



Agency
MTA - Transit

Year of Operation
Ongoing

Project Category
Transit Preservation

Project Type
Preservation and improvements

Conformity
Exempt

Functional Classification
NA

CIP/CTP ID
40-1204-64

Route/Road Name
NA

Length
-

Existing Lanes
NA

Proposed Lanes
NA

Estimated Total Cost
\$271,092,812

Description

This project provides preventative maintenance on the Bus, Light Rail and Metro systems to improve safety, reliability and passenger comfort.

Project Benefits

Regular preventive maintenance on the transit system will allow MTA to provide safe and reliable service. Proper maintenance extends the useful life of transit vehicles.

National Highway System
No

Connection to Long-Range Transportation Goals

2.C Improve and Maintain the Existing Infrastructure -- Maintain/replace transit vehicles., 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies, 6.A Improve System Security -- Provide security-related features at transit facilities or on transit vehicles.

Section 5307 Urbanized Area Formula Program (funding for capital projects) (funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$36,379	\$18,189	\$18,189	\$18,189	\$90,947
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$36,379	\$18,189	\$18,189	\$18,189	\$90,947

State Funds (funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$9,004	\$4,554	\$4,607	\$4,607	\$22,772
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$9,004	\$4,554	\$4,607	\$4,607	\$22,772

Section 5337 (State of Good Repair Program)

(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$49,375	\$25,182	\$25,685	\$25,685	\$125,927
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$49,375	\$25,182	\$25,685	\$25,685	\$125,927
Total	\$85,754	\$43,371	\$43,874	\$43,874	\$216,873

State Funds

(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$12,435	\$6,289	\$6,362	\$6,362	\$31,448
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$12,435	\$6,289	\$6,362	\$6,362	\$31,448
Total	\$21,439	\$10,843	\$10,969	\$10,969	\$54,219
Total	\$107,193	\$54,214	\$54,843	\$54,843	\$271,093


Agency
MTA - Transit

Year of Operation
Ongoing

Project Category
Transit Preservation

Project Type
Other

Conformity
Exempt

Functional Classification
NA

CIP/CTP ID
40-1502-69

Route/Road Name
NA

Length
-

Existing Lanes
NA

Proposed Lanes
NA

Estimated Total Cost
\$9,360,000

Description

This project provides capital and operating assistance to non-profit agencies who provide transportation services for the elderly and individuals with disabilities. Non-profit recipients are determined through a competitive selection process and based upon the Baltimore Area Coordinated Public Transit - Human Services Transportation Plan.

Project Benefits

This program is intended to enhance mobility for seniors and individuals with disabilities by providing capital and operating funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and ADA complementary paratransit services.

National Highway System
No

Connection to Long-Range Transportation Goals

3.F Improve Accessibility -- Improve system connectivity and continuity among all modes and across geographic boundaries, 3.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders

Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities

(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0
OTH	\$3,370	\$0	\$3,370	\$0	\$6,740
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$3,370	\$0	\$3,370	\$0	\$6,740

State Funds

(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0
OTH	\$1,310	\$0	\$1,310	\$0	\$2,620
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$1,310	\$0	\$1,310	\$0	\$2,620

Total	\$4,680	\$0	\$4,680	\$0	\$9,360
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Agency
MTA - Transit

Year of Operation
Ongoing

Project Category
Emission Reduction Strat-

Project Type
Fleet improvement

Conformity
Exempt

Functional Classification
NA

CIP/CTP ID
40-1602-05

Route/Road Name
NA

Length
-

Existing Lanes
NA

Proposed Lanes
NA

Estimated Total Cost
\$4,668,000

Description

Capital assistance for the purchase of vehicles, equipment, and facilities, for Harford County (Harford County Transportation Services). Planned purchases include vehicle replacement along with continued preventive maintenance.

Project Benefits

Urban transit capital assistance will enable Harford County locally operated transportation systems to operate such that local needs for service can be met.

National Highway System
No

Connection to Long-Range Transportation Goals

2.C Improve and Maintain the Existing Infrastructure -- Maintain/replace transit vehicles., 3.A Improve Accessibility -- Increase transportation options for all segments of the population, 5.A Implement Environmentally Responsible Transportation Solutions -- Coordinate to reduce delay & increase non-SOV through performance-based planning & programming

Section 5307 Urbanized Area Formula Program (funding for capital projects) (funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0
OTH	\$800	\$800	\$800	\$800	\$3,200
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$800	\$800	\$800	\$800	\$3,200

State Fund (funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0
OTH	\$201	\$201	\$201	\$201	\$804
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$201	\$201	\$201	\$201	\$804

Section 5339 (Bus and Bus Facilities Formula Program)

(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0
OTH	\$133	\$133	\$133	\$133	\$532
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$133	\$133	\$133	\$133	\$532
Total	\$933	\$933	\$933	\$933	\$3,732

State Funds

(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0
OTH	\$33	\$33	\$33	\$33	\$132
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$33	\$33	\$33	\$33	\$132
Total	\$234	\$234	\$234	\$234	\$936
Total	\$1,167	\$1,167	\$1,167	\$1,167	\$4,668



Agency
MTA - Transit

Year of Operation
Ongoing

Project Category
Transit Preservation

Project Type
Operating assistance

Conformity
Exempt

Functional Classification
NA

CIP/CTP ID
40-1603-61

Route/Road Name
NA

Length
-

Existing Lanes
NA

Proposed Lanes
NA

Estimated Total Cost
\$32,570,856

Description

This project provides operating assistance to urban transit systems throughout the Aberdeen/Bel Air North/ Bel Air South urbanized area. Transit agencies eligible for funding include Harford County. Costs generally associated with operating assistance can include utilities, miscellaneous equipment, fuel/oil, and driver, maintenance staff, and administrative salaries.

Project Benefits

Urban transit operating assistance will enable transportation systems to finance the operation of their services.

