

Maryland
Transportation
Authority

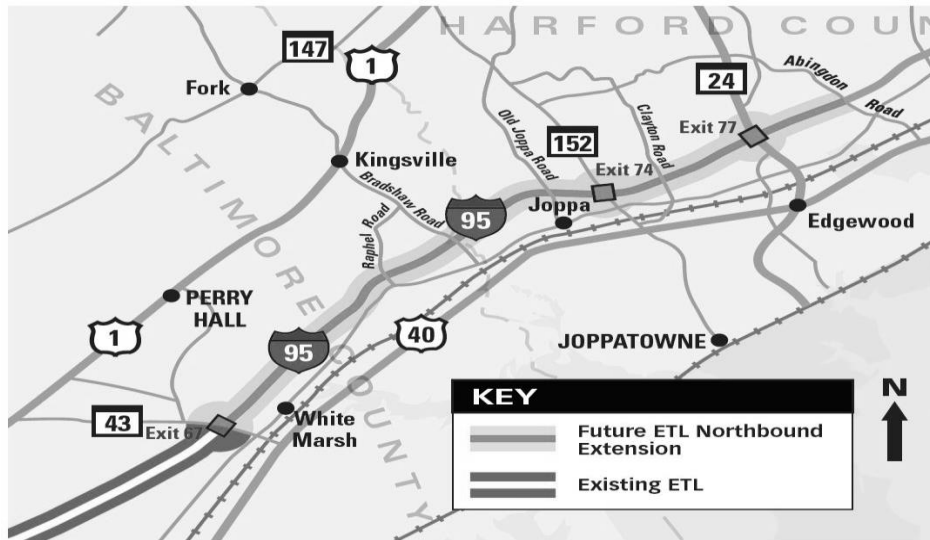
MDOT
MARYLAND DEPARTMENT
OF TRANSPORTATION

MARYLAND TRANSPORTATION AUTHORITY

**MARYLAND TRANSPORTATION AUTHORITY
CAPITAL PROGRAM SUMMARY
(\$ MILLIONS)**

	<u>Fiscal 2021</u>	<u>Fiscal 2022</u>	<u>Fiscal 2023</u>	<u>Fiscal 2024</u>	<u>Fiscal 2025</u>	<u>Fiscal 2026</u>	<u>SIX - YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	464.8	459.8	383.9	205.6	123.6	105.2	1,742.8
System Preservation Minor Projects	78.5	112.5	156.7	195.5	295.0	265.1	1,103.3
<u>Development & Evaluation Program</u>	-	-	-	-	-	-	-
SUBTOTAL	543.3	572.2	540.6	401.1	418.6	370.3	2,846.0
<u>Capital Salaries, Wages & Other Costs</u>	-	-	-	-	-	-	-
TOTAL	543.3	572.2	540.6	401.1	418.6	370.3	2,846.0
Toll Funds	543.3	572.2	540.6	401.1	418.6	370.3	2,846.0

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

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

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

EXPLANATION: Extending the northbound Express Toll Lanes and associated improvements will provide congestion relief and address safety concerns.

PROJECT: I-95 John F. Kennedy Memorial Highway - Express Toll Lanes (ETL) Northern Extension

DESCRIPTION: The two-lane Express Toll Lane extension to MD 24 includes I-95 safety improvements from Cowenton Road to MD 24; the reconstruction of the MD 24 and MD 152 interchanges; the replacement of four bridges over I-95 (Bradshaw Road, Old Joppa Road, Clayton Road, and Raphael Road); the construction of five noise walls; and environmental mitigation.

PURPOSE & NEED SUMMARY STATEMENT: Traffic operations on northbound I-95 beyond the current MD 43 Express Toll Lanes terminus experience routine congestion during peak hours. The improvements will address capacity concerns, improve safety, and allow for better incident management and maintenance activities. The construction of additional noise walls will address the community's requests about quality of life.

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

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

ASSOCIATED IMPROVEMENTS: None.

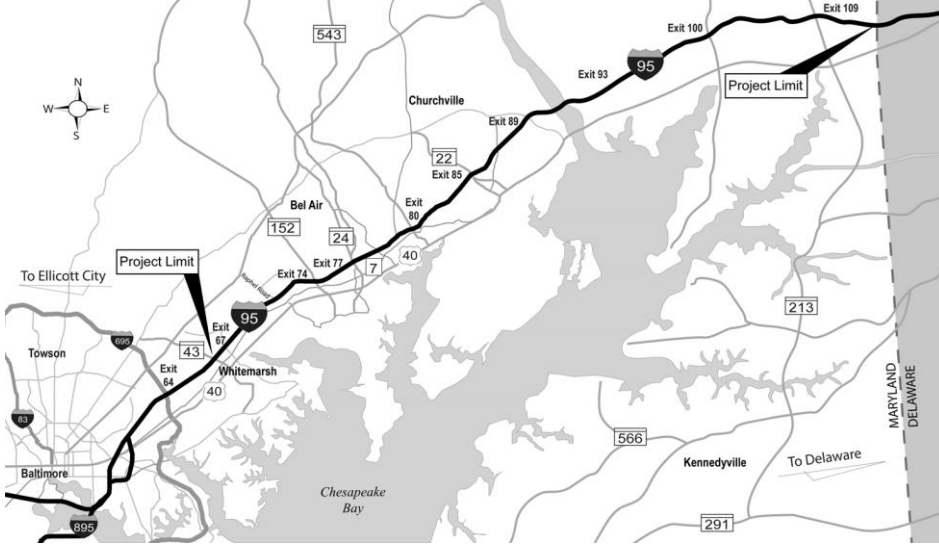
STATUS: Engineering and construction are underway.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	79,461	48,502	22,119	12,544	9,587	6,502	1,493	0	312	30,438	521
Right-of-way	6,434	3,297	3,260	3,137	0	0	0	0	0	3,137	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	984,409	37,508	31,113	59,114	181,089	206,915	142,617	97,487	99,494	786,716	160,185
Total	1,070,304	89,307	56,492	74,795	190,676	213,417	144,110	97,487	99,806	820,291	160,706
Federal-Aid										0	
TOLL	1,070,304	89,307	56,492	74,795	190,676	213,417	144,110	97,487	99,806	820,291	160,706
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None.



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

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

EXPLANATION: The I-95 roadway is in need of resurfacing from MD 43 to the Maryland/Delaware state line (northbound and southbound).

PROJECT: I-95 John F. Kennedy Memorial Highway - Resurfacing

DESCRIPTION: Resurface I-95 northbound and southbound from MD 43 to the Maryland/Delaware state line. Phase I is from MD 43 to MD 24. Phase II is from MD 24 to the Tydings Bridge. Phase III is from the Tydings Bridge to the Maryland/Delaware state line.

PURPOSE & NEED SUMMARY STATEMENT: The I-95 roadway north of MD 43 is in need of resurfacing. Phases I and II are complete. Phase III construction is underway.

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

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

ASSOCIATED IMPROVEMENTS:

I-95 John F. Kennedy Memorial Highway - Replace Deck of Bridge over Little Northeast Creek - Construction Program (Line 4)

I-95 John F. Kennedy Memorial Highway - Rehabilitate Decks on Three Bridges on I-95 in Cecil County - **STATUS:** Engineering is complete. Construction is underway.

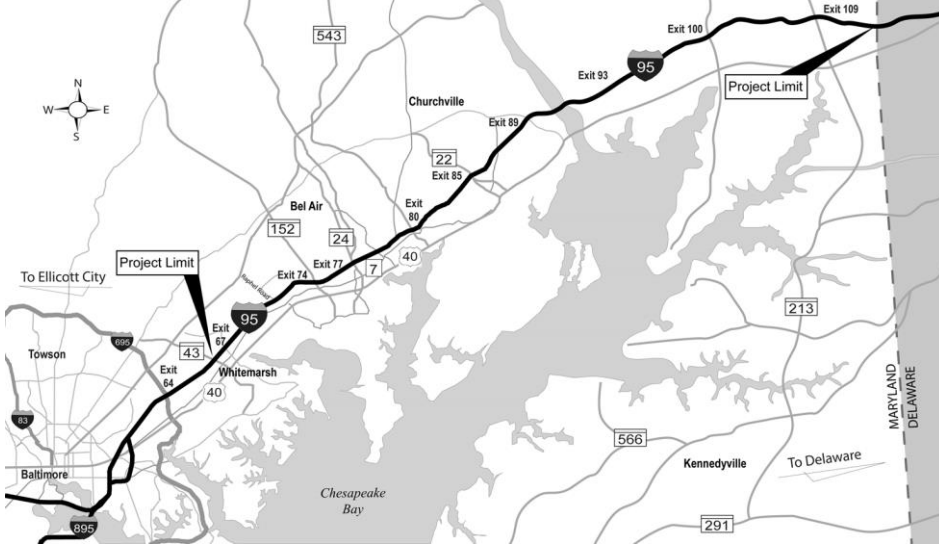
POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,362	1,362	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	59,337	49,643	12,308	9,694	0	0	0	0	0	9,694	0
Total	60,699	51,005	12,308	9,694	0	0	0	0	0	9,694	0
Federal-Aid										0	
TOLL	60,699	51,005	12,308	9,694	0	0	0	0	0	9,694	0
Other										0	

2261, 2312, 2393, 2394

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Cost increased by \$1.9 million for scope change to include bringing existing guardrail to Manual for Assessing Safety Hardware (MASH) compliance.



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

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

EXPLANATION: Aging sign structures along the John F. Kennedy Memorial Highway will be updated or replaced.

PROJECT: I-95 John F. Kennedy Memorial Highway - Remove, Replace, and Upgrade Sign Structures

DESCRIPTION: Update and replace sign structures along the John F. Kennedy Memorial Highway.

PURPOSE & NEED SUMMARY STATEMENT: Existing sign structures date from the early 1980's and are approaching the end of their useful life.

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

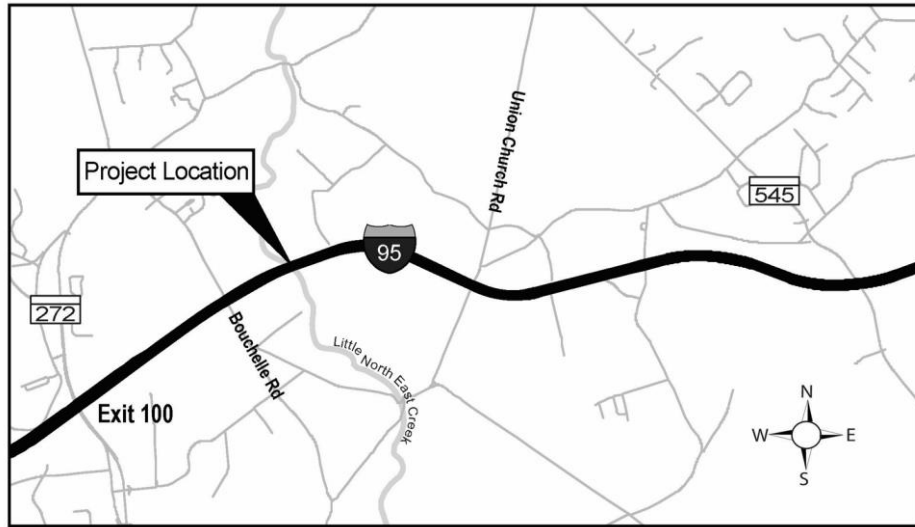
<input type="checkbox"/> Project Inside PFA	Grandfathered Exception Will Be Required Exception Granted
<input type="checkbox"/> Project Outside PFA	
<input type="checkbox"/> PFA Status Yet to Be Determined	

ASSOCIATED IMPROVEMENTS: None.

STATUS: Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	723	723	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	13,852	10,088	6,309	3,764	0	0	0	0	0	3,764	0
Total	14,575	10,811	6,309	3,764	0	0	0	0	0	3,764	0
Federal-Aid										0	
TOLL	14,575	10,811	6,309	3,764	0	0	0	0	0	3,764	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None.

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

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

EXPLANATION: Replacing the deck and upgrading the existing shoulders will provide a safer, smoother ride.

