0	0	0	0	200	0
Engineering	1,111	1,104	149	7	0	0	0	0	0	7	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	14,562	10,942	551	844	799	50	1,928	0	0	3,620	0
Total	16,452	12,625	726	1,050	799	50	1,928	0	0	3,827	0
Federal-Aid	2,964	2,553	(174)	411	0	0	0	0	0	411	0
Special	9,862	6,447	(2,726)	639	799	50	1,928	0	0	3,416	0
Other	3,626	3,626	3,626	0	0	0	0	0	0	0	0

1706, 1996, 2102

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
None.

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: ☒ 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: 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		PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2028...	...2029...	...2030...	...2031...		
Planning	7,969	7,382	1,632	59	138	71	318	0	0	587	0
Engineering	6,258	6,074	783	183	0	0	0	0	0	183	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	444	429	0	0	0	0	0	0	0	0
Total	14,670	13,899	2,844	243	138	71	318	0	0	771	0
Federal-Aid	10,035	9,717	7,898	319	0	0	0	0	0	319	0
Special	4,635	4,183	(5,054)	(76)	138	71	318	0	0	452	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 \$1.1M due to miscellaneous adjustments to support program management.

USAGE:

Core Bus annual ridership in FY 2025 exceeded 45.5 million.



PROJECT: Hybrid Bus Procurement

DESCRIPTION: The purchase of 97 hybrid buses by FY 27 as replacement buses. 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:

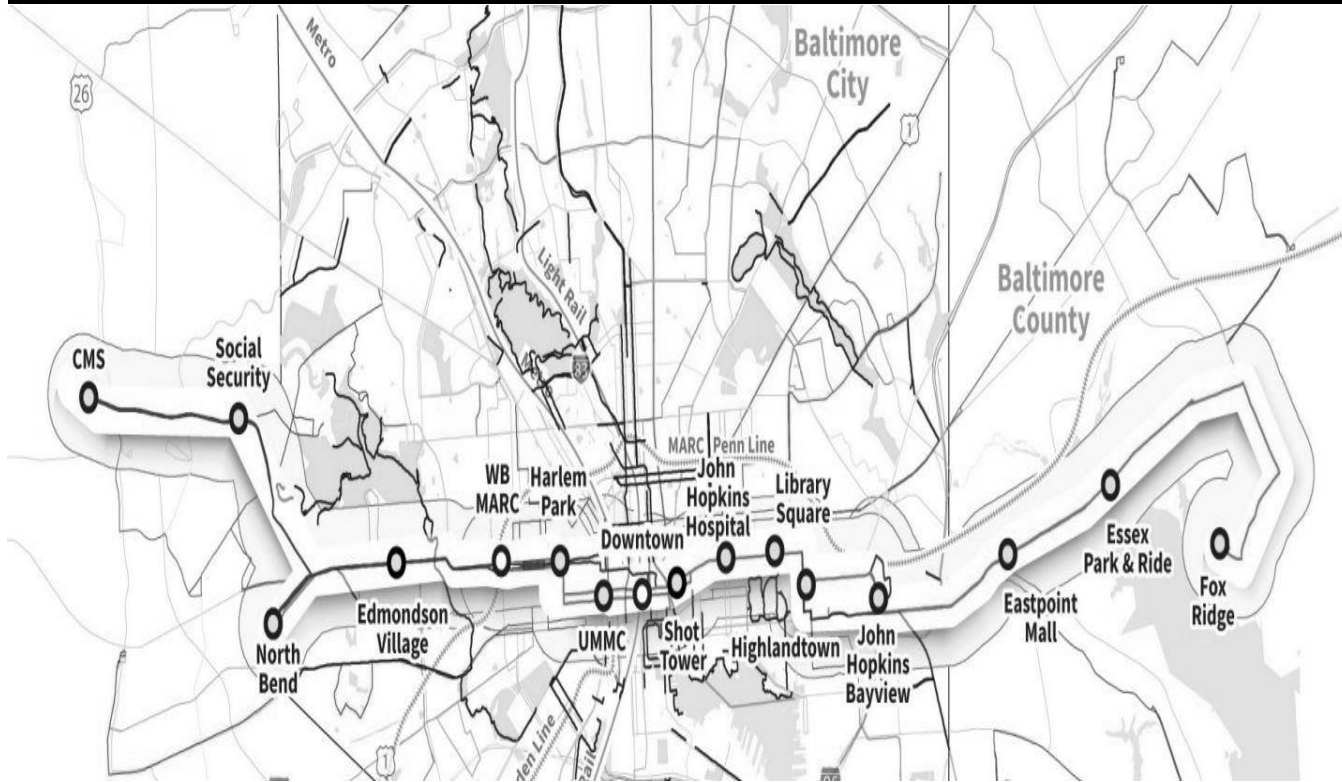
- ☒ Enhance Safety and Security
- ☒ Deliver System Quality
- ☒ Serve Communities and Support the Economy
- ☒ Promote Environmental Stewardship

- 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

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

STATUS: 50 hybrid buses are expected to be delivered between FY 2025 - FY 2026. The remaining 47 hybrid buses will be delivered by the end of FY 2027. MDOT is able to advance the Hybrid 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		PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2028...	...2029...	...2030...	...2031...		
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	126,659	22,721	22,721	48,961	32,680	22,297	0	0	0	103,938	0
Total	126,659	22,721	22,721	48,961	32,680	22,297	0	0	0	103,938	0
Federal-Aid	76,911	13,112	13,112	33,100	11,706	18,994	0	0	0	63,799	0
Special	49,747	9,609	9,609	15,861	20,974	3,303	0	0	0	40,139	0
Other	0	0	0	0	0	0	0	0	0	0	0



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.

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

STATUS: 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.

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

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	EXPENDED	PREVIOUS	CURRENT	BUDGET	PLANNING				SIX	BALANCE
	COST	THRU	YEAR	YEAR	YEAR	FOR PLANNING PURPOSES ONLY				YEAR	TO
	(\$000)	CLOSE YEAR	2025	2026	2027	...2028...	...2029...	...2030...	...2031...	TOTAL	COMPLETE
Planning	3,386	3,386	447	0	0	0	0	0	0	0	0
Engineering	6,602	5,280	3,394	1,112	210	0	0	0	0	1,322	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	47,880	0	0	160	16,850	25,700	5,170	0	0	47,880	0
Total	57,868	8,666	3,841	1,272	17,060	25,700	5,170	0	0	49,202	0
Federal-Aid	23,000	1,524	421	431	7,462	11,308	2,275	0	0	21,476	0
Special	24,868	6,904	3,182	645	6,206	9,252	1,861	0	0	17,964	0
Other	10,000	238	238	196	3,392	5,140	1,034	0	0	9,762	0

2017, 2053

**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.

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

STATUS: Fast Forward Bicycle Initiatives project completed in FY 2025. Construction of the Charles Center Metro Station wayfinding and various Bus ADA projects are expected to begin in FY 2026.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
TOTAL											
PHASE	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET	PLANNING				SIX	BALANCE
	COST	THRU	YEAR	YEAR	YEAR	FOR PLANNING PURPOSES ONLY				YEAR	TO
	(\$000)	CLOSE YEAR	2025	2026	2027	...2028...	...2029...	...2030...	...2031...	TOTAL	COMPLETE
Planning	1,255	1,255	41	0	0	0	0	0	0	0	0
Engineering	4,706	4,396	439	210	100	0	0	0	0	310	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	18,140	9,310	1,562	2,344	3,643	1,428	1,415	0	0	8,830	0
Total	24,101	14,962	2,043	2,554	3,743	1,428	1,415	0	0	9,140	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	24,101	14,962	2,043	2,554	3,743	1,428	1,415	0	0	9,140	0
Other	0	0	0	0	0	0	0	0	0	0	0



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:

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

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

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

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).

USAGE:
Demand Response Mobility and Call-A-Ride annual ridership in FY 2025 exceeded 1.9 and 1.4 million, respectively.

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2028...	...2029...	...2030...	...2031...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	47	47	1	0	0	0	0	0	0	0	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	29,648	23,135	6,122	1,796	9,701	14,382	18,439	18,439	68,880	0
Total	98,620	29,740	23,140	6,122	1,796	9,701	14,382	18,439	18,439	68,880	0
Federal-Aid	78,080	23,705	18,686	4,169	1,437	7,761	11,506	14,751	14,751	54,375	0
Special	20,540	6,035	4,454	1,953	359	1,940	2,876	3,688	3,688	14,505	0
Other	0	0	0	0	0	0	0	0	0	0	0



PROJECT: Fare Collection System and Equipment Replacement

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

PURPOSE & NEED SUMMARY STATEMENT: As the existing fare collection system ages it is imperative that 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:

- ☒ Enhance Safety and Security
 ☒ Serve Communities and Support the Economy
☒ Deliver System Quality
 ☐ 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.

SMART GROWTH STATUS:
☐ Project Not Location Specific
 ☐ Not Subject to PFA Law
☒ Project Inside PFA
 ☐ Project Outside PFA
 ☐ Grandfathered
☐ PFA Status Yet to Be Determined
 ☐ Exception Will Be Required
☐ 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											
TOTAL											
PHASE	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET	PLANNING				SIX	BALANCE
	COST	THRU	YEAR	YEAR	YEAR	FOR PLANNING PURPOSES ONLY				YEAR	TO
	(\$000)	CLOSE YEAR	2025	2026	2027	...2028...	...2029...	...2030...	...2031...	TOTAL	COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,701	2,701	320	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	93,923	43,908	9,668	26,789	19,349	2,901	977	0	0	50,015	0
Total	96,624	46,609	9,988	26,789	19,349	2,901	977	0	0	50,015	0
Federal-Aid	6,186	6,186	240	0	0	0	0	0	0	0	0
Special	33,079	34,444	3,770	(2,740)	45	353	977	(0)	0	(1,366)	0
Other	57,359	5,979	5,979	29,529	19,304	2,548	0	0	0	51,381	0

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
None.

USAGE:



PROJECT: Major IT Infrastructure Improvements

DESCRIPTION: Funding for major systemwide IT infrastructure improvements, including but not limited to improving connectivity, implementing dense wavelength division multiplexing to increase bandwidth, server room expansion, and replacing end-of-life Nutanix nodes.

PURPOSE & NEED SUMMARY STATEMENT: IT infrastructure improvements are needed to ensure that crucial systems and applications are kept secure, efficient, and in a state of good repair.

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

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

- 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

EXPLANATION: IT infrastructure improvements are needed to ensure that crucial systems and applications are kept in a state of good repair.