National Highway System
No

Connection to Long-Range Transportation Goals

5.A Implement Environmentally Responsible Transportation Solutions -- Coordinate to reduce delay & increase non-SOV through performance-based planning & programming, 3.A Improve Accessibility -- Increase transportation options for all segments of the population

Section 5307 Urbanized Area Formula Program (funding for operating projects)

(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0
OTH	\$4,071	\$4,071	\$4,071	\$4,071	\$16,284
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$4,071	\$4,071	\$4,071	\$4,071	\$16,284

State Funds

(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0
OTH	\$4,071	\$4,071	\$4,071	\$4,071	\$16,284
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$4,071	\$4,071	\$4,071	\$4,071	\$16,284

Total	\$8,142	\$8,142	\$8,142	\$8,142	\$32,568
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Agency
MTA - Transit

Year of Operation
Ongoing

Project Category
Transit Preservation

Project Type
Preservation and improvements

Conformity
Exempt

Functional Classification
NA

CIP/CTP ID
40-1801-64

Route/Road Name
NA

Length
-

Existing Lanes
NA

Proposed Lanes
NA

Estimated Total Cost
\$60,650,000

Description

This is an ongoing project to rehabilitate agency-wide facilities, systems, and infrastructure. Rehabilitation projects include roofing and pavement for facilities, a system network migration and upgrade, system-wide escalators, and modernization of 40 elevators system wide.

Project Benefits

The associated projects support regional management and operation initiatives to improve service, safety, and assure the preservation of infrastructure agency-wide.

National Highway System
No

Connection to Long-Range Transportation Goals

2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops., 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway and transit systems through performance based planning and programming, 1.B Improve System Safety -- Adopt relevant state and local plans that seek to reduce transportation related injuries and fatalities

Section 5307 Urbanized Area Formula Program (funding for capital projects)

(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$12,000	\$12,000	\$12,000	\$12,000	\$48,000
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$12,000	\$12,000	\$12,000	\$12,000	\$48,000

State Funds

(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$3,000	\$3,000	\$3,000	\$3,000	\$12,000
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$3,000	\$3,000	\$3,000	\$3,000	\$12,000

Section 5337 (State of Good Repair Program)

(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$500	\$0	\$0	\$0	\$500
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$500	\$0	\$0	\$0	\$500
Total	\$12,500	\$12,000	\$12,000	\$12,000	\$48,500

State Funds

(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$150	\$0	\$0	\$0	\$150
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$150	\$0	\$0	\$0	\$150
Total	\$3,150	\$3,000	\$3,000	\$3,000	\$12,150
Total	\$16,650	\$15,000	\$15,000	\$15,000	\$60,650



Agency
MTA - Transit

Year of Operation
Ongoing

Project Category
Emission Reduction Strat-

Project Type
Fleet improvement

Conformity
Exempt

Functional Classification
NA

CIP/CTP ID
40-1802-05

Route/Road Name
NA

Length
-

Existing Lanes
NA

Proposed Lanes
NA

Estimated Total Cost
\$70,935,752

Description

This project provides for routine replacement of buses past their useful service life. Planned purchases include 310 forty-foot clean diesel buses and 40 sixty-foot clean diesel articulated buses. MTA continuously receives deliveries of buses for MTA service. MTA also proactively repairs and replaces bus components at key points in the vehicle's life, including the engine, battery, brakes, suspension, body, paint, and wheelchair/ADA, electrical,

Project Benefits

In order to reduce operating and maintenance costs, the MTA is committed to procuring new buses to support fleet capacity requirements and to replace aging equipment. This systematic replacement reduces high out of commission rates and the excessive major repair problems that arise from retaining buses beyond their economic life. Replacement with clean diesel buses helps meet higher federal emissions standards. To improve bus reliability, the mini overhaul

National Highway System
No

Connection to Long-Range Transportation Goals

2.C Improve and Maintain the Existing Infrastructure -- Maintain/replace transit vehicles., 5.A Implement Environmentally Responsible Transportation Solutions -- Coordinate to reduce delay & increase non-SOV through performance-based planning & programming, 3.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders, 3.A Improve Accessibility -- Increase transportation options for all segments of the population

Section 5307 Urbanized Area Formula Program (funding for capital projects) (funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$23,607	\$4,957	\$0	\$6,695	\$35,259
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$23,607	\$4,957	\$0	\$6,695	\$35,259

State Funds (funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$3,073	\$875	\$0	\$1,613	\$5,561
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$3,073	\$875	\$0	\$1,613	\$5,561

Congestion Mitigation and Air Quality

(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$4,166	\$0	\$11,813	\$8,797	\$24,776
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$4,166	\$0	\$11,813	\$8,797	\$24,776
Total	\$27,773	\$4,957	\$11,813	\$15,492	\$60,035

State Funds

(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$2,135	\$0	\$2,085	\$1,121	\$5,341
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$2,135	\$0	\$2,085	\$1,121	\$5,341
Total	\$5,208	\$875	\$2,085	\$2,734	\$10,902
Total	\$32,981	\$5,832	\$13,898	\$18,226	\$70,937



Agency
MTA - Transit

Year of Operation
Ongoing

Project Category
Transit Preservation

Project Type
Preservation and improvements

Conformity
Exempt

Functional Classification
NA

CIP/CTP ID
40-1803-64

Route/Road Name
NA

Length
-

Existing Lanes
NA

Proposed Lanes
NA

Estimated Total Cost
\$27,500,000

Description

This is an ongoing project to rehabilitate bus facilities and infrastructure, including operating division and MTA offices. Project funding includes multiple projects at Bush Division and at Washington Boulevard. Commissioning/testing and operation of the electric vehicle service equipment (EVSE) and supporting infrastructure necessary to enable battery electric buses (BEBs) to be placed into revenue service.

Project Benefits

The associated projects support regional management and operation initiatives to improve service, safety, and the preservation of the bus system.

