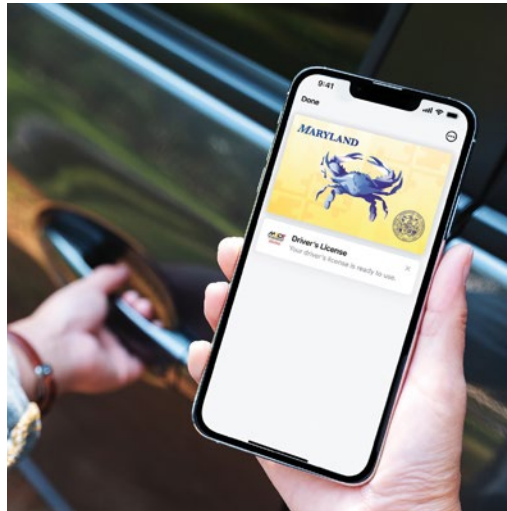


MARYLAND CONSOLIDATED TRANSPORTATION PROGRAM

FY2023–FY2028

2023 State Report on Transportation



MARYLAND’S CONSOLIDATED TRANSPORTATION PROGRAM

The Consolidated Transportation Program (CTP) is Maryland’s six-year capital budget for transportation projects. The Capital Program includes major and minor projects for the Maryland Department of Transportation (MDOT) business units: the Secretary’s Office (MDOT TSO); the Maryland Aviation Administration (MDOT MAA); the Maryland Port Administration (MDOT MPA); the Motor Vehicle Administration (MDOT MVA); the State Highway Administration (MDOT SHA); the Maryland Transit Administration (MDOT MTA) – and authorities related to the MDOT, including the Maryland Transportation Authority (MDTA) and the Washington Metropolitan Area Transit Authority (WMATA).

In this document, you will find for every major project a Project Information Form (PIF) which includes project details, financial information, and construction status; you will also find a list of minor capital projects. The MDOT works together with residents, local jurisdictions, and local and state elected officials to include projects in the CTP that preserve investments and safety, enhance transportation services and connections, and improve accessibility and opportunity throughout the state. To help Maryland’s citizens review this document, the CTP includes a summary of MDOT’s financing and budgeting process and instructions for reading PIFs.

MDOT ensures nondiscrimination and equal employment in all programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964. If you need more information or special assistance for persons with disabilities or limited English proficiency, contact MDOT’s Office of Diversity and Equity at **410-865-1397**.

For the hearing impaired, Maryland Relay 711.

For further information about this document or to order a hard copy, please contact Ms. Dawn Thomason at the Maryland Department of Transportation, Office of Planning and Capital Programming toll free at 1-888-713-1414, or locally at 410-865-1288. This document is also available online at: www.ctp.maryland.gov.

For more information on Maryland transportation, please visit us on the web at www.mdot.maryland.gov.

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MARYLAND'S CONSOLIDATED TRANSPORTATION PROGRAM

The Maryland Department of Transportation (MDOT) is pleased to present the state's six-year capital investment program for transportation, the Final FY 2023 – FY 2028 Consolidated Transportation Program (CTP).

The CTP is the capital budget outlook and a key part of the State Report on Transportation (SRT) which MDOT publishes each year. The SRT contains three important documents: the Maryland Transportation Plan (MTP); the Consolidated Transportation Program (CTP); and the annual Attainment Report (AR) on Transportation System Performance. MDOT last updated the MTP, the 20-year vision for Maryland's transportation system, in January 2019. The MTP is updated every five years following extensive outreach efforts and collaboration with the public, local jurisdictions, and state agencies to ensure they reflect the needs and priorities of Marylanders. MDOT will be updating the MTP in 2023, which will be submitted in January 2024. To learn more about the MTP, visit: mdot.maryland.gov/MTP. The performance measures are updated along with the MTP, with direction from the AR Advisory Committee (please visit mdot.maryland.gov/ARAC to learn more).

The 2040 MTP goals are:

- Ensure a Safe, Secure, and Resilient Transportation System
- Facilitate Economic Opportunity and Reduce Congestion in Maryland through Strategic System Expansion
- Maintain a High Standard and Modernize Maryland's Multimodal Transportation System
- Improve the Quality and Efficiency of the Transportation System to Enhance the Customer Experience
- Ensure Environmental Protection and Sensitivity
- Promote Fiscal Responsibility
- Provide Better Transportation Choices and Connections

The CTP contains projects and programs across MDOT. It includes capital projects that are generally new, expanded or significantly improved facilities or services that may involve planning, environmental studies, design, right-of-way acquisitions, construction, or the purchase of essential equipment related to the facility or service.

MAINTAINING PRIORITIES

This year's CTP reflects MDOT's priorities as delineated in the MTP goals and our mission statement (below). The state's transportation priorities follow federal and state requirements; address local government needs, interests, and concerns; and serve MDOT's customers and the critical supply chain.



MISSION STATEMENT

The Maryland Department of Transportation is a customer-driven leader that delivers safe, sustainable, intelligent, exceptional, and inclusive transportation solutions in order to connect our customers to life's opportunities.

Maintaining a Culture of Safety for Employees and Users of the Transportation Network

Safety continues to be the number one priority for MDOT. We will not compromise on our commitment to improve the safety and security of our customers and partners in everything we do. It is critical we commit to safety and security in our designs, in our construction, as well as in our operations and maintenance of the state's transportation system. We promote a culture of safety in our business practices and educate our traveling public on good safety behavior and practices. MDOT works with our federal, state, and local law enforcement partners on a daily basis to constantly evaluate and implement measures to reduce the vulnerability of Maryland citizens and facilities. With federal and state investments, progress is being made on a variety of fronts.

Traffic fatalities in Maryland decreased from 573 in 2020 to 563 in 2021. Speeding accounts for more than 9,100 crashes and 3,900 injuries each year in Maryland. As no life lost is acceptable, MDOT strives to do what it can to eliminate traffic fatalities. On October 1st the new law took effect, requiring all travelers in Maryland to move over or slow down for any vehicle stopped with caution signals or warning lights.



Strategic Highway Safety Plan (SHSP)

MDOT promotes traffic safety through the many infrastructure and behavioral programs and projects implemented by MDOT SHA and MDOT MVA Maryland Highway Safety Office. The SHSP is a statewide, comprehensive safety plan that provides a coordinated framework for reducing deaths and severe injuries on all public roads. Through extensive outreach and involvement of federal, state, local, and private sector safety stakeholders, the Plan establishes statewide goals and critical emphasis areas. MDOT continues to urge Marylanders to demonstrate safe behavior when driving by focusing on some simple, common rules of the road.

Safeguarding Motorists and Monitoring the Roadways Across the State

MDOT SHA Coordinated Highways Action Response Team, or "CHART," and the MDTA's Courtesy Patrols and Vehicle Recovery Unit are incredibly vital as they continue to safeguard our highways, respond to crashes, and help stranded motorists. CHART employees also monitor roadways 24/7 at the Statewide Operations Center (SOC), our comprehensive, command and control facility in Hanover. The MDTA has a similar Emergency Operations Center (EOC).





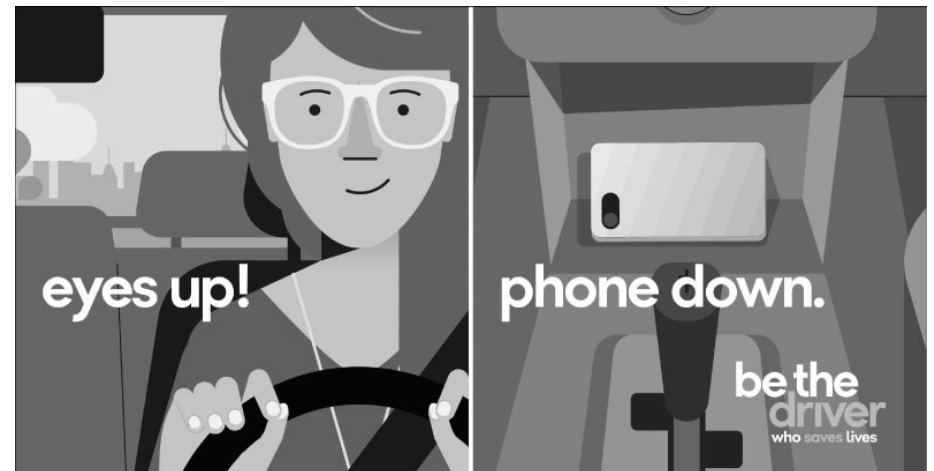
When an incident occurs, our MDOT SHA and MDTA employees are often the first to respond. CHART drivers patrol 2.4 million miles a year. MDOT SHA and MDTA employees are still responding to many incidents each year. In 2021, CHART responded to 65,839 incidents and disabled vehicles events on Maryland's roads. With traffic patrols spread across the state to handle peak-period traffic incidents, CHART has assisted nearly 1.2 million motorists since the program began in the mid-1980s. The CHART incident management program saved motorists \$1.08 billion in user costs due to reduced delay, fuel savings and crash reductions, and helped reduce delays by 23.52 million vehicle hours in CY 2020.

MDOT Leadership in Safety Efforts

- Since launching the overarching Be the Driver campaign in 2020, the MDOT MVA's Maryland Highway Safety Office has expanded the campaign to include additional topics such as Move Over and What to Do in a Roadside Emergency. These campaigns focus on educating motorists on how to stay safe when they encounter an emergency while driving, in response to the growing number of fatalities in this area, as well as information on the expansion of the move over law. The campaigns were developed in coordination with several state agency partners.
- During the past 10 winter seasons, MDOT SHA and MDTA were able to clear the roads on primary and interstate highways in fewer than four hours, on average.
- In the last year, MDOT MVA's Highway Safety Office launched the redesigned ZeroDeathsMD.gov website with enhancements to include more current and comprehensive crash data. This allows for

greater access to Crash Summary Reports, summaries of major crash causes, and additional data broken down by each jurisdiction in the state. The website is updated each month with the year-to-date number of fatal crashes and fatalities that were a result of a motor vehicle crash on Maryland roads.

- In May, Maryland became the second state to launch Maryland Mobile ID in Apple Wallet, providing Marylanders with an easy, fast, and secure digital version of their MDOT MVA-issued drivers' license or state ID card. Through Maryland Mobile ID, a customer's identity is digitally verified, allowing the customer to control what personal data a requestor can see.
- MDOT MVA continues to focus on REAL ID, assisting 87% of Marylanders become compliant, well above the national average of 49%, in advance of the REAL ID deadline of May 7, 2025.



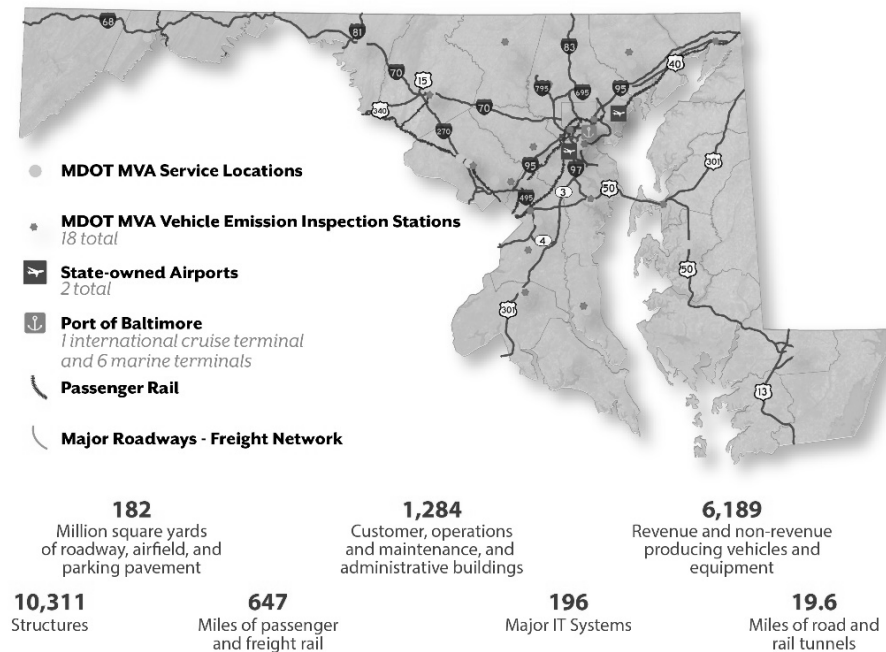
Asset Management

State of Good Repair is the condition in which a transportation asset, such as transportation infrastructure, services, or vehicles are able to operate at a full level of performance. MDOT is committed to ensuring all of its transportation assets remain in a State of Good Repair. To accomplish this, we continuously catalog and evaluate our assets, which helps us maximize our limited resources by directing them to those most in need of improvements. Annually MDOT conducts State of Good Repair (SGR) Analysis to identify SGR funding needs across the Department. In the upcoming ten-year period, MDOT has identified over \$22 billion in State of Good Repair funding needs for the most critical assets. The Department has implemented asset criticality frameworks and scoring processes to ensure a risk-based approach to directing funding to

the most critical needs. Asset management is a holistic approach of balancing costs, opportunities, and risks against the desired performance of assets. MDOT will continue to focus on the transportation infrastructure that is most in need of repair across all modes of transportation.

MDOT strives to maximize the value of every dollar, allocating funds toward system preservation first. The CTP reflects this priority by making continued investments in our: statewide bridge program; road and runway resurfacing; rail car overhauls and replacements; bus replacements; and general facility rehabilitation, replacement, and upkeep.

MARYLAND DEPARTMENT OF TRANSPORTATION'S SYSTEM



A key focus area is the condition of bridges across Maryland. MDOT SHA continues to prioritize reducing the number of poor rated bridges (the bridges are safe but need repairs/replacement) on the state's highway system to ensure safe travel for our customers. Bridges that are identified as poor rated are evaluated through our asset management plan for inclusion in a rehabilitation or replacement program. MDOT recorded 26 poor rated MDOT SHA bridges in the March FHWA submission - the lowest level since tracking began and one of the lowest percentages of any state transportation agency

in the nation. The remaining bridges are in the design phase with construction funding either in place or pending to address their condition.

In CY 2022, 85.3% of MDOT SHA's highway network was in overall preferred maintenance condition, and in CY 2021, 92% of the MDOT SHA and MDTA roadway network was in overall acceptable pavement condition, using MDOT SHA definitions.



MDTA is working on a phased approach to rehabilitate the eastbound span of the William Preston Lane Memorial (Bay) Bridge. Phase I construction began in Fall 2022 and involved replacing a 1.6-mile section of the original 70-year floor system including both the deck and floor beams, extending the life of the bridge approximately 50 years. This project also includes upgrading the parapet to a system compliant with current safety standards and widening of the deck to allow for enhanced emergency vehicle accessibility. This effort is part of a series of projects at the Bay Bridge including a major electrical system upgrade with system redundancy, Automated Lane Closure System (ALCS) with queue detection and All Electronic Tolling (AET) improvements, which opened in December 2022. These projects demonstrate MDTA's commitment to prolong the service life of a signature bridge asset while working to enhance the safety, capacity, and efficiency of this facility for travelers and MDTA personnel.

Construction was completed Fall 2022 on MDTA's \$463 million new US 301 bridge to replace the 81-year-old Governor Harry W. Nice Memorial/Senator Thomas "Mac" Middleton Bridge over the Potomac River. The project was one of Maryland's largest transportation initiatives and improves mobility, safety

and economic opportunities for Southern Maryland, northeastern Virginia, and the region. In March 2022, the U.S. Department of Transportation approved a \$200 million federal Transportation Infrastructure Finance and Innovation Act (TIFIA) loan to finance part of the \$463 million replacement project. In addition to Maryland and federal funding, Virginia contributed \$13 million to the project. The new, wider, four-lane crossing opened to traffic Fall 2022. The new bridge:

- Doubles the vehicle capacity with four 12-foot-wide lanes, replacing the original bridge's two 11-foot-wide lanes.
- Improves safety by installing a barrier-separated median between eastbound and westbound lanes, adding two-foot shoulders and other improvements that meet current safety standards.
- Eliminates lane-shifting safety issues at toll booths by replacing them with all-electronic (cashless) tolling (AET).
- Enables tall ships to pass beneath its 135-foot clearance.



MDOT MTA's published *2022-2031 Capital Needs Inventory* highlights MDOT MTA's progress in reducing a State of Good Repair backlog from 16.2 percent of all assets to 14.4 percent over the past three years, and lays out a plan to further address state of good repair needs over the next ten years. With current funding in this CTP, the backlog is projected to continue to decrease to 5.4 percent of assets by 2027.

Transit Fleet

MDOT MTA is investing in fleet modernization across all modes to support safe and reliable operations and enhance passenger comfort and convenience. Key highlights include:

- The \$400 million replacement of metro railcars and signal system is underway.
- The \$160 million overhaul of the 53-vehicle light rail vehicle fleet continues to move forward.
- The \$54 million overhaul of 63 MARC III passenger coaches which is advancing with 21 overhauled coaches currently in service.

MDOT MTA received a grant for several 60-foot articulated low or no emission vehicles through the Federal Low or No Emission Grant. MobilityLink paratransit vehicles also continue to be replaced and are being evaluated for low or no emission vehicle opportunities. Also, MDOT MTA is currently working on the next five-year contract to purchase all zero emission Core buses.

Customer Service

MDOT aims to provide premier customer service to all customers. There are many examples highlighting MDOT employees providing exceptional customer service.

In December 2021, MDOT MVA completed its IT modernization project known as Customer Connect, which enhanced the customer's experience by providing greater access to information, security, and the ability to conduct more online transactions than ever before. Customer Connect replaced the agency's legacy systems providing customers and employees with a complete view of all the customer's records and status with the MDOT MVA. At MDOT MVA, wait times were reduced by nearly 10 minutes, averaging 11 minutes in the 4th quarter of FY22 compared to 20 minutes in FY21.

MDOT MVA has also expanded online and kiosk services through myMVA. Approximately 74% of customers complete their transaction with the MDOT MVA using an alternative service delivery method. Through a myMVA account, customers can also look up notices, letters, and receipts related to their vehicle, check their REAL ID status, and view any MDOT MVA correspondence related to their vehicle since July 2020 without stepping foot into a branch office.

Over the last several years, the MDOT MVA has partnered with other government agencies to become a "one-stop-shop" for Marylanders. The Department of Natural Resources, the Department of Veterans Affairs, MDOT MTA and the MDTA have opened customer service centers within MDOT MVA branches or currently offer their products in branch offices, or on the online store and kiosks. In addition, MDOT MVA employees are providing customers with birth certificates on behalf of the Maryland Department of Health and TSA Pre-Check and TWIC approval at several MDOT MVA branch offices.

MDOT MAA has embarked on a major terminal improvement program to improve operations and customer service at BWI Marshall. The project will provide a new state-of-the-art baggage screening system to remove constraints to airline growth, a direct walking path between concourses A and B for connecting passengers and a host of concessions and passenger improvements. The project is being procured through a Construction Management at Risk (CMAR) delivery method. The design is nearing completion as of late FY22 and initial enabling tasks such as fuel hydrant and utility relocations are under construction.



MDOT MAA is committed to the health and safety of our guest and employees. In August 2021, MDOT MAA opened a FirstCall Medical Center at the Baltimore/Washington International (BWI) Thurgood Marshall Airport which provides health care services for the traveling public and airport staff. Located inside the main terminal near Concourse C, FirstCall Medical Center offers emergency care, first aid, COVID-19 testing and vaccinations, travel vaccines, occupational medicine, and physical exams. The center is open daily from 6 a.m. to 9 p.m. and facility accepts most major insurance plans and offers self-pay options for all services.

To improve the traveler experience and replace outdated and aging infrastructure, MDOT MAA embarked on a terminal-wide Restroom Improvement Program. Design of the post-security restrooms has been completed and construction began in mid-FY22 with completion expected in FY 2024. Construction includes two new restroom sets in each of the B, C, and D Concourses.

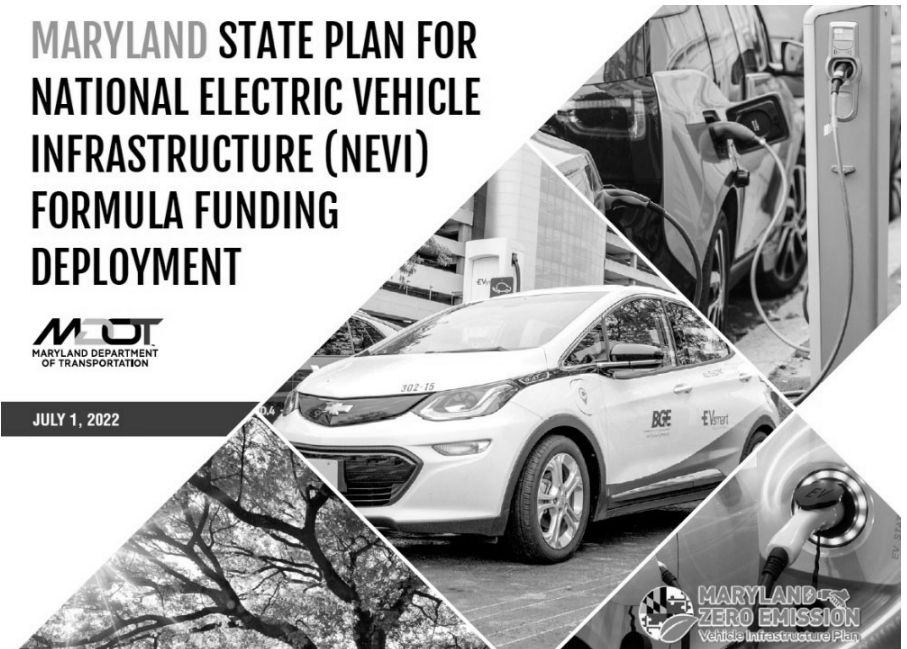
Leading the Way with Technology, Data, and Innovation

Vehicle and fuel technologies are key to MDOT's efforts to improve congestion, improve air quality, and reduce greenhouse gas (GHG) emissions. MDOT is integrating the following technologies into its plans and operations.

MARYLAND STATE PLAN FOR NATIONAL ELECTRIC VEHICLE INFRASTRUCTURE (NEVI) FORMULA FUNDING DEPLOYMENT



JULY 1, 2022



Electric Vehicles (EVs)

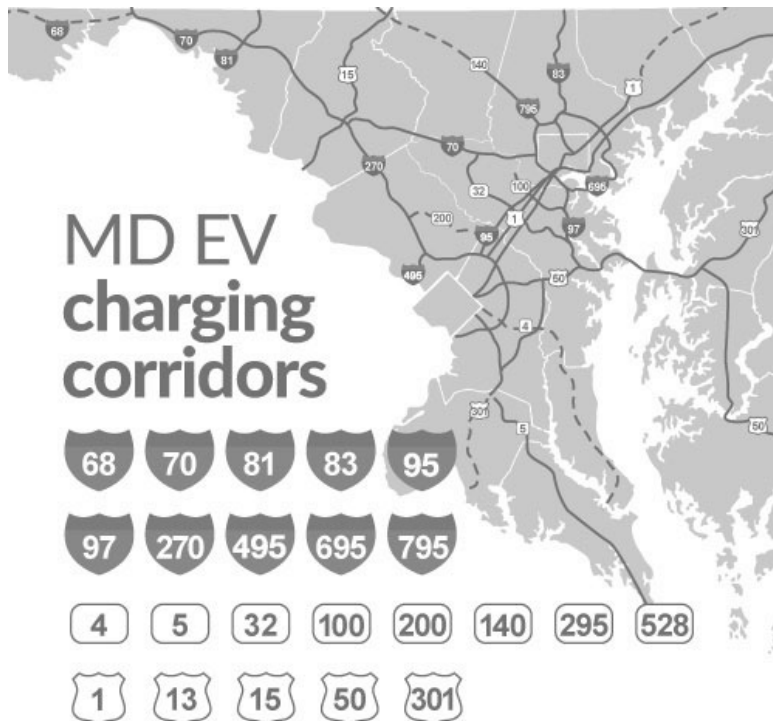
In response to the Infrastructure Investment and Jobs Act (IIJA), MDOT prepared the *Maryland State Plan for National Electric Vehicle Infrastructure (NEVI) Formula Funding Deployment*, describing how \$57M in federal funds will be allocated to EV charging infrastructure in Maryland. FHWA approved the plan in the Fall of 2022. The funds will be distributed in Federal Fiscal Years (FFYs) 2023 through 2027, with the primary objective of building out and certifying Maryland's Alternative Fuel Corridors (AFCs). Once the AFCs are certified, funding may be used to build out additional public charging infrastructure throughout Maryland.

MDOT continues to transition portions of its vehicle fleet to EVs. MDOT is actively replacing its light-duty passenger fleet with EV models in response to legislation passed in 2021 and 2022. MDOT MTA is planning facility upgrades and installation of charging infrastructure, in preparation for introducing zero

emission buses (ZEBs) into the MDOT MTA transit bus fleet. MDOT MAA is planning to replace parking lot shuttle buses at BWI Airport with electric models.

As public interest in EVs continues to grow, the MDOT-led Zero Emission Electric Vehicle Infrastructure Council (ZEEVIC) provides a public forum for discussion and information-sharing from interested parties and stakeholders engaged in expansion of zero emission vehicle (ZEV) infrastructure in Maryland. Maryland is consistently ranked among the top states for ZEV policy accomplishments.

During the last year, from June 2021 to June 2022, there were more than 52,000 EV owners in Maryland, a 50% from October 2021. We ended CY 2022 with 62,000 EV owners. Under MDOT's leadership, Maryland has successfully nominated 23 EV AFCs, three hydrogen AFCs, two liquified petroleum gas (LPG) AFCs, one compressed natural gas (CNG) AFC, and one liquified natural gas (LNG) AFC under FHWA's AFC solicitations. These corridor designations are key to utilizing new federal EV charging infrastructure funding in the Infrastructure Investment and Jobs Act (IIJA).



The MDOT has worked to facilitate and support the deployment of EVs and electric vehicle supply equipment (EVSEs) to mitigate climate change and improve air quality. To support this growing demand, Maryland has been working to deploy a robust EVSE infrastructure of more than 1,240 charging stations and more than 3,370 charging outlets.

The Maryland Public Service Commission (PSC) approved a five-year EVSE pilot program in 2019, under which the utility companies are committed to installing over 900 utility-owned and operated public charging stations on government property. The PSC pilot program established a coordinated strategy to prepare for demands on Maryland's electric grid and ensure equitable access to EV charging across the state. To date, 33 Level 2 and DC Fast Chargers have been installed on nine MDOT-owned sites under this program. Additional sites are in the review and approval stages. Utilization data is collected at each site.

Incident Management Technology

MDOT SHA and the MDTA continue to investigate innovative technologies to proactively manage and inform the public when incidents occur on our roadways. The increased use of crowdsourced information, publicly available data feeds, and sensors allows MDOT SHA and MDTA to accelerate the adoption of both lifesaving and information-sharing tools. Another approach that has increased efficiency is coalescing multiple office data sources into shareable content, which allows for broader situational awareness, increased data, and ultimately improved data driven decisions.

Systems Management Technologies

Transportation System Management and Operations (TSMO) is a framework used by transportation agencies to maximize the service potential and to manage roadways as part of a transportation "system," focusing on operational improvements that do not require traditional capacity improvements (e.g., additional lanes, interchanges, routes, etc.). TSMO initiatives achieve this high level of efficacy by utilizing information technology to create intelligent transportation systems (ITS).

Systems management requires deployment of sensors, such as cameras, traffic sensors (e.g., volume, speed, and density), communication infrastructure (e.g., fiber or 5G), to monitor, in real-time, how traffic is moving. That data is then used to active and manage technologies such as ramp meters, dynamic speed advisories, part time dynamic shoulder use, and reversible lanes to improve both the flow of traffic and the safety of those on the roadway.



In August 2020, MDOT transitioned to full-time all-electronic tolling across Maryland, including along the John F. Kennedy Memorial Highway (I-95) and at the Fort McHenry Tunnel (I-95), the Baltimore Harbor Tunnel (I-895), and the Nice/Middleton Bridge (US 301). The system provides convenience for motorists, less engine idling for better fuel efficiency and reduced emissions, decreased congestion, and increased safety. The MDTA implemented temporary all-electronic tolling statewide in March 2020 as part of its COVID-19 response and made all-electronic tolling permanent at the Bay Bridge in May 2020 with the installation of a new tolling gantry. Other MDTA facilities, including the Intercounty Connector (ICC)/MD 200, the I-95 Express Toll Lanes in Baltimore, the Key Bridge (I-695), and the Hatem (US 40) Bridge, had already operated using all-electronic tolling.

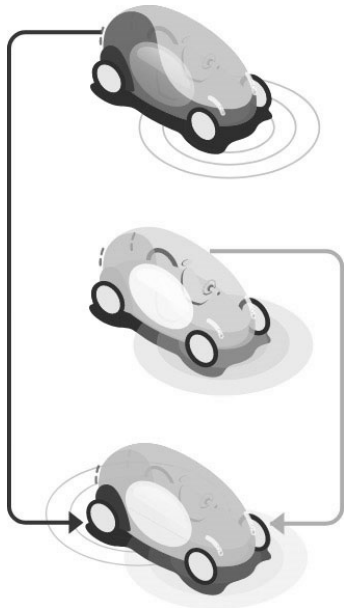
In April 2021, the MDTA brought Maryland into the next generation of tolling with the launch of DriveEzMD, which encompasses *E-ZPass*. The launch included a new website, web chat, expanded customer call center, new toll payment choices, including pay-by-plate, and text notifications.



Connected and Automated Vehicle (CAV) Technology

Connected and automated vehicles (CAV) are an important foundation for the future of mobility in Maryland as we strive to increase access to all transportation options and improve the reliability of our transportation system. Maryland is embracing CAV technology and innovation through collaboration with a wide variety of stakeholders. Maryland's [CAV Working Group](#) provides a central point of coordination for all entities seeking to test and develop CAV technology. CAV will not only affect transportation, but this life-changing technology will impact our health, prosperity, and access to resources during difficult times. This technology can help save lives and is consistent with our goal in Maryland to reach zero fatalities on our roadways.

CAV could change all aspects of mobility—from the way we commute to how we plan and develop infrastructure for future cities and towns. CAV technology leverages connected capabilities with automated features to provide the highest benefit of safety redundancies on the roadway. Connected vehicles “talk and listen” to infrastructure, other vehicles, and mobile devices – to warn a human driver of an impending hazard, enable a vehicle to operate more efficiently, or guide a vehicle to take appropriate action given the surroundings.



Automated vehicles use sensors and other technologies to understand the environment to similarly assist drivers or guide the vehicle; eventually, very high-level automation may be able to perform driving tasks in place of a human driver. Maryland is proactively providing tangible information to our communities and stakeholders to help effectively realize the benefits this vehicle technology can provide. The [Maryland CAV Strategic Framework](#) and the [CAV Accomplishments](#) demonstrate the state's continued leadership in this area and focus on identifying the many life-saving and economic benefits of CAV technology, while continuing to prioritize collaboration across the state. There is a new CAV website and video located at: cav.mdot.maryland.gov.

Regional Transit Plan, Transit Studies, and Transit Services

MDOT MTA continues concrete steps towards the implementation of the Central Maryland Regional Transit Plan (RTP) in coordination with local jurisdictions, Baltimore Metropolitan Council, business organizations, and advocacy groups. Most notable among these actions are the ongoing Feasibility Studies for the first two corridors identified in the RTP for study and investment: the East-West Corridor from Bayview to Ellicott City, and the North-South Corridor from Towson to Downtown Baltimore.

Progress has continued this year towards the 2026 opening of the 16-mile Purple Line light rail from New Carrollton to Bethesda. In April 2022, financial close was reached on a new contract between the concessionaire, Purple Line Transit Partners, and design-builder Maryland Transit Solutions. Full scale construction by the new design/builder began in FY 2023.

MDOT MTA is advancing studies for multiple ways to improve its MARC train service and adapt service to changing travel patterns. This includes working closely with Amtrak and CSX to enable updated schedules to accommodate to the way customers now travel, as well as working closely with Amtrak to advance the Frederick Douglass Tunnel project. This project will deliver several key benefits to MDOT MTA customers including the potential for faster and more frequent MARC train travel to Washington, DC, and a new and improved West Baltimore MARC station with improved operations, comfort, and accessibility.



Transit Apps

MDOT MTA has taken several steps to provide customers with more useful and timely information to help them choose transit for their trips, as well as to improve fare structure and payment by providing more flexible and faster options. These have included launching real-time digital signs at three major transit hubs, updating Metro SubwayLink real-time data to include live train locations and arrival predictions on Transit App and Google Maps and adding real-time bus crowding information to Transit App.

Reliable, On-Time Service

As transit ridership in the Baltimore region continues to recover from the COVID-19 pandemic, MDOT MTA continues to adapt service to support changing travel patterns while reflecting MDOT MTA's commitment to prioritizing equity, improving reliability, and expanding access. Ridership is increasing steadily after falling sharply during the height of the pandemic, with local bus ridership reaching 70% of 2019 levels in March 2022. Monthly transit ridership has recovered to over 60% of pre-pandemic levels as of November 2022, with ridership on core bus reaching nearly 75% of its previous ridership. Several service changes have resulted from these efforts including:

- A new Express BusLink route between West Baltimore and Tradeport Atlantic
- Elimination of a surcharge for express bus riders
- The introduction of the CharmFlex 3- and 10-day passes within the CharmPass app that can be used on non-consecutive days

Capital investments in Transit Priority Initiatives and rider amenities are ongoing to directly improve bus operations on key corridors and improve the rider experience across the core service area. These investments include:

- The recently completed construction of the \$27 million North Avenue Rising Project in Summer 2022. This project includes 5.5 miles of dedicated bus lanes, bus stop improvements, intersection improvements, and bicycle and pedestrian safety projects. These investments are already benefiting people accessing and riding transit and are the culmination of a six-year process that began with the successful application for a highly competitive Federal TIGER Grant.
- The in-progress \$43 million Fast Forward Program which will design and construct additional dedicated bus lanes, create new and enhanced transit hubs, add more bus shelters, make ADA and pedestrian safety improvements at and near bus stops, improve real time signs, and enhance wayfinding at Light Rail stations by the end of 2024.
- The awarded \$22 million dollar RAISE grant to advance multi-modal transportation enhancements that will add transit, pedestrian, and bicycle infrastructure along the routes currently served by the CityLink Blue and CityLink Orange (<https://raisebaltimore.com/>).
- The recently awarded RAISE grant and Congressional Dedicated Funding contributes to a planned \$14.65 million project to improve multimodal access to Baltimore Penn Station.

Commuter Choice Maryland

Commuter Choice Maryland encourages commuters to explore and use alternate means of transportation to and from work, giving them travel choices convenient to them, such as transit, ridesharing (carpool/vanpool), biking, walking, teleworking, and alternative work schedules. These options help reduce commuter stress, reduce congestion, and conserve energy.

The Commuter Choice Maryland Employer Partner Program launched in 2021, with the goal of recognizing Maryland employers and organizations for their leadership in offering transportation benefits and creative program incentives to their employees. Employers of all sizes and industries in Maryland are encouraged to become a partner. Partners also gain access to complimentary guided support; a custom transportation plan and an employee travel behavior survey; an opportunity for a featured story in the quarterly newsletter and access to employer assistance resources. Commuter Choice Maryland also works in partnership with local and regional jurisdictions and provides



complimentary consultations to employers starting or enhancing their workplaces transportation and commuter benefits programs.

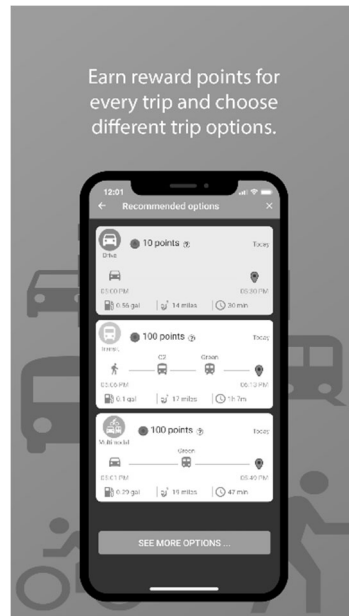
Commuter Choice Maryland also promotes the Maryland Commuter Tax Credit, where Maryland employers who offer qualified commuter can claim a tax credit. Qualified commuter benefits include Guaranteed Ride Home, vanpool, transit and cash in lieu of parking. As of July 1, 2022, commuter benefit offerings have expanded to include telework, carpool, active transportation and multimodal commuter last mile connections. All Maryland employers are encouraged to participate in this program, which helps businesses to retain and attract talent and improve their overall bottom line.

These efforts help to improve the environment, reduce congestion, enhance the quality of life of all Marylanders and increase economic opportunities.

To learn more, please visit CommuterChoiceMaryland.com or email: commuterchoice@mdot.maryland.gov or call: 410-865-1100 between 8:00 am and 4:30 pm Monday – Friday.

IncenTrip

In November 2021, MDOT launched the expansion of the incenTrip application statewide into Maryland as a congestion mitigation effort, as more employees were starting to plan their return to the workplace. The purpose of incenTrip is to reduce traffic congestion during weekday peak commute times by encouraging Maryland commuters and employers to use public transportation, ridesharing (carpool and vanpool), walking, and biking. Maryland commuters who use the application during their commute earn points that can be redeemed for cash and other rewards. For more information, visit <https://mdot.maryland.gov/incentrip>.



Economic Growth - Keeping Maryland Moving

Maryland's transportation system is essential to the state's economy. An efficient transportation system provides a competitive advantage to businesses in a regional, national, and global marketplace. Transportation directly impacts the viability of a region as a place that people want to live, work, and raise families, all critical to keep Maryland moving. Transportation infrastructure provides value and investing in Maryland's transportation system creates jobs and supports essential employees and Maryland industries and businesses.

BWI Airport

Over the last five years (2016-2021), air cargo processed at BWI Marshall has more than doubled. Much of this can be attributed to the shift in consumer buying patterns to e-commerce and last-mile delivery. With the opening of the new Midfield Cargo building in late-2019, BWI Marshall has become one of Amazon's top 5 busiest air cargo facilities in the nation (out of 35) and currently employs over 1,200 persons. In 2021, BWI Marshall handled 4% more cargo than the previous year and maintained 55% of the regional market share handling more cargo than Dulles International and Reagan National airports combined. Moving forward, MDOT MAA continues to explore opportunities to accommodate growth in both the domestic and international air cargo markets.

Maryland's Port of Baltimore



The Helen Delich Bentley Port of Baltimore generates about 15,300 direct jobs, with almost 140,000 jobs overall linked to Port activities. The Port ranks 1st among the nation's ports for volume of autos and light trucks, roll on/roll off heavy farm and construction machinery, and imported gypsum. It ranks 11th among major U.S. ports for foreign cargo handled and 9th for total foreign cargo value. Overall, it is one of the most diverse cargo ports in the U.S. and a top port in terms of total cargo tonnage and overall dollar value of cargo.

The ongoing cargo increases at Maryland's Port of Baltimore's public marine terminals are spurring capital projects that will place the Port in a very competitive position for future growth. The MDOT MPA is designing and reconstructing its Dundalk Marine Terminal berths to continue to handle the increases in automobiles as that sector recovers from supply chain shortages and to better accommodate the increasing size of heavy farm and construction machinery. Maryland's Port of Baltimore currently handles more automobiles and farm/construction machinery than any other port in the United States.

Four additional ultra-large, Neo-Panamax container cranes that arrived in September 2021 are now fully operational and allows Maryland's Port of Baltimore to handle two supersized vessels simultaneously. In addition, MDOT MPA was awarded a Consolidated Rail Infrastructure and Safety Innovations (CRISI) grant to realign and replace existing rail track at the Intermodal Container Transfer Facility adjacent to Seagirt.



The Howard Street Tunnel Project is currently underway and will allow for double-stacked container rail cars, clearing a longtime hurdle for the Port and giving the East Coast seamless double-stack capacity from Maine to Florida. The Howard Street Tunnel project benefits from public-private investment from the federal government, Maryland, CSX, and others, and is expected to increase the Port's business by about 160,000 containers annually. It will also generate about 6,550 construction jobs and an additional 7,300 jobs from the increased business. More information on the Howard Street Tunnel Project can be found at: <http://www.mpa.maryland.gov/HST>.

General Freight

To meet other freight needs, MDOT is taking an aggressive approach to implement other multimodal freight solutions in Maryland. Please refer to the CTP Freight Summary Section on page FRT-1 of the CTP for a listing of MDOT's freight projects. In addition to capital projects, MDOT is involved in several freight planning efforts, including the implementation of the Statewide Truck Parking Study action items and the recently completed State Rail Plan and State Freight Plan. Additional information on MDOT's freight activities can be found on MDOT's website at: mdot.maryland.gov/freight.

Public-Private Partnerships

Public-Private Partnerships (P3) will continue to be an important tool, where we can find opportunities to partner with our federal, state, regional, local, and private partners to advance key projects in Maryland. MDOT has a demonstrated history of successful P3 projects at Maryland's Port of Baltimore (MDOT MPA), travel plazas (MDTA), Purple Line (MDOT MTA), and OpLanes (MDOT SHA/MDTA).

The P3 agreement with Ports America Chesapeake continues to solidify the Port's position as Maryland's economic engine. As a result of continued growth

in business, Ports America is investing in the above-described second 50-foot-deep berth project at Seagirt Marine Terminal. This \$122.1 million investment includes \$105 million from Ports America, \$10.5 million from the Transportation Trust Fund and \$6.6 million in federal funding. For more information visit: <https://www.pachesapeake.com/>.

MDTA partnered with Areas USA for the redevelopment and subsequent operations and maintenance of two travel plazas along the I-95 corridor in Harford and Cecil Counties. Areas USA financed the \$56 million project completed in 2014 and continues to operate and maintain these plazas through a long-term 35-year agreement. For more information visit: <https://mdta.maryland.gov/MD-I-95-Travel-Plazas/Home.html>.



The Purple Line Light Rail P3 project will connect Prince George's and Montgomery counties inside the Capital Beltway, with 21 stations connecting to: Metrorail's orange, green, yellow, and red lines; the MARC Brunswick, Camden, and Penn lines; regional and local bus services; and Amtrak at New Carrollton. Construction is underway of the entire 16-mile Purple Line light rail corridor. For more information visit: <https://purplelinemd.com/>.

MDOT SHA and MDTA continues to advance OpLanes Maryland, a P3 that addresses the significant congestion on I-495 and I-270 in the National Capital Region. The current focus is on "Phase 1 South", from the vicinity of the George Washington Memorial Parkway across the American Legion Bridge to I-370. Phase 1 South addresses congestion and trip reliability through a multi-

faceted approach including replacement of the American Legion Bridge, new high-occupancy toll lanes, and new transit opportunities. For more information visit: <https://oplanesmd.com/>.



Walking/Biking

Maryland, like many parts of the country, is seeing an increased interest in biking and walking as a significant transportation mode and an integral part of the state's broader transportation approach. Safe infrastructure for people walking and biking is essential to MDOT contributing to the broader statewide goals of reducing greenhouse gas emissions, alleviating congestion, encouraging healthy activities, and supporting activity-based tourism and economic development.



Walktober continues to be a success building on the past Walktober campaigns working in partnership with various state agencies, county governments, and national non-profit organizations to promote infrastructure, safety, and health as they relate to walking. MDOT offered free walk-focused webinars (called Walkinars), with guest panelists discussing a variety of walk-related topics, which continue to be available for viewing on the website. The eighth annual "Walk Maryland Day" on October 5, 2022 was a great success celebrating the state's official exercise. To learn more about Walktober, visit: mdot.maryland.gov/walktober.

MDOT is committed to improving bicycle and pedestrian safety, access and mobility. MDOT SHA's Context Driven approach has improved pedestrian safety statewide. The CTP includes key discretionary programs, such as the

federal Transportation Alternatives Program and the state's Kim Lamphier Bikeways Network Program. Through the Bikeways Program, \$3.6 million is to eligible organizations for the design and construction of transportation-focused bike facilities.

Together, these program investments are strengthened by comprehensive guidance for all MDOT customers in Maryland. Targeted strategies and initiatives identified in this document, along with the 2040 Maryland Transportation Plan, ensure MDOT is responsive to changing needs and opportunities to improve active transportation connectivity and safety for all.

Advancing Environmental Stewardship and Resiliency through Sustainable Action

MDOT is a national environmental innovation leader through our programs and initiatives, which focus on an integrated and multimodal approach, leveraging public-private partnerships and ensuring equity to accomplish goals.

1. MDOT was honored with the 2022 Electronic Product Environmental Assessment Tool (EPEAT) Purchaser Award in four product categories, highlighting the commitment to sustainable electronics purchasing. MDOT is the only state DOT in the world to be recognized for this accomplishment.
2. MDOT received Silver-Level recognition from the State Electronics Challenge for environmentally responsible purchasing and end-of-life management of office electronics.
3. MDOT also received the Maryland Green Registry State Building Energy Award for the Harry R. Hughes Headquarters building, for energy efficiency and building related emissions reductions.
4. MDOT's High-Performance Ponds project, received a 2022 Maryland Quality Initiative (MdQI) Innovation Award for installed "smart pond" technology that regulates the flow of water from stormwater management ponds in Aberdeen, Hagerstown, and Fruitland, Maryland.

MDOT is focusing on establishing a cohesive, proactive, and coordinated response to the impacts of climate change across transportation systems. MDOT is developing a Climate Action Plan to document steps to reduce greenhouse gas emissions, increase resilience, and adapt to a changing climate.

Through partnerships, MDOT is reducing emissions of criteria pollutants. In addition to addressing the National Ambient Air Quality Standards (NAAQS) for criteria pollutants, set by the US Environmental Protection Agency (EPA), MDOT is also working to reduce greenhouse gas (GHG) emissions from the transportation sector.

1. Maryland has goals to reduce GHG emissions statewide by 60 percent by 2030, from 2006 emissions levels.
2. In July 2020, the World Resources Institute (WRI) recognized Maryland as the top GHG-reducing state in the nation. The WRI study on "America's New Climate Economy" found that Maryland has successfully reduced emissions by 38 percent between 2005 and 2017 all while growing our economy.
3. MDOT continues to produce annual reports illustrating the progress made toward reducing transportation sector GHGs and submits those state agency reports to the Maryland Commission on Climate Change and the Maryland General Assembly.

In 2021, MDOT established the Urban Tree Program, providing grant funding to replace trees in communities where transportation construction projects impacted tree cover. Expanding tree cover in areas affected by urban heat island or environmental justice issues is a primary focus of the new program. In addition to the Urban Tree Program, MDOT signed a Memorandum of Understanding (MOU) with the Maryland Environmental Trust (MET) to preserve scenic byways and tree plantings across the state.

By coordinating land-use, transportation, and resource planning with our partners, MDOT helps to ensure that the investments made will meet multiple needs for the citizens of Maryland. MDOT TBUs are minimizing negative impacts and using project mitigation to support conservation goals through the state's Green Infrastructure Plan and Chesapeake Bay Restoration priorities as a guide. To help decrease pollution from entering our waterways, the CTP supports a three-pronged approach: retrofitting older parts of the transportation network with the latest stormwater management technology; restoring natural filters through stream restoration, forest establishment, and wetland creation; and adopting protective operational practices. Further, MDOT works with our partners to promote flood awareness and encourage Maryland residents to be prepared and stay safe during flood events.

MDOT preserves cultural resources by identifying the locations of important historic sites along our transportation system. MDOT also supports the preservation and study of significant historic sites along scenic byways including Harriet Tubman's Birthplace in Dorchester County. MDOT's recent

discoveries on the Tubman family are incorporated into public interpretive signage and exhibits located along the Harriet Tubman Underground Railroad Byway.



Chapter 30

The Maryland Open Transportation Investment Decision Act – Application and Evaluation (Chapter 30) required MDOT to develop a project-based scoring system to rank major highway and transit transportation projects under consideration for funding in the CTP. Chapter 30 established nine goals and 23 measures to evaluate these major projects. The project-prioritization model required under Chapter 30 does not select major transportation projects for funding but is one of many tools MDOT will utilize in its project-selection process. The project evaluation results for this year are shown in the appendix of this CTP.

MDOT created a Chapter 30 scoring model that establishes how the 23 measures are defined and measured and created a weighting structure to score and prioritize the projects. For more information, visit: mdot.maryland.gov/Chapter30.

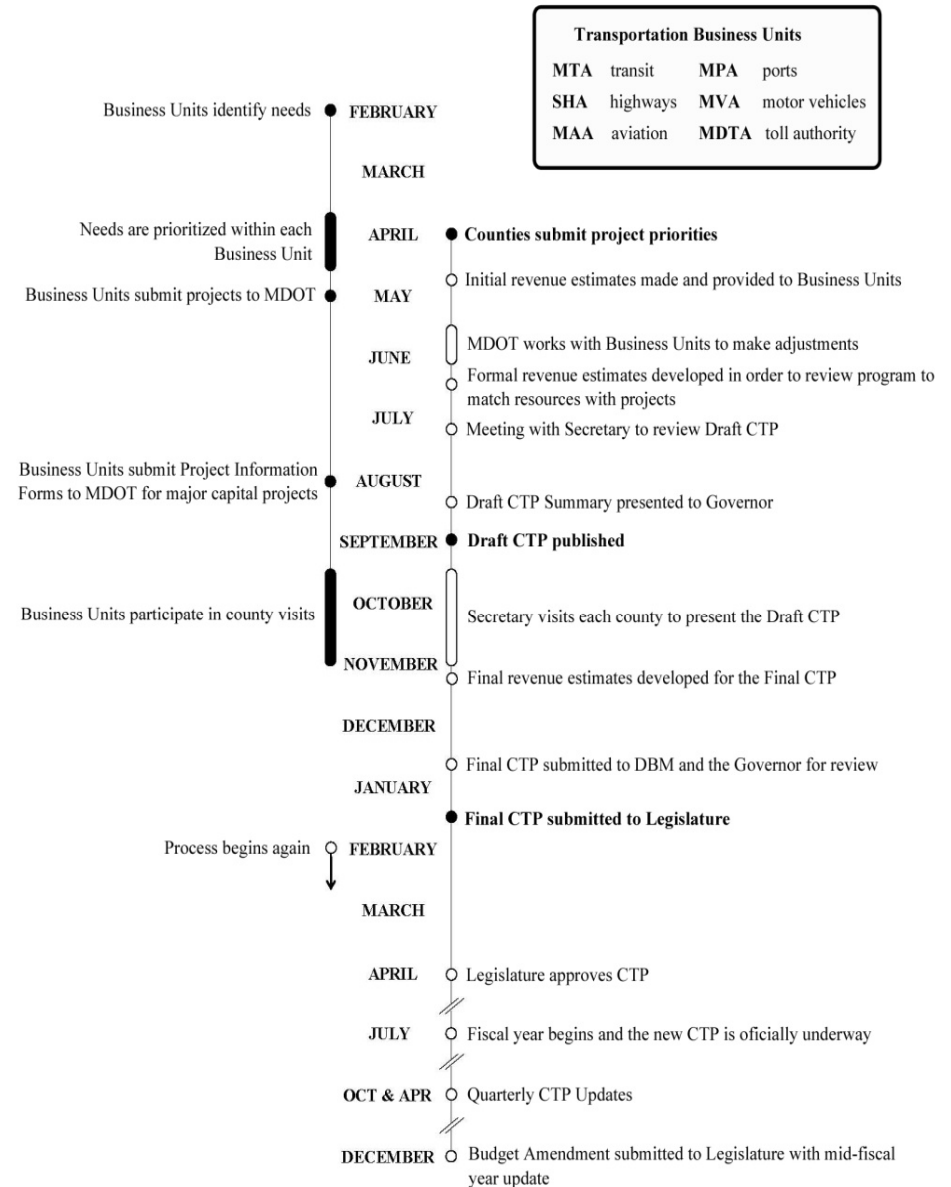
Process for CTP Development

The CTP takes nearly a full year to create through the work and collaboration of MDOT staff with state, regional and local elected officials. Each year, local jurisdictions are encouraged to submit priority project(s) to the state by April. It is important for MDOT to hear from local jurisdictions to facilitate collaboration on state and local needs. MDOT has established criteria to identify projects and programs responsive to the state's transportation priorities.

These criteria include:

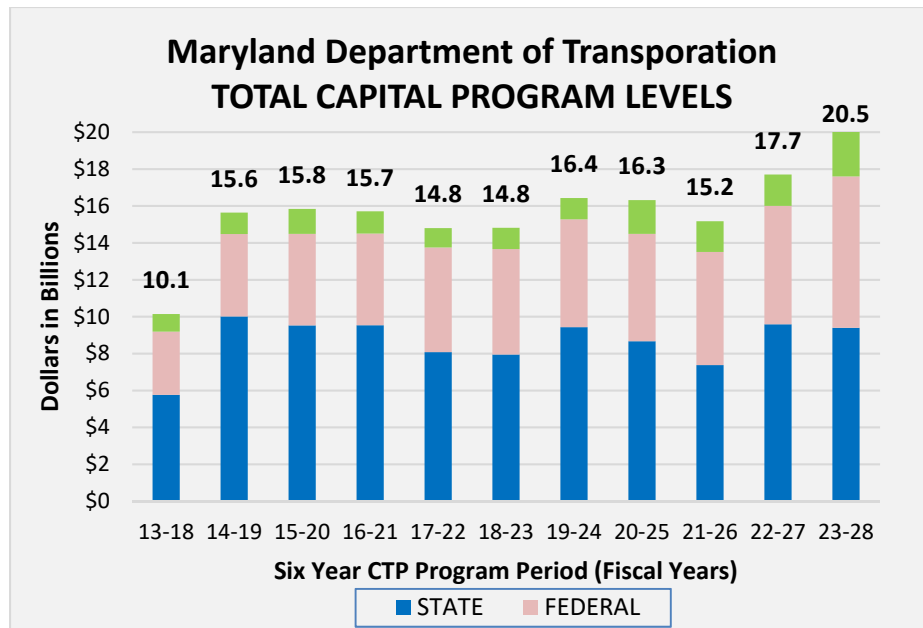
- Meets all federal and other legal mandates (e.g., Total Maximum Daily Load (TMDL) compliance, Positive Train Control (PTC), Federal Aviation Administration (FAA) regulations to maintain airport permits);
- Supports MDOT's program priorities and MTP goals (safety, system preservation, economic development, etc.);
- Meets all federal match requirements to maximize federal revenue sources;
- Supports the state's plans and objectives;
- Supports existing project commitments and upholds intergovernmental agreements;
- Is the single top priority within a local priority letter;
- Is consistent with local plans; and
- Is included in the regional Metropolitan Planning Organization (MPO) long-range plan (if the project is located within an MPO boundary).

CTP Development Process



FINANCING MARYLAND'S TRANSPORTATION PRIORITIES

In developing the CTP and establishing funding levels, MDOT must account for state and local economic growth, fluctuations in state transportation revenue, and allocations of federal funding. The state's Transportation Trust Fund supports MDOT investments through a dedicated account. The Transportation Trust Fund utilizes a variety of revenue sources, which provide funding that enable MDOT to address important capital and operating needs including safety, system preservation, multimodal transportation options, environmental stewardship, congestion relieve, and maintaining the competitiveness of Maryland's Port of Baltimore and BWI Marshall Airport.



State Revenue Projections

Total projected revenues amount to \$36.0 billion for the six-year period. This estimate is based on the revenue sources used by MDOT and includes bond proceeds and federal funds that will be used for operating, capital, and debt payment expenses. Pertinent details are as follows:

- Motor Fuel Tax revenues are projected to total \$8.5 billion over the six-year period. The motor fuel tax rate includes a base rate on gasoline (23.5 cents per gallon) and diesel fuel (24.25 cents per gallon); a Consumer Price Index (CPI) component (estimated to average 8.3 cents per gallon over the program period) and a sales and use tax equivalent component (estimated to average 14.3 cents per gallon). Growth in motor fuel usage is expected to recover from the impact of the pandemic, although future growth rates are minimal, averaging 0.3%, and reflecting the growing role of electric and hybrid vehicles in Maryland's fleet, the increasing fuel efficiency of all vehicles, and slower growth in vehicle miles traveled.
- Motor Vehicle Titling Tax revenues are projected to yield \$6.5 billion over the six-year period. The tax rate is set at 6% of fair market value of the vehicle, less an allowance for trade-in, that is paid on the sale of all new and used vehicles as well as on new residents' vehicles. This revenue source follows the normal business cycles of auto sales with periods of growth and decline, and an underlying upward trend.
- Revenues from Motor Vehicle Registration, Miscellaneous, and Other Fees are projected to generate \$3.8 billion. This forecast assumes revenues will increase an average of 1.6 percent per year over the program period.
- Corporate Income Tax revenues are estimated to be \$2.3 billion over the six-year period. Corporate Income Tax revenues are shared between the state's General Fund and the Transportation Trust Fund. The transportation share of corporate income tax revenues increases to 20 percent from 17.2 percent in fiscal year 2024. Chapter 240 of 2022 provides for a graduated increase over the six-year period in the share of the state's Corporate Income Tax dedicated to transportation. This additional revenue offsets the impact of an increased investment in capital transportation grants provided to local jurisdictions.
- Federal Aid is projected to contribute \$9.4 billion for operating and capital programs, including \$0.5 billion of federal COVID-19 relief funds. MDOT received funding directly from various federal relief legislation and received funds allocated to transportation from the state's Coronavirus Relief Fund. All federal relief funds are expected to be fully spent by the end of fiscal year 2024. The amount of Federal Aid for operating and capital programs increases to \$9.4 billion from \$8.0 billion in the FY 2022 – 2027 CTP as the result of additional federal funds available for the capital program from the Infrastructure Investment and Jobs Act of 2021. Since federal aid supports a significant portion of the capital program, a more detailed discussion of federal aid assumptions is presented in the next section of this summary.

- Operating Revenues are projected to provide a six-year total of \$2.8 billion. Operating revenues include charges for airport operations, including flight activities, rent and user fees, parking, and concessions (\$1.8 billion over the six-year period); transit fares (\$672 million); and fees for port terminal operations and rent (\$318 million).
- Bond issuances are estimated at \$1.8 billion during the six-year period. State law limits MDOT's bonds outstanding to \$4.5 billion and establishes an annual debt outstanding cap in the annual budget bill. Debt outstanding is projected to rise to \$3.6 billion over the six-year period, which remains below the statutory cap. MDOT maintains credit ratings of AAA from Standard and Poor's, Aa1 from Moody's, and AA+ from Fitch Ratings.
- Other sources of revenue are projected to total \$660 million during the six-year period. These sources include General Fund revenues, reimbursements, earned interest, use of fund balance, and miscellaneous revenues.

FEDERAL AID ASSUMPTIONS

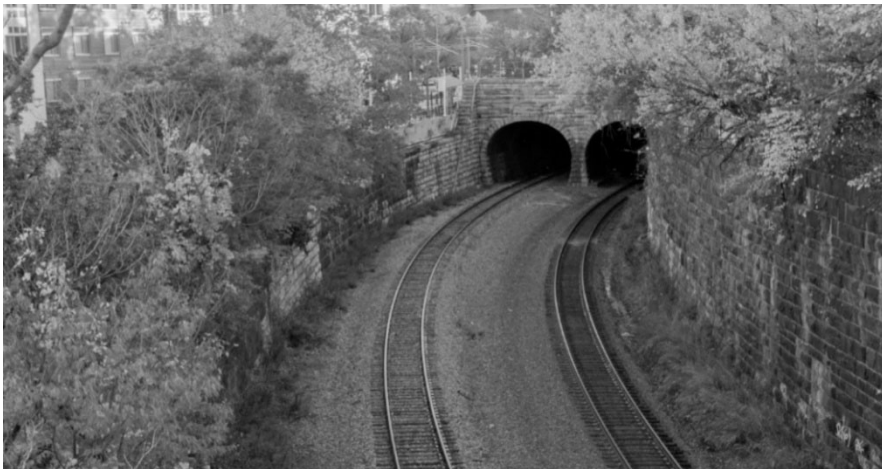
The current federal authorization is the Infrastructure Investment and Jobs Act (IIJA) also known as the Bipartisan Infrastructure Law (BIL), which provides vital federal funding for highway, transit, and other multimodal projects. The IIJA was signed by President Biden on November 15, 2021 and provides authorization for federal fiscal years 2022 through 2027 (FFY 2022-FFY 2027). This Act is more expansive in scope than a traditional transportation authorization and much of the discretionary funding was both

authorized and appropriated in the legislation. The traditional transportation funds are being distributed based on FFY 2022 appropriations.



Grants

In order to best leverage our state transportation dollars, MDOT continues to pursue all relevant federal discretionary grants to maximize transportation funding opportunities. In addition to formula funds, the IIJA provides a significant increase in federal funding for discretionary grants for transit, highways, airport, port, rail, freight and active transportation, in rural and urban areas. Many of these grant programs are annual over the five years covered by IIJA and focus on the following priority areas: repairing/rebuilding infrastructure, climate change mitigation, resilience, equity and safety. MDOT has pursued many grants already, including the following IIJA grant programs: the Airport Improvement Program (AIP) grant; the Port Infrastructure Development Program (PIDP) grant; the Bridge Investment Program (BIP) grant; the Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant; the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant; the Bus and Bus Facilities grant, the Infrastructure for Rebuilding America (INFRA) grant; the National Infrastructure Project Assistance (MEGA) Program grant; and the Rural Surface Transportation Grant. We also continue working with our local and regional partners to support grant applications across the state. To date (December 2022), MDOT has been awarded a Penn Station RAISE grant, a Martin State Airport Station All Stations Access Program (ASAP) grant and awaits the awards from other competitive grant applications.



Highways and Transit

Along with the relief and stimulus federal funds received by MDOT traditional federal funding comes from the Federal Highway Trust Fund (FHTF), which provides transportation investment for projects in the following areas: highways and transit; multimodal freight; safety and security; system preservation; bike and pedestrian; congestion mitigation; climate change and electric vehicle infrastructure.

The CTP allocates these federal funds to projects in the program based on reasonable assumptions of authorization given the passage of the IIJA. MDOT expects to have \$720.0 million in highway formula funding and \$291.6 million in transit formula funding in FFY 2022 for MDOT projects. The Purple Line previously received a commitment from the Federal Transit Administration for New Starts funding totaling \$900 million. The Purple Line also received an additional allocation of \$106.2 million in New Starts funding from the American Rescue Plan Act (ARPA).

Federal highway program funds authorized and apportioned to the states are subject to annual ceilings, which determine how much of the appropriated money can be obligated in any given year. This ceiling is referred to as Obligation Authority (OA) and is imposed by Congress annually in response to prevailing economic policy. This CTP assumes an OA level of 91.3 percent for FFY22 and 90.0 percent FFY 23 through FFY27.



Washington Metropolitan Area Transit Authority — WMATA

In FY23, WMATA anticipated receiving \$331.4 million in FTA formula grants and \$11.5 million in other federal grants (Congestion Mitigation and Air Quality) for bus and rail preservation activities. The Passenger Rail Improvement and Investment Act (PRIIA) of 2008 was reauthorized within the federal IIJA and will continue to provide funding of \$148.5 million annually through FY2028, though a requirement within the reauthorization earmarks \$5 million each year toward the operating budget of WMATA's Office of the Inspector General. In total, WMATA expects to receive \$491.5 million in federal capital funding in FY23. In addition, WMATA fully intends to pursue competitive federal grant funding for as many programs as they qualify. No such funds are included in WMATA's capital budget until they are awarded.

Beyond the federal capital funding, WMATA has been apportioned \$2.4 billion since FY2020 through the various federal COVID relief funding programs for use in its operating budget to help defray revenue losses from continuing low ridership. WMATA expects to use \$686 million of this federal relief funding toward its operating expenses in FY23, leaving approximately \$181 million to help cover its operating funding gap in FY24.

In light of recent safety concerns at WMATA, including the derailment of a 7000-series train which led to the discovery of a larger maintenance and accountability issue, MDOT's top priority regarding WMATA more so now than ever is restoring and ensuring the safety and reliability of the system and its operation. This is demonstrated through investments in safety and state of good repair. Established in law in 2018 and with funding beginning in FY20, Maryland provides its \$167 million share towards WMATA's annual Dedicated Capital Funding Grant. WMATA uses this guaranteed \$500 million in funding to generate capital resources through bond sales. This funding has assisted WMATA in catching up on its backlog of deferred capital needs. In addition to this funding commitment, this CTP includes a total of \$300 million (\$50 million each year in FY23 through FY28) as Maryland's matching contribution to the newly reauthorized federal PRIIA grant. Additionally, Maryland and its other WMATA funding partners, Virginia and the District of Columbia, continue to fulfill their obligation by providing formula funds to match federal grants.

Overall, WMATA's six-year capital budget is \$13.9 billion in FYs 2023 through 2028. This includes \$5.9 billion in state/local funding, \$5 billion in debt (including debt generated from bond sales utilizing the jurisdictional dedicated capital funding), \$3 billion from federal sources, and \$42 million in reimbursable funds to complete the extension of the Metrorail Silver Line.

Aviation

The FAA, through the Airport Improvement Program (AIP), is authorized to provide federal entitlement and discretionary funding for airport projects. The MDOT MAA estimates annual AIP entitlement funding is at least \$4.9 million for BWI Marshall Airport during the six-year period. The IIJA provides an additional \$25 million a year through a separate grant program with expanded project eligibility using only enplanements to distribute the funds. Traditional AIP Entitlement funding is calculated using enplanement and cargo-based formulas for BWI Marshall Airport and the amount reflects the 75% adjustment based on the airport's authority to collect a \$4.50 Passenger Facility Charges (PFC). The FAA Reauthorization Act of 2018 extended FAA authority to 2023.