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.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2028...	...2029...	...2030...	...2031...		
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	52,661	39,455	11,815	5,327	2,814	2,426	2,038	601	0	13,206	0
Total	52,661	39,455	11,815	5,327	2,814	2,426	2,038	601	0	13,206	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	52,661	39,455	11,815	5,327	2,814	2,426	2,038	601	0	13,206	0
Other	0	0	0	0	0	0	0	0	0	0	0

1396, 1778, 1990, 1991, 2005, 2061

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
Project funding allocation increased by \$12.2M due to the addition of the ITP Switch Replacement and CTIPP IT Equipment projects.

USAGE:



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

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 |

<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 Reisterstown Metro Station elevators will begin in FY 2026. 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.

Project funding allocation increased by \$115.5M mainly due to funding added to fully fund the replacement of 81 systemwide escalators.

Metro annual ridership in FY 2025 exceeded 5.1 million.

[illegible]

PAGE MTA--36



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:

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

- 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

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

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 by June 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		PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2028...	...2029...	...2030...	...2031...		
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	14,485	444	4,050	3,300	650	0	0	0	8,000	0
Total	22,920	14,920	444	4,050	3,300	650	0	0	0	8,000	0
Federal-Aid	10,880	5,945	355	3,240	1,695	0	0	0	0	4,935	0
Special	12,040	8,975	89	810	1,605	650	0	0	0	3,065	0
Other	0	0	0	0	0	0	0	0	0	0	0

1456, 2620

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
Project funding allocation increased by \$3.0M due to the addition of the Police Radios Procurement project.

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:

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

- 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

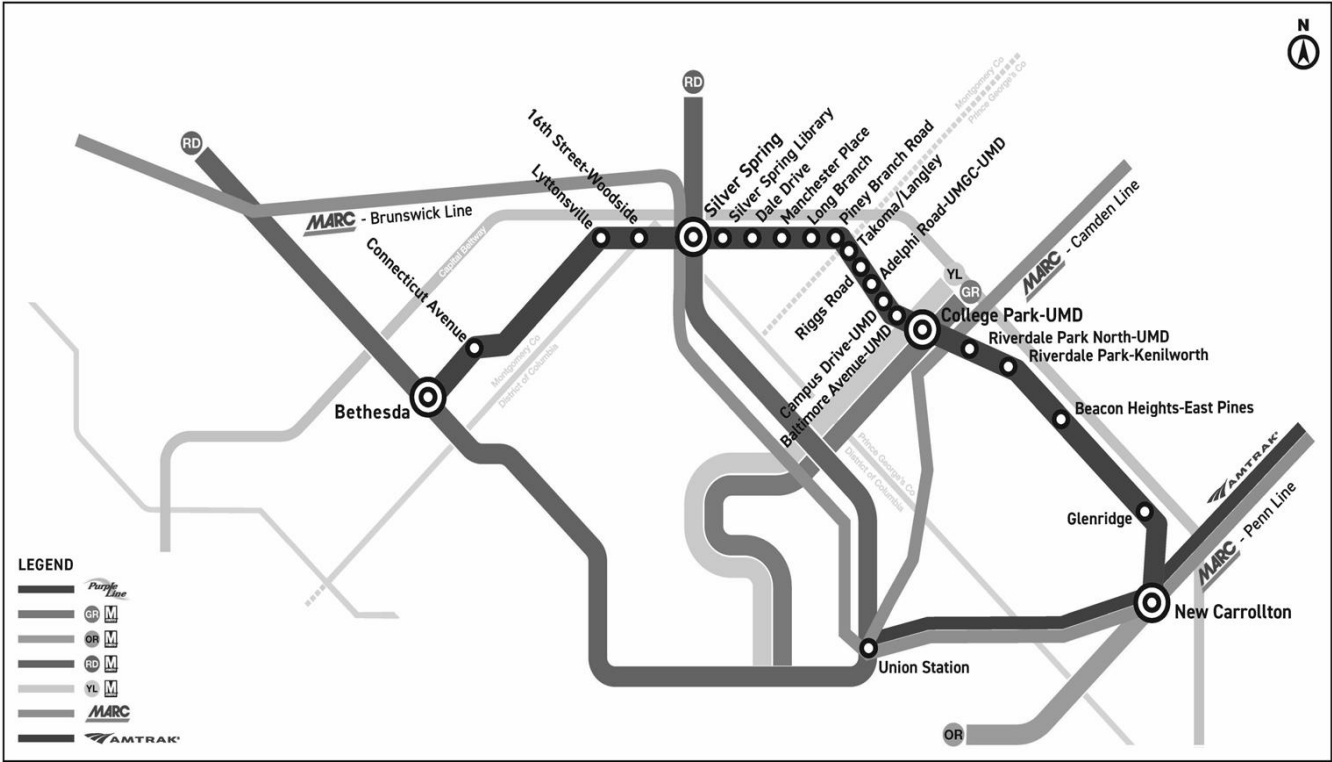
EXPLANATION: The Purple Line will serve a corridor that currently lacks rail transit service and includes important commercial, institutional, and residential communities. Electrically powered trains will reduce air pollution and greenhouse gas emissions associated with cars and buses. Transit travel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

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 28 Light Rail Vehicles (LRVs) is ongoing. All LRVs are expected to be delivered by FY 2026.

POTENTIAL FUNDING SOURCE:			<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER					
PHASE	TOTAL		PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2028...	...2029...	...2030...	...2031...		
Planning	47,371	47,371	0	0	0	0	0	0	0	0	0
Engineering	537,435	514,888	62,243	9,959	12,588	0	0	0	0	22,547	0
Right-of-way	297,280	297,280	10,283	0	0	0	0	0	0	0	0
Utility	2,956	2,049	907	907	0	0	0	0	0	907	0
Construction	2,526,214	2,000,941	204,985	118,187	169,844	191,513	38,583	7,146	0	525,273	0
Total	3,411,256	2,862,529	278,418	129,053	182,432	191,513	38,583	7,146	0	548,727	0
Federal-Aid	1,091,145	1,091,145	29,172	0	0	0	0	0	0	0	0
Special	2,168,712	1,619,985	249,246	129,053	182,432	191,513	38,583	7,146	0	548,727	0
Other	151,400	151,400	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: Net project funding allocation has increased \$8.0M to fund full-scale construction of the project.

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



PROJECT: Purple Line: Third-Party Funded Projects

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

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

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

- ☐ Enhance Safety and Security
- ☒ Deliver System Quality
- ☐ Serve Communities and Support the Economy
- ☒ 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.

- SMART GROWTH STATUS:**

☒ Project Inside PFA

☐ Project Outside PFA

☐ PFA Status Yet to Be Determined

☐ Project Not Location Specific

☐ Not Subject to PFA Law

☐ Grandfathered

☐ Exception Will Be Required

☐ Exception Granted

STATUS: The first Transit Oriented Development (TOD) Grant and Polk Street Maintenance Facility Roof projects are complete. Purple Line Bethesda, Capital Crescent Trail, and the University of Maryland Bike Path projects are underway.

POTENTIAL FUNDING SOURCE:			<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER					
PHASE	TOTAL		PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2028...	...2029...	...2030...	...2031...		
Planning	4,380	2,730	(411)	750	825	75	0	0	0	1,650	0
Engineering	193	193	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	113,423	110,872	70,421	2,196	355	0	0	0	0	2,551	0
Total	117,996	113,795	70,010	2,946	1,180	75	0	0	0	4,201	0
Federal-Aid	4,650	3,000	999	750	825	75	0	0	0	1,650	0
Special	(20,707)	(20,707)	(324)	0	0	0	0	0	0	0	0
Other	134,053	131,502	69,335	2,196	355	0	0	0	0	2,551	0

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

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
Project funding allocation increased by \$1.7M due to the addition of the 3rd TOD Grant - Purple Line Corridor project.

USAGE:



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:

- ☐ Enhance Safety and Security
- ☒ Deliver System Quality
- ☒ Serve Communities and Support the Economy
- ☒ 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.

- SMART GROWTH STATUS:**

☐ Project Not Location Specific

☐ Not Subject to PFA Law

☒ Project Inside PFA

☐ Project Outside PFA

☐ PFA Status Yet to Be Determined

☐ Grandfathered

☐ Exception Will Be Required

☐ Exception Granted

STATUS: Availability payments are anticipated to start in FY 2028.

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2028...	...2029...	...2030...	...2031...		
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
Total	659,727	0	0	0	0	90,291	190,068	191,322	188,046	659,727	0
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 38).

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



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 |

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

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

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

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	
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2028...	...2029...	...2030...	...2031...		
Planning	813	813	470	0	0	0	0	0	0	0	0
Engineering	44,195	34,186	728	1,649	1,838	2,038	1,495	1,495	1,495	10,010	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	476,991	275,096	40,171	33,568	41,531	35,793	31,547	29,425	30,032	201,895	0
Total	521,999	310,094	41,369	35,217	43,369	37,831	33,042	30,920	31,527	211,905	0
Federal-Aid	455,133	266,558	35,712	31,588	36,446	34,082	30,537	27,699	28,222	188,575	0
Special	62,363	39,033	5,657	3,628	6,922	3,749	2,505	3,221	3,305	23,330	0
Other	4,503	4,503	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:

Project funding allocation increased by \$34.0M 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:

☒ Enhance Safety and Security
☒ Deliver System Quality

☒ Serve Communities and Support the Economy
☒ Promote Environmental Stewardship

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

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

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

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.

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		PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2028...	...2029...	...2030...	...2031...		
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	58,962	7,005	9,299	8,304	5,180	93	0	0	22,877	0
Total	81,839	58,962	7,005	9,299	8,304	5,180	93	0	0	22,877	0
Federal-Aid	74,994	52,171	7,065	9,245	8,304	5,180	93	0	0	22,823	0
Special	5,988	5,934	(59)	54	0	0	0	0	0	54	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.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
TOTAL											
PHASE	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET	PLANNING				SIX	BALANCE
	COST	THRU	YEAR	YEAR	YEAR	FOR PLANNING PURPOSES ONLY				YEAR	TO
	(\$000)	CLOSE YEAR	2025	2026	2027	...2028...	...2029...	...2030...	...2031...	TOTAL	COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,777	1,427	(93)	2,187	163	0	0	0	0	2,350	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	79,157	61,064	(0)	5,779	3,600	3,114	2,000	1,600	2,000	18,093	0
Total	82,934	62,492	(93)	7,965	3,763	3,114	2,000	1,600	2,000	20,443	0
Federal-Aid	38,541	21,848	(36)	6,930	3,363	1,600	1,600	1,600	1,600	16,693	0
Special	44,393	40,643	(57)	1,035	400	1,514	400	0	400	3,749	0
Other	0	0	0	0	0	0	0	0	0	0	0



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

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

- ☒ Serve Communities and Support the Economy
- ☒ Promote Environmental Stewardship

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

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

[illegible]

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:

- ☒ Enhance Safety and Security
- ☒ Deliver System Quality
- ☒ Serve Communities and Support the Economy
- ☐ 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.