National Highway System
No

Connection to Long-Range Transportation Goals

2.C Improve and Maintain the Existing Infrastructure -- Maintain/replace transit vehicles., 2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops., 3.A Improve Accessibility -- Increase transportation options for all segments of the population

Section 5307 Urbanized Area Formula Program (funding for capital projects)

(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$7,500	\$6,500	\$4,000	\$4,000	\$22,000
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$7,500	\$6,500	\$4,000	\$4,000	\$22,000

State Funds

(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$1,875	\$1,625	\$1,000	\$1,000	\$5,500
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$1,875	\$1,625	\$1,000	\$1,000	\$5,500

Total	\$9,375	\$8,125	\$5,000	\$5,000	\$27,500
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Agency
MTA - Transit

Year of Operation
Ongoing

Project Category
Transit Preservation

Project Type
Fleet improvement

Conformity
Exempt

Functional Classification
NA

CIP/CTP ID
40-1804-63

Route/Road Name
NA

Length
-

Existing Lanes
NA

Proposed Lanes
NA

Estimated Total Cost
\$174,365,527

Description

Performing Mid-life Overhaul of 53 Light Rail Vehicles. Perform selective upgrades to various systems/sub-systems to address parts obsolescence, improve safety and vehicle performance, and enhance passenger comfort. The overhaul will provide an additional 15 years of service of the vehicle fleet. The Metro cars were designed with a 30 year life and are due for replacement. The ATP system is experiencing reliability issues due to age and obsolete parts thus increasing maintainability issues across its various systems/sub-systems. The replacement of Metro Cars and Train Control System with reliable equipment will enhance passenger comfort, ensure reliability, and improve safety. In addition to the matching funds listed, MTA has committed \$106 million in state dollars.

Project Benefits

The replacement of Metro vehicles and the Signaling System with modern and reliable equipment will enhance passenger comfort, ensure better reliability and offer improved safety. The MTA's Metro Signaling System consists of a double tracked train controlled signaling system that is 15 miles long. The Metro train control system was installed in three phases and the oldest section is currently 30 yrs old. The Automatic Train Protection system is currently experiencing reliability issues due to its age and parts obsolescence thus increasing maintainability issues across its various systems and sub-systems. Light rail fleet overhaul is designed to reduce system failures and improve reliability and service.

National Highway System
No

Connection to Long-Range Transportation Goals

1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies, 2.C Improve and Maintain the Existing Infrastructure -- Maintain/replace transit vehicles., 6.A Improve System Security -- Provide security-related features at transit facilities or on transit vehicles.

Section 5307 Urbanized Area Formula Program (funding for capital projects)

(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$56,248	\$15,043	\$3,331	\$43,904	\$118,526
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$56,248	\$15,043	\$3,331	\$43,904	\$118,526

State Funds

(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$15,062	\$4,289	\$961	\$10,976	\$31,288
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$15,062	\$4,289	\$961	\$10,976	\$31,288

Section 5337 (State of Good Repair Program)

(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$14,632	\$5,140	\$1,195	\$0	\$20,967
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$14,632	\$5,140	\$1,195	\$0	\$20,967
Total	\$70,880	\$20,183	\$4,526	\$43,904	\$139,493

State Funds

(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$2,658	\$757	\$170	\$0	\$3,585
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$2,658	\$757	\$170	\$0	\$3,585
Total	\$17,720	\$5,046	\$1,131	\$10,976	\$34,873
Total	\$88,600	\$25,229	\$5,657	\$54,880	\$174,366



Agency
MTA - Transit

Year of Operation
Ongoing

Project Category
Transit Preservation

Project Type
Preservation and improvements

Conformity
Exempt

Functional Classification
NA

CIP/CTP ID
40-1805-64

Route/Road Name
NA

Length
-

Existing Lanes
NA

Proposed Lanes
NA

Estimated Total Cost
\$92,205,269

Description

This is an ongoing project to rehabilitate Light Rail and Metro facilities, infrastructure, track, and equipment, including replacing interlockings, repairing tunnel liners and doors, and the design and installation of new fiber optic cables. In addition to the matching funds listed, MTA has committed \$220 million in state dollars.

Project Benefits

The associated projects support regional management and operation initiatives to improve service and safety and assure the preservation of the Light Rail and Metro systems.

National Highway System
No

Connection to Long-Range Transportation Goals

3.G Improve Accessibility -- Encourage private sector to provide access on commercial property for bikes, peds, transit users and shared mobility users, 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies, 2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops.

Section 5307 Urbanized Area Formula Program (funding for capital projects)

(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$5,000	\$11,439	\$27,522	\$19,037	\$62,998
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$5,000	\$11,439	\$27,522	\$19,037	\$62,998

State Funds

(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$1,622	\$3,343	\$6,240	\$4,470	\$15,675
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$1,622	\$3,343	\$6,240	\$4,470	\$15,675

Section 5337 (State of Good Repair Program)

(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$2,634	\$4,292	\$1,840	\$2,000	\$10,766
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$2,634	\$4,292	\$1,840	\$2,000	\$10,766
Total	\$7,634	\$15,731	\$29,362	\$21,037	\$73,764

State Funds

(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$286	\$590	\$1,101	\$789	\$2,766
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$286	\$590	\$1,101	\$789	\$2,766
Total	\$1,908	\$3,933	\$7,341	\$5,259	\$18,441
Total	\$9,542	\$19,664	\$36,703	\$26,296	\$92,205



Agency
MTA - Transit

Year of Operation
2032

Project Category
Transit Preservation

Project Type
Rehabilitation of facilities

Conformity
Exempt

Functional Classification
NA

CIP/CTP ID
40-2301-65

Route/Road Name
NA

Length
-

Existing Lanes
NA

Proposed Lanes
NA

Estimated Total Cost
\$34,839,704

Description

The purpose of this project is to re-develop Eastern Bus Division as an electric bus division. This facility would provide a single building with 110,000 square feet of combined maintenance, washing, fueling, and bus operations space. Major facility components include bus parking (190 buses), employee parking (216 spaces), battery electric bus charging infrastructure, solar energy collection system, administrative offices, conference rooms, training rooms, dispatch facilities, fuel lanes (2), wash lanes (2), vaulting, repair bays (16-18), general machine shop, parts storage, break room, restrooms/showers, fuel storage and storm water management.

Project Benefits

The new facility will be purpose-built for battery-electric buses (BEBs) and will include space for administration, training, bus maintenance, bus operations and bus charging/storage. The reconstruction of this division is an integral component of MDOT MTA's transition to 50% zero-emissions buses by 2030, as it will provide the charging and storage capacity for approximately 200 BEBs with a target opening date of 2028. The existing Eastern Bus Division is reaching the end of its useful life and does not have sufficient capacity to meet MDOT MTA's operational needs.