PROJECT: I-95 John F. Kennedy Memorial Highway - Replace Deck of Bridge over Little Northeast Creek

DESCRIPTION: Replace the deck of the bridge on I-95 over Little Northeast Creek. The project also includes upgrading existing shoulders to traffic bearing and miscellaneous structural repairs.

PURPOSE & NEED SUMMARY STATEMENT: The annual facility inspection and a follow-up study revealed the deck is deteriorated and nearing the end of its useful life.

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

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

ASSOCIATED IMPROVEMENTS: None.

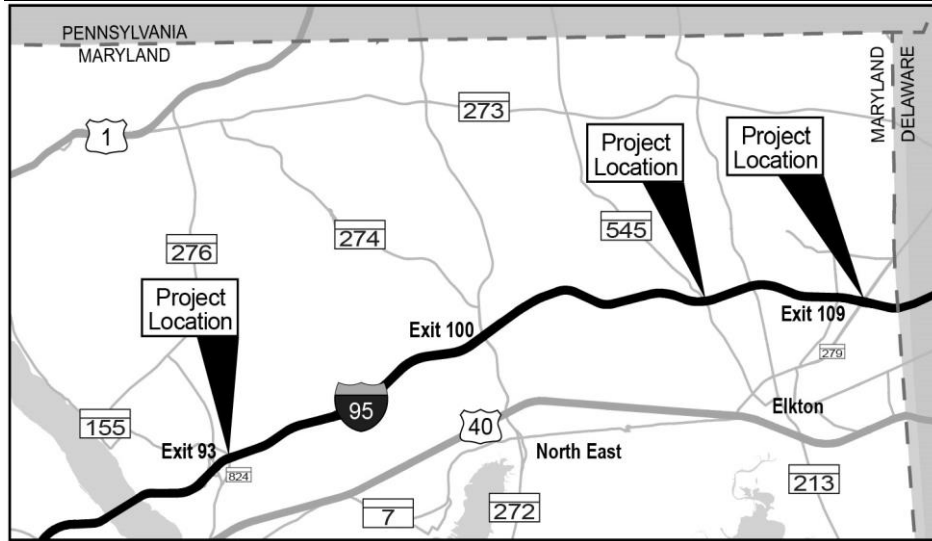
STATUS: Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,298	1,298	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	9,809	9,809	1,860	0	0	0	0	0	0	0	0
Total	11,107	11,107	1,860	0	0	0	0	0	0	0	0
Federal-Aid										0	
TOLL	11,107	11,107	1,860	0	0	0	0	0	0	0	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None.

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

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

EXPLANATION: Deck rehabilitation and miscellaneous structural repairs will extend the useful life of the decks.

PROJECT: I-95 John F. Kennedy Memorial Highway - Rehabilitate Decks on Three Bridges on I-95 in Cecil

DESCRIPTION: Rehabilitate the decks on three bridges on I-95 in Cecil County. The work includes overlaying the bridge decks, making the decks continuous over the piers, and performing miscellaneous steel and concrete repairs. Bridges included are I-95 over MD 824, I-95 over MD 545 and Little Elk Creek, and I-95 over MD 279.

PURPOSE & NEED SUMMARY STATEMENT: The annual facility inspection and follow-up studies revealed the need for deck rehabilitation for three bridges in Cecil County. The deck rehabilitation and miscellaneous structural repairs will extend the useful life of the decks.

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

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

ASSOCIATED IMPROVEMENTS: None.

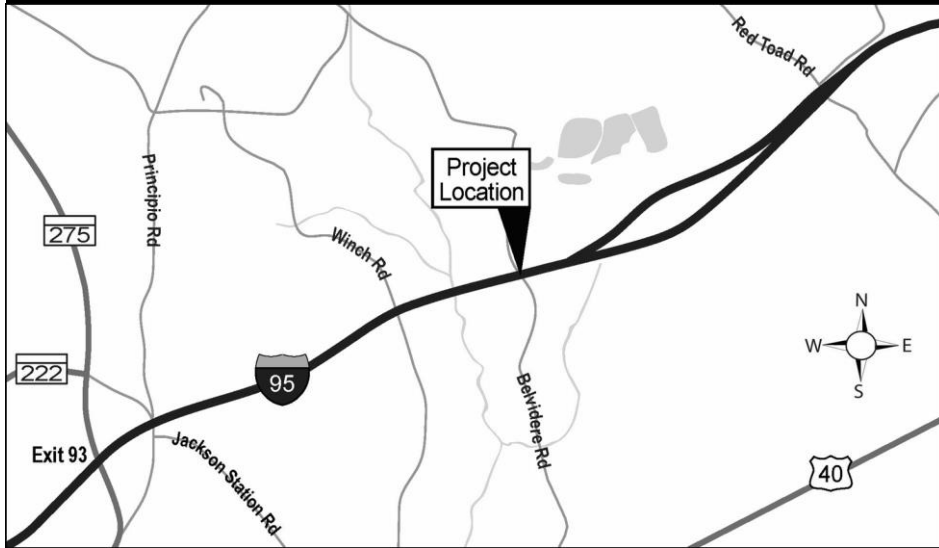
STATUS: Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	499	499	54	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	15,675	9,461	7,178	6,214	0	0	0	0	0	6,214	0
Total	16,174	9,960	7,232	6,214	0	0	0	0	0	6,214	0
Federal-Aid										0	
TOLL	16,174	9,960	7,232	6,214	0	0	0	0	0	6,214	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None.

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

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

EXPLANATION: This project will support development by providing access to I-95 at Belvidere Road.

PROJECT: I-95 John F. Kennedy Memorial Highway - I-95/Belvidere Road Interchange Study

DESCRIPTION: Construct an interchange at I-95 John F. Kennedy Memorial Highway (JFK Highway) and Belvidere Road. The first phase of this project is conducting a study to obtain National Environmental Policy Act (NEPA) approval. The study will determine the potential environmental effects associated with the proposed interchange while maintaining the functionality of the regional and local transportation system.

PURPOSE & NEED SUMMARY STATEMENT: Increased development in the I-95 JFK Highway and Belvidere Road area necessitates an I-95/Belvidere Road interchange. The \$54 million project cost will be shared with Stewart Properties providing \$6.7 million for design and right of way, Cecil County providing \$1 million for construction, and MDTA providing \$26.3 million for design and construction, with the balance of \$20 million from a BUILD Grant. The \$20 million BUILD Grant was awarded in December 2018. The \$54 million project cost was estimated at the time of the grant application in 2018, and the cost shown on this page is the estimate currently approved by the MDTA Board for the project. The cost will continue to be updated as the project moves into procurement.

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

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

ASSOCIATED IMPROVEMENTS:

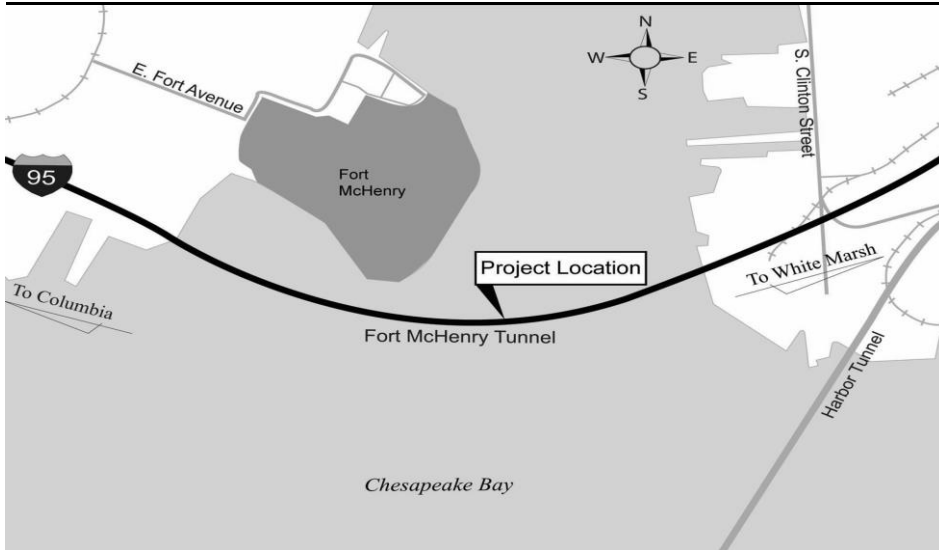
STATUS: Planning and engineering are underway.
Construction is scheduled to begin in FY 2022.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	1,785	1,685	1,685	100	0	0	0	0	0	100	0
Engineering	2,042	42	15	2,000	0	0	0	0	0	2,000	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	44,962	0	0	0	15,000	15,000	14,962	0	0	44,962	0
Total	48,789	1,727	1,700	2,100	15,000	15,000	14,962	0	0	47,062	0
Federal-Aid										0	
TOLL	48,789	1,727	1,700	2,100	15,000	15,000	14,962	0	0	47,062	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Cost increased by \$1.2 million for additional engineering.



PROJECT: I-95 Fort McHenry Tunnel - Replace Tunnel Lighting Systems

DESCRIPTION: Replace the Fort McHenry Tunnel lighting systems.

PURPOSE & NEED SUMMARY STATEMENT: The lights throughout this tunnel are an integral part of the tunnel systems. The lighting systems, which are approaching the end of their useful life, need to be replaced.

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

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

EXPLANATION: Old and inadequate lighting will be replaced throughout the Fort McHenry Tunnel, enhancing safety for both workers and drivers.

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

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

ASSOCIATED IMPROVEMENTS: None.

STATUS: Open to service.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,078	2,078	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	19,895	19,895	1,408	0	0	0	0	0	0	0	0
Total	21,973	21,973	1,408	0	0	0	0	0	0	0	0
Federal-Aid										0	
TOLL	21,973	21,973	1,408	0	0	0	0	0	0	0	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None.

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

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

EXPLANATION: Rehabilitating the fans will extend the useful life of the existing ventilation system.

PROJECT: I-95 Fort McHenry Tunnel - Rehabilitate Vent Fans

DESCRIPTION: Rehabilitate forty-eight ventilation fans in the Fort McHenry Tunnel East and West Ventilation Buildings.

PURPOSE & NEED SUMMARY STATEMENT: The ventilation system is an integral part of the Fort McHenry Tunnel. Rehabilitating the fans and their components will improve the operational reliability of the existing fans and extend the service life of the ventilation system in the tunnel.

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

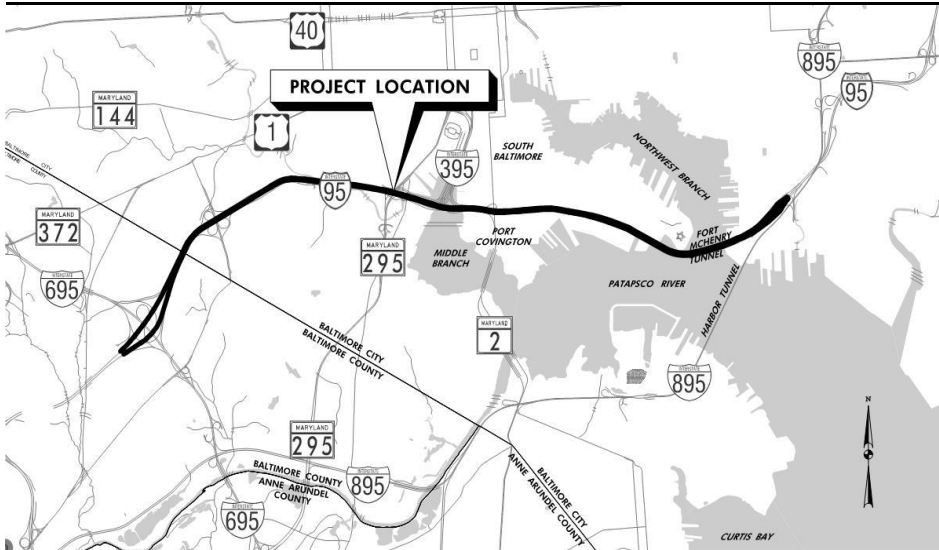
<input type="checkbox"/> Project Inside PFA	_____	<input type="checkbox"/> Grandfathered
<input type="checkbox"/> Project Outside PFA		<input type="checkbox"/> Exception Will Be Required
<input type="checkbox"/> PFA Status Yet to Be Determined		<input type="checkbox"/> Exception Granted

ASSOCIATED IMPROVEMENTS: None.