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

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2028...	...2029...	...2030...	...2031...		
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	2,470	2,088	865	382	0	0	0	0	0	382	0
Total	2,470	2,088	865	382	0	0	0	0	0	382	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	2,470	2,088	865	382	0	0	0	0	0	382	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
None.

USAGE:



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.

<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

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

STATUS: 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.

[illegible]

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:

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



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.

<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

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

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
None.

USAGE:

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	EXPENDED	PREVIOUS	CURRENT	BUDGET	PLANNING				SIX	BALANCE
	COST	THRU	YEAR	YEAR	YEAR	FOR PLANNING PURPOSES ONLY				YEAR	TO
	(\$000)	CLOSE YEAR	2025	2026	2027	...2028...	...2029...	...2030...	...2031...	TOTAL	COMPLETE
Planning	768	231	0	69	234	234	0	0	0	537	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
Total	14,950	231	0	69	937	938	6,406	5,587	0	13,937	782
Federal-Aid	11,000	0	0	0	750	750	5,125	3,454	0	10,079	922
Special	2,950	231	0	69	187	188	769	1,686	0	2,899	(180)
Other	1,000	0	0	0	0	0	512	447	0	959	41

**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.

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

STATUS: Federal discretionary RAISE grant awarded. MTA is currently negotiating the grant agreement with USDOT.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2028...	...2029...	...2030...	...2031...		
Planning	1,000	247	240	300	300	153	0	0	0	753	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
Total	34,000	247	240	300	1,377	1,589	30,488	0	0	33,753	0
Federal-Aid	20,000	0	0	0	646	861	18,493	0	0	20,000	0
Special	13,000	247	240	300	698	684	11,070	0	0	12,753	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:

- ☒ Enhance Safety and Security
 ☒ Serve Communities and Support the Economy
☒ Deliver System Quality
 ☐ 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.

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

STATUS: Design for Stations, Cromwell Maintenance Facility, and LRV and Train Control projects ongoing. Preston St. Grade Crossing projects completed in 2025. MDOT is able to advance the Howard Street Rail Replacement project to construction 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	EXPENDED	PREVIOUS	CURRENT	BUDGET	PLANNING				SIX	BALANCE
	COST	THRU	YEAR	YEAR	YEAR	FOR PLANNING PURPOSES ONLY				YEAR	TO
	(\$000)	CLOSE YEAR	2025	2026	2027	...2028...	...2029...	...2030...	...2031...	TOTAL	COMPLETE
Planning	1,440	1,440	87	0	0	0	0	0	0	0	0
Engineering	26,456	12,147	6,629	8,758	2,579	500	501	1,971	0	14,309	0
Right-of-way	5	5	5	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	1,405,131	890	1	575	58,165	245,620	290,692	235,606	124,735	955,393	448,848
Total	1,433,032	14,482	6,722	9,333	60,744	246,120	291,194	237,577	124,735	969,703	448,848
Federal-Aid	343,844	4,782	4,625	5,014	20,848	65,896	110,037	108,210	11,000	321,006	18,057
Special	446,188	9,700	2,097	4,319	18,896	53,164	85,840	118,269	24,947	305,434	131,053
Other	643,000	0	0	0	21,000	127,059	95,317	11,098	88,788	343,262	299,738

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:

Project funding allocation increased by \$53.7M due to the addition of the following concurrent projects added to the program: Howard Street Rail Replacement, Police Video Management System Replacement, Rail and Switch Heater System Replacement, Operator Simulator, Group P1 - Rehabilitation of Light Rail System, Fast Forward Wayfinding, and Preston Street Grade Crossing.

USAGE:

Light Rail annual ridership in FY 2025 exceeded 4.9 million.

1472, 1516, 1618, 1859, 1896, 1958, 2049, 2079, 2157, 2443, 2444



PROJECT: Susquehanna River Bridge Replacement

DESCRIPTION: Amtrak will lead design efforts to replace the Susquehanna River Bridge with new East and West Bridges. 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
- ☒ Deliver System Quality
- ☒ Serve Communities and Support the Economy
- ☐ Promote Environmental Stewardship

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

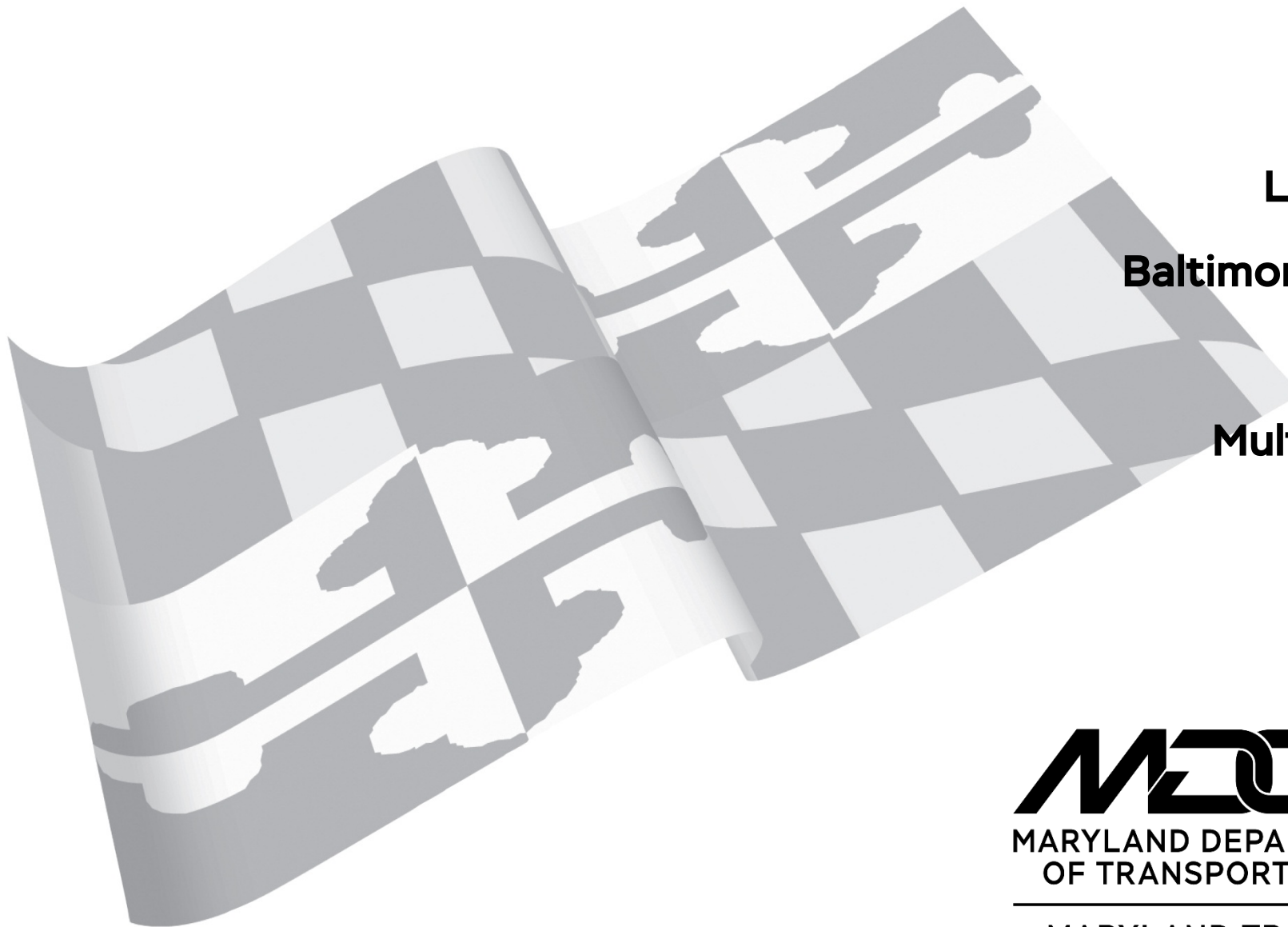
EXPLANATION: The existing Susquehanna River Bridge is approaching end of life and must be replaced to not hinder the Northeast Corridor (NEC).

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 ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2028...	...2029...	...2030...	...2031...		
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
Total	27,059	34	34	1,500	5,428	3,961	3,961	3,961	8,213	27,025	0
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

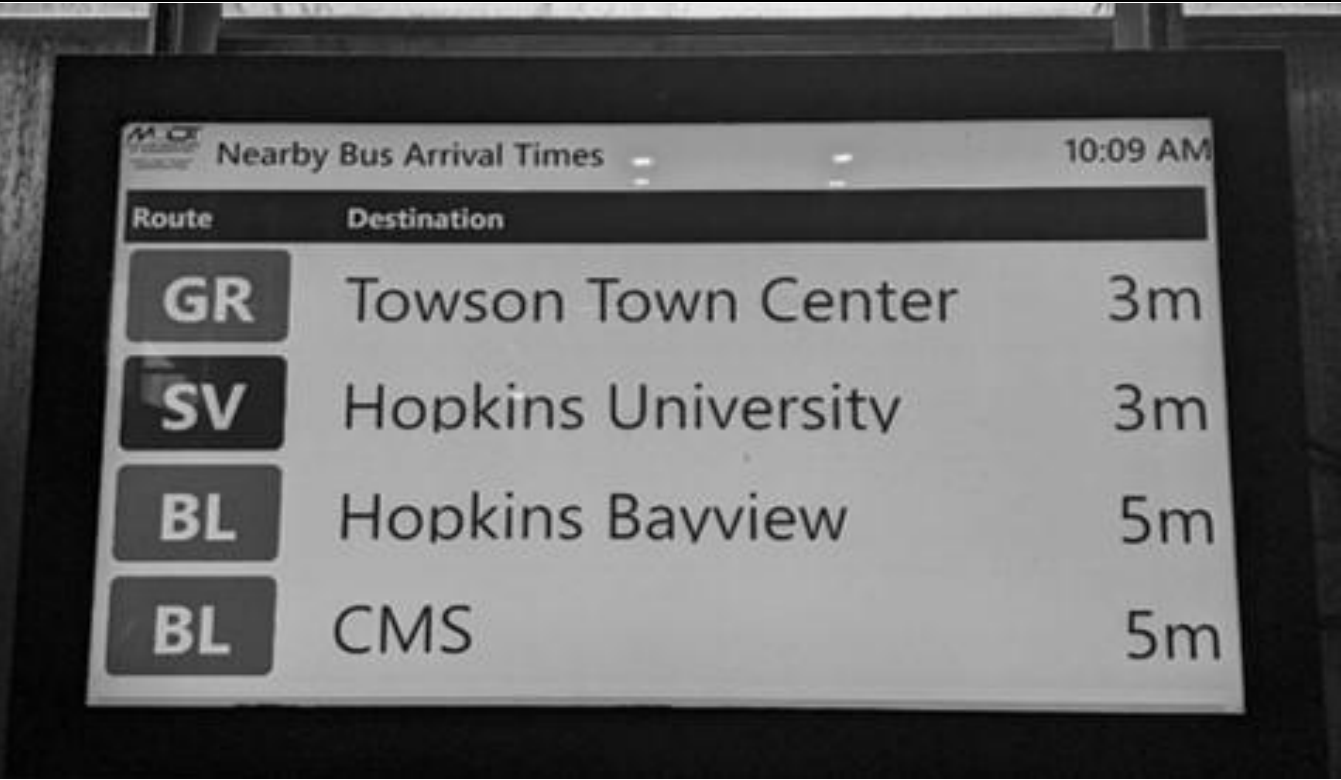
Bus

Multi-Modal



**MARYLAND TRANSIT
ADMINISTRATION**

MDOT 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:
☒ Enhance Safety and Security ☐ Serve Communities and Support the Economy
☒ Deliver System Quality ☐ Promote Environmental Stewardship