In response to the pandemic, Congress enacted the Coronavirus Aid, Relief, and Economic Security (CARES) Act which allocated \$107.7 million in additional funding to Maryland airports, of which 82%, (\$87.8 million) went to BWI Marshall and Martin State airports (\$75.8 million for operating costs, including appropriated debt service and \$12.6 million for capital costs). Additionally, MDOT MAA received \$21 million in Coronavirus Response and Relief Supplemental Appropriations (CRRSAA) funding (\$20M debt service and \$1M appropriated debt) and \$84 million in ARPA funding (\$80M of debt service, \$2M appropriated debt, \$2M for operating expenses).



In Federal FY 2021, MDOT MAA received \$26M in grants (\$17.3 million for Taxiway F Phase 1), \$4.8 for Remote Transmitter Receiver (RTR), \$2.5M residential sound mitigation, \$670,000 for noise and \$1M for reimbursement

of Concourse A/B and BHS CMAR expenses. The AIP also provided another \$29.8 million to other public use airports throughout Maryland.

In FY 2022, MDOT MAA administered \$1.7 million to public-use airports across the state through the Statewide Aviation Grant Program. These grants support the flying public with airport improvement and infrastructure preservation projects, safety equipment acquisitions and environmental compliance activities. This state investment leveraged over \$18.6 million in FAA funds and \$2.1 million in airport owner investment. This level of funding is expected to provide \$15-\$20 million each year over the next six years. In addition, FAA allocated \$3.2 million to non-State-owned public-use airports as part of the federal pandemic relief assistance (i.e., FAA Airport Rescue Grants).



Martin State Airport continues to receive its annual \$150,000 AIP entitlement funding, which is applied to eligible projects. The IIJA provided an additional entitlement funding amount of approximately \$763,000 for Martin State Airport. Several development projects at Martin are expected to become eligible for AIP discretionary funding pending a favorable finding on the ongoing programmatic Environmental Assessment (as required by the National Environmental Policy Act) that is anticipated to be complete in CY 2022.

In FY 2021, MDOT MAA administered \$2.2 million to public-use airports across the state through the Statewide Aviation Grant Program. These grants support the flying public with airport improvement and infrastructure preservation projects, safety equipment acquisitions and environmental compliance activities. This state investment leveraged over \$33.1 million in FAA funds and \$1.0 million in airport owner investment. FAA funding is expected to provide \$15-\$20 million each year over the next six years. In addition, FAA allocated \$2.4 million to non-state-owned public-use airports as part of the CRRSAA, \$3.2 million for airport rescue grants and \$5.3 million for the first year of IIJA.

Maryland's Port of Baltimore

The MDOT Maryland Port Administration (MDOT MPA) receives nearly \$4.9 million annually through the Energy Transfer Port program for maintenance dredging through the U.S. Army Corps of Engineers (USACE), with the most recent round of funding delivered in FY 2022. The MDOT MPA's Mid-Chesapeake Bay Island Project received a major boost with the allocation of \$37.5 million in the USACE Supplemental FY 2022 Workplan. In April 2022, USACE, state and federal officials announced that an additional \$46.5 million had been secured, bringing the total for federal construction dollars to \$84 million for FY 2022.

In February 2022, the MDOT MPA was awarded \$1.8 million grant from the U.S. Environmental Protection Agency (EPA) for the Port's Diesel Equipment Upgrade Program, which replaces older cargo-handling equipment and dray trucks with newer, cleaner, and more efficient models. The grant will help the MPA further reduce emissions at the Port and surrounding residential neighborhoods. Since the Port's Diesel Equipment Upgrade Program began in 2008, a total of 118 pieces of diesel cargo handling equipment such as forklifts, top loaders, locomotives, and tugs have been replaced or retrofitted with cleaner engines. These replacements and retrofits have prevented more than 5,100 tons of emissions.



In June 2022, the MDOT MPA was awarded \$15.6 million from the Federal Railroad Administration (FRA) Consolidated Rail and Infrastructure Safety Improvements (CRISI) program for its Rail Capacity Modernization Project. The project will reconstruct and update the Seagirt Marine Terminal's intermodal rail yard infrastructure and support increased demand for double stacked trains of containerized cargo to markets across the country.



Terminal security efforts continue to be enhanced with federal assistance through the Federal Emergency Management Agency's Port Security Grant Program. In August 2021, MDOT MPA was awarded \$1.6 million in federal assistance to improve security at its terminals. The funding is being used to solidify cyber security initiatives and access control policies at the MDOT MPA's state-owned public terminals. Since 2005, Maryland's Port of Baltimore's public terminals have received more than \$20 million in the Port Security Grant Program.

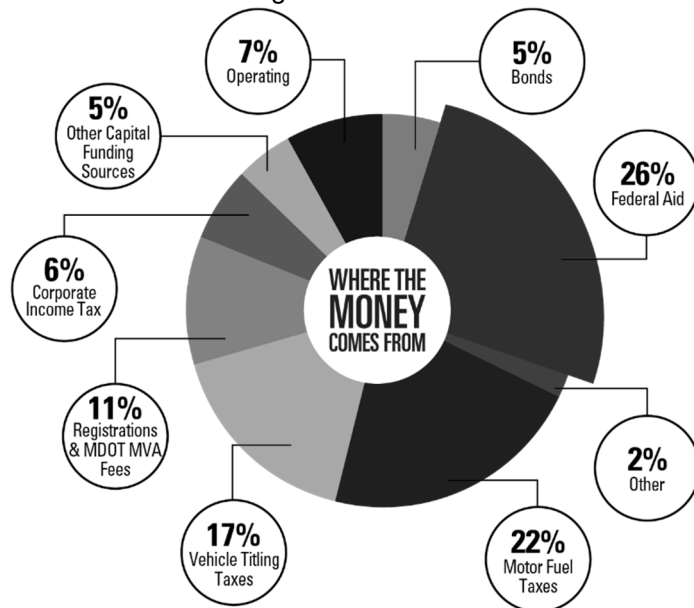
Through the IIJA, the Port will be eligible to apply for additional funding through the Port Infrastructure Development Program, the National Infrastructure Project Assistance grants program (Mega), and the Nationally Significant Multimodal Freight and Highways Projects grants program (INFRA).

WHERE THE MONEY COMES FROM...

Maryland's transportation system is funded through several dedicated taxes and fees, federal aid, operating revenues, and bond sales, which are assigned to the Transportation Trust Fund. This fund is separate from the state's General Fund, which pays for most other state government operations and programs. MDOT's customers pay user fees for transportation infrastructure and services through motor fuel taxes, vehicle titling taxes, registration fees, rental vehicle sales tax, and operating revenues. The motor fuel tax and vehicle titling tax are two of the largest sources of MDOT revenue. Operating revenues include transit fares and usage fees generated at the Port of Baltimore and BWI Marshall and Martin State Airports.

In addition to collecting revenue within the state, Maryland also receives federal aid for its transportation program. These federal funds must be authorized by a congressional act. The United States Congress enacted federal surface transportation authorizing legislation as part of the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Act (BIL), in November 2021, which provides investment in transportation infrastructure through FFY 2027.

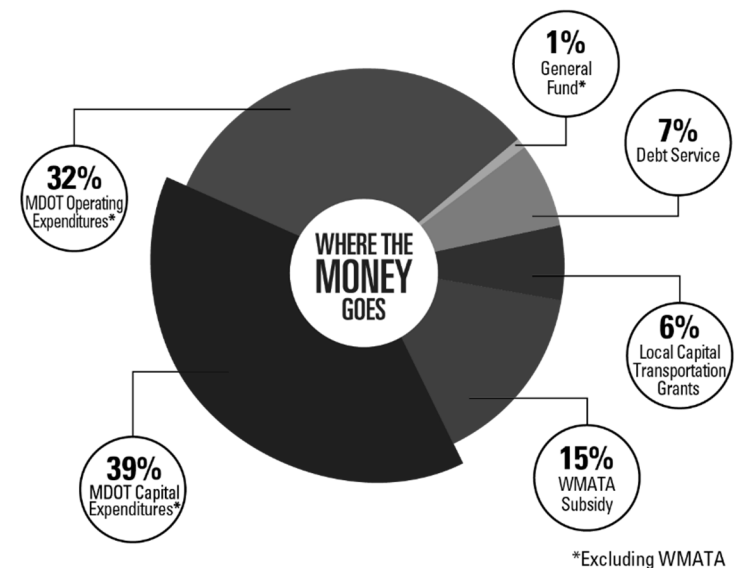
In addition to these state-sourced revenues and federal aid, MDOT utilizes other capital funding sources to fund its capital program. These other capital funding sources include funding from the state's General Fund to support



dedicated capital funds for WMATA and other projects, direct federal aid received by WMATA, local contributions, airport revenue bonds, airport passenger facility charge revenues, and airport rental car customer facility charge revenues. The Final FY 2023 – FY 2028 CTP totals \$20.5 billion, including \$17.5 billion from the Transportation Trust Fund and \$3.0 billion from other capital funding sources. In total, MDOT's operating and capital spending from all fund sources is \$39.4 billion over the six-year period. In addition, MDOT continually looks for opportunities to maximize its finances by leveraging alternative financing sources such as applying for competitive discretionary federal grants and entering into public-private partnerships.

WHERE THE MONEY GOES...

The MDOT program is fiscally constrained, meaning that the list of projects is tied to estimates of future revenue. The Transportation Trust Fund supports operation and maintenance of state transportation systems, administration, debt service, grants, and capital projects, as well as Maryland's portion of operating and capital subsidies for WMATA. A portion of these funds is directed for General Fund purposes, including environmental, fuel tax collection, and state police programs. After operating costs, debt service, and local transportation grants, the remaining money goes toward funding capital projects, including capital grants to Maryland's counties and Baltimore City for local transportation needs. This document, MDOT's Final FY 2023 – FY 2028 CTP, is the six-year capital budget for all state transportation projects.



Planned Capital Expenditures

FY 2023-2028 FINAL CTP SUMMARY (\$ MILLIONS)						
TRANSPORTATION BUSINESS UNITS		STATE FUNDS	FEDERAL AID	OTHER*	TOTAL	PERCENT OF TOTAL
Service Modes	MDOT TSO	169.7	7.2	11.8	188.7	0.9
	MDOT MVA	116.6			116.6	0.6
	Sub-Total	286.3	7.2	11.8	305.3	1.5
Aviation	MDOT MAA **	365.4	267.3	543.6	1,176.3	5.7
Maritime	MDOT MPA	871.6	206.5	331.1	1,409.2	6.9
Transit	MDOT MTA	2,255.1	2,000.7	162.0	4,417.8	21.5
	WMATA	1,054.6		1,819.8	2,874.4	14.0
	Sub-Total	3,309.7	2,000.7	1,981.8	7,292.2	35.6
Roads and Bridges	MDOT SHA	2,253.0	5,712.2	90.0	8,055.2	39.3
	HUR	2,268.7			2,268.7	11.1
	Sub-Total	4,521.7	5,712.2	90.0	10,323.9	50.3
TOTAL		9,354.7	8,193.9	2,958.3	20,506.9	100.0

Note: Figures may not add perfectly due to rounding.

* Funds not received through the Transportation Trust Fund. Includes some funds from the Maryland Transportation Authority (MDTA), Special Transportation Project Revenue Bonds, and federal funds received directly by WMATA.

** Projects using non-trust fund financing sources, such as airport Passenger Facility Charges (PFC) fees, airport revenue bonds, and airport rental car Customer Facility Charges (CFC), are included in the total.

HUR: Highway User Revenue Capital Grants
MDOT TSO – Transportation Secretary's Office
MDOT MVA – Motor Vehicle Administration
MDOT MAA – Maryland Aviation Administration
MDOT MPA – Maryland Port Administration
MDOT MTA – Maryland Transit Administration
WMATA – Washington Metropolitan Area Transit Authority
MDOT SHA – State Highway Administration

EVALUATING OUR PERFORMANCE

Performance Driven

MDOT is a performance driven organization, assessing our transportation system performance through data before making decisions to plan and invest. This is done through the annual Attainment Report on Transportation System Performance, the annual Managing for Results and federal baseline performance measures.

IMPLEMENTING THE MARYLAND TRANSPORTATION PLAN AND CONSOLIDATED TRANSPORTATION PROGRAM

2023 Annual Attainment Report On Transportation System Performance



Larry Hogan
Governor

Boyd K. Rutherford
Lt Governor

James F. Potts, Jr.
Secretary

To maintain the highest standards that our customers expect, we must understand where we are succeeding and where extra effort is needed. The Attainment Report provides us with the performance measure information we need to make those decisions. The annual CTP outlines where MDOT will be making investments in the coming years on our roads and highways, at the Port of Baltimore, in our transit systems, at BWI Marshall Airport and Martin State Airport, and all the various facilities that see thousands of people each day. The Attainment Report lets us know the success of those investments and where we can continue to improve, because we want to ensure our dollars are having the greatest impact in improving the lives of Marylanders.

In 2000, the Maryland General Assembly passed a bill requiring MDOT to develop an Annual Attainment Report (AR) on Transportation System Performance. The main objectives of the AR are to do the following:

- Report on progress toward achieving the goals and objectives in the MTP and the CTP; and
- Establish performance indicators that quantify achievement of these objectives; and set performance targets.

The performance measures evolve and are updated periodically in a collaborative effort between the Secretary's Office, the Transportation Business Units, and every 4-5 years, with an AR Advisory Committee. The performance measures were updated in 2019 using input from the AR Advisory Committee, based on the updated 2040 MTP Goals and Objectives (please visit mdot.maryland.gov/ARAC). The AR documents show MDOT is achieving its goals and objectives based on performance indicators and helps Maryland citizens assess improvements to its transportation system.

Since 1996, MDOT also has participated in the state's Managing for Results (MFR) effort as part of the budget process. MFR is a strategic planning, performance measurement, and budgeting process that emphasizes use of resources to achieve measurable results, accountability, efficiency, and continuous improvement in state government programs.

Through coordination with MPOs and adjacent state DOTs, MDOT developed baseline performance measures and targets for the MAP-21/FAST Act federal safety, infrastructure condition, and system performance measures:

- Pavement condition of the Interstate System and on the remainder of the National Highway System (NHS).
- Travel time reliability on the Interstate System and the remainder of the NHS.
- Bridge condition on the NHS.
- Fatalities and serious injuries (both number and rate per vehicle miles traveled) on all public roads.
- Traffic congestion.
- On-road mobile source emissions.
- Reliability of truck travel time on the Interstate System.

MDOT will continue to work with USDOT, the regional MPOs, and other stakeholders to ensure we demonstrate the effectiveness of MDOT's programs.

HOW TO READ THIS DOCUMENT

For each major project, there is a Project Information Form (PIF). Each PIF contains a description of the project, its status, its justification, its compliance status with smart growth, and a brief explanation of how it fits with the goals of the MTP. It also shows any significant change in the project since the previous year's CTP, as well as the funding for the project during the six-year cycle. The information in each PIF is meant to provide a general description of the project along with some specifics such as alignments, status of environmental permitting, or alternatives under study.

Funding Phases

Planning – Once a proposal is funded for project planning, detailed studies and analyses are conducted to evaluate the need for the project, to establish the scope and location of proposed transportation facilities and to obtain environmental approvals.

Engineering – Engineering projects involve detailed environmental studies and preliminary and final design. Having been through a detailed analysis based on the information from the Project Planning phase, these projects are candidates for future addition to the Construction Program.

Right-of-Way – This funding is to provide the necessary land for the project or to protect corridors for future projects.

Utilities – This funding is to pay for utility relocations that are required by the project that are the responsibility of MDOT.

Construction – This last stage includes the costs of actually building the designed facility.

Total – This is the sum of any funding shown for Planning, Engineering, Right-of-Way, and Construction.

Federal-Aid – This is the amount of the total that will utilize federal funding.

State (Special) – This is the funding coming from the Transportation Trust Fund that is a Special fund in the Governor's budget.

Other – This is funding from sources that are not federal or special. This funding could be from counties, the general fund, airport bond issuances, or private entities.

Construction does not begin until a project receives necessary environmental permits, the state meets air and water quality requirements, and the contracts are bid. PIFs can include specific facilities and corridor studies that examine multimodal solutions to transportation needs.

The CTP also contains information on minor projects. These projects are smaller in scope and cost. They also can include road resurfacing, safety improvements, and sidewalk and bicycle trail construction.

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL					PROJECTED CASH REQUIREMENTS				SIX	BALANCE
	ESTIMATED	EXPENDED	EXPENDED	CURRENT	BUDGET	FOR PLANNING PURPOSES ONLY				YEAR	TO
	COST	THRU	IN	YEAR	YEAR	...2023...	...2024...	...2025...	...2026...	TOTAL	COMPLETE
	(\$000)	2020	2020	2021	2022						
Planning	34,402	16,216	6,796	3,035	1,651	2,500	2,000	4,000	5,000	18,186	0
Engineering	20,920	8,920	4,345	3,000	2,000	1,000	1,000	2,000	3,000	12,000	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	2,022	34	34	141	141	106	100	500	1,000	1,988	0
Construction	49,639	7,126	2,621	9,806	5,239	2,802	2,819	8,601	13,246	42,513	0
Total	106,983	32,296	13,796	15,982	9,031	6,408	5,919	15,101	22,246	74,687	0
Federal-Aid	55,016	12,533	4,387	14,028	8,261	3,502	2,960	7,610	6,123	42,483	0
Special	51,966	19,762	9,409	1,954	771	2,906	2,960	7,491	16,123	32,204	0
Other										0	

MAJOR PROJECT SIGNIFICANT CHANGES FROM THE FY 2022-2027 CTP

Significant project changes consist of additions to, or deletions from, the Construction Program or the Development and Evaluation Program; and changes in the construction year.

PROJECTS ADDED TO THE CONSTRUCTION PROGRAM

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST</u> <u>(\$ MILLIONS)</u>
<u>New Construction Program Projects</u>	
Maryland Aviation Administration	
Taxilanes N and N1 Reconstruction at BWI Marshall Airport	28.3
Air Operations Area Fence Upgrade at BWI Marshall Airport	11.3
DX/DY Apron Pavement Rehab at BWI Marshall Airport	11.0
Amtrak Catenary Obstruction Removal at Martin State Airport	11.3
Deicing Pad Expansion at BWI Marshall Airport	29.0
15L/33R & Associated Taxiways - Pavement Rehabilitation at BWI Marshall Airport	15.0
Taxiway F Extension at Martin State Airport	14.6
Concourse A/B Bag Claim 0-5 Reconfiguration at BWI Marshall Airport	27.9
Electrical Substations Reconstruction at BWI Marshall Airport	28.1
Snow Equipment Replacement at BWI Marshall and Martin State Airports	24.0
Maryland Port Administration	
Dundalk Marine Terminal Resiliency and Flood Mitigation	42.2
Port of Baltimore Rail Capacity Modernization Project	22.4
Cox Creek STAR Facility - Remediation	75.0
Maryland Transit Administration	
Fast Forward	49.6

PROJECTS ADDED TO THE CONSTRUCTION PROGRAM

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST (\$ MILLIONS)</u>
Major IT Infrastructure Improvements	39.0
Metro Tunnel Repairs and Improvements	41.2
Metro and Light Rail Maintenance of Way	182.3
Maryland Transportation Authority	
I-95 John F. Kennedy Memorial Highway - Structural Rehabilitation of the Millard E. Tydings Memorial Bridge	11.0
I-895 Baltimore Harbor Tunnel Thruway - Resurfacing North and South of the Baltimore Harbor Tunnel	13.0
I-95 John F. Kennedy Memorial Highway - I-95 Southbound Hard Shoulder Running	35.0
State Highway Administration	
MD 91, Emory Road - Bridge replacements over N. Branch of Patapsco River and Maryland Midland RR	12.3
MD 17, Burkittsville Middletown Road - Bridge replacement over Middle Creek	5.1
MD 77, Rocky Ridge Road - Bridge replacement over Beaver Creek	7.1
MD 42, Friendsville Road - Bridge replacement over Buffalo Run	4.8
MD 5, Point Lookout Road - Bridge replacement over Hilton Run	5.6
I-68, National Freeway - Bridge replacement over Creek Road	21.9
TSMO System 1 - Geometric and ITS improvements to I-70, US 29, and US 40	76.7
I-97 - TSMO - Geometric and ITS improvements from US 50 to MD 32	49.4
I-68 Cumberland Viaduct - Bridge deck replacement and bridge rehabilitation	51.0
MD 6, Charles Street - Safety and accessibility improvements between US 301 and Willow Lane	11.4
MD 413 Trail - New trail construction from Marion Station to Westover	21.3
US 220, McMullen Highway - Geometric improvements along US 220, MD 53 and MD 636 in Cresaptown	10.8

PROJECTS ADDED TO THE CONSTRUCTION PROGRAM

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST (\$ MILLIONS)</u>
MD 717, Water Street - Bridge replacement over Western Branch	12.2
I-95/I-495, Capital Beltway - Bridge replacement over MD 4	38.2
MD 100 - Safety and Resurfacing Howard County to MD 170	13.2
<u>Projects Moved From D&E Program to Construction Program</u>	
State Highway Administration	
I-795, Northwest Expressway - New interchange at Dolfield Boulevard	148.9
US 15, Frederick Freeway, and US 40, Frederick Freeway - Widening from I-70 to MD 26	180.8
US 219, Chestnut Ridge Road - Relocation of US 219 from Old Salisbury Rd to PA State line	84.9
MD 24, Rocks Road - Slope repair and resurfacing from 900' south of Sharon Road to 1700' north of Ferncliff Lane	9.0
MD 97, Georgia Avenue - Safety and accessibility improvements from MD 192 to MD 390	57.0
MD 5, Point Lookout Road - Geometric improvements from MD 471 to MD 246	26.8
I-81, Maryland Veterans Memorial Highway	101.2
I-495/I-95 Capital Beltway - Interchange upgrades at Medical Center Dr (formerly Arena Dr)	104.5
MD 32, Sykesville Road - Geometric improvements from 2nd Street to Main Street	7.8
Total	1,773.4

PROJECTS ADDED TO THE D&E PROGRAM

<u>PROJECT DESCRIPTION</u>	<u>JUSTIFICATION</u>	<u>TOTAL FUNDED (\$ MILLIONS)</u>
<u>New D&E Program Projects</u>		
Maryland Transit Administration		
MARC Stations and Service Studies		13.0
Susquehanna River Bridge Replacement		3.0
Penn Station Multimodal Access Investments	This project will improve access to Baltimore Penn Station, which is served by MARC, Amtrak, and Light Rail and will improve bus service to the station with roughly 0.8 mi. of Dedicated Bus Lane 9a fixed guideway), bus stop improvements, pedestrian safety improvements, new and improved bicycle infrastructure, including bike parking.	14.6
 Maryland Transportation Authority		
US 50/301 Bay Bridge - Tier 2 NEPA Study		<u>28.0</u>
	Total	58.7

PROJECTS REMOVED FROM THE D&E OR CONSTRUCTION PROGRAMS

PROJECT DESCRIPTION

JUSTIFICATION

Removed from Construction Program

Maryland Port Administration

Hawkins Point Algal Flow Way TMDL

Project has been moved to the minor projects program.

New Additions to the FY23 - FY28 CTP							
Additions to the Construction or the Development and Evaluation Program within the Current and Budget Years							
(\$ in Thousands)							
Projects Added to the Construction Phase							
Project Description	Current Year	Budget Year	Total Cost	Total Cost Breakdown			
				STA	FED	OTH	TOLL
Maryland Aviation Administration							
BC Apron Reconstruction, Infill & Taxiway Improvements at BWI Marshall Airport				Reference : MAA A-10			
Airfield Lighting Vault Relocation - Phase 1	2,435	4,012	6,446	5,477	969	-	-
Glycol Dump Relocation	-	424	424	218	206	-	-
Airfield Lighting Vault Demo - Phase 2	-	2,453	2,453	250	2,203	-	-
Regional Aviation Assistance Program				Reference : MAA A-1			
23-002 W50 Rwy Extension-ph 3 & 4	800	-	800	800	-	-	-
23-003 2G4 Pavement Crack Seal	25	-	25	25	-	-	-
23-004 CBE Runway 5/23 Rehab-phase 5b-const	43	-	43	43	-	-	-
23-011 FME SWM mitigation-const	43	-	43	43	-	-	-
23-007 FME Airfield Access Rd - rehab	36	-	36	36	-	-	-
23-009 DMW Road relocation-const	127	-	127	127	-	-	-
23-013 DMW Land Acq	7	-	7	7	-	-	-
23-010 FDK TW A relocation Ph 3-const	275	-	275	275	-	-	-
23-005 2G4 AWOS replacement	10	-	10	10	-	-	-
23-018 W29 Rwy Rehab-const	309	-	309	309	-	-	-
23-008 OXB Rwy 14/32 rehab-const	174	-	174	174	-	-	-
23-006 CGE Wildlife Fence Ph 2-const	321	-	321	321	-	-	-
23-016 ESN AWOS III-P/T	322	-	322	322	-	-	-
23-017 HGR SRE vehicles	105	-	105	105	-	-	-
23-019 2W5 Txwy crack seal	316	-	316	316	-	-	-
23-015 CBE Terminal Bldg Improvements	171	-	171	171	-	-	-
23-014 DMW GA Terminal Hangar Roof Repairs	143	-	143	143	-	-	-
23-012 SBY Land Acq-permit mitigation	28	-	28	28	-	-	-
Taxiway F Relocation at BWI Marshall Airport				Reference : MAA A-8			
Taxiway F Relocation - Phase 2 (incl ALSF)	5	6,250	6,255	5	6,250	-	-
Taxilanes N and N1 Reconstruction at BWI Marshall Airport				Reference : MAA A-12			
Taxilanes N and N1 Reconstruction	7,258	16,934	24,192	7,502	16,690	-	-

Project Description	Current Year	Budget Year	Total Cost	Total Cost Breakdown			
				STA	FED	OTH	TOLL
Air Operations Area Fence Upgrade at BWI Marshall Airport							Reference : MAA A-13
BWI AOA Fence Upgrade	504	504	1,008	1,008	-	-	-
DX/DY Apron Pavement Rehab at BWI Marshall Airport							Reference : MAA A-14
DX/DY Apron Pavement Rehab	-	234	234	162	72	-	-
Amtrak Catenary Obstruction Removal at Martin State Airport							Reference : MAA A-20
MTN Amtrak Obstruction Removal	209	2,105	2,314	943	1,371	-	-
Taxiway F Extension at Martin State Airport							Reference : MAA A-21
MTN Wilson Point Property Acquisition and Drainage Remediation	233	1,024	1,257	437	820	-	-
MTN Taxiway F Extension	-	410	410	-	410	-	-
Concourse A/B Bag Claim 0-5 Reconfiguration at BWI Marshall Airport							Reference : MAA A-17
Concourse A/B Bag Claim 0-5 Reconfiguration	-	4,821	4,821	-	-	4,821	-
Electrical Substations Reconstruction at BWI Marshall Airport							Reference : MAA A-18
BGE Feeder and Substation Upgrade - Phase 2	2,249	17,200	19,449	19,449	-	-	-
Electrical Substation ST-AB Replacement	-	5,400	5,400	5,400	-	-	-
Snow Equipment Replacement at BWI Marshall and Martin State Airports							Reference : MAA A-19
Snow Equipment	-	3,996	3,996	-	-	3,996	-
<u>Maryland Transportation Authority</u>							
I-95 John F. Kennedy Memorial Highway - Express Toll Lanes (ETL) Northern Extension							Reference : MDTA A-01
MD 24 NB Auxiliary Lane - MD 924 through Singer Road Intersection	-	7,709	7,709	-	-	-	7,709
<u>Maryland Port Administration</u>							
Innovative Reuse and Beneficial Use of Dredged Material							Reference : MPA A-7
Cox Creek STAR Site Development	1,000	2,000	3,000	3,000	-	-	-
Masonville Dredged Material Containment Facility Expansion and Related Projects							Reference : MPA A-4
Masonville Shared Use Path (FLAP Grant)	339	339	678	-	678	-	-
Port of Baltimore Rail Capacity Modernization Project							Reference : MPA A-16
ICTF Rail Modernization Project (CRISI)	-	16,930	16,930	-	11,850	5,080	-
<u>Maryland Transit Administration</u>							
MARC Maintenance, Layover, & Storage Facilities							Reference : MTA A-1
MARC Riverside Boilers - Dual Burner Conversion	400	-	400	320	80	-	-
MARC Improvements on Camden and Brunswick Lines							Reference : MTA A-3
MARC - Joint Benefits - Program Management	92	-	92	92	-	-	-

Project Description	Current Year	Budget Year	Total Cost	Total Cost Breakdown			
				STA	FED	OTH	TOLL
MARC Locomotives - Overhauls and Replacements							Reference : MTA A-5
MARC GP39 Locomotive Overhaul (6 Locomotives)	47	-	47	9	37	-	-
MARC Positive Train Control							Reference : MTA A-6
MARC Positive Train Control	1,233	-	1,233	673	560	-	-
MARC BWI Rail Station Upgrades and Repairs							Reference : MTA A-7
MARC BWI Station Improvements	150	-	150	150	-	-	-
MARC BWI Bus Loop Repairs	603	-	603	203	401	-	-
Freight Rail Program							Reference : MTA A-10
FRT Repairs to Culverts on Chestertown and Centreville Lines	30	-	30	30	-	-	-
FRT 7 Grade Crossings Repairs on Chestertown and Centreville Lines	31	-	31	31	-	-	-
FRT Vegetation Control (Hurlock - Cambridge)	0	350	350	350	-	-	-
FRT Shutdown of Grade Crossings on Inactive Line in Dorchester County	120	-	120	120	-	-	-
Light Rail Vehicle Overhaul							Reference : MTA A-13
LTR - Axle Procurement	1,659	-	1,659	1,659	-	-	-
Metro Railcar and Signal System Overhauls and Replacement							Reference : MTA A-19
MTR Railcar Vehicle Sub-System Overhaul	676	-	676	676	-	-	-
Bus Network Improvements							Reference : MTA A-27
BUS Baltimore Link Transitways	56	-	56	56	-	-	-
Mobility Vehicle Procurement							Reference : MTA A-37
MOL FY 2022 Vehicle Procurement	2,500	1,524	4,024	2,259	1,765	-	-
MOL FY 2023 Vehicle Procurement	-	6,076	6,076	6,076	-	-	-
Locally Operated Transit Systems Capital Procurement Projects (Local Jurisdictions)							Reference : MTA A-45
LOTS City of Annapolis Vehicles and Facilities	2,978	825	3,803	1,716	2,087	-	-
LOTS Cecil County Vehicles and Equipment	540	-	540	60	480	-	-
LOTS Harford County	6,269	-	6,269	85	6,184	-	-
LOTS Queen Anne's County	881	-	881	700	181	-	-
LOTS Allegany County	615	-	615	35	580	-	-
LOTS Anne Arundel County	1,373	-	1,373	655	718	-	-
LOTS Baltimore County	973	-	973	81	892	-	-
LOTS Carroll County	489	17	505	50	456	-	-
LOTS Calvert County	968	190	1,158	91	1,067	-	-
LOTS Charles County	4,455	-	4,455	495	3,960	-	-

Project Description	Current Year	Budget Year	Total Cost	Total Cost Breakdown			
				STA	FED	OTH	TOLL
LOTS Dorchester County	270	142	412	46	367	-	-
LOTS Frederick County	1,084	-	1,084	68	1,016	-	-
LOTS Garrett County	451	-	451	24	427	-	-
LOTS Howard County	6,706	1,414	8,120	3,334	4,786	-	-
LOTS Ocean City	2,428	855	3,282	162	3,121	-	-
LOTS St. Mary's County	346	351	697	59	638	-	-
LOTS Talbot County	27	-	27	3	24	-	-
LOTS Tri-County Council - Lower Eastern Shore	1,871	470	2,341	122	2,219	-	-
LOTS Washington County	361	72	433	48	385	-	-
OLTS Aberdeen MARC Station Connectivity Enhancement Project	100	-	100	100	-	-	-
LOTS Bayrunners	53	-	53	-	53	-	-
Montgomery County Local Bus Program						Reference : MTA A-47	
LOTS Montgomery County Fixed Route Bus Replacement	5,200	0	5,200	400	4,800	-	-
Prince George's County Local Bus Program						Reference : MTA A-48	
LOTS Prince George's Co. Capital Assistance	7,250	400	7,650	1,300	6,350	-	-
Fare Collection System and Equipment Replacement						Reference : MTA A-38	
AGY Fare Systems Next Generation Planning and Implementation	748	498	1,246	748	-	498	-
AGY Fare Collection Point of Sale Terminals	13	-	13	13	-	-	-
AGY Fare Collection Ticket Dispensing Machines	400	-	400	400	-	-	-
AGY Fare Collection Transit Store Automatic Doors	50	-	50	50	-	-	-
Agencywide Elevator and Escalator Rehabilitation						Reference : MTA A-40	
MTR Penn North Escalators	393	-	393	393	-	-	-
AGY MDOT-MTA Replacement and Modernization of 40 Elevators	0	3,000	3,000	1,706	1,294	-	-
Metro Station Rehabilitation and Lighting Program						Reference : MTA A-18	
MTR Platform Rehabilitation & Snow Melt System	-	4,000	4,000	4,000	-	-	-
MTR Reisterstown Plaza Station ADA Improvements & Stair No. 2 Replacement	10	-	10	10	-	-	-
MTR SCC Booth Replacement	150	1,165	1,315	1,315	-	-	-
MTR Above Ground Station Stairs Rehabilitation	0	2,600	2,600	2,600	-	-	-
Beyond the Bus Stop						Reference : MTA A-26	
BUS Beyond the Stop	1,308	100	1,408	433	976	-	-
Zero Emission Bus Infrastructure and Program Management						Reference : MTA A-33	
BUS Division Electrification Program Phase I	-	5,114	5,114	1,023	4,091	-	-

Project Description	Current Year	Budget Year	Total Cost	Total Cost Breakdown			
				STA	FED	OTH	TOLL
Zero Emission Bus Pilots							Reference : MTA A-32
BUS Low-No Bus Procurement and Charging Stations	2,122	-	2,122	2,122	-	-	-
BUS Volkswagen Agreement - Electric Buses & Charging Infrastructure	833	-	833	833	-	-	-
BUS Kirk ZEB Pilot Facilities and Utilities Construction	2,081	3,115	5,196	5,196	-	-	-
Bus Facilities Preservation and Improvements							Reference : MTA A-25
BUS Bush Division Boiler Replacement	59	-	59	13	47	-	-
Light Rail Systems Overhauls and Replacements							Reference : MTA A-14
LTR Train Control Signals UPS Upgrade	1,495	572	2,067	2,067	-	-	-
LTR Catenary Surge Protection Device Grounding Replacement	-	2,000	2,000	2,000	-	-	-
LTR North End 5kv Signal Power System Replacement	66	-	66	13	53	-	-
LTR Traction Power Substation Major Rehabilitation	0	15,000	15,000	13,858	1,142	-	-
Light Rail Trackwork Overhauls and Replacement							Reference : MTA A-15
LTR Grade Crossing- Timonium BP	1,396	-	1,396	1,396	-	-	-
Metro Systems Overhauls and Replacements							Reference : MTA A-21
AGY ELECTRICAL SYSTEMS UPGRADES	0	1,000	1,000	1,000	-	-	-
MTR TC&C Room Power Distribution	2,849	-	2,849	2,849	-	-	-
MTR Tunnel Stray Current Monitoring System	-	750	750	750	-	-	-
MTR Cellular Coverage in Metro Tunnels	105	780	885	885	-	-	-
Fast Forward							Reference : MTA A-36
BUS Fast Forward ADA Funding	760	8,700	9,460	9,460	-	-	-
BUS Fast Forward RTIS Funding	632	521	1,152	1,152	-	-	-
AGY Fast Forward Wayfinding	1,582	-	1,582	1,582	-	-	-
Major IT Infrastructure Improvements							Reference : MTA A-39
ITP Infrastructure Refresh	14,129	7,240	21,369	21,369	-	-	-
Metro Tunnel Repairs and Improvements							Reference : MTA A-22
MTR Tunnel and Station Door Repair/Replacement	675	786	1,461	1,460	1	-	-
MTR Dewatering Stations Control & Equipment Replacement	376	-	376	376	-	-	-
MTR Tunnel Cleaning and Preservation Program	-	500	500	500	-	-	-
MTR Tunnel Structural Repairs	233	-	233	233	-	-	-
Metro and Light Rail Maintenance of Way							Reference : MTA A-12
MTR Bridge & Elevated Structures Preservation Fund	471	-	471	471	-	-	-
LTR Light Rail Maintenance of Way Improvements	384	-	384	167	217	-	-

Project Description	Current Year	Budget Year	Total Cost	Total Cost Breakdown			
				STA	FED	OTH	TOLL
<u>State Highway Administration</u>							
MD 24, Rocks Road						Reference : SHA H-1	
ROCKS ROAD-REPAIR SLIDE-SECTION G: 700 FT SOUTH OF SHARON ROAD TO 2150 FT SOUTH OF SHARON ROAD	311	1,858	2,169	109	2,060	-	-
<u>The Secretary Office</u>							
Transportation Emission Reduction Program						Reference : TSO A-2	
Washington Region Guaranteed Ride Home	173	-	173	173	-	-	-
Kim Lamphier Bikeways Network Program						Reference : TSO A-3	
Rapid Enhancement Plan	-	326	326	326	-	-	-
Shared Micromobility Station Improvements	54	-	54	54	-	-	-
2 Position Bike Racks on Paratransit Vehicles	81	-	81	81	-	-	-
College Creek Connector	-	120	120	120	-	-	-
Bike Counter Installation Program	-	98	98	98	-	-	-
Smallwood Drive Path Design	-	158	158	158	-	-	-
MLK Jr Sidepath Final Design	-	121	121	121	-	-	-
Biking Taneytown	-	14	14	14	-	-	-
Rockville Bike Ped Counters	-	42	42	42	-	-	-
Salisbury Bike Ped Counters	-	49	49	49	-	-	-
Naylor Mill Connector	-	100	100	100	-	-	-
ADA Street and Sidewalk Improvements in Baltimore City						Reference : TSO A-8	
ADA- Street and Sidewalk Improvements Baltimore City	10,000	-	10,000	-	-	10,000	-

Projects Added to Development and Evaluation							
Project Description	Current Year	Budget Year	Total Cost	Total Cost Breakdown			
				STA	FED	OTH	TOLL
Maryland Aviation Administration							
BC Apron Reconstruction, Infill & Taxiway Improvements at BWI Marshall Airport				Reference : MAA A-10			
BC Alley and Gate C PCC Reconstruction	-	918	918	918	-	-	-
Airfield Lighting Vault Demo - Phase 2	-	300	300	300	-	-	-
DX/DY Apron Pavement Rehab at BWI Marshall Airport				Reference : MAA A-14			
DX/DY Apron Pavement Rehab	7	1,135	1,141	1,141	-	-	-
Amtrak Catenary Obstruction Removal at Martin State Airport				Reference : MAA A-20			
MTN Amtrak Obstruction Removal	611	660	1,271	812	459	-	-
Taxiway F Extension at Martin State Airport				Reference : MAA A-21			
MTN Wilson Point Property Acquisition and Drainage Remediation	175	200	375	375	-	-	-
Concourse A/B Bag Claim 0-5 Reconfiguration at BWI Marshall Airport				Reference : MAA A-17			
Concourse A/B Bag Claim 0-5 Reconfiguration	2,770	837	3,607	2,770	-	837	-
Electrical Substations Reconstruction at BWI Marshall Airport				Reference : MAA A-18			
BGE Feeder and Substation Upgrade - Phase 2	40	60	100	100	-	-	-
Maryland Transportation Authority							
US 50/301 Bay Bridge - Tier 2 NEPA Study				Reference : MDTA A-29			
Tier 2 NEPA Study	5,650	9,550	15,200	-	-	-	15,200
Maryland Port Administration							
Masonville Dredged Material Containment Facility Expansion and Related Projects				Reference : MPA A-4			
Masonville Shared Use Path (FLAP Grant)	52	28	80	-	80	-	-
Maryland Transit Administration							
MARC Maintenance, Layover, & Storage Facilities				Reference : MTA A-1			
MARC Martin State Airport Improvements	473	-	473	447	24	3	-
MARC Martins Yard Power Switch	39	-	39	16	19	3	-
MARC Locomotives - Overhauls and Replacements				Reference : MTA A-5			
MARC MP36PH-3C Locomotive Mid-Life Overhaul (26 Locomotives)	450	-	450	90	360	-	-
MARC Positive Train Control				Reference : MTA A-6			
MARC Positive Train Control	265	-	265	193	72	-	-
Homeland Security				Reference : MTA A-11			
AGY Homeland Security - 2022	250	1,097	1,347	-	1,347	-	-
Freight Rail Program				Reference : MTA A-10			
FRT Worton Track Safety	260	-	260	260	-	-	-

Project Description	Current Year	Budget Year	Total Cost	Total Cost Breakdown			
				STA	FED	OTH	TOLL
FRT Demolition Plans for Inactive Bridges	332	150	482	482	-	-	-
FRT Design for Replacement Bridge at High Bridge Road	100	100	200	200	-	-	-
FRT Bridge Inspections CY 2022 - CY 2023	220	550	770	770	-	-	-
FRT Design for Freight Bridge and Culvert Repairs (CY2021 Inspections)	100	200	300	300	-	-	-
FRT Design for Grade Crossing Repair/Replacement (2021 Inspections)	22	300	322	322	-	-	-
FRT MTA Review of Frederick County and City Trail Plans	50	125	175	175	-	-	-
Light Rail Vehicle Overhaul							Reference : MTA A-13
LTR - Revenue Vehicles - Seat Upgrade Campaign	271	-	271	159	111	-	-
Bus Network Improvements							Reference : MTA A-27
BUS TPI - Garrison	342	-	342	179	163	-	-
BUS TPI - Belair	82	-	82	16	66	-	-
Mobility Vehicle Procurement							Reference : MTA A-37
MOL FY 2023 Vehicle Procurement	56	59	116	116	-	-	-
Locally Operated Transit Systems Capital Procurement Projects (Local Jurisdictions)							Reference : MTA A-45
LOTS Allegany County	122	-	122	-	122	-	-
LOTS Anne Arundel County	197	-	197	-	197	-	-
LOTS Baltimore City	245	-	245	-	245	-	-
OLTS Baltimore City Charm City Circulator Harbor Connector Technical Assistance	275	-	275	275	-	-	-
Fare Collection System and Equipment Replacement							Reference : MTA A-38
AGY Fare Systems Next Generation Planning and Implementation	150	-	150	150	-	-	-
Agencywide Elevator and Escalator Rehabilitation							Reference : MTA A-40
MTR Reisterstown Plaza Elevators	5	-	5	5	-	-	-
Southern Maryland Rapid Transit Study							Reference : MTA A-59
AGY SOUTHERN MARYLAND RAPID TRANSIT STUDY	200	5,250	5,450	2,725	2,725	-	-
Metro Maintenance Facility Improvements							Reference : MTA A-20
MTR Wabash Shop Equipment Upgrades	7	-	7	7	-	-	-
Metro Station Rehabilitation and Lighting Program							Reference : MTA A-18
MTR Platform Rehabilitation & Snow Melt System	2,400	-	2,400	2,400	-	-	-
MTR SCC Booth Replacement	150	15	165	165	-	-	-
MTR Above Ground Station Stairs Rehabilitation	300	-	300	300	-	-	-

Project Description	Current Year	Budget Year	Total Cost	Total Cost Breakdown			
				STA	FED	OTH	TOLL
Beyond the Bus Stop							Reference : MTA A-26
BUS Beyond the Stop	134	-	134	55	79	-	-
Zero Emission Bus Infrastructure and Program Management							Reference : MTA A-33
BUS ZEB Program Management	938	-	938	773	165	-	-
BUS Division Electrification Program Phase I	1,413	600	2,013	2,013	-	-	-
Agency Innovation and Technology Initiatives							Reference : MTA A-50
AGY Innovation Fund	96	20	116	116	-	-	-
LOTS Transit Development Plan (TDP)							Reference : MTA A-56
LOTS TDP	321	-	321	44	277	-	-
Zero Emission Bus Pilots							Reference : MTA A-32
BUS Kirk ZEB Pilot Facilities and Utilities Construction	171	-	171	171	-	-	-
Regional Transit Plan Corridor Studies							Reference : MTA A-51
AGY RTP Corridor Program Management and Development	324	176	500	500	-	-	-
Central MD Regional Coordination Studies							Reference : MTA A-52
AGY Rail Ridership and Accessibility Planning	125	-	125	125	-	-	-
Bus Facilities Preservation and Improvements							Reference : MTA A-25
BUS Washington Blvd Bldgs 1-8 Windows	200	140	340	340	-	-	-
Light Rail Systems Overhauls and Replacements							Reference : MTA A-14
LTR Train Control Signals UPS Upgrade	6	-	6	6	-	-	-
LTR Catenary Surge Protection Device Grounding Replacement	30	-	30	30	-	-	-
LTR Rail and Switch Heater System Replacement	576	-	576	576	-	-	-
LTR Catenary System Rehabilitation	640	-	640	640	-	-	-
Light Rail Trackwork Overhauls and Replacement							Reference : MTA A-15
LTR North Avenue Yard Reconstruction	1,500	-	1,500	1,500	-	-	-
LTR Group P1 - Rehabilitation of Light Rail System	168	350	518	518	-	-	-
Metro Systems Overhauls and Replacements							Reference : MTA A-21
AGY ELECTRICAL SYSTEMS UPGRADES	500	-	500	500	-	-	-
MTR TC&C Room Power Distribution	211	-	211	211	-	-	-
MTR Rail and Switch Heater System Replacement	280	-	280	280	-	-	-
MTR Cellular Coverage in Metro Tunnels	262	75	337	337	-	-	-
MARC Stations and Service Studies							Reference : MTA A-55
MARC Cornerstone Plan Update	341	813	1,153	231	923	-	-

Project Description	Current Year	Budget Year	Total Cost	Total Cost Breakdown			
				STA	FED	OTH	TOLL
MARC Elkton Station	341	813	1,153	231	923	-	-
MARC Bayview Station	341	813	1,153	231	923	-	-
MARC Germantown Station Improvements	341	813	1,153	231	923	-	-
MARC BWI 4th Track	341	813	1,153	231	923	-	-
MARC Penn Line Modeling	341	813	1,153	231	923	-	-
MARC Camden Line Modeling	341	813	1,153	231	923	-	-
MARC Brunswick Line Modeling	341	813	1,153	474	679	-	-
Fast Forward						Reference : MTA A-36	
BUS Fast Forward ADA Funding	398	-	398	398	-	-	-
BUS Fast Forward RTIS Funding	105	-	105	105	-	-	-
AGY Fast Forward Wayfinding	26	-	26	26	-	-	-
MTR Charles Center Wayfinding - Fast Forward	243	-	243	243	-	-	-
BUS Fast Forward CBP Custom Shelter	50	-	50	50	-	-	-
Metro Tunnel Repairs and Improvements						Reference : MTA A-22	
MTR Dewatering Stations Control & Equipment Replacement	20	-	20	20	-	-	-
MTR Tunnel Structural Repairs	133	-	133	133	-	-	-
Metro and Light Rail Maintenance of Way						Reference : MTA A-12	
LTR - Maintenance of Way (MOW) - Program Management	205	-	205	205	-	-	-
MTR Replacement of Aerial Girders	210	8	218	218	-	-	-
Susquehanna River Bridge Replacement						Reference : MTA A-61	
MARC NEC Susquehanna River Bridge Replacement	1,500	1,500	3,000	3,000	-	-	-
Penn Station Investments						Reference : MTA A-62	
Penn Station Multimodal Access Investments	-	1,700	1,700	340	1,360	-	-
State Highway Administration							
MD 32, Sykesville Road, 2nd Street to Main Street						Reference : SHA CL-1	
MD 32 FROM 2ND STREET TO MAIN STREET	500	300	800	80	720	-	-
TSMO System 1						Reference : SHA HO-1	
I-70 FROM I-695 TO MD 32; US 29 FROM MD 100 TO I-70; MD 99, MD 100, AND US 40	700	1,300	2,000	150	1,850	-	-
US 220, McMullen Highway						Reference : SHA A-3	
US 220 MCMULLEN HIGHWAY - GEOMETRIC IMPROVEMENTS ALONG US 220, MD 53 AND MD 636 IN CRESAPTOWN	400	600	1,000	100	900	-	-

Project Description	Current Year	Budget Year	Total Cost	Total Cost Breakdown			
				STA	FED	OTH	TOLL
The Secretary Office							
Kim Lamphier Bikeways Network Program							Reference : TSO A-3
Salisbury Rail Trail, Phase 1 Design	126	-	126	126	-	-	-
Dunkirk Prince Frederick Feasibility Studies	88	-	88	88	-	-	-
Bike Ocean City Strategic Plan	80	-	80	80	-	-	-
Route 413 Hiker Biker Trail Phase 2	111	-	111	111	-	-	-
Poplar Trail Extension	-	224	224	224	-	-	-
BWI to Odenton Shared Use Path Gaps	-	376	376	376	-	-	-
Town of Luke Bikeway	8	-	8	8	-	-	-
Monocacy MARC Shared-Use Path Feasibility Study	-	80	80	80	-	-	-
Torrey C Brown/Jones Falls Trail Connection	120	-	120	120	-	-	-
LaPlata Radio Station Road Shared Use Path	-	328	328	328	-	-	-
East Street Rails with Trails Phase 4	-	200	200	200	-	-	-
HCC Connector Bike Path Study	78	-	78	78	-	-	-
North Bethesda/White Flint to Twinbrook Study	52	-	52	52	-	-	-
MD 32 Alternate Bike Route/Clarksville Pike Streetscape	550	550	1,100	1,100	-	-	-
Cambridge Bike Lane Study	-	32	32	32	-	-	-
Galena Shared Use Path Study	-	160	160	160	-	-	-
I-270/NIST Shared Use Path Design	-	100	100	100	-	-	-
Good Hope Road Shared Use Path Extension	-	128	128	128	-	-	-
Maple Avenue Complete Street Redesign	-	104	104	104	-	-	-
Cherry Lane Preliminary Design	-	32	32	32	-	-	-
University of Maryland Bike Enhancements	-	160	160	160	-	-	-
St. Michaels Shared-Use Path Study	-	28	28	28	-	-	-
Salisbury Rail Trail Phases 2 & 3	-	140	140	140	-	-	-
MD 611 Shared-Use Path Feasibility Study	-	27	27	27	-	-	-
Martins Lane Bike Lane Study	-	52	52	52	-	-	-

CONSTRUCTION SCHEDULE DELAYS

The start of construction has been postponed from the schedule shown in the FY 2022-2027 CTP, for the following 3 major projects:

<u>PROJECT DESCRIPTION</u>	<u>JUSTIFICATION</u>	<u>FISCAL YEAR</u>
Maryland Transit Administration		
Howard Street Rail Replacement	Project deferred to align with schedule of State of Good Repair work for Light Rail grouping projects. By doing so, ongoing service disruptions will be mitigated.	FY 2022 to FY 2026
Metro Interlocking Renewals	Project delayed due to manufacturing and supply chain issues.	FY 2022 to FY 2023
Bus Hub at Baltimore Arena	Project is delayed due to ongoing renovations to the Baltimore Arena.	FY 2022 to FY 2024

FY 2022 MAJOR PROJECT COMPLETIONS

The Department completed 25 major projects in FY 2022, at a total cost of 1,083.4 million. These projects are listed below:

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST (\$ MILLIONS)</u>
Maryland Aviation Administration	
Midfield Cargo Area Improvements at BWI Marshall Airport	33.3
Environmental Assessment at Martin State Airport	2.5
Maryland Transportation Authority	
I-95 John F. Kennedy Memorial Highway - Replace Deck of Bridge over Little Northeast Creek	13.5
I-895 Baltimore Harbor Tunnel Thruway - Replace 15KV Feeder Cables	10.7
US 50/301 Bay Bridge - Structural Repairs and Miscellaneous Modifications	63.0
I-895 Baltimore Harbor Tunnel Thruway - Replace Concrete Median Barrier	14.4
US 40 Thomas J. Hatem Memorial Bridge - Convert to Cashless Tolling	16.2
MD 695 Francis Scott Key Bridge - Renovate Campus Buildings	11.8
Maryland Transit Administration	
Bus Communications Systems Upgrade	38.6
North Avenue Rising	27.7
Purple Line Advance Payment	341.6
Motor Vehicle Administration	
Alternative Service Delivery Systems	26.8
Customer Connect	96.0

FY 2022 MAJOR PROJECT COMPLETIONS (Cont'd.)

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST (\$ MILLIONS)</u>
State Highway Administration	
I-83, Harrisburg Expressway, Bridge replacements over Padonia Road	29.1
I-695, Cromwell Bridge Road - Drainage improvement and stream restoration	13.6
I-695, Baltimore Beltway, US 40 to MD 144 - Widening	127.6
MD 45 York Road - Safety and resurfacing improvements	17.0
US 1, Washington Boulevard - Bridge replacement over CSX	39.8
MD 39, Hutton Road - Bridge replacement over Youghiogheny River	8.7
I-95/I-495, Capital Beltway, Bridge replacements over Suitland Road	35.8
I-95/I-495, Capital Beltway, Bridge replacements over Suitland Parkway	44.4
I-95/I-495, Capital Beltway - Bridge replacements over MD 214	31.9
MD 51, Industrial Boulevard - Bridge replacement over CSX and Canal Parkway	14.6
The Secretary's Office	
MDOT AdPICS Refactoring Project	15.9
Transportation Infrastructure Along the Blue Line Corridor	8.7
TOTAL	1,083.4

AWARDS

Highlights of projects awarded by the Department during FY 2022 are listed below:

	<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST (\$ MILLIONS)</u>
MAA	BWI Restroom Improvement Program	54.9
MAA	Long Term Lot B Pavement Rehab	3.6
MAA	Airline Maintenance Facility/Taxiway F Phase 1 Segment 1	44.7
MAA	Concourse D HVAC Replacement	19.3
MAA	Taxiway F Phase 1 Segment 2	9.5
MAA	RTR Relocation	5.7
MDTA	I-95 Kennedy Highway - I-95/Belvidere Road Interchange	81.1
MDTA	MD 695 Francis Scott Key Bridge - MDTA Police Training Academy - Phase 1	3.9
MDTA	I-95 Fort McHenry Tunnel - Convert to Cashless Tolling	22.8
MDTA	I-95 Fort McHenry Tunnel - Structural Rehabilitation of Various Bridges on I-95	16.8
MDTA	Authority-Wide - On-Call Signs, Sign Lights, and Sign Structures	4.0
MDTA	I-95 Kennedy Highway - ETL Northbound Transition - MD 152 Interchange Reconstruction	242.4
MDTA	US 50/301 Bay Bridge - On-Call Structural Repairs & Miscellaneous Modifications	14.6
MDTA	I-95 Kennedy Highway - ETL Northbound Extension - Raphel Road Forest Mitigation	1.0
MDTA	Authority-Wide - On-Call Miscellaneous Paving Repair	9.0
MDTA	Authority-Wide - On-Call Structural Repairs & Miscellaneous Modifications	13.8

AWARDS

	<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST (\$ MILLIONS)</u>
MPA	Confined Aquatic Disposal Memorandum of Understanding	1.7
MPA	Technical Services Agreement Memorandum of Understanding with Maryland Environmental Service	20.0
MTA	Metro Replacement of Stair No. 2 ADA Pavement Repairs at Reisterstown Plaza	1.7
MTA	Metro Mondawmin Elevators Replacement	8.3
MTA	Freight Statewide Structural Repairs	1.6
MVA	Replacement of Fire Alarm System at MDOT MVA Gaithersburg	0.2
MVA	Computer Room Pwer System Upgrade for MDOT MVA HQ	1.2
MVA	Card Delivery System and Printer	0.8
MVA	Permanent Canopy System at Six Locations	1.9
SHA	Patching and Resurfacing - Various Locations in Frederick County	11.6
SHA	I-695, Baltimore Beltway - Noise Barrier Improvement from South of Shadynook Avenue to US 40	10.2
SHA	Patching and Resurfacing - Various Locations in Montgomery County	19.0
SHA	Preservation and Minor Rehabilitation of Fixed Bridges, Culverts, and Retaining Walls - Statewide	16.1
SHA	Patching and Resurfacing - Various Locations in Southern Anne Arundel County	12.1
SHA	I-70, Eisenhower Memorial Highway - Replacement of Bridges 2113503 and 2113504 over Crystal Falls Drive	21.3
SHA	Patching and Resurfacing - Various Locations in Carroll County	12.3
SHA	Preservation and Minor Rehabilitation of Movable and Fixed Bridges, Culverts, and Retaining Walls - Statewide	15.5

AWARDS

<u>PROJECT DESCRIPTION</u>		<u>TOTAL COST (\$ MILLIONS)</u>
SHA	Areawide Patching and Resurfacing on Various Interstates in Baltimore and Harford Counties	14.3
SHA	Patching and Resurfacing - Various Locations in Prince George's County	20.4
SHA	US 301, Blue Star Memorial Highway - Replacement of Bridge 1701401 (Northbound) over Chester River	10.0
		Total
		747.4

DEPARTMENT OF TRANSPORTATION
FY 2024 CAPITAL PROGRAM AND BUDGET
(\$MILLIONS)

THE SECRETARY'S OFFICE

Construction Program				
Major Projects	21.6	Facilities and Capital Equipment	J01A0103	46.6
System Preservation Minor Projects	30.3	The Secretary's Office	J01A0105	-
Development and Evaluation Program	-	Operating Grants-in Aid	J01A0105	-
Capital Salaries, Wages and Other Support Costs	2.0	Information Technology Services	J01A0108	7.3
		TSO - Other Funds	Other	-
TSO - TOTAL	53.9			53.9

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

Construction Program				
Major Projects	469.4	WMATA Capital	J01A0105	469.4
System Preservation Minor Projects	-	WMATA Capital - Other Funds	J01A0105	-
Development and Evaluation Program	-	WMATA Operating	J01A01OPS	-
Capital Salaries, Wages and Other Support Costs	-			
WMATA - TOTAL	469.4			469.4

MOTOR VEHICLE ADMINISTRATION

Construction Program				
Major Projects	13.0	Major IT Development	J04E0003	6.7
System Preservation Minor Projects	21.4	Motor Vehicle Operations	J04E0003	-
Development and Evaluation Program	-	Motor Vehicle Highway Safety Program	J04E0003	-
Capital Salaries, Wages and Other Support Costs	0.8	Facilities and Capital Equipment	J04E0008	28.5
MVA - TOTAL	35.2			35.2

MARYLAND AVIATION ADMINISTRATION

Construction Program				
Major Projects	227.6	Airport Operations	J06I0003	-
System Preservation Minor Projects	79.1	Facilities and Equipment	J06I0003	312.5
Development and Evaluation Program	-	Major IT	J06I0008	-
Capital Salaries, Wages and Other Support Costs	5.8	Other Funds	Other	-
MAA - TOTAL	312.5			312.5

MARYLAND PORT ADMINISTRATION

Construction Program				
Major Projects	340.8	Port Operations	J03D0002	-
System Preservation Minor Projects	58.0	Port Facilities and Capital Equipment	J03D0002	404.4
Development and Evaluation Program	-	Other Funding	Other	-
Capital Salaries, Wages and Other Support Costs	5.7			
MPA - TOTAL	404.5			404.4

MARYLAND TRANSIT ADMINISTRATION

Construction Program				
Major Projects	548.2	Transit Administration	J05H0105	-
System Preservation Minor Projects	134.1	Capital Equipment (Includes MARC)	J05H0105	734.2
Development and Evaluation Program	39.2	Bus Operations	J05H0108	-
Capital Salaries, Wages and Other Support Costs	14.0	Rail Operations (Includes MARC)	J05H0108	-
		Statewide Programs Operations	J05H0108	-
		Major IT Development	J05H0108	1.3
		Other	Other	-
MTA - TOTAL	735.5			735.5

STATE HIGHWAY ADMINISTRATION

Construction Program				
Major Projects	275.2	State System Construction and Equipment	J02B0101	1,211.5
System Preservation Minor Projects	945.5	State System Maintenance	J02B0101	-
Development and Evaluation Program	75.4	County and Municipality Capital Program	J02B0103	6.0
Highway User Revenue	331.4	County and Municipality Program	J02B0103	72.5
		Highway Safety Operating Program	J02B0105	-
		County and Municipality Program HUR	J02B0105	331.4
		Major IT Development	J02B0108	6.0
		SHA Other Funds	Other	-
SHA - TOTAL	1,627.4			1,627.4

DEPARTMENT TOTAL

Construction Program				
Major Projects	1,895.8			
System Preservation Minor Projects	1,268.3			
Development and Evaluation Program	114.6			
Capital Salaries, Wages and Other Support Costs	28.4			
Highway User Revenue	331.4			
GRAND TOTAL	3,638.4			3,638.3

DEPARTMENT OF TRANSPORTATION
SUMMARY OF FY 2024 REQUEST BY BUDGET PROGRAM
OPERATIONS, CAPITAL, DISTRIBUTION OF SHARED REVENUES, AND DEBT SERVICE
(\$ MILLIONS)

ADMINISTRATION AND PROGRAM	OPERATIONS	STATE CAPITAL	OTHER CAPITAL	REVENUES	DEBT SERVICE	TOTAL
<u>Washington Metropolitan Area Transit Authority (J01A01)</u>						
WMATA Operating	466.9	-	-	-	-	466.9
WMATA Capital	-	350.2	119.2	-	-	469.4
Subtotal	466.9	350.2	119.2	-	-	936.3
<u>The Secretary's Office (J01A01)</u>						
Facilities and Capital Equipment	-	46.0	0.6	-	-	46.6
Information Technology Services	54.5	7.3	-	-	-	61.8
Operating Grants-in Aid	20.3	-	-	-	-	20.3
The Secretary's Office	37.9	-	-	-	-	37.9
Subtotal	112.7	53.3	0.6	-	-	166.6
<u>State Highway Administration (J02B01)</u>						
State System Construction and Equipment	-	1,211.5	-	-	-	1,211.5
State System Maintenance	340.1	-	-	-	-	340.1
County and Municipality Capital Program	-	6.0	-	-	-	6.0
Highway Safety Operating Program	18.8	-	-	-	-	18.8
County and Municipality Program HUR	-	331.4	-	-	-	331.4
Major IT Development	-	6.0	-	-	-	6.0
County and Municipality Program	-	72.5	-	-	-	72.5
Subtotal	358.9	1,627.4	-	-	-	1,986.3
<u>Motor Vehicle Administration (J04E00)</u>						
Motor Vehicle Operations	214.2	-	-	-	-	214.2
Facilities and Capital Equipment	-	28.5	-	-	-	28.5
Motor Vehicle Highway Safety Program	16.2	-	-	-	-	16.2
Major IT Development	-	6.7	-	-	-	6.7
Subtotal	230.4	35.2	-	-	-	265.6
<u>Maryland Transit Administration (J05H01)</u>						
Transit Administration	126.7	-	-	-	-	126.7
Bus Operations	537.4	-	-	-	-	537.4
Rail Operations (Includes MARC)	278.1	-	-	-	-	278.1
Capital Equipment (Includes MARC)	-	716.6	17.6	-	-	734.2
Statewide Programs Operations	103.2	-	-	-	-	103.2
Major IT Development	-	1.3	-	-	-	1.3
Subtotal	1,045.4	717.9	17.6	-	-	1,780.9

DEPARTMENT OF TRANSPORTATION
SUMMARY OF FY 2024 REQUEST BY BUDGET PROGRAM
OPERATIONS, CAPITAL, DISTRIBUTION OF SHARED REVENUES, AND DEBT SERVICE
(\$ MILLIONS)

<u>ADMINISTRATION AND PROGRAM</u>	<u>OPERATIONS</u>	<u>STATE CAPITAL</u>	<u>OTHER CAPITAL</u>	<u>REVENUES</u>	<u>DEBT SERVICE</u>	<u>TOTAL</u>
<u>Maryland Port Administration (J03D00)</u>						
Port Facilities and Capital Equipment	-	289.5	114.9	-	-	404.4
Port Operations	53.6	-	-	-	-	53.6
Subtotal	53.6	289.5	114.9	-	-	458.0
<u>Maryland Aviation Administration (J06I00)</u>						
Airport Operations	227.6	-	-	-	-	227.6
Facilities and Equipment	-	155.3	157.2	-	-	312.5
Subtotal	227.6	155.3	157.2	-	-	540.1
<u>Debt Service Requirements (J01A04)</u>						
Debt Service Requirements	-	-	-	-	428.7	428.7
DEPARTMENTAL TOTAL	2,495.5	3,228.8	409.5	-	428.7	6,562.5

**DEPARTMENT OF TRANSPORTATION
OPERATING AND CAPITAL PROGRAM SUMMARY
BY FISCAL YEAR
(\$ MILLIONS)**

	CURRENT YEAR	BUDGET YEAR	Planning Years				SIX - YEAR TOTAL
	2023	2024	2025	2026	2027	2028	
<u>CAPITAL PROGRAM</u>							
The Secretary's Office AD	77.1	53.9	18.0	15.2	14.7	9.8	188.8
Motor Vehicle Administration	34.7	35.2	17.8	10.0	9.5	9.4	116.6
Maryland Aviation Administration D	277.8	312.5	236.6	151.5	94.3	103.6	1,176.4
Maryland Port Administration	214.1	404.5	323.5	234.3	118.9	113.8	1,409.2
Maryland Transit Administration D	830.0	735.5	761.0	777.7	714.8	598.8	4,417.8
Washington Metropolitan Area Transit ACD	462.3	469.4	474.1	482.0	489.7	496.9	2,874.4
State Highway Administration B	1,377.1	1,627.4	1,637.4	1,940.6	1,924.1	1,817.3	10,323.9
TOTAL CAPITAL	3,273.2	3,638.4	3,468.4	3,611.4	3,366.0	3,149.6	20,507.1
Special Funds	1,291.0	1,641.4	1,503.9	1,632.1	1,651.4	1,635.0	9,354.8
Federal Funds	1,336.1	1,405.5	1,353.8	1,522.0	1,382.4	1,194.0	8,193.9
Other Funds F	646.1	591.6	610.7	457.3	332.2	320.6	2,958.4
<u>OPERATING PROGRAM</u>							
The Secretary's Office A	104.5	112.7	115.4	118.2	121.0	123.9	695.7
Motor Vehicle Administration	220.0	230.4	236.0	241.6	247.4	253.2	1,428.6
Maryland Aviation Administration	210.8	227.6	233.1	238.7	244.4	250.4	1,405.0
Maryland Port Administration	51.1	53.6	54.9	56.2	57.6	59.0	332.4
Maryland Transit Administration	990.7	1,045.4	1,070.5	1,096.2	1,160.0	1,203.0	6,565.8
Washington Metropolitan Area Transit	462.1	466.9	480.9	495.4	510.2	525.5	2,941.0
State Highway Administration	334.3	358.9	367.4	376.3	385.2	394.5	2,216.6
TOTAL OPERATING	2,373.5	2,495.5	2,558.2	2,622.6	2,725.8	2,809.5	15,585.1
Special Funds	1,913.1	2,233.9	2,447.9	2,512.3	2,615.5	2,699.2	14,421.9
Federal Funds	460.4	261.6	110.3	110.3	110.3	110.3	1,163.2
Other Funds							

	CURRENT YEAR 2023	BUDGET YEAR 2024	Planning Years				SIX - YEAR TOTAL
			2025	2026	2027	2028	
<u>DEBT SERVICE REQUIREMENTS</u>							
Special Funds	480.5	428.7	440.5	437.1	461.9	488.1	2,736.8
Federal Funds	-	-	-	-	-	-	-
Other Funds	-	-	-	-	-	-	-
<u>DEPARTMENTAL TOTAL</u>	6,127.2	6,562.6	6,467.1	6,671.1	6,553.7	6,447.2	38,829.0
Special Funds	3,684.6	4,304.0	4,392.3	4,581.5	4,728.8	4,822.3	26,513.5
Federal Funds	1,796.5	1,667.1	1,464.1	1,632.3	1,492.7	1,304.3	9,357.1
Other Funds	646.1	591.6	610.7	457.3	332.2	320.6	2,958.4

^A– WMATA capital and operating grants in the Secretary's Office budget are shown for informational purposes.