STATUS: Engineering and construction are underway.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,220	2,449	300	250	271	150	100	0	0	771	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	37,924	0	0	14,750	9,729	9,850	3,595	0	0	37,924	0
Total	41,144	2,449	300	15,000	10,000	10,000	3,695	0	0	38,695	0
Federal-Aid										0	
TOLL	41,144	2,449	300	15,000	10,000	10,000	3,695	0	0	38,695	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Cost decreased by \$6.8 million to reflect actual bid price.



PROJECT: I-95 Fort McHenry Tunnel - Port Covington I-95 Access Study

DESCRIPTION: The first phase of this project is a comprehensive evaluation of potential improvements to I-95 ramps required to support major planned development on the Port Covington Peninsula located in Baltimore City. Improvements being evaluated include potential changes to the I-95 ramps between Hanover Street and Key Highway.

PURPOSE & NEED SUMMARY STATEMENT: A National Environmental Policy Act (NEPA) study is required to determine the potential environmental effects associated with proposed improvements to accommodate anticipated growth while maintaining the functionality of the regional and local 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

ASSOCIATED IMPROVEMENTS: None.

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

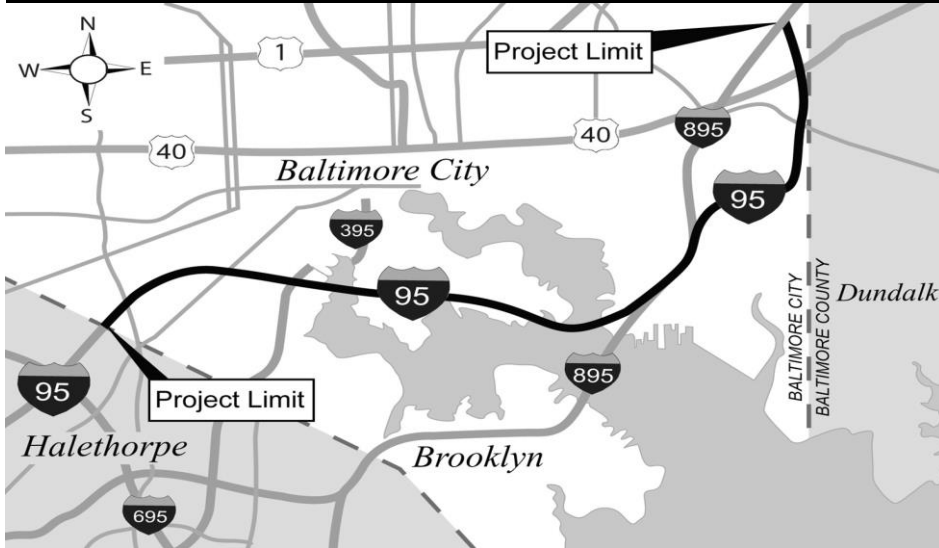
- | | |
|---|--|
| <input type="checkbox"/> Safe, Secure, and Resilient | <input checked="" type="checkbox"/> Quality & Efficiency |
| <input type="checkbox"/> Maintain & Modernize | <input type="checkbox"/> Environmental Protection |
| <input checked="" type="checkbox"/> Economic Opportunity & Reduce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

EXPLANATION: The study will identify preferred infrastructure improvements to support the full development potential of a large area of underutilized land in Baltimore City while maintaining the functionality of the regional transportation system.

STATUS: Planning is underway. Construction schedule to be determined. Planning funding shown is for MDTA's oversight of the planning phase which is being funded by a private developer. Construction funding shown is MDTA's match for future INFRA Grant.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY					BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2023...	...2024...	...2025...	...2026...	SIX YEAR TOTAL	
Planning	400	385	0	0	0	0	0	0	0	0	15
Engineering	15	15	15	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	32,985	0	0	0	0	0	0	0	0	0	32,985
Total	33,400	400	15	0	0	0	0	0	0	0	33,000
Federal-Aid										0	
TOLL	33,400	400	15	0	0	0	0	0	0	0	33,000
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None.



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

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

EXPLANATION: Repairs are needed to correct current wear and to prevent further wear of the decks.

PROJECT: I-95/I-395 Fort McHenry Tunnel - Deck Sealing and Miscellaneous Rehabilitation

DESCRIPTION: Perform a comprehensive sealing program to seal sixty-one bridges. This project includes twenty bridges on I-95 north of the Fort McHenry Tunnel, twenty-five bridges on I-95 south of the Fort McHenry Tunnel, and sixteen bridges on I-395.

PURPOSE & NEED SUMMARY STATEMENT: The decks exhibit varying degrees of deterioration. This improvement will correct current wear and extend the useful life of the decks.

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

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

ASSOCIATED IMPROVEMENTS: None.

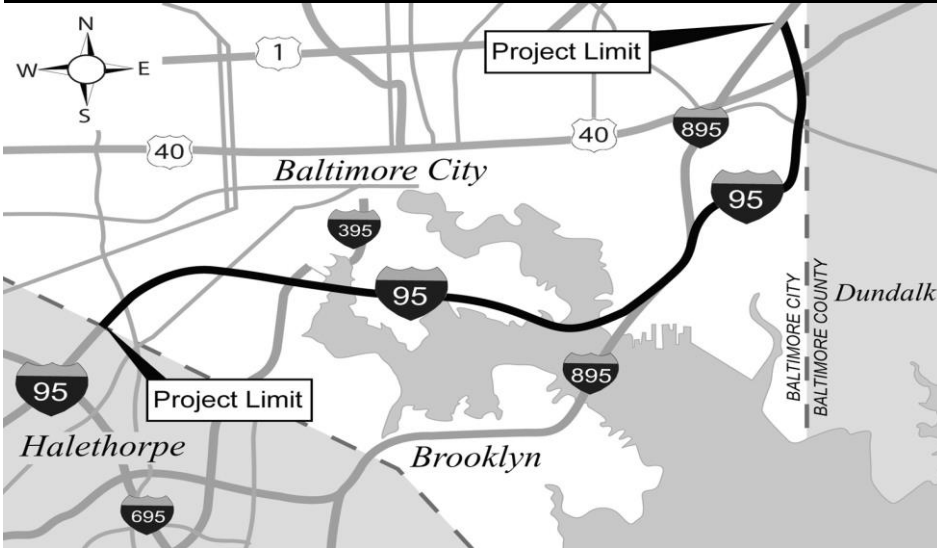
STATUS: Open to service.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	750	750	384	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	6,922	6,922	2,241	0	0	0	0	0	0	0	0
Total	7,672	7,672	2,625	0	0	0	0	0	0	0	0
Federal-Aid										0	
TOLL	7,672	7,672	2,625	0	0	0	0	0	0	0	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None.



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

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

EXPLANATION: The bridges show signs of wear. Rehabilitation is needed to correct current wear and prevent further wear of the substructure and superstructure.

PROJECT: I-95 Fort McHenry Tunnel - Rehabilitate Substructure and Superstructure of Various Bridges o

DESCRIPTION: Repair substructure and superstructure of thirty-seven bridges on I-95 in Baltimore City. The work includes structural weld repairs, structural steel repairs, roadway joint repairs, concrete repairs, and application of protective coatings.

PURPOSE & NEED SUMMARY STATEMENT: The annual facility inspection, as well as findings and issues noted by MDTA Operations, have identified the need to perform a comprehensive substructure and superstructure rehabilitation.

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

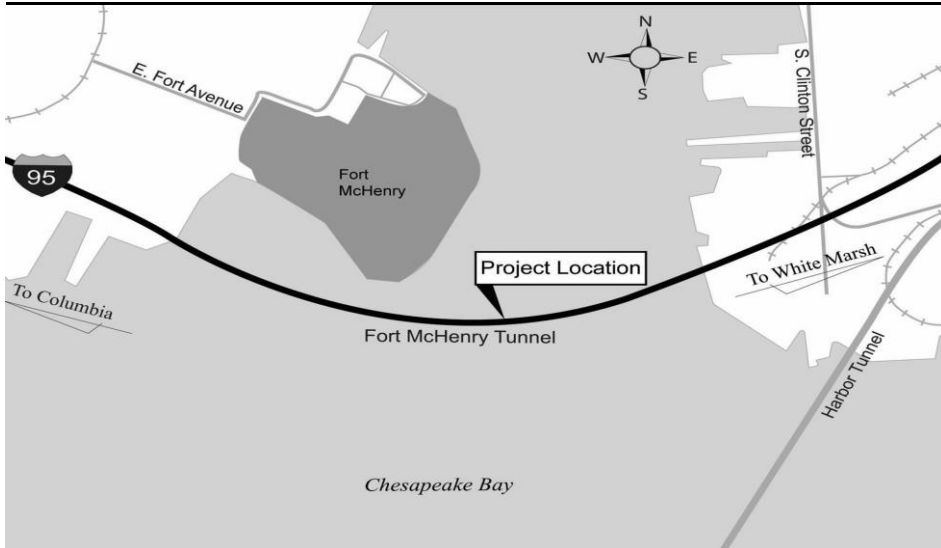
<input type="checkbox"/> Project Inside PFA	Grandfathered Exception Will Be Required Exception Granted
<input type="checkbox"/> Project Outside PFA	
<input type="checkbox"/> PFA Status Yet to Be Determined	

ASSOCIATED IMPROVEMENTS: None.

STATUS: Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,108	2,108	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	7,677	7,380	3,515	297	0	0	0	0	0	297	0
Total	9,785	9,488	3,515	297	0	0	0	0	0	297	0
Federal-Aid										0	
TOLL	9,785	9,488	3,515	297	0	0	0	0	0	297	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None.

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

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

EXPLANATION: Rehabilitate 15KV cable, conduit and concrete wall to increase the useful life of these tunnel components.

PROJECT: I-95 Fort McHenry Tunnel - Rehabilitate Tunnel 13 KV Cable, Conduit, and Concrete Wall

DESCRIPTION: The scope of this project includes performing concrete repairs to the underside of the roadway slab and walls inside the fresh air ducts of all four bores of the Fort McHenry Tunnel. In addition, replacement of the existing four (4) 15KV tie feeders, with associated cables and conduits, between the East and West Ventilation Buildings.

PURPOSE & NEED SUMMARY STATEMENT: Recent hands on inspection reports have identified the original 15KV cable and conduits including the concrete around it need major rehabilitation and replacement.

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

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

ASSOCIATED IMPROVEMENTS: None.

STATUS: Engineering is complete. Construction is underway.

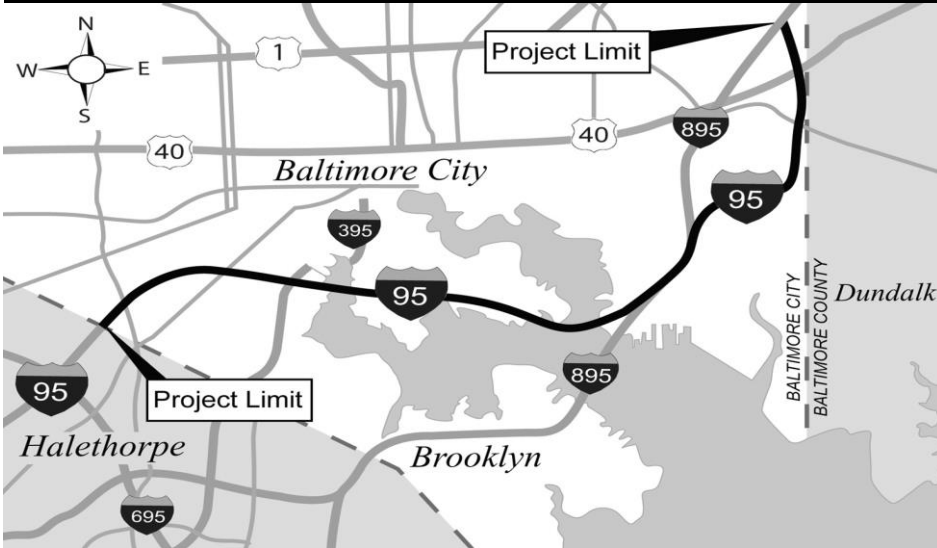
POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	482	482	175	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	35,170	0	0	3,858	6,846	9,587	8,976	5,903	0	35,170	0
Total	35,652	482	175	3,858	6,846	9,587	8,976	5,903	0	35,170	0
Federal-Aid										0	
TOLL	35,652	482	175	3,858	6,846	9,587	8,976	5,903	0	35,170	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Added to Construction Program.