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

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

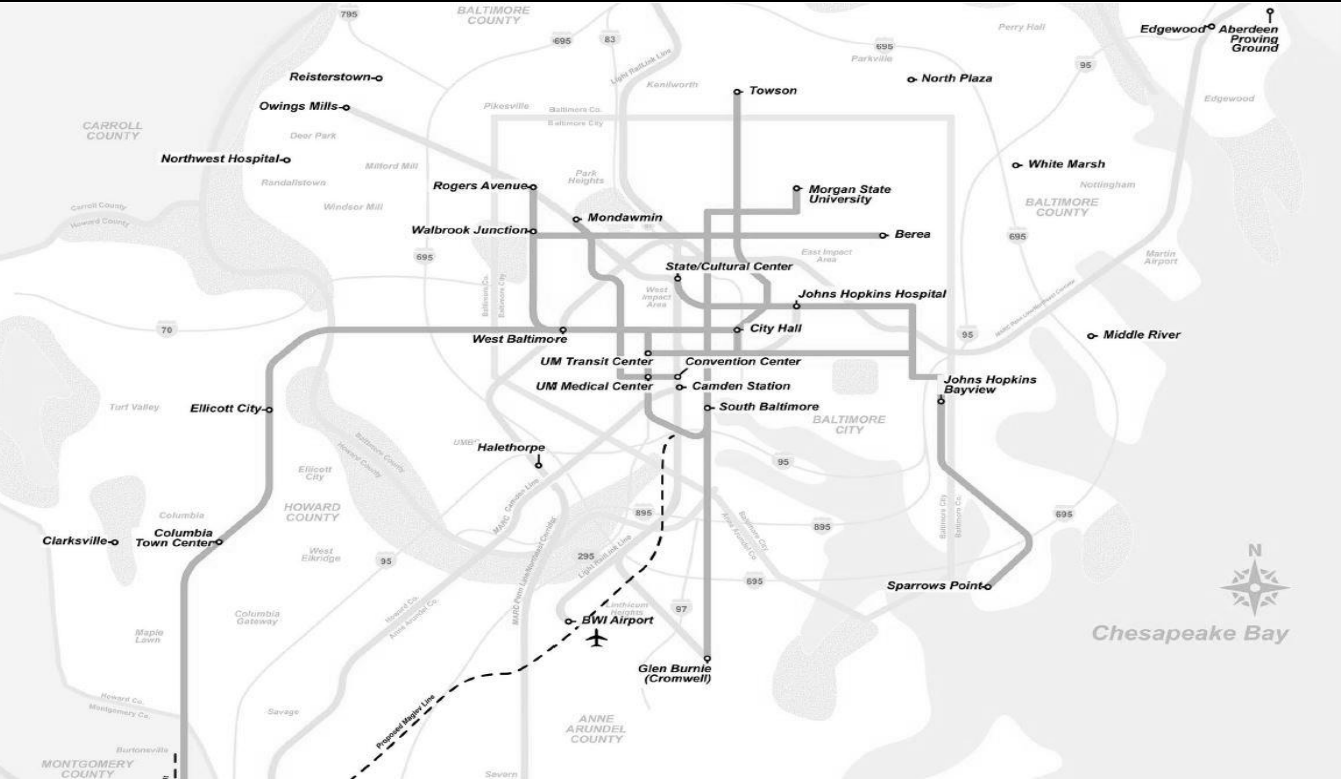
STATUS: Activities currently include agency-wide performance management and Business Intelligence programs aimed to improve service delivery, enhancing Real-Time (RT) Passenger Information capabilities to improve service information, and oversight of a rider experience team to engage riders and co-create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

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2028...	...2029...	...2030...	...2031...		
Planning	9,213	4,092	1,153	1,105	900	577	0	1,038	1,500	5,120	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
Total	9,344	4,224	1,153	1,105	900	577	0	1,038	1,500	5,120	0
Federal-Aid	0	0	(0)	0	0	0	0	0	0	0	0
Special	9,344	4,224	1,153	1,105	900	577	0	1,038	1,500	5,120	0
Other	0	0	0	0	0	0	0	0	0	0	0

1566, 1677

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
Project funding allocation increased by \$2.3M to continue to pursue innovative strategies to enhance the customer experience.

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:

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

- 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

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

STATUS: North South Corridor Feasibility study final report was released in December of 2023. Project closeout activities were completed in FY 2025 for all associated projects.

POTENTIAL FUNDING SOURCE:			<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER					
PHASE	TOTAL		PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2028...	...2029...	...2030...	...2031...		
Planning	5,005	5,005	627	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	5,005	5,005	627	0	0	0	0	0	0	0	0
Federal-Aid	1,020	1,020	(131)	0	0	0	0	0	0	0	0
Special	3,985	3,985	758	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

1710, 1903, 2211

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
None.

USAGE:



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

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

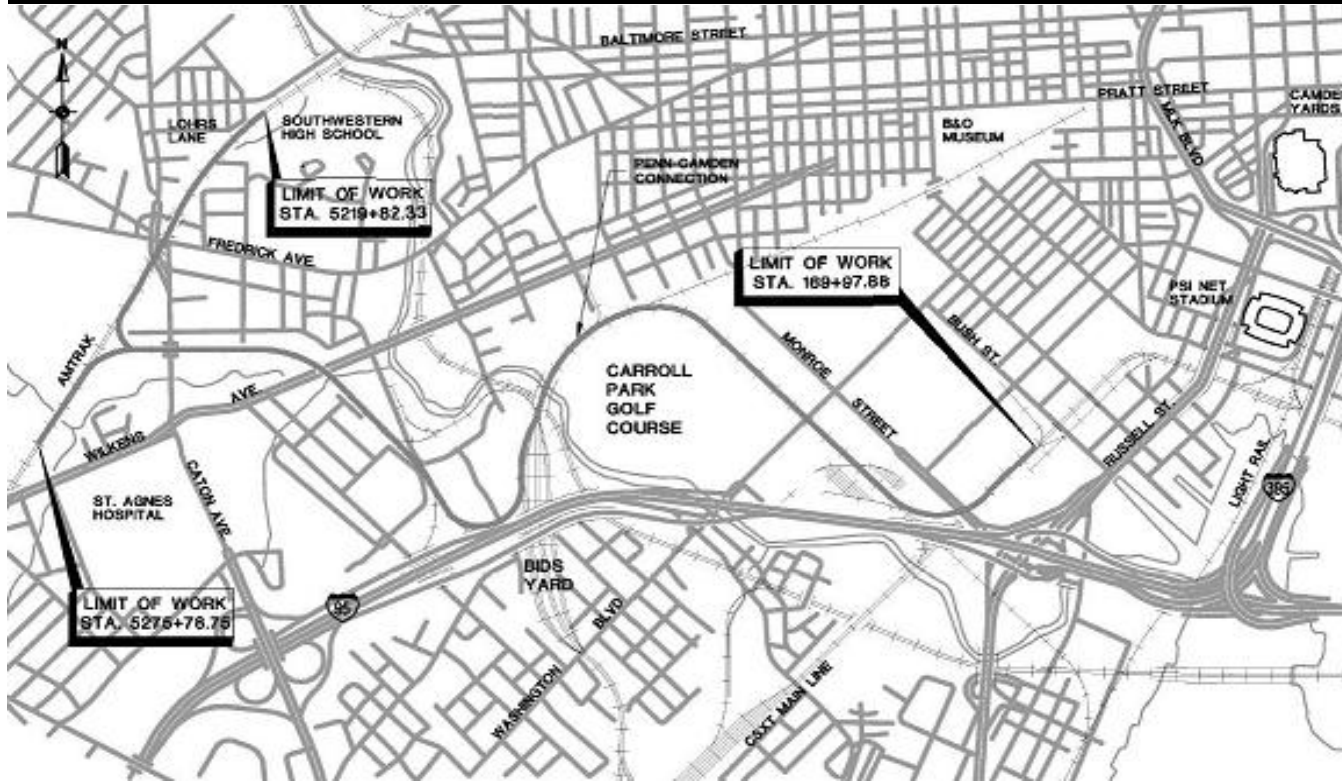
<input checked="" type="checkbox"/>	Serve Communities and Support the Economy
<input type="checkbox"/>	Promote Environmental Stewardship

<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: Conceptual design (15%) is ongoing.

[illegible]

USAGE:

**PROJECT:** MARC Penn-Camden Connector

DESCRIPTION: The Penn-Camden Connector project provides a connection track between the Northeast Corridor and the CSX-owned MARC Camden Line, utilizing mostly existing railroad right-of-way north of BWI 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.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
None.

USAGE:

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
TOTAL											
PHASE	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET	PLANNING				SIX	BALANCE
	COST	THRU	YEAR	YEAR	YEAR	FOR PLANNING PURPOSES ONLY				YEAR	TO
	(\$000)	CLOSE YEAR	2025	2026	2027	...2028...	...2029...	...2030...	...2031...	TOTAL	COMPLETE
Planning	2	0	0	0	2	0	0	0	0	2	0
Engineering	14,907	3,547	1,698	5,207	6,153	0	0	0	0	11,360	0
Right-of-way	604	502	495	102	0	0	0	0	0	102	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	15,512	4,049	2,193	5,308	6,155	0	0	0	0	11,463	0
Federal-Aid	12,439	3,321	2,671	4,203	4,916	0	0	0	0	9,119	0
Special	3,073	728	(478)	1,105	1,240	0	0	0	0	2,345	0
Other	0	0	0	0	0	0	0	0	0	0	0

**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:

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

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

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

STATUS: The MARC Growth and Transformation Plan published in 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.