^B– Includes County and Municipality transfer funds from the federal government.

^C– Capital Program WMATA Grants line federal funds received by WMATA directly.

^D– "Other" funds are included in the totals for TSO, MAA, MTA, and WMATA.

^E– Debt Service for County Bonds is not included in FY 25-28.

^F– Funds not received through the Trust Fund. Includes from Passenger and Facility Charges (PFC), Maryland Transportation Authority (MdTA) funds, Certificates of Participation (COPs), County participation and federal funds received by WMATA directly.

SUMMARY OF FEDERAL AID OBLIGATIONS
(\$ MILLIONS)

The following listing estimates the annual levels of funds anticipated from individual federal aid categories necessary to support the FY 2023 - FY 2028 CTP/STIP:

	<u>2023</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027 - 2028</u>	<u>TOTAL</u>
<u>Maryland Transit Administration</u>						
New Starts, Fixed Gудeway, Modernization and Bus	318.4	229.7	234.6	240.8	496.1	1,519.7
Elderly and Persons with Disabilities	5.6	5.7	5.9	6.0	12.4	35.6
Rural Area Formula	8.9	9.2	9.4	9.6	19.8	56.9
Subtotal (MTA)	333.0	244.6	249.8	256.4	528.3	1,612.1
<u>State Highway Administration</u>						
Surface Transportation Block Grant	186.7	190.4	194.3	198.1	396.3	1,165.8
Highway Safety Improvement Program	41.4	42.1	43.0	43.9	87.9	258.4
National Highway Performance Program	383.8	391.5	399.3	407.3	814.6	2,396.4
(PROTECT) Program	18.9	19.3	19.7	20.1	40.2	118.2
Carbon Reduction Program	16.6	17.0	17.3	17.7	35.3	104.0
National Highway Freight Program	19.1	19.5	19.9	20.3	40.6	119.5
Metropolitan Planning	8.4	8.6	8.7	8.9	17.8	52.4
Railway-Highway Crossings - HSIP set-aside	2.1	2.3	2.3	2.3	4.5	13.4
Congestion Mitigation/Air Quality	8.9	10.0	11.1	12.2	24.4	66.6
Subtotal (SHA)	686.0	700.7	715.6	730.8	1,461.6	4,294.6
Grand Total	1,019.0	945.3	965.4	987.2	1,989.8	5,906.7

STATE HIGHWAY ADMINISTRATION
FEDERAL FUNDING BY YEAR OF OBLIGATION FOR SYSTEM PRESERVATION MINOR PROJECTS
BY FEDERAL FISCAL YEAR (\$ MILLIONS)

The following estimates annual levels of federal aid funds, by category, necessary to support system preservation in the FY 2023 - FY 2028 CTP/STIP:

SYSTEM PRESERVATION / TRAFFIC MANAGEMENT CATEGORIES	CURRENT YEAR	BUDGET YEAR	Planning Years			SIX - YEAR TOTAL
	2023	2024	2025	2026	2027 - 2028	
<u>Bridge Replacement and Rehabilitation</u>						
National Highway Performance Program	124.3	157.2	175.2	172.8	1,334.6	1,964.1
Surface Transportation Program	7.9	10.0	11.2	11.0	85.2	125.3
<u>Congestion Management</u>						
Congestion Mitigation/ Air Quality	4.1	10.8	11.2	12.9	100.0	139.0
National Highway Performance Program	2.3	5.5	5.0	5.8	46.8	65.4
Surface Transportation Program	5.7	13.1	10.4	12.4	102.0	143.6
<u>Environmental Projects</u>						
Highway Safety	2.9	7.3	4.4	4.5	40.9	60.0
National Highway Performance Program	3.0	5.7	8.5	12.3	77.7	107.2
Surface Transportation Program	5.6	13.7	45.2	35.3	249.0	348.8
Transportation Alternative Program	11.3	11.3	11.5	19.3	103.1	156.5
<u>Resurfacing and Rehabilitation</u>						
Highway Safety	2.4	2.2	1.8	1.8	16.0	24.2
National Highway Performance Program	103.9	94.6	75.3	79.2	687.9	1,040.9
Surface Transportation Program	135.3	123.2	98.0	103.2	895.9	1,355.6
<u>Safety and Spot Improvements</u>						
Congestion Mitigation/ Air Quality	1.1	1.5	1.9	1.2	10.1	15.8
Highway Safety	13.9	17.7	18.1	13.5	111.2	174.4
National Highway Performance Program	15.7	24.1	25.4	17.6	146.1	228.9
Surface Transportation Program	52.5	79.1	87.2	74.0	595.6	888.4
<u>Urban Reconstruction/Revitalization</u>						
National Highway Performance Program	0.0	0.0	0.0	0.0	0.0	0.0
Surface Transportation Program	8.0	1.1	2.1	3.6	26.6	41.4
Grand Total	499.9	578.1	592.4	580.4	4,628.7	6,879.5

Minor Program Summary By Fiscal Year (\$ MILLIONS)

The following provides a summary breakdown of the Minor Program funding levels for FY 2023 through FY 2028. Anticipated projects for FY 2023 and FY 2024 within these totals are listed in the project detail section of this document.

PROGRAM NAME	CURRENT	BUDGET	Planning Years				SIX - YEAR
	YEAR	YEAR					TOTAL
	2023	2024	2025	2026	2027	2028	
MARYLAND AVIATION ADMINISTRATION							
Airport Technology	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Airside Development	8.5	4.9	0.0	0.0	0.0	0.0	13.4
Future Development	1.8	2.9	0.0	0.0	0.0	0.0	4.7
Loading Bridges	0.5	0.0	0.0	0.0	0.0	0.0	0.5
Operating Facilities	5.9	0.0	0.0	0.0	0.0	0.0	5.9
Pavement Mgmt - BWI Airside	0.2	2.0	0.0	0.0	0.0	0.0	2.3
Annual	3.2	2.6	2.2	1.9	0.0	2.2	12.1
Annual Fees and Inspection Program	1.0	0.6	0.5	0.7	0.0	0.5	3.2
GIS	1.6	1.5	1.4	0.9	0.0	1.6	6.9
Misc Office Support	0.2	0.3	0.3	0.3	0.0	0.2	1.2
Planning	0.5	0.3	0.0	0.0	0.0	0.0	0.8
Baltimore/Washington	12.4	20.4	0.9	2.1	0.0	8.3	44.1
Building Permits & Inspections	0.4	0.0	0.0	0.0	0.0	0.0	0.5
CMI-non SBRs	0.6	0.0	0.0	0.0	0.0	0.0	0.6
CMI-SBRs	1.3	0.2	0.2	0.5	0.0	0.6	2.8
Elevators, Escalators, and Walkways	2.0	0.0	0.0	0.0	0.0	2.0	4.0
Engineering Program Support	0.2	0.0	0.0	0.4	0.0	1.6	2.1
Misc Office Support	0.6	0.0	0.0	0.1	0.0	0.1	0.8
Operating Facilities	0.2	0.8	0.0	0.0	0.0	0.0	1.0
Pavement Mgmt -BWI Landside	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Planning	2.5	1.0	0.5	0.8	0.0	4.1	8.7
Pre-Construction Project Env, Plan, Eng	1.2	0.2	0.2	0.2	0.0	0.0	1.8
Program Management	0.1	0.0	0.0	0.0	0.0	0.0	0.1
Real Estate Services	0.3	0.1	0.1	0.1	0.0	0.0	0.6
Terminal Facilities	3.1	18.1	0.0	0.0	0.0	0.0	21.2
Conc A/B Improvements	3.0	6.4	0.0	0.0	0.0	0.0	9.4
Concourse A/B Improvements	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Future Development	0.7	5.4	0.0	0.0	0.0	0.0	6.1

Minor Program Summary By Fiscal Year (\$ MILLIONS)

The following provides a summary breakdown of the Minor Program funding levels for FY 2023 through FY 2028. Anticipated projects for FY 2023 and FY 2024 within these totals are listed in the project detail section of this document.

PROGRAM NAME	CURRENT	BUDGET	Planning Years				SIX - YEAR
	YEAR	YEAR					TOTAL
	2023	2024	2025	2026	2027	2028	
MARYLAND AVIATION ADMINISTRATION (cont'd)							
Conc A/B Improvements (cont'd)							
Tenant Facilities	0.3	1.0	0.0	0.0	0.0	0.0	1.3
Terminal Facilities	2.0	0.0	0.0	0.0	0.0	0.0	2.0
Consolidated Rental Car Facility	0.4	0.0	0.0	0.0	0.0	0.0	0.4
Environmental Compliance	2.3	1.4	1.5	1.5	0.0	1.3	8.0
Environmental Compliance	0.9	0.4	0.4	0.9	0.0	1.3	3.7
Environmental Planning	1.5	1.1	1.1	0.6	0.0	0.0	4.3
Equipment	5.4	5.8	15.6	8.5	1.9	1.3	38.5
Out Year Unallocated Budget (BTC)	0.0	1.6	1.9	1.9	1.9	1.0	8.3
Vehicles and Equipment	5.4	4.1	13.7	6.6	0.0	0.3	30.2
Information Technology	2.9	9.6	1.6	1.3	3.2	5.5	24.0
-	(0.0)	0.0	0.0	0.0	0.0	0.0	(0.0)
Critical Technology	1.9	9.1	1.3	1.3	3.2	5.5	22.3
GIS	0.8	0.5	0.3	0.0	0.0	0.0	1.6
Information Technology CTIPP	0.2	0.0	0.0	0.0	0.0	0.0	0.2
Landside	8.5	8.6	0.0	0.0	0.0	0.0	17.2
Future Development	1.8	7.0	0.0	0.0	0.0	0.0	8.8
Operating Facilities	3.5	0.7	0.0	0.0	0.0	0.0	4.2
Pavement Mgmt -BWI Landside	2.5	0.9	0.0	0.0	0.0	0.0	3.4
Planning	0.6	0.0	0.0	0.0	0.0	0.0	0.6
Protective Land Acquisition	0.1	0.0	0.0	0.0	0.0	0.0	0.1
Terminal Facilities	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Martin State	7.7	1.4	0.9	0.9	0.9	2.0	13.8
MTN Facilities	2.9	0.0	0.0	0.0	0.0	0.0	2.9
Out Year Unallocated Budget (BTC)	0.0	0.9	0.9	0.9	0.9	2.0	5.6
Pavement Mgmt -MTN Airside	1.6	0.0	0.0	0.0	0.0	0.0	1.6
Security	1.2	0.5	0.0	0.0	0.0	0.0	1.7

Minor Program Summary By Fiscal Year (\$ MILLIONS)

The following provides a summary breakdown of the Minor Program funding levels for FY 2023 through FY 2028. Anticipated projects for FY 2023 and FY 2024 within these totals are listed in the project detail section of this document.

PROGRAM NAME	CURRENT	BUDGET	Planning Years				SIX - YEAR	
	YEAR	YEAR					TOTAL	
	2023	2024	2025	2026	2027	2028		
MARYLAND AVIATION ADMINISTRATION (cont'd)								
Martin State (cont'd)								
Vehicles and Equipment	2.0	0.0	0.0	0.0	0.0	0.0	2.0	
PMP Airfield Improvement	1.2	0.0	0.0	0.0	0.0	0.0	1.2	
RSA Improvements	1.6	0.0	0.0	0.0	0.0	0.0	1.6	
Security	0.3	5.5	0.0	0.0	0.0	0.0	5.9	
Security	0.0	4.8	0.0	0.0	0.0	0.0	4.8	
Terminal Facilities	0.3	0.7	0.0	0.0	0.0	0.0	1.1	
Sound Mitigation	1.0	1.8	0.2	0.2	0.0	0.4	3.4	
Noise Support	0.8	1.7	0.1	0.1	0.0	0.4	3.1	
Real Estate Services	0.2	0.1	0.1	0.1	0.0	0.0	0.3	
Terminal Development	12.1	10.7	10.0	10.0	0.0	0.3	43.1	
Architecture	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Commercial Management	0.4	0.2	0.2	0.2	0.0	0.3	1.3	
Future Development	5.4	10.1	9.7	9.7	0.0	0.0	35.0	
Planning	2.5	0.0	0.0	0.0	0.0	0.0	2.5	
Tenant Facilities	0.2	0.1	0.1	0.1	0.0	0.0	0.5	
Terminal Facilities	3.6	0.2	0.0	0.0	0.0	0.0	3.8	
Terminal Modernization	0.1	0.0	0.0	0.0	0.0	0.0	0.1	
Future Development	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Regional Aviation	0.1	0.0	0.0	0.0	0.0	0.0	0.1	
Total	70.6	79.1	32.8	26.3	6.0	21.3	236.1	

Minor Program Summary By Fiscal Year (\$ MILLIONS)

The following provides a summary breakdown of the Minor Program funding levels for FY 2023 through FY 2028. Anticipated projects for FY 2023 and FY 2024 within these totals are listed in the project detail section of this document.

PROGRAM NAME	CURRENT	BUDGET	Planning Years				SIX - YEAR
	YEAR	YEAR					TOTAL
	2023	2024	2025	2026	2027	2028	
MARYLAND PORT ADMINISTRATION							
All Terminals	16.2	16.3	15.5	16.8	20.1	14.9	99.7
Agency Wide Building Repairs	2.4	1.8	2.5	2.6	4.0	4.0	17.3
Agency Wide Utility Upgrades Program	3.4	2.2	2.5	2.5	4.0	4.0	18.6
Comprehensive Paving Program	1.4	2.4	2.1	2.0	2.8	2.8	13.5
Engineering A&E and Open Ended Contracts	0.0	0.0	0.0	0.0	0.1	0.1	0.2
Information Systems Division	2.4	1.9	1.0	0.9	1.2	0.4	7.9
Landside Major Projects	0.0	1.0	0.0	0.0	0.0	0.0	1.0
Other System Preservation	1.7	0.0	0.0	0.0	0.0	0.0	1.7
Planning and Finance	0.1	0.0	0.1	0.0	0.0	0.1	0.3
Waterfront Structures Program	4.7	6.9	7.3	8.7	8.0	3.6	39.1
Dredging - Cox Creek	1.0	2.0	2.0	1.0	0.5	0.0	6.5
Dredging - General	2.0	2.0	2.0	2.0	0.0	0.0	8.0
Dundalk Marine Terminal	3.9	19.6	1.4	0.0	0.0	15.0	39.9
Agency Wide Utility Upgrades Program	0.8	0.5	0.0	0.0	0.0	0.0	1.3
Facility and Capital Equipment	0.4	0.7	0.0	0.0	0.0	0.0	1.1
Information Systems Division	0.2	0.0	0.0	0.0	0.0	0.0	0.2
Landside Major Projects	2.2	16.6	1.0	0.0	0.0	15.0	34.8
Security Enhancements	0.4	1.8	0.4	0.0	0.0	0.0	2.6
Environmental	0.0	0.2	4.0	0.0	0.0	0.0	4.2
Environment	0.0	0.0	4.0	0.0	0.0	0.0	4.0
Landside Major Projects	0.0	0.2	0.0	0.0	0.0	0.0	0.2
Facilities and Equipment	1.0	1.3	2.3	1.9	2.3	0.8	9.5
All Terminals	0.0	0.0	1.0	1.0	1.0	0.0	3.0
Environment	0.0	0.5	0.5	0.5	0.5	0.0	2.0
Facility and Capital Equipment	1.0	0.8	0.8	0.4	0.8	0.8	4.5
Masonville Auto Terminal	0.0	0.0	0.0	0.0	0.0	0.0	0.0
North Locust Point	0.0	2.0	1.0	0.0	0.0	0.0	3.0
Open-Ended Consulting	8.3	6.5	3.0	6.1	5.4	8.6	37.9
Engineering A&E and Open Ended Contracts	8.3	6.5	3.0	6.1	5.4	8.6	37.9

Minor Program Summary By Fiscal Year (\$ MILLIONS)

The following provides a summary breakdown of the Minor Program funding levels for FY 2023 through FY 2028. Anticipated projects for FY 2023 and FY 2024 within these totals are listed in the project detail section of this document.

PROGRAM NAME	CURRENT	BUDGET	Planning Years				SIX - YEAR
	YEAR	YEAR					TOTAL
	2023	2024	2025	2026	2027	2028	
MARYLAND PORT ADMINISTRATION (cont'd)							
Point Breeze	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Port - Wide	0.1	0.2	0.2	0.1	0.0	0.0	0.5
Information Systems Division	0.0	0.2	0.2	0.1	0.0	0.0	0.5
Security Enhancements	0.1	0.0	0.0	0.0	0.0	0.0	0.1
Safety, Environment and Risk Management	3.4	1.1	0.9	0.6	0.8	0.7	7.5
Environment	3.3	1.0	0.6	0.6	0.8	0.7	7.0
Facility and Capital Equipment	0.1	0.2	0.3	0.0	0.0	0.0	0.5
Security Projects	1.7	0.2	0.0	0.0	0.0	0.0	1.8
Information Systems Division	0.8	0.2	0.0	0.0	0.0	0.0	0.9
Security Enhancements	0.9	0.0	0.0	0.0	0.0	0.0	0.9
World Trade Center	4.8	6.7	1.2	0.5	1.2	1.3	15.6
Information Systems Division	0.3	0.3	0.0	0.0	0.0	0.0	0.6
WTC Preservation	4.4	6.4	1.2	0.5	1.2	1.3	15.0
Total	42.3	58.0	33.5	28.9	30.2	41.3	234.1
MARYLAND TRANSIT ADMINISTRATION							
Agency Wide	47.4	46.5	30.5	40.5	42.2	41.4	248.5
AGY - ADA Compliance	0.4	0.4	1.1	1.0	1.0	1.0	4.8
AGY - Bicycle Initiatives	0.2	0.1	0.1	0.1	0.3	0.3	0.9
AGY - Capital Program Support	5.7	3.3	2.9	3.0	3.2	2.9	20.8
AGY - Communications Systems	0.8	0.9	1.0	0.9	0.8	0.8	5.0
AGY - Corrosion Control	1.7	1.1	0.6	0.6	1.0	1.0	6.0
AGY - Elevator Rehabilitation	0.0	0.0	0.0	0.0	0.0	0.0	0.0
AGY - Energy Savings Initiatives	0.7	0.0	0.0	0.0	1.5	1.5	3.7
AGY - Engineering Initiatives	1.2	0.7	0.8	1.0	1.5	1.5	6.6
AGY - Environmental Compliance	3.2	3.1	2.6	2.5	2.5	2.5	16.3
AGY - Environmental Planning	3.0	0.9	0.8	1.0	1.5	1.5	8.7

Minor Program Summary By Fiscal Year (\$ MILLIONS)

The following provides a summary breakdown of the Minor Program funding levels for FY 2023 through FY 2028. Anticipated projects for FY 2023 and FY 2024 within these totals are listed in the project detail section of this document.

PROGRAM NAME	CURRENT	BUDGET	Planning Years				SIX - YEAR
	YEAR	YEAR					TOTAL
	2023	2024	2025	2026	2027	2028	
MARYLAND TRANSIT ADMINISTRATION (cont'd)							
Agency Wide (cont'd)							
AGY - Facilities - Pavement	2.0	1.5	1.5	1.5	1.5	1.5	9.5
AGY - Facilities - Roof	1.5	3.7	2.8	2.8	3.2	3.2	17.2
AGY - Guideway - T&S	4.1	3.4	2.0	2.0	2.0	2.0	15.5
AGY - Non-Revenue Vehicles	3.3	2.8	2.0	3.0	3.0	3.0	17.0
AGY - Owner Controlled Insurance Program	2.4	2.4	1.0	1.0	1.5	1.5	9.7
AGY - Planning Initiatives	6.8	4.9	4.1	4.6	4.5	4.5	29.4
AGY - Program Management Office	1.5	0.0	0.0	0.0	0.0	3.2	4.7
AGY - Safety Initiatives	2.6	0.5	0.5	0.5	1.0	1.0	6.1
AGY - Stations	0.0	0.0	0.0	1.3	1.5	1.5	4.3
AGY - Stormwater Management	1.2	1.3	1.0	0.8	1.0	1.0	6.2
AGY - Systems	3.1	3.5	1.8	1.7	1.9	1.5	13.5
AGY - Telecommunications	0.6	1.2	0.5	0.5	0.5	0.5	3.7
AGY - TMDL Compliance	0.9	0.0	0.0	1.4	0.8	0.8	3.8
AGY - Transit Asset Management	3.0	2.9	2.6	3.6	2.0	2.0	16.0
AGY - Utility Infrastructures Mapping	1.0	0.0	0.0	0.0	0.0	0.0	1.0
BUS - Corridors	0.0	1.7	1.0	5.9	4.7	1.4	14.7
MAG-LEV	(4.0)	0.0	0.0	0.0	0.0	0.0	(4.0)
Major Projects	(0.0)	0.0	0.0	0.0	0.0	0.0	(0.0)
MTR - Facilities Maintenance	0.4	0.0	0.0	0.0	0.0	0.0	0.4
POL - Systems	0.6	6.5	0.0	0.0	0.0	0.0	7.2
Bus	16.1	19.0	13.0	8.7	9.6	8.6	74.9
AGY - Facilities - Pavement	0.1	1.5	0.0	0.0	0.0	0.0	1.6
AGY - Facilities - Roof	0.3	2.0	2.3	0.0	0.0	0.0	4.5
AGY - Planning Initiatives	0.9	0.1	0.0	0.0	0.0	0.0	1.0
AGY - Safety Initiatives	0.1	0.0	0.0	0.0	0.0	0.0	0.1
AGY - TMDL Compliance	0.3	0.8	1.2	0.0	0.0	0.0	2.3

Minor Program Summary By Fiscal Year (\$ MILLIONS)

The following provides a summary breakdown of the Minor Program funding levels for FY 2023 through FY 2028. Anticipated projects for FY 2023 and FY 2024 within these totals are listed in the project detail section of this document.

PROGRAM NAME	CURRENT	BUDGET	Planning Years				SIX - YEAR
	YEAR	YEAR					TOTAL
	2023	2024	2025	2026	2027	2028	
MARYLAND TRANSIT ADMINISTRATION (cont'd)							
Bus (cont'd)							
BUS - Equipment	1.2	1.5	1.2	1.4	1.4	1.0	7.6
BUS - Facilities	5.1	5.7	3.2	2.6	3.2	2.6	22.4
BUS - Facilities - FE	0.7	0.0	0.0	0.0	0.0	0.0	0.7
BUS - Revenue Vehicles	7.3	7.4	5.2	4.7	5.0	5.0	34.5
BUS - Stations	0.1	0.0	0.0	0.0	0.0	0.0	0.1
BUS - Systems	0.3	0.0	0.0	0.0	0.0	0.0	0.3
Information Technology	9.8	3.0	2.9	2.8	3.0	3.0	24.4
Light Rail	18.7	19.5	15.8	16.7	16.5	13.0	100.1
AGY - Facilities - Roof	0.1	0.0	0.0	0.0	0.0	0.0	0.1
AGY - Planning Initiatives	0.4	0.0	0.0	0.0	0.0	0.0	0.4
AGY - Stormwater Management	0.7	0.1	0.0	0.0	0.0	0.0	0.8
AGY - Systems	0.1	0.0	0.0	0.0	0.0	0.0	0.1
AGY - TMDL Compliance	0.8	0.0	0.0	0.4	0.5	0.0	1.7
LTR - Bridge Preservation	0.8	3.3	2.0	2.0	2.0	2.0	12.1
LTR - Catenary Preservation	0.7	1.5	1.5	1.5	1.5	1.5	8.2
LTR - Drainage	3.8	2.7	3.0	3.0	3.0	3.0	18.5
LTR - Facilities Maintenance	0.7	0.5	0.5	0.8	1.0	1.0	4.4
LTR - Guideway - Ops	2.7	4.9	3.0	3.0	3.0	3.0	19.6
LTR - Guideway - T&S	3.3	4.0	4.0	4.0	4.0	1.0	20.3
LTR - Revenue Vehicles	0.2	0.0	0.0	0.0	0.0	0.0	0.2
LTR - Safety Initiatives	1.0	0.7	0.3	0.3	0.5	0.5	3.2
LTR - Systems Maintenance	3.4	1.8	1.5	1.8	1.0	1.0	10.4
LOTS	0.2	0.0	0.0	0.0	0.0	0.0	0.2
MARC	11.1	11.0	7.2	8.3	7.1	6.5	51.2
-	0.1	0.0	0.0	0.0	0.0	0.0	0.1
AGY - Planning Initiatives	1.1	0.8	0.5	0.0	0.0	0.0	2.4

Minor Program Summary By Fiscal Year (\$ MILLIONS)

The following provides a summary breakdown of the Minor Program funding levels for FY 2023 through FY 2028. Anticipated projects for FY 2023 and FY 2024 within these totals are listed in the project detail section of this document.

PROGRAM NAME	CURRENT	BUDGET	Planning Years				SIX - YEAR
	YEAR	YEAR					TOTAL
	2023	2024	2025	2026	2027	2028	
MARYLAND TRANSIT ADMINISTRATION (cont'd)							
MARC (cont'd)							
AGY - Stormwater Management	0.0	0.0	0.0	0.0	0.0	0.0	0.0
AGY - TMDL Compliance	0.3	0.4	0.3	0.0	0.0	0.0	0.9
MARC - Facilities - FE	1.5	0.8	1.0	1.0	1.0	1.0	6.3
MARC - Facilities - Ops	4.0	5.0	2.9	2.5	3.0	3.0	20.4
MARC - Facilities - T&S	0.6	0.6	0.6	3.0	1.3	0.8	6.8
MARC - Guideway	0.9	1.8	0.5	0.0	0.0	0.0	3.2
MARC - Revenue Vehicles	2.5	1.7	1.5	1.8	1.8	1.8	10.9
Metro	18.9	33.6	23.1	13.6	15.4	14.0	118.5
AGY - Communications Systems	0.0	0.0	0.0	0.0	0.0	0.0	0.0
AGY - Elevator Rehabilitation	0.4	0.0	0.0	0.0	0.0	0.0	0.4
AGY - Facilities - Roof	0.7	7.3	3.7	0.0	0.0	0.0	11.7
AGY - Systems	1.5	0.0	0.0	0.0	0.0	0.0	1.5
AGY - TMDL Compliance	0.3	2.1	1.3	0.0	0.5	0.0	4.2
MTR - Bridge & Elevated Structures	1.5	4.0	2.4	3.3	3.0	3.0	17.1
MTR - Facilities Maintenance	4.1	5.5	4.6	2.5	2.9	2.0	21.5
MTR - Facilities Maintenance - MPMO	1.5	0.0	0.0	0.0	0.0	0.0	1.5
MTR - Guideway - Ops	2.1	2.3	1.5	1.5	1.5	1.5	10.3
MTR - Guideway - T&S	0.0	2.0	2.0	2.5	3.0	3.0	12.5
MTR - Revenue Vehicles	0.9	0.0	0.0	0.0	0.0	0.0	0.9
MTR - Safety Initiatives	2.1	0.5	0.0	0.0	0.0	0.0	2.6
MTR - Systems Maintenance	2.0	7.5	5.3	1.3	1.5	1.5	19.0
MTR - Tunnel Preservation	1.9	2.5	2.4	2.5	3.0	3.0	15.3
Mobility	1.5	1.4	1.1	1.9	1.6	1.3	8.6
AGY - Safety Initiatives	0.2	0.2	0.0	0.0	0.0	0.0	0.3
MOL - Facilities	0.5	0.9	0.8	0.8	0.5	0.5	4.1
MOL - Systems	0.6	0.0	0.0	0.8	0.8	0.8	2.9

Minor Program Summary By Fiscal Year (\$ MILLIONS)

The following provides a summary breakdown of the Minor Program funding levels for FY 2023 through FY 2028. Anticipated projects for FY 2023 and FY 2024 within these totals are listed in the project detail section of this document.

PROGRAM NAME	CURRENT	BUDGET	Planning Years				SIX - YEAR
	YEAR	YEAR					TOTAL
	2023	2024	2025	2026	2027	2028	
MARYLAND TRANSIT ADMINISTRATION (cont'd)							
Mobility (cont'd)							
MOL - Vehicles	0.1	0.3	0.3	0.3	0.3	0.0	1.3
Total	123.8	134.1	93.5	92.2	95.2	87.7	626.5
MOTOR VEHICLE ADMINISTRATION							
Agency Wide	0.1	0.3	0.3	0.3	0.2	0.2	1.5
Building Improvements	10.9	10.5	8.0	2.2	2.0	2.7	36.2
Comprehensive Planning	0.1	0.7	0.6	0.0	0.0	0.0	1.4
Environmental	0.1	0.2	0.5	0.5	0.3	0.3	1.9
Facility	10.0	9.1	2.5	1.3	1.3	2.1	26.2
VEIP	0.6	0.5	4.5	0.4	0.4	0.4	6.8
Information Technology	9.8	10.6	8.6	6.6	6.4	5.5	47.5
Departmental Services	1.1	0.1	0.1	0.0	0.2	0.2	1.6
IT Hardware/Equipment	2.6	2.2	1.9	1.9	1.3	1.2	11.2
IT Software/System Enhancements	4.6	7.7	6.1	4.1	3.9	3.1	29.5
Major Projects	1.2	0.3	0.0	0.0	0.8	0.8	3.0
Safety and Security	0.3	0.3	0.6	0.6	0.3	0.3	2.3
Safety	0.1	0.0	0.0	0.0	0.0	0.0	0.1
Total	20.9	21.4	16.9	9.1	8.6	8.4	85.4

Minor Program Summary By Fiscal Year (\$ MILLIONS)

The following provides a summary breakdown of the Minor Program funding levels for FY 2023 through FY 2028. Anticipated projects for FY 2023 and FY 2024 within these totals are listed in the project detail section of this document.

PROGRAM NAME	CURRENT	BUDGET	Planning Years				SIX - YEAR TOTAL
	YEAR	YEAR					
	2023	2024	2025	2026	2027	2028	
STATE HIGHWAY ADMINISTRATION							
Safety, Congestion Relief, Highway and Bridge	685.5	756.7	825.4	829.3	875.0	977.8	4,949.7
ADA Retrofit	9.6	6.5	7.9	9.4	9.4	10.0	52.8
Bicycle Retrofit	6.3	14.3	9.3	12.3	15.0	13.2	70.5
Bridge Replacement/Rehabilitation	163.2	209.1	245.3	232.7	239.1	248.4	1,337.8
C.H.A.R.T.	13.8	28.8	23.1	27.0	29.8	31.1	153.6
Commuter Action Improvements	1.0	4.1	7.8	8.9	9.0	9.0	39.8
Drainage Improvements	14.7	18.7	51.9	53.6	56.1	56.3	251.3
Emergency	7.6	5.0	4.4	2.3	14.4	11.1	44.8
Environmental Projects	2.2	3.2	4.5	8.7	8.8	9.4	36.7
Intersection Capacity	17.8	18.0	22.0	29.0	27.5	30.8	145.1
Neighborhood Conservation	13.6	1.3	2.5	4.2	3.5	4.8	29.9
Quick Response	10.0	16.9	24.0	25.1	25.3	28.6	129.9
Resurfacing And Rehabilitation	281.0	250.0	236.6	219.4	236.4	300.0	1,523.5
RR Crossings	2.3	6.7	4.8	5.5	5.5	5.5	30.2
Safety And Spot Improvement	46.6	55.3	43.8	55.2	54.3	62.3	317.5
Sidewalk Program	7.3	18.6	16.9	24.0	28.7	32.0	127.5
Statewide Planning And Research	56.8	57.3	57.8	56.3	56.7	56.8	341.8
Traffic Management	31.7	42.9	62.9	55.5	55.5	68.4	316.9
Communications	2.6	2.2	2.2	10.9	11.0	11.0	39.9
Environmental Compliance	1.4	3.5	3.3	7.4	7.4	8.0	31.0
Facilities	8.2	29.0	16.5	19.5	25.1	33.1	131.3
Equipment	9.9	16.6	11.0	18.5	18.5	36.2	110.7
Truck Weight	2.2	7.7	6.9	5.8	7.6	6.6	36.8
SPP Reimbursables	11.7	12.8	11.7	7.5	13.6	15.0	72.3
Program 3/ Includes State in Aid in Lieu	71.9	78.5	78.3	78.3	78.3	78.3	463.6
Major IT Projects	5.1	6.0	4.9	5.0	5.1	5.2	31.4
Noise Barriers	3.5	3.7	2.3	5.5	8.8	14.3	38.1
TMDL Compliance	12.2	14.4	20.6	34.9	35.1	38.5	155.8

Minor Program Summary By Fiscal Year (\$ MILLIONS)

The following provides a summary breakdown of the Minor Program funding levels for FY 2023 through FY 2028. Anticipated projects for FY 2023 and FY 2024 within these totals are listed in the project detail section of this document.

PROGRAM NAME	CURRENT	BUDGET	Planning Years				SIX - YEAR
	YEAR	YEAR					TOTAL
	2023	2024	2025	2026	2027	2028	
STATE HIGHWAY ADMINISTRATION (cont'd)							
Transportation Enhancements	14.1	14.3	14.5	22.2	22.3	22.3	109.7
Total	828.3	945.5	997.6	1,044.7	1,107.8	1,246.4	6,170.2
THE SECRETARY'S OFFICE							
Grants	4.6	2.1	1.8	1.6	1.6	1.5	13.1
Airport Citizens Committee Grant Program	0.3	0.3	0.3	0.2	0.2	0.2	1.5
Secretary Grants	4.3	1.8	1.5	1.4	1.4	1.3	11.6
Information Technology Project	16.0	13.2	0.7	0.7	0.5	3.2	34.2
MDOT IT Enhancement Program	9.3	8.9	0.0	0.0	0.0	1.9	20.2
MDOT IT Preservation Program	6.6	4.2	0.7	0.7	0.5	1.3	14.0
Program 8 - Major IT Projects	0.5	0.5	0.0	0.0	0.0	0.0	0.9
The Secretary's Office	12.6	14.6	8.4	7.3	7.0	0.5	50.4
CMAPS Preservation	0.6	0.6	0.7	0.2	0.2	0.0	2.3
Environmental Service Funds	2.7	1.9	1.0	1.0	0.9	0.0	7.6
Freight & Intermodal Program	0.0	1.4	0.0	0.0	0.0	0.0	1.4
Homeland Security & Rail Safety	0.6	0.5	0.2	0.2	0.2	0.2	2.0
MBE Disparity Studies	1.8	1.4	0.3	0.1	0.0	0.0	3.6
MDOT HQ Building Preservation	0.4	1.2	0.6	0.3	0.1	0.1	2.5
MDOT IT Enhancement Program	0.2	0.1	0.0	0.0	0.0	0.0	0.2
Planning Services & Studies	5.8	7.0	5.5	5.4	5.4	0.0	29.2
Real Estate Services	0.4	0.3	0.1	0.1	0.1	0.1	1.0
TOD Implementation	0.1	0.1	0.1	0.1	0.1	0.1	0.3
TSO Vehicles and Equipment	0.1	0.0	0.0	0.0	0.0	0.0	0.3

Minor Program Summary By Fiscal Year (\$ MILLIONS)

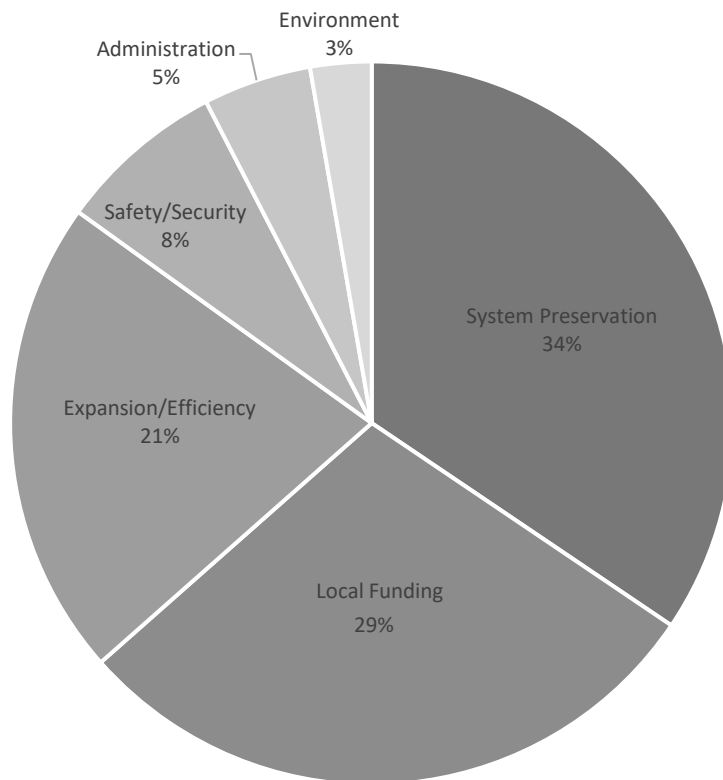
The following provides a summary breakdown of the Minor Program funding levels for FY 2023 through FY 2028. Anticipated projects for FY 2023 and FY 2024 within these totals are listed in the project detail section of this document.

PROGRAM NAME	CURRENT	BUDGET	Planning Years				SIX - YEAR
	YEAR	YEAR					TOTAL
	2023	2024	2025	2026	2027	2028	
Total	33.6	30.3	10.9	9.6	9.1	5.1	98.6
CTP Minor Program Total	1,119.4	1,268.3	1,185.2	1,210.9	1,257.0	1,410.2	7,451.0

MDOT Capital Program by Investment Area Report

The following illustrates the Maryland Department of Transportation's (MDOT) estimated funding levels in the six year program period by key investment area.

Percentage of MDOT Capital Program by Investment Area



System Preservation
7.1B



Local Funding
6.0B



Expansion/Efficiency
4.4B



Safety/Security
1.5B



Administration
992.3M



Environment
561.5M

MAJOR BRIDGE PROJECTS

The following is a list of major bridge reconstruction, rehabilitation and replacement projects. New highway bridges that are part of a highway project are not included. Detailed information for each can be found on the Major PIFs as referenced.

<u>PROGRAM/PROJECT</u>	<u>DESCRIPTION</u>	<u>PIF LINE #</u>
Allegany		
<u>Interstate Construction Program</u> I-68 Cumberland Viaduct	Deck replacement and rehabilitation of Bridge #No. 0109600 (the Cumberland Viaduct).	1
<u>Secondary Construction Program</u> MD 51, Old Town Road	Replacement of Bridge No. 0104700 over Town Creek.	2
Baltimore County		
<u>Interstate Construction Program</u> I-695, Baltimore Beltway	Replacement of Bridge No. 0317400 on Putty Hill Avenue over I-695.	6
I-95 and I-695, Baltimore Beltway	Latex modified concrete bridge deck overlays on I-95 at the I-695 interchange (10 bridges).	2
<u>Primary Construction Program</u> US 40, Pulaski Highway	Replacement and widening of the deck and superstructure of Bridge Nos. 0303403 and 0303404 over Little Gunpowder Falls and Bridge Nos. 0303503 and 0303504 over Big Gunpowder Falls.	9
<u>Secondary Construction Program</u> MD 151/MD151B, Sparrows Point Boulevard	Replacement of Bridge No. 0309900 on MD 151 and Bridge Nos. 0335000 and 0335100 on MD 151B.	8
Carroll		
<u>Secondary Construction Program</u> MD 91, Emory Road	Replacement of Bridge No. 0602000 over N. Branch Patapsco River and Bridge No. 0604700 over Maryland Midland RR.	2
Charles		
<u>Secondary Construction Program</u> MD 225, Hawthorne Road	Replacement of Bridge No. 0802100 over Mattawoman Creek.	2

MAJOR BRIDGE PROJECTS

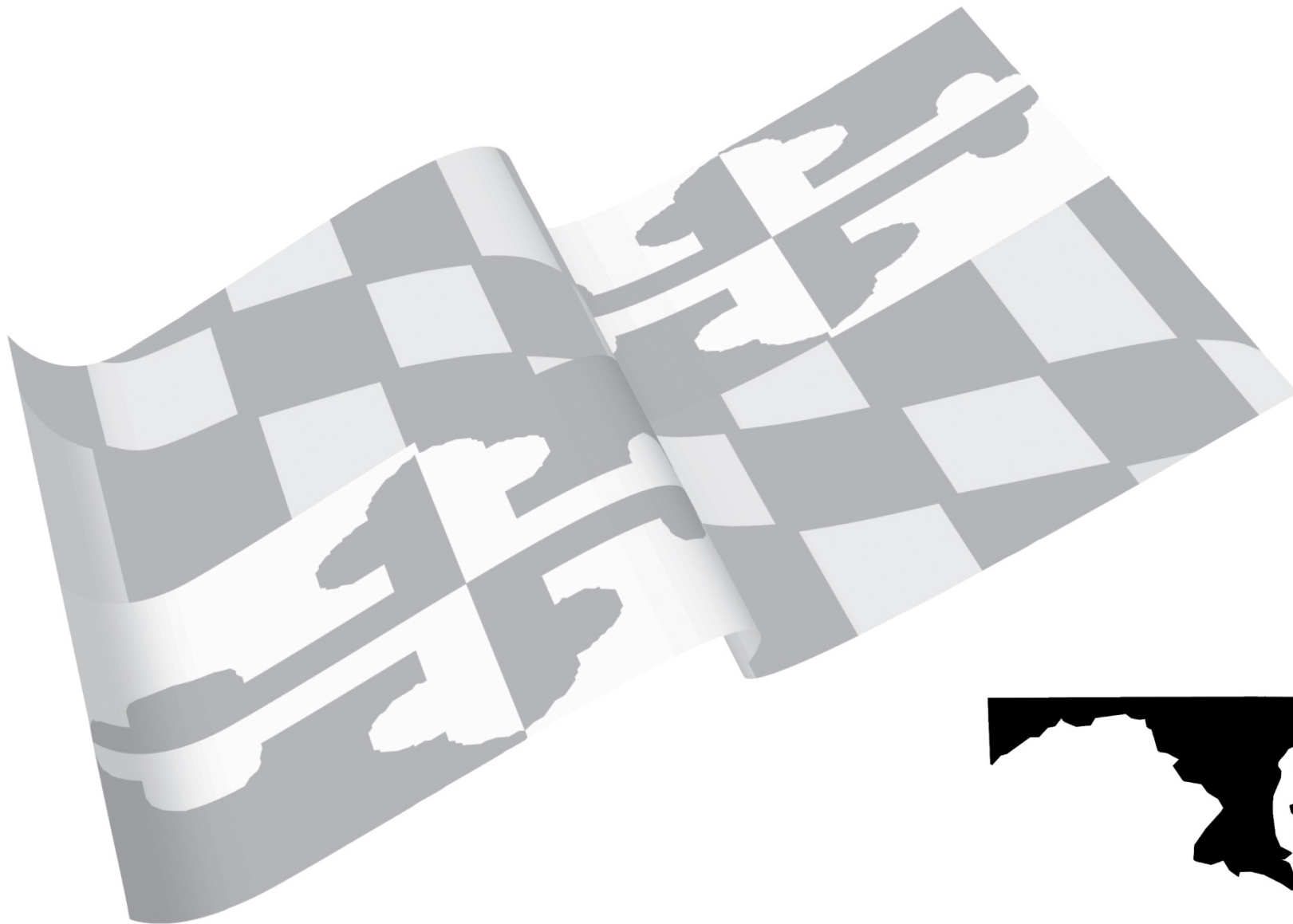
<u>PROGRAM/PROJECT</u>	<u>DESCRIPTION</u>	<u>PIF LINE #</u>
Frederick		
<u>Secondary Construction Program</u>		
MD 17, Burkittsville Middletown Road	Replacement of Bridge No. 1001900 over Middle Creek	4
MD 355, Urbana Pike	Replacement of Bridge No. 1008600 over Bennett Creek.	8
MD 75, Green Valley Road	Deck replacement and rehabilitation of Bridge No.1015600 over I-70.	5
MD 77, Rocky Ridge Road	Replacement of Bridge No. 1005400 on MD 77 over Beaver Branch.	6
Garrett		
<u>Secondary Construction Program</u>		
MD 42, Friendsville Road	Replacement of Bridge No. 1101000 on MD 42 over Buffalo Run.	3
US 219, Garrett Highway	Replacement of Bridge No. 1102400 over the Youghiogheny River (0.04 miles).	2
Harford		
<u>Secondary Construction Program</u>		
US 1, Belair Road	Replacement of Bridge No. 1206600 over Tollgate Road and Bridge No. 1206500 over Winters Run.	2
Prince George's		
<u>Interstate Construction Program</u>		
I-95, Capital Beltway	Replacement of Bridge Nos. 1615905 and 1615906 over MD 4.	2
<u>Primary Construction Program</u>		
MD 4, Pennsylvania Avenue	Replacement of the bridge decks for Bridge Nos.1609903 and 1609904 over MD 717, and full replacement of Bridge Nos. 1610803 and 1610804 over Race Track Road.	4
<u>Secondary Construction Program</u>		
MD 277, Riverdale Road	Replacement of Bridge No. 1609000 over Northeast Branch Anacostia River.	6

MAJOR BRIDGE PROJECTS

<u>PROGRAM/PROJECT</u>	<u>DESCRIPTION</u>	<u>PIF LINE #</u>
Prince George's (cont'd)		
<u>Secondary Construction Program (cont'd)</u>		
MD 382, Croom Road	Replacement of Bridge No.1606100 over Charles Branch.	8
MD 717, Water Street	Replacement of Bridge No. 1610900 over Western Branch.	10
Queen Anne's		
<u>Primary Construction Program</u>		
US 301, Blue Star Memorial Highway	Replacement of the northbound US 301 Bridge No. 1701401 over the Chester River.	1
Saint Mary's		
<u>Secondary Construction Program</u>		
MD 5, Point Lookout Road	Replace bridge No. 1800700 over Hilton Run.	4
Washington		
<u>Interstate Construction Program</u>		
I-68, National Freeway	Replace bridge Nos. 2107603 and 2107604 on I-68 over Creek Road.	1
I-70, Eisenhower Memorial Highway	Replacement and widening of the bridge deck and superstructure of I-70 dual Bridge Nos. 2111803 and 2111804 over MD 65 and I-70 dual Bridge Nos. 2111903 and 2111904 over CSX Hagerstown Branch.	2
I-70, Eisenhower Memorial Highway	Replacement and rehabilitation of Bridge Nos. 2107303 and 2114100 over I-81 and Bridge Nos. 2111303 and 2111304 over Norfolk Southern Railroad. Replacement of Bridge Nos. 2111203 and 2111204 over US 11.	4
I-70, Eisenhower Memorial Highway	Replacement of Bridge Nos. 2113503 and 2113504 over Crystal Falls Drive.	3
Wicomico		
<u>Primary Construction Program</u>		
US 13 Business, Salisbury Boulevard	Replacement of Bridge No. 2200400 over East Branch Wicomico River.	1

MAJOR BRIDGE PROJECTS

<u>PROGRAM/PROJECT</u>	<u>DESCRIPTION</u>	<u>PIF LINE #</u>
Worcester <u>Primary Development & Evaluation Program</u> US 50, Ocean Gateway	Study to replace Bridge No. 2300700 over the Sinepuxent Bay. The study will investigate options to eliminate/upgrade the drawspan structure.	2



BICYCLE & PEDESTRIAN PROJECTS

BICYCLE AND PEDESTRIAN RELATED PROJECTS

The Maryland Department of Transportation has various funding programs for bicycle and pedestrian programs. Program funds are used for both design and construction. Several programs are administered as competitive grant programs, in which available funds are awarded to projects managed by local governments and other partners.

<u>PROGRAM NAME</u>	<u>PROJECTS CURRENTLY FUNDED FOR CONSTRUCTION</u>	<u>FY2023-2028 CTP BIKE/PED FUNDING^</u>
<u>State Highway Administration</u>		
ADA Program	13,126,000	52,830,000
Retrofit Bicycle Program	29,033,000	70,450,000
Neighborhood Conservation*	7,446,549	29,860,000
Primary/ Secondary Program**	1,429,296	1,429,296
Retrofit Sidewalk Program	18,352,607	127,510,000
Recreational Trails Program***	17,592,193	23,210,293
Transportation Alternatives Program***	47,113,514	109,660,000
<u>The Secretary's Office</u>		
Kim Lamphier Bikeways Network Program	16,524,367	15,953,631
Total	150,617,526	430,903,220

^ Includes planning, design and construction funds

* Funding is estimated as a portion of total program funding based on recent bike/ped expenditures

** Additional funding is expected as major projects advance to construction and bicycle and pedestrian costs are itemized

*** Funding is estimated based on projected federal appropriations and historic program spending on bicycle and pedestrian projects;
see typical awards on pages below

^^ No additional earmark projects are expected at this time. Ongoing earmark projects are listed below.

BICYCLE AND PEDESTRIAN RELATED PROJECTS

<u>PROJECT NAME</u>	<u>MILES</u>	<u>ESTIMATED BIKE/PED COST</u>
STATE HIGHWAY ADMINISTRATION		
<u>ADA Program</u>		
<u>Frederick County</u> ADA Sidewalk Upgrades in Frederick County		\$ 1,777,000
<u>Prince George's County</u> MD 223, Woodyard Road - South of Victoria Drive to North of Sherwood Drive		\$ 4,838,000
MD 725, Main Street - West of Service Lane to East of Governor Oden Bowie Drive		\$ 982,000
<u>Statewide</u> ADA Sidewalk Upgrades in Baltimore And Harford Counties		\$ 3,516,000
<u>Talbot County</u> MD 33, Talbot Street - North of Lee Street to South of Spencer Drive		\$ 2,013,000
Total		\$ 13,126,000
<u>Retrofit Bicycle Program</u>		
<u>Prince George's County</u> US 1, Rhode Island Avenue – Charles Armentrout Drive to Farragut Street (Rhode Island Trolley Trail)		\$ 7,724,000
<u>Somerset County</u> MD 413 Trail - Marion Station to Westover		\$ 21,309,000
Total		\$ 29,033,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

<u>PROJECT NAME</u>	<u>MILES</u>	<u>ESTIMATED BIKE/PED COST</u>
STATE HIGHWAY ADMINISTRATION (cont'd)		
<u>Neighborhood Conservation</u>		
<u>Cecil County</u>		
MD 222, Main Street - South of High Street to Mill Street		\$ 645,150
<u>Charles County</u>		
MD 6, Charles Street - US 301 and Willow Lane		\$ 864,881
<u>Prince George's County</u>		
MD 212A, Powder Mill Road - Pine Street to US 1 Intersection		\$ 2,336,885
MD 5, Branch Avenue - Curtis Drive to North of Suitland Parkway & Naylor Road		\$ 1,844,370
MD 500, Queens Chapel Road - Washington D.C. Line to MD 208		\$ 1,755,263
	Total	\$ 7,446,549
<u>Primary/ Secondary Program</u>		
<u>Anne Arundel County</u>		
MD 175 at MD 295		
Shoulders	0.7	\$ 105,000
Side Walk	0.7	\$ 96,096
<u>Frederick County</u>		
MD 75, Green Valley Road - Bridge over I-70		
Shoulders	0.1	\$ 7,500
MD 85, Buckeystown Pike - Crestwood Boulevard/Shockley Drive to Spectrum Drive - Phase 1		
Shoulders	0.8	\$ 120,000
Side Walk	0.8	\$ 109,824

BICYCLE AND PEDESTRIAN RELATED PROJECTS

<u>PROJECT NAME</u>	<u>MILES</u>	<u>ESTIMATED BIKE/PED COST</u>
STATE HIGHWAY ADMINISTRATION (cont'd)		
<u>Primary/ Secondary Program (cont'd)</u>		
<u>Garrett County</u>		
MD 219, Garrett Highway - Bridge over the Youghiogheny River Shoulders	0.1	\$ 15,000
<u>Kent County</u>		
US 301, Blue Star Memorial Highway - Bridge over the Chester River Shoulders	0.1	\$ 7,500
<u>Montgomery County</u>		
MD 185, Connecticut Avenue at Jones Bridge Road - Phase 3 Side Walk	0.1	\$ 13,728
Wide Curb Lanes	0.1	\$ 15,000
MD 97 - South of Brookeville to North of Brookeville Shoulders	0.7	\$ 105,000
<u>Prince George's County</u>		
MD 4, Pennsylvania Avenue at Suitland Parkway Side Walk	0.1	\$ 13,728
Wide Curb Lanes	0.1	\$ 15,000
US 1, Baltimore Avenue - College Avenue to MD 193 Side Walk	1.5	\$ 205,920
Wide Curb Lanes	1.5	\$ 225,000
<u>St. Mary's County</u>		
MD 5, Point Lookout Road - at Abell Street/Moakley Street Wide Curb Lanes	0.2	\$ 30,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

<u>PROJECT NAME</u>	<u>MILES</u>	<u>ESTIMATED BIKE/PED COST</u>
STATE HIGHWAY ADMINISTRATION (cont'd)		
<u>Primary/ Secondary Program (cont'd)</u>		
<u>St. Mary's County (cont'd)</u>		
MD 5, Point Lookout Road - South of Camp Brown Road he Lake Conoy Causeway Shoulders	2.2	\$ 330,000
<u>Washington County</u>		
I-70, Eisenhower Memorial Hwy Bridge over Crystal Falls Drive Shoulders	0.5	\$ 7,500
I-70, Eisenhower Memorial Hwy Bridges over Norfolk Southern Railroad Shoulders	0.5	\$ 7,500
	Total	\$ 1,429,296
<u>Retrofit Sidewalk Program</u>		
<u>Anne Arundel County</u>		
MD 214, Central Avenue - MD 2 to MD 253		\$ 2,630,000
<u>Carroll County</u>		
MD 27, Manchester Road - Tuc Road to Hahn Road		\$ 3,759,166
<u>Cecil County</u>		
MD 7, Delaware Avenue - MD 281 to South of Big Elk Creek Bridge		\$ 3,377,635
<u>Howard County</u>		
US 1, Washington Boulevard - Crestmount Road to Cedar Avenue		\$ 2,206,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

<u>PROJECT NAME</u>	<u>MILES</u>	<u>ESTIMATED BIKE/PED COST</u>
STATE HIGHWAY ADMINISTRATION (cont'd)		
<u>Retrofit Sidewalk Program (cont'd)</u>		
<u>Kent County</u>		
MD 514, Flatland Road - MD 20 to Sutton Way		\$ 3,566,000
<u>Statewide</u>		
Concrete Sidewalk and Pedestrian Improvements in Baltimore and Harford Counties		\$ 2,813,806
	Total	\$ 18,352,607
<u>Recreational Trails Program</u>		
<u>Allegany County</u>		
Bear Ridge Trail Construction		\$ 277,800
Borden Tunnel Lining Restoration		\$ 3,623,796
<u>Anne Arundel County</u>		
Swan Creek Nature Trail		\$ 178,825
West East Express Trail		\$ 2,724,772
<u>Baltimore County</u>		
Torrey C. Brown Trail Bridge Rehabilitation		\$ 2,000,000
<u>Garrett County</u>		
Piney Mountain ORV Trail Rehabilitation		\$ 95,000
Western Region State Forest Trail Maintenance Program		\$ 140,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

<u>PROJECT NAME</u>	<u>MILES</u>	<u>ESTIMATED BIKE/PED COST</u>
STATE HIGHWAY ADMINISTRATION (cont'd)		
<u>Recreational Trails Program (cont'd)</u>		
<u>Howard County</u>		
Patuxent Branch Trail Surface Upgrade		\$ 1,655,000
<u>Somerset County</u>		
Somers Cove Marina Reconstruction		\$ 5,950,000
<u>Talbot County</u>		
Easton Rail Trail Spur Construction		\$ 947,000
	Total	\$ 17,592,193
<u>Transportation Alternatives Program</u>		
<u>Allegany County</u>		
Baltimore Street Access		\$ 9,709,000
Bel Air Elementary School Pedestrian Bridge Replacement		\$ 320,000
<u>Anne Arundel County</u>		
South Shore Trail Phase II		\$ 2,200,000
WB&A Trail Bridge at Patuxent		\$ 4,700,000
<u>Baltimore City</u>		
Baltimore City Elementary Schools - Harford Heights ES, Hilton ES, Tench Tillman ES		\$ 715,516
Inner Harbor Crosswalks and Bicycle Wayfinding Enhancements		\$ 1,144,805
Pimlico Elementary School		\$ 258,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

<u>PROJECT NAME</u>	<u>MILES</u>	<u>ESTIMATED BIKE/PED COST</u>
STATE HIGHWAY ADMINISTRATION (cont'd)		
<u>Transportation Alternatives Program (cont'd)</u>		
<u>Baltimore County</u>		
Pedestrian Improvements for Edgemere Elementary School, Sparrows Middle/High School		\$ 160,000
<u>Carroll County</u>		
Mt. Airy Old Main Line Trail		\$ 321,000
Washington Road Sidewalks		\$ 143,000
<u>Cecil County</u>		
Jethro Street and North East Middle School		\$ 38,000
<u>Charles County</u>		
Indian Head Trailhead		\$ 360,000
Mill Hill Road - Homecoming Lane to Davis Road		\$ 515,000
<u>Dorchester County</u>		
Bayly Road Sidewalk		\$ 200,000
<u>Frederick County</u>		
East Street Rails with Trails		\$ 479,000
<u>Garrett County</u>		
Casselman River Bridge Rehabilitation		\$ 4,100,000
<u>Harford County</u>		
Aberdeen Station Connectivity Enhancements		\$ 413,000
Ma and Pa Phase III		\$ 1,993,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

<u>PROJECT NAME</u>	<u>MILES</u>	<u>ESTIMATED BIKE/PED COST</u>
STATE HIGHWAY ADMINISTRATION (cont'd)		
<u>Transportation Alternatives Program (cont'd)</u>		
<u>Howard County</u>		
Patuxent Branch Trail		\$ 1,092,000
<u>Montgomery County</u>		
MD 188, Wilson Lane at Cordell Avenue		\$ 47,000
North Branch Hiker Biker Trail		\$ 2,000,000
<u>Prince George's County</u>		
19 Prince George's County Elementary School Improvements		\$ 1,456,000
Chamber Avenue and Capitol Heights Boulevard		\$ 250,000
Crittenden Street and 52nd Avenue Improvements		\$ 237,000
Greenbelt Station/WMATA Hiker-Biker Trail		\$ 1,530,000
Laurel MARC Station Platform and Pedestrian Safety Improvements		\$ 960,000
Oxon Cove Trail		\$ 1,228,000
<u>St. Mary's County</u>		
MD 5 Pedestrian and Bicycle Trail		\$ 2,431,593
Three Notch Trail, Phase VII		\$ 3,600,000
<u>Washington County</u>		
Byron Bridge Access Improvement		\$ 2,414,000
Frederick Street and Eastern Boulevard		\$ 336,000
Hagerstown Miscellaneous Safety Improvements		\$ 204,000
Potomac Street at Howard Street		\$ 285,600
South Potomac and Baltimore Street		\$ 550,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

<u>PROJECT NAME</u>	<u>MILES</u>	<u>ESTIMATED BIKE/PED COST</u>
STATE HIGHWAY ADMINISTRATION (cont'd)		
<u>Transportation Alternatives Program (cont'd)</u>		
<u>Wicomico County</u>		
Salisbury Scenic Drive Rails with Trails		\$ 723,000
	Total	\$ 47,113,514
THE SECRETARY'S OFFICE		
<u>Kim Lamphier Bikeways Network Program</u>		
<u>Allegany</u>		
Town of Luke Bikeway		\$ 7,530
<u>Anne Arundel</u>		
Annapolis Low-Stress Network Connector		\$ 224,000
Broadneck Peninsula Trail (Phase 1B)		\$ 800,000
BWI to Odenton Shared Use Path Gaps		\$ 376,000
BWI Trail Spur Extension to Nursery Road		\$ 600,000
College Creek Connector		\$ 240,000
Poplar Trail Extension		\$ 224,000
South Shore B&A Trail Gaps		\$ 153,320

BICYCLE AND PEDESTRIAN RELATED PROJECTS

<u>PROJECT NAME</u>	<u>MILES</u>	<u>ESTIMATED BIKE/PED COST</u>
THE SECRETARY'S OFFICE (cont'd)		
<u>Kim Lamphier Bikeways Network Program (cont'd)</u>		
<u>Baltimore City</u>		
Baltimore City Automated Bike Counters		\$ 83,000
Baltimore Wolfe Washington Cycletrack		\$ 159,920
Bike Counter Installation Program		\$ 98,400
Design Of Baltimore Greenway Feasibility Study		\$ 360,000
MLK Jr Sidepath Final Design		\$ 120,800
Rapid Enhancement Plan		\$ 326,000
<u>Baltimore County</u>		
Bloomsbury Crossing Construction		\$ 480,330
Torrey C Brown/Jones Falls Trail Connection		\$ 120,000
<u>Calvert</u>		
Dunkirk Prince Frederick Feasibility Studies		\$ 88,000
<u>Carroll</u>		
Biking Taneytown		\$ 13,600
<u>Charles</u>		
LaPlata Radio Station Road Shared Use Path		\$ 328,000
Smallwood Drive Path Design		\$ 158,234
<u>Dorchester</u>		
Cambridge Bike Lane Study		\$ 32,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

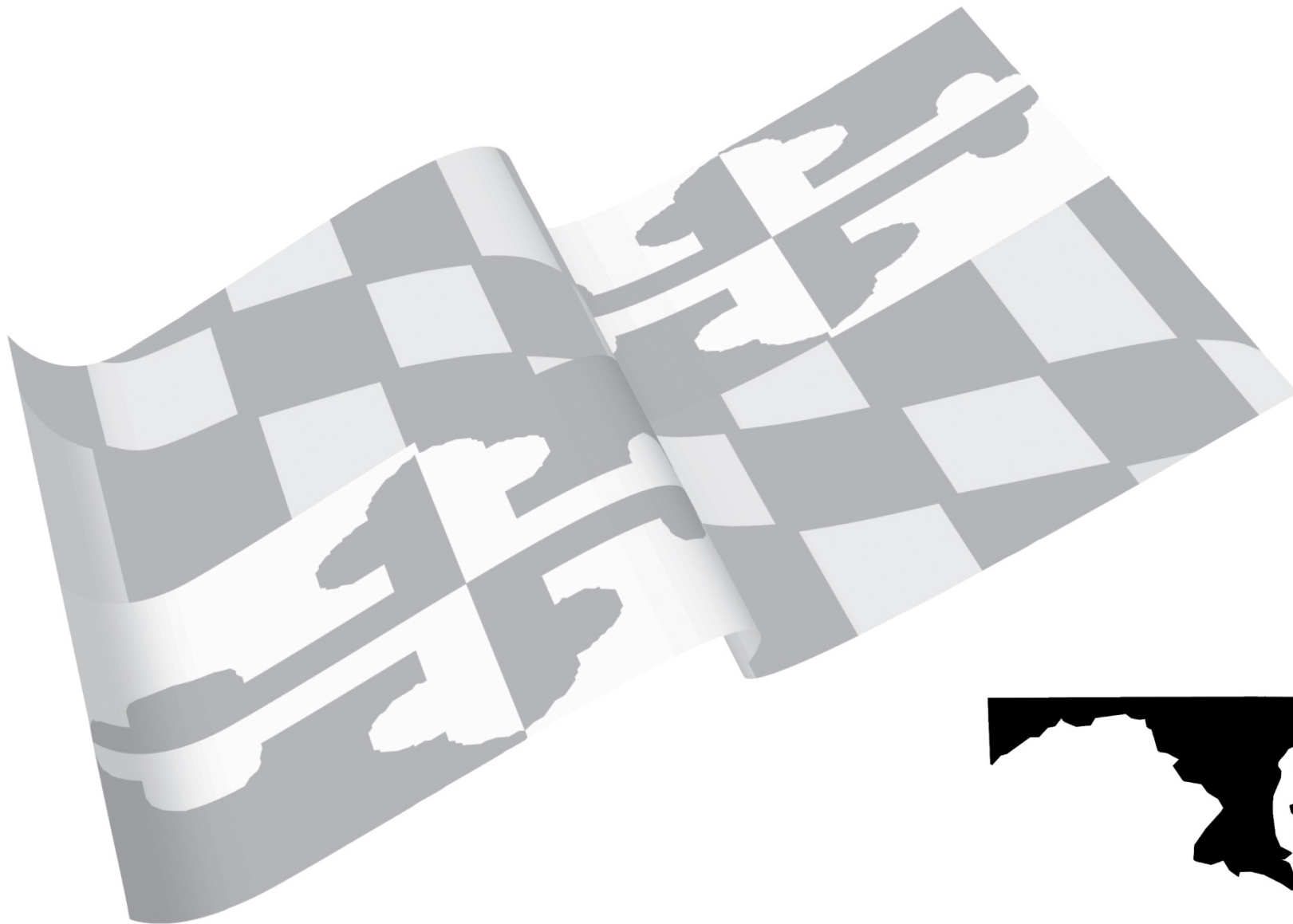
<u>PROJECT NAME</u>	<u>MILES</u>	<u>ESTIMATED BIKE/PED COST</u>
THE SECRETARY'S OFFICE (cont'd)		
<u>Kim Lamphier Bikeways Network Program (cont'd)</u>		
<u>Frederick</u>		
East Street Rails with Trails Phase 4		\$ 200,000
Frederick Pennsylvania Railroad Trail Phases 2 & 3		\$ 360,000
H&F Trail, Northern Branch		\$ 400,000
Monocacy MARC Shared-Use Path Feasibility Study		\$ 80,000
<u>Harford</u>		
HCC Connector Bike Path Study		\$ 78,137
<u>Howard</u>		
MD 32 Alternate Bike Route/Clarksville Pike Streetscape		\$ 1,100,000
North Laurel Connections Construction		\$ 509,828
<u>Kent</u>		
Galena Shared Use Path Study		\$ 160,000
<u>Montgomery</u>		
Cherry Lane Preliminary Design		\$ 32,000
Good Hope Road Shared Use Path Extension		\$ 128,000
I-270/NIST Shared Use Path Design		\$ 200,000
Maple Avenue Complete Street Redesign		\$ 304,000
Martins Lane Bike Lane Study		\$ 52,000
New Hampshire Avenue Bikeway Section A		\$ 473,173
New Hampshire Avenue Sec B Final Design		\$ 254,000
North Bethesda/White Flint to Twinbrook Study		\$ 52,000
Rockville Bike Ped Counters		\$ 41,940

BICYCLE AND PEDESTRIAN RELATED PROJECTS

<u>PROJECT NAME</u>	<u>MILES</u>	<u>ESTIMATED BIKE/PED COST</u>
THE SECRETARY'S OFFICE (cont'd)		
<u>Kim Lamphier Bikeways Network Program (cont'd)</u>		
<u>Prince George's</u>		
2 Position Bike Racks on Paratransit Vehicles		\$ 80,625
Shared Micromobility Station Improvements		\$ 54,080
University of Maryland Bike Enhancements		\$ 160,000
<u>Somerset</u>		
Route 413 Hiker Biker Trail Phase 2		\$ 110,703
<u>Statewide</u>		
Undesignated Funds		\$ 5,650,776
<u>Talbot</u>		
Frederick Douglas Rail Trail Bridge Assessment and Design		\$ 200,000
St. Michaels Shared-Use Path Study		\$ 28,000
<u>Washington</u>		
Park & Street Design - Williamsport, MD		\$ 200,000
<u>Wicomico</u>		
Naylor Mill Connector		\$ 100,000
Northwest Salisbury Bikeways, Phase 2A		\$ 100,000
Salisbury Bike Ped Counters		\$ 49,334
Salisbury Rail Trail Phases 2 & 3		\$ 139,700
Salisbury Rail Trail, Phase 1 Design		\$ 125,957

BICYCLE AND PEDESTRIAN RELATED PROJECTS

<u>PROJECT NAME</u>	<u>MILES</u>	<u>ESTIMATED BIKE/PED COST</u>
THE SECRETARY'S OFFICE (cont'd)		
<u>Kim Lamphier Bikeways Network Program (cont'd)</u>		
<u>Worcester</u>		
Bike Ocean City Strategic Plan		\$ 79,700
MD 611 Shared-Use Path Feasibility Study		\$ 27,280
	Total	\$ 16,524,367



REGIONAL AVIATION GRANTS

REGIONAL AVIATION GRANTS
Fiscal Year 2023
(\$ in 000s)

The following is a list of Regional Aviation Grants in the Consolidated Transportation Program. Additional information can be found under the respective Maryland Aviation Administration section.