MARYLAND TRANSPORTATION AUTHORITY -- Line 13



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

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

EXPLANATION: This project will repair defects to extend the useful life of the bridges.

PROJECT: I-95 Fort McHenry Tunnel - Superstructure Repairs of Various Bridges North and South of Fort

DESCRIPTION: The scope of work includes various repairs to 19 bridges and includes installing fatigue retrofits for steel box girder diaphragms, drainage system repairs and miscellaneous repairs.

PURPOSE & NEED SUMMARY STATEMENT: Recent facility inspections and rehabilitation contracts for structural painting and repair, and joint replacements revealed a need for a comprehensive design and retrofit program to correct fatigue-related defects in the box girders and traditional steel girders and reconfiguration of the drainage system.

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

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

ASSOCIATED IMPROVEMENTS: None.

STATUS: Engineering and construction are underway.

POTENTIAL FUNDING SOURCE:

- ☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	950	801	398	76	73	0	0	0	0	149	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	12,044	0	0	447	5,770	5,312	515	0	0	12,044	0
Total	12,994	801	398	523	5,843	5,312	515	0	0	12,193	0
Federal-Aid										0	
TOLL	12,994	801	398	523	5,843	5,312	515	0	0	12,193	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Added to the Construction Program.

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

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

EXPLANATION: Comprehensive substructure and superstructure rehabilitation at the twenty bridges identified in the annual inspection and by MDTA Operations will correct current wear and prevent further wear.

PROJECT: MD 695 Francis Scott Key Bridge - Rehabilitate Substructure and Superstructure of Various Br

DESCRIPTION: Perform substructure and superstructure rehabilitation at twenty bridges on MD 695 in Baltimore County, Anne Arundel County, and Baltimore City. The work includes structural weld repairs; structural steel repairs; roadway joint repairs; concrete spall/delaminated areas repair; concrete crack repair; applying concrete protective coatings; slope protection repairs; substructure (jacketing of piers) repairs; and other miscellaneous items of work.

PURPOSE & NEED SUMMARY STATEMENT: The annual facility inspection as well as findings and issues noted by MDTA Operations have necessitated a project to perform a comprehensive substructure and superstructure rehabilitation at various bridges on MD 695 in Baltimore County, Anne Arundel County, and Baltimore City.

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

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

ASSOCIATED IMPROVEMENTS: None.

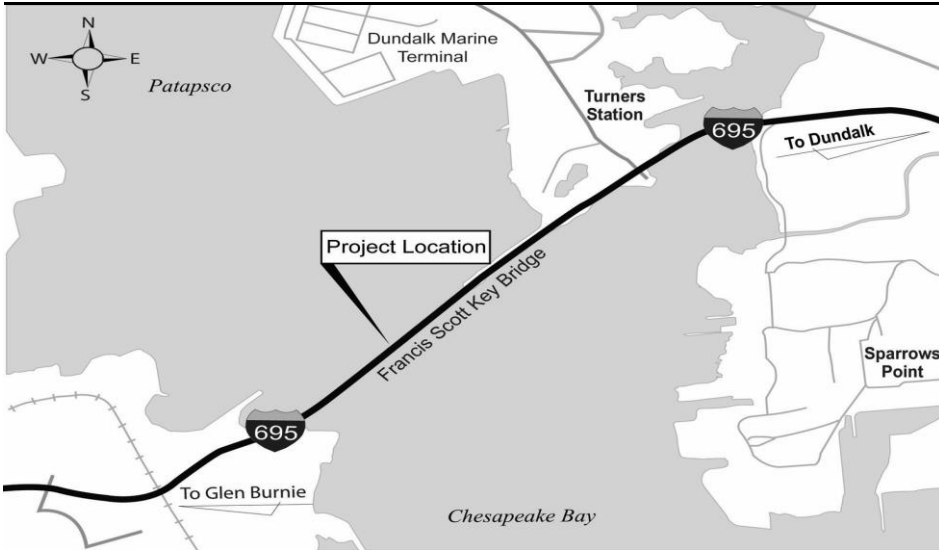
STATUS: Open to service.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,359	1,359	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	10,995	10,995	(81)	0	0	0	0	0	0	0	0
Total	12,354	12,354	(81)	0	0	0	0	0	0	0	0
Federal-Aid										0	
TOLL	12,354	12,354	(81)	0	0	0	0	0	0	0	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None.

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

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

EXPLANATION: Paint throughout the spans is deteriorating. This improvement will address existing wear and extend the useful life of the steel components of the bridge.

PROJECT: MD 695 Francis Scott Key Bridge - Clean and Paint Structural Steel of Approach Spans and Mi

DESCRIPTION: Clean and paint Francis Scott Key Bridge approach spans to restore and protect the integrity of steel bridge components.

PURPOSE & NEED SUMMARY STATEMENT: The annual facility inspection, as well as findings and issues noted by MDTA Operations, have identified the need to perform cleaning and painting of the structural steel approach spans of the bridge.

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

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

ASSOCIATED IMPROVEMENTS: None.

STATUS: Open to service.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	90	90	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	7,743	7,743	2,241	0	0	0	0	0	0	0	0
Total	7,833	7,833	2,241	0	0	0	0	0	0	0	0
Federal-Aid										0	
TOLL	7,833	7,833	2,241	0	0	0	0	0	0	0	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None.



PROJECT: MD 695 Francis Scott Key Bridge Asphalt Resurfacing

DESCRIPTION: Resurface the existing asphalt pavement on MD 695 Baltimore Beltway from the interchange with MD 10 to the interchange with MD 151.

PURPOSE & NEED SUMMARY STATEMENT: The annual facility inspection and follow-up studies revealed the need for resurfacing the existing asphalt pavement on MD 695 Baltimore Beltway.

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

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

EXPLANATION: Resurfacing will extend the useful life of the highway.

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

ASSOCIATED IMPROVEMENTS: None.

STATUS: Open to service.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	500	500	44	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	10,093	10,093	10,011	0	0	0	0	0	0	0	0
Total	10,593	10,593	10,055	0	0	0	0	0	0	0	0
Federal-Aid										0	
TOLL	10,593	10,593	10,055	0	0	0	0	0	0	0	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None.

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

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

EXPLANATION: Changing to cashless tolling at the Francis Scott Key Bridge will provide toll collection at highway speeds through the electronic methods of E-ZPass and video tolling.

PROJECT: MD 695 Francis Scott Key Bridge - Convert to Cashless Tolling

DESCRIPTION: Remove existing equipment and install equipment to convert to cashless tolling, demolish existing toll plaza, reconstruct MD 695 and service roads north of the Francis Scott Key Bridge, construct truck inspection areas, and make environmental management improvements.

PURPOSE & NEED SUMMARY STATEMENT: Cashless tolling will provide toll collection at highway speeds through the electronic methods of E-ZPass and video tolling. The advantages of converting to cashless tolling include reduced travel time; increased safety/reduced crashes; alignment with national practice; improved customer convenience; reduced emissions; and reduction in toll collection and maintenance costs. Cashless tolling has been used successfully at the the MDTA's MD 200 Intercounty Connector (ICC) and the I-95 Express Toll Lanes (ETL).

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

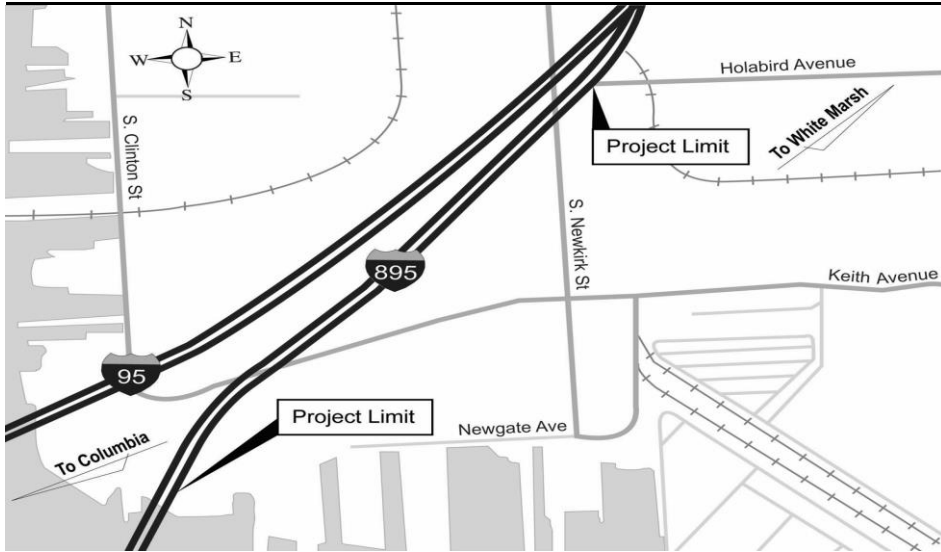
<input type="checkbox"/> Project Inside PFA	_____	<input type="checkbox"/> Grandfathered
<input type="checkbox"/> Project Outside PFA		<input type="checkbox"/> Exception Will Be Required
<input type="checkbox"/> PFA Status Yet to Be Determined		<input type="checkbox"/> Exception Granted

ASSOCIATED IMPROVEMENTS: None.

STATUS: Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,104	3,104	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	20,473	11,873	11,527	8,600	0	0	0	0	0	8,600	0
Total	23,577	14,977	11,527	8,600	0	0	0	0	0	8,600	0
Federal-Aid										0	
TOLL	23,577	14,977	11,527	8,600	0	0	0	0	0	8,600	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None.

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

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

EXPLANATION: The elevated portion of the roadway from the north portal entrance to Holabird Avenue will be replaced because it is nearing the end of its life cycle. Rehabilitation of the tunnel deck, liner, standpipes and sump pumps will extend the useful life of those components.

PROJECT: I-895 Baltimore Harbor Tunnel Thruway - I-895 Bridge Replacement

DESCRIPTION: Replace the elevated portion of the I-895 roadway from the north portal entrance to Holabird Avenue. The rehabilitation of the tunnel deck, liner, and standpipe and sump pump systems have been added to this project. Note: This project was previously named "Replace Canton Viaduct."

PURPOSE & NEED SUMMARY STATEMENT: The bridge deck on this structure has not been renovated since 1985. Testing has indicated that portions of the bridge are nearing the end of their life cycle. The bridge deck, substructure, and superstructure are experiencing various degrees of wear. Additional work within the tunnel has been added to the project.

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

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

ASSOCIATED IMPROVEMENTS:

I-895 Baltimore Harbor Tunnel Thruway - Replace Deck and Superstructure of Bridge over Patapsco Flats - Construction Program (Line 20)

I-895 Baltimore Harbor Tunnel Thruway - Replace Concrete Median Barrier - Construction Program (Line

STATUS: Engineering and right-of-way acquisition are complete. Construction is underway.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	24,146	24,146	0	0	0	0	0	0	0	0	0
Right-of-way	9,002	9,002	6,954	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	218,317	147,414	51,004	56,560	6,489	7,854	0	0	0	70,903	0
Total	251,465	180,562	57,958	56,560	6,489	7,854	0	0	0	70,903	0
Federal-Aid										0	
TOLL	251,465	180,562	57,958	56,560	6,489	7,854	0	0	0	70,903	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None.

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

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

EXPLANATION: Replacing the vent fans will extend the life of the existing ventilation system.

PROJECT: I-895 Baltimore Harbor Tunnel Thruway - Replace Vent Fans

DESCRIPTION: Replace thirty-two ventilation fans located in the Canton and Fairfield Ventilation Buildings.