USAGE:

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
TOTAL											
PHASE	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET	PLANNING				SIX	BALANCE
	COST	THRU	YEAR	YEAR	YEAR	FOR PLANNING PURPOSES ONLY				YEAR	TO
	(\$000)	CLOSE YEAR	2025	2026	2027	...2028...	...2029...	...2030...	...2031...	TOTAL	COMPLETE
Planning	1,323	1,323	747	0	0	0	0	0	0	0	0
Engineering	4,973	4,973	2,895	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	6,296	6,296	3,642	0	0	0	0	0	0	0	0
Federal-Aid	4,586	4,586	2,479	0	0	0	0	0	0	0	0
Special	1,710	1,710	1,163	(0)	0	0	0	0	0	(0)	0
Other	0	0	0	0	0	0	0	0	0	0	0

2165, 2167, 2168, 2169, 2171



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

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

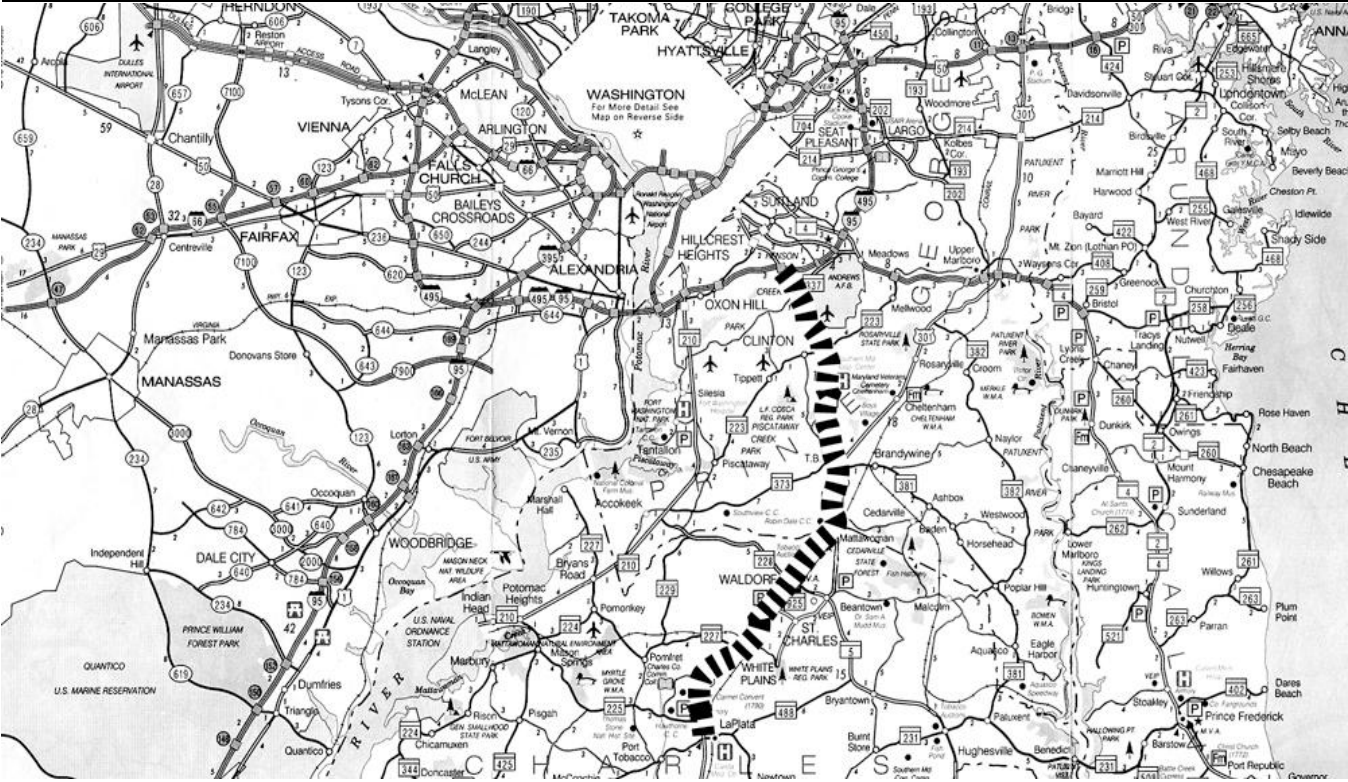
SMART GROWTH STATUS: ☐ Project Not Location Specific ☒ Not Subject to PFA Law
☐ Project Inside PFA ☐ Grandfathered
☐ Project Outside PFA ☐ Exception Will Be Required
☐ PFA Status Yet to Be Determined ☐ Exception Granted

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

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2028...	...2029...	...2030...	...2031...		
Planning	5,202	3,733	585	115	344	1,009	0	0	0	1,468	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	5,202	3,733	585	115	344	1,009	0	0	0	1,468	0
Federal-Aid	3,665	2,393	594	102	306	864	0	0	0	1,272	0
Special	1,519	1,323	(9)	13	38	146	0	0	0	197	0
Other	17	17	0	0	0	0	0	0	0	0	0

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:

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

- 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

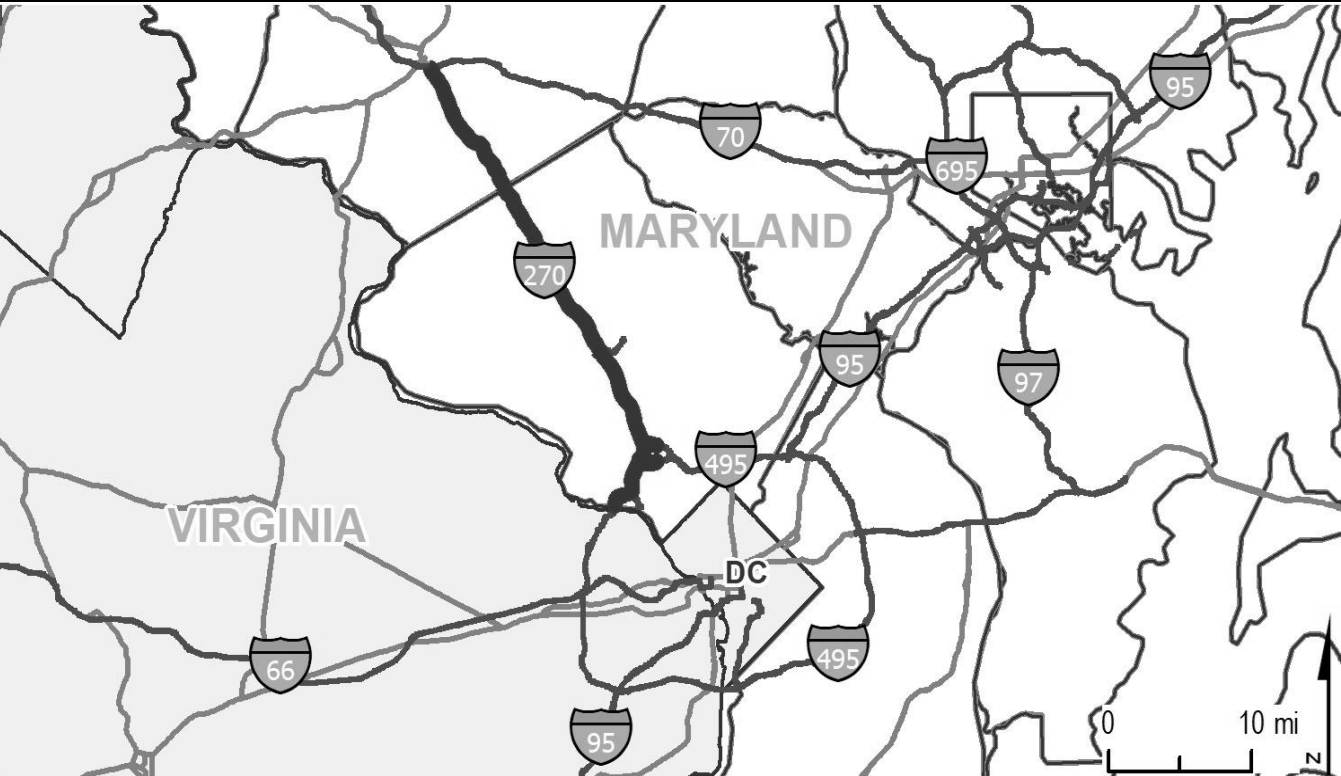
EXPLANATION: The MD 5/US 301 corridor is a major north/south transportation corridor in Maryland for commuting, recreational, and regional travel. The entire corridor is auto dependent and continues to grow, leading to an expected increase in traffic congestion. The SMRT Project is studying rapid transit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

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 Preliminary Environment Linkages (PEL) report 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.

USAGE:

POTENTIAL FUNDING SOURCE:			<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input checked="" type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER					
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2028...	...2029...	...2030...	...2031...		
Planning	34,583	10,286	4,836	9,929	737	1,998	1,950	0	0	14,614	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
Total	34,583	10,286	4,836	9,929	737	1,998	1,950	0	0	14,614	9,684
Federal-Aid	10,000	2,693	2,397	7,307	0	0	0	0	0	7,307	0
Special	24,583	7,592	2,439	2,622	737	1,998	1,950	0	0	7,307	9,684
Other	0	0	0	0	0	0	0	0	0	0	0



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 associated with SHA Statewide Line 10 - I-270 and I-495 - Phase I.