MARYLAND AVIATION ADMINISTRATION

<u>COUNTY</u>	<u>AIRPORT</u>	<u>PROJECT NAME</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>LOCAL</u>	<u>TOTAL</u>
Allegany	Greater Cumberland Regional Airport	23-004 CBE Runway 5/23 Rehab-phase 5b-const	\$ 972	\$ 43	\$ 65	\$ 1,080
Allegany	Greater Cumberland Regional Airport	23-015 CBE Terminal Bldg Improvements	\$ -	\$ 171	\$ 62	\$ 233
Anne Arundel	Tipton Airport	23-011 FME SWM mitigation-const	\$ 2,016	\$ 43	\$ 181	\$ 2,240
Anne Arundel	Tipton Airport	23-007 FME Airfield Access Rd - rehab	\$ 842	\$ 36	\$ 59	\$ 937
Carroll	Carroll County Regional Airport	23-009 DMW Road relocation-const	\$ 2,777	\$ 127	\$ 181	\$ 3,085
Carroll	Carroll County Regional Airport	23-013 DMW Land Acq	\$ 211	\$ 7	\$ 17	\$ 234
Carroll	Carroll County Regional Airport	23-014 DMW GA Terminal Hangar Roof Repairs	\$ -	\$ 143	\$ 48	\$ 190
Charles	Maryland Airport	23-019 2W5 Txy crack seal	\$ -	\$ 316	\$ 105	\$ 421
Dorchester	Cambridge-Dorchester Regional Airport	2023 CGE Remove Obstructions	\$ 565	\$ 31	\$ 31	\$ 628
Dorchester	Cambridge-Dorchester Regional Airport	23-006 CGE Wildlife Fence Ph 2-const	\$ -	\$ 321	\$ 107	\$ 429
Frederick	Frederick Municipal Airport	23-010 FDK TW A relocation Ph 3-const	\$ 5,477	\$ 275	\$ 334	\$ 6,085
Garrett	Garrett County Airport	23-003 2G4 Pavement Crack Seal	\$ -	\$ 25	\$ 8	\$ 34
Kent	Massey Aerodrome	23-020 MD1 Obs Removal	\$ -	\$ 8	\$ 1	\$ 9

REGIONAL AVIATION GRANTS

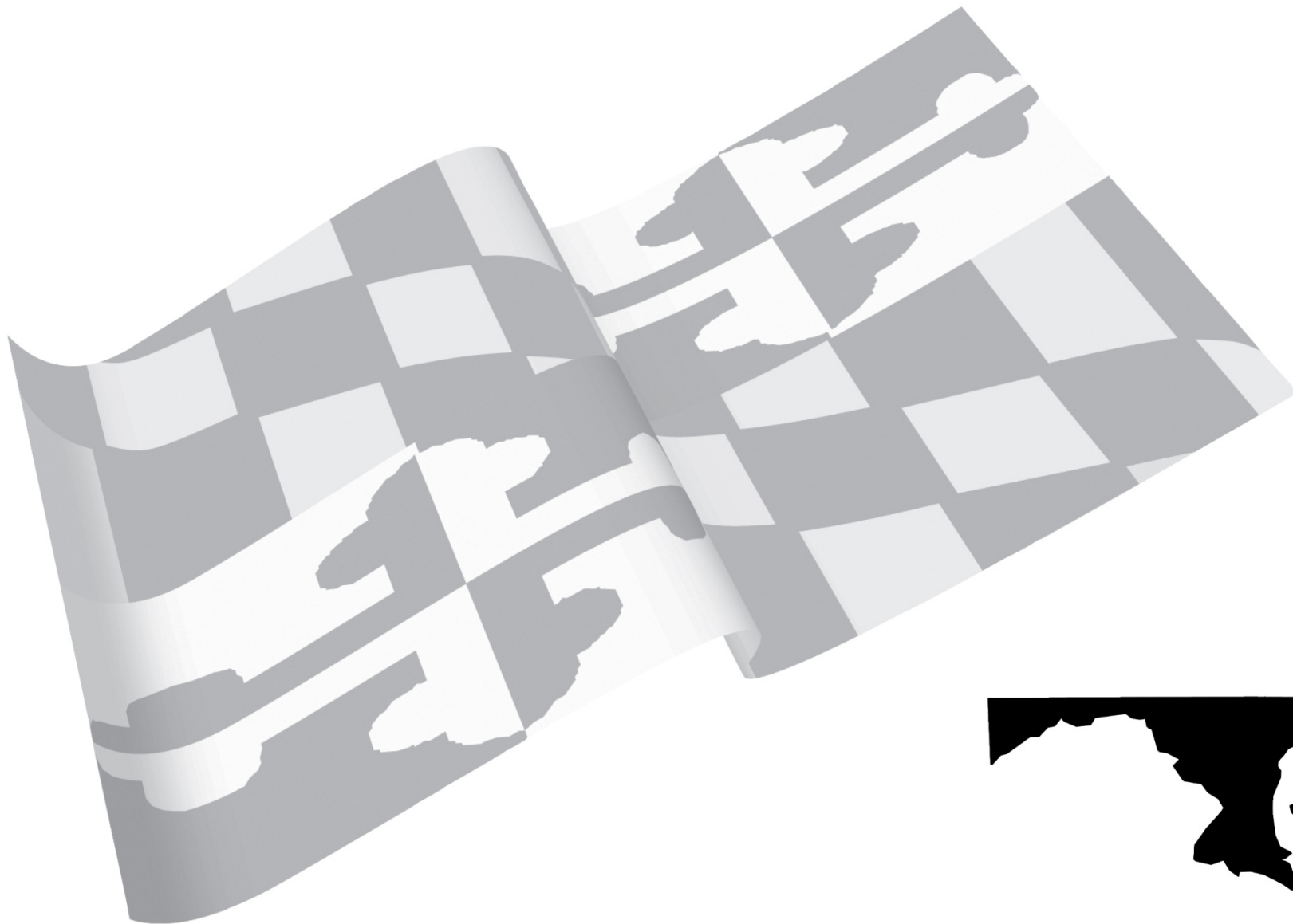
Fiscal Year 2023

(\$ in 000s)

The following is a list of Regional Aviation Grants in the Consolidated Transportation Program. Additional information can be found under the respective Maryland Aviation Administration section.

MARYLAND AVIATION ADMINISTRATION

<u>COUNTY</u>	<u>AIRPORT</u>	<u>PROJECT NAME</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>LOCAL</u>	<u>TOTAL</u>
Montgomery	Davis Airport	23-002 W50 Rwy Extension-ph 3 & 4	\$ -	\$ 1,025	\$ 167	\$ 1,192
Prince George's	College Park Airport	2023 CGS Rwy/twy lighting improvement	\$ -	\$ 200	\$ 1,524	\$ 1,724
Queen Anne's	Bay Bridge Airport	23-018 W29 Rwy Rehab-const	\$ 4,459	\$ 309	\$ 1,874	\$ 6,641
Somerset	Crisfield-Somerset County Airport	2023 W41 Easement Acq	\$ 4	\$ 1	\$ 4	\$ 9
Talbot	Easton Airport	2023 Runway 4/22 land acq and design svcs	\$ 2,289	\$ 25	\$ 229	\$ 2,543
Talbot	Easton Airport	23-016 ESN AWOS III-P/T	\$ -	\$ 322	\$ 144	\$ 465
Washington	Hagerstown Regional Airport	2023 HGR Land acquisition	\$ 2,702	\$ 146	\$ 150	\$ 2,998
Washington	Hagerstown Regional Airport	23-017 HGR SRE vehicles	\$ -	\$ 105	\$ 35	\$ 140
Worcester	Ocean City Municipal Airport	23-008 OXB Rwy 14/32 rehab-const	\$ 3,611	<u>\$ 174</u>	\$ 228	\$ 4,012
Total				\$ 3,853		



MULTIMODAL FREIGHT PROJECTS

MARYLAND DEPARTMENT OF TRANSPORTATION

MULTIMODAL FREIGHT PROJECTS

Maryland's transportation system is essential to the State's economy. An efficient transportation system provides a competitive advantage to businesses in a regional, national and global marketplace. Transportation directly impacts the viability of a region as a place that people want to live, work and raise families, all critical to keep Maryland moving.

Maryland's economy benefits when goods movement is safe, efficient, and reliable over the State's freight network. The COVID-19 global pandemic illustrated the importance of maintaining the critical supply chain network, to keep goods moving and on the shelves, to ensure everyone has access to essential needs, and for our frontline workers who need essential supplies. The Maryland Department of Transportation (MDOT) continues to prioritize its freight infrastructure to ensure that the network of highways, railways, waterways, and airports are ready to handle the current freight movement and the anticipated growth of goods movement.

The MDOT keeps Maryland moving, by implementing multimodal freight mobility solutions, advancing supply chains through transportation and technology improvements, and expanding freight transportation options throughout the State. Investing in freight related projects will help improve logistical transportation for over 82,000 freight industry businesses to continue to employ about 1.5 million people and contribute \$123.4 billion annually to the State's economy.

How is Maryland accommodating goods movement today?

The MDOT is advancing multiple plans and programs which include freight projects in various stages of development from concept to construction. These projects include highway improvements, maintenance, capacity expansion, and operational projects such as Intelligent Transportation Systems (ITS) and Transportation System Management Operations (TSMO) applications. The highway projects help improve safety, protect roadways from truck damage, improve access and mobility for freight vehicles, and help increase

safe havens for truck drivers to obtain required rest. Investments in landside improvements and harbor dredging at the Port of Baltimore keep the inbound and outbound supply chains flowing. Partnerships with short line, switching, and Class I railroads are beneficial for increasing capacity and improving operations to provide alternatives for Maryland shippers.

Public Partnerships and Megaprojects Propel Movement of Goods into the Future

The Port of Baltimore and the entire supply chain network will continue to benefit from key partnerships with the private sector that support essential goods movement. The P3 agreement with Ports America Chesapeake continues to solidify the Port's position as Maryland's economic engine. Work was completed in 2021 on a second 50-foot berth that will allow the Port to accommodate two massive ships at the same time. That berth, and four additional supersized cranes, are now operational. Together, with support from USDOT, CSX Transportation and the MDOT Maryland Port Administration will be reconstructing the 125-year old Howard Street Tunnel and improving the vertical clearance at 22 bridges between Baltimore and Philadelphia to create a double-stack rail corridor to and from the Port of Baltimore and the entire East Coast. This project will unlock immeasurable potential for Maryland's freight rail network and increase Baltimore's already well-positioned reach into the American heartland.

MDOT completed an update to Maryland Freight Plan in November 2022 that contains specific policy recommendations and provides guidance for development of freight programs at the Port, on rails, highways, and in the air. MDOT will partner with carriers, shippers, and freight network users to implement the plan strategies so they continue to work for the entire transportation system and the state as a whole. The Plan is a statewide guide for selecting multimodal transportation projects that impact freight. This is important for State funding priorities and to help Maryland's ability to meet the national freight goals and requirements established in federal surface transportation authorizations. The Freight Plan vision is that "Freight travels freely and safely through a modern, resilient, and interconnected multimodal network contributing to sustainable economic viability and growth for Maryland businesses and communities. We have also revamped our State Freight Advisory Committee to ensure that we work with all of our stakeholders on freight projects, policies and programs.

In addition to these efforts, the MDOT is working to plan and design technological improvements that support emerging freight innovations, which will support Maryland's position in the global economy. Through ITS and TSMO applications that can leverage big data to send important safety, routing and connection information to freight vehicles, as well as inform on truck parking availability, MDOT is working to create a technology ecosystem today and in the future that will ensure safe, efficient, and connected freight mobility. As part of this, MDOT has begun development of connected-vehicle data driven dashboards to monitor freight mobility and truck parking, which can be used in TSMO applications to improve system operations.

The list below highlights projects that have significant freight impacts and are funded for planning, design, and construction activities in the Consolidated Transportation Program, for approximately \$3.1 billion. The list also identifies costs for Port projects by marine terminal and costs for highway freight related projects in each county. Additional information on individual projects can be found under the respective sections later in this document.

MULTIMODAL FREIGHT REPORT
(\$ in 000'S)

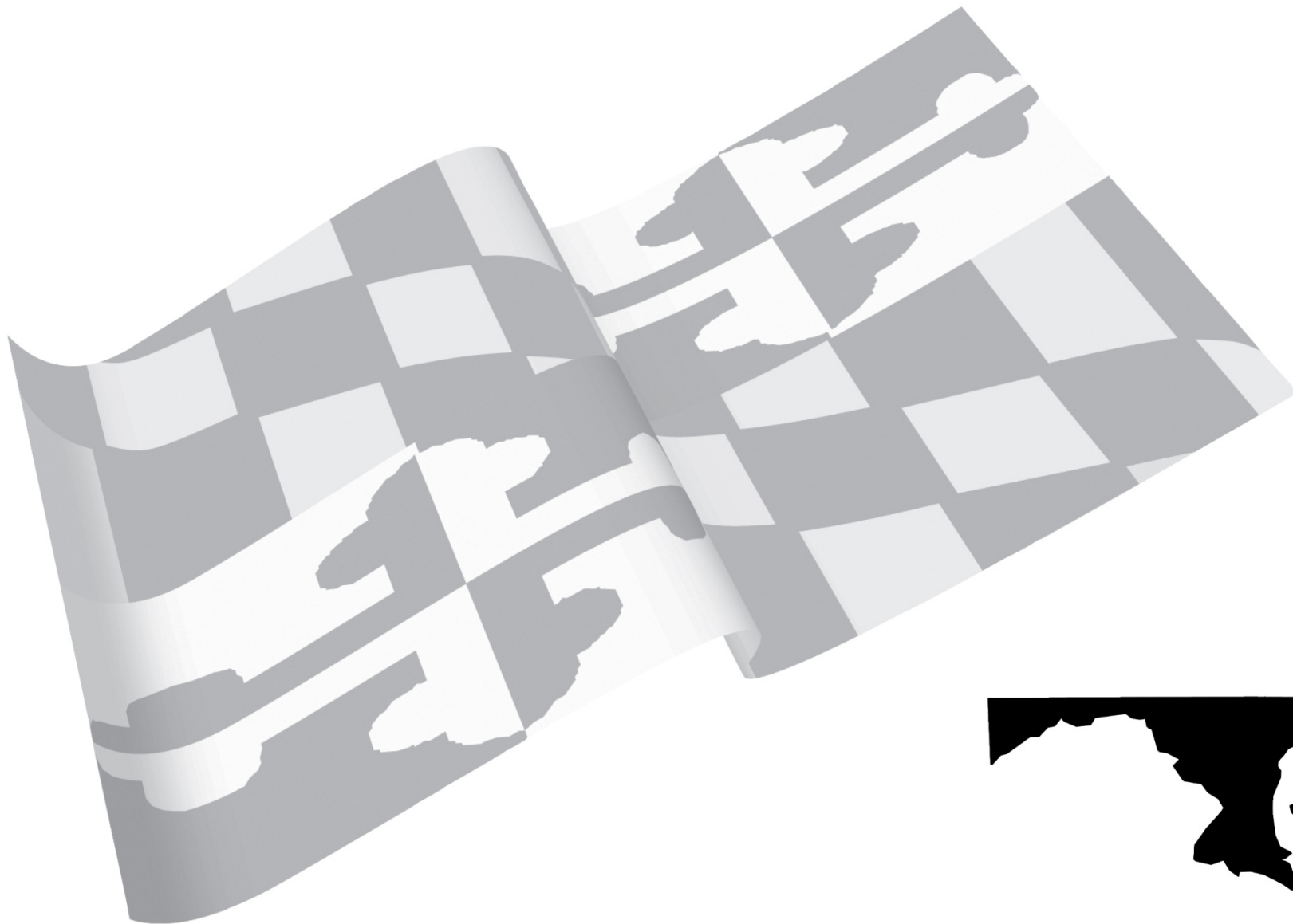
<u>PROJECT NAME</u>	<u>SIX YEAR TOTAL</u>
<u>Maryland Port Administration</u>	
Dredged Material Placement and Monitoring	\$ 54,436
Dundalk Marine Terminal Berth 3 Reconstruction	\$ 10,770
Chrome Ore Processing Residue Remediation (COPR)	\$ 23,532
Cox Creek Dredged Material Containment Facility Expansion and Related Projects	\$ 58,740
Dredged Material Management Program	\$ 5,711
Howard Street Tunnel Project (INFRA GRANT)	\$ 443,500
Seagirt Marine Terminal Modernization - Loop Channel Improvements	\$ 741
Mid-Chesapeake Bay Island Ecosystem Restoration Project	\$ 120,986
Paul S. Sarbanes Ecosystem Restoration Project at Poplar Island	\$ 72,026
Masonville Dredged Material Containment Facility Expansion and Related Projects	\$ 88,361
Seagirt Marine Terminal Modernization - Terminal Improvements	\$ 86,700
Dundalk Marine Terminal Resiliency and Flood Mitigation	\$ 42,200
Port of Baltimore Rail Capacity Modernization Project	\$ 22,400
Fairfield Marine Terminal Pier 4 Reconstruction	\$ 17,689
Hart-Miller Island Related Projects	\$ 15,931
<u>Maryland Transit Administration</u>	
Freight Rail Program	\$ 14,198
Frederick Douglass Tunnel	\$ 137
<u>Maryland Transportation Authority</u>	
I-95 John F. Kennedy Memorial Highway - Construct Interchange at Belvidere Road	\$ 69,765
I-95 Fort McHenry Tunnel - Convert to Cashless Tolling	\$ 15,852
US 50/301 Bay Bridge - Convert to Cashless Tolling	\$ 8,153
I-95 John F. Kennedy Memorial Highway - Structural Rehabilitation of the Millard E. Tydings Memorial Bridge	\$ 2,347
US 301 Governor Harry W. Nice Memorial/Senator Thomas "Mac" Middleton Bridge - Replace Nice/Middleton Bridge	\$ 177,477
I-95 John F. Kennedy Memorial Highway - Express Toll Lanes (ETL) Northern Extension	\$ 796,347

MULTIMODAL FREIGHT REPORT
(\$ in 000'S)

<u>PROJECT NAME</u>	<u>SIX YEAR TOTAL</u>
<u>State Highway Administration</u>	
ALLEGANY	
I-68 Cumberland Viaduct - Bridge deck replacement and bridge rehabilitation	\$ 34,741
ANNE ARUNDEL	
MD 175, Annapolis Road; from Sellner Road/Race Road to McCarron Court (MD 295 Interchange)	\$ 50,868
I-97 - TSMO - Geometric and ITS improvements from US 50 to MD 32	\$ 49,448
BALTIMORE COUNTY	
I-695, Baltimore Beltway, Bridge on Putty Hill Avenue	\$ 14,212
I-695, Baltimore Beltway, US 40 to MD 144 - Widening	\$ 15,313
I-695, Baltimore Beltway. Traffic Management	\$ 143,794
I-695, Baltimore Beltway - Interchange reconstruction at I-70	\$ 268,880
FREDERICK	
US 15, Frederick Freeway, and US 40, Frederick Freeway - Widening from I-70 to MD 26	\$ 139,626
GARRETT	
US 219, Chestnut Ridge Road - Relocation of US 219 from Old Salisbury Rd to PA State line	\$ 40,985
HOWARD	
TSMO System 1 - Geometric and ITS improvements to I-70, US 29, and US 40	\$ 54,594
MONTGOMERY	
I-270, Eisenhower Highway (ICM)	\$ 15,668
PRINCE GEORGE'S	
I-95/I-495, Capital Beltway - Bridge replacement over MD 4	\$ 37,824

MULTIMODAL FREIGHT REPORT
(\$ in 000'S)

<u>PROJECT NAME</u>	<u>SIX YEAR TOTAL</u>	
<u>State Highway Administration (cont'd)</u>		
STATEWIDE		
Highway Safety Facilities and Equipment	\$	36,755
Railroad Crossing	\$	30,224
Traffic Relief Plan (Phase 2) Smart Traffic Signals	\$	38,821
WASHINGTON		
I-68, National Freeway - Bridge replacement over Creek Road	\$	21,262
<u>The Secretary's Office</u>		
Port of Baltimore Incentive Pilot Program	\$	1,425
Rosedale Grade Crossing Improvement Grant	\$	1,400
Centreville Line Track Work Grant	\$	1,000



STATE IIJA - ENABLED PROJECTS

State Infrastructure Investment Jobs Act (IIJA) - Enabled Projects

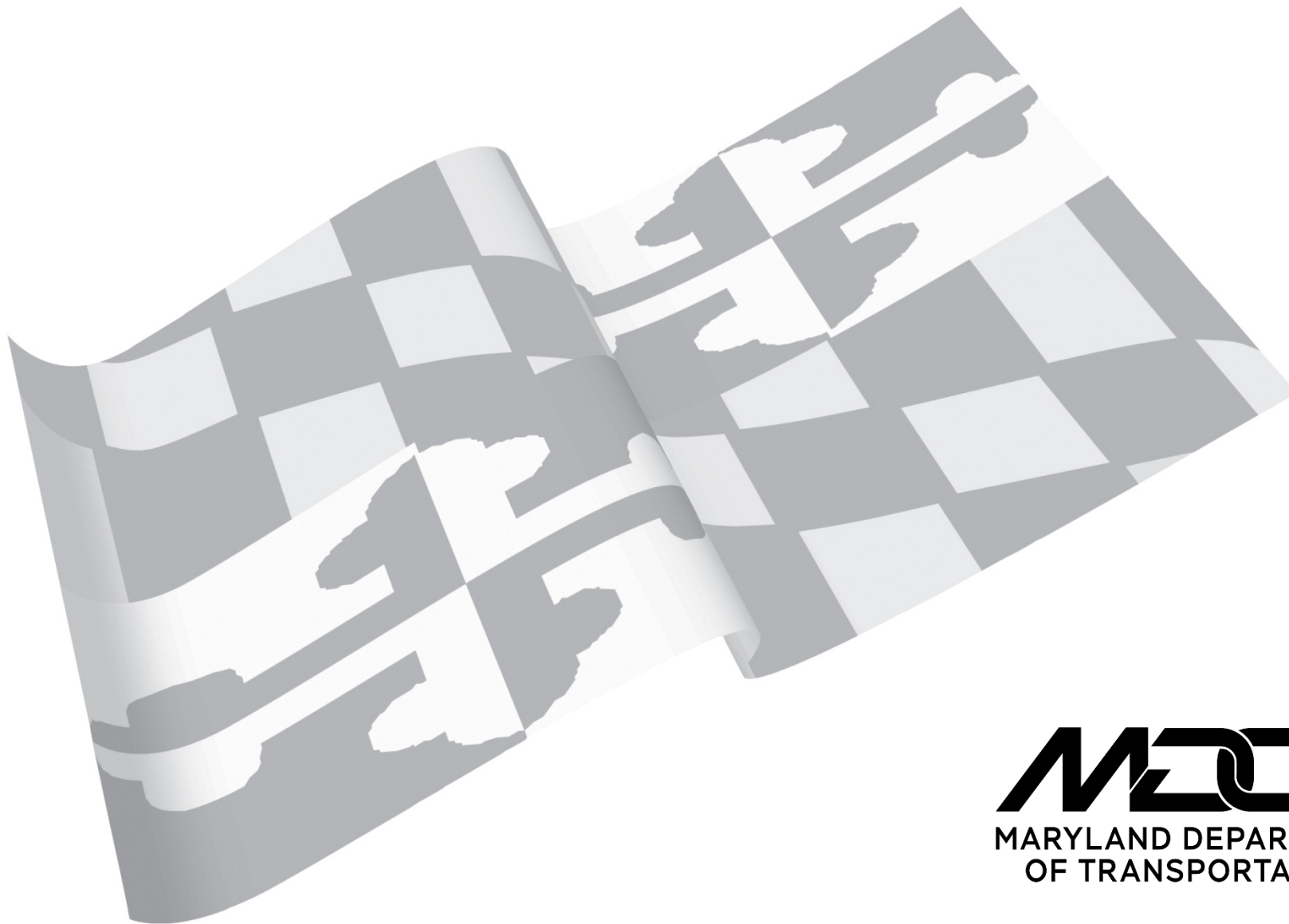
<u>Project Name</u>	<u>County</u>	<u>IIJA Funding Added</u> <u>(\$ in 000s)</u>
MDOT State Highway Administration		
I-68 Cumberland Viaduct - Deck Replacement	Allegany	\$ 38,800
US 220 Cresaptown Intersection Improvements	Allegany	\$ 9,732
I-97 Transportation Systems Management and Operations - US 50 to MD 32	Anne Arundel	\$ 44,143
I-795 @ Dolfield Blvd Interchange	Baltimore	\$ 125,348
\$10 million in toll credits to match federal funding for road work around the Port	Baltimore City	TBD
MD 231 - Intersection/Safety Improvements	Calvert	\$ 8,637
MD 404 - Denton to MD 16 North Study	Caroline	\$ 450
MD 32 - 2nd Street to Main Street	Carroll	\$ 5,957
MD 97 Westminster Study	Carroll	\$ 400
MD 222 Port Deposit Drainage	Cecil	\$ 6,200
MD 6 Streetscape	Charles	\$ 9,115
MD 343 at Crusader Street	Dorchester	\$ 1,920
US 15 - I-70 to MD 26	Frederick	\$ 150,890
US 219 - Old Salisbury to PA Line	Garrett	\$ 69,193
US 1 Bypass @ MD 24	Harford	\$ 3,400
Transportation Systems Management and Operations on I-70, US 29 and US 40	Howard	\$ 38,919
MD 514 - MD 20 to Sutton Way Sidewalks	Kent	\$ 2,845
MD 97 Montgomery Hills	Montgomery	\$ 23,521
I-95/I-495 - Bridge Replacement over MD 4	Prince George's	\$ 29,920
I-95/I-495 @ Medical Center Drive	Prince George's	\$ 85,335
MD 717 over Western Run	Prince George's	\$ 5,999
Kent Island Community Plan (MD 18 from Castle Marina Road to Kent Narrows)	Queen Anne's	\$ 400
MD 413 Trail - Marion Station to Westover (Phase 2)	Somerset	\$ 11,600
MD 5 Great Mills	St. Mary's	\$ 14,228
MD 328 Planning Study - US 50 to Black Dog Alley	Talbot	\$ 1,200
US 50 at Chapel Signal Reconstruction	Talbot	\$ 400
US 50 at MD 322 Lighting Project	Talbot	\$ 480

State Infrastructure Investment Jobs Act (IIJA) - Enabled Projects

<u>Project Name</u>	<u>County</u>	<u>IIJA Funding Added</u> <u>(\$ in 000s)</u>
MDOT State Highway Administration (continued)		
I-81 Phase II	Washington	\$ 86,839
US 50 - West of MD 347 to East of Rockwalkin Road	Wicomico	\$ 5,919
MD 90 Planning Study	Worcester	\$ 12,000
Vision Zero Program	Areawide	\$ 75,000
Funding for National Electric Vehicle Infastruture (NEVI) Program (in CHART program)	Areawide	\$ 60,000
Additional funding for Pavement Improvements and other Preservation Programs	Areawide	\$ 37,210
MDOT SHA SUBTOTAL		\$ 966,000
 MDOT Maryland Transit Administration		
Eastern Bus Division reconstruction as full electric bus facility		\$ 92,000
Metro Fleet & Train Control Replacement Program additional work		\$ 20,000
Zero Emission Bus Infrastructure at Kirk and Northwest Bus Divisions		\$ 54,300
MARC Martin State Airport Improvements Additional Work		\$ 6,500
Light Rail Vehicle Mid-Life Overhaul		\$ 10,000
Additional funding for Zero Emission Buses		\$ 34,000
Additional funding for Metro Station Rehabilitation & Lighting Program		\$ 11,300
Additional funding for Locally Operated Transit Systems (LOTS Program)		\$ 19,000
Additional funding for MARC Locomotive and Coaches Overhauls		\$ 8,000
MDOT MTA SUBTOTAL		\$ 255,100

State Infrastructure Investment Jobs Act (IIJA) - Enabled Projects

<u>Project Name</u>	<u>County</u>	<u>IIJA Funding Added</u> <u>(\$ in 000s)</u>
MDOT Maryland Aviation Administration		
Airfield Lighting Vault Relocation - Phase 1		\$ 15,022
Taxiway F Relocation - Phase 2 (incl ALSF)		\$ 17,100
Glycol Dump Relocation		\$ 1,650
Taxiway T Reconstruction Phases 3 & 4		\$ 14,000
Taxiway T Reconstruction Phase 2		\$ 10,100
Taxilanes N and N1 Reconstruction		\$ 15,584
Taxiway F Relocation - Phase 3		\$ 15,000
DX/DY Apron Pavement Rehab		\$ 6,352
BC Alley and Gate C PCC Reconstruction		\$ 22,935
Runway 28 Deicing Pad Expansion		\$ 20,325
Runway 15L/33R Pavement Rehab and TWs		\$ 11,250
Airfield Lighting Vault Demo - Phase 2		\$ 17,625
Martin State Airport - Wilson Point Property		\$ 1,885
Martin State Airport - Amtrak Obstruction Removal		\$ 6,835
Martin State Airport - Taxiway F Extension		\$ 6,565
MDOT MAA SUBTOTAL		\$ 182,228
<u>GRAND TOTAL</u>		<u>\$ 1,403,328</u>



MDOT
MARYLAND DEPARTMENT
OF TRANSPORTATION

THE SECRETARY'S OFFICE

**THE SECRETARY'S OFFICE
CAPITAL PROGRAM SUMMARY
(\$ MILLIONS)**

	<u>Current</u>	<u>FY</u>	<u>Budget</u>	<u>FY</u>	<u>FY 2025</u>	<u>FY 2026</u>	<u>FY 2027</u>	<u>FY 2028</u>	<u>SIX - YEAR</u>
	<u>2023</u>			<u>2024</u>					<u>TOTAL</u>
<u>Major Construction Program</u>	35.3			21.6	5.2	3.6	3.6	2.7	72.0
System Preservation	0.0			-	-	-	-	-	0.0
Expansion/Efficiency	6.0			7.7	2.8	2.2	2.3	2.4	23.4
Safety & Security	11.6			-	-	-	-	-	11.6
Local Funding	3.4			5.4	1.1	-	-	0.0	9.8
Environment	1.4			1.8	1.3	1.3	1.3	0.3	7.4
Administration	12.9			6.8	-	-	-	-	19.7
<u>Major Development & Evaluation Program</u>	6.1			-	-	-	-	-	6.1
Expansion/Efficiency	6.1			-	-	-	-	-	6.1
<u>Minor Program</u>	33.6			30.3	10.9	9.6	9.1	5.1	98.6
System Preservation	2.3			2.2	1.0	0.2	0.2	-	5.9
Expansion/Efficiency	1.6			0.2	0.1	0.1	0.1	-	2.0
Safety & Security	0.6			0.5	0.2	0.2	0.2	0.2	2.0
Local Funding	0.6			2.0	0.3	0.2	0.2	0.2	3.6
Environment	4.2			3.2	2.8	2.7	2.6	1.2	16.7
Administration	24.3			22.3	6.4	6.1	5.7	3.5	68.3
<u>Capital Salaries, Wages & Other Costs</u>	2.2			2.0	2.0	2.0	2.0	2.0	12.2
TOTAL	77.1			53.9	18.0	15.2	14.7	9.8	188.8
Special Funds	60.5			52.2	17.8	15.0	14.5	9.6	169.7
Federal Funds	5.4			1.1	0.2	0.2	0.2	0.2	7.2
Other Funds	11.2			0.6	-	-	-	-	11.8



PROJECT: Transportation Alternatives Program

DESCRIPTION: Maryland's Transportation Alternatives Program (TAP) awards grant funding to projects that enhance mobility and accessibility, as well as the cultural, aesthetic, historic, and environmental aspects of Maryland's transportation network. TAP funds projects create bicycle and pedestrian facilities, restore historic transportation buildings, convert abandoned railway corridors to pedestrian trails and mitigate highway runoff.

PURPOSE & NEED SUMMARY STATEMENT: Transportation Alternatives Program provides TA Set-Aside from the Surface Transportation Block Grant Program under the Infrastructure Investment and Jobs Act (IIJA). These locally led projects add community and environment value for a variety of smaller-scale transportation projects. The new program maintains project eligibility from the previous Fixing America's Surface Transportation Act (FAST-Act) and Moving Ahead for Progress in the 21st Century (MAP-21). Also includes eligibility of projects for the Safe Routes to School (SRTS) and Recreational Trails Programs.

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

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

EXPLANATION: Transportation Alternatives projects will improve connectivity by enhancing pedestrian and bicycle mobility. In addition to environmental improvements such as treatment of roadway runoff, tree planting and preservation of historical

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

STATUS: Projects approved for funding appear in the State Highway Administration's Safety, Congestion Relief, Highway and Bridge Preservation Program.

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	48,903	36,735	2,039	2,159	2,009	2,000	2,000	2,000	2,000	12,168	0
Total	48,903	36,735	2,039	2,159	2,009	2,000	2,000	2,000	2,000	12,168	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	48,903	36,735	2,039	2,159	2,009	2,000	2,000	2,000	2,000	12,168	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: Added funding in FY28.

STIP REFERENCE #State6



PROJECT: Transportation Emission Reduction Program

DESCRIPTION: The object of the program is the reduction of traffic congestion and/or mobile source emissions. This program will incorporate and expand proven strategies to reduce emissions in Maryland's air quality non-attainment areas.

PURPOSE & NEED SUMMARY STATEMENT: The Federal Clean Air Act requires transportation programs to remain in step with State air quality plans. Fifteen counties are in air quality non-attainment or maintenance status. Worsening traffic congestion in the Baltimore/Washington metropolitan area negatively impacts the quality of life for Maryland citizens. This program will help address these issues by implementing projects that will achieve measurable reductions in mobile source emissions. These reductions are important to the annual air quality conformity analysis for the Department's transportation plans and programs and to help reduce Greenhouse Gas emissions.

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

STATUS: Ongoing

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	74,484	56,016	3,544	4,229	4,139	2,187	2,562	2,635	2,714	18,468	0
Total	74,484	56,016	3,544	4,229	4,139	2,187	2,562	2,635	2,714	18,468	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	74,484	56,016	3,544	4,229	4,139	2,187	2,562	2,635	2,714	18,468	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: Added funding in FY28.

TSO0054, TSO0055, TSO0057, TSO0062, TSO0115, TSO0159 & TSO0160



PROJECT: Kim Lamphier Bikeways Network Program

DESCRIPTION: Program funds are made available to local jurisdictions and other eligible entities for projects that improve bicycle network access and safety and advance the goals outlined in the 2040 Maryland Bicycle and Pedestrian Master Plan (2019 Update)

PURPOSE & NEED SUMMARY STATEMENT: The program helps implement MDOT's Bicycle and Pedestrian Master Plan and Strategic Trails Plan by filling priority missing links in the statewide bicycling network, connecting and extending on-road and off-road bicycle facilities and improving connections to transit, work, schools, shopping and other destinations. By creating a more integrated and safe network of bicycle facilities, the program also helps advance the Maryland Transportation Plan's goals of economic development and environmental stewardship, while strengthening the health and quality of life for local communities.

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

STATUS: The Kim Lamphier Bikeways Network Program has helped local jurisdictions complete 137 bicycle transportation projects over 12 grant cycles. With 36 active projects, MDOT anticipates awarding another 20 projects for the FY23 grant cycle with additional projects being solicited for FY24.

POTENTIAL FUNDING SOURCE:											
	<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	811	116	116	615	80	0	0	0	0	695	0
Engineering	5,933	49	49	2,029	3,195	660	0	0	0	5,884	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	9,780	105	59	2,420	5,915	1,340	0	0	0	9,675	0
Total	16,524	271	225	5,063	9,190	2,000	0	0	0	16,253	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	16,524	271	225	5,063	9,190	2,000	0	0	0	16,253	0
Other	0	0	0	0	0	0	0	0	0	0	0

Fund Program # 00434

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: Added \$4.6M to the Program for additional funding for the FY23 and FY24 Grant Cycle.

**PROJECT:** MDOT AdPICS Refactoring Project

DESCRIPTION: The project will modernize AdPICS for MDOT into a modern programming language and database, migrate the applications from the current legacy mainframe hardware into the MDOT server environment, and implement modern enhancements to the user experience.

PURPOSE & NEED SUMMARY STATEMENT: The newly Modernized AdPICS is known as EPICS (Enhanced Purchasing Information Control system). It is the Department's procure to pay application which will be integrated with the Department's financial accounting application RSTARS. Modernizing AdPICS enhanced the user experience, improved system and process functionality, lessened the number of application on the mainframe and allows for future integration with eMMA.

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

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

EXPLANATION: This project will enhance the user experience and efficiency of AdPICS.

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

STATUS: EPICS (MDOT AD PICS Refactoring Project) went live on May 16th 2022. The project is currently in the post go-live support period.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	15,870	13,468	7,751	2,402	0	0	0	0	0	2,402	0
Total	15,870	13,468	7,751	2,402	0	0	0	0	0	2,402	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	15,870	13,468	7,751	2,402	0	0	0	0	0	2,402	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: None.

**PROJECT:** MDOT RSTARS Refactoring Project

DESCRIPTION: The project is to modernize RSTARS for MDOT into a modern programming language and database, migrate the applications from the current legacy mainframe hardware hosted in the MDOT server environment, and implement modern enhancements to the user experience.

PURPOSE & NEED SUMMARY STATEMENT: RSTARS is the Department's financial accounting system which supports agency-based accounting, billing, purchasing, and asset management to the MDOT Business Units.. Modernizing RSTARS will enhance the user experience, improve system and process functionality, lessen the number of application on the mainframe and allow for future integration with systems.

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

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

EXPLANATION: This project will enhance the user experience and efficiency of RSTARS

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

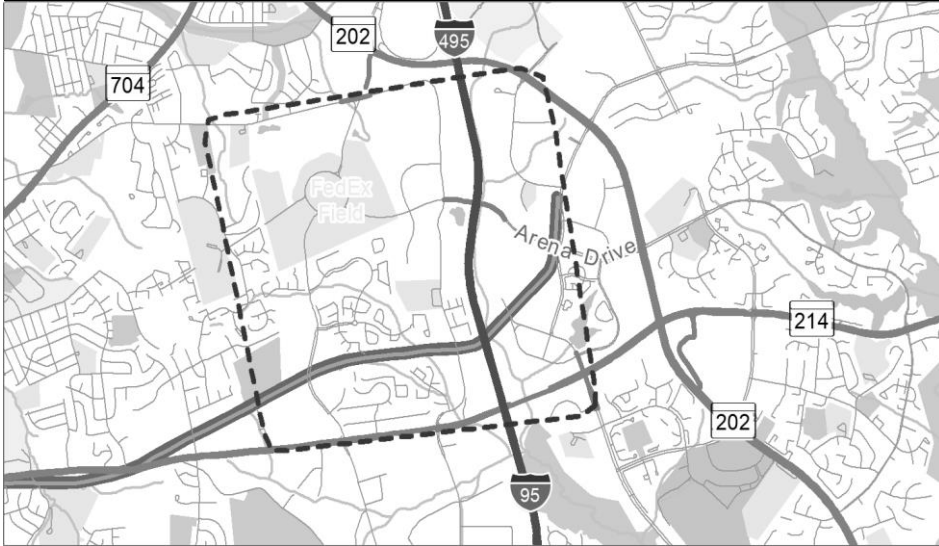
STATUS: User interface and user experience design sessions have been completed. End-to-end testing is ongoing and will be completed in March 2023.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	17,514	227	227	10,486	6,801	0	0	0	0	17,287	0
Total	17,514	227	227	10,486	6,801	0	0	0	0	17,287	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	17,514	227	227	10,486	6,801	0	0	0	0	17,287	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: None.



PROJECT: Transportation Infrastructure Along the Blue Line Corridor

DESCRIPTION: A Secretary's grant to Prince George's County to support transportation infrastructure projects along the Blue Line Corridor including Morgan Boulevard Urban Street Grid, Arena Drive Complete Streets, and FedEx Field Micromobility.

PURPOSE & NEED SUMMARY STATEMENT: This grant will enable Prince George's County to construct infrastructure improvements to create a interconnected, multi-modal network along the corridor to ensure the safe and accessible movement of motorists, freight carriers, transit users, bicyclists, and pedestrians.

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

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

SMART GROWTH STATUS:

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

EXPLANATION: The infrastructure improvements along the corridor will facilitate and improve mobility and access of pedestrians and cyclists along the corridor.

STATUS: Grant has been executed.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☒ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	8,700	8,700	8,700	0	0	0	0	0	0	0	0
Total	8,700	8,700	8,700	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	0	0		0	0	0	0	0	0	0	0
Other	8,700	8,700	8,700	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: Grant has been awarded.



PROJECT: Baltimore-Washington Superconducting Maglev (SCMAGLEV) Project

DESCRIPTION: Baltimore-Washington Rapid Rail (BWRR), a private company based in Maryland, is proposing to construct an SCMAGLEV train system between Baltimore, Maryland and Washington, DC with an intermediate stop at BWI Marshal Airport. An Environmental Impact Statement (EIS) is being prepared to evaluate the potential impacts of the construction and operation of such a system. This phase of the project is being funded by a grant from the Federal Railroad Administration with matching funds provided by BWRR.

PURPOSE & NEED SUMMARY STATEMENT: Over the next 30 years, population in the Baltimore-Washington region is expected to grow by 30 percent, significantly increasing demand on roadways and railways between the two cities. The purpose of BWRR's proposed action is to increase capacity, reduce travel time, and improve both reliability and mobility options between Baltimore and Washington, with possible future extensions to New York City.

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

STATUS: On August 25, 2021 FRA advised that the Maglev NEPA process was paused to review project elements and determine next steps. FRA will share the revised project schedule when it is determined.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2025...	...2026...	...2027...	...2028...		
Planning	34,749	28,657	0	6,092	0	0	0	0	0	6,092	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	34,749	28,657	0	6,092	0	0	0	0	0	6,092	0
Federal-Aid	27,800	22,926	0	4,874	0	0	0	0	0	4,874	0
Special	0	0		0	0	0	0	0	0	0	0
Other	6,949	5,731	0	1,218	0	0	0	0	0	1,218	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:
None



PROJECT: ADA Street and Sidewalk Improvements in Baltimore City

DESCRIPTION: Grant for Baltimore City to improve streets and sidewalks to comply with Americans with Disabilities Act. Enable Baltimore City to construct infrastructure improvements to create an interconnected, multi-modal network along corridors city-wide to ensure the safe and accessible movement of motorists, freight carriers, transit users, bicyclists, and pedestrians. Consistent with the City of Baltimore's ADA Policy, Complete Streets Design Manual, and Vision Zero plan.

PURPOSE & NEED SUMMARY STATEMENT: Support transportation infrastructure projects within Baltimore City including improvements to sidewalks, curb ramps, pedestrian signals, pavement markings, asset inventory and tracking to provide access to multimodal transportation and transit, including the following: ADA compliant upgrades to enhance pedestrian facilities, sidewalks, curb ramps, crosswalks, bus and transit stops, traffic and pedestrian signal improvements/enhancements, and the removal of obstructions in the pedestrian way.

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

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

EXPLANATION:

STATUS: ADA Street and Sidewalks Improvements in Baltimore City grant agreement in 2023 with significant improvements expected in 2023, 2024, 2025 and 2026.

POTENTIAL FUNDING SOURCE:											
						<input type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	10,000	0	0	10,000	0	0	0	0	0	10,000	0
Total	10,000	0	0	10,000	0	0	0	0	0	10,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	0	0	0	0	0	0	0	0	0	0	0
Other	10,000	0	0	10,000	0	0	0	0	0	10,000	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: Added to construction program.

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

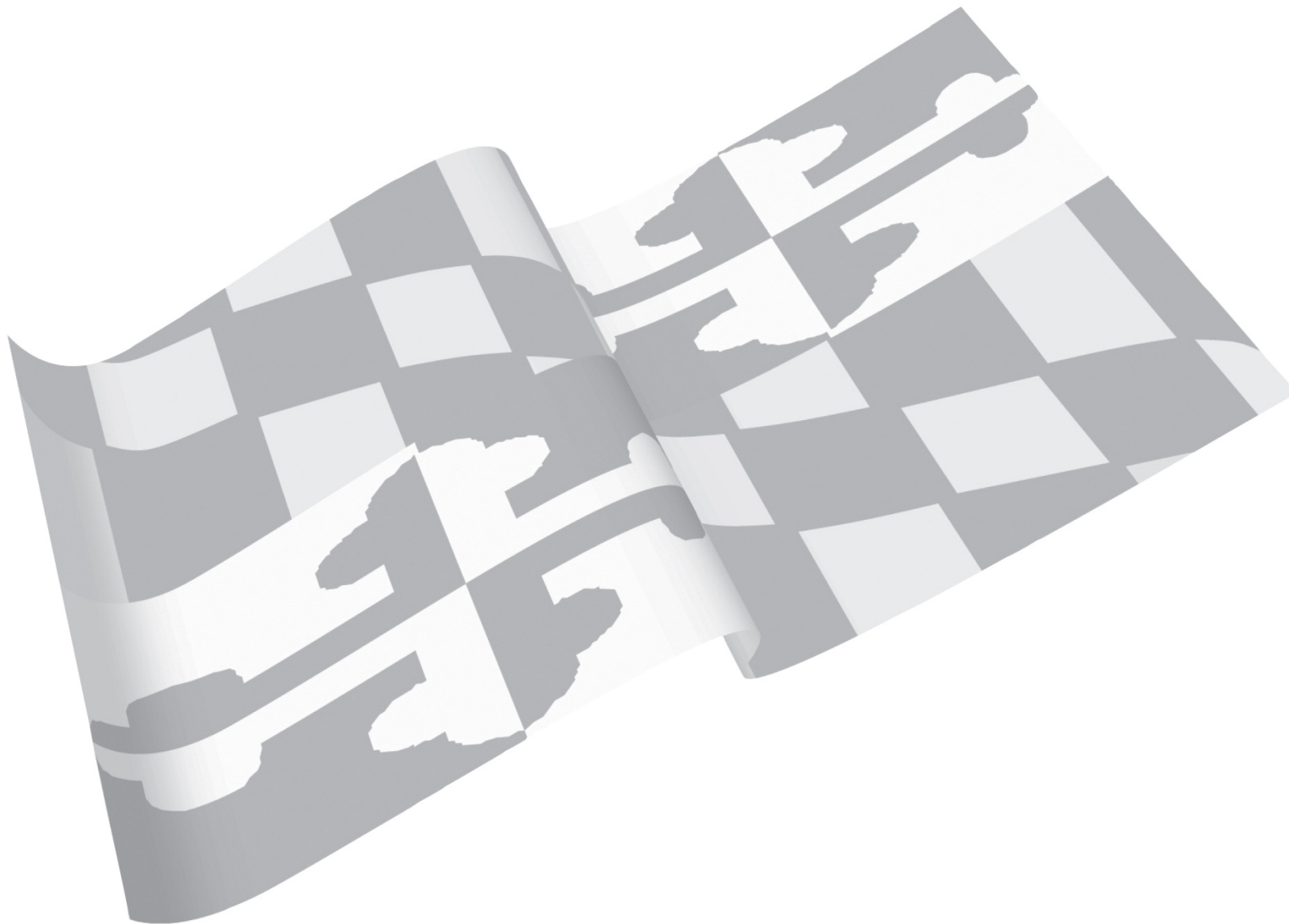
THE SECRETARY'S OFFICE - LINE 9

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Environmental Service Funds</u>				
TSO0233	Innovative Stormwater Pond Management Pilot Program	\$	3,140	Completed
TSO0237	USACE Feasibility Study	\$	1,488	Underway
TSOGRT000280	Urban Tree Program	\$	300	Ongoing
TSOPRJ000260	Support for Stream Gauge Monitoring by USGS	\$	750	Ongoing
TSOPRJ000301	Office of Environment Consultant Services Contract	\$	4,999	Underway
<u>Freight & Intermodal Program</u>				
TSO0206	Port of Baltimore Incentive Pilot Program	\$	6,573	Ongoing
TSO0219	Rosedale Grade Crossing Improvement Grant	\$	1,400	FY 2023
TSO0238	Snow Hill Line Rehabilitation Grant	\$	1,600	Completed
TSOGRT000336	Centreville Line Track Work Grant	\$	1,000	FY 2023
<u>Homeland Security & Rail Safety</u>				
TSOPRJ000323	Radio and Equipment Upgrades	\$	0	FY 2023
<u>MBE Disparity Studies</u>				
TSO0234	2021 MBE Disparity Study	\$	3,000	Underway
<u>MDOT HQ Building Preservation</u>				
TSO008104	Painting and Replacement Carpeting in MDOT HQ Building	\$	800	FY 2023
TSO008115	TSO Exterior LED lighting	\$	551	FY 2023
TSOPRJ000244	Caulking, Sealing and Pressure Washing MDOT HQ Building	\$	300	FY 2023
TSOPRJ000261	TSO Interior LED Lighting	\$	175	FY 2024
TSOPRJ000290	TSO HQ Building - New Roof	\$	600	FY 2024
TSOPRJ000319	Restroom and Kitchen Renovation for MDOT HQ Building	\$	500	FY 2023
<u>MDOT IT Enhancement Program</u>				
TSO121307	MBE Software Project	\$	671	Underway
TSO121319	RFID Initiative	\$	2,682	Underway

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

THE SECRETARY'S OFFICE - LINE 9

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>MDOT IT Enhancement Program</u>			
TSO121325	HR Learning Management Tool	\$ 1,226	Completed
TSO121335	CCM - Multiple TBUs	\$ 890	Underway
TSOPRJ000276	EZMax Mobile Implementation Project	\$ 1,200	Underway
TSOPRJ000279	O365 to Google Workspace Study and Roadmap	\$ 0	Completed
TSOPRJ000337	Mtrack TecStop Upgrade	\$ 226	FY 2023
TSOPRJ000339	HRIS System Upgrade	\$ 3,180	FY 2023
TSOPRJ000340	Payroll System Refactoring	\$ 1,300	FY 2023
TSOPRJ000341	Enterprise Data Platform – Design & Implementation	\$ 1,200	FY 2023
TSOPRJ000342	CAT Lab Tool Enhancement	\$ 800	FY 2023
<u>Planning Services & Studies</u>			
TSO0218	OPCP 17 - Consultant Contract	\$ 22,414	Completed
TSOPRJ000282	OPCP - 23 Transportation Planning Services Contract	\$ 26,000	Underway
TSOPRJ000283	Electric Vehicle Readiness Program	\$ 2,500	Underway
<u>Secretary Grants</u>			
TSO0066	Transportation Related Air Pollution Projects (TRAPP)	\$ 27,999	Ongoing
TSO0148	UMD - NCSG Agreement	\$ 2,923	Ongoing
TSO0228	Keep Maryland Beautiful Grant	\$ 490	Ongoing
TSOGRT000343	White Flint Metro Station Access Improvement Grant	\$ 360	Underway
<u>TSO Vehicles and Equipments</u>			
TSOPRJ000321	Replace 4x4 Chevy	\$ 50	FY 2023



MDOT MARYLAND DEPARTMENT OF TRANSPORTATION

MOTOR VEHICLE ADMINISTRATION

**MOTOR VEHICLE ADMINISTRATION
CAPITAL PROGRAM SUMMARY
(\$ MILLIONS)**

	<u>Current</u>	<u>FY</u>	<u>Budget</u>	<u>FY</u>	<u>FY 2025</u>	<u>FY 2026</u>	<u>FY 2027</u>	<u>FY 2028</u>	<u>SIX - YEAR</u>
		<u>2023</u>		<u>2024</u>					<u>TOTAL</u>
<u>Major Construction Program</u>		12.6		13.0	-	-	-	-	25.7
System Preservation		7.3		6.3	-	-	-	-	13.6
Expansion/Efficiency		5.4		6.7	-	-	-	-	12.1
<u>Major Development & Evaluation Program</u>		-		-	-	-	-	-	-
<u>Minor Program</u>		20.9		21.4	16.9	9.1	8.6	8.4	85.4
System Preservation		16.8		18.7	11.2	7.4	6.6	6.2	66.9
Expansion/Efficiency		2.8		2.2	4.7	0.7	1.4	1.7	13.5
Safety & Security		1.2		0.3	0.6	0.6	0.3	0.3	3.2
Environment		0.1		0.2	0.5	0.5	0.3	0.3	1.9
<u>Capital Salaries, Wages & Other Costs</u>		1.1		0.8	0.9	0.9	0.9	1.0	5.6
TOTAL		34.7		35.2	17.8	10.0	9.5	9.4	116.6
Special Funds		34.7		35.2	17.8	10.0	9.5	9.4	116.6
Federal Funds		-		-	-	-	-	-	-
Other Funds		-		-	-	-	-	-	-



Top Activities

[Renew Vehicle Registration](#) &
[Renew License](#) &
[Check Wait Time At Local Service Center](#)
[Schedule An Appointment](#) &

**PROJECT:** Alternative Service Delivery Systems**DESCRIPTION:** This project includes the design and implementation of electronic delivery of MVA services through the Internet, kiosks and telephone Interactive Voice Response (IVR) systems.

PURPOSE & NEED SUMMARY STATEMENT: Alternative delivery systems provide MVA customers with the ability to conduct more than 50% of core service transactions electronically. Web-based services, customer service kiosks, interactive voice recognition systems and other advancements not only make interaction with the MVA an efficient and pleasant experience, they will in turn reduce customer wait time and increase overall customer satisfaction.

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

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

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

EXPLANATION: New Kiosks provide customers with the ability to receive real-time registration stickers, the option to pay in-cash or with a credit card, and the capability to receive certified and non-certified driving records, as well as the option to order scenic and personalized license plates. Providing this advanced functionality is a benefit to the public and enhances customer satisfaction.

STATUS: Project complete.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPENDED				FOR PLANNING PURPOSES ONLY					
	COST	THRU				...	...	...	...
	(\$000)	CLOSE YEAR				2025...	2026...	2027...	2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,234	1,234	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	25,569	25,569	528	0	0	0	0	0	0	0	0
Total	26,803	26,803	528	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	26,803	26,803	528	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: The project cost decreased \$7.0M, as the remaining funds of \$5.0M moved to Customer Connect project and \$2.0M moved to Innovation and Security project.

**PROJECT:** Customer Connect

DESCRIPTION: Customer Connect (formerly Project Core) is an enterprise-wide IT project with an emphasis on modernizing the MVA IT infrastructure, replacing legacy systems and enhancing the agency's ability to provide customers and employees with a 360 degree view of their services and needs.

PURPOSE & NEED SUMMARY STATEMENT: Many existing business systems were developed over the years as independent applications in response to separate business unit needs, and have become outdated in meeting the needs of today's operating environment. These systems needed to be more efficient for improved customer service and increased employee productivity, and were re-engineered to allow MVA to maximize service using electronic commerce and a network of branch locations.

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

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

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

EXPLANATION: Enable the MVA to maximize customer service by updating IT infrastructure. Provide the ability to conduct driver licensing, vehicle registration and titling transactions at any workstation or through any customer preferred interaction model including via the web and mobile devices. Improve data processing and efficiency for customers and customer service agents.

STATUS: Project is now in the operating and maintenance phase.

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

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2025...	...2026...	...2027...	...2028...		
Planning	15,228	15,228	481	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	80,744	68,657	16,320	5,375	6,712	0	0	0	0	12,087	0
Total	95,972	83,885	16,800	5,375	6,712	0	0	0	0	12,087	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	95,972	83,885	16,800	5,375	6,712	0	0	0	0	12,087	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: Project funding increased \$9.9M for software modification and enhancement, and budget year maintenance and support.



PROJECT: Glen Burnie Headquarters Renovation

DESCRIPTION: Improvements and renovation of the Glen Burnie Headquarters site and facility ground floor and main branch office. Consolidate Driver Licensing functions located in the Annex Building and trailers into the branch office of the main building. Improve vehicular and pedestrian site circulation and maximize parking. Renovate aging infrastructure and site utilities.

PURPOSE & NEED SUMMARY STATEMENT: Improve customer service, operational efficiency, safety, security, and work environment. Improve service and efficiency by consolidating Driver and Vehicle transactions conducted in multiple buildings/trailers into a single main office, while separating customers from back office functions located on other floors. Contain all branch functions on the ground floor of the Headquarters Building. Reconfigure traffic and driving test courses, separate employee and customer parking while adding to total parking spaces. Upgrade fire protection system and improve energy efficiency through equipment and window replacement. Replace HVAC distribution equipment plumbing piping and fixtures, electrical service and distribution, and site utilities.

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

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

EXPLANATION: MVA is building the IT infrastructure to support 360 degree customer service, and needs to configure the main branch location to allow for delivery of comprehensive service from each workstation. At the same time, the aging Glen Burnie site and facilities will be renovated, creating a safer, more secure, efficient and environmentally improved workplace, and space for customers.

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

STATUS: Phase I Site Improvements are completed. Design for Phase II Branch Office/Ground Floor is underway.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

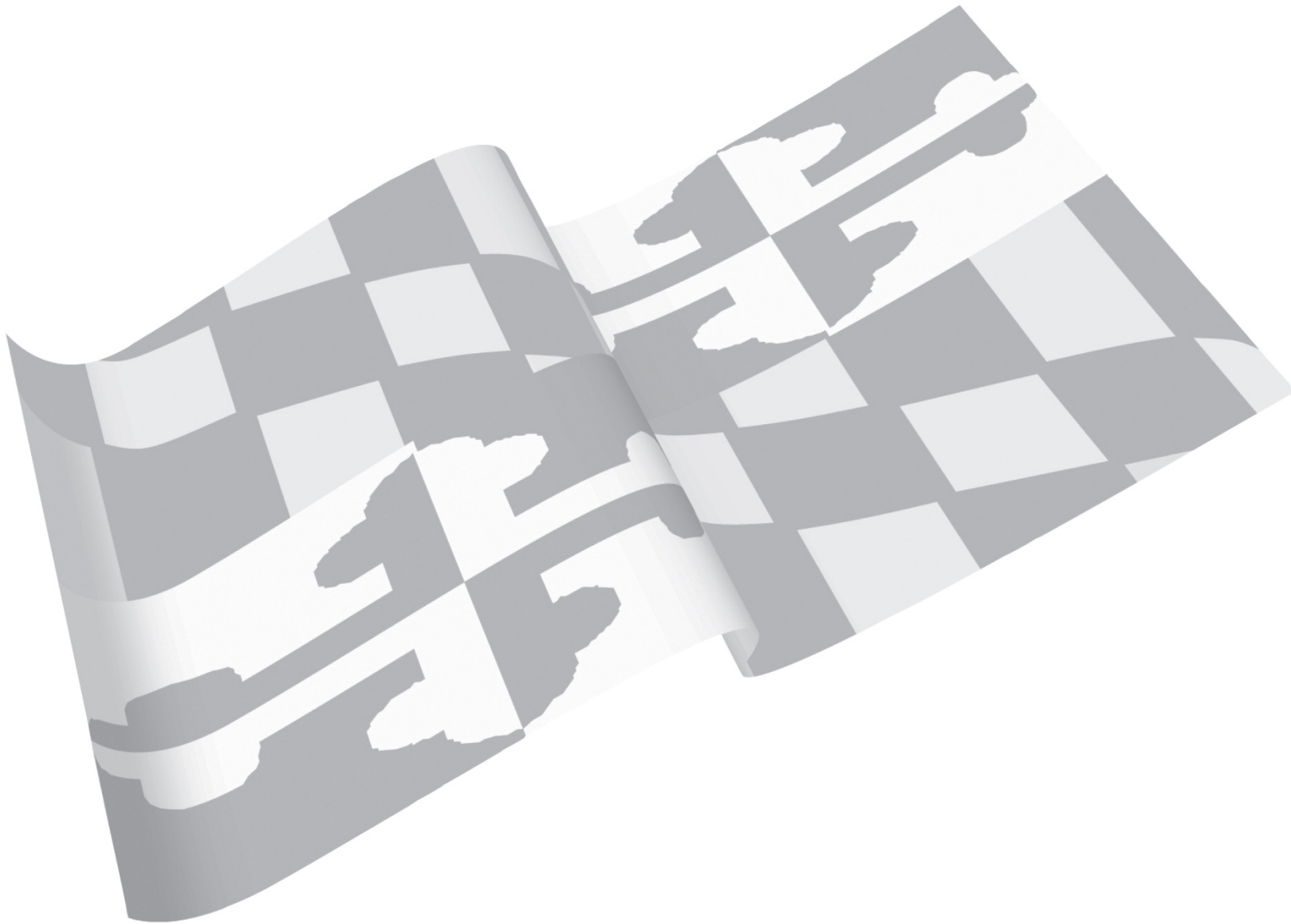
PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2025...	...2026...	...2027...	...2028...		
Planning	157	157	0	0	0	0	0	0	0	0	0
Engineering	1,556	352	297	192	1,012	0	0	0	0	1,204	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	17,325	4,961	1,533	7,058	5,306	0	0	0	0	12,364	0
Total	19,039	5,470	1,831	7,250	6,318	0	0	0	0	13,568	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	19,039	5,470	1,831	7,250	6,318	0	0	0	0	13,568	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: None.