PURPOSE & NEED SUMMARY STATEMENT: The ventilation system is an integral part of the Baltimore Harbor Tunnel. The fans are nearing the end of their useful life and need to be replaced.

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

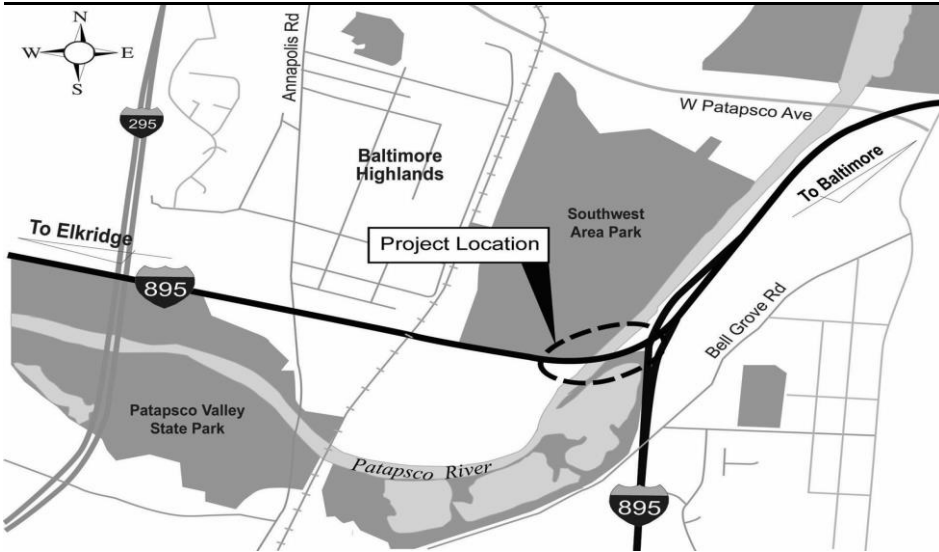
<input type="checkbox"/> Project Inside PFA	_____	<input type="checkbox"/> Grandfathered
<input type="checkbox"/> Project Outside PFA		<input type="checkbox"/> Exception Will Be Required
<input type="checkbox"/> PFA Status Yet to Be Determined		<input type="checkbox"/> Exception Granted

ASSOCIATED IMPROVEMENTS: None.

STATUS: Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,326	4,326	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	66,548	63,651	17,169	1,792	1,105	0	0	0	0	2,897	0
Total	70,874	67,977	17,169	1,792	1,105	0	0	0	0	2,897	0
Federal-Aid										0	
TOLL	70,874	67,977	17,169	1,792	1,105	0	0	0	0	2,897	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None.



PROJECT: I-895 Baltimore Harbor Tunnel Thruway - Replace Deck and Superstructure of Bridge over Pat

DESCRIPTION: Replace the deck and superstructure of the bridge over the Patapsco Flats.

PURPOSE & NEED SUMMARY STATEMENT: This project includes the replacement of the complete superstructure and deck. The concrete filled steel grid deck and steel superstructure are exhibiting signs of deterioration and warrant a complete superstructure replacement.

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

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

ASSOCIATED IMPROVEMENTS:

I-895 Baltimore Harbor Tunnel Thruway - I-895 Bridge Replacement - Construction Program (Line 18)
 I-895 Baltimore Harbor Tunnel Thruway - Replace Concrete Median Barrier - Constr. Prog. (Line 21)

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

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

EXPLANATION: Replacing the deck and superstructure will extend the life of the bridge by fifteen years.

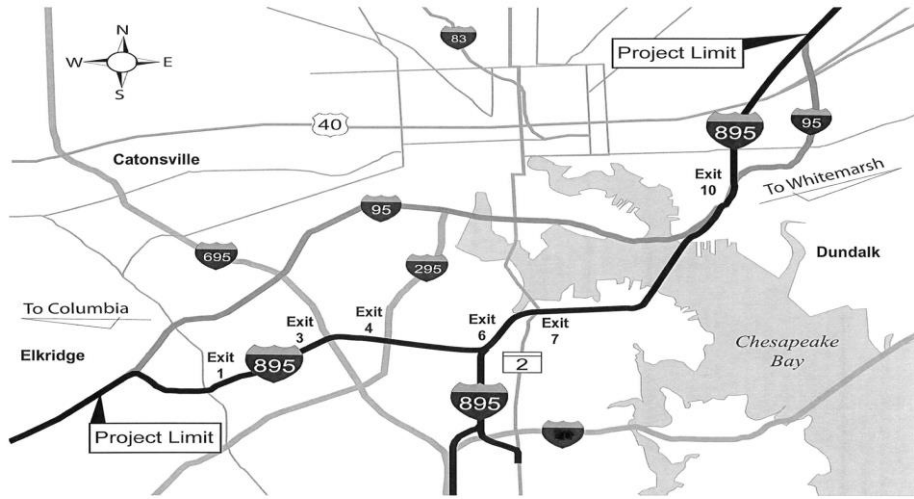
STATUS: Open to service.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,949	3,949	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	57,324	57,324	4,423	0	0	0	0	0	0	0	0
Total	61,273	61,273	4,423	0	0	0	0	0	0	0	0
Federal-Aid										0	
TOLL	61,273	61,273	4,423	0	0	0	0	0	0	0	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None.

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

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

EXPLANATION: The existing concrete barrier has reached the end of its useful life and will be replaced.

PROJECT: I-895 Baltimore Harbor Tunnel Thruway - Replace Concrete Median Barrier

DESCRIPTION: This project will provide for the replacement of the concrete median barrier along the I-895 Baltimore Harbor Tunnel Thruway in Baltimore City.

PURPOSE & NEED SUMMARY STATEMENT: The existing concrete barrier was installed in the 1960's and is more than 50 years old. The concrete barrier has exceeded the expected service life of 50 years. Replacing the concrete barrier also provides an opportunity to upgrade to current standards.

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

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

ASSOCIATED IMPROVEMENTS:

I-895 Baltimore Harbor Tunnel Thruway - I-895 Bridge Replacement - Construction Program (Line 18)
I-895 Baltimore Harbor Tunnel Thruway - Replace Deck and Superstructure of Bridge over Patapsco Flats - Construction Program (Line 20)

STATUS: Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	921	921	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	10,551	6,226	5,594	4,325	0	0	0	0	0	4,325	0
Total	11,472	7,147	5,594	4,325	0	0	0	0	0	4,325	0
Federal-Aid										0	
TOLL	11,472	7,147	5,594	4,325	0	0	0	0	0	4,325	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None.

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

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

EXPLANATION: The aging cables are at the end of their useful life and need to be replaced.

PROJECT: I-895 Baltimore Harbor Tunnel Thruway - Replace 15KV Feeder Cables

DESCRIPTION: Replace four 15KV feeder cables between service substations in the Canton and Fairfield Ventilation Buildings.

PURPOSE & NEED SUMMARY STATEMENT: Facility inspections and InterNational Electrical Testing Association (NETA) testing identified the need to replace the feeder cables.

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

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

ASSOCIATED IMPROVEMENTS: None.

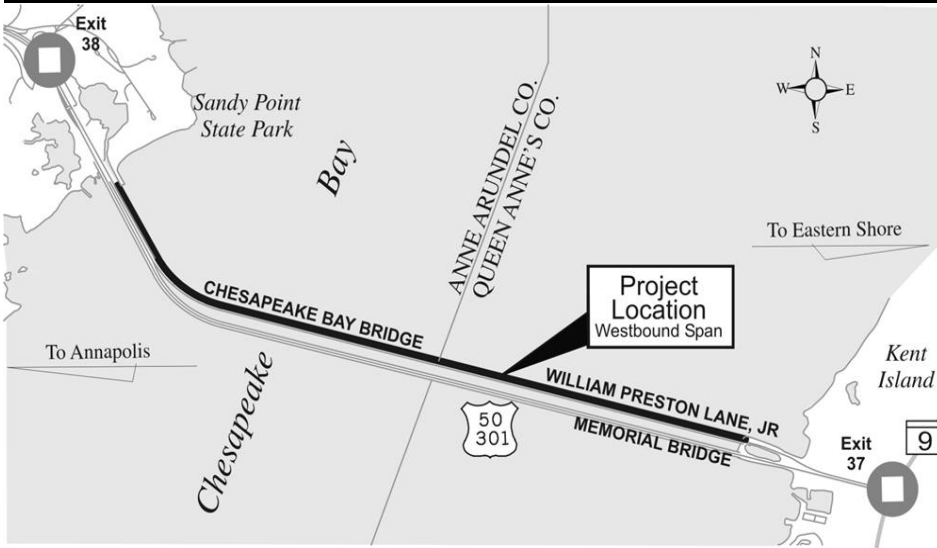
STATUS: Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	195	195	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	8,556	5,785	4,019	2,771	0	0	0	0	0	2,771	0
Total	8,751	5,980	4,019	2,771	0	0	0	0	0	2,771	0
Federal-Aid										0	
TOLL	8,751	5,980	4,019	2,771	0	0	0	0	0	2,771	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None.



PROJECT: US 50/301 Bay Bridge - Clean and Paint Structural Steel Westbound Bridge

DESCRIPTION: Partial painting of all structural steel surfaces on the westbound bridge of approximately three million square feet including girder spans, deck trusses, overhead truss members, and suspension spans. Phase I is painting the west girder spans. Phase II is cleaning and painting the suspension towers, spot painting the remainder of the suspension span, and zone painting the deck truss spans. Phase III is cleaning and painting the deck truss spans and steel rail posts and rehabilitating the steel barrier. Phase IV is cleaning and painting the east girder and through truss spans.

PURPOSE & NEED SUMMARY STATEMENT: The bridge has not been fully painted since it opened in 1973. Limited spot painting has been done as needed. The paint is showing signs of wear. This improvement will protect the steel components of the bridge and extend the useful life.

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

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

ASSOCIATED IMPROVEMENTS:

US 50/301 Bay Bridge - Deck Rehabilitation and Misc. Modifications - Constr. Program (Line 24)
 US 50/301 Bay Bridge - Rehabilitate Eastbound Bridge Deck - Construction Program (Line 25)
 US 50/301 Bay Bridge - Rehabilitate Suspension Spans WB Bridge - Construction Program (Line 26)

STATUS: Engineering is complete. Construction is complete for Phases I, II, and III. Phase IV construction is underway.

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

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

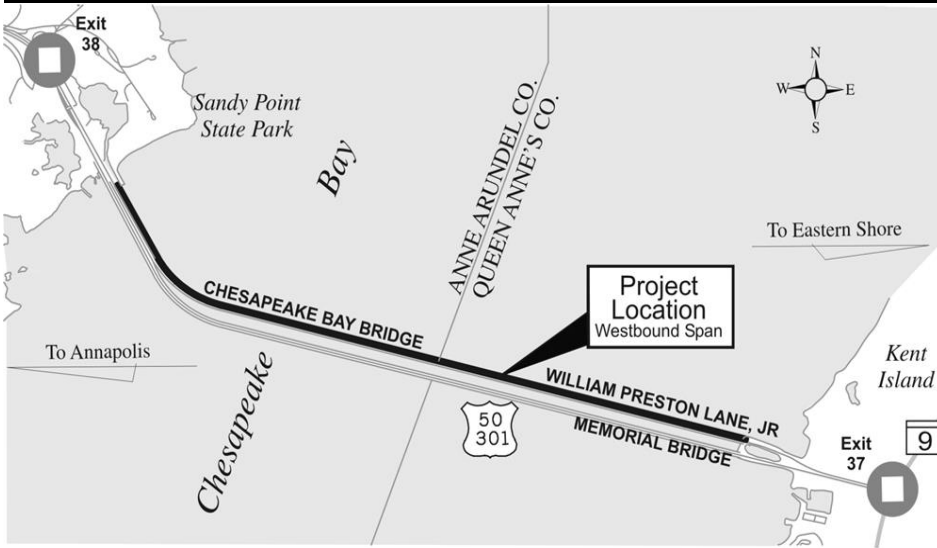
EXPLANATION: The paint is showing signs of wear. This improvement will address existing wear and extend the useful life of the steel components of the bridge.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,149	1,149	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	101,604	100,604	6,336	1,000	0	0	0	0	0	1,000	0
Total	102,753	101,753	6,336	1,000	0	0	0	0	0	1,000	0
Federal-Aid										0	
TOLL	102,753	101,753	6,336	1,000	0	0	0	0	0	1,000	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None.