National Highway System
No

Connection to Long-Range Transportation Goals

2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops., 5.D Implement Environmentally Responsible Transportation Solutions -- Reduce energy use of the transportation system.

Section 5307 Urbanized Area Formula Program (funding for capital projects) (funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$600	\$0	\$0	\$0	\$600
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$600	\$0	\$0	\$0	\$600

State Funds (funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$0	\$0	\$0

Section 5339 (Bus and Bus Facilities Formula Program)

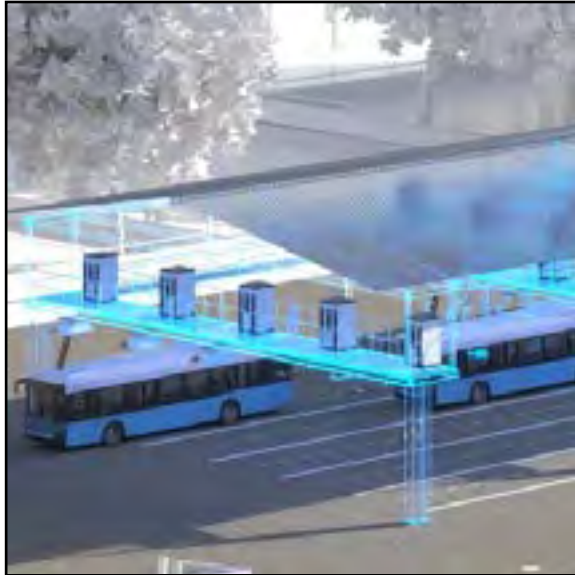
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$1,543	\$0	\$0	\$0	\$1,543
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$1,543	\$0	\$0	\$1,543
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$1,543	\$1,543	\$0	\$0	\$3,086
Total	\$2,143	\$1,543	\$0	\$0	\$3,686

State Funds

(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$536	\$386	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$536	\$386	\$0	\$0	\$921
Total	\$536	\$386	\$0	\$0	\$921
Total	\$2,679	\$1,929	\$0	\$0	\$4,608


Agency
MTA - Transit

Year of Operation
2029

Project Category
Transit Preservation

Project Type
Rehabilitation of facilities

Conformity
Exempt

Functional Classification
NA

CIP/CTP ID
40-2302-63

Route/Road Name
NA

Length
-

Existing Lanes
NA

Proposed Lanes
NA

Estimated Total Cost
\$181,365,857

Description

The MTA intends to utilize an alternative procurement process for a Contractor/Developer to procure, install, operate & maintain new electric charging infrastructure for both Kirk (100% bus fleet) & Northwest (50% bus fleet) bus depots. The selected Contractor will provide turn-key design, installation, implementation, commissioning, operations and mgt. for civil works; provide services so that the BEBs at both Kirk & Northwest Depots are fully

Project Benefits

This infrastructure will help grow the economy, enhance U.S. competitiveness, create good jobs, reduce greenhouse gas emissions, support charging locations to accommodate battery electric buses and build a safe, resilient, and equitable transportation future.

National Highway System
No

Connection to Long-Range Transportation Goals

5.D Implement Environmentally Responsible Transportation Solutions -- Reduce energy use of the transportation system,
5.C Implement Environmentally Responsible Transportation Solutions -- Reduce Surface Runoff

Congestion Mitigation and Air Quality

(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$37,076	\$18,036	\$29,266	\$27,357	\$111,734
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$37,076	\$18,036	\$29,266	\$27,357	\$111,735

State Funds

(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$6,543	\$3,183	\$5,165	\$4,828	\$19,719
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$6,543	\$3,183	\$5,165	\$4,828	\$19,719

Total	\$43,620	\$21,219	\$34,431	\$32,185	\$131,454
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Agency
MTA - Transit

Year of Operation
2035

Project Category
Transit Capacity

Project Type
Transit capacity expansion

Conformity
Exempt

Functional Classification
NA

CIP/CTP ID
-

Route/Road Name
NA

Length
-

Existing Lanes
NA

Proposed Lanes
NA

Estimated Total Cost
\$156,126,061

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 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 has been shaped by over 10 years of work and extensive community engagement. Project work is currently focused on alternatives 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.

Project Benefits

The Red Line project will provide high-frequency transit to the work and activity centers along the corridor. The project will address the need for reliable and efficient east-west transit service providing transportation choices for residents. The completion of the project will improve connectivity between existing transit service and support opportunities for inclusive growth and investment along the corridor.

National Highway System
No

Connection to Long-Range Transportation Goals

3.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders, 7.D Promote Prosperity and Economic Opportunity -- Invest in transportation infrastructure that improves access to generators of economic growth, 7.H Promote Prosperity and Economic Opportunity -- Invest in upgrading transportation assets and facilities that promote tourism

Section 5307 Urbanized Area Formula Program (funding for capital projects)

(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$21,643	\$31,157	\$0	\$52,800
PL	\$28,177	\$30,466	\$0	\$0	\$58,643
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$28,177	\$52,109	\$31,157	\$0	\$111,443

State Funds

(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$574	\$5,411	\$8,076	\$287	\$14,348
PL	\$7,044	\$7,617	\$0	\$0	\$14,661
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$7,618	\$13,028	\$8,076	\$287	\$29,009

Total	\$35,795	\$65,137	\$39,233	\$287	\$140,452
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Agency
MTA - Transit

Year of Operation
2035

Project Category
Transit Preservation

Project Type
Preservation and improvements

Conformity
Exempt

Functional Classification
NA

CIP/CTP ID
-

Route/Road Name
NA

Length
-

Existing Lanes
NA

Proposed Lanes
NA

Estimated Total Cost
\$285,787,000

Description

The Low Floor Light Rail Fleet Transition project will replace the entire existing aged fleet of Light Rail vehicles serving the Baltimore region. MTA's existing fleet includes 52 standard 95' rail cars dating back to the system's launch in 1992. All vehicles have reached the end of their useful life. The project will also include the significant improvements to the Cromwell and North Avenue maintenance facilities, station improvements,

Project Benefits

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 project is to improve the reliability, safety, and performance level of the Light Rail system to benefit all users. The project includes reconfiguration and improvements to the two maintenance facilities and station upgrades at all 33 stations to ensure ADA compatible access with the new vehicle fleet.