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MOTOR VEHICLE ADMINISTRATION - LINE 4

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Facility</u>				
MVAPRJ000189	OIR Facade	\$	1,300	FY 2023
MVAPRJ000190	Frederick Fire Control	\$	365	Under Construction
MVAPRJ000191	Gaithersburg Fire Control	\$	227	Under Construction
MVAPRJ000192	Hagerstown Fire Control System	\$	205	Under Construction
MVAPRJ000193	OIR Computer Room Upgrades	\$	1,249	Underway
MVAPRJ000196	Easton Roof	\$	500	Under Construction
MVAPRJ000197	Branch Canopies	\$	1,950	Underway
MVAPRJ000204	Largo Remodel	\$	4,150	Design Underway
MVAPRJ000211	Power Distribution Systems	\$	1,291	Design Underway
<u>IT Software/System Enhancements</u>				
MVAPRJ000208	IT Innovation and Security	\$	3,014	Underway
MVAPRJ000210	OIR System Software Enhancement	\$	16,217	Underway
<u>Major Projects</u>				
MVAPRJ000184	MDOT MVA Digital Mail	\$	1,200	Under Construction
MVAPRJ000185	Law Test Project	\$	1,000	Under Construction
<u>MHSO</u>				
MVA0777	Maryland Highway Safety Office Bicycle Programs	\$	503	Ongoing
<u>VEIP</u>				
MVAPRJ000183	VEIP RFP Transition	\$	4,000	FY 2025



MDOT MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND AVIATION ADMINISTRATION

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

	<u>Current</u>	<u>FY</u>	<u>Budget</u>	<u>FY</u>	<u>FY 2025</u>	<u>FY 2026</u>	<u>FY 2027</u>	<u>FY 2028</u>	<u>SIX - YEAR</u>
		<u>2023</u>		<u>2024</u>					<u>TOTAL</u>
<u>Major Construction Program</u>		201.1		227.6	197.2	118.2	81.3	75.4	900.7
System Preservation		83.2		68.2	28.6	25.6	31.4	35.4	272.4
Expansion/Efficiency		108.6		151.0	154.4	82.9	20.7	2.9	520.5
Safety & Security		8.7		5.2	11.5	7.1	27.2	35.3	95.0
Local Funding		0.6		2.7	1.8	1.8	1.8	1.8	10.5
Environment		0.1		0.5	0.9	0.7	0.2	-	2.3
<u>Major Development & Evaluation Program</u>		0.2		-	-	-	-	-	0.2
Expansion/Efficiency		0.0		-	-	-	-	-	0.0
Environment		0.2		-	-	-	-	-	0.2
<u>Minor Program</u>		70.6		79.1	32.8	26.3	6.0	21.3	236.1
System Preservation		35.5		53.1	20.8	13.5	6.0	12.0	140.9
Expansion/Efficiency		21.5		17.1	9.7	9.8	-	-	58.0
Safety & Security		6.3		6.1	0.0	-	-	2.0	14.4
Environment		3.6		1.8	1.9	1.9	-	1.6	10.7
Administration		3.7		1.0	0.5	1.1	-	5.6	12.0
<u>Capital Salaries, Wages & Other Costs</u>		6.0		5.8	6.6	7.0	7.0	7.0	39.4
TOTAL		277.8		312.5	236.6	151.5	94.3	103.6	1,176.4
Special Funds		115.1		110.9	24.3	23.3	38.9	52.9	365.4
Federal Funds		33.7		44.4	51.4	41.3	45.9	50.7	267.3
Other Funds		129.0		157.2	160.9	87.0	9.5	-	543.6



PROJECT: Regional Aviation Assistance Program

DESCRIPTION: The Statewide Aviation Grant Program provides State funding to match federal funding to government or public-owned airports for the repair and upgrade of runways, taxiways, ramps, and lighting systems, as well as, for the removal of trees and other obstacles from runway approaches. If the airport meets the program criteria the Federal Aviation Administration (FAA) will cover 90% of the costs with the State and the airport each contributing five percent of the total project cost. Assistance is also provided to private-owned airports, open to the public, for financial grants to improve runways, taxiways, navigation aids, and other safety related projects.

PURPOSE & NEED SUMMARY STATEMENT: This program supports the goals of the Maryland Department of Transportation to meet air service needs of Maryland and to promote safety and security, environmental stewardship, and economic development. There are over 130 licensed and registered airports in the State, of which 35 are public use facilities with three offering air carrier service.

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

STATUS: The program has eight (8) active projects at the start of FY23 and expected to award 19 new projects at various airports across the State in FY23.

POTENTIAL FUNDING SOURCE:

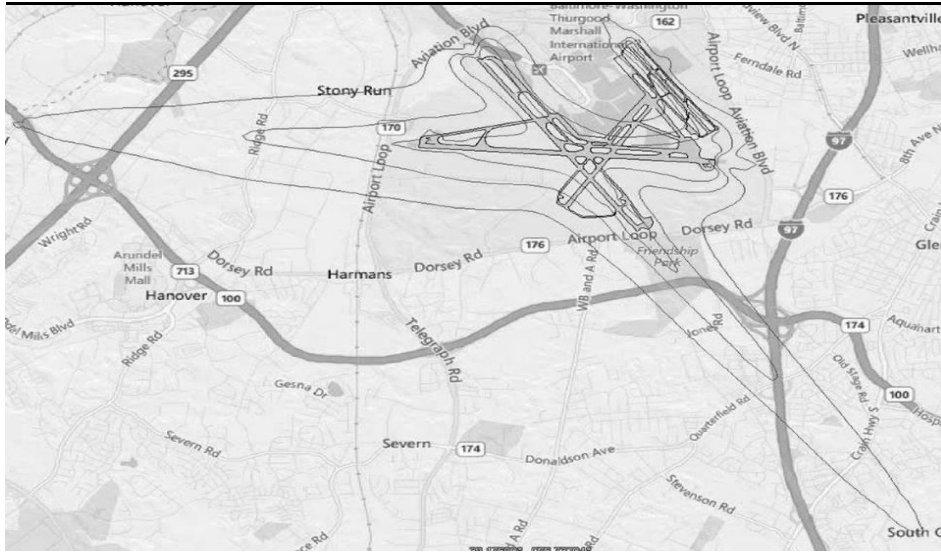
☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	229	229	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	79,679	65,932	2,220	3,848	2,700	1,800	1,800	1,800	1,800	13,748	0
Total	79,908	66,160	2,220	3,848	2,700	1,800	1,800	1,800	1,800	13,748	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	79,908	66,160	2,220	3,848	2,700	1,800	1,800	1,800	1,800	13,748	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: \$3.0M was added to support increased federal matching requirements due to additional AIP Funding provided by the IIJA. In addition, FY 2028 funding was added to the program.

USAGE: N/A

OPERATING COST IMPACT: N/A

**PROJECT:** Residential Sound Insulation Program

DESCRIPTION: This voluntary program provides for the mitigation of aircraft noise for residential properties that currently fall within the 65 DNL Noise Exposure Map (NEM) contours approved by the Federal Aviation Administration. Under this multi-year program, eligible homeowners may elect to have their homes sound insulated to an interior noise level of 45 DNL in accordance with MAA and FAA standards. The program also includes voluntary residential property acquisition for specific eligible properties within the approved 65 DNL corridor. The State will receive an aviation easement for each property participating in the program.

PURPOSE & NEED SUMMARY STATEMENT: This program enhances the home environment for residents in communities neighboring BWI Marshall Airport that are located within the NEM contours by providing sound insulation improvements to eligible homes. Long term compatible land use is promoted through voluntary property acquisition of eligible properties based on local land use plans and zoning.

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

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

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

EXPLANATION: This program enhances the environment of neighboring communities by providing homeowner sound mitigation for people living within designated noise zones near BWI Marshall Airport or acquires eligible residential parcels to accelerate transition to compatible land use.

STATUS: Five year program manager contract awarded January 2020. Three Federal AIP grants received to date for initial program implementation and design of a portion of eligible residences. Bids received on first construction contract for 18 single-family residences, award pending Board of Public Works approval with construction anticipated to start Spring 2023. Additional design/construction phases and corresponding funding requests from the AIP Noise and Environmental Set Aside will be pursued.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	9,027	1,152	853	2,528	2,760	1,747	840	0	0	7,875	0
Right-of-way	1,357	357	357	550	450	0	0	0	0	1,000	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	23,995	0	0	1,875	5,748	10,990	5,383	0	0	23,995	0
Total	34,379	1,509	1,210	4,953	8,958	12,737	6,223	0	0	32,870	0
Federal-Aid	28,103	1,475	1,210	4,229	7,231	10,189	4,978	0	0	26,628	0
Special	0	0	0	0	0	0	0	0	0	0	0
Other	6,276	34	0	723	1,727	2,547	1,245	0	0	6,242	0

2197 Other funding source is Passenger Facility Charge (PFC) revenue.

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:
None.

USAGE: N/A

OPERATING COST IMPACT: N/A



PROJECT: Shuttle Bus Service Fleet Replacement and Electric Bus Infrastructure at BWI Marshall Airport

DESCRIPTION: This project purchased twenty five 40-foot and fifteen 60-foot buses to be powered by clean diesel and will purchase eight electric buses for shuttle services to and from airport operated parking facilities and the Amtrak BWI Rail Station. This project includes preparing a site layout for electrical charging stations, which will allow for future expansion. The layout will allow for future expansion and will include site improvements such as new paving and curbs as necessary.

PURPOSE & NEED SUMMARY STATEMENT: The current fleet of 49 buses was purchased in 2004 and have passed their useful life of 12 years. The timely replacement of the existing buses will ensure sufficient capacity to handle customer growth, maintain service levels, and ensure passenger delays are not due to equipment.

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

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

EXPLANATION: Passenger ease of movement and airport access is a primary focus of the airport. These improvements provide reliable connections to and from airport operated parking facilities, and Amtrak/MARC rail station. BWI Marshall Airport supports the movement of people, goods and the State's economy.

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

STATUS: Forty clean diesel buses in passenger service in 2019. Purchasing eight electric buses and charging infrastructure in Summer 2023. Anticipated completion of charging infrastructure and delivery of buses FY 2024.

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER				
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE		
Planning	0	0	0	0	0	0	0	0	0	0	0		
Engineering	370	218	218	72	80	0	0	0	0	152	0		
Right-of-way	0	0	0	0	0	0	0	0	0	0	0		
Utilities	0	0	0	0	0	0	0	0	0	0	0		
Construction	37,307	24,827	0	11,317	1,163	0	0	0	0	12,480	0		
Total	37,677	25,045	218	11,389	1,243	0	0	0	0	12,632	0		
Federal-Aid	95	95	0	0	0	0	0	0	0	0	0		
Special	5,497	218	218	4,036	1,243	0	0	0	0	5,279	0		
Other	32,085	24,732	0	7,353	0	0	0	0	0	7,353	0		

2210 Other funding source is Certificate of Participation (COPS) and Volkswagen grant. Federal funding was CARES stimulus.

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: \$3.6M decrease to reflect final Maryland Department of Environment Volkswagen grant award amount.

USAGE: 4.4 million public parking riders in FY 2022.

OPERATING COST IMPACT: Operating cost recovered through airport user fees.



PROJECT: Concourse D HVAC Replacement at BWI Marshall Airport

DESCRIPTION: This project will replace the existing HVAC systems serving Concourse D. Improvements will include: hydronic unit replacement, new 600 ton chiller, new piping and controls, concourse rooftop expansion unit replacement, and the replacement of ceiling systems.

PURPOSE & NEED SUMMARY STATEMENT: Existing HVAC systems in Concourse D were installed in 1987 and have reached the end of their service life. Replacement systems will improve operational efficiency, reduce operational costs, and improve overall reliability. Replacement of the ceiling will create a uniform appearance throughout the Concourse.

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

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

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

EXPLANATION: Maintaining the infrastructure to provide passengers with a consistent travel experience throughout the airport is a primary focus at BWI Marshall Airport. These improvements represent an allocation of funding toward system preservation improvements to meet these goals. BWI Marshall Airport supports the movement of people, goods and the State's economy.

STATUS: Construction started November 2021. Replacement of HVAC, chillers and ceiling systems is underway with anticipated completion Summer 2023.

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...	...	...	...
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,411	2,691	446	1,860	861	0	0	0	0	2,720	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	21,064	8,597	8,597	10,945	1,522	0	0	0	0	12,466	0
Total	26,475	11,288	9,043	12,804	2,383	0	0	0	0	15,187	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	7,192	3,201	2,431	3,490	500	0	0	0	0	3,990	0
Other	19,283	8,087	6,613	9,314	1,883	0	0	0	0	11,196	0

2192 Other funding source is Passenger Facility Charge (PFC) revenue bonds.

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:
None.

USAGE: Accommodate projected annual passenger growth.

OPERATING COST IMPACT: Operating cost recovered through airport user fees.



PROJECT: Restroom Improvement Program at BWI Marshall Airport

DESCRIPTION: This multi-year program will renovate restroom facilities at BWI Marshall Airport. The improvements will vary by restroom depending on the current condition and projected usage. Renovations will range from circulation and cosmetic improvements to full reconstruction. Improvements also include the installation of nursing stations throughout the airport.

PURPOSE & NEED SUMMARY STATEMENT: Restrooms are consistently the top complaint in passenger service feedback. Many of the restrooms throughout the terminal have exceeded their design life as it has been 15-40 years since their last refurbishment. Other restrooms, particularly in Concourses A and B, were designed to handle 30% fewer passengers than the current demand resulting in a significant shortcoming in restroom capacity.

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

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

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

EXPLANATION: The quality of the passenger experience is a primary focus of the airport and customer satisfaction with restrooms tops the list. These system preservation improvements will improve the condition of old and new facilities plus expand restrooms to address increased passenger traffic. BWI Marshall Airport supports the movement of people, goods and the State's economy.

STATUS: Construction started November 2021. Completion anticipated January 2024.

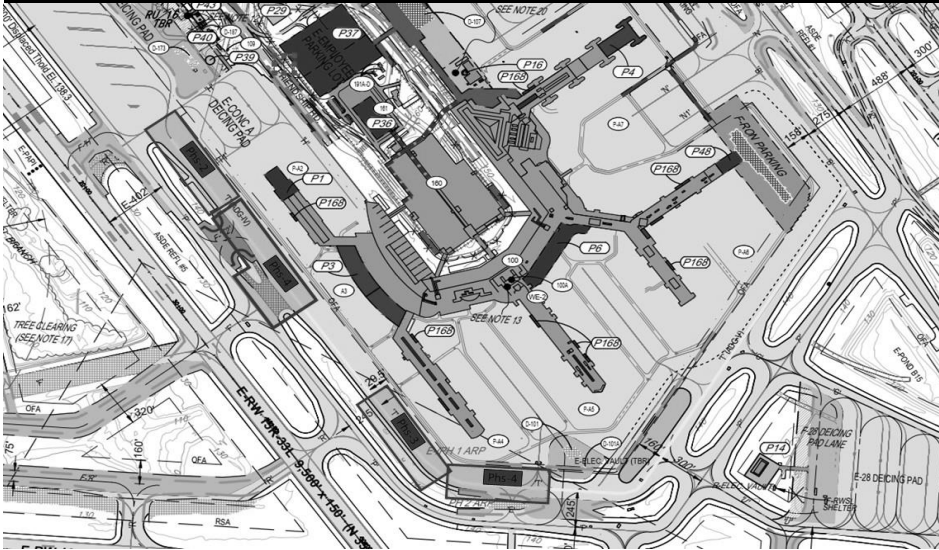
POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER				
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE		
Planning	0	0	0	0	0	0	0	0	0	0	0		
Engineering	7,130	6,351	809	426	353	0	0	0	0	779	0		
Right-of-way	0	0	0	0	0	0	0	0	0	0	0		
Utilities	0	0	0	0	0	0	0	0	0	0	0		
Construction	60,437	11,385	11,236	32,895	16,156	0	0	0	0	49,052	0		
Total	67,567	17,736	12,045	33,321	16,510	0	0	0	0	49,831	0		
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0		
Special	515	515	0	0	0	0	0	0	0	0	0		
Other	67,052	17,222	12,045	33,321	16,510	0	0	0	0	49,831	0		

2194 Other funding source is Passenger Facility Charge (PFC) revenue bonds.

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:
None.

USAGE: Accommodate projected annual passenger growth.

OPERATING COST IMPACT: Operating cost recovered through airport user fees.



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: This project provides for compliance with Public Law 109-115 and FAA Part 139 regulations. The improvements enhance safety by reducing the risk of aircraft damage in the taxiway area. Pavement improvements and FAA standards ensure airfield pavement is free of cracks and minimize FOD that could impact the aircraft. BWI Marshall Airport supports the movement of people, goods and the State's economy.

PROJECT: Taxiway T Reconstruction at BWI Marshall Airport

DESCRIPTION: This project will reconstruct portions of Taxiway T from the existing asphalt pavement to concrete. The project is intended to address the existing pavement condition and meet FAA Design Standards for Taxiway Geometry. The Pavement Condition Index (PCI) for portions of this pavement ranges from fair to poor. All taxiway lighting and signage will be replaced with high efficiency LED lighting systems.

PURPOSE & NEED SUMMARY STATEMENT: The project will enhance airfield safety and operations through reconstruction of pavement to meet FAA standards. The areas identified for upgrades were determined through independent pavement analysis as required by the FAA. Pavement sections within the limits of the project have PCI ranges from failed to fair according to the 2019 Pavement Management Plan (PMP) Update. In addition, the replacement of taxiway lighting and signage will enhance safety.

SMART GROWTH STATUS:

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

STATUS: Planning and engineering to begin in FY 2025.

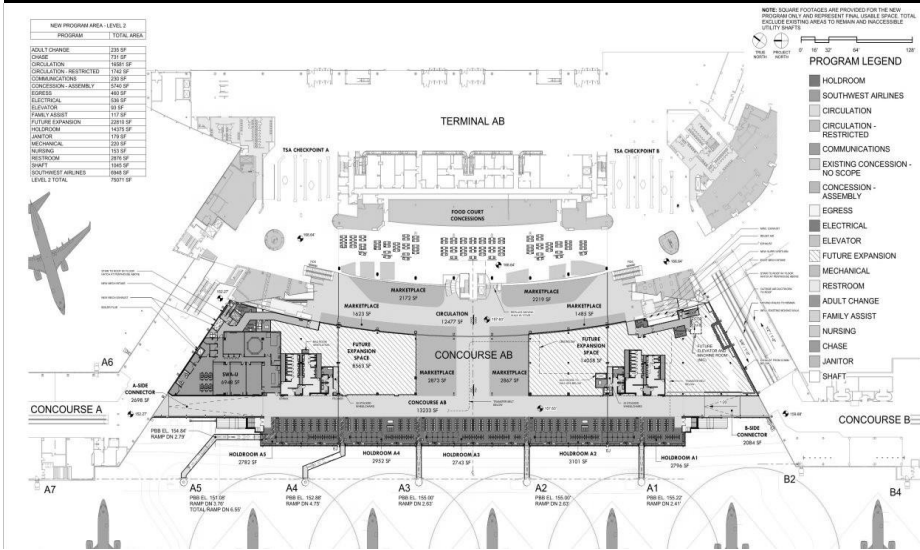
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2204, 0205, 0206

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: \$54M added to this project for Phase 2, 3 and 4 design and construction.

USAGE: Accommodate projected annual flight operations.

OPERATING COST IMPACT: Operating cost recovered through airport user fees.



PROJECT: Concourse A/B Connector and Baggage Handling System Replacement at BWI Marshall Airport

DESCRIPTION: This project will comprise a two-level building addition between Concourses A and B to provide space for a new fully in-line baggage handling system, operational spaces, a connector between the concourses, upgrades to the Central Utility Plant and lower level roadway improvements. The project will also provide expanded holdrooms, new Passenger Boarding Bridges, new restrooms, and concessions space.

PURPOSE & NEED SUMMARY STATEMENT: The ability to maintain 100 percent electronic baggage screening, while achieving the necessary capacity to meet projected airline departure flight schedules that are using aircraft with larger seating capacity is dependent upon attaining the maximum utilization of bag screening technology. In addition, the project will expand holdrooms to ensure required capacity relative to aircraft seats, improve passenger amenities, and provide a same level connection between the two concourses. Central Utility Plant upgrades are necessary to keep up with airport expansion in order to provide cooling of the terminal complex.

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

EXPLANATION: Passenger ease of movement and travel options is a primary focus of the airport. These improvements provide travel flexibility and capacity for new or expanding airline service. BWI Marshall Airport supports the movement of people, goods and the State's economy.

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

STATUS: Construction is underway and project completion expected in December 2025.

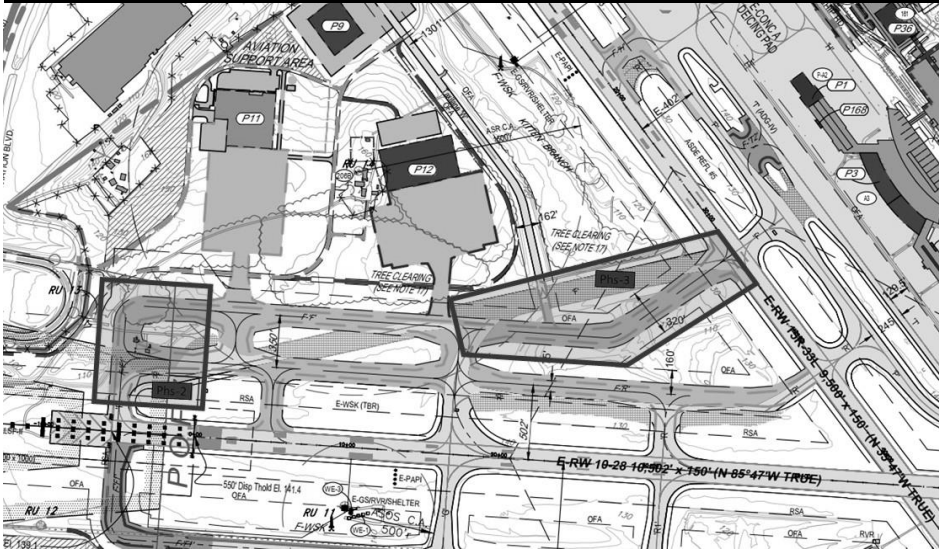
POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	77,835	43,726	17,052	27,278	4,130	1,800	900	0	0	34,109	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	374,656	11,321	10,753	47,913	103,915	133,313	68,651	9,543	0	363,334	0
Total	452,491	55,048	27,805	75,191	108,045	135,113	69,551	9,543	0	397,443	0
Federal-Aid	386	386	0	0	0	0	0	0	0	0	0
Special	27,105	27,061	203	44	0	0	0	0	0	44	0
Other	425,000	27,601	27,601	75,147	108,045	135,113	69,551	9,543	0	397,399	0

0232, 0233, 0234 Other funding source is Special Transportation Project Revenue Bonds. Federal funding was CARES stimulus.

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:
None.

USAGE: Accommodate projected annual passenger growth.

OPERATING COST IMPACT: Operating cost recovered through airport user fees.



PROJECT: Taxiway F Relocation at BWI Marshall Airport

DESCRIPTION: This project will relocate Taxiway F as per the approved Airport Layout Plan and provide a new taxiway constructed in concrete and meeting current FAA Standards. The project is intended to address the existing pavement condition and meet FAA Design Standards for Taxiway Geometry. Specifically, the project will address separation from Runway 10-28 and the angled intersection at Runway 15R-33L. Additionally, the project will provide LED lighting, signage and drainage improvements. The project will be completed in three (3) phases:
 Phase 1-New alignment will provide access to a concurrent maintenance hangar development project and relocate a portion of Taxiway F to provide the required runway to taxiway separation.
 Phase 2-Relocate and extend Taxiway F west of Phase 1 to its connection with Taxiway R and the Runway 10 End to provide the required runway to taxiway separation.
 Phase 3-Relocate Taxiway F east of Phase 1 to RW 15R-33L to meet intersecting taxiway standards.

PURPOSE & NEED SUMMARY STATEMENT: The project will enhance airfield safety and operations through reconstruction of pavement to meet Federal Aviation Administration (FAA) standards. In addition, the proposed alignment will address deficiencies in the current alignment that do not meet current FAA Design Standards.

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: This project provides for compliance with Public Law 109-115 and FAA Part 139 regulations. The improvements enhance safety by reducing the risk of aircraft damage in the taxiway area. Pavement improvements and realignment to FAA standards ensure airfield pavement is free of cracks and maximizes aircraft safety. BWI Marshall Airport supports the movement of people, goods and the State's economy.

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

STATUS: Construction started December 2021. Phase 1 completed. Phase 2 start expected in Spring 2023.

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,526	2,045	855	1,831	0	0	0	325	325	2,481	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	64,832	5,765	5,761	11,229	8,250	10,125	11,125	11,650	6,688	59,067	0
Total	69,358	7,810	6,617	13,060	8,250	10,125	11,125	11,975	7,013	61,548	0
Federal-Aid	54,350	5,680	5,322	11,671	8,250	10,125	11,125	5,625	1,875	48,671	0
Special	15,008	2,131	1,295	1,390	0	0	0	6,350	5,138	12,878	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: \$47M added to this project for Phases 2 and 3 construction. Additional project funding enabled by IIJA increases.

USAGE: Improve standards.

OPERATING COST IMPACT: Operating cost recovered through airport user fees.



PROJECT: Aircraft Maintenance Facility Infrastructure at BWI Marshall Airport

DESCRIPTION: This project provides infrastructure improvements in support of the development of a full-service aircraft maintenance facility at BWI Marshall Airport. The improvements include utility infrastructure and site grading. Landside and airside access routes will be provided to support operations.

PURPOSE & NEED SUMMARY STATEMENT: At BWI Marshall Airport, airlines need to perform periodic or incidental maintenance on their aircraft. There is insufficient space at either the airline gates or within the terminal and adjacent areas for airlines to perform aircraft maintenance functions. The site provides sufficient area for a facility that will support aircraft maintenance needs.

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: This project provides airlines with a location to locally perform periodic or incidental maintenance on their aircraft fleet. Reliable aircraft ensures airlines maintain schedules and minimize delay impact on passengers. Opening of the facility will increase local employment. BWI Marshall Airport supports the movement of people, goods and the State's economy.

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

STATUS: Construction started December 2021. Excavation and site grading underway. Anticipated completion of project is June 2025.

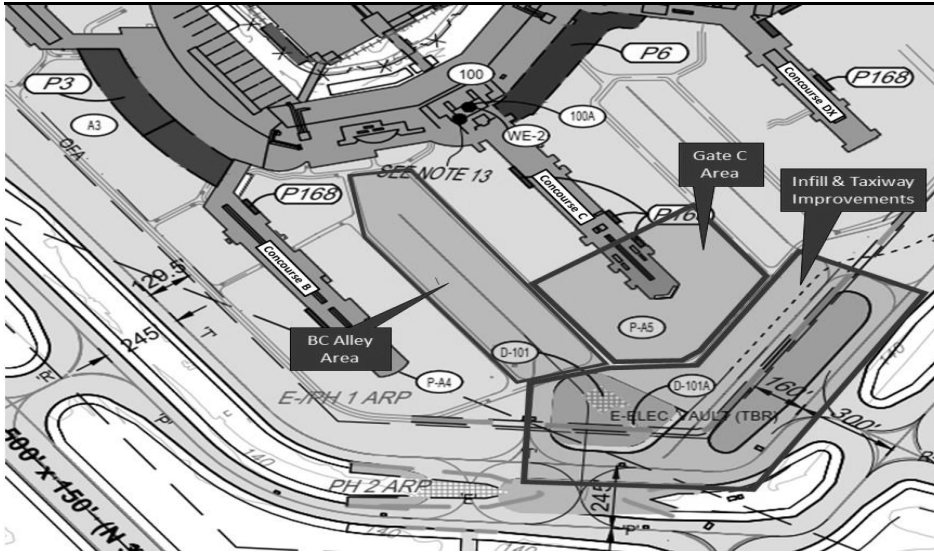
POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...	...	...	...
						2025...	2026...	2027...	2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,085	4,872	643	163	50	0	0	0	0	213	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	46,761	10,049	9,021	15,254	21,458	0	0	0	0	36,712	0
Total	51,846	14,921	9,663	15,417	21,508	0	0	0	0	36,924	0
Federal-Aid	423	423	0	0	0	0	0	0	0	0	0
Special	51,422	14,498	9,663	15,417	21,508	0	0	0	0	36,924	0
Other	0	0	0	0	0	0	0	0	0	0	0

9720, 9721, 9722 Federal funding was CARES stimulus.

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: \$2.5M reduced from project due to favorable bids.

USAGE: Accommodate projected airline maintenance needs.

OPERATING COST IMPACT: Cost responsibility of Southwest Airlines.

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

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

EXPLANATION: This project provides compliance with FAA Part 139 regulations. New airfield lighting control and infrastructure combined with new aircraft travel patterns that increase airfield capacity ensure airfield movement and safety is maximized. The replacement of the Airfield Lighting Vault supports the movement of people, goods and the State's economy.

PROJECT: BC Apron Reconstruction, Infill & Taxiway Improvements at BWI Marshall Airport

DESCRIPTION: This program funds a series of projects to complete the overall development objective of BC Apron Reconstruction, Infill & Taxiway Improvements that is aligned with the FAA Airport Capital Improvement Plan (ACIP). The first phase of the program is the relocation of the Airfield Lighting Vault (ALV). Demolition of the existing vault, relocation of glycol dumps in the vicinity, and infill of those areas with apron pavement is included in the project. The remaining phases (BC Alley Reconstruction and Concourse C Apron Reconstruction) will follow after completion of the Concourse A/B Connector and BHS Program. This will provide enough gate capacity airport-wide to mitigate the operational impacts to airlines located in the BC alley.

PURPOSE & NEED SUMMARY STATEMENT: The project will enhance airfield safety and operations through reconstruction of pavement to meet Federal Aviation Administration (FAA) standards. In addition, the proposed alignment will address deficiencies in the current alignment that do not meet current FAA Design Standards. Finally, the improvements will increase capacity at BWI Marshall by removing the operation constrictions at the entrance to BC Alley.

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

STATUS: Construction for Airfield Lighting Vault Relocation - Phase 1 is expected to start in Spring 2023.

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER					
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	15	15	0	0	0	0	0	0	0	0	0
Engineering	5,330	1,878	82	318	1,400	433	307	497	497	3,451	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	81,412	0	0	7,335	17,040	13,296	10,226	17,486	16,031	81,412	0
Total	86,757	1,893	82	7,653	18,440	13,728	10,533	17,983	16,528	84,864	0
Federal-Aid	64,316	251	0	5,353	13,361	12,778	9,683	10,185	12,705	64,064	0
Special	22,441	1,642	82	2,300	5,079	950	850	7,798	3,823	20,799	0
Other	0	0	0	0	0	0	0	0	0	0	0

2350, 2196, 0265, 0336

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: \$74M added to this project to include Phase 2 design and construction. Additional project funding enabled by IJIA increases.

USAGE: Improve standards.

OPERATING COST IMPACT: Operating cost recovered through airport user fees.



PROJECT: Fuel Storage Tank Additions at BWI Marshall Airport

DESCRIPTION: This project expands the North Area Fuel Farm by adding two 16,800 BBL above ground storage tanks with new supply lines, filtration, and pumps to transport Jet-A fuel to designated locations. A new upsized water line will be installed to facilitate a completed fire protection loop around the fuel farm, expand the capacity, and modernize the existing infrastructure.

PURPOSE & NEED SUMMARY STATEMENT: BWI Marshall Airport continues to grow in flight operations, which requires an increased fuel farm capacity.

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 | |

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

EXPLANATION: This project will expand the fuel capacity at BWI Marshall Airport to meet the future demands of flight operations. The expansion of the North Area Fuel Farm supports the movement of people, goods, and the State's economy.

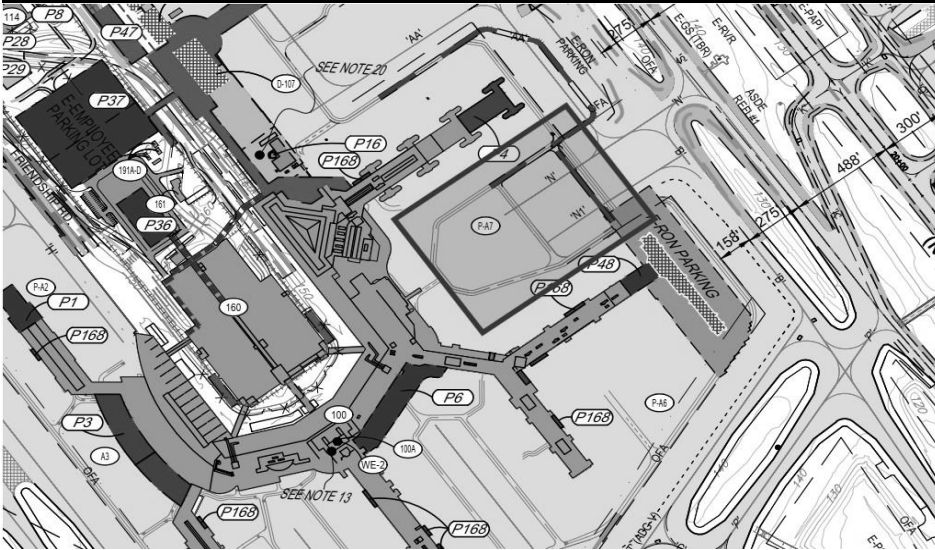
STATUS: Project currently under design. Construction anticipated to begin Summer 2023.

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	14	14	0	0	0	0	0	0	0	0	0
Engineering	1,437	841	245	396	150	50	0	0	0	596	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	18,378	0	0	6,045	11,133	1,200	0	0	0	18,378	0
Total	19,829	855	245	6,442	11,283	1,250	0	0	0	18,974	0
Federal-Aid	58	58	0	0	0	0	0	0	0	0	0
Special	19,771	796	245	6,442	11,283	1,250	0	0	0	18,974	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: \$3M cost increase includes escalation factor to account for supply chain issues, higher anticipated material costs, inflation and labor shortages.

USAGE: Accommodate projected annual flight operations.

OPERATING COST IMPACT: Operating cost recovered through airport user fees.



PROJECT: Taxiways N and N1 Reconstruction at BWI Marshall Airport

DESCRIPTION: Taxiways N & N1 provide access from aircraft gates located on the Concourse D and E alley to the airfield. Some of the largest design aircraft that utilize the airport transit the area and the existing asphalt pavement is in need of repairs. The 2019 Pavement Management Plan (PMP) identifies this area as "very poor" with an aggregate Pavement Condition Index (PCI) of 26 – 40 (out of 100). The project consists of complete reconstruction of the existing pavement with Portland Cement Concrete (PCC), utilities, associated pavement markings, signage and lighting improvements.

PURPOSE & NEED SUMMARY STATEMENT: The project will enhance airfield safety and operations through reconstruction of pavement to meet FAA standards. In addition, the proposed alignment will address deficiencies in the current alignment that do not meet current FAA Design Standards.

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: This project provides for compliance with Public Law 109-115 and FAA Part 139 regulations. The improvements enhance safety by reducing the risk of aircraft damage in the taxiway area. Pavement improvements and FAA standards ensure airfield pavement is free of cracks and minimize FOD that could impact the aircraft. BWI Marshall Airport supports the movement of people, goods and the State's economy.

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

STATUS: Under design and engineering. Construction expected to start in Summer 2023.

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,140	347	347	3,034	325	325	108	0	0	3,793	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	24,192	0	0	7,258	16,934	0	0	0	0	24,192	0
Total	28,332	347	347	10,292	17,259	325	108	0	0	27,985	0
Federal-Aid	16,690	0	0	5,007	11,683	0	0	0	0	16,690	0
Special	11,642	347	347	5,285	5,577	325	108	0	0	11,295	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: Added to Construction Program. Additional project funding enabled by IJA increases.

USAGE: Improve standards.

OPERATING COST IMPACT: Operating cost recovered through airport user fees.



PROJECT: Air Operations Area Fence Upgrade at BWI Marshall Airport

DESCRIPTION: This project includes enhanced security by removing and replacing 8' perimeter security fencing with 10' perimeter security fence. It also includes gate hardening by installing manual crash beam barriers at certain gates and automatic wedge plate barriers at others with integrated access control and bollards.

PURPOSE & NEED SUMMARY STATEMENT: The purpose of this project is to provide visual deterrents, additional security and enhanced protective measures for BWI Marshall Airport.

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

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

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

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

EXPLANATION: The improvements enhance airport and passenger safety. BWI Marshall Airport Security supports the movement of people, goods and the State's economy.

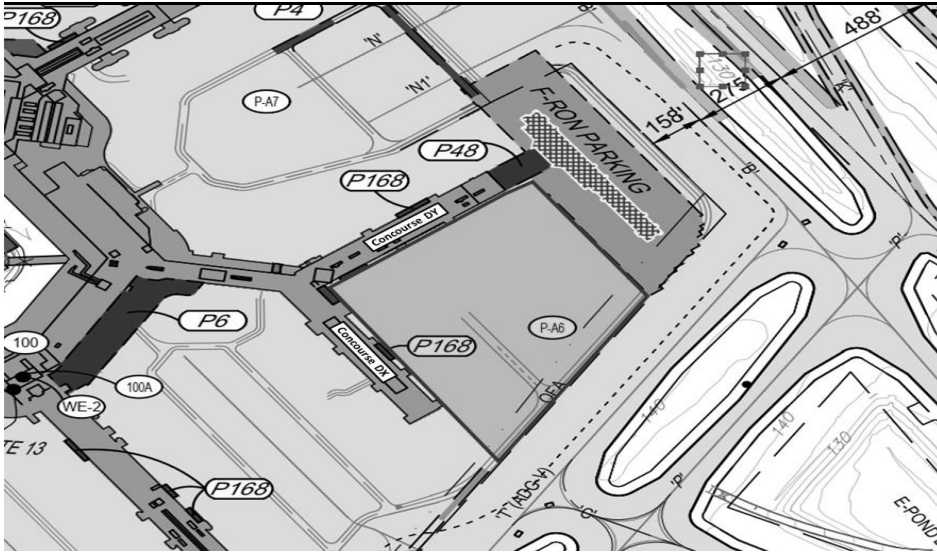
STATUS: Construction expected to start in Summer 2023.

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	909	628	561	282	0	0	0	0	0	282	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	10,426	0	0	5,213	5,213	0	0	0	0	10,426	0
Total	11,336	628	561	5,495	5,213	0	0	0	0	10,708	0
Federal-Aid	64	64	0	0	0	0	0	0	0	0	0
Special	11,271	563	561	5,495	5,213	0	0	0	0	10,708	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:
Added to Construction Program.

USAGE: Safety and security.

OPERATING COST IMPACT: Operating cost recovered through airport user fees.



PROJECT: DX/DY Apron Pavement Rehab at BWI Marshall Airport

DESCRIPTION: This project will provide a comprehensive pavement rehabilitation to the DX-DY Apron. The Pavement Condition Index for these pavements ranges from 45-59 (out of 100) which ranks in the poor to low-end of fair range. The pavement distresses include medium and high severity weathering, alligator cracking and block cracking. The Project will include all grading, pavement, lighting, signage and all related infrastructure.

PURPOSE & NEED SUMMARY STATEMENT: The project will enhance airfield safety and operations through reconstruction of pavement to meet FAA standards. In addition, the proposed alignment will address deficiencies in the current alignment that do not meet current FAA Design Standards.

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	

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

EXPLANATION: This project provides for compliance with Public Law 109-115 and FAA Part 139 regulations. The improvements enhance safety by reducing the risk of aircraft damage in the apron area. Pavement improvements and FAA standards ensure airfield pavement is free of cracks and minimize FOD that could impact the aircraft. BWI Marshall Airport supports the movement of people, goods and the State's economy.

STATUS: Design and engineering expected to start in 2024.

POTENTIAL FUNDING SOURCE:

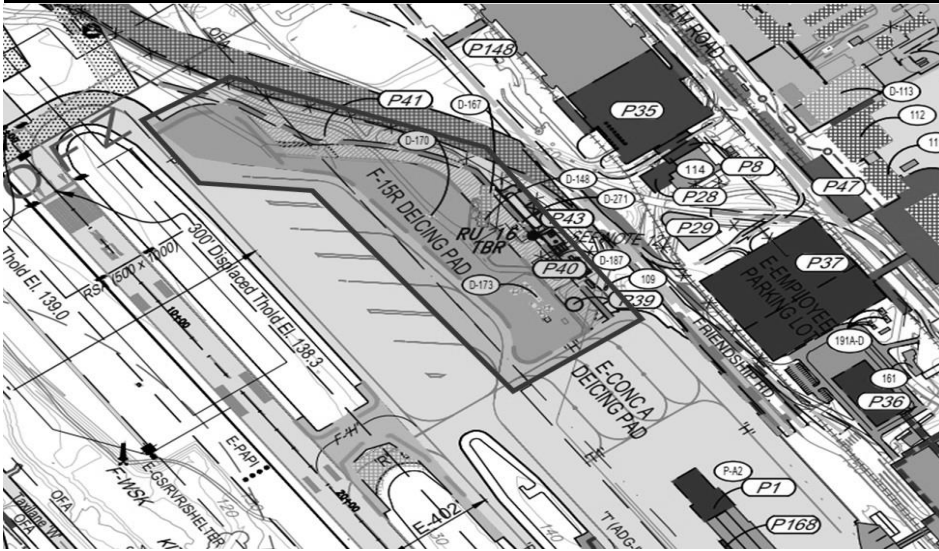
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,430	0	0	7	1,135	124	124	41	0	1,430	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	9,570	0	0	0	234	4,001	4,001	1,334	0	9,570	0
Total	11,000	0	0	7	1,369	4,125	4,125	1,375	0	11,000	0
Federal-Aid	6,353	0	0	0	72	2,692	2,692	897	0	6,353	0
Special	4,648	0	0	7	1,296	1,433	1,433	478	0	4,648	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: Added to Construction Program. Additional project funding enabled by IIJA increases.

USAGE: Improve standards.

OPERATING COST IMPACT: Operating cost recovered through airport user fees.



PROJECT: Deicing Pad Expansion at BWI Marshall Airport

DESCRIPTION: This project will expand the Runway 15R Deicing Pad to meet capacity demand, improve circulation and queuing, enhance operational utility and on-time performance by providing simultaneous deicing capability, improve efficiency of glycol application and recovery including a new snow dump area, and provide needed remain overnight parking that was impacted by the 2020 extension of Concourse A in 2020. The Project will include all grading, pavement, lighting, signage and all related infrastructure. Separate enabling work associated with this project includes Relocation of Taxi/Bus Stage Area, Gate 55 Modifications, Glycol Building and Tank Relocations, and Lift Station Modifications. Additionally, this project will enlarge the Runway 28 Deicing Pad to meet current FAA design standards per AC 150/5300-14C, Design of Aircraft Deicing Facilities while maintaining existing capacity and number of aircraft positions and providing a new area for snow dumping.

PURPOSE & NEED SUMMARY STATEMENT: The project will enhance airfield capacity by allowing efficient movement of aircraft during deicing operations and increases the capacity of the existing facilities.

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

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

EXPLANATION: This project will expand the deicing capacity at BWI Marshall Airport to meet the future demands of flight operations. Pavement improvements and realignment to FAA standards ensure airfield pavement is free of cracks and maximizes aircraft safety. BWI Marshall Airport supports the movement of people, goods and the State's economy.

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

STATUS: Design and engineering expected to start in 2025.

POTENTIAL FUNDING SOURCE:

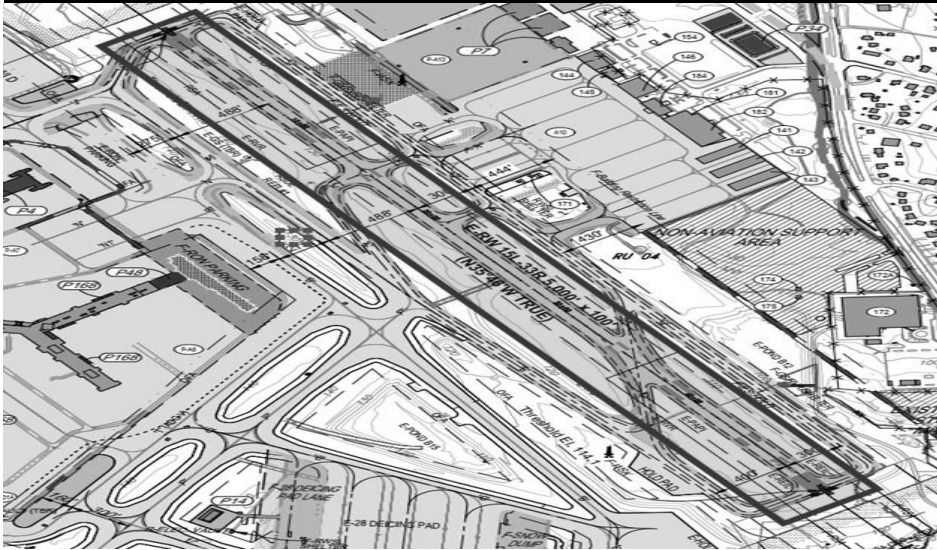
- ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	115	0	0	0	0	0	0	0	115	115	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	28,931	0	0	0	0	2,025	516	7,725	18,666	28,931	0
Total	29,045	0	0	0	0	2,025	516	7,725	18,780	29,045	0
Federal-Aid	25,225	0	0	0	0	2,025	516	7,622	15,063	25,225	0
Special	3,820	0	0	0	0	0	0	103	3,718	3,820	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: Added to Construction Program. Additional project funding enabled by IIJA increases.

USAGE: Accommodate projected annual flight operations.

OPERATING COST IMPACT: Operating cost recovered through airport user fees.



PROJECT: 15L/33R & Associated Taxiways - Pavement Rehabilitation at BWI Marshall Airport

DESCRIPTION: This project will provide a comprehensive pavement rehabilitation to Runway 15L-33R and connecting taxiways. The 2019 Pavement Management Plan (PMP) Pavement Condition Index (PCI) for these pavements ranges from 54 to 84 (out of 100). The pavement distresses include alligator cracking, block cracking and weathering. The Project will include all grading, pavement, lighting, signage and all related infrastructure.

PURPOSE & NEED SUMMARY STATEMENT: The project will enhance airfield safety and operations through reconstruction of pavement to meet FAA standards. In addition, the proposed alignment will address deficiencies in the current alignment that do not meet current FAA Design Standards.

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: This project provides for compliance with Public Law 109-115 and FAA Part 139 regulations. The improvements enhance safety by reducing the risk of aircraft damage in the taxiway area. Pavement improvements and realignment to FAA standards ensure airfield pavement is free of cracks and maximizes aircraft safety. BWI Marshall Airport supports the movement of people, goods and the State's economy.

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

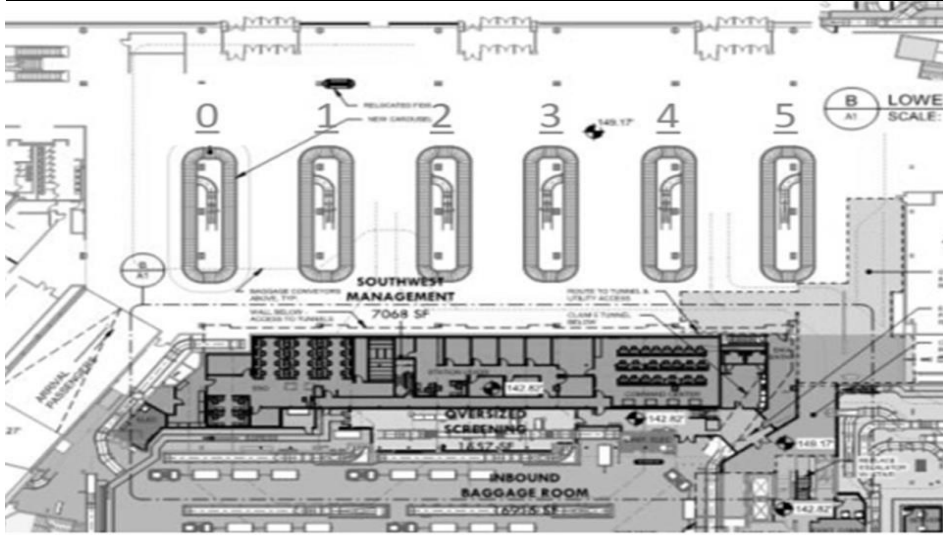
STATUS: Design and engineering expected to start in 2026.

POTENTIAL FUNDING SOURCE:											
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	488	0	0	0	0	0	200	241	47	488	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	14,513	0	0	0	0	0	1,406	6,178	6,929	14,513	0
Total	15,000	0	0	0	0	0	1,606	6,419	6,975	15,000	0
Federal-Aid	11,250	0	0	0	0	0	1,406	4,219	5,625	11,250	0
Special	3,750	0	0	0	0	0	200	2,200	1,350	3,750	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: Added to Construction Program. Additional project funding enabled by IIJA increases.

USAGE: Improve standards.

OPERATING COST IMPACT: Operating cost recovered through airport user fees.



PROJECT: Concourse A/B Bag Claim 0-5 Reconfiguration at BWI Marshall Airport

DESCRIPTION: This project will replace the 5 existing baggage claim carousels and inbound lines with new carousels in Concourse A/B as well as install one new additional baggage claim carousel.

PURPOSE & NEED SUMMARY STATEMENT: The existing baggage claim carousels are 20 years old and beyond their useful life. Additional baggage claim capacity is needed to meet passenger demand on Concourse A/B.

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

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

EXPLANATION: This project provides for modernizing aging bag claim equipment as well as expands capacity to by providing an additional bag claim carousel. BWI Marshall Airport supports the movement of people, goods and State economy.

STATUS: Design and engineering expected to start in 2023.

POTENTIAL FUNDING SOURCE:											
	<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,627	6	6	2,784	837	0	0	0	0	3,621	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	24,273	0	0	0	4,821	9,726	9,726	0	0	24,273	0
Total	27,900	6	6	2,784	5,658	9,726	9,726	0	0	27,894	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	2,790	6	6	2,784	0	0	0	0	0	2,784	0
Other	25,110	0	0	0	5,658	9,726	9,726	0	0	25,110	0

0258 Other funding source is Passenger Facility Charge (PFC) revenue.

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:
Added to Construction Program.

USAGE: Accommodate projected annual passenger growth.

OPERATING COST IMPACT: Cost fully recovered through airport user fees.



PROJECT: Electrical Substations Reconstruction at BWI Marshall Airport

DESCRIPTION: This project will provide funding to reconstruction and replace aging utility infrastructure at the airport. Specifically this project will (1) reconstruct the North and South BGE Substations, replacement of 35kV switchgears, replacement of meters and relays in the 15kV switchgears and (2) replace electrical Substation ST-AB including new switchgear, main load interrupters, and transformers.

PURPOSE & NEED SUMMARY STATEMENT: The equipment is 25 to 30 years old and has reached the end of its useful life. The reconstruction of the BGE substation will consolidate equipment into one location and provide a connection to BGE source. In addition, the replacement of switchgear and transformer equipment will increase reliability of electrical distribution system.

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	

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

EXPLANATION: This project provides for funding to maintain utility infrastructure that supports airport operations. BWI Marshall Airport supports the movement of people, goods and State economy.

STATUS: Construction expected to start in Summer 2023.

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER				
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE		
Planning	0	0	0	0	0	0	0	0	0	0	0		
Engineering	2,665	923	412	881	860	0	0	0	0	1,741	0		
Right-of-way	0	0	0	0	0	0	0	0	0	0	0		
Utilities	0	0	0	0	0	0	0	0	0	0	0		
Construction	25,444	6	6	2,838	22,600	0	0	0	0	25,438	0		
Total	28,109	930	419	3,719	23,460	0	0	0	0	27,179	0		
Federal-Aid	1	1	0	0	0	0	0	0	0	0	0		
Special	28,108	929	419	3,719	23,460	0	0	0	0	27,179	0		
Other	0	0	0	0	0	0	0	0	0	0	0		

0170, 0254 Federal funding was CARES stimulus.

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:
Added to Construction Program.

USAGE: Accommodate projected annual passenger growth.

OPERATING COST IMPACT: Cost fully recovered through airport user fees.



PROJECT: Snow Equipment Replacement at BWI Marshall and Martin State Airports

DESCRIPTION: Replacement of 39 existing pieces of snow removal equipment dating from 1999 to 2013 with 32 pieces of new equipment. Some equipment will be multi-function and replace the equivalent of two existing pieces. New equipment replaced includes: plow and broom trucks, plow trucks, tow behind brooms, spreaders, and snow blower equipment.

PURPOSE & NEED SUMMARY STATEMENT: BWI Marshall Airport has approximately 20 million square feet of priority 1 airfield pavement area to keep clear of snow and receives approximately 18 inches of snow per year. The current snow equipment has reached the end of its useful life and needs 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 type="checkbox"/> Maintain & Modernize	<input type="checkbox"/> Environmental Protection
<input type="checkbox"/> Economic Opportunity & Reduce Congestion	<input type="checkbox"/> Fiscal Responsibility
<input type="checkbox"/> Better Transportation Choices & Connections	

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

EXPLANATION: This project provides the equipment necessary to maintain airport operations safely during a snow event. BWI Marshall Airport supports the movement of people, goods and State economy.

STATUS: Procurement currently underway.

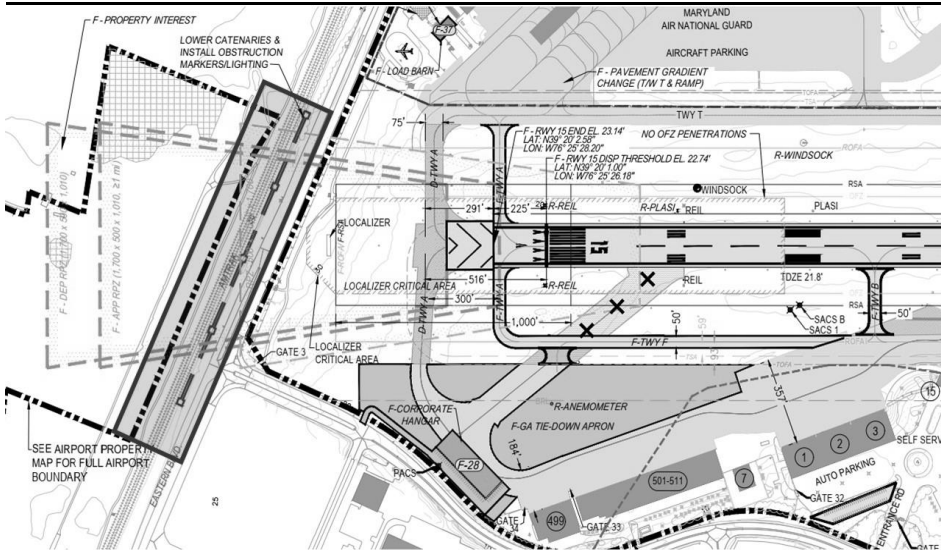
POTENTIAL FUNDING SOURCE:											
	<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	24,000	0	0	0	3,996	13,543	6,461	0	0	24,000	0
Total	24,000	0	0	0	3,996	13,543	6,461	0	0	24,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	0	0	0	0	0	0	0	0	0	0	0
Other	24,000	0	0	0	3,996	13,543	6,461	0	0	24,000	0

0262 Other funding source is Passenger Facility Charge (PFC) revenue.

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:
Added to Construction Program.

USAGE: Accommodate projected annual passenger growth.

OPERATING COST IMPACT: Cost fully recovered through airport user fees.



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 improvements enhance safety by improving line of sight. Martin State Airport supports the movement of people, goods and the State's economy.

PROJECT: Amtrak Catenary Obstruction Removal at Martin State Airport

DESCRIPTION: Amtrak catenary poles and wires will be lowered to approximately 30' AGL to remain clear of Threshold Siting and Departure Obstacle Clearance Surfaces. Also includes installation of obstruction lighting per the FAA approved Marking & Lighting Plan developed in conjunction with the 2022 Environmental Assessment and associated FONSI/ROD. The Design Agreement with Amtrak will cover reimbursable costs for Amtrak personnel to perform design and support services including engineering, design reviews, and attendance at coordination meetings.

PURPOSE & NEED SUMMARY STATEMENT: The project will enhance airfield safety and operations through provision of clear approach surfaces to the runway and provide for adequate runway length for Maryland Air National Guard (ANG) operations.

SMART GROWTH STATUS:

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

STATUS: Design and engineering expected to start in 2023.

[illegible]

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: Added to Construction Program. Additional project funding enabled by IJJA increases.

USAGE: Safety.

OPERATING COST IMPACT: Some operating costs recoverable from Martin State Airport user fees.



PROJECT: Taxiway F Extension at Martin State Airport

DESCRIPTION: The extension of Taxiway F (the primary civilian taxiway) to the Runway 15 end will result in a full-length parallel taxiway which will provide unobstructed line-of-sight from the future Air Traffic Control Tower (ATCT), and it will improve airfield circulation and reduce aircraft taxi time. All taxiway lighting and signage will be replaced with LED infrastructure and drainage improved to alleviate runoff onto Wilson Point Road. Property acquisition for the drainage outfall is included.

PURPOSE & NEED SUMMARY STATEMENT: The project will enhance airfield safety and operations through provision of clear line of sight from the existing and proposed ATCT sites to all operational areas. In addition, the revised parallel alignment will reduce taxi length and meet all current FAA Standards.

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

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

EXPLANATION: This project provides for compliance with Public Law 109-115 and FAA Part 139 regulations. The improvements enhance safety by improving line of sight. Pavement improvements to FAA standards ensure airfield pavement maximizes aircraft safety. Martin State Airport supports the movement of people, goods and the State's economy.

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

STATUS: Design and engineering expected to start in 2023.

POTENTIAL FUNDING SOURCE:											
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,049	0	0	175	200	37	12	312	312	1,049	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	13,585	0	0	233	1,434	2,243	3,178	3,944	2,553	13,585	0
Total	14,633	0	0	408	1,634	2,279	3,190	4,256	2,865	14,633	0
Federal-Aid	8,451	0	0	144	1,087	1,854	3,048	1,855	464	8,451	0
Special	6,183	0	0	264	548	425	142	2,402	2,402	6,183	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: Added to Construction Program. Additional project funding enabled by IJA increases.

USAGE: Accommodate projected annual flight operations.

OPERATING COST IMPACT: Some operating costs recoverable from Martin State Airport user fees.



PROJECT: Environmental Assessment at Martin State Airport

DESCRIPTION: This project provides for the preparation of an environmental assessment of Phase 1 capital projects shown on the Airport Layout Plan (ALP) approved by the FAA in July 2011.

PURPOSE & NEED SUMMARY STATEMENT: In accordance with the National Environmental Policy Act (NEPA) and Federal Aviation Administration Order 5050.4B, Airport Environmental Handbook, MAA must determine the environmental consequences of capital project development as proposed by the Airport Layout Plan.

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

STATUS: This project is complete. FAA Finding of No Significant Impact (FONSI) received February 2022.

POTENTIAL FUNDING SOURCE:											
			<input checked="" type="checkbox"/>	SPECIAL	<input checked="" type="checkbox"/>	FEDERAL	<input type="checkbox"/>	GENERAL	<input type="checkbox"/>	OTHER	
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	2,530	2,384	97	146	0	0	0	0	0	146	0
Engineering	3	3	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	2,533	2,387	97	146	0	0	0	0	0	146	0
Federal-Aid	310	310	0	0	0	0	0	0	0	0	0
Special	2,223	2,077	97	146	0	0	0	0	0	146	0
Other	0	0	0	0	0	0	0	0	0	0	0

2010, 2011, 2012

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:
None.

USAGE: Several planned capital development projects will become eligible to compete for FAA Airport Improvement Program grant funding.