PROJECT: US 50/301 Bay Bridge - Deck Rehabilitation and Miscellaneous Modifications

DESCRIPTION: Deck rehabilitation of the westbound span of the Bay Bridge includes resurfacing Lane 1 with Latex Modified Concrete (LMC) with the exception of the areas where the deck was already replaced, rehabilitating Lanes 2 and 3 by overlaying with LMC, and patching and sealing the remaining areas where needed. This project also includes replacing the lane use signal gantries (LUSG) mounted on the westbound span which is all the bridge-mounted LUSG with the exception of those mounted on the through truss and suspension towers.

PURPOSE & NEED SUMMARY STATEMENT: Inspection of the deck surface revealed the need for rehabilitation including overlays and sealing to extend the service life of the deck.

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

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

ASSOCIATED IMPROVEMENTS:

US 50/301 Bay Bridge - Clean and Paint Structural Steel WB Bridge - Constr. Program (Line 23)
 US 50/301 Bay Bridge - Rehabilitate Eastbound Bridge Deck - Construction Program (Line 25)
 US 50/301 Bay Bridge - Rehabilitate Suspension Spans WB Bridge - Construction Program (Line 26)

STATUS: Engineering is complete. Construction is underway.

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

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

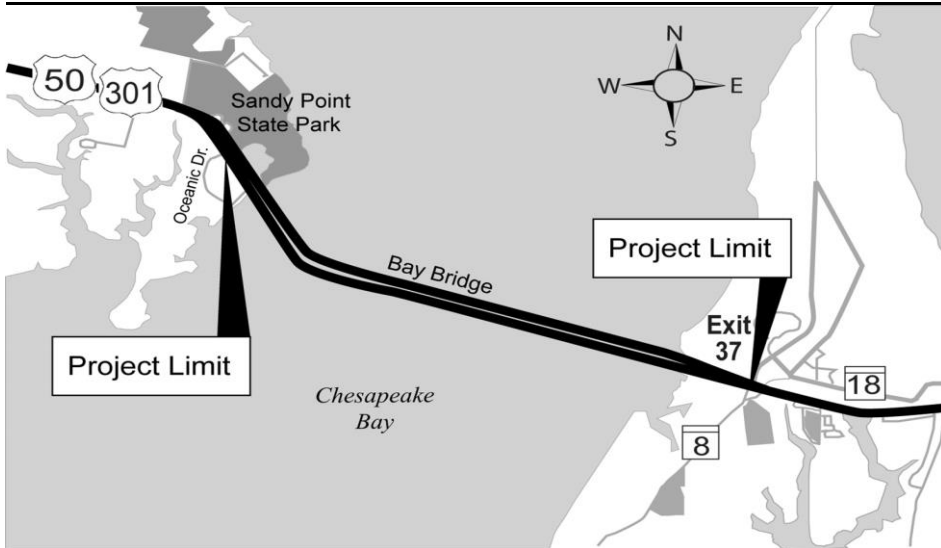
EXPLANATION: Rehabilitation of the westbound span of the Bay Bridge will improve riding conditions and extend the useful life of the deck.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPENDED				FOR PLANNING PURPOSES ONLY					
	COST	THRU									
	(\$000)	CLOSE YEAR						...2023...	...2024...		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,834	1,834	500	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	
Construction	30,027	15,493	15,439	12,238	2,296	0	0	0	0	0	
Total	31,861	17,327	15,939	12,238	2,296	0	0	0	0	14,534	
Federal-Aid										0	
TOLL	31,861	17,327	15,939	12,238	2,296	0	0	0	0	14,534	
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None.

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

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

EXPLANATION: The eastbound bridge deck is exhibiting various degrees of deterioration and will be replaced or rehabilitated.

PROJECT: US 50/301 Bay Bridge - Rehabilitate Eastbound Bridge Deck

DESCRIPTION: This project provides for the rehabilitation and/or replacement of the eastbound bridge deck. Only the first phase of construction, deck widening and replacement of deck truss spans, is funded.

PURPOSE & NEED SUMMARY STATEMENT: The eastbound deck is exhibiting various degrees of deterioration as it was last replaced in 1985. Industry standards indicate that the deck is nearing the end of its life cycle.

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

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

ASSOCIATED IMPROVEMENTS:

- US 50/301 Bay Bridge - Clean and Paint Structural Steel WB Bridge - Constr. Program (Line 23)
 US 50/301 Bay Bridge - Deck Rehabilitation and Misc. Modifications - Construction Program (Line 24)
 US 50/301 Bay Bridge - Rehabilitate Suspension Spans - Construction Program (Line 26)

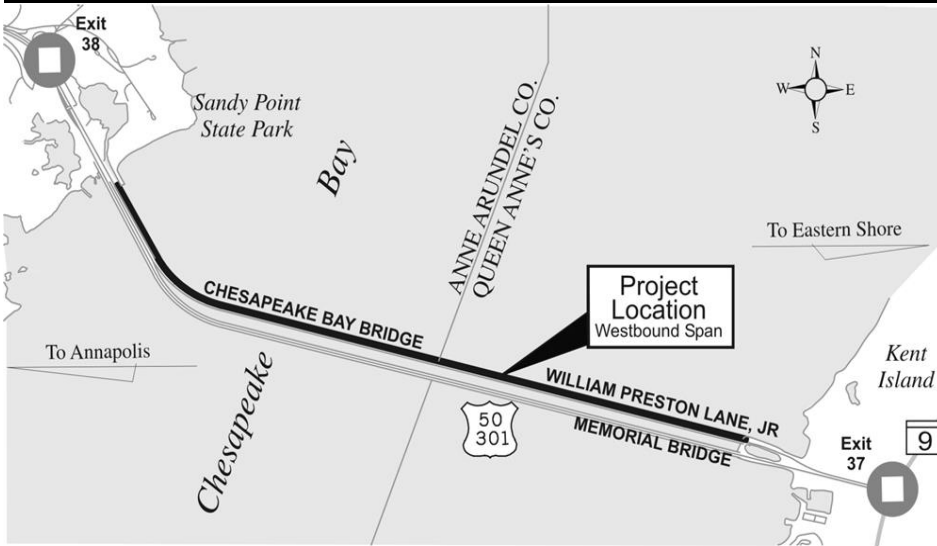
STATUS: Engineering and construction are underway.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	10,234	7,800	1,652	2,434	0	0	0	0	0	2,434	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	901	600	600	301	0	0	0	0	0	301	0
Total	11,135	8,400	2,252	2,735	0	0	0	0	0	2,735	0
Federal-Aid										0	
TOLL	11,135	8,400	2,252	2,735	0	0	0	0	0	2,735	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None.



PROJECT: US 50/301 Bay Bridge - Rehabilitate Suspension Spans Westbound Bridge

DESCRIPTION: Rehabilitate the suspension spans on the westbound Bay Bridge, including work on the suspension cables, the bridge superstructure, substructure and bearings.

PURPOSE & NEED SUMMARY STATEMENT: The main suspension cable investigation of the westbound Bay Bridge found areas with varying degrees of wear. The installation of supplemental cables will maintain long-term serviceability of the suspension system. Additionally, signs of wear were found during the routine inspections of structural components of the suspended spans that will be repaired to extend the useful life of the components.

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

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

ASSOCIATED IMPROVEMENTS:

US 50/301 Bay Bridge - Clean and Paint Structural Steel WB Bridge - Constr. Program (Line 23)
 US 50/301 Bay Bridge - Deck Rehabilitation and Misc. Modifications - Constr. Program (Line 24)
 US 50/301 Bay Bridge - Rehabilitate Eastbound Bridge Deck - Construction Program (Line 25)

STATUS: Engineering is complete. Construction is underway.

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

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

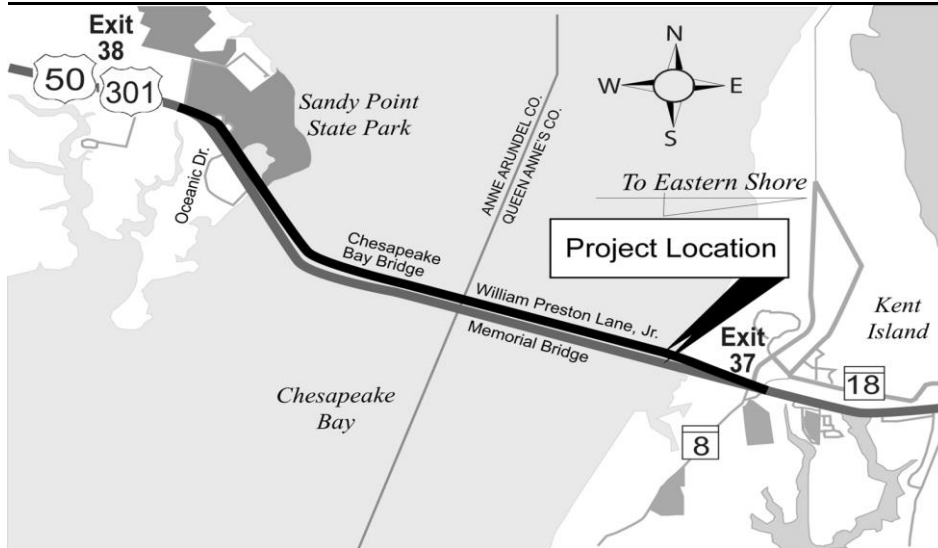
EXPLANATION: The installation of supplemental cables will maintain long-term serviceability of the suspension system. Repairs to areas showing signs of wear will extend the useful life of the components.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,308	2,308	1	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	40,328	36,768	8,128	3,560	0	0	0	0	0	3,560	0
Total	42,636	39,076	8,129	3,560	0	0	0	0	0	3,560	0
Federal-Aid										0	
TOLL	42,636	39,076	8,129	3,560	0	0	0	0	0	3,560	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Cost increased by \$6.0 million for contractor schedule delays and increased Construction Management Inspection (CMI).

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

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

EXPLANATION: This project will repair areas of wear and extend the useful life of the components.

PROJECT: US 50/301 Bay Bridge - Structural Repairs and Miscellaneous Modifications

DESCRIPTION: This project includes structural concrete and steel repairs to both spans of the Bay Bridge. Bid specific work addresses priority repairs with an emphasis on minimizing lane closures with the use of rigging and barge access. An additional phase of structural work has been added to include replacement or rehabilitation to components of the suspension spans.

PURPOSE & NEED SUMMARY STATEMENT: The routine inspections of the eastbound and westbound spans of the Bay Bridge found areas of the structural steel, concrete, and deck joints with signs of wear. Repairs to these components will extend the useful life of the bridge. Recent inspections indicated additional structural work needed to suspension span components that have been experiencing defects and deterioration. This includes replacement of rocker links and wind tongues and rehabilitation of bearings. Navigational lighting renovations have also been added as they can be well coordinated with the structural work.