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

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

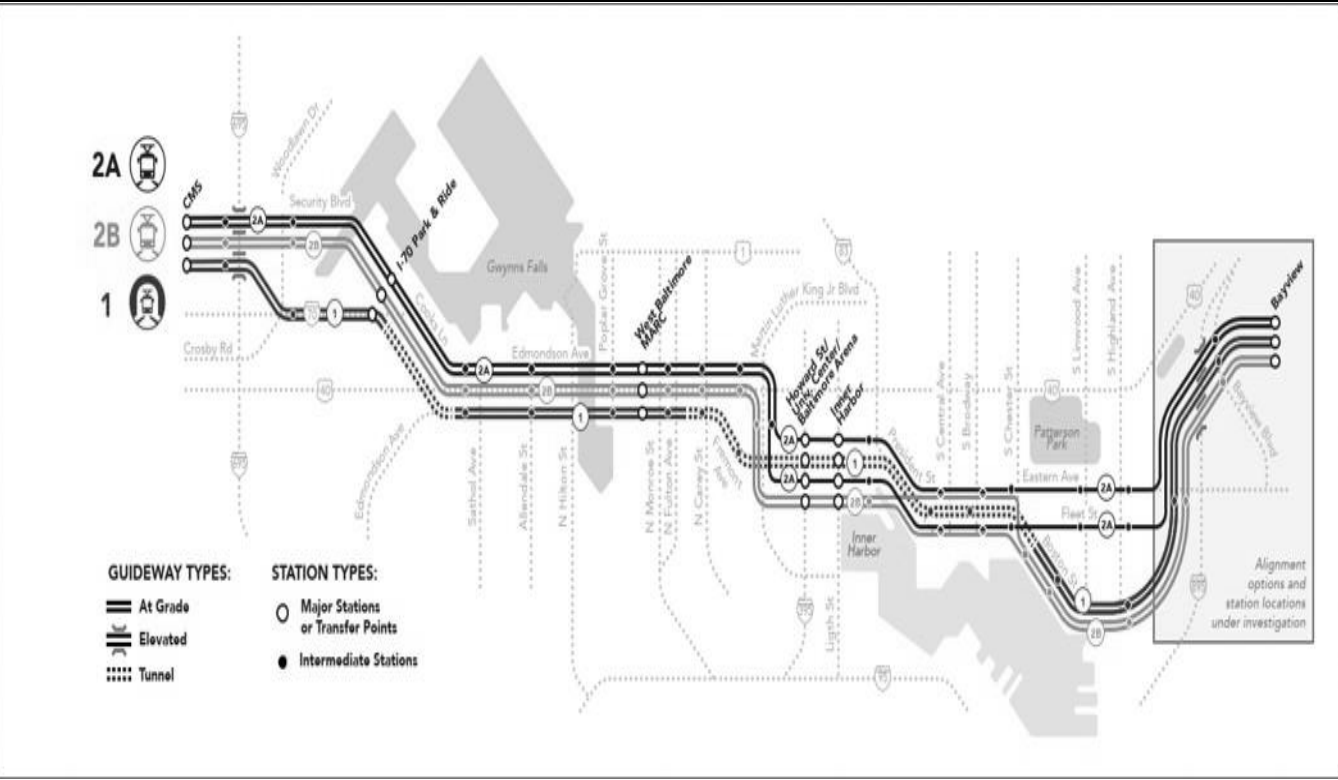
SMART GROWTH STATUS: ☒ Project Not Location Specific ☐ Not Subject to PFA Law
☐ Project Inside PFA ☐ Grandfathered
☐ Project Outside PFA ☐ Exception Will Be Required
☐ PFA Status Yet to Be Determined ☐ Exception Granted

STATUS: American Legion Bridge +270 (ALB+270) Multimodal Program completed in FY 2025.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2028...	...2029...	...2030...	...2031...		
Planning	343	343	175	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	343	343	175	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	343	343	175	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
None.

USAGE:



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:

- ☐ Enhance Safety and Security
- ☒ Deliver System Quality
- ☒ Serve Communities and Support the Economy
- ☒ 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.

- SMART GROWTH STATUS:**

☐ Project Not Location Specific

☐ Not Subject to PFA Law

☒ Project Inside PFA

☐ Project Outside PFA

☐ PFA Status Yet to Be Determined

☐ Grandfathered

☐ Exception Will Be Required

☐ Exception Granted

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.

POTENTIAL FUNDING SOURCE:			<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input checked="" type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER					
PHASE	TOTAL 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...				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	90,684	29,724	24,270	23,036	37,924	0	0	0	0	60,960	0
Engineering	133,671	359	311	41,827	24,747	287	287	64	0	67,212	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
Total	224,354	30,082	24,581	64,863	62,671	287	287	64	0	128,172	66,100
Federal-Aid	111,443	13,657	13,657	47,879	49,907	0	0	0	0	97,786	0
Special	112,911	16,425	10,924	16,983	12,765	287	287	64	0	30,386	66,100
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
None.

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



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).

<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

☐ Project Not Location Specific ☐ Not Subject to PFA Law

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

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

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

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.

Project funding allocation decreased by \$5.6M following receipt of a revised proposal from Amtrak.

MARC annual ridership in FY 2025 exceeded 4.2 million.

[illegible]



MARC

Freight

Light Rail

Baltimore Metro

Bus

Agency Wide

Locally Operated Transit Systems



**MARYLAND DEPARTMENT
OF TRANSPORTATION**

**MARYLAND TRANSIT
ADMINISTRATION**

MDOT MTA MINOR PROJECTS

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND TRANSIT ADMINISTRATION - LINE 61

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>AGY - ADA Compliance</u>				
MTAPRJ001983	AGY Technical Accessibility Reviews	\$	1,720	Underway
<u>AGY - Environmental Compliance</u>				
MTA1592	AGY -EPA/MDE Compliance	\$	2,460	Under Construction
<u>AGY - Facilities - Pavement</u>				
MTAPRJ001821	BUS 1331 S Monroe St Pavement Reconstruction	\$	1,733	Design Completed
MTAPRJ002348	LTR North Ave Yard Replacement Parking (Assoc. Projects)	\$	1,366	Deferred
<u>AGY - Facilities - Roof</u>				
MTAPRJ001865	MTR Rogers Ave and Reisterstown Roof Replacement	\$	5,801	Deferred
MTAPRJ001867	MTR Wabash Systems Maintenance Building Roof Replacement	\$	2,057	FY 2026
MTAPRJ001918	AGY Roof Replacement Milford Mill	\$	1,514	Deferred
MTAPRJ002028	LTR Cherry Hill Roof Replacement	\$	2,880	Design Underway
MTAPRJ002088	BUS North West Division Transportation Roof Replacement	\$	4,120	Deferred
MTAPRJ002120	MTR Wabash Main Roof Replacement	\$	3,946	Completed
<u>AGY - IT</u>				
MTAPRJ001972	AGY Occupational Health Management System	\$	2,326	Completed
<u>AGY - Stormwater Management</u>				
MTAPRJ001968	LTR Mount Washington SWM Improvements	\$	945	Design Completed
MTAPRJ001993	AGY Dunkirk & Golden Beach Repair	\$	974	FY 2026
MTAPRJ002214	LTR Cromwell Station Pond Repairs	\$	779	Deferred
<u>AGY - Systems</u>				
MTAPRJ002501	BUS FY24 SMART Grant TSP	\$	1,276	Underway

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND TRANSIT ADMINISTRATION - LINE 62

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>AGY - TMDL Compliance</u>				
MTAPRJ001632	MARC TMDL Martins Stormwater Management Repair & Retorfit	\$	882	Design Underway
MTAPRJ001931	MTR TMDL Milford Mill SWM Repair and Retrofit	\$	365	Deferred
MTAPRJ001934	BUS TMDL Northwest Bus SWM Repair and Retrofit	\$	264	Deferred
MTAPRJ001935	MARC TMDL Bowie State SWM Repair and Retrofit	\$	317	Deferred
<u>BUS - Facilities</u>				
MTAPRJ001964	BUS White Marsh Comfort Station	\$	1,705	Under Construction
MTAPRJ002177	BUS Washington Blvd Bldg 9 Structural Remediation	\$	4,105	FY 2026
MTAPRJ002183	BUS Washington Blvd Bldgs 1-4 Drainage Remediation	\$	901	FY 2026
<u>BUS - Revenue Vehicles</u>				
MTAPRJ001954	BUS Major Component Replacements	\$	26,913	Ongoing
<u>FRT - Freight Grade Crossings</u>				
MTAPRJ002363	FRT Warner Street Highway Rail Grade Crossing	\$	1,918	Ongoing
<u>LOTS - Locally Operated Transit Systems</u>				
MTAPRJ002621	OLTS Aberdeen Station Square	\$	5,600	Design Underway
<u>LTR - Bridge Preservation - T&S</u>				
MTAPRJ001724	LTR Repairs to Bridges and WS Structures	\$	3,416	FY 2027
<u>LTR - Drainage</u>				
MTAPRJ001722	LTR Maple - Twin Oaks Drainage Improvement SW340	\$	7,048	Design Underway
MTAPRJ001927	LTR Church Lane Drainage NE 724	\$	360	Completed
MTAPRJ002164	LTR Camp Meade North Drainage Repairs SW 365	\$	383	Design Completed

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND TRANSIT ADMINISTRATION - LINE 63

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>LTR - Systems Maintenance</u>				
MTAPRJ002202	LTR CIH and TPSS UPS and Battery Charger Maintenance	\$	184	Underway
<u>MARC - Facilities - FE</u>				
MTAPRJ002216	MARC Muirkirk Pavement & SWM Repairs	\$	702	Under Construction
<u>MARC - Guideway</u>				
MTAPRJ002330	MARC New Carrollton SOGR (Assoc. Projects)	\$	3,000	FY 2026
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
<u>MARC - Systems</u>				
MTAPRJ002327	MARC Penn Station Master Plan (Assoc. Projects)	\$	20,000	FY 2026
<u>MTR - Facilities Maintenance</u>				
MTAPRJ001754	MTR Rehabilitation of Deluge Valve Room & Valve Pit	\$	2,298	Under Construction
MTAPRJ002192	MTR Lexington Market Metro Facility	\$	459	Deferred
<u>MTR - Guideway - Ops</u>				
MTAPRJ001897	MTR Operator Simulator	\$	215	Deferred
<u>MTR - Systems Maintenance</u>				
MTA1535	MTR UPS Battery Replacement	\$	5,058	Ongoing
MTAPRJ001745	AGY LED Lighting Replacement	\$	0	Deferred

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 64

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Allegany County FY 2025 Completions</u>		
Garage Door Replacement (FY24 5307)	\$ 90	Complete
Preventive Maintenance (FY24 5307)	\$ 350	Complete
<u>Allegany County FY 2026 and 2027</u>		
Computer Equipment (FY22)	\$ 25	Ongoing
Preventive Maintenance (FY25)	\$ 400	Ongoing
Transit Development Plan (FY24 5304)	\$ 100	Underway
<u>Annapolis County FY 2025 Completions</u>		
1 Electric Replacement Bus (FY22 ARPA SWAP)	\$ 770	Complete
2 30' Heavy Duty Bus Replacements - 5411 & 5511 (FY22 5339)	\$ 792	Complete
6 Sm Replacement Buses - 5311 & 4311 (FY23 5339)	\$ 788	Complete
Mobile Life Column (FY24 5339)	\$ 85	Complete
Preventive Maintenance (FY24 LU)	\$ 475	Complete
Transit Development Plan - 5304 (FY24)	\$ 105	Complete
<u>Annapolis County FY 2026 and 2027</u>		
2 Small Electric Bus Replacements -1803 & 1805 (FY24 5339)	\$ 812	FY26
Automatic Vehicle Location System (FY23 5339)	\$ 98	FY26
Passenger Ferry Vesses (FY22 5307)	\$ 3,500	FY26
Roof Replacement (FY LU)	\$ 450	FY26
Preventive Maintenance (FY25 LU)	\$ 550	Ongoing
<u>Anne Arundel County FY 2025 Completions</u>		
Mobile Radios (FY19 5339)	\$ 35	Complete
Ridesharing (FY24)	\$ 197	Complete
<u>Anne Arundel County FY 2026 and 2027</u>		
3 Small Cutaway Bus Expansions (FY25 5339)	\$ 375	FY25