OPERATING COST IMPACT: N/A

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND AVIATION ADMINISTRATION - LINE 23

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Architecture</u>			
MAAPRJ000231	Architect Initiatives	\$ 409	Ongoing
<u>Building Permits & Inspections</u>			
MAAPRJ000164	Building Permits and Inspections	\$ 823	Ongoing
<u>Commercial Management</u>			
MAAPRJ000227	OCM Property Condition Assessments	\$ 1,337	Ongoing
<u>Consolidated Rental Car Facility</u>			
MAA2132	CRCF - BMF Equipment Replacement	\$ 1,797	Underway
MAAPRJ000242	CRCF - Facility Improvements	\$ 504	Ongoing
<u>Construction Management & Inspection</u>			
MAAPRJ000208	Comp CMI SBR AE19-006	\$ 1,452	Ongoing
MAAPRJ000209	Comp CMI SBR AE19-002	\$ 807	Ongoing
MAAPRJ000210	Comp CMI SBR AE19-004	\$ 639	Ongoing
MAAPRJ000211	Comp CMI SBR AE19-005	\$ 1,028	Ongoing
<u>Critical Technology</u>			
MAAPRJ000166	IT Equipment	\$ 22,003	Ongoing
MAAPRJ000225	Comprehensive AIT Services SV22-002	\$ 300	Ongoing
MAAPRJ000281	PARCS Maintenance	\$ 2,517	Underway
<u>Elevators, Escalators, and Walkways</u>			
MAAPRJ000261	Airport Elevator, Escalator and Moving Walkway Rehab	\$ 9,583	Underway

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND AVIATION ADMINISTRATION - LINE 23

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Environmental Compliance</u>			
MAAPRJ000199	Comp Environmental Compliance SV20-007	\$ 4,150	Ongoing
MAAPRJ000222	Terminal Environmental Mitigation MC21-006	\$ 424	Ongoing
<u>Environmental Planning</u>			
MAAPRJ000195	Comp Environmental Planning AE-21-001	\$ 2,327	Ongoing
MAAPRJ000214	Stream & Wetland Restoration Mitigation Services MC 20-014	\$ 750	Ongoing
MAAPRJ000223	USDA Wildlife Management Services	\$ 2,334	Ongoing
<u>Future Development</u>			
MAA2044	Airport Road Electronic Signage Repl	\$ 4,682	Deferred
MAAPRJ000153	BWI Courtesy Phones ADA Issue	\$ 117	Study Underway
MAAPRJ000154	Terminal Crosswalk Rehabilitation - Phase 2	\$ 893	Design Underway
MAAPRJ000236	MDTA Police Relocation	\$ 2,436	Design Underway
MAAPRJ000251	Concourse E Outbound BHS *	\$ 4,904	Design Underway
MAAPRJ000257	Concourse E Outbound BHS Expansion - Phase 2 *	\$ 0	Design Underway
MAAPRJ000342	D/E Bag Claim Expansion *	\$ 1,732	Design Underway
<u>GIS</u>			
MAA2040	Airport Project Administration System (AirPass)	\$ 2,743	Underway
MAA2079	Security and Life Safety Systems CAD Update	\$ 2,061	Ongoing
MAA2222	MDOT Asset Management	\$ 3,581	Underway
MAA7600	Facility Management Program	\$ 2,275	Ongoing
<u>Loading Bridges</u>			
MAAPRJ000269	Passenger Boarding Bridges	\$ 500	Design Underway
<u>MTN Facilities</u>			
MAA1121	MTN Air Traffic Control Tower *	\$ 2,037	Concepts Underway
MAA9431	MTN Obstruction Removal	\$ 319	Study Underway

* Project funding enabled by IIJA increases

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND AVIATION ADMINISTRATION - LINE 23

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>MTN Facilities</u>				
MAAPRJ000162	MTN Obstacle Action Plan	\$	4	Study Underway
MAAPRJ000213	MTN Hangar Storm Damage Repair	\$	1,200	Completed
MAAPRJ000216	MTN EQ - ATCT Radio Replacements	\$	148	Completed
<u>Noise Support</u>				
MAA2309	BWI Community Roundtable	\$	864	Ongoing
MAA2318	Comp Acoustical Services Contract SV 19-001	\$	2,458	Ongoing
<u>Operating Facilities</u>				
MAA1931	Hrly Garage Parking Guidance System Upgrade	\$	4,395	Under Construction
MAA2211	RTR Relocation	\$	9,347	Under Construction
MAAPRJ000250	ARFF Heating and Vehicle Exhaust Systems Replacement	\$	925	Design Underway
MAAPRJ000338	ARFF Kitchen	\$	154	Design Underway
<u>Pavement Mgmt - BWI Airside</u>				
MAAPRJ000253	Taxilane AA Resurfacing	\$	1,065	Under Construction
MAAPRJ000337	Runway 28 and Runway 33L Emergency Pavement Repairs	\$	229	Underway
MAAPRJ000341	Expand Group V Aircraft Parking Position (Convert Manager's Lot)	\$	2,600	Design Underway
MAAPRJ000345	B/C Alley Depression - Emergency Pavement Repairs	\$	73	Underway
<u>Pavement Mgmt -BWI Landside</u>				
MAAPRJ000155	Long Term Lot B Pavement Rehab	\$	4,458	Under Construction
MAAPRJ000255	Pedestrian Walkway Joint Repairs	\$	1,005	Under Construction
MAAPRJ000366	Comprehensive Paving Improvements CO22-005	\$	21	Underway
<u>Pavement Mgmt -MTN Airside</u>				
MAAPRJ000275	MTN Runway 15/33 Improvements *	\$	1,600	Design Underway

* Project funding enabled by IIJA increases

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND AVIATION ADMINISTRATION - LINE 23

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Planning</u>				
MAA2193	FIS Hall Reconfiguration	\$	453	Study Underway
MAA2216	C/D Connector Study	\$	3,437	Study Underway
MAAPRJ000167	Regional Air Passenger Survey	\$	132	Ongoing
MAAPRJ000303	BWI Master Plan & ALP Update	\$	2,500	Ongoing
MAAPRJ000310	Roadway & Curbside Capacity Analysis	\$	500	Design Underway
<u>Pre-Construction Project Env, Plan, Eng</u>				
MAA1943	Pavement Management Plan - BWI/MTN	\$	4,486	Ongoing
MAA1959	BWI Aerial Photogrammetry & Airspace Analysis	\$	458	Completed
<u>Real Estate Services</u>				
MAA7018	Real Estate Property Services	\$	694	Ongoing
MAA7810	10-01 RPZ Property Acquisition	\$	1,701	Underway
<u>Regional Aviation</u>				
MAAPRJ000181	MD Aviation System Plan Update	\$	346	Underway
<u>Security</u>				
MAA2345	MTN AOA Fence Upgrade	\$	1,934	Design Underway
MAAPRJ000171	Security Overlooks	\$	10	Study Underway
MAAPRJ000374	Controlled Access Security System (CASS) Upgrade	\$	4,800	Underway
<u>Tenant Facilities</u>				
MAA7500	Terminal Leasehold Modifications	\$	2,505	Ongoing
MAAPRJ000340	DuClaw Space Conversion to Ticket Counters	\$	85	Study Underway
<u>Terminal Facilities</u>				
MAA1939	BWI New Air Traffic Control Tower *	\$	1,898	Concepts Underway

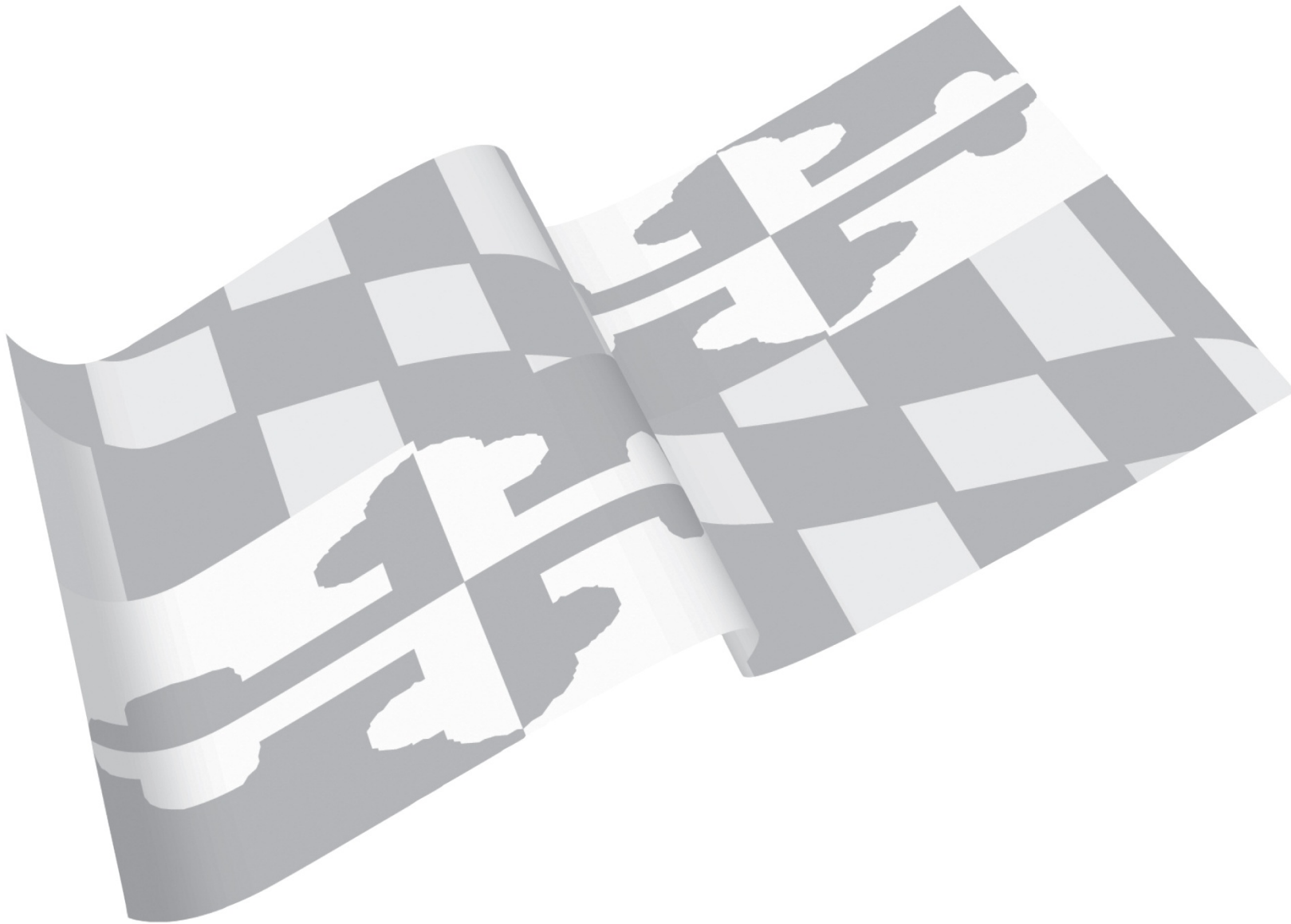
* Project funding enabled by IIJA increases

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND AVIATION ADMINISTRATION - LINE 23

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Terminal Facilities</u>			
MAAPRJ000157	MAC Building Winter Bunk Houses	\$ 344	Completed
MAAPRJ000215	BGE S Substation Transformer T1 Repl - Phase 1	\$ 1,080	Completed
MAAPRJ000219	Roll Up Door NT110R Replacement	\$ 249	Completed
MAAPRJ000235	Delta and Spirit Ticket Counter Modifications	\$ 1,237	Deferred
MAAPRJ000259	Terminal A/B Roof Replacement *	\$ 2,012	Design Underway
MAAPRJ000270	PC Air and 400Hz Electrical Equipment Installation at Four Gates	\$ 2,356	Underway
MAAPRJ000279	Checkpoint D Expansion	\$ 837	Design Completed
MAAPRJ000370	Electrical Capacity for United Upgrades	\$ 400	Design Underway
<u>Vehicles and Equipment</u>			
MAA2198	BWI Mobile Stairs and Medical Lift	\$ 1,169	Underway
MAA2230	BWI Equip Replacement FY 2021	\$ 1,923	Completed
MAA2231	MTN Equipment Replacement FY 2021	\$ 776	Completed
MAA2232	AED Defibrillators Replacement	\$ 256	Underway
MAAPRJ000178	BWI Equipment Replacement - FY2022	\$ 2,308	Underway
MAAPRJ000179	MTN Equipment Replacement - FY2022	\$ 992	Underway
MAAPRJ000228	BWI Equip Replacement FY 2023	\$ 1,379	FY 2023
MAAPRJ000229	MTN Equip Replacement FY 2023	\$ 762	FY 2023

* Project funding enabled by IIJA increases



MDOT MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND PORT ADMINISTRATION

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

	<u>Current</u>	<u>FY</u>	<u>Budget</u>	<u>FY</u>	<u>FY 2025</u>	<u>FY 2026</u>	<u>FY 2027</u>	<u>FY 2028</u>	<u>SIX - YEAR</u>
		<u>2023</u>		<u>2024</u>					<u>TOTAL</u>
<u>Major Construction Program</u>		165.7		340.8	232.8	166.1	83.7	67.0	1,056.1
System Preservation		111.6		165.0	90.5	62.5	78.6	61.7	569.7
Expansion/Efficiency		44.5		165.7	137.1	98.8	-	-	446.2
Safety & Security		0.7		0.4	0.4	0.4	0.4	0.4	2.6
Environment		8.9		9.6	4.8	4.4	4.7	4.9	37.5
<u>Major Development & Evaluation Program</u>		0.9		-	52.2	34.3	-	-	87.4
System Preservation		0.7		-	-	-	-	-	0.7
Expansion/Efficiency		0.1		-	52.2	34.3	-	-	86.7
<u>Minor Program</u>		42.3		58.0	33.5	28.9	30.2	41.3	234.1
System Preservation		30.5		41.3	22.3	23.7	27.2	40.0	185.1
Expansion/Efficiency		1.5		9.2	2.7	1.0	0.5	-	14.8
Safety & Security		3.6		2.6	0.5	0.2	0.1	-	7.0
Environment		5.3		3.6	6.6	2.6	0.8	0.7	19.7
Administration		1.3		1.2	1.3	1.4	1.7	0.6	7.5
<u>Capital Salaries, Wages & Other Costs</u>		5.3		5.7	5.0	5.0	5.0	5.5	31.5
TOTAL		214.1		404.5	323.5	234.3	118.9	113.8	1,409.2
Special Funds		161.4		207.3	132.0	160.1	106.9	103.9	871.6
Federal Funds		18.9		82.2	82.1	23.3	-	-	206.5
Other Funds		33.8		114.9	109.4	51.0	12.1	9.9	331.1



PROJECT: Howard Street Tunnel Project (INFRA GRANT)

DESCRIPTION: The project consists of reconstructing the 126-year-old Howard Street Tunnel in Baltimore and improving the vertical clearance at 21 bridges between Baltimore and Philadelphia to create a double-stack rail corridor to and from the Port of Baltimore and along the entire East Coast.

PURPOSE & NEED SUMMARY STATEMENT: The project is needed to provide a more efficient way to move containerized cargo to and from the Port of Baltimore. The improved tunnel will allow the Port to attract more containers, resulting in additional jobs and economic growth for the region.

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

- | | |
|---|--|
| <input checked="" type="checkbox"/> Safe, Secure, and Resilient | <input checked="" type="checkbox"/> Quality & Efficiency |
| <input checked="" type="checkbox"/> Maintain & Modernize | <input 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 | |

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

EXPLANATION: Creating this double-stack rail access will result in significant public benefits such as reduced highway congestion, increased roadway safety, decreased fuel consumption and improved air quality. Not only will the project address a long-standing bottleneck in the national rail network, but the improvements will be undertaken in a cost-effective manner, using public and private funds, with minimal impact to the public and environment.

STATUS: This project is currently under construction with a target completion date of December 2025. General Funds unspent in FY2023 will be encumbered and utilized in FY2024 to meet Maryland's funding commitment to the project.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☒ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPENDED				FOR PLANNING PURPOSES ONLY					
	COST	THRU									
	(\$000)	CLOSE YEAR						...2025...	...2026...			...2027...	...2028...
Planning	2,680	2,500	0	90	0	0	90	0	0	180	0
Engineering	14,830	0	0	14,830	0	0	0	0	0	14,830	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	448,490	20,000	0	27,712	164,987	137,095	98,696	0	0	428,490	0
Total	466,000	22,500	0	42,633	164,987	137,095	98,786	0	0	443,500	0
Federal-Aid	125,000	0	0	9,472	56,879	50,747	7,902	0	0	125,000	0
Special	78,000	0	0	(0)	0	8,744	69,256	0	0	78,000	0
Other	263,000	22,500	0	33,161	108,108	77,604	21,627	0	0	240,500	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: None.

**PROJECT:** Hart-Miller Island Related Projects

DESCRIPTION: Hart-Miller Island is a 1,140-acre island located in Baltimore County that was formerly used for placement of dredged material from the shipping channels for the Port of Baltimore. The site operated from 1984 and ceased accepting dredged material in 2009. The southern portion, South Cell, of the site is open for passive recreation, and MDOT MPA is coordinating with the Department of Natural Resources on the development of the North Cell for a wildlife habitat and passive recreation.

PURPOSE & NEED SUMMARY STATEMENT: During its operational life, Hart-Miller Island was necessary to enable dredging of the shipping channels for the Port of Baltimore. The current work is necessary to complete the re-development of the site for public and ecological benefit.

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

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

SMART GROWTH STATUS:

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

EXPLANATION: The dredged material placed in the Hart-Miller Island facility was collected from Harbor and Bay channels and berths. The placement of this material at Hart-Miller Island allowed vessels to transport cargo to and from the Port of Baltimore.

STATUS: The facility ceased in-flow operations as of December 31, 2009. Maintenance and monitoring will continue until the North Cell is developed.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	102,445	86,514	2,179	3,691	2,640	2,400	2,400	2,400	2,400	15,931	0
Total	102,445	86,514	2,179	3,691	2,640	2,400	2,400	2,400	2,400	15,931	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	102,445	86,514	2,179	3,691	2,640	2,400	2,400	2,400	2,400	15,931	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: \$2.2 million was added to program as costs have increased and funding was added to FY28.



PROJECT: Cox Creek Dredged Material Containment Facility Expansion and Related Projects

DESCRIPTION: The Cox Creek Dredged Material Containment Facility (DMCF) is an existing 144-acre dredged material placement site located in Anne Arundel County. The footprint of the DMCF is being expanded into the adjacent 93-acre upland area owned by MDOT MPA. The expansion will increase the capacity for the placement of dredged material from the shipping channels for the Port of Baltimore as part of the State's 20-Year Dredged Material Management Plan (DMMP). The dikes at the existing DMCF are also being raised as part of the expansion.

PURPOSE & NEED SUMMARY STATEMENT: Placement capacity for dredged material from Baltimore Harbor is currently provided by the existing Cox Creek and Masonville DMCFs. The capacity that is currently available is not adequate to accommodate necessary dredging of the shipping channels for the Port of Baltimore over the 20-year planning period of the State's DMMP. Expansion and raising of the existing dikes at Cox Creek are necessary to create capacity to ensure safe and efficient passage of shipping vessels calling at the Port of Baltimore.

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		

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

EXPLANATION: The Cox Creek DMCF is being expanded to increase capacity for the placement of dredged material from the shipping channels for the Port of Baltimore as part of the State's 20-Year Dredged Material Management Plan. This expansion, including raising the existing dikes, is necessary to create capacity to ensure safe and efficient passage of shipping vessels.

STATUS: Dike raising to +60 feet began in 2021 and will continue into 2024; dredged material placement is planned to continue during the expansion project.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2025...	...2026...	...2027...	...2028...		
Planning	765	765	0	0	0	0	0	0	0	0	0
Engineering	6,850	6,850	0	0	0	0	0	0	0	0	0
Right-of-way	1,011	1,011	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	199,760	141,021	13,682	17,871	22,647	7,600	4,622	3,000	3,000	58,740	0
Total	208,386	149,647	13,682	17,871	22,647	7,600	4,622	3,000	3,000	58,740	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	208,303	149,647	13,682	17,829	22,605	7,600	4,622	3,000	3,000	58,656	0
Other	83	0	0	42	42	0	0	0	0	83	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: Costs were reduced by \$74.6 million because the acquisition and remediation of an adjacent property was made into a separate PIF (Cox Creek STAR Facility - Remediation).

5305, 5308, 5309



PROJECT: Masonville Dredged Material Containment Facility Expansion and Related Projects

DESCRIPTION: The Masonville Dredged Material Containment Facility (DMCF) is an existing 193-acre dredged material placement site located in Baltimore City. The dikes are being raised at the facility to increase the capacity for the placement of dredged material from the shipping channels for the Port of Baltimore as part of the State's 20-Year Dredged Material Management Plan (DMMP). This program supports the placement, monitoring and management of material dredged from the shipping channels for the Port of Baltimore, and design and construction of containment sites, monitoring during and after placement, and site operations of the DMCF.

PURPOSE & NEED SUMMARY STATEMENT: Placement capacity for dredged material from Baltimore Harbor is currently provided by the existing Cox Creek and Masonville DMCFs. The capacity that is currently available is not adequate to accommodate necessary dredging of the shipping channels for the Port of Baltimore over the 20-year planning period of the State's DMMP. Raising of the existing dikes at Masonville is necessary to create capacity to ensure safe and efficient passage of shipping vessels calling at the Port of Baltimore.

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 | |

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

EXPLANATION: The dikes are being raised at the Masonville DMCF to increase capacity for the placement of dredged material from the shipping channels for the Port of Baltimore as part of the State's 20-Year Dredged Material Management Plan. Raising the existing dikes is necessary to create capacity to ensure safe and efficient passage of shipping vessels.

STATUS: Masonville construction is resuming after funds had previously been reduced due to funding constraints related to the COVID-19 global pandemic. Base dike widening construction begin during FY22 and will continue throughout FY23.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2025...	...2026...	...2027...	...2028...		
Planning	80	0	0	52	28	0	0	0	0	80	0
Engineering	630	0	0	356	274	0	0	0	0	630	0
Right-of-way	140	0	0	70	70	0	0	0	0	140	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	333,108	245,597	9,544	13,140	23,595	17,300	5,100	15,000	13,376	87,511	0
Total	333,958	245,597	9,544	13,618	23,967	17,300	5,100	15,000	13,376	88,361	0
Federal-Aid	1,528	0	0	817	711	0	0	0	0	1,528	0
Special	332,430	245,597	9,544	12,801	23,256	17,300	5,100	15,000	13,376	86,833	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: Funding of \$13.6 million has been restored to allow for the next phase of expansion.

5232, 5235, 5237, 0222



PROJECT: Paul S. Sarbanes Ecosystem Restoration Project at Poplar Island

DESCRIPTION: The Paul S. Sarbanes Ecosystem Restoration Project at Poplar Island is an international model of the beneficial use of dredged material restoring remote island habitat in the mid-Chesapeake Bay. In 1996, only five acres remained of the 1,140 acres that were documented in 1847. MDOT MPA, working with the U.S. Army Corps of Engineers, began restoring Poplar Island in the 1990s. In 2017, an expansion project began to increase the site's placement capacity and create 1,715 acres of restored habitat consisting of 777 acres of tidal wetlands, 828 acres of upland habitat, open water ponds, and a 110-acre open water embayment. This project is cost-shared with the U.S. Army Corps of Engineers, and the funding shown here is only the state's contribution.

PURPOSE & NEED SUMMARY STATEMENT: Poplar Island receives approximately 2 million cubic yards of dredged material, drawn from the approach channels to the Baltimore Harbor and C&D Canal's southern approach channels. This capacity allows the Port of Baltimore to maintain its channels to their authorized depths and allow safe passage of cargo ships entering and leaving the Port of Baltimore. This project is part of the State's 20-Year Dredged Material Management Plan (DMMP) that identifies either specific sites and projects, or types of sites and projects for future dredged material placement.

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

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

EXPLANATION: The placement of this material at the Paul S. Sarbanes Ecosystem Restoration Project at Poplar Island allows the Port of Baltimore to maintain its channels to their authorized depths and allow safe passage of cargo ships entering and leaving the Port of Baltimore, and restores lost habitat due to sea level rise and erosion.

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

STATUS: The Paul S. Sarbanes Ecosystem Project at Poplar Island continues to accept dredged material placement.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	17,704	14,491	416	712	500	500	501	500	500	3,213	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	212,145	143,332	4,387	12,632	12,081	11,050	11,750	11,800	9,500	68,813	0
Total	229,850	157,823	4,803	13,344	12,581	11,550	12,251	12,300	10,000	72,026	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	229,850	157,823	4,803	13,344	12,581	11,550	12,251	12,300	10,000	72,026	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: \$11.1 million was added to program - mostly to fund construction costs needed in FY28.

5101, 5103, 5105, 5402

**PROJECT:** Mid-Chesapeake Bay Island Ecosystem Restoration Project

DESCRIPTION: The Mid-Chesapeake Bay Island Ecosystem Restoration Project (Mid-Bay Project) will restore two eroding Chesapeake Bay islands, James and Barren, providing long-term capacity for sediment removed from the shipping channels serving the Chesapeake Bay. This project will restore 2,000 acres of important, scarce remote island habitat, both upland and wetlands, and provide shoreline protection from erosion by reducing wave energy. This project is cost-shared with the U.S. Army Corps of Engineers, and the funding shown here is only the state's contribution.

PURPOSE & NEED SUMMARY STATEMENT: The Mid-Bay Project will be used to place dredged material drawn from the approach channels to the Baltimore Harbor and C&D Canal's southern approach channels as Poplar Island reaches its capacity. This new capacity allows the Port of Baltimore to continue to maintain its channels to their authorized depths and allow safe passage of cargo ships entering and leaving the Port of Baltimore. This project is part of the State's 20-Year Dredged Material Management Plan (DMMP) that identifies either specific sites and projects, or types of sites and projects for future dredged material placement.

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

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

- SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law
- | | |
|--|---|
| <input 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 checked="" type="checkbox"/> Exception Granted |

EXPLANATION: The placement of this material at the Mid-Chesapeake Bay Island Ecosystem Restoration Project at James Island and Barren Island will allow the Port of Baltimore to maintain its channels to their authorized depths and allow safe passage of cargo ships entering and leaving the Port of Baltimore, and restores lost habitat due to sea level rise and erosion.

STATUS: This project is currently in the engineering and design phase and is anticipated to begin construction in 2023.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	6,451	4,564	301	941	945	0	0	0	0	1,887	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	241,670	0	0	20,205	41,990	11,200	10,332	20,933	14,440	119,100	122,570
Total	248,120	4,564	301	21,146	42,935	11,200	10,332	20,933	14,440	120,986	122,570
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	248,120	4,564	301	21,146	42,935	11,200	10,332	20,933	14,440	120,986	122,570
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: The project funding allocation has increased by \$172 million due to plans for this project being finalized by the U.S. Army Corps of Engineers.



PROJECT: Innovative Reuse and Beneficial Use of Dredged Material

DESCRIPTION: MPA continues to implement the Innovative Reuse and Beneficial Use Strategy to advance the reuse of dredged material from channels serving the Port of Baltimore.

PURPOSE & NEED SUMMARY STATEMENT: The Dredged Material Management Act of 2001 (DMMA) established the Dredged Material Management Program (DMMP) and the DMMP Executive Committee to ensure that the federal navigational channels in the Chesapeake Bay and Baltimore Harbor remain open for waterborne commerce and to provide oversight and guidance over the Port of Baltimore's dredging needs through a rolling 20-year capacity and placement plan. Further, DMMA prioritizes beneficial use and innovative reuse alternatives over traditional dredged material placement methods. Solutions that can reuse dredged material extend the placement capacity at the Port of Baltimore's dredged material placement sites.

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

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

EXPLANATION: This project provides enhanced dredge placement capacity as well as environmental benefits.

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

STATUS: MDOT MPA continues to explore and test new methods to reuse dredged material from the Port of Baltimore harbor channels.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	6,333	3,324	39	509	500	500	500	500	500	3,009	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	9,153	1,384	636	2,101	2,070	2,021	1,020	537	20	7,769	0
Total	15,486	4,708	675	2,610	2,570	2,521	1,520	1,037	520	10,778	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	15,486	4,708	675	2,610	2,570	2,521	1,520	1,037	520	10,778	0
Other	0	0	0	0	0	0	0	0	0	0	0

5005, 5007, 5241, 000181, 000182, 000311

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: \$1.6 million was added to this program, including \$0.5 million in FY28.



PROJECT: Cox Creek STAR Facility - Remediation

DESCRIPTION: The property is being acquired by MDOT MPA and requires environmental remediation. Under the terms of the agreement, the previous owner is required to pay for 62% for the remediation.

PURPOSE & NEED SUMMARY STATEMENT: The property is adjacent to the Cox Creek DMCF and will be used to support MDOT MPA's Innovative Reuse program. Prior to being able to use the property, environmental remediation needs to happen under a Maryland Department of Environment Administration Consent Order.

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

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

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

EXPLANATION: The project will provide for environmental remediation of the property to support MDOT MPA's Innovative Reuse program that provides enhanced dredge placement capacity.

STATUS: MDOT MPA will acquire the property in FY23.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPENDED									
	COST	THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR				...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	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	75,000	0	0	4,500	2,050	10,330	18,100	18,140	13,500	66,620	8,380
Total	75,000	0	0	4,500	2,050	10,330	18,100	18,140	13,500	66,620	8,380
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	28,500	0	0	2,000	1,500	4,500	8,790	7,086	4,624	28,500	0
Other	46,500	0	0	2,500	550	5,830	9,310	11,054	8,876	38,120	8,380

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: New construction project added to CTP.



PROJECT: Dundalk Marine Terminal Berth 3 Reconstruction

DESCRIPTION: The western bulkhead at Dundalk Marine Terminal was part of the original Harbor Municipal Airport dating back to the 1930s; the marginal wharf was constructed in the early 1960s. This project will (in a phased approach) replace and deepen the berths to meet future cargo and vessel needs; heavy cargo vessels have grounded on the bottom at low tides. The berths will be designed to allow dredging to an eventual depth of 50 feet. The first phase funded reconstruction of Berths 5 and 6. Phase II funded Berth 4 reconstruction; Phase III will fund Berth 3 reconstruction.

PURPOSE & NEED SUMMARY STATEMENT: Berths 1-6 are essential to the Port because they handle a variety of cargoes, e.g., automobiles, forest products, roll-on/roll-off and other break-bulk (van packs). Age and a harsh marine environment require these berths be rehabilitated before they become unstable. The other berths (7-13) at Dundalk Marine Terminal are not viable alternatives because they are too distant from the warehouses and automobile lots.

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: This project will allow vessels with deeper drafts to make calls at the Dundalk Marine Terminal. Future vessels will be larger than current-day ships and carry more cargo. Rehabilitation of these berths will enable the movement of additional cargo across the terminal.

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

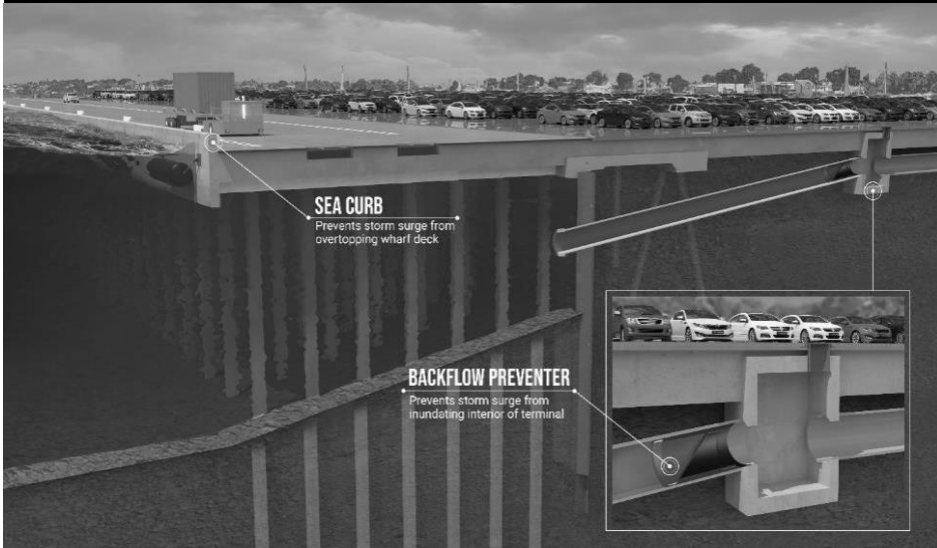
STATUS: Dundalk Marine Terminal Berth 3 construction started in FY21 is currently scheduled to be completed by the end of FY23.

POTENTIAL FUNDING SOURCE:

- ☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	35,181	24,412	16,473	9,500	1,270	0	0	0	0	10,770	0
Total	35,181	24,412	16,473	9,500	1,270	0	0	0	0	10,770	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	35,181	24,412	16,473	9,500	1,270	0	0	0	0	10,770	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: \$1.2 million was added to this project because construction costs were higher than anticipated.



PROJECT: Dundalk Marine Terminal Resiliency and Flood Mitigation

DESCRIPTION: The project will provide critical flood protection improvements at Dundalk Marine Terminal. The project will install tide gates to prevent storm surges from flowing back through the drains onto the terminal; installing a perimeter barrier to prevent storm surges from overtopping the berths; and constructing a new box culvert with lateral drains to deal with extreme rain events.

PURPOSE & NEED SUMMARY STATEMENT: The project is part of a larger, long-term resiliency and flood mitigation program at MPA's terminals and is essential in maintaining the POB's competitiveness in the Automobile and Roll-On/Roll-Off heavy equipment marketplace. By making improvements to Dundalk Marine Terminal, the project will reduce the risk of cargo losses due to storm surge and rainfall flooding at the POB's largest and most versatile general cargo facility.

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

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

EXPLANATION: The project will protect Dundalk Marine Terminal from storm surges that may be associated with sea level rise and flooding from future high intensity-short duration rain events.

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

STATUS: MPA received a FY20 BUILD grant from USDOT for \$10 million to offset some of the costs of this project. Final design has been completed and construction should start in FY23.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	42,200	0	0	14,549	14,738	8,641	4,272	0	0	42,200	0
Total	42,200	0	0	14,549	14,738	8,641	4,272	0	0	42,200	0
Federal-Aid	10,000	0	0	3,939	3,612	1,696	752	0	0	10,000	0
Special	32,200	0	0	10,610	11,125	6,945	3,520	0	0	32,200	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: Added to Construction Program.



PROJECT: Fairfield Masonville Stormwater Management Phase I

DESCRIPTION: This project will capture and convey the surface run-off from Masonville Dredged Material Containment Facility (DMCF) slopes and the land locked Kurt Iron Slip, and prepare the way for the next four stormwater management phases. The proposed system will also relieve the existing Fairfield Marine Terminal storm drain system by re-routing storm drain discharge.

PURPOSE & NEED SUMMARY STATEMENT: To capture and convey surface run-off from the Masonville DMCF, relieve the existing Fairfield Marine Terminal storm drain system, and provide increased conveyance capacity for development of the Kurt Iron Slip and other areas at Fairfield and Masonville terminals.

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

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

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

EXPLANATION: This project is integral to Fairfield Marine Terminal and Masonville DMCF development. Phase 1 allows elevation of the DMCF dike above +30 to the targeted elevation of +42, increasing the capacity for dredged material. Installing stormwater drainage allows for the development of the Kurt Iron Slip for future development at the Port and prepares the way for additional stormwater management improvements throughout the terminal.

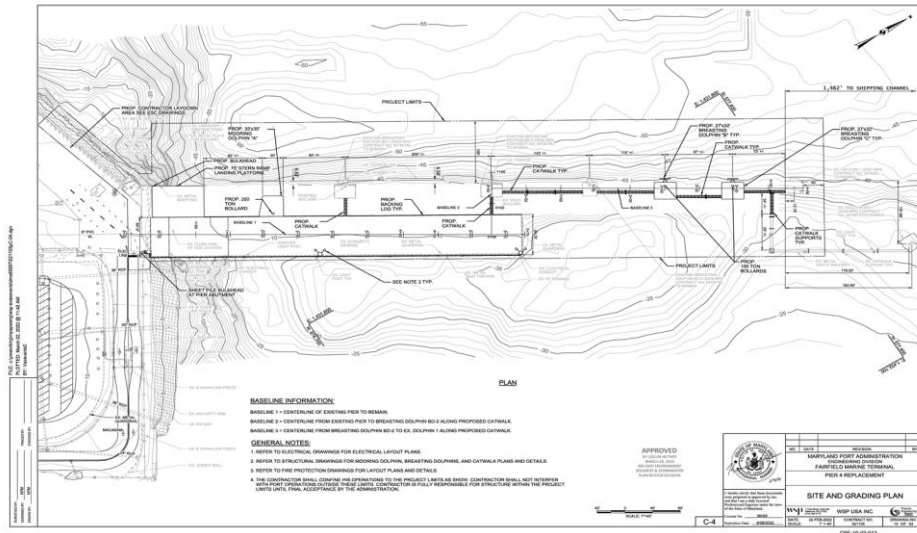
STATUS: Construction should begin in FY23.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPENDED									
	COST	THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR				...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	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	6,400	0	0	2,500	3,900	0	0	0	0	6,400	
Total	6,400	0	0	2,500	3,900	0	0	0	0	6,400	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	
Special	6,400	0	0	2,500	3,900	0	0	0	0	6,400	
Other	0	0	0	0	0	0	0	0	0	0	

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: None.



PROJECT: Fairfield Marine Terminal Pier 4 Reconstruction

DESCRIPTION: The project will reconstruct Pier 4 at Fairfield Marine Terminal which was removed from service in 2020 after outliving its usefulness.

PURPOSE & NEED SUMMARY STATEMENT: The Port of Baltimore is the Nation's leading automobile port. Fairfield Marine Terminal is MDOT MPA's dedicated automobile terminal. Pier 4 was taken out of service in 2020, leaving only one available pier for the Roll-On/Roll-Off (Ro/Ro) carriers to berth. This has the potential to create bottlenecks and increase costs as Ro/Ro vessels have to wait at anchor for the only existing berth to open.

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

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

EXPLANATION: The reconstruction of Pier 4 will allow MDOT MPA to offer two piers for Ro/Ro carriers to berth and eliminate potential delays in loading and unloading cargo.

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

STATUS: Fairfield Pier 4 construction should begin in Spring 2023.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,000	1,311	1,311	344	344	0	0	0	0	689	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	17,000	0	0	5,000	8,000	4,000	0	0	0	17,000	0
Total	19,000	1,311	1,311	5,344	8,344	4,000	0	0	0	17,689	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	19,000	1,311	1,311	5,344	8,344	4,000	0	0	0	17,689	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: New construction project.



PROJECT: Chrome Ore Processing Residue Remediation (COPR)

DESCRIPTION: After years of COPR investigations, and submission of a Corrective Measures Alternative Analysis (CMAA), the Maryland Department of the Environment (MDE) directed MPA and Honeywell to implement enhanced isolation and containment of the COPR at Dundalk Marine Terminal (DMT). This requires relining storm drains in the COPR areas and installing enhanced long-term monitoring and maintenance of the site.

PURPOSE & NEED SUMMARY STATEMENT: Originally, chromium was believed to be good fill material; unfortunately, it is now known that a large portion of the chromium at DMT contains hexavalent chromium which is defined and regulated as a hazardous substance under Federal and State law. The studies and work plans required under the Consent Decree are designed to assess the chromium remediation. The CMAA was approved by the MDE in July 2012.

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

EXPLANATION: Remediation of the affected areas located at the DMT will prevent hazardous substances generated by chrome ore residue from entering Baltimore Harbor. The application of Corrective Measures will enable the reclamation of chrome ore affected areas. The MPA will use these areas to store additional cargo brought to the Port of Baltimore by truck, vessel or rail.

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

STATUS: The Corrective Measures Alternative Analysis was approved by the MDE in July 2012. Corrective actions are underway.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☒ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2025...	...2026...	...2027...	...2028...		
Planning	788	618	19	20	25	25	25	50	25	170	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	79,544	56,182	3,233	4,291	4,300	3,971	3,900	3,300	3,600	23,362	0
Total	80,332	56,800	3,253	4,311	4,325	3,996	3,925	3,350	3,625	23,532	0
Federal-Aid	15	15	0	0	0	0	0	0	0	0	0
Special	74,817	56,785	3,253	3,811	3,325	2,996	2,925	2,350	2,625	18,032	0
Other	5,500	0	0	500	1,000	1,000	1,000	1,000	1,000	5,500	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: \$4.7 million added to this program as cost increases were higher than originally estimated and funding was added in FY28.

1011, 1068, 1084, 1102, 1104, 1106, 1108, 9000



PROJECT: South Locust Point Cruise Terminal

DESCRIPTION: Cruise lines operate international excursions out of MPA facilities. Recent projects included: installing a redundant electrical feeder and new restrooms; upgrading the public address system; enclosing the existing canopy; purchasing new check-in counters, furniture, and carpeting; expanding the Customs and Border Protection inspection area; and erecting a new cruise entrance to improve vehicular circulation.

PURPOSE & NEED SUMMARY STATEMENT: This facility is close to tourist attractions located at the Inner Harbor and has excellent visibility and access to I-95. This facility was converted from a lumber warehouse and can accommodate one cruise embark per day.

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

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

EXPLANATION: The improvements made at the South Locust Point Marine Terminal are for the comfort and convenience of cruise line passengers. These improvements spurred an increase in passenger demand and voyages from MPA facilities in the Port of Baltimore.

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

STATUS: The terminal started operations in FY 2006, and facility improvements are needed to keep the terminal in a state of good repair.

POTENTIAL FUNDING SOURCE:

- ☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,500	0	0	500	2,000	0	0	0	0	2,500	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	7,987	7,987	0	0	0	0	0	0	0	0	0
Total	10,487	7,987	0	500	2,000	0	0	0	0	2,500	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	10,487	7,987	0	500	2,000	0	0	0	0	2,500	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: None.

1615, 1616, 1635, 1638, 1640, 1641, 1644, 1645, 1655, 0239



PROJECT: Seagirt Marine Terminal Modernization - Terminal Improvements

DESCRIPTION: Phase One of the Seagirt Marine Terminal Modernization includes deepening the existing berths to 50 feet so that the terminal can handle the Ultra Large Container Vessels. In addition, there are improvements to the terminal that include densification and electrification of the container yards along with developing an empty container depot and grain export facility.

PURPOSE & NEED SUMMARY STATEMENT: This project is necessary to remain competitive with other East Coast ports by increasing the number of deep berths capable of handling the Ultra Large Container Vessels at Seagirt Marine Terminal. In addition, the project densifies and electrifies the container yards to increase capacity and reduce emissions. This project leverages third party funds.

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

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

EXPLANATION: Having a second deep water berth at Seagirt will allow more frequent calls from large container ships. It is estimated that the impact of the increased terminal capacity could contribute to approximately 1,950 direct/induced/indirect jobs, resulting in an increase of \$195 million in total economic activity.

STATUS: MDOT MPA is partnering with Ports America Chesapeake in a Public Private Partnership that has received a \$6.6 million BUILD grant through USDOT - MARAD. Project construction started in FY21 and deepening of Berth 3 to 50 feet has been completed; modernization/improvements to the Berth itself are underway.

POTENTIAL FUNDING SOURCE:											
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	120,012	33,312	8,495	128	0	52,240	34,332	0	0	86,700	0
Total	120,012	33,312	8,495	128	0	52,240	34,332	0	0	86,700	0
Federal-Aid	43,262	4,053	3,262	2,502	0	22,150	14,557	0	0	39,209	0
Special	15,976	8,476	108	0	0	6,750	750	0	0	7,500	0
Other	60,775	20,783	5,125	(2,374)	0	23,341	19,025	0	0	39,991	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: \$86.6 million was added because MDOT MPA may resubmit an application for a federal grant to deepen a third berth at Seagirt Marine Terminal, densify and electrify parts of the container yard, develop an empty container depot, and create an export grant facility.

5251; 0283; Ports America Chesapeake has only committed \$18.4 million towards the BUILD grant.



PROJECT: Port of Baltimore Rail Capacity Modernization Project

DESCRIPTION: The Intermodal Container Transfer Facility (ICTF) sits adjacent to Seagirt Marine Terminal. The project will remove some existing track and install two crane beam rails to support an electric rail mounted gantry crane and install four new working tracks. The project is being supported by a Consolidated Rail Infrastructure and Safety Improvement (CRISI) grant from the Federal Railroad Administration along with private funding from Ports America Chesapeake.

PURPOSE & NEED SUMMARY STATEMENT: The project is needed to modernize the ICTF's rail yard infrastructure to support increased demand for double stacked trains of containerized cargo once the Howard Street Tunnel Project is complete.

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

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

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

EXPLANATION: The project will support increased cargo demand at the terminal, upgrade the rail container terminal's aging infrastructure to achieve a higher level of safety, promote energy efficiency with electric rather than diesel equipment, reduce emissions and improve air quality by reducing the number of trucks on the road, and invest in vital rail infrastructure that will help alleviate the increasing pressure on the supply chain.

STATUS: The CRISI grant was announced in June 2022 and the project is currently in the engineering and environmental approval phase.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	22,400	0	0	0	16,930	5,470	0	0	0	22,400	0
Total	22,400	0	0	0	16,930	5,470	0	0	0	22,400	0
Federal-Aid	15,680	0	0	0	11,850	3,830	0	0	0	15,680	0
Special	0	0	0	0	0	0	0	0	0	0	0
Other	6,720	0	0	0	5,080	1,640	0	0	0	6,720	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: Added to Construction Program.



PROJECT: Dredged Material Placement and Monitoring

DESCRIPTION: This program supports the placement, monitoring and management of material dredged from the shipping channels for the Port of Baltimore. Costs associated with this program enable design and construction of containment sites and monitoring during and after placement.

PURPOSE & NEED SUMMARY STATEMENT: The State's 20-Year Dredged Material Management Plan (DMMP) identifies either specific sites and projects, or types of sites and projects for future dredged material placement. This program funds the development, construction and monitoring of selected dredged material management sites and projects to maintain the navigation channels that help the Port remain competitive and increase economic development.

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

STATUS: MDOT MPA continues to evaluate alternative dredged material placement sites and options. The Masonville and Cox Creek Dredged Material Containment Facilities and the Poplar Island Ecosystem Restoration project are accepting dredged material.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2025...	...2026...	...2027...	...2028...		
Planning	63,803	42,588	667	1,705	3,780	3,069	2,700	4,960	5,000	21,215	0
Engineering	32,731	15,144	3,973	6,812	4,025	2,200	2,100	2,200	250	17,587	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	47,293	31,659	3,435	800	8,200	6,634	0	0	0	15,634	0
Total	143,827	89,391	8,075	9,317	16,005	11,903	4,800	7,160	5,250	54,436	0
Federal-Aid	24,708	12,324	3,401	800	8,200	3,384	0	0	0	12,384	0
Special	119,119	77,067	4,674	8,517	7,805	8,519	4,800	7,160	5,250	42,052	0
Other	0	0	0	0	0	0	0	0	0	0	0

5206,5245-46,5260,5401,5418-20,5425-27, 0226, 0236

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: A total of \$19.5 million was added to this program. Funding increased because MDOT MPA received \$2.2 million for dredging projects in FY23 under the Water Resources and Development Act. In addition, \$17.3 funding was added to technical services and engineering contracts that support MDOT MPA's dredging program.



PROJECT: Seagirt Marine Terminal Modernization - Loop Channel Improvements

DESCRIPTION: This is phase two of the Seagirt Modernization project, which will widen and deepen the loop channel to facilitate improved access at Seagirt Marine Terminal for the larger container ships that are now calling on East Coast ports. Phase one consists of deepening a second berth and landside improvements at Seagirt Marine Terminal Berth 3.

PURPOSE & NEED SUMMARY STATEMENT: This project is necessary to remain competitive with other East Coast ports by improving access to Seagirt Marine Terminal. This project will also improve safety for ships entering and exiting the Seagirt Marine Terminal

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

STATUS: Studies are underway to assess widening and deepening the rest of the loop channel to Seagirt Marine Terminal. The recommendation plan for this study is to deepen the remainder of the loop channel to fifty feet.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,300	559	534	741	0	0	0	0	0	741	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	1,300	559	534	741	0	0	0	0	0	741	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	1,300	559	534	741	0	0	0	0	0	741	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: None.

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND PORT ADMINISTRATION - LINE 19

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Agency Wide Building Repairs</u>			
MPA1854	Agency Wide Facility Improvements	\$ 24,375	Ongoing
MPAPRJ000305	Fire Protection Systems Replacement	\$ 3,000	FY 2025
<u>Agency Wide Utility Upgrades Program</u>			
MPA1837	Agency Wide Utility Upgrades	\$ 23,139	Ongoing
<u>Comprehensive Paving Program</u>			
MPA1706	Agency Wide Comprehensive Paving XI	\$ 12,576	FY 2024
MPA1842	Agency Wide Paving Repairs	\$ 14,809	Ongoing
<u>Environment</u>			
MPA1400	Environmental Remediation	\$ 1,598	Ongoing
MPA1707	Hawkins Point O&M	\$ 16,285	Ongoing
MPA1951	Mercedes Pond Rehabilitation -TMDL	\$ 912	Ongoing
MPA1961	Low Emission Vehicles Upgrade (VW Settlement)	\$ 3,420	Ongoing
MPAPRJ000180	Hawkins Point Algal Flow Way TMDL	\$ 4,000	Study Underway
MPAPRJ000315	COASTAL RESILIENCY & ADAPTATION PLAN (BRIC Grant)	\$ 200	FY 2024
<u>Harbor Development - General</u>			
MPA5217	Environmental Studies - MERC	\$ 10,221	Ongoing
MPA5220	Environmental Initiatives Program	\$ 4,595	Ongoing
MPA5221	Chesapeake Bay PORTS System	\$ 8,658	Ongoing
MPA5224	Economic Studies - UMCES	\$ 3,932	Ongoing
<u>Information Systems Division</u>			
MPA3124	CTIPP Equipment	\$ 6,306	Ongoing
MPA3211	Telecommunications Network & Voicemail System Upgrade	\$ 364	Completed
MPA3215	IT Database Infrastructure Implementation Support	\$ 1,980	Ongoing
MPA3216	Dundalk Fiber Upgrade and Expansion	\$ 150	FY 2023

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND PORT ADMINISTRATION - LINE 19

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Information Systems Division			
MPA3217	World Trade Center Fiber Upgrade and Expansion	\$ 400	FY 2023
MPAPRJ000185	Enhance Cybersecurity-Core Network Backbone -Repl. End of Life Network Switches	\$ 480	Underway
MPAPRJ000186	Enhance Cybersecurity-Portwide Wireless Links - Replace Legacy Wireless Links	\$ 633	Underway
MPAPRJ000187	Procedures Requiring System & Network Changes	\$ 605	Ongoing
MPAPRJ000208	Deployment of CCTV Field Distribution Box (FDB) Protection Mechanisms: Phase 1	\$ 50	FY 2023
MPAPRJ000209	WTC ACS- Replacement - Genetec	\$ 175	FY 2023
MPAPRJ000213	Improve MDOT MPA Access Security Control System Phase 2	\$ 498	FY 2023
MPAPRJ000217	2021 PSGP Submission: Cyber Auto Rem Phase II	\$ 509	Ongoing
MPAPRJ000219	2021 PSGP Submission: Cybersecurity Enhancement of Unified Security Platform	\$ 550	FY 2023
MPAPRJ000220	2021 PSGP Submission:Enhancing Perimeter Security with On-Target Detection Technology	\$ 650	FY 2023
MPAPRJ000227	New ACC Fiber Project	\$ 45	Under Construction
MPAPRJ000228	Improvement of Cybersecurity of Data Storage Infrastructure	\$ 750	FY 2023
MPAPRJ000242	CCTV maintenance	\$ 650	FY 2024
Landside - Security Enhancements			
MPA1779	CCTV Camera EOL Replacement	\$ 589	Ongoing
MPA1791	Port Security Grant Program 2019	\$ 943	Ongoing
MPA1912	DMT POV Gate Upgrade	\$ 480	Completed
MPA1941	Wave Camera System Replacement	\$ 317	Ongoing
MPA1942	Port Security Grant Project 2018	\$ 302	Completed
MPAPRJ000281	One Stop Security Processing at DMT Truck Plaza	\$ 2,600	Design Underway
Landside - WTC Preservation			
MPA3107	WTC Property Management	\$ 25,100	Ongoing
MPAPRJ000178	WTC Air Handlers & Air Distribution Repairs	\$ 2,000	Ongoing
MPAPRJ000288	WTC Elevator Modernization	\$ 6,300	Design Underway

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

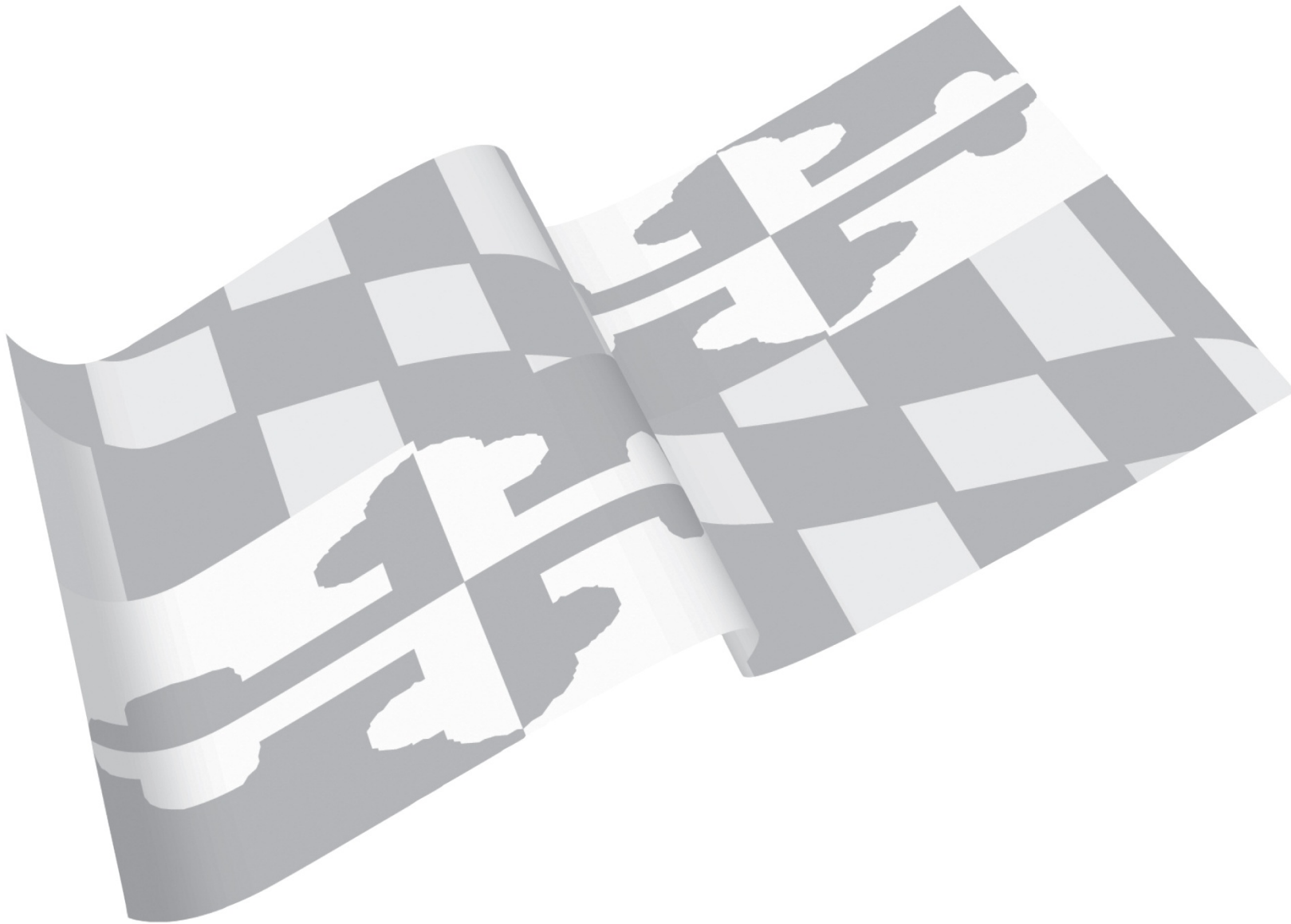
MARYLAND PORT ADMINISTRATION - LINE 19

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Landside Facility and Capital Equipment</u>				
MPA3038	Sprinkler Repairs	\$	1,759	Ongoing
MPA3106	Railroad Inspection and Construction	\$	9,088	Ongoing
MPA3233	Vehicles and Light Trucks (DA-8 eligible)	\$	4,533	Ongoing
MPAPRJ000280	Telehandler Units	\$	684	FY 2024
MPAPRJ000289	Dundalk Rail Track Rehab	\$	443	FY 2023
MPAPRJ000310	Heavy Duty Trucks and Equipment	\$	510	FY 2024
MPAPRJ000312	High Mast Lighting LED Retrofit	\$	2,000	FY 2024
<u>Landside Major Projects</u>				
MPAPRJ000299	High Mast Lighting Upgrades	\$	1,000	FY 2024
MPAPRJ000313	RUBB Building at DMT Lot 500	\$	5,000	FY 2024
<u>Landside Studies and Open Ended Contracts</u>				
MPA1275	Portwide Engineering and Design M&N	\$	5,583	Completed
MPA1276	Portwide Engineering and Design JMT	\$	5,725	Completed
MPA1277	Portwide engineering and Design FY 16 WBCM	\$	5,845	Completed
MPA1278	Portwide Engineering & Design FY 16 STV	\$	2,476	Completed
MPA1279	Portwide Engineering and Design FY 16 WRA	\$	2,924	Completed
MPA1281	CMI FY 18 - FY 23	\$	9,748	Ongoing
MPA1286	Portwide Engineering and Design Contracts	\$	32,980	Ongoing
MPAPRJ000223	Waterfront Structure Inspections	\$	9,200	Ongoing
MPAPRJ000238	Agency Wide Structures Contract	\$	8,922	FY 2024
<u>Landside System Preservation</u>				
MPA1659	NLP Pier 10 Stabilization	\$	2,346	Completed
MPA3212	Broening Highway Project Support	\$	2,000	Ongoing
MPAPRJ000290	NLP Waterline Replacement	\$	3,000	FY 2023
MPAPRJ000291	DMT Shed 201B Roof Replacement	\$	2,500	FY 2023
MPAPRJ000292	DMT Electrical Left Feeder Replacement	\$	500	Design Underway
MPAPRJ000294	Dundalk Property Acquisition	\$	5,025	Study Underway

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND PORT ADMINISTRATION - LINE 19

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Waterfront Structures Program</u>				
MPA1730	Agency Wide Waterfront Structure Repair	\$	22,035	FY 2023
MPA1865	Agency Wide Substructure Repair	\$	11,482	Ongoing



MDOT MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION

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

	<u>Current</u>	<u>FY</u>	<u>Budget</u>	<u>FY</u>	<u>FY 2025</u>	<u>FY 2026</u>	<u>FY 2027</u>	<u>FY 2028</u>	<u>SIX - YEAR</u>
	<u>2023</u>		<u>2024</u>						<u>TOTAL</u>
<u>Major Construction Program</u>	672.4		548.2		617.1	536.3	556.4	423.6	3,354.1
System Preservation	325.9		348.9		415.6	334.2	248.6	162.2	1,835.4
Expansion/Efficiency	227.3		116.3		99.4	76.8	229.4	190.5	939.6
Safety & Security	6.7		1.5		9.9	-	-	-	18.1
Local Funding	65.2		27.1		25.0	30.4	31.0	31.7	210.5
Environment	16.0		23.1		29.8	59.4	9.0	-	137.3
Administration	31.5		31.2		37.4	35.5	38.3	39.3	213.2
<u>Major Development & Evaluation Program</u>	18.1		39.2		36.4	134.1	47.7	71.5	347.0
System Preservation	0.2		0.2		-	-	-	-	0.4
Expansion/Efficiency	14.2		37.1		36.2	133.9	47.4	71.2	340.2
Safety & Security	1.6		0.0		-	-	-	-	1.6
Local Funding	1.4		0.2		0.2	0.2	0.2	0.2	2.6
Environment	0.1		-		-	-	-	-	0.1
Administration	0.5		1.7		-	-	-	-	2.1
<u>Minor Program</u>	123.8		134.1		93.5	92.2	95.2	87.7	626.5
System Preservation	71.0		87.6		68.3	70.2	72.8	70.4	440.3
Expansion/Efficiency	12.9		13.7		2.7	6.2	4.9	1.6	42.1
Safety & Security	11.4		14.1		6.9	3.9	4.8	4.0	45.1
Local Funding	0.8		-		-	-	-	-	0.8
Environment	7.5		12.8		11.5	7.5	8.2	7.3	54.8
Administration	20.2		5.8		4.1	4.4	4.5	4.5	43.4
<u>Capital Salaries, Wages & Other Costs</u>	15.9		14.0		14.0	15.0	15.5	16.0	90.4
TOTAL	830.2		735.5		761.0	777.7	714.8	598.8	4,418.0
Special Funds	239.3		434.9		424.3	388.2	418.1	350.3	2,255.1
Federal Funds	504.3		283.0		297.8	374.7	293.5	247.4	2,000.7
Other Funds	86.5		17.6		38.9	14.7	3.1	1.1	162.0



MARC

Freight

Light Rail

Baltimore Metro

Bus

Multi-Modal

Locally Operated Transit Systems



**MARYLAND TRANSIT
ADMINISTRATION**

MDOT MTA CONSTRUCTION PROGRAM

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

DESCRIPTION: Planning, environmental documentation, design, and construction of maintenance, layover, and storage facilities. Includes design and construction of storage tracks and replacement of track switches at MARC Martin State Airport facility and the construction of a heavy maintenance building at the MARC Riverside facility, including two new natural gas and diesel burners. Each of these facilities support equipment that is used across all MARC lines.

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

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

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

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

EXPLANATION: Additional storage capacity enables MARC trains to be stored away from passenger platforms, minimizing disruptions and delays caused by congestion around the platforms and will help with maintenance inspections. The new maintenance facility will house specialized equipment to support maintenance of MARC's diesel locomotives.

STATUS: Construction ongoing for the heavy maintenance building at the Riverside location. The ribbon cutting was held in December 2022 and the contractor is completing final construction activities and punch list items, with an anticipated substantial completion and occupancy of the building in February or March 2023.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2025...	...2026...	...2027...	...2028...		
Planning	147	76	0	71	0	0	0	0	0	71	0
Engineering	7,939	6,222	262	1,717	0	0	0	0	0	1,717	0
Right-of-way	2,033	2,031	0	2	0	0	0	0	0	2	0
Utility	692	0	0	692	0	0	0	0	0	692	0
Construction	83,879	37,800	27,524	26,086	9,843	10,150	0	0	0	46,079	0
Total	94,691	46,129	27,787	28,569	9,843	10,150	0	0	0	48,562	0
Federal-Aid	70,210	35,752	22,425	21,383	7,134	5,940	0	0	0	34,457	0
Special	22,981	10,377	5,361	6,813	1,582	4,210	0	0	0	12,605	0
Other	1,500	0	0	373	1,127	0	0	0	0	1,500	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:

Project cost increased by \$6.5M due to inspection pit additions to the MARC Martin State Airport Improvement project as well as the addition of the MARC Riverside boiler to burner conversion project. Additional project funding enabled by IIJA increases.

USAGE:

MARC annual ridership in FY 22 exceeded 2.2 million.



PROJECT: MARC Improvements on Penn Line

DESCRIPTION: Ongoing improvement program to ensure safety and quality of service along the MARC Penn Line. Program is implemented through Amtrak construction agreements. Amtrak efforts include projects such as passenger upgrades at Baltimore Penn Station and Washington Union Station, interlocking work, and other track improvements along the Northeast Corridor.

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

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

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

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

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

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

POTENTIAL FUNDING SOURCE:

- ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,572	3,572	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	380,488	184,030	8,119	23,933	28,746	31,592	34,721	38,161	39,306	196,458	0
Total	384,060	187,602	8,119	23,933	28,746	31,592	34,721	38,161	39,306	196,458	0
Federal-Aid	299,522	142,022	6,492	19,488	22,997	25,274	27,769	30,529	31,444	157,500	0
Special	84,538	45,580	1,628	4,445	5,749	6,318	6,952	7,632	7,861	38,958	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:

Improvement projects to the Camden and Brunswick lines have been removed from the original PIF (MARC Improvements on Camden, Brunswick, and Penn Lines) and included in a new separate PIF (see Line 3). This PIF now captures projects along the Penn Line, only. Additional project funding enabled by IIJA increases.

USAGE:

MARC annual ridership in FY 22 exceeded 2.2 million.



PROJECT: MARC Improvements on Camden and Brunswick Lines

DESCRIPTION: Ongoing improvement program to ensure safety and quality of service along the MARC Camden and Brunswick lines. Program is implemented through CSX construction agreements. CSX efforts include projects such as interlocking replacements and other track improvements.

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

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

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

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

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

STATUS: Improvements to the Jessup yard were completed in FY 22. In the process of procuring the materials needed to replace 4 switches at the Greenbelt interlocking.

POTENTIAL FUNDING SOURCE:											
	<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER				
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,211	2,211	0	0	0	0	0	0	0	0	0
Right-of-way	19	19	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	162,972	121,747	8,326	11,224	6,000	6,000	6,000	6,000	6,000	41,224	0
Total	165,201	123,977	8,326	11,224	6,000	6,000	6,000	6,000	6,000	41,224	0
Federal-Aid	128,580	92,958	2,971	11,622	4,800	4,800	4,800	4,800	4,800	35,622	0
Special	36,621	31,019	5,355	(398)	1,200	1,200	1,200	1,200	1,200	5,602	0
Other	0	0	0	0	0	0	0	0	0	0	0

0687, 1937, 2055

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:

Improvement projects to the Penn line have been removed from the original PIF (MARC Improvements on Camden, Brunswick, and Penn Lines) and included in a new separate PIF (see Line 2). This PIF now captures projects along the Camden and Brunswick lines, only. Additional project funding enabled by IIJA increases.

USAGE:

MARC annual ridership in FY 22 exceeded 2.2 million.



PROJECT: MARC Coaches - Overhauls and Replacement

DESCRIPTION: Minor overhaul of 63 MARC III coaches, the overhaul of MARC IV railcars and truck components, and the overhaul or replacement of 60 MARC multi-level railcars. MARC coaches are used interchangeably across all MARC lines.

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

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

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

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

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

STATUS: Overhaul of 63 MARC III railcars is underway. 28 overhauled railcars are operating in revenue service with all railcars anticipated to be overhauled by December 31, 2024. Specification development for overhaul of 54 MARC IV railcars to begin in FY25.

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL					PLANNING				SIX	BALANCE
	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET						
	COST	THRU	YEAR	YEAR	YEAR	FOR PLANNING PURPOSES ONLY				YEAR	TO
	(\$000)	CLOSE YEAR	2022	2023	2024	...2025...	...2026...	...2027...	...2028...	TOTAL	COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,104	604	0	0	0	250	1,250	0	0	1,500	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	132,104	35,462	7,505	14,308	11,140	5,797	5,797	22,600	37,000	96,642	0
Total	134,208	36,066	7,505	14,308	11,140	6,047	7,047	22,600	37,000	98,142	0
Federal-Aid	106,614	28,303	5,939	11,447	8,710	4,837	5,637	18,080	29,600	78,311	0
Special	27,594	7,763	1,566	2,862	2,431	1,209	1,409	4,520	7,400	19,831	0
Other	0	0	0	0	0	0	0	0	0	0	0

1304, 1502, 1567, 1569

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:
Project funding allocation increased by \$39.1M due to the addition of FY 28 and miscellaneous preservation program adjustments. Additional project funding enabled by IJA increases.

USAGE:
MARC annual ridership in FY 22 exceeded 2.2 million.

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

DESCRIPTION: Overhaul eight diesel SC-44 locomotives, overhaul six GP39H-2 diesel locomotives, complete mid-life overhaul for 26 MP36PH-3C diesel locomotives, develop specifications for new locomotive procurements, and replace six electric locomotives. Diesel locomotives are used interchangeably across all MARC lines, while electric locomotives are used only on the Penn line.

PURPOSE & NEED SUMMARY STATEMENT: Overhaul of locomotives in accordance with the manufacturer's schedule is needed to maintain safe and reliable operation and to comply with federally-mandated maintenance regulations. Replacement diesel locomotives have higher horsepower and meet EPA air quality emissions standards.

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

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

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

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

STATUS: Conditional acceptance of six overhauled GP-39 locomotives ongoing. MP36PH-3C specification development to begin in FY 23.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	10,669	1,295	0	450	0	0	500	500	7,923	9,373	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	87,481	6,615	4,020	7,585	10,879	26,495	35,908	0	0	80,866	0
Total	98,150	7,911	4,020	8,035	10,879	26,495	36,408	500	7,923	90,239	0
Federal-Aid	77,454	5,156	3,215	6,446	8,703	21,284	29,126	400	6,339	72,298	0
Special	20,696	2,755	804	1,589	2,176	5,211	7,282	100	1,585	17,941	0
Other	0	0	0	0	0	0	0	0	0	0	0

1444, 1500, 1501, 1568

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:

Project funding allocation increased by \$10.9M to support locomotive overhaul activities. Additional project funding enabled by IIJA increases.