National Highway System
No

Connection to Long-Range Transportation Goals

2.C Improve and Maintain the Existing Infrastructure -- Maintain/replace transit vehicles., 3.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders

Section 5307 Urbanized Area Formula Program (funding for capital projects)

(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$1,363	\$0	\$0	\$0	\$1,363
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$1,363	\$0	\$0	\$0	\$1,363

State Funds

(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$341	\$0	\$0	\$0	\$341
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$341	\$0	\$0	\$0	\$341

Section 5337 (State of Good Repair Program)

(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$617	\$0	\$0	\$0	\$617
PL	\$0	\$2,572	\$0	\$0	\$2,572
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$617	\$2,572	\$0	\$0	\$3,189
Total	\$1,980	\$2,572	\$0	\$0	\$4,552

State Funds

(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$155	\$0	\$0	\$0	\$155
PL	\$0	\$643	\$0	\$0	\$643
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$155	\$643	\$0	\$0	\$1,139
Total	\$496	\$643	\$0	\$0	\$1,139
Total	\$2,476	\$3,215	\$0	\$0	\$5,691



Agency
MTA - Transit

Year of Operation
Ongoing

Project Category
Transit Preservation

Project Type
Operating assistance

Conformity
Exempt

Functional Classification
NA

CIP/CTP ID
40-9204-61

Route/Road Name
NA

Length
-

Existing Lanes
NA

Proposed Lanes
NA

Estimated Total Cost
\$10,203,490

Description

This project provides operating assistance to transit systems located in the Baltimore region. Transit agencies eligible for funding include Baltimore County (Baltimore County Office of Aging) and Carroll Transit System. Costs generally associated with operating assistance can include utilities, miscellaneous equipment, fuel/oil, and driver, maintenance staff, and administrative salaries.

Project Benefits

Rural transit operating assistance will enable transportation systems to finance the operation of their services.

National Highway System
No

Connection to Long-Range Transportation Goals

3.A Improve Accessibility -- Increase transportation options for all segments of the population, 5.A Implement Environmentally Responsible Transportation Solutions -- Coordinate to reduce delay & increase non-SOV through performance-based planning & programming

Section 5311 Nonurbanized Area Formula Program (funding for operating assistance in non-urbanized areas) (funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0
OTH	\$1,020	\$1,020	\$1,020	\$1,021	\$4,081
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$1,020	\$1,020	\$1,020	\$1,021	\$4,081

State Funds (funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0
OTH	\$60	\$61	\$60	\$61	\$242
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$60	\$61	\$60	\$61	\$242

Federal Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$0	\$0	\$0
Total	\$1,020	\$1,020	\$1,020	\$1,021	\$4,081

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0
OTH	\$960	\$960	\$960	\$959	\$3,839
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$960	\$960	\$960	\$959	\$3,839
Total	\$1,020	\$1,021	\$1,020	\$1,020	\$4,081
Total	\$2,040	\$2,041	\$2,040	\$2,041	\$8,162



Agency
MTA - Transit

Year of Operation
Ongoing

Project Category
Emission Reduction Strat-

Project Type
Fleet improvement

Conformity
Exempt

Functional Classification
NA

CIP/CTP ID
40-9501-05

Route/Road Name
NA

Length
-

Existing Lanes
NA

Proposed Lanes
NA

Estimated Total Cost
\$5,080,000

Description

Capital assistance to small transit systems located throughout the Baltimore region to purchase vehicles, equipment and facilities. Baltimore region transit systems include Anne Arundel County and Baltimore County (Baltimore County Office on Aging), Carroll County (Carroll Transit), and Howard County (Howard Transit). The planned purchases are heavy duty and small bus replacements as well as expansions to small cutaway

Project Benefits

Capital assistance will enable rural transit systems throughout the region to operate such that local demand for service can be met. These rural systems are important components of the regional transportation network.

National Highway System
No

Connection to Long-Range Transportation Goals

2.C Improve and Maintain the Existing Infrastructure -- Maintain/replace transit vehicles., 3.A Improve Accessibility -- Increase transportation options for all segments of the population, 5.A Implement Environmentally Responsible Transportation Solutions -- Coordinate to reduce delay & increase non-SOV through performance-based planning & programming

Section 5311 Nonurbanized Area Formula Program (funding for capital assistance in non-urbanized areas) (funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$1,016	\$1,016	\$1,016	\$0	\$3,048
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$1,016	\$1,016	\$1,016	\$0	\$3,048

State Funds (funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$127	\$127	\$127	\$0	\$381
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$127	\$127	\$127	\$0	\$381

Federal Funds

(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$0	\$0	\$0
Total	\$1,016	\$1,016	\$1,016	\$0	\$3,048

Local Funds

(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$127	\$127	\$127	\$0	\$381
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$127	\$127	\$127	\$0	\$381
Total	\$254	\$254	\$254	\$0	\$762
Total	\$1,270	\$1,270	\$1,270	\$0	\$3,810


Agency
MTA - Transit

Year of Operation
Ongoing

Project Category
Emission Reduction Strat-

Project Type
Fleet improvement

Conformity
Exempt

Functional Classification
NA

CIP/CTP ID
40-9502-05

Route/Road Name
NA

Length
-

Existing Lanes
NA

Proposed Lanes
NA

Estimated Total Cost
\$24,990,000

Description

Capital assistance to small urban transit systems throughout the region to purchase vehicles, equipment, and facilities. The Baltimore region's small urban transit system includes Carroll Transit System, Anne Arundel County, The City of Annapolis, Baltimore County, Baltimore City, and Howard County. Planned purchases include 5 small bus replacements, 3 small cutaway bus expansions, 3 minivan expansions, 3 heavy duty bus replacements, and continued preventative maintenance.

Project Benefits

Small urban transit capital assistance will enable locally operated transportation systems to operate such that local needs for services can be met. The small urban systems are important components of the regional transportation network.