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

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

ASSOCIATED IMPROVEMENTS:

- US 50/301 Bay Bridge - Clean and Paint Structural Steel WB Bridge - Constr. Program (Line 23)
 US 50/301 Bay Bridge - Deck Rehabilitation and Misc. Modifications - Constr. Program (Line 24)
 US 50/301 Bay Bridge - Rehabilitate Suspension Spans WB Bridge - Construction Program (Line 26)

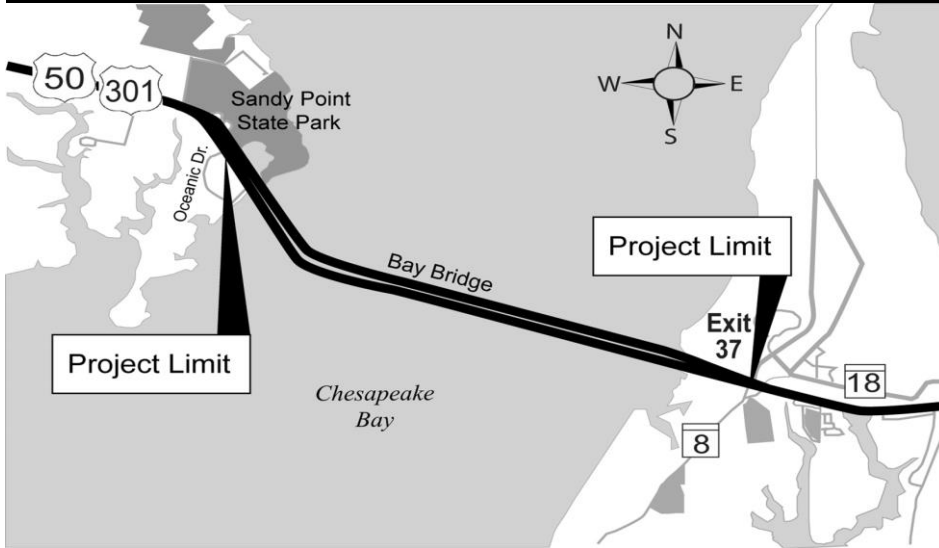
STATUS: Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,644	2,644	869	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	51,413	49,341	6,471	1,413	659	0	0	0	0	2,072	0
Total	54,057	51,985	7,340	1,413	659	0	0	0	0	2,072	0
Federal-Aid										0	
TOLL	54,057	51,985	7,340	1,413	659	0	0	0	0	2,072	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None.



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

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

EXPLANATION: The aging cables are at the end of their useful life and need to be replaced.

PROJECT: US 50/301 Bay Bridge - Replace 5KV Feeder Cable on Eastbound Span

DESCRIPTION: Replace 5KV feeder cable on the eastbound span of the Bay Bridge. This project includes changes in location and design to improve reliability.

PURPOSE & NEED SUMMARY STATEMENT: Facility inspections and InterNational Electrical Testing Association (NETA) testing identified the need to replace the feeder cable and associated components.

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

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

ASSOCIATED IMPROVEMENTS:

US 50/301 Bay Bridge - Rehabilitate Eastbound Bridge Deck - Construction Program (Line 25)
US 50/301 Bay Bridge - Crossover Automated Lane Closure System - Construction Program (Line 29)

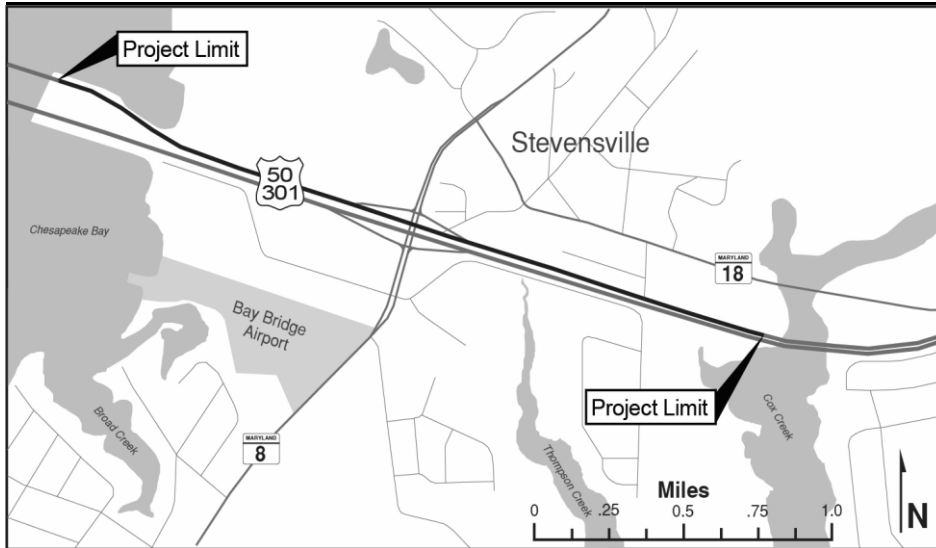
STATUS: Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,818	1,818	21	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	37,775	12,195	12,174	24,380	1,200	0	0	0	0	25,580	0
Total	39,593	14,013	12,195	24,380	1,200	0	0	0	0	25,580	0
Federal-Aid										0	
TOLL	39,593	14,013	12,195	24,380	1,200	0	0	0	0	25,580	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None.

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

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

EXPLANATION: The enhancement of the lane closure and two-way traffic operations system will improve and reduce the response time on the bridge for incidents and construction work.

PROJECT: US 50/301 Bay Bridge - Crossover Automated Lane Closure System

DESCRIPTION: The automated lane closure system includes enhanced lane use signals, gantries, pavement markings, dynamic in-pavement lights, dynamic message signs (DMS), and cameras to deploy lane closure and two-way traffic automatically.

PURPOSE & NEED SUMMARY STATEMENT: The installation of an automated lane closure system will reduce the response time and improve safety for implementing lane closure and two-way traffic operations on the bridge for incidents and construction work. The original span opened in July 1952 and provides a two-lane roadway for eastbound traffic. The parallel structure opened in June 1973 and has three lanes for westbound travelers. During periods of heavy eastbound traffic, one lane of the westbound bridge is reversed to carry eastbound travelers ("two-way" traffic operations).

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

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

ASSOCIATED IMPROVEMENTS:

US 50/301 Bay Bridge - Rehabilitate Eastbound Bridge Deck - Construction Program (Line 25)
US 50/301 Bay Bridge - Replace 5KV Feeder Cable on EB Span - Construction Program (Line 28)

STATUS: Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,225	1,225	50	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	16,718	3,258	3,245	5,042	4,722	3,148	548	0	0	13,460	0
Total	17,943	4,483	3,295	5,042	4,722	3,148	548	0	0	13,460	0
Federal-Aid										0	
TOLL	17,943	4,483	3,295	5,042	4,722	3,148	548	0	0	13,460	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None.



Maryland Transportation Authority

PROJECT: US 50/301 Bay Bridge - Convert to Cashless Tolling

DESCRIPTION: Close existing openings between the tunnel beneath the plaza and the toll islands, demolish existing toll islands and plaza elements, and reconstruct US 50/301 at toll plaza to support cashless tolling; install automatic lane controls to improve western shore operational traffic shifts, construct commercial inspection areas, and make environmental management improvements.

PURPOSE & NEED SUMMARY STATEMENT: Cashless tolling provides toll collection at highway speeds through the electronic methods of E-ZPass and video tolling. The advantages of converting to cashless tolling include reduced travel time; increased safety/reduced crashes; alignment with national practice; improved customer convenience; reduced emissions; and reduction in toll collection and maintenance costs. Cashless tolling has been used successfully at the MDTA's MD 200 Intercounty Connector (ICC) and the I-95 Express Toll Lanes (ETL).

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

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

ASSOCIATED IMPROVEMENTS: None.

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

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

EXPLANATION: Changing to cashless tolling at the Bay Bridge provides toll collection at highway speeds through the electronic methods of E-ZPass and video tolling.

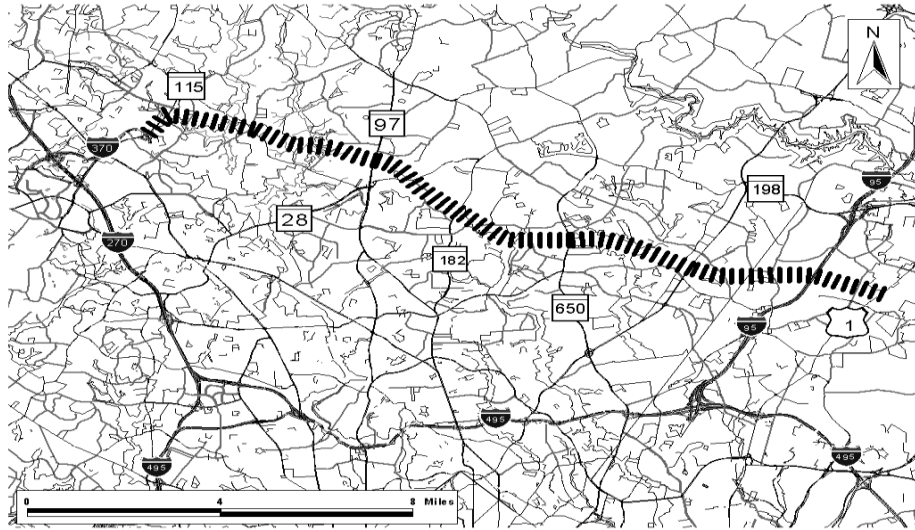
STATUS: Engineering and construction are underway.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,390	4,260	3,994	130	0	0	0	0	0	130	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	42,680	2,500	2,500	1,646	24,500	14,034	0	0	0	40,180	0
Total	47,070	6,760	6,494	1,776	24,500	14,034	0	0	0	40,310	0
Federal-Aid										0	
TOLL	47,070	6,760	6,494	1,776	24,500	14,034	0	0	0	40,310	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Added to the Construction Program.

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

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

EXPLANATION: The project increases community mobility and safety; supports development and local land use plans; improves access between economic growth centers; advances homeland security measures; and helps restore the natural, human and cultural environments from past development impacts in the project area.

PROJECT: MD 200, InterCounty Connector

DESCRIPTION: Constructed a new east-west, multi-modal highway in Montgomery County and Prince George's County between I-270 and I-95/US 1.

PURPOSE & NEED SUMMARY STATEMENT: This transportation project was needed to increase community mobility and safety; to support development and local land use plans; to improve access between economic growth centers; to advance homeland security measures; and to help restore the natural, human, and cultural environments from past development impacts in the project area.

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

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

ASSOCIATED IMPROVEMENTS:

US 29 Interchanges (Lines 7, 8, Montgomery County - SHA)
MD 28/MD 198, MD 97 to I-95 (Line 9, Montgomery County - SHA)
MD 201 Extended/US 1, I-95/I-495 to N. of Muirkirk Road (Line 26, Prince George's County - SHA)

STATUS: The facility is open to service. Final construction elements, environmental mitigation, and stewardship projects are underway.

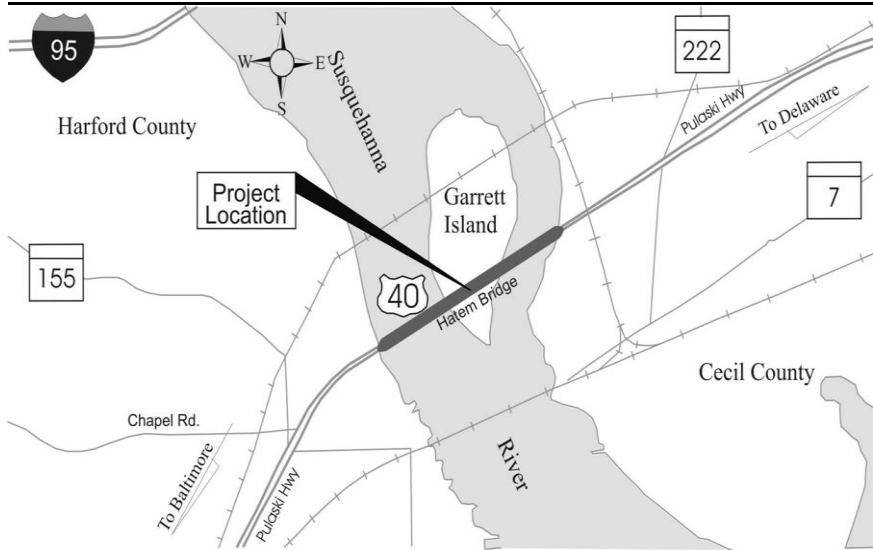
POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	29,657	29,657	0	0	0	0	0	0	0	0	0
Engineering	75,183	75,183	0	0	0	0	0	0	0	0	0
Right-of-way	243,430	243,430	5	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	2,027,160	2,018,361	995	1,500	2,500	2,500	2,299	0	0	8,799	0
Total	2,375,430	2,366,631	1,000	1,500	2,500	2,500	2,299	0	0	8,799	0
Federal-Aid										0	
TOLL	2,375,430	2,366,631	1,000	1,500	2,500	2,500	2,299	0	0	8,799	0
Other										0	

The Federal-Aid share of \$19.27 million is also included in SHA's portion of the CTP.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Cost decreased by \$1.8 million for less than estimated right-of-way and construction costs.