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 64

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Anne Arundel County FY 2026 and 2027 (cont'd)</u>		
Ridesharing (FY25)	\$ 197	FY25
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
4 Electric Expansion Buses (FY22 5339)	\$ 2,268	FY26
<u>Baltimore City FY 2025 Completions</u>		
Ridesharing (FY24)	\$ 82	Complete
<u>Baltimore City FY 2026 and 2027</u>		
2 Ferry Acquisition (FY22 5307)	\$ 3,965	FY25
BMC Ridesharing (FY25)	\$ 170	FY25
Ridesharing (FY25)	\$ 82	FY25
4 Heavy Duty Replacement Buses - 1203, 1206, 1209 & 1212 (FY25 5339)	\$ 3,608	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
<u>Baltimore County FY 2025 Completions</u>		
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

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 64

PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Baltimore County FY 2026 and 2027</u>			
2 Small Expansion Buses (FY23 5339)	\$	193	FY26
4 Medium Duty Bus Expansion (FY25 5311)	\$	1,119	FY26
5 Small Cutaway Bus Expansions (FY24 5339)	\$	440	FY26
<u>Calvert County FY 2025 Completions</u>			
2 Small Replacement Buses - 132 & 143 (FY23 5339)	\$	211	Complete
2 Small Replacement Buses - 142 & 145 (FY24 5339)	\$	214	Complete
Preventive Maintenance (FY23 5307)	\$	26	Complete
Preventive Maintenance (FY23 5311)	\$	99	Complete
Ridesharing (FY24)	\$	9	Complete
<u>Calvert County FY 2026 and 2027</u>			
Dispatch Software (FY21 5339)	\$	81	FY25
DPW Fuel Depot (FY23 5307)	\$	76	FY25
DPW Fuel Depot (FY23 5311)	\$	284	FY25
DPW Fuel Depot (FY24 5307)	\$	16	FY25
DPW Fuel Depot (FY24 5311)	\$	158	FY25
Ridesharing (FY25)	\$	9	FY25
Station Assessment (FY24 5307)	\$	42	FY25
Station Assessment (FY24 5311)	\$	59	FY25
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
Preventive Maintenance (FY25 5311)	\$	99	FY26
Preventive Maintenance (FY25 5307)	\$	26	Ongoing
AVL Equipment (FY18 5339)	\$	4	Underway
Transfer Station Needs Assessment (FY23 5307)	\$	22	Underway
Transfer Station Needs Assessment (FY23 5311)	\$	83	Underway
<u>Carroll County FY 2025 Completions</u>			
1 Minivan Replacement - 3322 (FY23 5339)	\$	61	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 64

PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Carroll County FY 2025 Completions (cont'd)</u>			
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
Preventive Maintenance (FY24 5307)	\$	80	Complete
Small Bus Replacement-3330 (FY24 5339)	\$	99	Complete
<u>Carroll County FY 2026 and 2027</u>			
3 Small Bus Replacements- 3318, 3323 &3324 (FY25 5339)	\$	303	FY26
Preventive Maintenance (FY25 5311)	\$	150	Ongoing
Transit Development Plan - TDP (FY25 5304)	\$	100	Underway
<u>Cecil County FY 2025 Completions</u>			
3 Bus Wraps (FY20)	\$	13	Complete
Preventive Maintenance (FY24 5307)	\$	200	Complete
Transit Development Plan (FY24 5304)	\$	90	Complete
<u>Cecil County FY 2026 and 2027</u>			
Land Acquisition - Transit Hub	\$	1,000	FY26
Transit Hub D & E (FY23 5307)	\$	400	FY26
Preventive Maintenance (FY25 5311)	\$	200	Ongoing
Transit Hub D & E (FY22 5307)	\$	400	Underway
<u>Charles County FY 2025 Completions</u>			
Preventive Maintenance (FY24 5307)	\$	215	Complete
Shelter and Bus Stop Improvements (FY17)	\$	50	Complete
Transit Development Plan (FY24 5304)	\$	105	Complete
<u>Charles County FY 2026 and 2027</u>			
Construction Oversight (FY23 5307)	\$	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
<u>Charles County FY 2026 and 2027 (cont'd)</u>			
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
Facility Construction (FY25 5307)	\$	2,000	FY26
Preventive Maintenance (FY25 5307)	\$	215	Ongoing
Design & Engineering for Facility (FY21)	\$	500	Underway
<u>Dorchester County FY 2025 Completions</u>			
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
Preventive Maintenance (FY24 5311)	\$	50	Complete
<u>Dorchester County FY 2026 and 2027</u>			
Fencing Around Facility (FY23 5311)	\$	100	FY25
Parking Lot Upgrades (FY23 5311)	\$	150	FY26
Small Replacement Bus-185 (FY25 5311)	\$	113	FY26
Preventive Maintenance (FY25 5311)	\$	50	Underway
Transit Development Plan (FY23 5304)	\$	90	Underway
<u>Eastern Shore Non-Profits FY 2025 Completions</u>			
Delmarva Community Svcs - 2 Small Bus Replacements (170 & 195) Type 3A (FY24/25)	\$	210	Complete
<u>Eastern Shore Non-Profits FY 2026 and 2027</u>			
Delmarva Community Svcs - Preventive Maintenance (FY24/25)	\$	30	Ongoing
Delmarva Community Transit - Mobility Management (FY22/23 5310)	\$	333	Ongoing

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 64

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Elderly/ Disabled Non-Profits FY 2025 Completions (cont'd)</u>		
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
ARC Northern Chesapeake Region - 2 Minivan Expansion (FY24/25)	\$ 140	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 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 Comm 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
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
Partners in Care - Mobility Management (FY20/21)	\$ 202	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 64

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Elderly/ Disabled Non-Profits FY 2025 Completions (cont'd)</u>		
Partners In Care - Mobility Management (FY22/23)	\$ 663	Complete
Partners In Care - Preventive Maintenance (FY20/21)	\$ 40	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
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 Comm On Aging - 1 Small Bus Expansion Type 3A (FY24/25)	\$ 93	Complete
Worcester County Comm On Aging - 1 Van Replacement (1460) Type 1 (FY24/25)	\$ 70	Complete
Worcester County Comm On Aging - Preventive Maintenance (FY24/25)	\$ 33	Complete
Worcester County Comm on Aging - Preventive Maintenance (FY22/23)	\$ 24	Complete
Worcester County Development Center - 2 Van Expansions Type 1 (FY24/25)	\$ 140	Complete
Worcester County Developmental Center - Preventive Maintenance (FY18/19)	\$ 65	Complete
<u>Elderly/ Disabled Non-Profits FY 2026 and 2027</u>		
Allegany County HRDC, Inc. - Mobility Management (FY22/23)	\$ 46	FY25
Appalachian Parent Association - 1 Van Expansion Type 1 (FY24/25)	\$ 70	FY25
Appalachian Parent Association - Tire Changer (FY24/25)	\$ 20	FY25
ARC Northern Chesapeake Region - 2 Small Bus Replacements (148 & 166) Type 2A (FY24/25)	\$ 163	FY25
ARC of Central Chesapeake - 1 Van Expansion Type 1 (FY24/25)	\$ 70	FY25
ARC of Central Chesapeake - 1 Van Expansion Type 4 (FY24/25)	\$ 66	FY25
ARC of Central Chesapeake - Preventive Maintenance (FY24/25)	\$ 12	FY25
ARC of Central Chesapeake - PPE (FY22/23)	\$ 1	FY25
ARC of Central Chesapeake - Preventive Maintenance (FY22/23)	\$ 3	FY25

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 64

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Elderly/ Disabled Non-Profits FY 2026 and 2027 (cont'd)</u>		
Comprehensive Housing Assistance - Preventive Maintenance (FY24/25)	\$ 13	FY25
Easter Seals Baltimore - Tripspark Software (FY22/23)	\$ 44	FY25
Easter Seals Hagerstown - Tripspark Software (FY22/23)	\$ 44	FY25
Freedom Landing - 1 Small Bus (FY16/17)	\$ 40	FY25
Lifestyles of Maryland - 2 Van Expansions Type 1 (FY24/25)	\$ 140	FY25
Partners in Care - Equipment Q'Straint Security Belts (FY24/25)	\$ 8	FY25
Partners in Care - Equipment Tablets (FY24/25)	\$ 3	FY25
Partners In Care - 1 Van Expansion Type 4 - #PIC Bus 2 (FY22/23)	\$ 66	FY25
Progress Unlimited, Inc. - 1 Van Expansion Type 4 (FY24/25)	\$ 66	FY25
Prologue Inc. - 1 Van Replacement - (5302) Type 3A (FY24/25)	\$ 70	FY25
Sheppard Pratt Health System - 1 Van Replacement (1-A) Type 4 (FY24/25)	\$ 66	FY25
Sheppard Pratt Health System - 33 Dual Facing Cameras (FY24/25)	\$ 16	FY25
Sheppard Pratt Health System - License & Subscriptions Fees for Dual Facing Cameras (FY24/25)	\$ 20	FY25
Sheppard Pratt Health System - Preventive Maintenance (FY24/25)	\$ 30	FY25
Shore Up! - Driver Shields (FY22/23)	\$ 2	FY25
Shore Up! - Security Cameras (FY22/23)	\$ 14	FY25
Spring Dell Center - 1 Van Expansion Type 4 (FY24/25)	\$ 66	FY25
Spring Dell Center - 1 Van Replacement (29) Type 1 (FY24/25)	\$ 70	FY25
St. Mary's Adult Medical Day Care - 1 Van Expansion Type 4 (FY24/25)	\$ 66	FY25
Washington County CAC - 2 Van Expansions Type 4 (FY24/25)	\$ 132	FY25
Action in Maturity - Preventive Maintenance (FY24/25)	\$ 24	Ongoing
Appalachian Parent Association - Preventive Maintenance (FY24/25)	\$ 17	Ongoing
ARC Northern Chesapeake Region - Preventive Maintenance (FY22/23)	\$ 45	Ongoing
Associated Catholic Charities - Preventive Maintenance (FY24/25)	\$ 132	Ongoing
Comprehensive Housing Assistance - Mobility Management (FY24/25)	\$ 141	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
Progress Unlimited, Inc. - Preventive Maintenance (FY24/25)	\$ 100	Ongoing
Spring Dell Center - Preventive Maintenance (FY24/25)	\$ 27	Ongoing
Washington County CAC - Mobility Management (FY24/25)	\$ 350	Ongoing
Washington County CAC - Preventive Maintenance (FY24/25)	\$ 24	Ongoing
Worcester County Comm On Aging - Mobility Management (FY24/25)	\$ 180	Ongoing