USAGE:

MARC annual ridership in FY 22 exceeded 2.2 million.

**PROJECT:** MARC Positive Train Control

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

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

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

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

EXPLANATION: Ensure the safe operation of MARC service.

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

STATUS: All MARC diesel locomotives and cab cars available for service are equipped with the Interoperable Electronic Train Management System and are operating PTC on all three MARC service lines (Penn/Camden/Brunswick). Wi-Fi has been installed at all MARC Maintenance and Layover facilities. Closeout activities including additional training and installing final hardware upgrades will be completed in FY 23.

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: None.

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	742	348	207	394	0	0	0	0	0	394	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	36,032	32,785	(106)	3,247	0	0	0	0	0	3,247	0
Total	36,774	33,133	100	3,641	0	0	0	0	0	3,641	0
Federal-Aid	29,453	26,138	62	3,315	0	0	0	0	0	3,315	0
Special	7,321	6,995	39	326	0	0	0	0	0	326	0
Other	0	0	0	0	0	0	0	0	0	0	0

USAGE:
MARC annual ridership in FY 22 exceeded 2.2 million.



PROJECT: MARC BWI Rail Station Upgrades and Repairs

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

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

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

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

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

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

STATUS: Construction of MARC BWI Station was substantially completed in FY 20, and the station is open for use. Punch list items were completed in FY 21. Funding allocated to reconstruct and repair concrete and asphalt bus loop pavement and associated storm water facilities at MARC BWI Station.

POTENTIAL FUNDING SOURCE:											
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	405	405	0	0	0	0	0	0	0	0	0
Engineering	1,819	1,819	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	7,884	6,828	40	1,057	0	0	0	0	0	1,057	0
Total	10,108	9,051	40	1,057	0	0	0	0	0	1,057	0
Federal-Aid	6,058	5,715	16	343	0	0	0	0	0	343	0
Special	4,050	3,336	24	714	0	0	0	0	0	714	0
Other	0	0	0	0	0	0	0	0	0	0	0

1209, 2059

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:
Additional project funding enabled by IIJA increases.

USAGE:
MARC annual ridership in FY 22 exceeded 2.2 million.



PROJECT: MARC Odenton Station Renovation

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

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

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

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

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

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

STATUS: Design efforts ongoing.

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	COST	THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR				...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	313	113	113	200	0	0	0	0	0	200	
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	2,308	0	0	100	2,208	0	0	0	0	2,308	
Total	2,621	113	113	300	2,208	0	0	0	0	2,508	
Federal-Aid	1,773	60	60	248	1,465	0	0	0	0	1,713	
Special	848	53	53	52	743	0	0	0	0	795	
Other	0	0	0	0	0	0	0	0	0	0	

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:
Additional project funding enabled by IIJA increases.

USAGE:
MARC annual ridership in FY 22 exceeded 2.2 million.



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

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

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

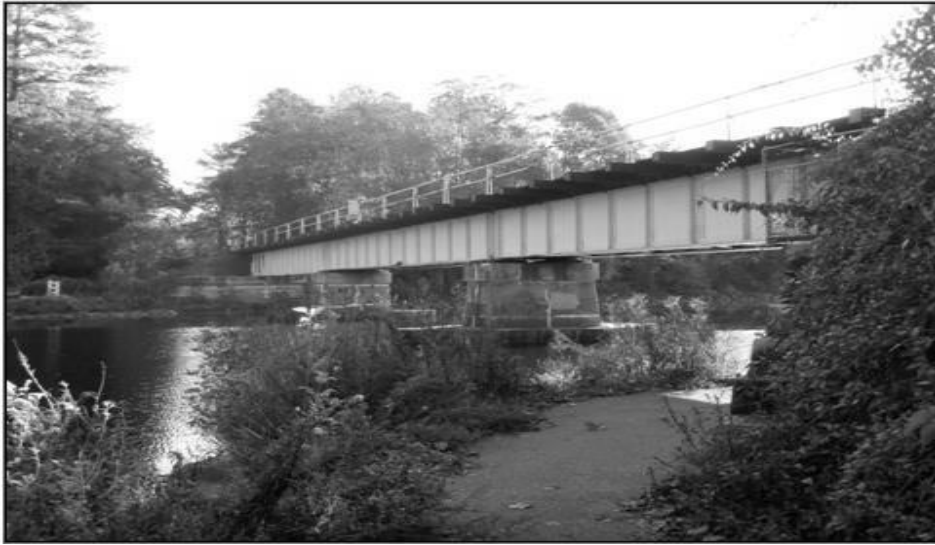
SMART GROWTH STATUS:		<input type="checkbox"/> Project Not Location Specific	<input type="checkbox"/> Not Subject to PFA Law
<input checked="" type="checkbox"/>	Project Inside PFA	<input type="checkbox"/>	Grandfathered
<input type="checkbox"/>	Project Outside PFA	<input type="checkbox"/>	Exception Will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

STATUS: Design completed and advertised for construction in FY 23.

[illegible]

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:
Additional project funding enabled by IIJA increases.

USAGE:
MARC annual ridership in FY 22 exceeded 2.2 million.



PROJECT: Freight Rail Program

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

PURPOSE & NEED SUMMARY STATEMENT: Projects are identified and funded to meet Federal Railroad Administration (FRA) requirements, and support continued safe and efficient freight rail operations that are essential to the economic viability of the areas they serve. Inactive lines may also require maintenance to ensure preservation of rights of way and address safety concerns that may arise.

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

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

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:
 Project funding allocation increased by \$3.2M due to the addition of multiple projects including surveys, inspections of freight infrastructure and associated design.

USAGE:

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2025...	...2026...	...2027...	...2028...		
Planning	21	21	0	0	0	0	0	0	0	0	0
Engineering	20,675	16,361	979	2,459	1,855	0	0	0	0	4,314	0
Right-of-way	321	285	12	37	0	0	0	0	0	37	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	47,311	37,463	191	5,501	4,347	0	0	0	0	9,848	0
Total	68,329	54,130	1,182	7,996	6,202	0	0	0	0	14,198	0
Federal-Aid	2,500	0	0	687	1,814	0	0	0	0	2,500	0
Special	65,514	54,130	1,182	7,223	4,160	0	0	0	0	11,383	0
Other	315	0	0	86	229	0	0	0	0	315	0

0212, 0213, 0590, 1625, 1661, 1662, 1663, 1737, 1744, 1787, 1788, 1789, 1790, 1791, 1792, 1793, 1875, 1926, 1929, 1930, 2043, 2044, 2045, 2147, 2148, 2149, 2150, 2151, 2152

**PROJECT:** Homeland Security**DESCRIPTION:** Enhancements to the anti-terrorism and emergency preparedness processes, systems, law enforcement resources, and physical infrastructure. To reduce the risk and consequences of terrorism to MDOT MTA's customers, infrastructure and communities.**PURPOSE & NEED SUMMARY STATEMENT:** This project enhances MDOT MTA's capabilities to protect critical infrastructure, provide law enforcement with resources to increase their physical presence, train employees and transit riders to be aware of security related issues, and develop and enhance processes, standards, voice and video communication systems and cooperative agreements with local partners.**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

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

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

EXPLANATION: This project enhances MDOT MTA's systems, law enforcement resources, and physical infrastructure.**STATUS:** Construction for FY 19 and FY 21 Homeland Security grants are underway. The FY 17 and FY18 grants substantially completed in FY 21 with remaining punch list items to be completed in FY 23.

POTENTIAL FUNDING SOURCE:											
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,200	0	0	200	1,000	0	0	0	0	1,200	0
Engineering	1,295	541	0	50	300	404	0	0	0	754	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	14,112	6,934	707	793	160	6,226	0	0	0	7,179	0
Total	16,607	7,474	707	1,043	1,460	6,630	0	0	0	9,133	0
Federal-Aid	16,186	7,221	707	875	1,460	6,630	0	0	0	8,965	0
Special	421	253	(1)	168	0	0	0	0	0	168	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:
Project funding allocation increased by \$9.2M due to awarding FY 21 and FY 22 AGY Homeland Security Grants.**USAGE:**



PROJECT: Metro and Light Rail Maintenance of Way

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

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

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

- | | |
|--|--|
| <input checked="" type="checkbox"/> 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: Continued maintenance of crucial railway elements is essential to reduce system failures and to improve safety and reliability.

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

STATUS: Various ongoing design and construction efforts as MDOT MTA continues to ensure railway elements are kept in a state of good repair.

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	16,924	12,020	475	676	8	900	1,500	1,820	0	4,904	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	165,374	85,834	17,436	16,398	13,923	10,882	11,484	6,054	20,798	79,540	0
Total	182,298	97,855	17,911	17,075	13,930	11,782	12,984	7,874	20,798	84,444	0
Federal-Aid	16,285	12,671	4,804	1,358	0	0	800	1,456	0	3,614	0
Special	166,013	85,184	13,107	15,716	13,930	11,782	12,184	6,418	20,798	80,829	0
Other	0	0	0	0	0	0	0	0	0	0	0

0239, 1464, 1465, 1599, 1748, 1770, 1804, 1829, 1890

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:
Added to primary construction program. Additional project funding enabled by IIJA increases.

USAGE:



PROJECT: Light Rail Vehicle Overhaul

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

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

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

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

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

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

STATUS: MDOT MTA continues to receive overhauled vehicles for use in revenue service. The final overhauled railcar is expected to be in service in FY 24. Ongoing minor overhauls are underway.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,974	3,154	0	271	250	200	100	0	0	821	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	218,007	163,340	11,058	17,427	23,241	12,600	400	500	500	54,668	0
Total	221,982	166,493	11,058	17,697	23,491	12,800	500	500	500	55,489	0
Federal-Aid	139,400	109,674	8,061	6,957	17,376	5,393	0	0	0	29,726	0
Special	82,582	56,819	2,998	10,740	6,115	7,407	500	500	500	25,763	0
Other	0	0	0	0	0	0	0	0	0	0	0

1153, 90500, 2099

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:

Funding allocation increased by \$7.3M due to increased project costs associated with the Mid-Life Overhaul project, miscellaneous preservation program adjustments, and the addition of light rail axle procurement. Additional project funding enabled by IIJA increases.

USAGE:

Light Rail annual ridership in FY 22 exceeded 2.9 million.



PROJECT: Light Rail Systems Overhauls and Replacements

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

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

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

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

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

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

STATUS: Fiber optic cable has been installed. Wide Area Network specifications completed in FY 22. Design for Catenary Surge Protection, Load Break Disconnect Feeder, Traction Power Substation Rehabilitation, and Switch Heater replacement to be completed in FY 23. Train Control Signals UPS upgrade construction to begin in FY 23.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	9,101	3,058	1,062	4,043	0	2,000	0	0	0	6,043	0
Right-of-way	82	5	0	77	0	0	0	0	0	77	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	138,617	1,200	190	3,985	30,748	19,435	15,500	13,250	9,500	92,418	45,000
Total	147,800	4,263	1,252	8,104	30,748	21,435	15,500	13,250	9,500	98,537	45,000
Federal-Aid	23,562	814	181	1,907	2,741	25	8,000	2,074	8,000	22,747	0
Special	124,239	3,449	1,072	6,197	28,006	21,410	7,500	11,176	1,500	75,790	45,000
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:

In addition to miscellaneous preservation program adjustments, the total project cost increased by \$7.7M to support the Catenary System Rehabilitation project. Additional project funding enabled by IIJA increases.

USAGE:

Light Rail annual ridership in FY 22 exceeded 2.9 million.

1466, 1521, 1522, 1531, 1553, 1554, 1555, 1618, 1749



PROJECT: Light Rail Trackwork Overhauls and Replacement

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

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

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

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

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

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

STATUS: Design of interlocking, grade crossing, and restraining rail curve replacements at various locations are ongoing.

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
							
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	19,676	638	638	11,453	3,883	800	1,645	1,258	0	19,039	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	44,963	0	0	1,396	0	10,000	22,602	10,965	0	44,963	0
Total	64,639	638	638	12,849	3,883	10,800	24,247	12,223	0	64,002	0
Federal-Aid	13,423	0	0	0	0	0	8,000	5,423	0	13,423	0
Special	51,216	638	638	12,849	3,883	10,800	16,247	6,800	0	50,579	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:
Project cost decreased by \$77.3M due to a revised cost-FY22 was incorrect, causing a Dominoe effect.

USAGE:
Light Rail annual ridership in FY 22 exceeded 2.9 million.

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



PROJECT: Howard Street Rail Replacement

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

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

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

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

EXPLANATION: This project includes rail replacement to maintain a state of good repair.

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

STATUS: MDOT MTA has deferred this project to better align with the CSX Howard St. tunnel project and other Light Rail state of good repair work in an effort to decrease impact to riders.

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	800	800	0	0	0	0	0	0	0	0	0
Engineering	2,773	1,596	251	177	500	500	0	0	0	1,177	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	31,845	8	0	117	0	0	15,860	15,860	0	31,837	0
Total	35,418	2,403	251	294	500	500	15,860	15,860	0	33,014	0
Federal-Aid	26,871	155	155	(35)	400	400	12,688	13,263	0	26,716	0
Special	8,547	2,249	97	329	100	100	3,172	2,597	0	6,298	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:

Project cost decreased by \$6.6M as construction efforts were deferred to better align with Light Rail Grouping SOGR work schedule.

USAGE:

Light Rail annual ridership in FY 22 exceeded 2.9 million.



PROJECT: Metro Interlocking Renewals

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

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

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

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

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

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

STATUS: Charles and State Center were issued substantial completion in FY 21. Design efforts for all other interlockings ongoing.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	10,770	9,818	348	656	0	0	295	0	0	951	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	93,152	37,795	2,851	3,628	11,559	31,994	8,176	0	0	55,357	0
Total	103,922	47,614	3,198	4,285	11,559	31,994	8,471	0	0	56,309	0
Federal-Aid	38,082	30,154	1,497	2,249	4,337	0	1,342	0	0	7,928	0
Special	65,840	17,459	1,701	2,036	7,222	31,994	7,129	0	0	48,381	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:
Project funding allocation increased by \$3.6M to support the Metro Interlocking project at Reisterstown Plaza East. Additional project funding enabled by IIJA increases.

USAGE:
Metro annual ridership in FY 22 exceeded 1.6 million.



PROJECT: Metro Station Rehabilitation and Lighting Program

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

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

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

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

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

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

STATUS: Construction efforts at Reisterstown Plaza Metro Station (ADA improvements and stair replacement) will conclude in FY 23. Design to replace snow melting equipment at metro platforms to begin in FY23. Replacement of the customer service station booth at Mondawmin Metro Station to begin in FY 23.

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	COST	THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR				...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	6,900	0	0	2,850	4,015	20	15	0	0	6,900	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	47,584	312	312	1,725	12,065	17,310	10,972	5,200	0	47,272	0
Total	54,484	312	312	4,575	16,080	17,330	10,987	5,200	0	54,172	0
Federal-Aid	13,140	0	0	120	4,883	8,136	0	0	0	13,140	0
Special	41,344	312	312	4,455	11,197	9,194	10,987	5,200	0	41,032	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:
Project funding allocation increased by \$10.0M to address additional customer facing rehabilitation needs at several Metro stations. Additional project funding enabled by IJJA increases.

USAGE:
Metro annual ridership in FY 22 exceeded 1.6 million.

1560, 1565, 1725, 1854, 1883, 2048



PROJECT: Metro Railcar and Signal System Overhauls and Replacement

DESCRIPTION: Replacement of Metro railcars and repair of critical equipment such as traction motors, gearboxes, axles, and wheels as well as repair and replacement of signal system and associated components.

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

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

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

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

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

STATUS: The Metro Train Control and Vehicle Replacement Project is underway. Construction for ongoing overhauls and repairs are underway. Overhaul of truck assemblies will begin in FY 23.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,676	5,654	0	22	0	0	0	0	0	22	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	539,665	247,892	53,167	62,231	84,436	76,135	46,971	11,000	11,000	291,773	0
Total	545,341	253,546	53,167	62,253	84,436	76,135	46,971	11,000	11,000	291,796	0
Federal-Aid	382,343	190,115	42,028	44,506	65,987	56,538	25,197	0	0	192,228	0
Special	162,998	63,430	11,139	17,747	18,449	19,597	21,775	11,000	11,000	99,568	0
Other	0	0	0	0	0	0	0	0	0	0	0

0091, 1281, 1415, 1477, 1642, 1864

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:

Project funding allocation increased by \$19.4M due to the addition of a 5-year truck overhaul maintenance service and to support the ongoing Metro Fleet and Train Control project. Additional project funding enabled by IIJA increases.

USAGE:

Metro annual ridership in FY 22 exceeded 1.6 million.



PROJECT: Metro Maintenance Facility Improvements

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

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

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

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

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

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

STATUS: Construction of the wheel truing machine is ongoing. Construction of hoists and lifts to begin in FY 23. Design for fall protection completed in FY 22. Design for wheel truing machine pit modifications and vehicle wash upgrade are currently ongoing.

POTENTIAL FUNDING SOURCE:											
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,114	1,849	752	1,265	0	0	0	0	0	1,265	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	26,205	2,199	1,827	5,515	7,270	11,221	0	0	0	24,006	0
Total	29,319	4,047	2,579	6,780	7,270	11,221	0	0	0	25,271	0
Federal-Aid	7,418	2,936	1,933	3,382	1,100	0	0	0	0	4,482	0
Special	21,901	1,111	646	3,399	6,170	11,221	(0)	0	0	20,790	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:
Project funding allocation increased by \$6.4M to support the Metro Wabash Vehicle Wash upgrade project. Additional project funding enabled by IIJA increases.

USAGE:
Metro annual ridership in FY 22 exceeded 1.6 million.



PROJECT: Metro Systems Overhauls and Replacements

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

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

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

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

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

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

STATUS: Design for the AC Secondary Breaker Refurbishment, Power Distribution System Rehabilitation, Switch Heater System Replacement, and Stray Current Monitoring System Replacement projects currently ongoing.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2025...	...2026...	...2027...	...2028...		
Planning	500	0	0	0	0	0	500	0	0	500	0
Engineering	11,660	151	151	1,628	175	8,006	1,700	0	0	11,509	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	22,795	319	319	4,064	5,634	3,930	4,947	3,000	900	22,476	0
Total	34,954	470	470	5,692	5,809	11,936	7,147	3,000	900	34,484	0
Federal-Aid	1,847	0	0	0	600	0	1,247	0	0	1,847	0
Special	33,107	470	470	5,692	5,209	11,936	5,899	3,000	900	32,637	0
Other	0	0	0	0	0	0	0	0	0	0	0

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

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:

Project funding allocation increased by \$18.1M to support the Electrical System Upgrades project as well as the additions of Metro Avtec, Optram, and Cellular Coverage projects to the program. Additional project funding enabled by IIJA increases.

USAGE:

Metro annual ridership in FY 22 exceeded 1.6 million.



PROJECT: Metro Tunnel Repairs and Improvements

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

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

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

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

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

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

STATUS: Inspections to identify various metro system infrastructure in need of repair/replacement ongoing.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	7,388	2,800	181	785	67	3,736	0	0	0	4,588	
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	34,702	17,431	796	5,984	3,372	2,170	4,800	944	0	17,270	
Total	42,090	20,232	977	6,769	3,439	5,906	4,800	944	0	21,858	
Federal-Aid	12,193	8,950	311	370	473	0	2,400	0	0	3,243	
Special	29,896	11,282	666	6,399	2,966	5,906	2,400	944	0	18,615	
Other	0	0	0	0	0	0	0	0	0	0	

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:

Added to primary construction program. Additional project funding enabled by IIJA increases.

USAGE:

Metro annual ridership in FY 22 exceeded 1.6 million.

0529, 1498, 1514, 1532, 1557, 1561, 1848, 2116

**PROJECT:** Kirk Bus Facility Replacement

DESCRIPTION: Construct replacement for the existing Kirk Bus Division. Phase I of the project will construct a new maintenance facility on an expanded site. Phase II will construct an enclosed storage/operations facility.

PURPOSE & NEED SUMMARY STATEMENT: The existing Kirk facility is obsolete, severely constrained, and cannot adequately support MDOT MTA's current fleet. MDOT MTA employees must park off-site on the surrounding neighborhood streets. By replacing the existing Kirk facility with two new sustainable buildings, substantial operational efficiencies will be realized and the community's environmental justice concerns will be addressed.

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

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

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

EXPLANATION: The project enables the MDOT MTA to service hybrid diesel-electric and articulated buses at the Kirk Bus Division and incorporates sustainable design practices in the new Kirk facilities.

STATUS: Construction of Phase I facility was completed in FY 19. Phase II construction was substantially completed in FY 21 and the facility is currently in use. Punch list items ongoing.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2025...	...2026...	...2027...	...2028...		
Planning	3,031	3,031	0	0	0	0	0	0	0	0	0
Engineering	12,888	12,888	0	0	0	0	0	0	0	0	0
Right-of-way	5,884	6,041	250	(157)	0	0	0	0	0	(157)	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	146,249	142,097	282	4,152	0	0	0	0	0	4,152	0
Total	168,052	164,057	532	3,995	0	0	0	0	0	3,995	0
Federal-Aid	107,738	102,078	(1,485)	5,659	0	0	0	0	0	5,659	0
Special	60,314	61,979	2,017	(1,665)	0	0	0	0	0	(1,665)	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: None.

USAGE:
Core Bus annual ridership in FY 22 exceeded 40 million.



PROJECT: Eastern Bus Facility

DESCRIPTION: Design and construction to re-develop the existing Eastern Bus Division as a fully electric bus division.

PURPOSE & NEED SUMMARY STATEMENT: The existing Eastern facility is obsolete, severely constrained, cannot adequately support MDOT MTA's current fleet, and cannot support electric buses. Re-developing this facility will promote substantial operational efficiencies.

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

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

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

EXPLANATION: Re-development of Eastern Bus Division is necessary to meeting Zero Emission goals and to provide a safe and more efficient workplace for MDOT MTA employees.

STATUS: Design efforts are ongoing.

POTENTIAL FUNDING SOURCE:											
	<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER				
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	1,166	871	775	295	0	0	0	0	0	295	0
Engineering	52,208	409	409	7,365	21,397	16,036	7,000	0	0	51,799	0
Right-of-way	446	78	41	368	0	0	0	0	0	368	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	239,676	0	0	0	0	5,000	119,000	45,938	69,738	239,676	0
Total	293,496	1,358	1,225	8,029	21,397	21,036	126,000	45,938	69,738	292,138	0
Federal-Aid	186,524	12	12	4,185	127	3,999	91,200	45,938	41,063	186,512	0
Special	106,972	1,346	1,213	3,844	21,271	17,037	34,800	0	28,674	105,626	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:
Project funding allocation increased by \$99.1M to partially fund construction efforts. Additional project funding enabled by IIJA increases. Additional funding opportunities are being sought.

USAGE:
Core Bus annual ridership in FY 22 exceeded 40 million.



PROJECT: Bus Facilities Preservation and Improvements

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

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

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

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

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

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

STATUS: Design of building 5 HVAC and bus paint booth at Bush division were completed in FY 22. Replacement of vehicular and pedestrian doors ongoing. Replacement of the boiler at Bush Division Building 5 will be completed in FY 23. Design for replacing windows at Washington Boulevard Buildings 1-8 ongoing. Gable window construction redesign documents ongoing. Paint booth construction to begin in FY 24.

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: Project funding allocation increased by \$5.2M to support the boiler and paint booth replacement projects at Bush. Additional funding was needed to add a gas booster, which was enabled by IIJA increases.

USAGE:

Core Bus annual ridership in FY 22 exceeded 40 million.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	622	204	74	278	140	0	0	0	0	418	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	31,535	2,138	2,126	7,480	11,957	9,961	0	0	0	29,397	0
Total	32,157	2,342	2,200	7,757	12,097	9,961	0	0	0	29,815	0
Federal-Aid	2,831	1,653	1,634	1,178	0	0	0	0	0	1,178	0
Special	29,326	689	566	6,579	12,097	9,961	0	0	0	28,637	0
Other	0	0	0	0	0	0	0	0	0	0	0

1518, 1527, 1528, 1529, 1746, 1750



PROJECT: Beyond the Bus Stop

DESCRIPTION: The Beyond the Bus Stop program aims to improve amenities for both riders and operators at bus stops around the network. The Beyond the Bus Stop program will improve the customer experience by adding real-time information signage and shelter improvements to bus stops, including some multi-modal transfers. The program also includes constructing a comfort station at the Patapsco Light Rail Station for use by our operators. Blue Light phones will also be added at these locations.

PURPOSE & NEED SUMMARY STATEMENT: With the launch of real-time information on the Transit mobile application, real-time information signage will extend that availability to the users of the BaltimoreLink system who do not have access to mobile technology. MDOT MTA bus operators currently lack sufficient restrooms while operating their routes.

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

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

EXPLANATION: This project provides blue light phones and improves existing comfort station facilities for use by operators, making the execution of their jobs safer and more comfortable. Real-time information signage and shelters make for a more vital community by enhancing the customer experience.

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

STATUS: All real-time information signage and blue light cameras have been installed and are operational. Construction of the Patapsco Comfort Station will be complete in FY 23.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2025...	...2026...	...2027...	...2028...		
Planning	100	31	0	69	0	0	0	0	0	69	0
Engineering	435	302	0	134	0	0	0	0	0	134	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	4,966	1,147	605	3,719	100	0	0	0	0	3,819	0
Total	5,502	1,479	605	3,922	100	0	0	0	0	4,022	0
Federal-Aid	2,606	1,068	467	1,538	0	0	0	0	0	1,538	0
Special	2,895	411	138	2,384	100	0	0	0	0	2,484	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: None.

USAGE:
Core Bus annual ridership in FY 22 exceeded 40 million.



PROJECT: Bus Network Improvements

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

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

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

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

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

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

STATUS: The Transit Signal Priority project was substantially completed, and additional potential sites were analyzed and approved by BCDOT in FY 21. Dedicated Bus Lane projects are ongoing in FY 23 with minor delays due to material shortages. Planning efforts associated with bus-bulb curb extensions underway at Garrison Boulevard and Belair Road corridors.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2025...	...2026...	...2027...	...2028...		
Planning	5,185	2,883	646	2,303	0	0	0	0	0	2,303	0
Engineering	1,785	1,055	0	655	76	0	0	0	0	731	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	17,642	12,211	2,001	1,222	1,500	1,500	1,208	0	0	5,430	0
Total	24,612	16,149	2,647	4,179	1,576	1,500	1,208	0	0	8,463	0
Federal-Aid	7,544	5,510	109	2,034	0	0	0	0	0	2,034	0
Special	17,069	10,640	2,538	2,145	1,576	1,500	1,208	0	0	6,429	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:

Fast Forward funded projects, including the Baltimore Bus Shelter project, have been removed from the Bus Network Improvements PIF and included in a new PIF (see Line 36). These actions result in a decreased total project cost of \$48.1M.

USAGE:

Core Bus annual ridership in FY 22 exceeded 40 million.

1469, 1470, 1537, 1756, 1767, 1768



PROJECT: Bus Hub at Baltimore Arena

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

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

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

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

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

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

STATUS: Design currently on hold for the transfer facility as Baltimore Arena renovations are underway.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE				
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY									
						...	2025...	...	2026...			...	2027...	...	2028...
Planning	0	0	0	0	0	0	0	0	0	0	0				
Engineering	816	671	74	145	0	0	0	0	0	145	0				
Right-of-way	0	0	0	0	0	0	0	0	0	0	0				
Utility	0	0	0	0	0	0	0	0	0	0	0				
Construction	2,327	0	0	0	2,327	0	0	0	0	2,327	0				
Total	3,143	671	74	145	2,327	0	0	0	0	2,472	0				
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0				
Special	3,143	671	74	145	2,327	0	0	0	0	2,472	0				
Other	0	0	0	0	0	0	0	0	0	0	0				

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:

None. Funding was awarded using Fast Forward Program.

USAGE:

Core Bus annual ridership in FY 22 exceeded 40 million.



PROJECT: Bus Communications Systems Upgrade

DESCRIPTION: Retrofit of MDOT MTA buses with a unified, integrated, and state-of-the-art suite of on-board bus equipment as well as fixed-end systems at operations and security monitoring centers, allowing MDOT MTA to upgrade equipment and systems to enhance the delivery of safe and reliable customer service.

PURPOSE & NEED SUMMARY STATEMENT: The retrofit will provide a unified infrastructure on-board buses and will fully integrate security and monitoring systems

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

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

EXPLANATION: This project provides an integrated system for MDOT MTA's existing bus fleet that will offer enhanced safety and security as well as improved communications and information systems for customers.

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

STATUS: Final acceptance was issued in FY 22. Project complete. \$772K in FY23 is for release of the 5% retention and payment for recently signed change notices/LOAs.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,824	4,375	0	450	0	0	0	0	0	450	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	33,780	33,458	3,321	322	0	0	0	0	0	322	0
Total	38,605	37,833	3,321	772	0	0	0	0	0	772	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	38,605	37,833	3,321	772	0	0	0	0	0	772	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: None.

USAGE:
Core Bus annual ridership in FY 22 exceeded 40 million.



PROJECT: Bus Procurement

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

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

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

STATUS: Due to significant supply chain issues as well as labor shortages brought on by COVID-19, the FY 22 bus procurement of seventy (70) 40 ft. buses will be delivered in FY 23. The FY 23 bus procurement will begin delivery of buses in FY 24. FY 25 Funding is still available due to there being a delay of bus delivery.

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:
 Additional project funding enabled by IIJA increases.

USAGE:
 Core Bus annual ridership in FY 22 exceeded 40 million.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	341	341	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	400,741	274,729	41,365	44,631	44,801	36,579	0	0	0	126,011	0
Total	401,082	275,070	41,365	44,631	44,801	36,579	0	0	0	126,011	0
Federal-Aid	300,990	221,440	34,458	22,865	27,422	29,264	0	0	0	79,551	0
Special	100,091	53,630	6,907	21,766	17,379	7,316	0	0	0	46,461	0
Other	0	0	0	0	0	0	0	0	0	0	0



PROJECT: Zero Emission Bus Procurement

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

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

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

STATUS: Planning and design activities are underway.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	280,000	0	0	0	0	70,000	70,000	70,000	70,000	280,000	0
Total	280,000	0	0	0	0	70,000	70,000	70,000	70,000	280,000	0
Federal-Aid	216,750	0	0	0	0	56,000	49,582	55,969	55,199	216,750	0
Special	63,250	0	0	(0)	0	14,000	20,418	14,031	14,801	63,250	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:
 Project funding allocation increased by \$70M due to the addition of FY 28. Additional project funding enabled by IIJA increases.

USAGE:
 Core Bus annual ridership in FY 22 exceeded 40 million.

**PROJECT:** Zero Emission Bus Pilots

DESCRIPTION: Purchase of three 60-foot Battery Electric Buses (BEBs) and charging stations based at Kirk Bus Division utilizing competitive grant funds from Federal Transit Administration and four 40-foot battery electric buses and charging infrastructure utilizing funds made available by the Volkswagen settlement. Purchase and installation of battery electric bus charging equipment at Kirk Storage Building and providing new utilities power to feed these charging equipment.

PURPOSE & NEED SUMMARY STATEMENT: Maryland's 2019 Greenhouse Gas Emissions Reduction Act requires MDOT MTA to upgrade 50 percent of its fleet (approximately 375 buses) to zero-emission technology by 2030. MDOT MTA has committed to meet this target in the Regional Transit Plan. Zero emission bus pilots will allow MDOT MTA to test buses in service and develop training, procedures and lessons learned to inform fleet transition.

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

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

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

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

STATUS: Three (3) 60-foot and four (4) 40-foot battery electric buses are expected to be delivered in FY 23. The design for pilot charging infrastructure is complete. Electric utility upgrades were completed in early FY23.

POTENTIAL FUNDING SOURCE:											
						<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	806	620	566	186	0	0	0	0	0	186	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	251	16	16	235	0	0	0	0	0	235	0
Construction	21,012	21	21	11,676	9,315	0	0	0	0	20,991	0
Total	22,068	657	603	12,097	9,315	0	0	0	0	21,412	0
Federal-Aid	2,950	475	448	2,474	0	0	0	0	0	2,474	0
Special	15,493	181	154	5,997	9,315	0	0	0	0	15,312	0
Other	3,626	0	0	3,626	0	0	0	0	0	3,626	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:

Project funding allocation increased by \$11.8M due to the addition of the Zero Emission Bus pilot charging infrastructure project at Kirk and miscellaneous program adjustments.

USAGE:

Core Bus annual ridership in FY 22 exceeded 40 million.



PROJECT: Zero Emission Bus Infrastructure and Program Management

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

PURPOSE & NEED SUMMARY STATEMENT: In accordance with the Maryland Zero Emission Bus Act, MDOT MTA is transitioning its bus fleet to zero emissions vehicles. This aligns with the Central Maryland Regional Transit Plan and Maryland Greenhouse Gas Reduction Act Plan goals. Utility upgrades and charging infrastructure are needed as part of the fleet transition.

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

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

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

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

STATUS: In accordance with the Maryland Zero Emission Bus Act, MDOT MTA is transitioning its bus fleet to zero emissions vehicles. This aligns with the Central Maryland Regional Transit Plan and Maryland Greenhouse Gas Reduction Act Plan goals. Utility upgrades and charging infrastructure are needed as part of the fleet transition.

POTENTIAL FUNDING SOURCE:											
						<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	4,099	1,031	1,021	2,927	141	0	0	0	0	3,068	0
Engineering	8,176	359	359	2,216	5,600	0	0	0	0	7,816	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	3,800	0	0	0	1,050	1,900	850	0	0	3,800	0
Construction	96,709	0	0	0	6,304	23,054	58,341	9,011	0	96,709	0
Total	112,784	1,390	1,381	5,143	13,095	24,954	59,191	9,011	0	111,394	0
Federal-Aid	55,897	474	474	1,093	4,107	18,443	31,780	0	0	55,423	0
Special	56,887	916	907	4,051	8,988	6,511	27,410	9,011	0	55,971	0
Other	0	0	0	0	0	0	0	0	0	0	0

1757, 2020, 2166

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:
Project funding allocation increased by \$62.4M due to the addition of the Zero Emission Bus Transition Retrofit construction project for Kirk and Northwest bus divisions and program management, along with miscellaneous program adjustments. Additional project funding enabled by IJA increases.

USAGE:
Core Bus annual ridership in FY 22 exceeded 40 million.



PROJECT: North Avenue Rising

DESCRIPTION: Planning, environmental documentation, design, and construction of facilities to improve transit, pedestrian, and bicycle movement and safety along the North Avenue corridor. Includes targeted streetscaping, Penn-North Metro Station improvements, roadway repaving, Dedicated Bus Lanes, Enhanced Bus Stops, Penn North intersection improvements, Transit Signal Priority, shared mobility corrals, and on-street bike facilities (on North Avenue, Baker Street, and 20th Street).

PURPOSE & NEED SUMMARY STATEMENT: Project will improve reliability and speed of transit service along North Avenue (a key transit corridor in Baltimore City), improve pedestrian safety, expand bicycle access, leverage other City, State, and private investment in the corridor, and improve economic opportunities for corridor residents. The project will help bring both transit and roadway infrastructure into a better state of good repair, improve the quality of service for transit riders, reduce energy usage, and support economic development.

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

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

EXPLANATION: This project will improve service and safety in the North Avenue corridor.

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

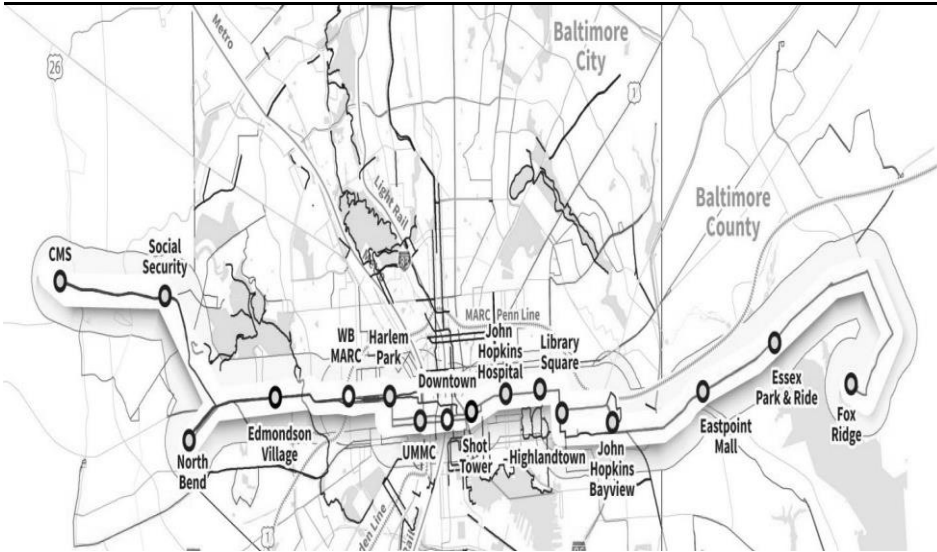
STATUS: Project construction including curb extension striping was completed in FY 22. Project closeout activities underway. In FY 23, \$700K of North Avenue Rising invoices from Baltimore City DOT and \$1.3M in state funds expended for dedicated bus lanes on North Avenue.

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	COST	THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR				...2025...	...2026...	...2027...	...2028...		
Planning	811	762	(0)	49	0	0	0	0	0	49	0
Engineering	2,696	2,650	(0)	46	0	0	0	0	0	46	0
Right-of-way	25	21	0	4	0	0	0	0	0	4	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	24,176	22,252	5,346	1,924	0	0	0	0	0	1,924	0
Total	27,708	25,685	5,346	2,023	0	0	0	0	0	2,023	0
Federal-Aid	10,000	7,619	510	2,381	0	0	0	0	0	2,381	0
Special	15,108	16,777	4,750	(1,669)	0	0	0	0	0	(1,669)	0
Other	2,600	1,289	86	1,311	0	0	0	0	0	1,311	0

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

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: None.

USAGE:
Core Bus annual ridership in FY 22 exceeded 40 million.

**PROJECT:** RAISE Baltimore Transit Priority

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

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

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

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

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

SMART GROWTH STATUS:

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

STATUS: Design efforts underway to add dedicated bus lanes, transit signal priority, bus stop enhancements, transit hubs, and upgrades to bike/ped safety along the RAISE corridor.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2025...	...2026...	...2027...	...2028...		
Planning	1,250	357	357	893	0	0	0	0	0	893	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	50,000	0	0	100	2,000	1,000	30,000	12,000	4,900	50,000	0
Total	51,250	357	357	993	2,000	1,000	30,000	12,000	4,900	50,893	0
Federal-Aid	23,000	286	286	758	880	440	13,200	5,280	2,156	22,714	0
Special	18,250	71	71	215	720	360	10,800	4,320	1,764	18,179	0
Other	10,000	0	0	20	400	200	6,000	2,400	980	10,000	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: Project funding allocation increased by \$1.3M for the addition of the design phase, enabled through CMAQ (Congestion Mitigation and Air Quality Federal Funding).

USAGE:

Core Bus annual ridership in FY 22 exceeded 40 million.

**PROJECT:** Fast Forward

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

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

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

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

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

EXPLANATION: Dedicated bus lanes, wayfinding and real-time information signage, and additional passenger amenities at bus stops will create an improved customer experience aimed at reducing travel times, improving on time performance, and enhancing the entire customer journey.

STATUS: Design efforts underway to address ADA improvements, wayfinding and real-time information signage, bus shelters, and dedicated bus lanes, bus shelters, ADA improvements, and pilot dedicated bus lanes are being installed in FY23 at various sites.

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

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPENDED									
	COST	THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR				...2025...	...2026...	...2027...	...2028...		
Planning	3,502	517	517	1,555	1,430	0	0	0	0	2,985	0
Engineering	5,382	2,382	1,648	3,000	0	0	0	0	0	3,000	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	40,758	2,687	1,142	10,721	21,350	6,000	0	0	0	38,071	0
Total	49,642	5,587	3,307	15,276	22,780	6,000	0	0	0	44,055	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	49,642	5,587	3,307	15,276	22,780	6,000	0	0	0	44,055	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:

Fast Forward funded projects, including the BaltimoreLink Bus Shelter project, were previously included in the Bus Network Improvements PIF (Line 27).

USAGE:

Core Bus annual ridership in FY 22 exceeded 40 million.

1536, 1997, 2024, 2025, 2047, 2049, 2101, 2111, 2121, 2182



PROJECT: Mobility Vehicle Procurement

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

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

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

STATUS: The FY 22 procurement of 25 large cutaway buses and 75 SUVs are expected to begin delivery in FY 23 due to supply chain issues. The FY 23 procurement will include 75 small cutaway buses.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	166	45	36	62	59	0	0	0	0	122	0
Right-of-way	38	25	18	12	0	0	0	0	0	12	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	61,546	5,957	126	5,633	18,144	8,799	7,451	7,606	7,956	55,589	0
Total	61,750	6,027	180	5,707	18,204	8,799	7,451	7,606	7,956	55,723	0
Federal-Aid	34,936	3,197	(0)	5,957	2,620	4,794	6,201	5,803	6,365	31,739	0
Special	26,814	2,830	180	(249)	15,584	4,005	1,250	1,803	1,591	23,984	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:
 Project cost increased by \$6.6M due to the addition of FY 28 and the addition of FY 23 vehicle procurement. Additional project funding enabled by IIJA increases.

USAGE:
 Demand Response Mobility annual ridership in FY 22 exceeded 1.3 million.



PROJECT: Fare Collection System and Equipment Replacement

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

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

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

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

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

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

STATUS: Design efforts to upgrade MDOT MTA's current fare collection system currently underway.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,696	2,247	604	449	0	0	0	0	0	449	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	96,346	25,085	2,289	9,727	13,196	38,490	7,679	1,170	1,000	71,261	0
Total	99,042	27,332	2,893	10,176	13,196	38,490	7,679	1,170	1,000	71,710	0
Federal-Aid	6,186	5,943	0	243	0	0	0	0	0	243	0
Special	38,292	21,389	2,893	9,933	1,600	1,600	1,600	1,170	1,000	16,903	0
Other	54,564	0	0	0	11,596	36,890	6,079	0	0	54,564	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:

Project cost decreased by \$2.7M due to receiving favorable bids for next generation farebox system planning and implementation.

USAGE:



PROJECT: Major IT Infrastructure Improvements

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

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

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

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

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

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

STATUS: Various major IT infrastructure orders are currently underway.

POTENTIAL FUNDING SOURCE:											
						<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS	CURRENT	BUDGET	PLANNING				SIX	BALANCE
	ESTIMATED	EXPENDED	YEAR	YEAR	YEAR	FOR PLANNING PURPOSES ONLY				YEAR	TO
	COST	THRU				...2025...	...2026...	...2027...	...2028...	TOTAL	COMPLETE
	(\$000)	CLOSE YEAR	2022	2023	2024						
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	32,353	4,660	1,398	15,761	5,882	5,811	240	0	0	27,694	0
Total	32,353	4,660	1,398	15,761	5,882	5,811	240	0	0	27,694	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	32,353	4,660	1,398	15,761	5,882	5,811	240	0	0	27,694	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: Added to primary construction program. \$6.0M added for MTA's FY 24 Nutanix order, which includes both the software/license and some associated equipment; Nutanix runs MTA's VDI and the Virtual servers and is important to expanding MTA's cloud computing infrastructure. Also, added additional \$100K for a software investment to increase MTA's capacity to build and track stakeholder relationships necessary to successfully advance our major projects such as the RTP corridor studies.

USAGE:



PROJECT: Agencywide Elevator and Escalator Rehabilitation

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

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

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

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

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

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

STATUS: Rehabilitation of the elevators at Mondawmin Metro station began construction in FY 22. Penn-North Metro station procurement cancelled. Design for future elevator/escalator rehabilitation efforts, including Reisterstown Plaza, are underway.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,369	1,922	651	1,237	210	0	0	0	0	1,447	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	275,131	4,872	2,378	5,734	13,647	40,000	57,400	78,610	10,000	205,391	64,868
Total	278,500	6,794	3,028	6,971	13,857	40,000	57,400	78,610	10,000	206,838	64,868
Federal-Aid	92,606	1,509	1,505	3,847	6,096	3,204	10,464	59,485	8,000	91,097	0
Special	185,894	5,284	1,523	3,123	7,761	36,796	46,936	19,125	2,000	115,741	64,868
Other	0	0	0	0	0	0	0	0	0	0	0

90731, 90732

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: Project funding allocation increased by \$10.1M with the addition of FY 28 as well as various needs including program management. Additional project funding enabled by IIJA increases.

USAGE:



PROJECT: Agencywide Radio and Telecommunications Upgrade

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

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

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

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

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

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

STATUS: System migration completed on Metro and Bus. Mobility migration on pace to be completed in FY 25.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	435	435	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	18,011	12,071	2,681	2,101	1,839	2,000	0	0	0	5,940	0
Total	18,446	12,506	2,681	2,101	1,839	2,000	0	0	0	5,940	0
Federal-Aid	8,784	4,579	995	1,681	1,471	1,053	0	0	0	4,205	0
Special	9,662	7,927	1,686	420	368	947	0	0	0	1,735	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: None.

USAGE:

**PROJECT:** Purple Line

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

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

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

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

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

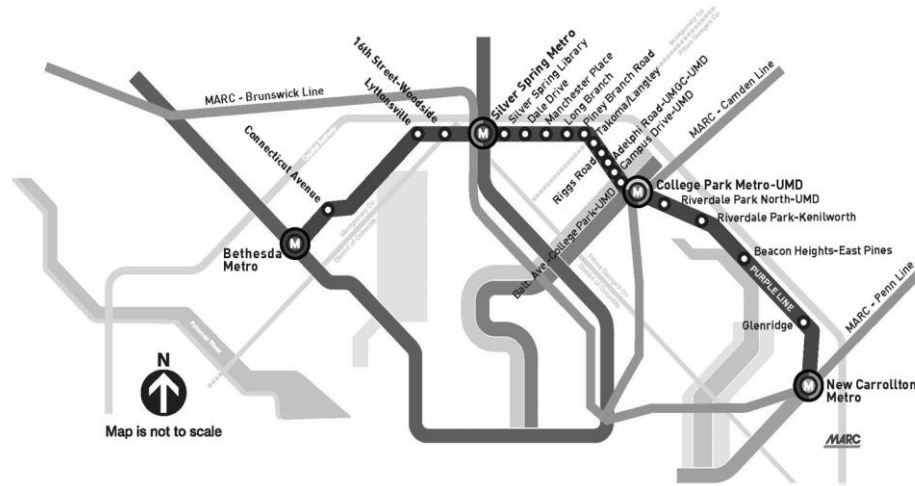
- SMART GROWTH STATUS:**
- | | |
|--|---|
| <input type="checkbox"/> Project Not Location Specific | <input type="checkbox"/> Not Subject to PFA Law |
| <input checked="" type="checkbox"/> Project Inside PFA | <input type="checkbox"/> Grandfathered |
| <input type="checkbox"/> Project Outside PFA | 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

STATUS: MDOT MTA is completing certain limited construction activities and full-scale construction by the new design-builder began in FY 2023. The Board of Public Works approved the amendment to the P3 Agreement and the new design-build agreement in January 2022.

POTENTIAL FUNDING SOURCE:											
						<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	47,371	47,371	0	0	0	0	0	0	0	0	0
Engineering	512,535	359,367	43,730	41,900	39,468	30,600	30,400	10,800	0	153,168	0
Right-of-way	303,864	254,841	7,677	34,023	15,000	0	0	0	0	49,023	0
Utility	524	274	270	250	0	0	0	0	0	250	0
Construction	1,979,187	1,551,439	415,552	43,863	10,000	10,000	5,000	196,200	162,685	427,748	0
Total	2,843,481	2,213,292	467,230	120,037	64,468	40,600	35,400	207,000	162,685	630,189	0
Federal-Aid	1,186,157	941,392	210,133	213,030	31,735	0	0	0	0	244,765	0
Special	1,503,924	1,135,499	202,097	(109,993)	32,733	40,600	35,400	207,000	162,685	368,425	0
Other	153,400	136,400	55,000	17,000	0	0	0	0	0	17,000	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: Project budget increased \$313.1M, with the addition of funding in FY 2028 and miscellaneous program adjustments.

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

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

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

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

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

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

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

SMART GROWTH STATUS:

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

STATUS: The Board of Public Works approved the amendment to the P3 Agreement and the new design-build agreement in April 2022. MDOT MTA is completing certain limited construction activities and full-scale construction by the new design-builder began in FY 2023.

POTENTIAL FUNDING SOURCE:

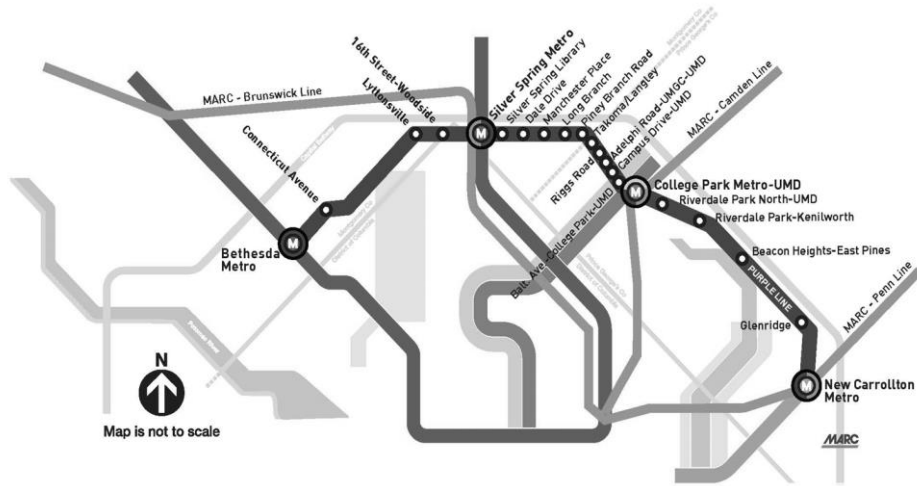
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2025...	...2026...	...2027...	...2028...		
Planning	2,730	128	(682)	2,602	0	0	0	0	0	2,602	0
Engineering	193	193	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	113,423	40,537	919	64,269	4,219	1,847	2,196	355	0	72,886	0
Total	116,346	40,858	236	66,871	4,219	1,847	2,196	355	0	75,488	0
Federal-Aid	3,000	128	(175)	2,872	0	0	0	0	0	2,872	0
Special	(20,707)	(20,707)	(64)	(0)	0	0	0	0	0	(0)	0
Other	134,053	61,437	475	63,999	4,219	1,847	2,196	355	0	72,616	0

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

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: Project budget decreased by \$78.9M due to the reallocation of GEC funding to Purple Line project PIF (see MTA- 42).

USAGE:



PROJECT: Purple Line Advance Payment

DESCRIPTION: A one-time payment was made to the public-private partnership concessionaire to advance fund money owed to the concessionaire in future years for work completed by the previous design-build contractor.

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

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

STATUS: Payment for work already completed.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	341,633	341,633	341,633	0	0	0	0	0	0	0	0
Total	341,633	341,633	341,633	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	341,633	341,633	341,633	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: None.

USAGE:



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

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

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

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

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

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2025...	...2026...	...2027...	...2028...		
Planning	563	378	178	70	24	24	24	44	0	184	0
Engineering	41,734	31,806	742	2,453	1,495	1,495	1,495	1,495	1,495	9,928	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	358,973	175,369	14,365	61,174	22,994	22,321	25,187	25,644	26,285	183,605	0
Total	401,270	207,553	15,285	63,697	24,512	23,839	26,705	27,183	27,780	193,717	0
Federal-Aid	344,464	176,241	13,287	54,750	20,658	20,948	23,496	23,923	24,449	168,224	0
Special	52,303	26,809	1,998	8,948	3,854	2,891	3,209	3,260	3,331	25,493	0
Other	4,503	4,503	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:
 Project cost increased by \$41.7M due the completion of several grant agreements between MDOT MTA and the awarded counties as well as the addition of FY 28.

USAGE:



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

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

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

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

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

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	81,466	48,892	3,122	13,392	4,499	3,264	3,731	3,806	3,882	32,574	0
Total	81,466	48,892	3,122	13,392	4,499	3,264	3,731	3,806	3,882	32,574	0
Federal-Aid	74,724	42,345	3,149	13,197	4,499	3,264	3,731	3,806	3,882	32,379	0
Special	5,885	5,690	(26)	195	0	0	0	0	0	195	0
Other	857	857	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:

Project cost increased by \$5.1M due the completion of grant agreements between MDOT MTA private non-profits as well as the addition of FY 28.

USAGE:



PROJECT: Montgomery County Local Bus Program

DESCRIPTION: Funding for annual bus replacements and preventive maintenance.

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

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

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

<div>POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER</div>											
PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,116	801	429	315	0	0	0	0	0	315	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	75,157	61,064	0	4,978	1,114	2,000	2,000	2,000	2,000	14,093	0
Total	76,273	61,866	429	5,294	1,114	2,000	2,000	2,000	2,000	14,408	0
Federal-Aid	33,394	21,165	429	5,115	714	1,600	1,600	1,600	1,600	12,229	0
Special	42,879	40,700	0	178	400	400	400	400	400	2,178	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:
 Project cost increased by \$2.0M due to the addition of FY 28.

USAGE:



PROJECT: Prince George's County Local Bus Program

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

PURPOSE & NEED SUMMARY STATEMENT: These investments will make The Bus system more reliable and convenient while improving passenger access to the Metrorail system.

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

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

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	807	321	162	486	0	0	0	0	0	486	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	22,391	11,956	(0)	7,935	500	500	500	500	500	10,435	0
Total	23,198	12,277	162	8,421	500	500	500	500	500	10,921	0
Federal-Aid	15,172	6,086	162	7,086	400	400	400	400	400	9,086	0
Special	8,026	6,190	0	1,336	100	100	100	100	100	1,836	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:
 Project cost increased by \$6.9M due the completion of grant agreements between MDOT MTA Prince George's County as well as the addition of FY 28. Additional project funding enabled by IIJA increases. \$6.9M is broken out by bus expansion and replacement buses.

USAGE:



PROJECT: Transit Innovation Grant

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

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

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

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

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

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

STATUS: Projects associated with FY 19 and FY 20 grant funding will be complete in FY 23. Projects associated with FY 23 grant funding currently underway.

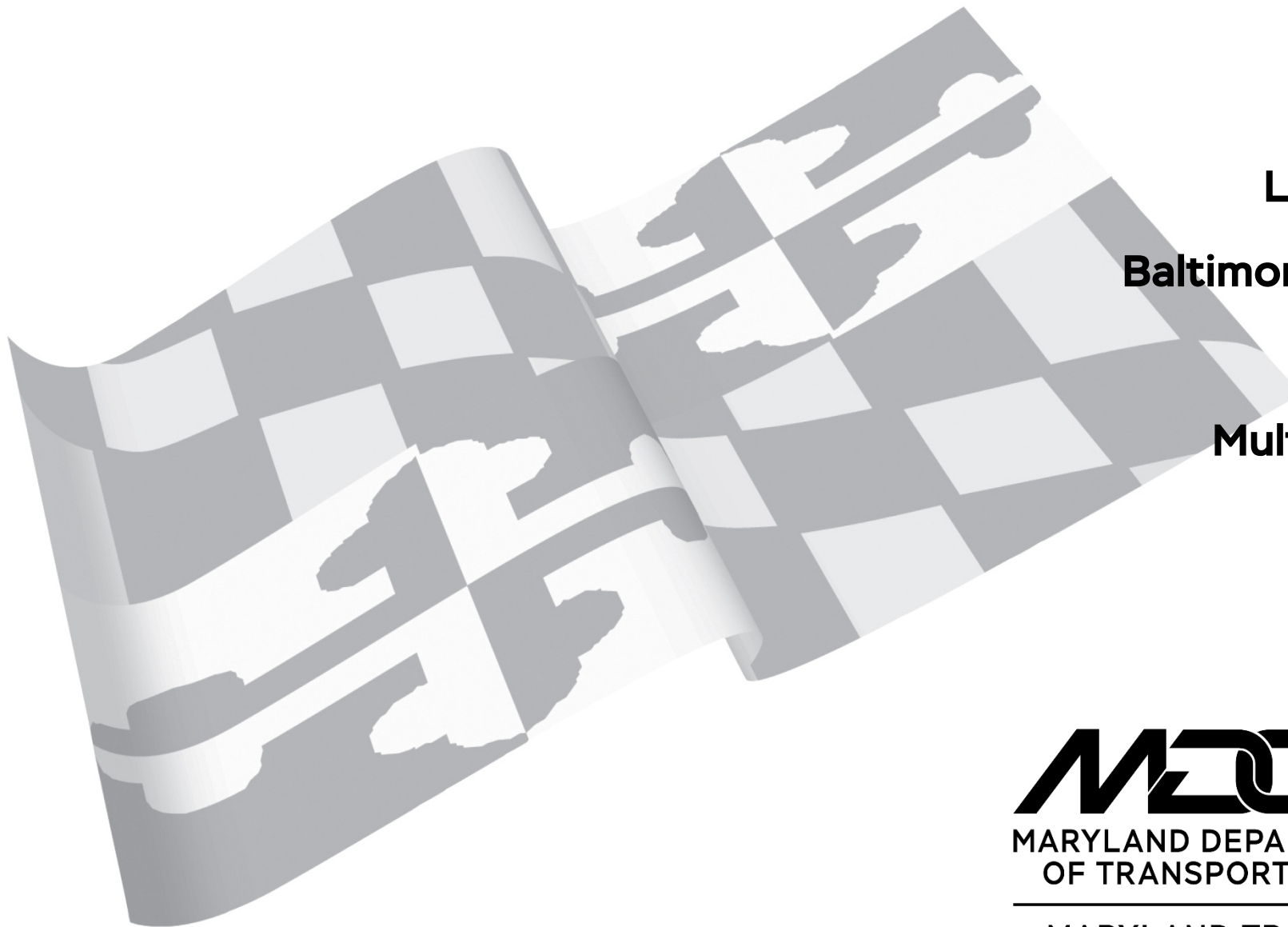
POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	4,983	714	103	1,769	500	1,000	1,000	0	0	4,269	0
Total	4,983	714	103	1,769	500	1,000	1,000	0	0	4,269	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	4,983	714	103	1,769	500	1,000	1,000	0	0	4,269	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: None.

USAGE:



MARC

Light Rail

Baltimore Metro

Bus

Multi-Modal



**MARYLAND TRANSIT
ADMINISTRATION**

MDOT MTA DEVELOPMENT & EVALUATION PROGRAM



PROJECT: Agency Innovation and Technology Initiatives

DESCRIPTION: Supports the development of system enhancements throughout the agency, including improved work flows, resource utilization, data analysis. Also supports alternative methods of transportation.

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

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

STATUS: Initiatives currently include data visualization and agency-wide performance management roll-out programs, data warehousing, Real-Time (RT) Passenger Information data creation and enhanced capabilities to communicate RT information, and any other projects associated with improving customer experience and agency efficiency.

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:

Project funding allocation increased by \$1.1M for current and future innovative initiatives.

USAGE:

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2025...	...2026...	...2027...	...2028...		
Planning	7,199	1,556	725	773	770	500	600	1,500	1,500	5,643	0
Engineering	105	87	9	18	0	0	0	0	0	18	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	9	9	35	0	0	0	0	0	35	0
Total	7,348	1,652	742	826	770	500	600	1,500	1,500	5,696	0
Federal-Aid	98	98	70	0	0	0	0	0	0	0	0
Special	7,240	1,544	663	826	770	500	600	1,500	1,500	5,696	0
Other	10	10	10	0	0	0	0	0	0	0	0

1546, 1566, 1677



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

<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		

☐ Project Not Location Specific ☐ Not Subject to PFA Law

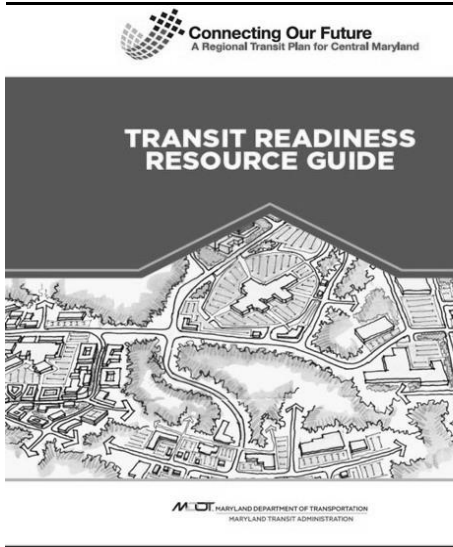
X	Project Inside PFA
	Project Outside PFA
	PFA Status Yet to Be Determined

	Grandfathered
	Exception Will Be Required
	Exception Granted

STATUS: East West Corridor Feasibility Study: The public comment period ended 8/1/22. The team is shared recommendations with partners and a final report was released in 12/22. North-South Corridor Feasibility Study: The 60 day public comment period began on 9/8 with virtual public meetings on 9/22 and 10/3 and the comment period ending 11/7. A final report will be released in early spring 2023.

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: None.

USAGE:



PROJECT: Central MD Regional Coordination Studies

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

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

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

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

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

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

STATUS: The Transit Readiness Guide draft was completed in FY 21. Small Area Plans for Anne Arundel County and Howard County will be completed in FY 23. Small Area Plans for Harford County, Baltimore City, and Baltimore County are currently underway.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL					PLANNING					BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	
						...2025...	...2026...	...2027...	...2028...		
Planning	830	436	207	394	0	0	0	0	0	394	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	1,404	0	0	1,404	0	0	0	0	0	1,404	0
Total	2,234	436	207	1,798	0	0	0	0	0	1,798	0
Federal-Aid	480	319	166	161	0	0	0	0	0	161	0
Special	1,754	118	41	1,637	0	0	0	0	0	1,637	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: Additional funding of \$1.4M was added to continue implementing the goals and objectives of the RTP. Additional funding will support projects related to the 30 initiatives for 2020-2025. 26 initiatives are underway with four initiatives not yet started. The additional funding will support the advancement of those initiatives in FY23 for future capital projects undertaken by MDOT MTA or RTP implementation Team members.

USAGE:



PROJECT: Patapsco Ave Pedestrian/Bicycle Bridge

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

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

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

STATUS: Design efforts ongoing. Memorandum of Understanding was signed in FY 22.

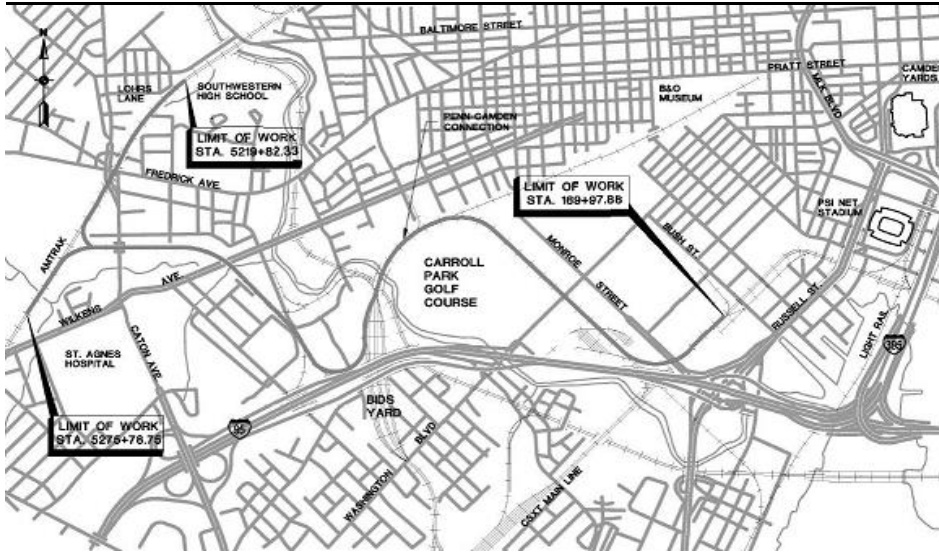
POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	780	0	0	780	0	0	0	0	0	780	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	780	0	0	780	0	0	0	0	0	780	0
Federal-Aid	624	0	0	624	0	0	0	0	0	624	0
Special	156	0	0	156	0	(0)	0	0	0	156	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: None.

USAGE:



PROJECT: MARC Penn-Camden Connector

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

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

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

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

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

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

STATUS: Planning activities began in FY 21 and are ongoing. Conceptual design currently underway.

POTENTIAL FUNDING SOURCE:

- ☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2025...	...2026...	...2027...	...2028...		
Planning	952	0	0	102	300	300	250	0	0	952	0
Engineering	1,005	883	517	122	0	0	0	0	0	122	0
Right-of-way	55	3	3	52	0	0	0	0	0	52	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	2,012	886	519	276	300	300	250	0	0	1,126	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	2,012	886	519	276	300	300	250	0	0	1,126	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: None.