National Highway System
No

Connection to Long-Range Transportation Goals

2.C Improve and Maintain the Existing Infrastructure -- Maintain/replace transit vehicles., 5.A Implement Environmentally Responsible Transportation Solutions -- Coordinate to reduce delay & increase non-SOV through performance-based planning & programming, 3.A Improve Accessibility -- Increase transportation options for all segments of the population

Section 5307 Urbanized Area Formula Program (funding for capital projects)

(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0
OTH	\$250	\$250	\$250	\$250	\$1,000
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$250	\$250	\$250	\$250	\$1,000

State Funds

(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0
OTH	\$647	\$648	\$647	\$653	\$2,595
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$647	\$648	\$647	\$653	\$2,595

Section 5339 (Bus and Bus Facilities Formula Program)

(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0
OTH	\$4,700	\$4,700	\$4,700	\$4,700	\$18,800
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$4,700	\$4,700	\$4,700	\$4,700	\$18,800
Total	\$4,950	\$4,950	\$4,950	\$4,950	\$19,800

Local Funds

(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0
OTH	\$647	\$648	\$647	\$653	\$2,595
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$647	\$648	\$647	\$653	\$2,595
Total	\$1,294	\$1,296	\$1,294	\$1,306	\$5,190
Total	\$6,244	\$6,246	\$6,244	\$6,256	\$24,990


Agency
MTA - Transit

Year of Operation
Ongoing

Project Category
Emission Reduction Strat-

Project Type
Ridesharing

Conformity
Exempt

Functional Classification
NA

CIP/CTP ID
40-9901-01

Route/Road Name
NA

Length
-

Existing Lanes
NA

Proposed Lanes
NA

Estimated Total Cost
\$3,953,000

Description

The ridesharing project covers the activities of the ridesharing program in all jurisdictions in the Baltimore region, including the Guaranteed Ride Home (GRH) Program. Entities eligible to receive funding include Baltimore City, the Baltimore Metropolitan Council, and Anne Arundel, Howard, and Harford counties.

Project Benefits

The Maryland Ridesharing Program promotes the use of alternatives to the single occupant vehicle through mass transit, carpools, and vanpools with financial assistance under the Rideshare/Commuter Assistance Program. Funding is provided to eligible entities to assist with the promotion and management of their Rideshare Program.

National Highway System
No

Connection to Long-Range Transportation Goals

3.A Improve Accessibility -- Increase transportation options for all segments of the population, 5.D Implement Environmentally Responsible Transportation Solutions -- Reduce energy use of the transportation system, 5.A Implement Environmentally Responsible Transportation Solutions -- Coordinate to reduce delay & increase non-SOV through performance-based planning & programming, 4.E Increase Mobility -- Support a regional multimodal freight network for safe and efficient freight movement

Congestion Mitigation and Air Quality

(funding in thousands)

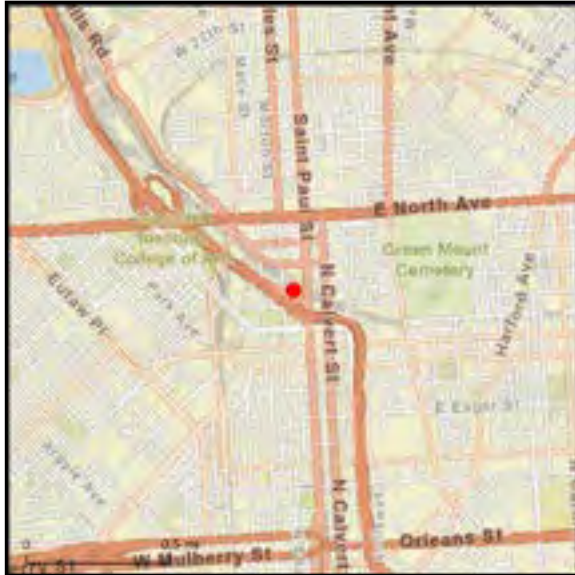
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0
OTH	\$668	\$668	\$668	\$668	\$2,672
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$668	\$668	\$668	\$668	\$2,672

State Funds

(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$0	\$0	\$0

Total	\$668	\$668	\$668	\$668	\$2,672
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Agency
MTA - Transit

Year of Operation
2029

Project Category
Transit Preservation

Project Type
Preservation and improvements

Conformity
Exempt

Functional Classification
NA

CIP/CTP ID
-

Route/Road Name
NA

Length
-

Existing Lanes
NA

Proposed Lanes
NA

Estimated Total Cost
\$14,950,000

Description

This is a set of multimodal access improvements at and around Baltimore Penn Station, funded by a RAISE grant and Congressionally Designated Spending managed as a CRIS grant. This project will include the addition of a full-time dedicated bus lane on Charles Street, new curb extensions, bus stop improvements, real-time signage, and pedestrian and bicycle access investments around and connecting to Penn Station in order to improve

Project Benefits

Baltimore Penn Station is a key transit hub for MDOT MTA, with MARC service providing access to jobs in D.C., Odenton, and along the Penn Line and significant investments are being made to improve the speed, reliability, and capacity of that corridor. Having good connections to the station is essential to maximizing the potential of the MARC service and there have been repeated requests from MARC riders and community members to improve the bicycle, pedestrian,

National Highway System
No

Connection to Long-Range Transportation Goals

3.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders, 2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops., 3.A Improve Accessibility -- Increase transportation options for all segments of the population

Consolidated Rail Infrastructure and Safety Improvement Discretionary Grant

(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$3,500	\$0	\$0	\$0	\$3,500
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$1,500	\$0	\$0	\$0	\$1,500
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$5,000	\$0	\$0	\$0	\$5,000

State Funds

(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$1,000	\$0	\$0	\$0	\$1,000
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$675	\$0	\$0	\$0	\$675
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$1,675	\$0	\$0	\$0	\$1,675

Rebuilding American Infrastructure with Sustainability and Equity

(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$6,000	\$0	\$0	\$0	\$6,000
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$6,000	\$0	\$0	\$0	\$6,000
Total	\$11,000	\$0	\$0	\$0	\$11,000

State Funds

(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$2,275	\$0	\$0	\$0	\$2,275
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$2,275	\$0	\$0	\$0	\$2,275
Total	\$3,950	\$0	\$0	\$0	\$3,950
Total	\$14,950	\$0	\$0	\$0	\$14,950



Agency
MTA - Transit

Year of Operation
2033

Project Category
Transit Capacity

Project Type
Transit capacity expansion

Conformity
Exempt

Functional Classification
NA

CIP/CTP ID
-

Route/Road Name
NA

Length
-

Existing Lanes
NA

Proposed Lanes
NA

Estimated Total Cost
\$14,124,844

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 the Riverside Yard. The project includes repurposing CSX-owned Mount Clare Yard into a MARC layover facility.