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 64

PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Elderly/ Disabled Non-Profits FY 2026 and 2027 (cont'd)</u>			
Bayside Community Network - Mobility Management (FY24/25)	\$	29	Underway
LifeBridge Health - Cleaning Supplies (FY22/23)	\$	12	Underway
LifeBridge Health - PPE (FY22/23)	\$	4	Underway
<u>Frederick County FY 2025 Completions</u>			
1 Light Duty Bus Replacement-38798 (FY24 5339)	\$	127	Complete
1 Small Replacement Bus - 38624 (FY23 5339)	\$	110	Complete
Preventive Maintenance (FY24 5307)	\$	270	Complete
Rideshare (FY24)	\$	124	Complete
<u>Frederick County FY 2026 and 2027</u>			
2 Heavy Duty Bus Replacements - 37983 & 37984 (FY23 5339)	\$	1,054	FY25
2 Heavy Duty Bus Replacements - 37985 & 37986 (FY24 5339)	\$	1,042	FY25
Ridesharing (FY25)	\$	124	FY25
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
Small Bus Replacement-38624 (FY25 5339)	\$	131	FY26
Small Bus Replacement-38798 (FY25 5339)	\$	131	FY26
Preventive Maintenance (FY25 5311)	\$	70	Ongoing
Preventive Maintenance (FY25 5307)	\$	700	Underway
<u>Garrett County FY 2025 Completions</u>			
3 Small Bus Replacements - 194, 198 & 199 (FY24 5339)	\$	284	Complete
Preventive Maintenance (FY23)	\$	240	Complete
<u>Garrett County FY 2026 and 2027</u>			
Bendpak 4-Post Vehicle Lift (FY24 5311)	\$	23	FY26
Bendpak Pipe Bender (FY24 F311)	\$	9	FY26
Minivan Replacement-206 (FY25 5339)	\$	86	FY26

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 64

PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Garrett County FY 2026 and 2027 (cont'd)</u>			
Minivan Replacement-209 (FY25 5339)	\$	86	FY26
Small Replacement Bus-207 (FY25 5311)	\$	101	FY26
Preventive Maintenance (FY25 5311)	\$	267	Ongoing
Transit Development Plan - TDP (FY25 5304)	\$	100	Underway
<u>Harford County FY 2025 Completions</u>			
2 Small Bus Replacments - 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
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
Training & Speciality Tools (FY20 5339)	\$	-	Complete
<u>Harford County FY 2026 and 2027</u>			
Ridesharing (FY25)	\$	88	FY25
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 Replacments - 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
RouteMatch Software (FY20 CARES)	\$	300	FY26

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
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Maryland Transit Administration - Locally Operated Transit Systems - LINE 64

PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Harford County FY 2026 and 2027 (cont'd)</u>			
Security Camera System (FY20 CARES)	\$	60	FY26
Preventive Maintenance (FY25 5307)	\$	1,000	Underway
RouteMatch Hardware (FY20 CARES)	\$	300	Underway
<u>Howard County FY 2025 Completions</u>			
10 Small Cutaway Bus Replacements - 205 - 214 (FY22 ARPA SWAP)	\$	950	Complete
4 Medium Replacement Buses - 9540-9543 (FY22 ARPA SWAP)	\$	2,054	Complete
Ridesharing (FY24)	\$	131	Complete
<u>Howard County FY 2026 and 2027</u>			
1 35' Heavy Duty Bus Replacement - 9525 (FY22 ARPA SWAP)	\$	-	FY25
Preventive Maintenance (FY25 LU)	\$	50	FY25
Ridesharing (FY25)	\$	131	FY25
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 Replacment - 203 (FY23 5339)	\$	524	FY26
1 Heavy Duty Bus Replacment - 204 (FY23 5339)	\$	524	FY26
Heavy Duty Bus Replc.-9534 (FY25 5339)	\$	600	FY26
Heavy Duty Bus Replc.-9535 (FY25 5339)	\$	600	FY26
Preventive Maintenance (FY24 LU)	\$	50	Ongoing
Bus Stop Annunciators (FY20 5339 Discretionary)	\$	225	Underway
Preventive Maintenance (FY22)	\$	115	Underway
<u>Montgomery County FY 2025 Completions</u>			
Ridesharing (FY24)	\$	372	Complete
<u>Montgomery County FY 2026 and 2027</u>			
Ridesharing (FY25)	\$	372	FY25

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
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Maryland Transit Administration - Locally Operated Transit Systems - LINE 64

PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Montgomery County FY 2026 and 2027 (cont'd)</u>			
Bus Replacement - 35ft (FY24 5307)	\$	2,000	FY26
Bus Replacement (FY21 WAG)	\$	2,000	FY26
Bus Replacement (FY22 WAG)	\$	2,000	FY26
Bus Replacement (FY23 WAG)	\$	2,000	FY26
Bus Replacement-35ft (FY25 WAG)	\$	2,000	FY26
<u>Ocean City FY 2025 Completions</u>			
2 60' Articulated Replacement Buses - 3439 & 3733 (FY24 5339)	\$	1,650	Complete
Preventive Maintenance (FY24 5311)	\$	725	Complete
<u>Ocean City FY 2026 and 2027</u>			
2 60' Articulated Replacement Buses - 2940 & 2941 (FY25 5311)	\$	1,700	FY26
Transition Plan for Zero Emission Vehicles (FY25 5311)	\$	149	FY26
Preventive Maintenance (FY25 5311)	\$	825	Ongoing
Transportation Development Plan	\$	90	Underway
<u>Prince George's County FY 2025 Completions</u>			
Ridesharing (FY24)	\$	269	Complete
<u>Prince George's County FY 2026 and 2027</u>			
10-Battery Electric Buses/Delivery 40' (FY25 5339 Discretionary)	\$	6,724	FY26
15 - Battery Electric Expansion Buses/Delivery (FY22 5339)	\$	12,218	FY26
20-Data 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
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Maryland Transit Administration - Locally Operated Transit Systems - LINE 64

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Prince George's County FY 2026 and 2027 (cont'd)</u>		
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 (FY23 WAG)	\$ 500	FY26
Bus Replacement-35ft (FY25 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 (FY25 5339 Discretionary)	\$ 50	FY26
NTI Training (FY22 5339)	\$ 150	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 (FY25)	\$ 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
Bus Replacement (FY21 WAG)	\$ 500	Underway
Project Mangement & Tech Support (FY22 5339)	\$ 503	Underway
<u>Queen Anne's County FY 2025 Completions</u>		
1 Small Expansion Bus (FY22 ARPA SWAP)	\$ 84	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
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Maryland Transit Administration - Locally Operated Transit Systems - LINE 64

PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Queen Anne's County FY 2025 Completions (cont'd)</u>			
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
Small Cutaway Bus Expansion (FY24 5339)	\$	101	Complete
<u>Queen Anne's County FY 2026 and 2027</u>			
Preventive Maintenance (FY23 5311 & LU)	\$	80	FY25
2 Minivan Replacements- 261 & 319 (FY25 5339)	\$	160	FY26
New Bus Shelters (FY24 5339)	\$	30	FY26
Preventive Maintenance (FY22 5311 & LU)	\$	92	Ongoing
Transportation Development Plan - TDP (FY25 5304)	\$	100	Underway
<u>St. Mary's County FY 2025 Completions</u>			
1 Medium Replacement Bus - 11 (FY24 5339)	\$	162	Complete
1 Medium Replacement Bus - 12-6291 (FY23 5339)	\$	161	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
<u>St. Mary's County FY 2026 and 2027</u>			
1 Medium Replacement - 13 6292 (FY25 5339)	\$	232	FY26
1 Small Bus Replacement - 11 (FY25 5339)	\$	115	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
Preventive Maintenance (FY25 5307)	\$	30	Ongoing
Preventive Maintenance (FY25 5311)	\$	21	Ongoing
2 Small Replacement Buses - 48-6176 & 18-6297 (FY23 5339)	\$	229	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
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Maryland Transit Administration - Locally Operated Transit Systems - LINE 64

PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Talbot County FY 2025 Completions</u>			
1 Minivan Replacement - 1118 (FY23 5339)	\$	111	Complete
1 Sedan Replacement - 1050 (FY23 5339)	\$	50	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
<u>Talbot County FY 2026 and 2027</u>			
1 Small Replacement Bus - 1115 (FY25 5339)	\$	113	FY26
Preventive Maintenance (FY25 5311)	\$	30	FY26
<u>Tri-County Council for Lower Eastern Shore FY 2025 Completions</u>			
1 Small Bus Replacement - 13 (FY24 5339)	\$	122	Complete
1 Small Bus Replacement- 122 (FY24 5307)	\$	113	Complete
2 Medium Replacement Buses - 274, 275 (FY23 5339)	\$	279	Complete
<u>Tri-County Council for Lower Eastern Shore FY 2026 and 2027</u>			
Ridesharing (FY25)	\$	109	FY25
1 Small Bus Replacement - 94 (FY25 5339)	\$	110	FY26
1 Small Bus Replacement - 97 (FY25 5339)	\$	110	FY26
Bus Security Cameras (FY20 CARES)	\$	400	FY26
Generator (FY25 5307)	\$	500	FY26
Mobility Management (FY25 5307)	\$	143	FY26
Preventive Maintenance (FY25 5307)	\$	800	FY26
Mobility Management (FY24 5307)	\$	143	Ongoing
Preventive Maintenance (FY24 5307)	\$	800	Ongoing
Study of System Design (FY23 5303PP)	\$	410	Underway
<u>Washington County FY 2025 Completions</u>			
1 Support Vehicles Replacement - N-1 (FY20 CARES)	\$	49	Complete
Transit Development Plan - TDP (FY24 5304)	\$	95	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
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Maryland Transit Administration - Locally Operated Transit Systems - LINE 64

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Washington County FY 2025 Completions (cont'd)</u>		
Vehicle Wash Machine (FY23 5307)	\$ 45	Complete
<u>Washington County FY 2026 and 2027</u>		
Forklift (FY23 5307)	\$ 35	FY26
Oil/Water Separator Replacement	\$ 60	FY26
Shop Truck Replacement- T-1	\$ 62	FY26
Support Vehicle Replacement - S-1 (FY24 5339)	\$ 40	FY26
WCT Roof Replacement (FY23 5339)	\$ 56	FY26
Preventive Maintenance (FY20 CARES)	\$ 1,352	Ongoing
Routing/Dispatch Transportation Hard & Software (FY24 5307)	\$ 300	Underway