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

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

EXPLANATION: Changing to cashless tolling at the Hatem Bridge will provide toll collection at highway speeds through the electronic methods of E-Zpass and video tolling.

PROJECT: US 40 Thomas J. Hatem Memorial Bridge - Convert to Cashless Tolling

DESCRIPTION: Remove existing equipment and install equipment to convert to cashless tolling, demolish existing toll plaza, reconstruct mainline MD 40 and service roads north of the Hatem Bridge, construct truck inspection areas, and make environmental management improvements.

PURPOSE & NEED SUMMARY STATEMENT: Cashless tolling will provide toll collection at highway speeds through the electronic methods of E-ZPass and video tolling. The advantages of converting to cashless tolling include reduced travel time; increased safety/reduced crashes; alignment with national practice; improved customer convenience; reduced emissions; and reduction in toll collection and maintenance costs. Cashless tolling has been used successfully at the MDTA's MD 200 Intercounty Connector (ICC) and the I-95 Express Toll Lanes (ETL).

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

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

ASSOCIATED IMPROVEMENTS: None.

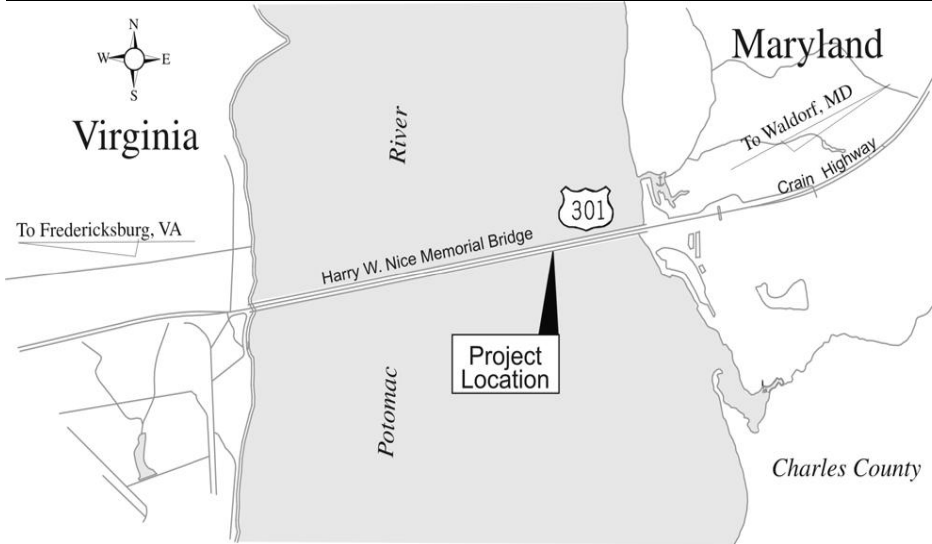
STATUS: Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,587	2,587	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	9,971	3,838	3,525	6,084	0	49	0	0	0	6,133	0
Total	12,558	6,425	3,525	6,084	0	49	0	0	0	6,133	0
Federal-Aid										0	
TOLL	12,558	6,425	3,525	6,084	0	49	0	0	0	6,133	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Cost increased by \$2.0 million for addition of costs for preliminary work including toll booth and plaza removal.

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

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

EXPLANATION: The new 4-lane bridge will be safer and relieve congestion.

PROJECT: US 301 Governor Harry W. Nice Memorial/Senator Thomas "Mac" Middleton Bridge - Replace

DESCRIPTION: Replace the current bridge with a new 4-lane bridge.

PURPOSE & NEED SUMMARY STATEMENT: The existing bridge does not meet current standards, i.e., narrow lanes, lack of shoulders, and steep grades with lack of truck climbing lanes. The existing bridge is reaching capacity during peak periods. Traffic is projected to increase by 45 percent on weekdays and 33 percent on weekends by 2025.

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

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

ASSOCIATED IMPROVEMENTS: None.

STATUS: Planning and engineering are complete.
Construction and right-of-way acquisition are underway.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	5,295	5,295	0	0	0	0	0	0	0	0	0
Engineering	35,446	35,446	6,980	0	0	0	0	0	0	0	0
Right-of-way	4,907	2,907	2,000	1,000	1,000	0	0	0	0	2,000	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	590,139	73,730	73,730	197,604	181,102	97,849	25,301	14,553	0	516,409	0
Total	635,787	117,378	82,710	198,604	182,102	97,849	25,301	14,553	0	518,409	0
Federal-Aid										0	
TOLL	635,787	117,378	82,710	198,604	182,102	97,849	25,301	14,553	0	518,409	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None.



Maryland Transportation Authority

PROJECT: Authority-Wide - Replace Electronic Toll Collection and Operating System - 3rd Generation

DESCRIPTION: The project will design and build a replacement toll system and services to support it; and design and build a new Customer Service Center (CSC) and provide the services to operate it. These projects include account and transaction processing systems, CSC phone systems, IVR, MVA lookups, reporting, operations, web site, mobile app, image review services, reciprocity services, enforcement services, and maintenance services for six to up to ten years.

PURPOSE & NEED SUMMARY STATEMENT: This project will update the Electronic Toll Collection hardware and Operating System software and increase the capacity for handling video tolling and citations.

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

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

ASSOCIATED IMPROVEMENTS: None.

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

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

EXPLANATION: This project will update the Electronic Toll Collection hardware and Operating System software and increase the capacity for handling video tolling and citations.

STATUS: Engineering and construction are underway.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	14,737	12,696	2,000	1,534	507	0	0	0	0	2,041	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	99,218	38,394	22,517	14,644	5,306	5,123	5,204	5,636	5,374	41,287	19,537
Total	113,955	51,090	24,517	16,178	5,813	5,123	5,204	5,636	5,374	43,328	19,537
Federal-Aid										0	
TOLL	113,955	51,090	24,517	16,178	5,813	5,123	5,204	5,636	5,374	43,328	19,537
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Cost decreased by \$4.8 million due to reduction in task orders.



Maryland Transportation Authority

PROJECT: US 50/301 Bay Bridge - Tier 1 NEPA Study

DESCRIPTION: Complete traffic, engineering, and environmental analyses. Fully engage regulatory agencies, elected officials, and public. Determine crossing location and explore financial viability. This study is financed in the MDTA operating budget.

PURPOSE & NEED SUMMARY STATEMENT: In the course of this study MDTA will solicit input from elected officials, regulatory agencies, and multiple stakeholders. The study will include securing formal agency agreement on a crossing location.

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

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

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS: None.

STATUS: Planning is underway.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	5,000	3,851	1,338	1,149	0	0	0	0	0	1,149	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	5,000	3,851	1,338	1,149	0	0	0	0	0	1,149	0
Federal-Aid										0	
TOLL	5,000	3,851	1,338	1,149	0	0	0	0	0	1,149	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None.



PROJECT: Traffic Relief Plan: MD 295

DESCRIPTION: Planning study in support of the Traffic Relief Plan, which will implement Express Toll Lanes (ETL) along MD 295. Requires transfer of the Baltimore-Washington Parkway from the National Park Service to MDTA. MDTA will own, operate, and maintain the entire roadway from I-95 to US 50 (approximately 29.5 miles). This study is financed in the MDTA operating budget.

PURPOSE & NEED SUMMARY STATEMENT: This study is in support of the Traffic Relief Plan, which will implement Express Toll Lanes (ETL) along MD 295. MD 295 carries more than 120,000 people daily and is congested 7 hours per day.

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

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

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS: None.

STATUS: Planning has not started.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL
 ☐ FEDERAL
 ☐ GENERAL
 ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2023...	...2024...	...2025...	...2026...		
Planning	25	0	0	25	0	0	0	0	25	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	25	0	0	25	0	0	0	0	0	25	0
Federal-Aid										0	
TOLL	25	0	0	25	0	0	0	0	0	25	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None.

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND TRANSPORTATION AUTHORITY - LINE 37

PROJECT ID	PROJECT NAME	FACILITY CODE	TOTAL PROGRAMMED COST	STATUS
<u>Building Renovations/Replacements</u>				
2319	Building Renovations at FSK Campus	KB - F.S.KEY BRIDGE	\$ 9,936	Under Construction
2439	Administration Building Roof Replacement and Envelope Rehabilitation	HT - HARBOR TUNNEL	\$ 7,149	Under Construction
<u>Electronic/Cashless Tolling</u>				
2487	AET - with Frankfurst Ave Underpass Profile Adjustment (Engineering only)	HT - HARBOR TUNNEL	\$ 148	Design Underway
<u>Enhancements</u>				
2424	Install Communications Tower	NB - NICE BRIDGE	\$ 887	Completed
<u>Environmental</u>				
2300	Total Maximum Daily Load (TMDL) Storm Water Retrofits	MA - MULTI-AREA	\$ 7,994	Completed
2346	Total Maximum Daily Load (TMDL) Storm Water Retrofits - Phase III	MA - MULTI-AREA	\$ 3,178	Completed
2380	Repair Slopes and Drainage	HT - HARBOR TUNNEL	\$ 7,503	Under Construction
2421	Mainline Small Drainage System Preservation	MA - MULTI-AREA	\$ 4,493	Under Construction
2483	Small Drainage Rehabilitation	MA - MULTI-AREA	\$ 7,263	Under Construction
<u>Equipment - System Preservation</u>				
2471	10-Year Equipment Budget - FY 2018 through FY 2027	MA - MULTI-AREA	\$ 51,038	Ongoing
<u>Highway Preservation</u>				
2073	Install Ten Virtual Weigh Stations at JFK, TJH, FMT, BHT and FSK	MA - MULTI-AREA	\$ 8,148	Completed
2437	Mill and Overlay Bridge Decks	HT - HARBOR TUNNEL	\$ 7,730	Under Construction
<u>ITS/Elec Preservation & Improvements</u>				
2482	ICC Fiber Optic Utility Tracer Wire	ICC - INTERCOUNTY CONNECTOR	\$ 1,397	Under Construction
2484	JFK Substation and Electrical Equipment Replacement	KH - KENNEDY HIGHWAY	\$ 3,423	Design Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND TRANSPORTATION AUTHORITY - LINE 37

PROJECT ID	PROJECT NAME	FACILITY CODE	TOTAL PROGRAMMED COST	STATUS
<u>ITS/Elec Preservation & Improvements</u>				
2515	Electrical Vehicle Charging Stations (BHT & FMT)	MA - MULTI-AREA	\$ 950	Completed
<u>Safety & Capacity Improvements</u>				
2358	Upgrade Fire Alarm and Security Systems	MA - MULTI-AREA	\$ 5,675	Under Construction
2504	Queue Detection System (Engineering only)	BB	\$ 756	Design Underway
<u>Signage</u>				
2507	On-Call Signs, Sign Lights, and Sign Structures	MA - MULTI-AREA	\$ 4,819	Under Construction
<u>Structural Preservation</u>				
2459	Rehabilitate Maintenance Access Facilities of EB and WB Spans	BB	\$ 5,145	Design Underway
2466	Clean and Paint Bridges on BHT Thruway and JFK Highway	MA - MULTI-AREA	\$ 3,124	Under Construction
2509	Structural Rehabilitation of the Millard E. Tydings Memorial Bridge	KH - KENNEDY HIGHWAY	\$ 8,152	Design Underway
2513	Structural Rehabilitation of Various Bridges on I-95 (Engineering only)	FT - FORT MCHENRY TUNNEL	\$ 1,529	Design Underway
2527	Replace Bridges on I-895 over I-695 (Engineering only)	HT - HARBOR TUNNEL	\$ 1,000	Design Underway
<u>Tunnel Preservation</u>				
2529	Rehabilitate BHT Tunnel Lighting System (Engineering only)	HT - HARBOR TUNNEL	\$ 666	Design Underway