Project Benefits

This 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 Penn-Camden Connector, eliminating the need to store trains overnight at Amtrak's Penn Station.

National Highway System
No

Connection to Long-Range Transportation Goals

1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies, 2.C Improve and Maintain the Existing Infrastructure -- Maintain/replace transit vehicles., 2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops.

Section 5307 Urbanized Area Formula Program (funding for capital projects)

(funding in thousands)

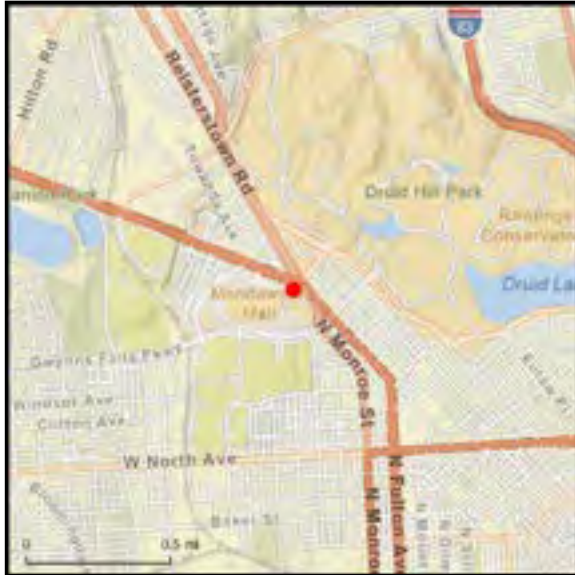
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$2,500	\$0	\$0	\$0	\$2,500
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$2,500	\$0	\$0	\$0	\$2,500

State Funds

(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$625	\$0	\$0	\$0	\$625
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$625	\$0	\$0	\$0	\$625

Total	\$3,125	\$0	\$0	\$0	\$3,125
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Agency
MTA - Transit

Year of Operation
2028

Project Category
Transit Preservation

Project Type
Rehabilitation of facilities

Conformity
Exempt

Functional Classification
NA

CIP/CTP ID
-

Route/Road Name
NA

Length
-

Existing Lanes
NA

Proposed Lanes
NA

Estimated Total Cost
\$31,019,000

Description

Mondawmin Hub provides a comprehensive package of station upgrades. 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 ultimately set the stage for transit-oriented development anchored by this station. The project will create a modernized, safe, multi-modal, and well-connected transit hub in West Baltimore.

Project Benefits

Approximately two-in-five residents within a half-mile radius of the Mondawmin Transit Station do not have access to a personal vehicle (42%) and rely upon public transportation to get to work (37%). Improving upon current infrastructure is critical to not only maintain assets in state of good repair, but to provide better customer service and reliability to those who are dependent on transit services.

National Highway System
No

Connection to Long-Range Transportation Goals

- 2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops.,
- 3.A Improve Accessibility -- Increase transportation options for all segments of the population

Rebuilding American Infrastructure with Sustainability and Equity

(funding in thousands)

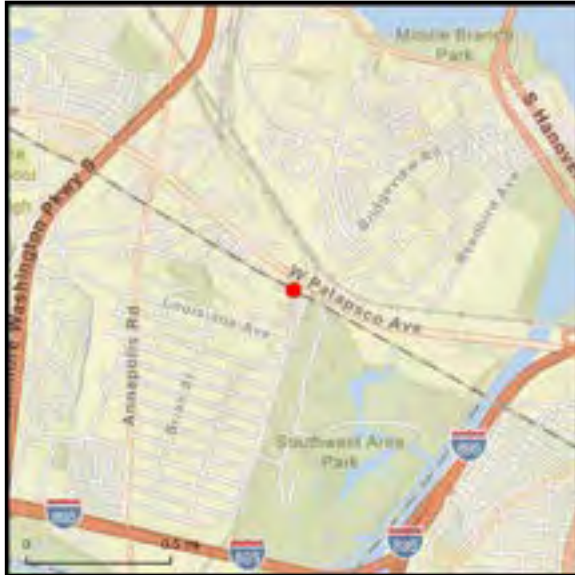
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$18,519	\$0	\$0	\$0	\$18,519
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$1,481	\$0	\$0	\$0	\$1,481
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$20,000	\$0	\$0	\$0	\$20,000

State Funds

(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$12,500	\$0	\$0	\$0	\$12,500
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$1,000	\$0	\$0	\$0	\$1,000
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$13,500	\$0	\$0	\$0	\$13,500

Total	\$33,500	\$0	\$0	\$0	\$33,500
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Agency
MTA - Transit

Year of Operation
2030

Project Category
Emission Reduction Strat-

Project Type
Bicycle/pedestrian facility

Conformity
Exempt

Functional Classification
NA

CIP/CTP ID
-

Route/Road Name
NA

Length
-

Existing Lanes
NA

Proposed Lanes
NA

Estimated Total Cost
\$7,030,000

Description

The Patapsco Avenue Pedestrian/Bicycle Bridge project will provide a direct connection from the Cherry Hill neighborhood to the Patapsco Avenue Light Rail Station.

Project Benefits

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

National Highway System
No

Connection to Long-Range Transportation Goals

1.E Improve System Safety -- Improve conditions for non-motorists to travel more safely, have safer interactions with other modes, and safe access to transit amenities, 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities., 2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops.

Community Project Funding (CPF) (funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$2,528	\$0	\$0	\$0	\$2,528
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$992	\$0	\$0	\$0	\$992
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$1,480	\$0	\$0	\$0	\$1,480
Subtotal	\$5,000	\$0	\$0	\$0	\$5,000

State Funds (funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$632	\$0	\$0	\$0	\$632
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$248	\$0	\$0	\$0	\$248
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$370	\$0	\$0	\$0	\$370
Subtotal	\$1,250	\$0	\$0	\$0	\$1,250

Total	\$6,250	\$0	\$0	\$0	\$6,250
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Agency
MTA - Commuter Rail

Year of Operation
Ongoing

Project Category
Commuter Rail Preservation

Project Type
Fleet improvement

Conformity
Exempt

Functional Classification
NA

CIP/CTP ID
70-1501-53

Route/Road Name
NA

Length
-

Existing Lanes
NA

Proposed Lanes
NA

Estimated Total Cost
\$230,429,826

Description

This is an ongoing project for the overhaul and replacement of MARC rolling stock. The overhaul of MARC coaches and locomotives is performed in accordance with "10-year minor" and "20-year midlife" schedules and/or the manufacturer's schedule. MARC vehicles will be upgraded with federally-mandated Positive Train Control safety features. In addition to the matching funds listed, MTA has committed \$19.9 million in state dollars.

Project Benefits

Overhauls will extend the life of mechanical systems and car bodies. This will have the effect of providing safe and reliable vehicles for MARC service while also complying with federally mandated maintenance regulations.

National Highway System
No

Connection to Long-Range Transportation Goals

2.C Improve and Maintain the Existing Infrastructure -- Maintain/replace transit vehicles., 6.A Improve System Security -- Provide security-related features at transit facilities or on transit vehicles., 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies

Section 5307 Urbanized Area Formula Program (Funding for Capital Projects)

(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$4,176	\$10,858	\$32,357	\$10,620	\$58,011
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$4,176	\$10,858	\$32,357	\$10,620	\$58,011

State Funds

(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$3,518	\$4,499	\$4,378	\$2,087	\$14,482
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$3,518	\$4,499	\$4,378	\$2,087	\$14,482

Section 5337 (State of Good Repair Formula Program)

(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$38,471	\$43,671	\$20,715	\$14,676	\$117,533
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$38,471	\$43,671	\$20,715	\$14,676	\$117,533
Total	\$42,647	\$54,529	\$53,072	\$25,296	\$175,544

State Funds

(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$7,144	\$9,133	\$8,890	\$4,237	\$29,404
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$7,144	\$9,133	\$8,890	\$4,237	\$29,404
Total	\$10,662	\$13,632	\$13,268	\$6,324	\$43,886
Total	\$53,309	\$68,161	\$66,340	\$31,620	\$219,430



Agency
MTA - Commuter Rail

Year of Operation
Ongoing

Project Category
Commuter Rail Preservation

Project Type
Preservation and improvements

Conformity
Exempt

Functional Classification
NA

CIP/CTP ID
70-1502-54

Route/Road Name
NA

Length
-

Existing Lanes
NA

Proposed Lanes
NA

Estimated Total Cost
\$199,985,150

Description

This project provides funding to implement ongoing improvements derived from the MARC Master Plan and Amtrak/CSX Operating Agreements. In addition to the matching funds listed, MTA has committed \$6.4 million in state dollars.

Project Benefits

Investments in passenger rail corridor infrastructure improvements are necessary to maintain/improve the safety and quality of MARC infrastructure.

National Highway System
No

Connection to Long-Range Transportation Goals

2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops.,
3.G Improve Accessibility -- Encourage private sector to provide access on commercial property for bikes, peds, transit users and shared mobility users, 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies

Section 5307 Urbanized Area Formula Program (Funding for Capital Projects)

(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$6,057	\$4,420	\$2,800	\$4,800	\$18,077
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$6,057	\$4,420	\$2,800	\$4,800	\$18,077

State Funds

(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$740	\$815	\$1,645	\$1,293	\$4,493
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$740	\$815	\$1,645	\$1,293	\$4,493

Section 5337 (State of Good Repair Formula Program)

(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$16,717	\$20,668	\$47,808	\$34,981	\$120,174
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$16,717	\$20,668	\$47,808	\$34,981	\$120,174
Total	\$22,774	\$25,088	\$50,608	\$39,781	\$138,251

State Funds

(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$4,954	\$5,457	\$11,007	\$8,652	\$30,070
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$4,954	\$5,457	\$11,007	\$8,652	\$30,070
Total	\$5,694	\$6,272	\$12,652	\$9,945	\$34,563
Total	\$28,468	\$31,360	\$63,260	\$49,726	\$172,814



Agency
MTA - Commuter Rail

Year of Operation
Ongoing

Project Category
Commuter Rail Preservation

Project Type
Rehabilitation of facilities

Conformity
Exempt

Functional Classification
NA

CIP/CTP ID
70-1503-55

Route/Road Name
NA

Length
-

Existing Lanes
NA

Proposed Lanes
NA

Estimated Total Cost
\$100,964,509

Description

This is an ongoing project for improvements to various MARC facilities including MARC stations within the Baltimore region, Maintenance facilities (including the Riverside Maintenance Facility0, and the MARC BWI parking garage.

Project Benefits

Investments in to the MARC facilities, including stations and maintenance facilities, are essential to maintaining a state of good repair, and improving safety and quality of MARC Infrastructure.

National Highway System
No

Connection to Long-Range Transportation Goals

1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies, 2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops., 3.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders

Section 5307 Urbanized Area Formula Program (Funding for Capital Projects)

(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$3,649	\$3,000	\$3,000	\$3,000	\$12,649
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$3,649	\$3,000	\$3,000	\$3,000	\$12,649

State Funds

(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$773	\$780	\$780	\$780	\$3,113
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$773	\$780	\$780	\$780	\$3,113

Section 5337 (State of Good Repair Formula Program)

(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$9,228	\$10,000	\$10,000	\$10,000	\$39,228
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$9,228	\$10,000	\$10,000	\$10,000	\$39,228
Total	\$12,887	\$13,000	\$13,000	\$13,000	\$51,877

State Funds

(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$2,446	\$2,470	\$2,470	\$2,470	\$9,856
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$2,446	\$2,470	\$2,470	\$2,470	\$9,856
Total	\$3,219	\$3,250	\$3,250	\$3,250	\$12,969
Total	\$16,106	\$16,250	\$16,250	\$16,250	\$64,856