USAGE:



PROJECT: MARC Stations and Service Studies

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

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

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

- | | |
|---|--|
| <input checked="" type="checkbox"/> 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 checked="" type="checkbox"/> Better Transportation Choices & Connections | |

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

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

STATUS: Planning and design efforts underway in FY 23.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2025...	...2026...	...2027...	...2028...		
Planning	4,875	0	0	1,022	2,438	1,416	0	0	0	4,875	0
Engineering	8,125	0	0	1,703	4,063	2,359	0	0	0	8,125	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	13,000	0	0	2,725	6,500	3,775	0	0	0	13,000	0
Federal-Aid	9,887	0	0	1,937	5,200	2,750	0	0	0	9,887	0
Special	3,113	0	0	788	1,300	1,025	0	0	0	3,113	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:
Added to primary D&E program.

USAGE:

2165, 2167, 2168, 2169, 2170, 2171, 2172, 2173



PROJECT: LOTS Transit Development Plan (TDP)

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

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

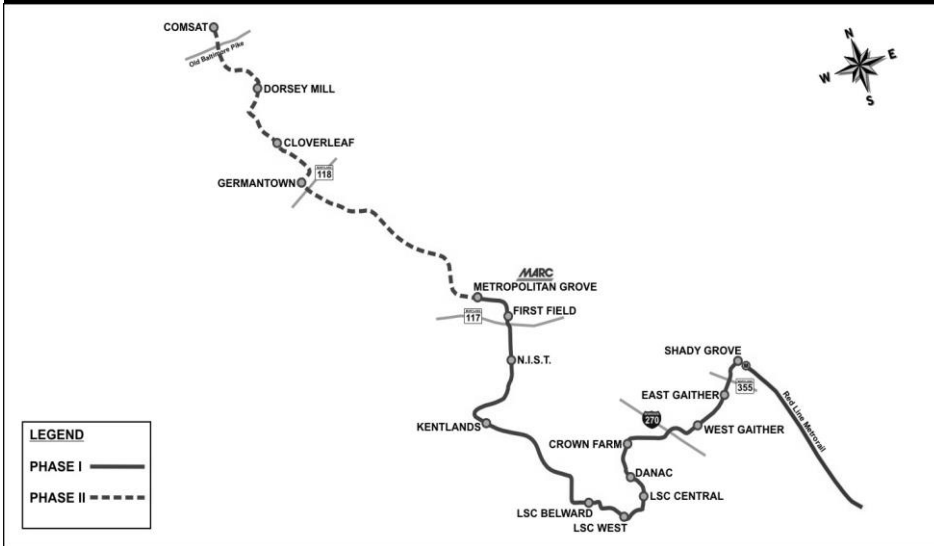
SMART GROWTH STATUS: ☒ Project Not Location Specific ☐ Not Subject to PFA Law
☐ Project Inside PFA ☐ Grandfathered
☐ Project Outside PFA ☐ Exception Will Be Required
☐ PFA Status Yet to Be Determined ☐ Exception Granted

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

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
							
Planning	5,202	2,650	233	1,442	196	204	233	238	238	2,551	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	5,202	2,650	233	1,442	196	204	233	238	238	2,551	0
Federal-Aid	3,665	1,352	202	1,327	174	181	207	211	211	2,313	0
Special	1,519	1,281	32	115	22	23	26	26	26	238	0
Other	17	17	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: None.

USAGE:

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

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

PURPOSE & NEED SUMMARY STATEMENT: The CCT will provide faster, more direct transportation between residential and major employment areas in the I-270 corridor. It will enhance access to Shady Grove station and employment areas, increase capacity of congested roadways, support economic development consistent with local master plans, and reduce environmental impacts.

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:**SMART GROWTH STATUS:**

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

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

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2025...	...2026...	...2027...	...2028...		
Planning	39,971	39,970	0	1	0	0	0	0	0	1	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	39,971	39,971	0	1	0	0	0	0	0	1	0
Federal-Aid	1,501	1,501	0	0	0	0	0	0	0	0	0
Special	38,471	38,470	0	1	0	0	0	0	0	1	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: None.

USAGE:



PROJECT: Frederick Douglass Tunnel

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

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

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

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

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

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

STATUS: MDOT and MTA are working closely with Amtrak on design and phasing plans. Amtrak hosted virtual community outreach during FY 22. Design efforts ongoing.

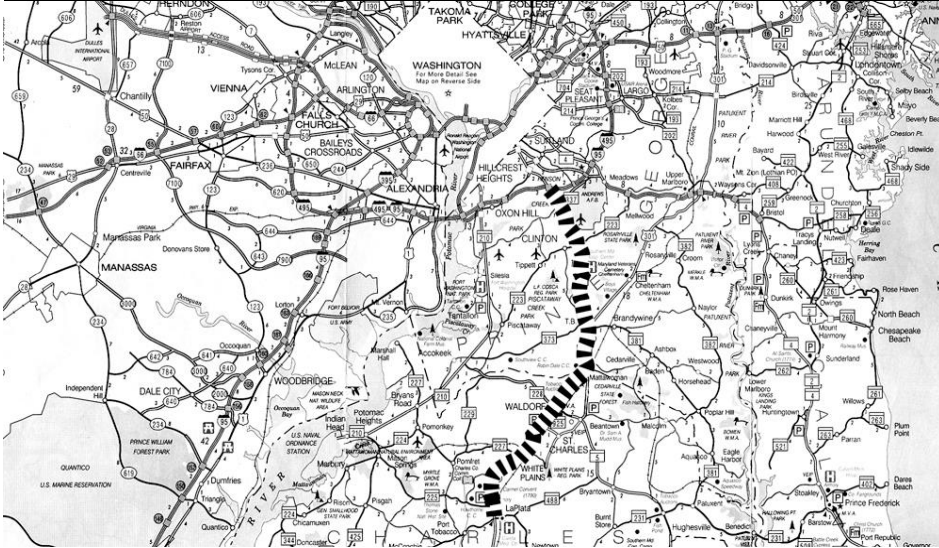
POTENTIAL FUNDING SOURCE:

- ☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2025...	...2026...	...2027...	...2028...		
Planning	450,157	21	15	137	0	0	0	0	0	137	450,000
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	450,157	21	15	137	0	0	0	0	0	137	450,000
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	450,157	21	15	137	0	0	0	0	0	137	450,000
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: None.

USAGE:

**PROJECT:** Southern Maryland Rapid Transit Study

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

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

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

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

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

EXPLANATION:**POTENTIAL FUNDING SOURCE:**

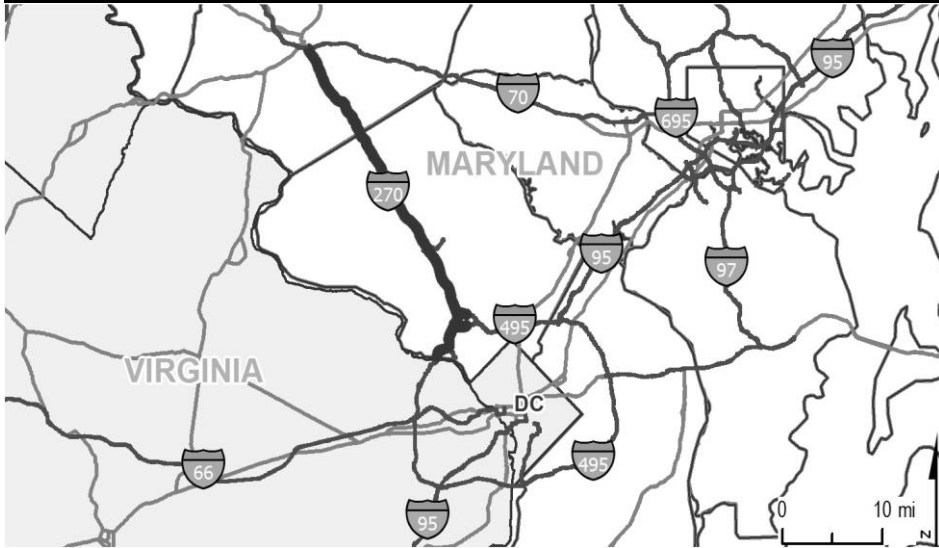
☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2025...	...2026...	...2027...	...2028...		
Planning	14,899	4,899	0	200	5,250	4,550	0	0	0	10,000	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	14,899	4,899	0	200	5,250	4,550	0	0	0	10,000	0
Federal-Aid	5,000	(0)	0	100	2,625	2,275	0	0	0	5,000	0
Special	9,899	4,899	0	100	2,625	2,275	0	0	0	5,000	0
Other	0	0	0	0	0	0	0	0	0	0	0

STATUS: MTA completed the SMRT Study and Alternatives Report in 2017. Following the enactment of House Bill 414, the project received an award of \$5M in federal funds through a Congressionally Directed Spending appropriation in FFY 22. The Dept. is currently coordinating with Charles and Prince George's Counties on a Memorandum of Agreement to provide a framework for State-local collab on the next phase of the project.

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:
Project funding allocation increased by \$9.3M to support the Southern Maryland Rapid Transit Study with Congressionally Designated Funds.

USAGE:



PROJECT: AGY Future Montgomery County Priority Transit Project

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

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

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: Maintain a High Standard and Modernize Maryland's Multimodal Transportation 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 |

STATUS: I-495 American Legion Bridge Transit/TDM Plan completed in 2021. Project discussions continuing.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY						
						...	2025...	...2026...	...2027...			...2028...
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	800	0	0	400	400	0	0	0	0	800	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	800	0	0	400	400	0	0	0	0	800	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	
Special	800	0	0	400	400	0	0	0	0	800	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: None.

USAGE:



DESCRIPTION: Amtrak will lead design efforts to replace the Susquehanna River Bridge with new East and West Bridges.

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

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

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

STATUS: MDOT MTA is providing support to Amtrak as they work with FRA to obligate grant funding.

[illegible]

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:
Added to primary D&E program.

USAGE:

Building Baltimore Penn Station Connections

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



PROJECT: Penn Station Investments

DESCRIPTION: Multimodal access improvements at and around Baltimore Penn Station, funded by a RAISE grant and Congressionally Designated Spending managed as a grant. The project will include the addition of a full-time dedicated bus lane on Charles Street, new curb extensions, bus stop improvements, real-time sign information, and pedestrian and bicycle access improvements all around or connecting to Penn Station in order to improve access to that station.

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

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 checked="" type="checkbox"/> Better Transportation Choices & Connections | |

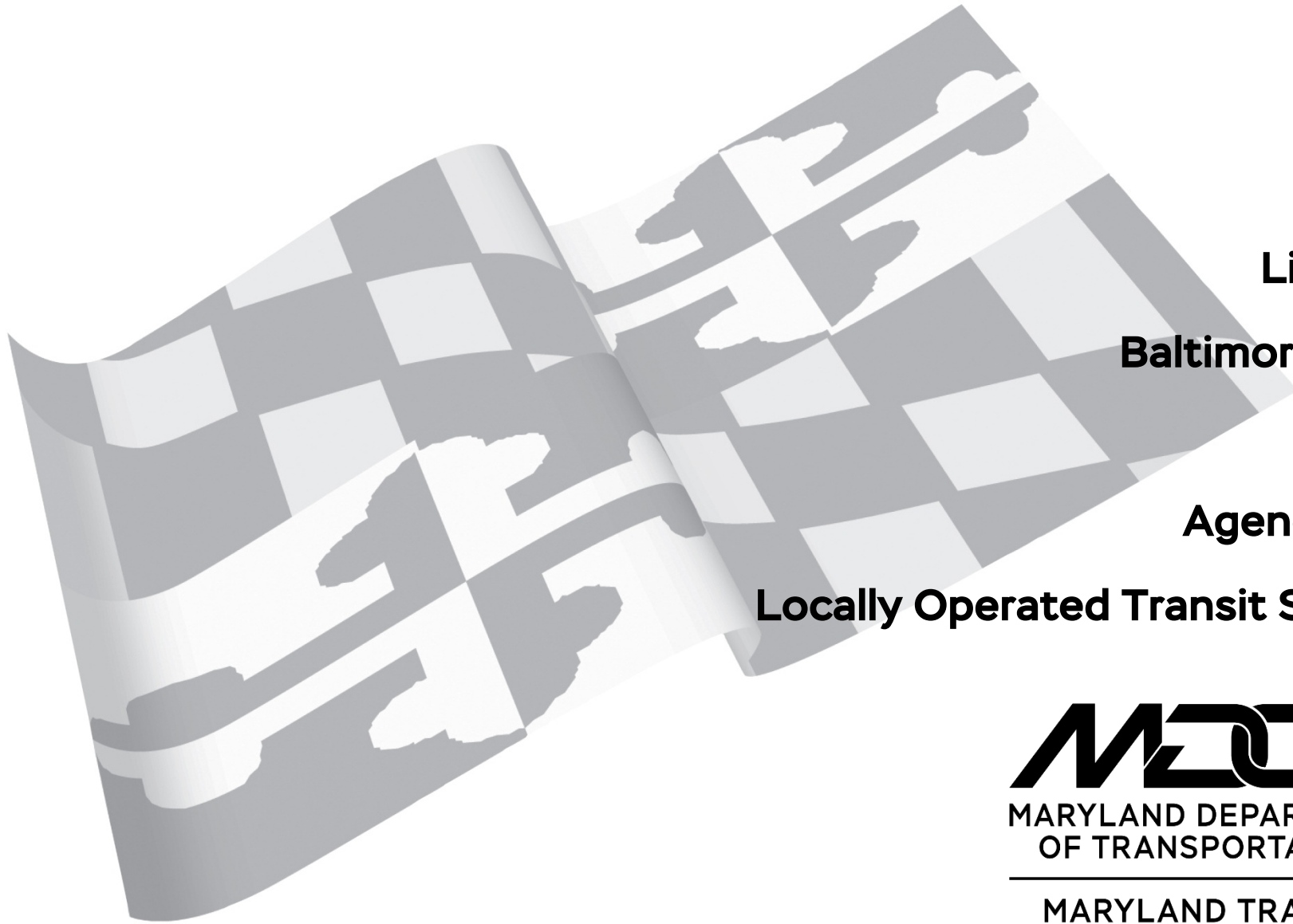
EXPLANATION:

STATUS: MDOT MTA is coordinating with Amtrak for work to be done on their property. Moving forward with NEPA, on both the buffer around the station for pedestrian and bicycle investments as well as the plaza and other impacts to the historic character of the Penn Station headhouse.

POTENTIAL FUNDING SOURCE:											
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	1,000	0	0	0	1,000	0	0	0	0	1,000	0
Engineering	1,650	0	0	0	700	950	0	0	0	1,650	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	12,000	0	0	0	0	0	5,933	4,675	1,393	12,000	0
Total	14,650	0	0	0	1,700	950	5,933	4,675	1,393	14,650	0
Federal-Aid	11,000	0	0	0	1,360	40	4,746	3,740	1,114	11,000	0
Special	2,650	0	0	0	340	910	712	561	127	2,650	0
Other	1,000	0	0	0	0	0	475	374	151	1,000	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: Added to the D&E program.

USAGE: State funding will be used to match two Federal funding sources (\$5M in Congressionally Designated Spending and \$6M in a RAISE grant). These funds will be used to improve multimodal connections to Penn Station, including the



MARC

Freight

Light Rail

Baltimore Metro

Bus

Agency Wide

Locally Operated Transit Systems



**MARYLAND DEPARTMENT
OF TRANSPORTATION**

**MARYLAND TRANSIT
ADMINISTRATION**

MDOT MTA MINOR PROJECTS

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND TRANSIT ADMINISTRATION - LINE 63

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>AGY - ADA Compliance</u>			
MTAPRJ001983	AGY Technical Accessibility Reviews	\$ 179	Underway
<u>AGY - Communications Systems</u>			
MTA1593	AGY Station Communication Cabinet Upgrade	\$ 558	Ongoing
<u>AGY - Elevator Rehabilitation</u>			
MTAPRJ001798	AGY MTA Elevators Structural, Architectural, ADA, Civil, and Equipment Study	\$ 417	Design Underway
<u>AGY - Environmental Compliance</u>			
MTA1592	AGY Oil/Water Separator Replacement	\$ 1,173	Under Construction
<u>AGY - Facilities - Pavement</u>			
MTAPRJ001821	BUS 1331 S Monroe St Pavement Reconstruction	\$ 1,693	FY 2023
<u>AGY - Facilities - Roof</u>			
MTAPRJ001865	MTR Rogers Ave and Reisterstown Roof Replacement	\$ 5,696	FY 2024
MTAPRJ001867	MTR Wabash Systems Maintenance Building Roof Replacement	\$ 1,150	FY 2023
MTAPRJ001918	AGY Roof Replacement Milford Mill	\$ 1,464	Design Underway
MTAPRJ002088	BUS North West Division Transportation Roof Replacement	\$ 4,500	FY 2023
MTAPRJ002120	MTR Wabash Main Roof Replacement	\$ 4,634	Design Underway
<u>AGY - IT</u>			
MTAPRJ001972	AGY Occupational Health Management System	\$ 2,170	Ongoing
<u>AGY - Stormwater Management</u>			
MTAPRJ001968	LR Mount Washington SWM Improvements	\$ 420	Study Underway

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND TRANSIT ADMINISTRATION - LINE 64

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>AGY - Stormwater Management</u>				
MTAPRJ001993	AGY Dundalk & Golden Beach Repair	\$	630	Design Underway
MTAPRJ002214	LR Cromwell Station Pond Repairs	\$	430	Design Underway
<u>AGY - Systems</u>				
MTAPRJ002066	AGY Speaker inspection and replacement	\$	2,830	Design Underway
<u>AGY - Telecommunications</u>				
MTAPRJ001764	AGY Telecommunications VOIP Hardware & Software Replacement	\$	1,232	Ongoing
<u>AGY - TMDL Compliance</u>				
MTAPRJ001632	MARC TMDL Martins Stormwater Management Repair & Retorfit	\$	332	Design Underway
MTAPRJ001895	LTR TMDL Warren Road SWM Repair and Retrofit	\$	939	Under Construction
MTAPRJ001931	MTR TMDL Milford Mill SWM Repair and Retrofit	\$	3,729	FY 2023
MTAPRJ001934	BUS TMDL Northwest Bus SWM Repair and Retrofit	\$	2,349	Design Underway
MTAPRJ001935	MARC TMDL Bowie State SWM Repair and Retrofit	\$	710	FY 2023
<u>BUS - Facilities</u>				
MTAPRJ001964	BUS White Marsh Comfort Station	\$	1,702	Design Underway
MTAPRJ002177	BUS Washington Blvd Bldg 9 Structural Remediation	\$	425	Design Underway
MTAPRJ002183	BUS Washington Blvd Bldgs 1-4 Drainage Remediation	\$	250	Design Underway
<u>LTR - Bridge Preservation</u>				
MTAPRJ001724	LTR Repairs to Bridges and WS Structures	\$	1,505	FY 2023
<u>LTR - Drainage</u>				
MTAPRJ001721	LTR Woodberry Erosion Repair NW198	\$	600	FY 2023
MTAPRJ001722	LTR Maple - Twin Oaks Drainage Improvement SW340	\$	766	Underway
MTAPRJ001927	LTR Church Lane Drainage NE 724	\$	210	Design Underway

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND TRANSIT ADMINISTRATION - LINE 65

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>LTR - Drainage</u>			
MTAPRJ002164	LTR Camp Meade North Drainage Repairs SW 365	\$ 100	Study Underway
<u>LTR - Guideway - Ops</u>			
MTAPRJ001896	LTR Operator Simulator	\$ 1,848	Design Completed
<u>LTR - Systems Maintenance</u>			
MTAPRJ002202	LTR CIH and TPSS UPS and Battery Charger Maintenance	\$ 205	Underway
<u>MARC - Facilities - FE</u>			
MTAPRJ002216	MARC Muirkirk Pavement & SWM Repairs	\$ 250	Design Underway
<u>MARC - Facilities - Ops</u>			
MTAPRJ001965	MARC Frederick Yard Compressed Air System Installation	\$ 475	Design Completed
MTAPRJ001982	MARC Riverside 500,000 Gallon Tank Upgrades	\$ 119	Under Construction
MTAPRJ001986	MARC Riverside Upgrades - Wayside Power, Yard Air, Environmental *	\$ 2,199	Design Underway
MTAPRJ002026	MARC Riverside Building 4 Exterior Upgrades	\$ 380	Design Completed
<u>MOL - Facilities</u>			
MTAPRJ001718	MOL Patterson Ave Facility Wall Monitor Upgrade	\$ 270	Ongoing
<u>MOL - Systems</u>			
MTAPRJ001816	AGY TICC IVR and MOCC Server Upgrade	\$ 215	Ongoing
MTAPRJ001819	AGY TICC and MOCC Remote Telework Solution	\$ 0	Ongoing
<u>MTR - Facilities Maintenance</u>			
MTAPRJ001754	MTR Rehabilitation of Deluge Valve Room & Valve Pit	\$ 3,730	Under Construction
MTAPRJ002192	MTR Lexington Market Metro Facility	\$ 375	Design Underway

* Project funding enabled by IIJA increases

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND TRANSIT ADMINISTRATION - LINE 66

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>MTR - Guideway - Ops</u>				
MTAPRJ001897	MTR Operator Simulator	\$	924	Underway
<u>MTR - Safety Initiatives</u>				
MTAPRJ002188	MTR Mondawmin Hub	\$	1,000	Design Underway
<u>MTR - Systems Maintenance</u>				
MTA1535	MTR UPS Battery Replacement	\$	4,862	Underway
MTAPRJ001745	AGY LED Lighting Replacement	\$	6,000	Underway
<u>POL - Systems</u>				
MTA1516	AGY POL Video Management System Replacement	\$	8,173	Design Completed

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 67

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Allegany County FY 2022 Completions</u>		
3 Small Bus Replacements (FY21)	\$ 225	Complete
Preventive Maintenance (FY21)	\$ 350	Complete
Transportation Development Plan (FY19)	\$ 100	Complete
Vehicle Cameras APC (FY15)	\$ 237	Complete
<u>Allegany County FY 2023 and 2024</u>		
Computer Equipment (FY22)	\$ 25	FY23
Garage Door Replacement (FY21)	\$ 43	FY23
Preventive Maintenance (FY23)	\$ 350	FY23
Preventive Maintenance (FY22)	\$ 350	Ongoing
<u>Annapolis County FY 2022 Completions</u>		
1 Medium Bus Replacement - 253 (FY20)	\$ 386	Complete
1 Medium Bus Replacement - 256 (FY20)	\$ 386	Complete
Maintenance Lifts (FY21)	\$ 174	Complete
Preventative Maintenance (FY21)	\$ 450	Complete
Preventive Maintenance (FY22)	\$ 475	Complete
<u>Annapolis County FY 2023 and 2024</u>		
2 30' Heavy Duty Bus Replacements - 5411 & 5511 (FY22 5339)	\$ 770	FY23
2 Heavy Duty Bus Replacements - 5209 & 5409 (FY21 5339)	\$ 562	FY23
2 Support Vehicle Replacements (FY22 ARPA SWAP)	\$ 70	FY23
Automatic Vehicle Location System (FY23 5339)	\$ 68	FY23
Preventive Maintenance (FY23)	\$ 475	Ongoing
<u>Anne Arundel County FY 2022 Completions</u>		
1 Medium Replacment Bus - 9548 (FY18)	\$ 194	Complete
7 Small Cutaway Expansion Buses (FY21 5339)	\$ 551	Complete
Ridesharing (FY21)	\$ 197	Complete
Ridesharing (FY22)	\$ 197	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 67

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Anne Arundel County FY 2023 and 2024</u>		
1 30' Medium Expansion Bus (FY22 5339)	\$ 123	FY23
2 Small Cutaway Expansion Buses (FY22 5339)	\$ 172	FY23
Mobile Radios (FY19 5339)	\$ 35	FY23
5 Small Expansion Buses (FY23 5339)	\$ 602	FY24
Ridesharing (FY23)	\$ 197	Ongoing
Transportation Development Plan (FY22 5304)	\$ 105	Ongoing
<u>Baltimore City FY 2022 Completions</u>		
Ridesharing (FY21)	\$ 82	Complete
Ridesharing (FY22)	\$ 82	Complete
<u>Baltimore City FY 2023 and 2024</u>		
8 Heavy Duty Replacement Buses - 1201 - 1210 (FY20 CARES)	\$ 3,400	FY24
Ridesharing (FY23)	\$ 82	Ongoing
<u>Baltimore County FY 2022 Completions</u>		
12 Medium Buses - Expansion (FY19 5339 Discretionary)	\$ 1,924	Complete
4 Small Bus Replacements (FY21 5339)	\$ 243	Complete
BMC Ridesharing (FY21)	\$ 170	Complete
BMC Ridesharing (FY22)	\$ 170	Complete
BMC Ridesharing (FY23)	\$ 170	Complete
Transportation Development Plan (FY20)	\$ 95	Complete
<u>Baltimore County FY 2023 and 2024</u>		
2 Small Cutaway Replacement Buses - 30891 & 30892 (FY22 5339)	\$ 135	FY23
Bus Shelters (FY19 5339 Discretionary)	\$ 120	FY23
Bus Signage (FY19 5339 Discretionary)	\$ 10	FY23
Workforce Development (FY19 5339 Discretionary)	\$ 10	FY23
2 Small Expansion Buses (FY23 5339)	\$ 193	FY24
BMC Ridesharing (FY23)	\$ 170	Ongoing

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 67

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Calvert County FY 2022 Completions</u>		
2 Small Bus Replacements - 137 & 139 (FY22 5339)	\$ 149	Complete
Preventive Maintenance (FY20 5307)	\$ 32	Complete
Preventive Maintenance (FY20 5311)	\$ 119	Complete
Ridesharing (FY21)	\$ 9	Complete
Ridesharing (FY22)	\$ 9	Complete
Transportation Development Plan (FY20 5304)	\$ 95	Complete
<u>Calvert County FY 2023 and 2024</u>		
Dispatch Software (FY21 5339)	\$ 81	FY23
Electronic Fareboxes (7) (FY22 5339)	\$ 139	FY23
Preventive Maintenance (FY23 5307)	\$ 26	FY23
Preventive Maintenance (FY23 5311)	\$ 99	FY23
Transfer Station Needs Assessment (FY23 5307)	\$ 22	FY23
Transfer Station Needs Assessment (FY23 5311)	\$ 83	FY23
2 Small Replacement Buses - 132 & 143 (FY23 5339)	\$ 211	FY24
DPW Fuel Depot (FY23 5307)	\$ 76	FY24
DPW Fuel Depot (FY23 5311)	\$ 284	FY24
Preventive Maintenance (FY21 5307)	\$ 32	Ongoing
Preventive Maintenance (FY21 5311)	\$ 119	Ongoing
Preventive Maintenance (FY22 5307)	\$ 32	Ongoing
Preventive Maintenance (FY22 5311)	\$ 119	Ongoing
Ridesharing (FY23)	\$ 9	Ongoing
AVL Equipment (FY18 5339)	\$ 4	Underway
<u>Carroll County FY 2022 Completions</u>		
1 Small Bus Replacement - 3392 (FY21)	\$ 68	Complete
1 Small Bus Replacement - 3395 (FY21)	\$ 68	Complete
1 Small Bus Replacement - 3396 (FY21)	\$ 68	Complete
2 Small Cutaway Bus Replacements - 3312 & 3317 (FY22 5339)	\$ 129	Complete
3 Light Duty Bus Replacements (FY19 Discretionary 5339)	\$ 147	Complete
Preventive Maintenance (FY21)	\$ 150	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 67

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Carroll County FY 2023 and 2024</u>		
1 Minivan Replacement - 3393 (FY22 5339)	\$ 45	FY23
Preventive Maintenance (FY23)	\$ 150	FY23
1 Minivan Replacement - 3322 (FY23 5339)	\$ 61	FY24
2 Small Bus Replacements - 3315 & 3316 (FY23 5339)	\$ 184	FY24
Preventive Maintenance (FY22)	\$ 200	Ongoing
<u>Cecil County FY 2022 Completions</u>		
1 Medium Replacement Bus - 225 (FY18)	\$ 210	Complete
Automatic Passenger Counters (FY20)	\$ 70	Complete
Medium Replacement Bus - 229 (FY19 5307) + 1 Small Expansion Bus	\$ 274	Complete
Preventive Maintenance (FY21)	\$ 170	Complete
<u>Cecil County FY 2023 and 2024</u>		
Land Acquisition - Transit Hub	\$ 1,000	FY23
Preventive Maintenance (FY23)	\$ 200	FY23
Transit Hub D & E (FY22 5307)	\$ 400	FY23
Transit Hub D & E (FY23 5307)	\$ 400	FY24
Preventive Maintenance (FY22)	\$ 170	Ongoing
3 Bus Wraps (FY20)	\$ 13	Underway
Automatic Annunciators (FY20)	\$ 80	Underway
Bus Wraps for Cutaway Buses (FY16)	\$ 7	Underway
Integrated Mobility Innovation (IMI) (FY20 5312 Discret.)	\$ 704	Underway
<u>Charles County FY 2022 Completions</u>		
2 Small Cutaway Buses - T84 & T1708 (FY21 5339)	\$ 154	Complete
Preventive Maintenance (FY20)	\$ 114	Complete
Preventive Maintenance (FY21)	\$ 114	Complete
Preventive Maintenance (FY22)	\$ 170	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 67

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Charles County FY 2023 and 2024 (cont'd)</u>		
Design & Engineering for Facility (FY21)	\$ 500	FY23
Construction Oversight (FY23 5307)	\$ 500	FY24
Facility Construction (FY22 5307)	\$ 750	FY24
Facility Construction (FY23 5307)	\$ 4,250	FY24
Preventive Maintenance (FY23)	\$ 200	Ongoing
Design & Engineering for Facility (FY20)	\$ 500	Underway
Shelter and Bus Stop Improvements (FY17)	\$ 50	Underway
<u>Dorchester County FY 2022 Completions</u>		
1 Small Bus Replacement - 193 (FY21 5339)	\$ 77	Complete
Air Conditioning Recovery Machine (FY21 5339)	\$ 7	Complete
Preventive Maintenance (FY21)	\$ 50	Complete
Scan Diagnostic Tool	\$ 5	Complete
<u>Dorchester County FY 2023 and 2024</u>		
1 Transit Sedan Replacement - 184 (FY23 5339)	\$ 49	FY23
Fencing Around Facility (FY23 5311)	\$ 100	FY23
Parking Lot Upgrades (FY23 5311)	\$ 150	FY23
Preventive Maintenance (FY23)	\$ 50	FY23
1 Small Replacement Bus - 158 (FY23 5339)	\$ 83	FY24
Preventive Maintenance (FY22)	\$ 50	Ongoing
<u>Eastern Shore Non-Profits FY 2022 Completions</u>		
Delmarva Community Transit - 2 Minivan Expansions (FY19 5339 Discret.)	\$ 70	Complete
Delmarva Community Transit- Mobility Management (FY18/19)	\$ 324	Complete
<u>Eastern Shore Non-Profits FY 2023 and 2024</u>		
Delmarva Community Transit - 6 Security Cameras (FY19 5339 Discret.)	\$ 30	FY23
Delmarva Community Transit - Mobility Management (FY22/23 5310)	\$ 333	FY23
Delmarva Community Transit - Preventive Maintenance (FY22/23 5310)	\$ 20	FY23

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
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Maryland Transit Administration - Locally Operated Transit Systems - LINE 67

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Eastern Shore Non-Profits FY 2023 and 2024 (cont'd)</u>		
Delmarva Community Transit - Transportation Development Plan	\$ 95	Ongoing
Delmarva Community Transit- Mobility Management (FY20/21)	\$ 460	Ongoing
<u>Elderly/ Disabled Non-Profits FY 2022 Completions</u>		
Action in Maturity - Preventive Maintenance (FY20/21)	\$ 25	Complete
Appalachian Parent Assoc - Preventive Maintenance (FY20/21)	\$ 50	Complete
Appalachian Parent Assoc - 1 Small Rplcmt Bus Type 3A - X-31 (FY22/23)	\$ 70	Complete
Appalachian Parent Assoc - 1 Van Expansion Type 2 (FY22/23)	\$ 55	Complete
Appalachian Parent Assoc - Scan Tool (FY22/23)	\$ 10	Complete
ARC of Carroll County - 1 Van Expansion Type 1 (FY22/23)	\$ 47	Complete
ARC of Central Chesapeake - 3 Van Expansions Type 3 (FY22/23)	\$ 136	Complete
ARC of Northern Chesapeake Region - 1 Small Bus Replacement Type 1A - 129 (FY22/23)	\$ 59	Complete
ARC of Washington County - 1 Van Expansion Type 4 (FY22/23)	\$ 51	Complete
ARC of Washington County - Preventive Maintenance (FY18/19)	\$ 8	Complete
Associated Catholic Charities - 1 Van Replacement Type 2 - #HG (FY22/23)	\$ 55	Complete
Associated Catholic Charities - Preventive Maintenance (FY20/21)	\$ 40	Complete
Athelas - 1 Small Replacement Bus Type 3A - 138 (FY22/23)	\$ 79	Complete
Athelas - 1 Van Replacement Type 3 - 112 (FY22/23)	\$ 45	Complete
Bayside Community Network - 1 Small Expansion Bus Type 3A (FY22/23)	\$ 70	Complete
Bayside Community Network - 1 Van Expansion Type 2 (FY22/23)	\$ 55	Complete
Bayside Community Network - Mobility for All (FY20 Discret.)	\$ 50	Complete
Bayside Community Network - Preventive Maintenance (FY16/17)	\$ 30	Complete
Center for Life Enrichment - 1 Van Replacement Type 4 - 171 (FY22/23)	\$ 49	Complete
Center for Life Enrichment - 1 Van Replacement Type 4 - 173 (FY22/23)	\$ 49	Complete
Comprehensive Housing Assistance - Preventive Maintenance (FY17 SS)	\$ 6	Complete
Daybreak Adult Day Services - 1 Small Replacement Bus Type 3A - 5 (FY22/23)	\$ 69	Complete
Daybreak Adult Day Services - 1 Small Replacement Bus Type 3A - 7 (FY22/23)	\$ 69	Complete
Dove Pointe, Inc. - 4 Wheelchair Lifts (FY18 SS)	\$ 25	Complete
Easter Seals Baltimore - 1 Small Replacement Bus Type 1A - #E (FY22/23)	\$ 74	Complete
Easter Seals Baltimore - 1 Small Replacement Bus Type 1A - #OldF (FY22/23)	\$ 74	Complete
Easter Seals Hagerstown - 1 Small Replacement Bus Type 1A - "Tandem" (FY22/23)	\$ 74	Complete
Friends Aware - Preventive Maintenance (FY20/21)	\$ 30	Complete
Harford Center - 1 Small Bus Replacement Type 3A - 02 (FY22/23)	\$ 76	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
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PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Elderly/ Disabled Non-Profits FY 2022 Completions (cont'd)		
Harford Center - 1 Small Bus Replacement Type 3A - 11 (FY22/23)	\$ 76	Complete
Harford Center - 1 Van Replacement Type 4A - 27 (FY22/23)	\$ 49	Complete
Hopkins Elder Plus - 1 Small Replacement Bus Type 4 - 24-002 (FY22/23)	\$ 74	Complete
Hopkins Elder Plus - 1 Small Replacement Bus Type 4 - 24-003 (FY22/23)	\$ 74	Complete
LifeBridge Health - 1 Small Replacement Bus Type 3A - 1078 (FY22/23)	\$ 66	Complete
LifeBridge Health - 1 Small Replacement Bus Type 3A - 47 (FY22/23)	\$ 66	Complete
LifeBridge Health - 1 Small Replacement Bus Type 3A - 974 (FY22/23)	\$ 66	Complete
Partners In Care - Preventive Maintenance (FY18/19)	\$ 20	Complete
Partners In Care - 1 Small Bus Replacement Type 3A - #PIC Bus 1 (FY22/23)	\$ 74	Complete
Partners in Care - Mobility Management - All Programs (FY20/21)	\$ 591	Complete
Progress Unlimited, Inc. - 1 Van Expansion Type 3 (FY22/23)	\$ 45	Complete
Progress Unlimited, Inc. - Preventive Maintenance (FY20/21)	\$ 90	Complete
Progress Unlimited, Inc.-35 Ipads and Protective Cases (FY20/21)	\$ 13	Complete
Sheppard Pratt - 1 Small Bus Replacement Type 4A - 1503 (FY22/23)	\$ 68	Complete
Sheppard Pratt - 3 Small Bus Replacements Type 3A (FY22/23)	\$ 196	Complete
Shore Up! - Preventive Maintenance (FY16/17)	\$ 12	Complete
Shore Up! - Preventive Maintenance (FY18/19)	\$ 12	Complete
Spring Dell - 1 Van Replacement Type 1 - 19 (FY22/23)	\$ 51	Complete
Spring Dell - Preventive Maintenance (FY18/19)	\$ 42	Complete
St. Mary's Adult Medical Day Care - 1 Small Bus Replacement Type 3A - 57 (FY22/23)	\$ 70	Complete
St. Mary's Adult Medical Day Care - 1 Small Bus Replacement Type 3A - 58 (FY22/23)	\$ 70	Complete
St. Mary's Nursing Center, Inc. - 1 Small Replacement Bus Type 3A - 101 (FY22/23)	\$ 67	Complete
St. Mary's Nursing Center, Inc. - Preventive Maintenance (FY20/21)	\$ 13	Complete
The League for People with Disabilities - 1 Van Replacement Type 1 - 38008HT (FY22/23)	\$ 47	Complete
Unified Community Connections - 4 Small Replacement Buses Type 1A (FY22/23)	\$ 234	Complete
Washington County CAC - 1 Small Replacement Bus Type 4A - 12 (FY22/23)	\$ 73	Complete
Washington County CAC - 1 Small Replacement Bus Type 4A - 5 (FY22/23)	\$ 73	Complete
Washington County CAC - Mobility Management(FY20/21)	\$ 135	Complete
Washington County CAC - Preventive Maintenance (FY22/23)	\$ 15	Complete
Worcester County Comm on Aging - 1 Small Replacement Bus Type 3A - 1445 (FY22/23)	\$ 66	Complete
Worcester County Comm on Aging - 1 Van Replacement Type 1 - 141 (FY22/23)	\$ 48	Complete
Worcester County Comm on Aging - 1 Van Replacement Type 1 - 1452 (FY22/23)	\$ 48	Complete
Worcester County Comm on Aging - 1 Van Replacement Type 1 - 1453 (FY22/23)	\$ 48	Complete
Worcester County Comm on Aging - Computer/Software (FY18/19)	\$ 20	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
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Maryland Transit Administration - Locally Operated Transit Systems - LINE 67

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Elderly/ Disabled Non-Profits FY 2022 Completions (cont'd)</u>		
Worcester County Comm on Aging - Mobility Management (FY20/21)	\$ 106	Complete
Worcester County Comm on Aging - Preventive Maintenance (FY18/19)	\$ 20	Complete
Worcester County Developmental Center - 1 Small Expansion Bus (FY22/23)	\$ 66	Complete
Worcester County Developmental Center - 1 Small Repcmt Bus Type 3A - 41 (FY22/23)	\$ 66	Complete
<u>Elderly/ Disabled Non-Profits FY 2023 and 2024</u>		
Allegany County HRDC, Inc. - Mobility Management (FY22/23)	\$ 46	FY23
Allegany County HRDC, Inc. - Preventive Maintenance (FY20/21)	\$ 26	FY23
ARC of Central Chesapeake - PPE (FY22/23)	\$ 1	FY23
ARC of Central Chesapeake - Preventive Maintenance (FY22/23)	\$ 3	FY23
ARC of Northern Chesapeake Region - Preventive Maintenance (FY22/23)	\$ 45	FY23
ARC of Southern Maryland - 2 Van Expansions Type 4 (FY22/23)	\$ 98	FY23
ARC of Southern Maryland - Preventive Maintenance (FY18/19)	\$ 5	FY23
Bayside Community Network - Preventive Maintenance (FY18/19)	\$ 23	FY23
Center for Life Enrichment - Preventive Maintenance (FY22/23)	\$ 54	FY23
Charles County Nursing and Rehabilitation - Preventive Maintenance (FY18/19)	\$ 19	FY23
Chesterwye Center - 1 Van Expansion Type 4 (FY22/23)	\$ 50	FY23
Daybreak Adult Day Services - Disinfectant Sprayer (FY22/23)	\$ 1	FY23
Dove Pointe, Inc. - 1 Van Expansion Type 1	\$ 43	FY23
Dove Pointe, Inc. - 1 Van Expansion Type 1	\$ 52	FY23
Easter Seals Baltimore - Preventive Maintenance (FY20/21)	\$ 30	FY23
Easter Seals Baltimore - Tripspark Software (FY22/23)	\$ 44	FY23
Easter Seals Hagerstown - Tripspark Software (FY22/23)	\$ 44	FY23
Freedom Landing - Preventive Maintenance (FY18/19)	\$ 3	FY23
Harford Center - Preventive Maintenance (FY22/23)	\$ 6	FY23
Kent Center - Preventive Maintenance (FY18/19)	\$ 5	FY23
LifeBridge Health - Cleaning Supplies (FY22/23)	\$ 12	FY23
Partners In Care - 1 Van Expansion Type 4 - #PIC Bus 2 (FY22/23)	\$ 49	FY23
Shore Up! - Driver Shields (FY22/23)	\$ 2	FY23
Shore Up! - Security Cameras (FY22/23)	\$ 14	FY23
St. Mary's Adult Medical Day Care - Disinfectant Sprayer (FY22/23)	\$ 1	FY23
Star Community - 1 Van Expansion Type 4 (FY22/23)	\$ 49	FY23
Action in Maturity - Preventive Maintenance (FY22/23)	\$ 24	Ongoing

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
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Maryland Transit Administration - Locally Operated Transit Systems - LINE 67

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Elderly/ Disabled Non-Profits FY 2023 and 2024 (cont'd)		
Allegany County HRDC, Inc. - Mobility Management (FY18/19)	\$ 100	Ongoing
Allegany County HRDC, Inc. - Preventive Maintenance (FY18/19)	\$ 27	Ongoing
Associated Catholic Charities - Preventive Maintenance (FY22/23)	\$ 8	Ongoing
Athelas - Preventive Maintenance (FY18/19)	\$ 10	Ongoing
Charles County Nursing and Rehabilitation - Preventive Maintenance (FY16/17)	\$ 24	Ongoing
Chesapeake Care Resources, Inc. - Preventive Maintenance (FY20/21)	\$ 20	Ongoing
Comprehensive Housing Assistance - Preventive Maintenance (FY18/19)	\$ 10	Ongoing
Diakon - Preventive Maintenance (FY20/21)	\$ 6	Ongoing
Dorchester County Comm on Aging - Preventive Maintenance (FY18/19)	\$ 17	Ongoing
Dove Pointe, Inc. - Preventive Maintenance (FY18/19)	\$ 100	Ongoing
Easter Seals Baltimore - Preventive Maintenance (FY17 SS)	\$ 24	Ongoing
Easter Seals Baltimore - Preventive Maintenance (FY18/19)	\$ 44	Ongoing
Easter Seals Hagerstown - Preventive Maintenance (FY20/21)	\$ 30	Ongoing
Freedom Landing - Preventive Maintenance (FY16/17)	\$ 9	Ongoing
Hopkins Elder Plus - Preventive Maintenance (FY22/23)	\$ 52	Ongoing
Kent Center - Preventive Maintenance (FY16/17)	\$ 9	Ongoing
Kent Center - Preventive Maintenance (FY17 SS)	\$ 6	Ongoing
Lifestyles of MD - Preventive Maintenance (FY22/23)	\$ 24	Ongoing
Mosaic-Preventive Maintenance (FY20/21)	\$ 60	Ongoing
Partners In Care - Mobility Management (FY22/23)	\$ 663	Ongoing
Partners In Care - Preventive Maintenance (FY20/21)	\$ 40	Ongoing
Progress Unlimited, Inc. - Preventive Maintenance (FY22/23)	\$ 24	Ongoing
Spring Dell - Preventive Maintenance (FY22/23)	\$ 42	Ongoing
St. Mary's Nursing Center, Inc. - Preventive Maintenance (FY22/23)	\$ 12	Ongoing
Star Community - Preventive Maintenance (FY16/17)	\$ 3	Ongoing
Washington County CAC - Mobility Management (FY22/23)	\$ 239	Ongoing
Worcester County Comm on Aging - Mobility Management (FY22/23)	\$ 106	Ongoing
Worcester County Comm on Aging - Preventive Maintenance (FY22/23)	\$ 24	Ongoing
Worcester County Developmental Center - Preventive Maintenance (FY18/19)	\$ 65	Ongoing
Freedom Landing - 2 Expansion Minivans (FY16/17)	\$ 80	Underway
Kent Center - Office Equipment (FY18/19)	\$ 4	Underway
LifeBridge Health - PPE (FY22/23)	\$ 4	Underway
Providence Center - 10 Van Expansions Type 3 (FY22/23)	\$ 590	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 67

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Frederick County FY 2022 Completions</u>		
Facility Expansion Construction (FY20)	\$ 2,500	Complete
Preventive Maintenance (FY20 5311)	\$ 70	Complete
Preventive Maintenance (FY21 5307)	\$ 700	Complete
Rideshare (FY21)	\$ 124	Complete
Rideshare (FY22)	\$ 124	Complete
Transportation Development Plan (TDP) (FY20)	\$ 95	Complete
<u>Frederick County FY 2023 and 2024</u>		
2 Heavy Duty Bus Replacements (FY21)	\$ 800	FY23
Preventive Maintenance (FY21 5311)	\$ 70	FY23
Preventive Maintenance (FY23 5307)	\$ 675	FY23
1 Small Replacement Bus - 38624 (FY23 5339)	\$ 110	FY24
Preventive Maintenance (FY22 5307)	\$ 700	Ongoing
Rideshare (FY23)	\$ 124	Ongoing
Facility Construction (FY21)	\$ 2,500	Underway
Facility Expansion Construction (FY18)	\$ 500	Underway
<u>Garrett County FY 2022 Completions</u>		
Preventive Maintenance (FY20)	\$ 267	Complete
Preventive Maintenance (FY21)	\$ 267	Complete
<u>Garrett County FY 2023 and 2024</u>		
Preventive Maintenance (FY23)	\$ 240	FY23
Utility Tractor (FY22)	\$ 27	FY23
Preventive Maintenance (FY22)	\$ 267	Ongoing
<u>Harford County FY 2022 Completions</u>		
1 Medium Bus (FY13)	\$ 198	Complete
1 Medium Replacement Bus (FY16)	\$ 196	Complete
Bus Wash (FY18)	\$ 150	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
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Maryland Transit Administration - Locally Operated Transit Systems - LINE 67

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Harford County FY 2022 Completions (cont'd)</u>		
Preventive Maintenance (FY21)	\$ 850	Complete
Ridesharing (FY21)	\$ 88	Complete
<u>Harford County FY 2023 and 2024</u>		
1 30' Heavy Duty Replacement Bus - 8036 (FY22 5339)	\$ 417	FY23
1 Maintenance Support Vehicle Replacement (FY23 5339)	\$ 75	FY23
2 Small Cutaway Bus Replacements (FY21 5339)	\$ 186	FY23
4 Small Cutaway Repcmt Buses - 8020; 8022; 8024; 8025 (FY22 5307)	\$ 476	FY23
Preventive Maintenance (FY23)	\$ 850	FY23
Ridesharing (FY23)	\$ 88	FY23
Tire Changer (FY20 CARES)	\$ 30	FY23
4 Support Vehicles (Vans) Expansion (FY20 CARES)	\$ 216	FY24
Bus Shelter Installation (FY20 CARES)	\$ 239	FY24
Bus Stop Benches (FY20 CARES)	\$ 25	FY24
Facility Roof Replacement (FY20 CARES)	\$ 363	FY24
Generator Replacement (FY20 CARES)	\$ 125	FY24
LCD Annunciation System (FY20 CARES)	\$ 118	FY24
Radio System Replacement (FY20 CARES)	\$ 670	FY24
RouteMatch Hardware (FY20 CARES)	\$ 300	FY24
RouteMatch Software (FY20 CARES)	\$ 300	FY24
Security Camera System (FY20 CARES)	\$ 60	FY24
Training Room Equipment (FY20 CARES)	\$ 300	FY24
Preventive Maintenance (FY22)	\$ 850	Ongoing
Ridesharing (FY22)	\$ 88	Ongoing
Bus Shelters (FY18)	\$ 130	Underway
Fare Collection (FY18)	\$ 130	Underway
Feasibility Study (FY20)	\$ 150	Underway
<u>Howard County FY 2022 Completions</u>		
Preventive Maintenance (FY20)	\$ 53	Complete
Ridesharing (FY21)	\$ 131	Complete
Ridesharing (FY22)	\$ 131	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
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PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Howard County FY 2023 and 2024</u>		
1 Heavy Duty Bus Replacement - 9546 (FY20)	\$ 423	FY23
1 Heavy Duty Bus Replacement - 9552 (FY20)	\$ 423	FY23
2 30' Heavy Duty Replacement Buses - 9545 & 9547 (FY22 5339)	\$ 834	FY23
3 HD Bus Replacements & Bus Stop Annunciators (FY20 5339 Discretionary)	\$ 1,517	FY23
3 Heavy Duty Bus Replacements (FY21 5339)	\$ 1,184	FY23
Ridesharing (FY23)	\$ 131	FY23
10 Small Cutaway Bus Replacements - 205 - 214 (FY22 ARPA SWAP)	\$ 910	FY24
2 Sedan Replacements - 14 & 15 (FY22 ARPA SWAP)	\$ 55	FY24
Preventive Maintenance (FY21)	\$ 53	Ongoing
Preventive Maintenance (FY22)	\$ 115	Ongoing
Transportation Development Plan (FY21)	\$ 95	Underway
<u>Montgomery County FY 2022 Completions</u>		
Ridesharing (FY21)	\$ 372	Complete
<u>Montgomery County FY 2023 and 2024</u>		
Bus Replacement (FY21 WAG)	\$ 2,000	FY23
Bus Replacement (FY22 WAG)	\$ 2,000	FY23
Ridesharing (FY23)	\$ 372	FY23
Bus Replacement (FY23 WAG)	\$ 2,000	FY24
Ridesharing (FY22)	\$ 372	Ongoing
<u>Ocean City FY 2022 Completions</u>		
Facility Construction Oversight (FY20 5311)	\$ 200	Complete
Preventive Maintenance (FY21)	\$ 675	Complete
<u>Ocean City FY 2023 and 2024</u>		
2 40' HD Articulated Replacement Buses - 2125 & 2126 (FY22 5311)	\$ 1,600	FY23
Preventive Maintenance (FY23)	\$ 675	FY23
Preventive Maintenance (FY22)	\$ 675	Ongoing

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
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Maryland Transit Administration - Locally Operated Transit Systems - LINE 67

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Ocean City FY 2023 and 2024 (cont'd)</u>		
Transportation Development Plan	\$ 90	Underway
<u>Prince George's County FY 2022 Completions</u>		
5 Clean Diesel Expansion Buses (FY19 5339 LowNo)	\$ 2,588	Complete
Ridesharing (FY21)	\$ 269	Complete
<u>Prince George's County FY 2023 and 2024</u>		
Bus Replacement (FY20 WAG)	\$ 500	FY23
Bus Replacement (FY21 WAG)	\$ 500	FY23
Bus Replacement (FY22 WAG)	\$ 500	FY23
Ridesharing (FY23)	\$ 372	FY23
4 Charging Infrastructures (FY21 5339 LoNo Discretionary)	\$ 260	FY24
6 Electric Battery Expansion Buses (FY21 5339 LoNo Discretionary)	\$ 5,799	FY24
Bus Replacement (FY23 WAG)	\$ 500	FY24
Ridesharing (FY22)	\$ 269	Ongoing
Bus Replacement (FY19 WAG)	\$ 500	Underway
<u>Queen Anne's County FY 2022 Completions</u>		
3 Small Bus Replacements (FY21 5339)	\$ 204	Complete
Preventive Maintenance (FY20 5311 & LU)	\$ 85	Complete
<u>Queen Anne's County FY 2023 and 2024</u>		
2 Small Cutaway Replacement Buses - 259 & 330 (FY22 5339)	\$ 138	FY23
Computers (FY22 ARPA SWAP)	\$ 11	FY23
Parking Curbs (FY22 ARPA SWAP)	\$ 1	FY23
Preventive Maintenance (FY22 5311 & LU)	\$ 92	FY23
Preventive Maintenance (FY23 5311 & LU)	\$ 80	FY23
1 Small Expansion Bus (FY22 ARPA SWAP)	\$ 84	FY24
1 Support Vehicle Replacement - 304 (FY22 ARPA SWAP)	\$ 50	FY24
2 Small Replacement Buses - 340 & 360 (FY22 ARPA SWAP)	\$ 169	FY24

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
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PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Queen Anne's County FY 2023 and 2024 (cont'd)</u>		
Alignment, Tire Changer, & AC Freon Machines (FY22 ARPA SWAP)	\$ 93	FY24
Bus Camera System Replacement (FY22 ARPA SWAP)	\$ 197	FY24
Fleet Ipads (20) (FY22 ARPA SWAP)	\$ 20	FY24
Office Furniture (FY22 ARPA SWAP)	\$ 25	FY24
Preventive Maintenance (FY21 5311 & LU)	\$ 92	Ongoing
<u>Southern MD Non-Profits FY 2022 Completions</u>		
Tri-County Council of Southern Maryland - Ridesharing (FY21)	\$ 109	Complete
Tri-County Council of Southern Maryland - Ridesharing (FY22)	\$ 109	Complete
<u>Southern MD Non-Profits FY 2023 and 2024</u>		
Tri-County Council of Southern Maryland - Ridesharing (FY23)	\$ 109	Ongoing
<u>St. Mary's County FY 2022 Completions</u>		
Preventive Maintenance (FY20 5307 & 5311)	\$ 124	Complete
Transportation Development Plan (FY18)	\$ 95	Complete
<u>St. Mary's County FY 2023 and 2024</u>		
2 Small Replacement Buses 42-6168 & 52-6204 (FY22 5339)	\$ 136	FY23
Bus Stop Signs (FY21)	\$ 4	FY23
Maintenance Facility Addition (FY19 5339 Discret.)	\$ 85	FY23
Preventive Maintenance (FY23 5307 & 5311)	\$ 100	FY23
Routing Software (FY20 5307 & 5311)	\$ 446	FY23
2 Small Replacement Buses - 48-6176 & 18-6297 (FY23 5339)	\$ 229	FY24
Preventive Maintenance (FY21 5307 & 5311)	\$ 175	Ongoing
Preventive Maintenance (FY22 5307 & 5311)	\$ 175	Ongoing
<u>Talbot County FY 2022 Completions</u>		
2 Small Replacement Buses - 2193 & 902 (FY18 5339) (changed fr Med)	\$ 175	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

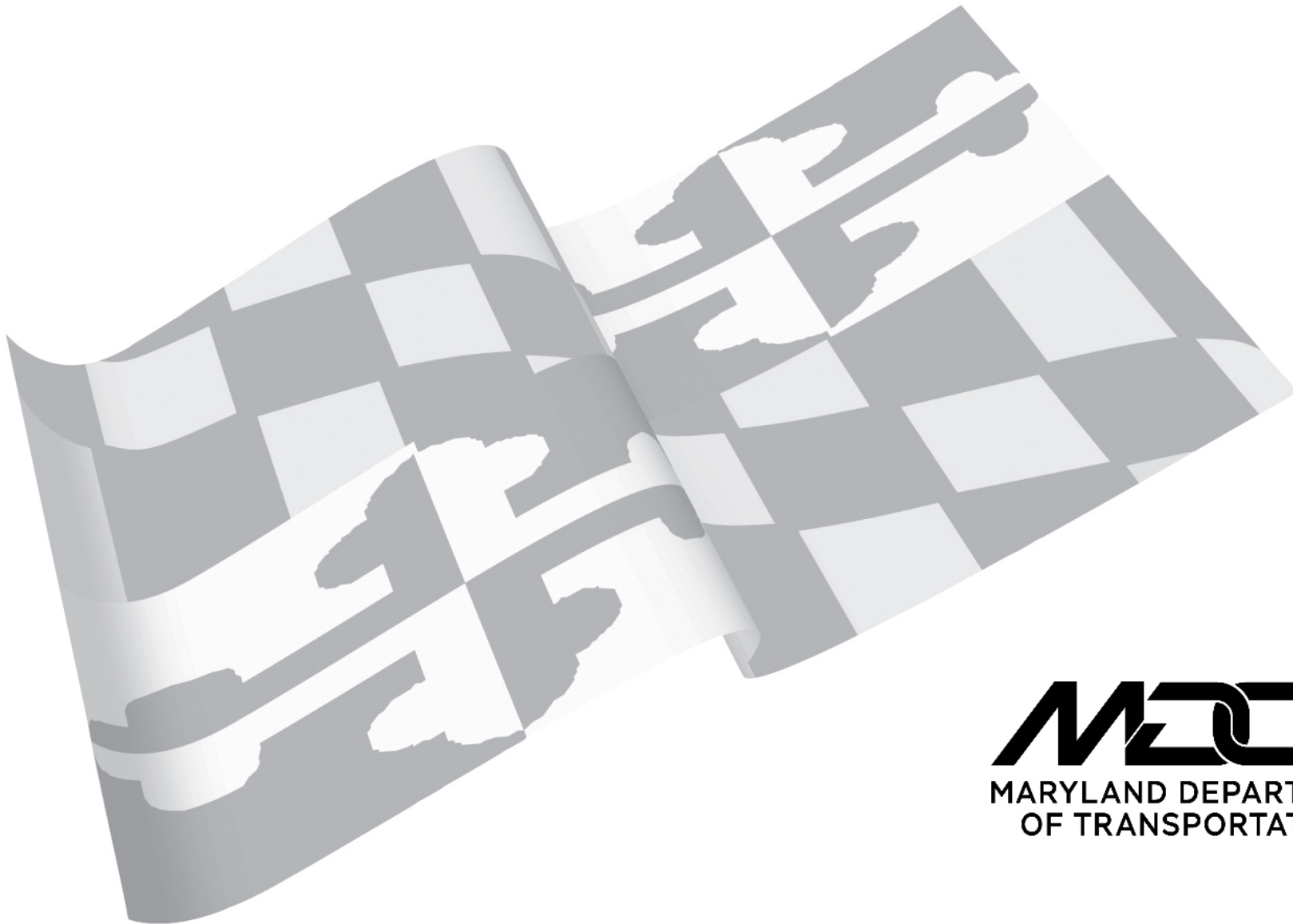
Maryland Transit Administration - Locally Operated Transit Systems - LINE 67

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Talbot County FY 2022 Completions (cont'd)</u>		
6 Computers/Monitors (FY21 5311)	\$ 7	Complete
Preventive Maintenance (FY21 5311)	\$ 30	Complete
<u>Talbot County FY 2023 and 2024</u>		
1 Small Replacement Minivan - 1117 (FY19 5339 added)	\$ 71	FY23
Preventive Maintenance (FY23 5311)	\$ 30	FY23
1 Minivan Replacement - 1118 (FY23 5339)	\$ 62	FY24
1 Sedan Replacement - 1050 (FY23 5339)	\$ 50	FY24
1 Small Replacement Bus - 802 (FY23 5339)	\$ 109	FY24
Preventive Maintenance (FY22 5311)	\$ 30	Ongoing
<u>Tri-County Council for Lower Eastern Shore FY 2022 Completions</u>		
1 Medium Bus Replacement - 267 (FY20 5339)	\$ 169	Complete
1 Medium Bus Replacement - 405 (FY20 5339)	\$ 169	Complete
1 Medium Bus Replacement - 420 (FY20 5339)	\$ 169	Complete
2 Medium Bus Replacements - 262 & 268 (FY21 5339)	\$ 218	Complete
2 Small Bus Replacements - 94 & 107 (FY21 5339)	\$ 143	Complete
3 Medium Duty Bus Replacements (FY19 5339 Discret.)	\$ 600	Complete
Preventive Maintenance (FY21 5307)	\$ 800	Complete
Preventive Maintenance (FY22 5307)	\$ 800	Complete
<u>Tri-County Council for Lower Eastern Shore FY 2023 and 2024</u>		
1 Medium Replacement Bus - 406 (FY19 5339)	\$ 165	FY23
1 Support Vehicle (partial) (FY22 5339)	\$ 18	FY23
2 Medium Bus Replacements - 260 & 411 (FY22 5339)	\$ 219	FY23
3 Small Bus Replacements - 231; 245; 97 (FY22 5339)	\$ 241	FY23
6 Propane Conversions (FY19 5339 Discret.)	\$ 100	FY23
Disinfectant Module (FY20 CARES)	\$ 2	FY23
Mobility Management (FY23 5307)	\$ 143	FY23
Preventive Maintenance (FY23 5307)	\$ 800	FY23
1 Small Replacement Bus (FY23 5307)	\$ 85	FY24

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 67

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Tri-County Council for Lower Eastern Shore FY 2023 and 2024 (cont'd)</u>		
2 Small Replacement Buses - 100 & 101 (FY23 5339)	\$ 225	FY24
Bus Security Cameras (FY20 CARES)	\$ 400	FY24
Fixed Route Management System	\$ 590	FY24
Mobility Management (FY22 5307)	\$ 143	Ongoing
Transportation Development Plan (FY21)	\$ 95	Underway
<u>Washington County FY 2022 Completions</u>		
1 Medium Replacement Bus - 705 (FY19 5339)	\$ 249	Complete
1 Medium Replacement Bus - 706 (FY19 5339)	\$ 249	Complete
1 Small Bus Replacement - 505 (FY21 5339)	\$ 88	Complete
2 Medium Replacement Buses - 701, 702 (FY18 5307)	\$ 652	Complete
2 Medium Replacement Buses - 703, 704 (FY18 5307)	\$ 652	Complete
Preventive Maintenance (FY21 5307)	\$ 375	Complete
<u>Washington County FY 2023 and 2024</u>		
1 Heavy Duty Bus Replacement - 710 (FY21 5339)	\$ 392	FY23
1 Medium Replacement Bus - 707 (FY20 5339)	\$ 401	FY23
1 Minivan Replacement - S-2 (FY21 5339)	\$ 49	FY23
Preventive Maintenance (FY20 CARES)	\$ 1,352	FY23
1 Support Vehicles Replacement - N-1 (FY20 CARES)	\$ 49	FY24
2 Small Replacement Buses - 506 & 507 (FY20 CARES)	\$ 178	FY24
3 Medium Replacement Buses - 711, 713, 714 (FY20 CARES)	\$ 1,205	FY24
Forklift (FY23 5307)	\$ 35	FY24
Vehicle Wash Machine (FY23 5307)	\$ 45	FY24
WCT Roof Replacement (FY23 5339)	\$ 56	FY24



**WASHINGTON METROPOLITAN AREA
TRANSIT AUTHORITY**

<p style="text-align: center;">WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY CAPITAL PROGRAM SUMMARY (\$ MILLIONS)</p>
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	<u>Current</u>	<u>FY</u>	<u>Budget</u>	<u>FY</u>	<u>FY 2025</u>	<u>FY 2026</u>	<u>FY 2027</u>	<u>FY 2028</u>	<u>SIX - YEAR</u>
		<u>2023</u>		<u>2024</u>					<u>TOTAL</u>
<u>Major Construction Program</u>		462.3		469.4	474.1	482.0	489.7	496.9	2,874.4
Local Funding		462.3		469.4	474.1	482.0	489.7	496.9	2,874.4
<u>Major Development & Evaluation Program</u>		-		-	-	-	-	-	-
<u>Minor Program</u>		-		-	-	-	-	-	-
<u>Capital Salaries, Wages & Other Costs</u>		-		-	-	-	-	-	-
TOTAL		462.3		469.4	474.1	482.0	489.7	496.9	2,874.4
Special Funds		91.7		183.2	187.7	192.4	197.3	202.3	1,054.6
Federal Funds		-		-	-	-	-	-	-
Other Funds		370.6		286.2	286.4	289.6	292.5	294.6	1,819.8



PROJECT: WMATA Capital Improvement Program

DESCRIPTION: The program provides Maryland's share of the funding for the Washington Metropolitan Area Transit Authority's (WMATA) Capital Improvement Program (CIP). It includes Maryland's share of matching funds to federal formula funds received directly by WMATA as well as Maryland's share of additional state and local funds for WMATA capital projects.

PURPOSE & NEED SUMMARY STATEMENT: WMATA's FY 2023 - 2028 CIP is focused on safety, infrastructure rehabilitation and replacement, and maintaining the National Capital region's primary regional transit system in a state of good repair. WMATA's FY 2023 - 2028 CIP includes investments to replace rail cars, rehabilitate track and rail structures, replace vehicles for Metrobus and MetroAccess, and implement recommendations from the National Transportation Safety Board, the Federal Transit Administration and the Washington Metrorail Safety Commission.

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

STATUS: The FY 2023 - 2028 CIP was adopted by the WMATA Board of Directors on March 24, 2022.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	4,210,022	2,831,127	248,426	213,082	220,159	224,853	232,743	240,468	247,590	1,378,895	0
Total	4,210,022	2,831,127	248,426	213,082	220,159	224,853	232,743	240,468	247,590	1,378,895	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	1,718,419	1,131,854	67,200	34,996	100,921	105,479	110,173	115,008	119,988	586,565	0
Other	2,491,603	1,699,273	181,226	178,086	119,238	119,374	122,570	125,460	127,602	792,330	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: The estimated cost allocation increased by \$292.3M due to the addition of FY 2028 and funds added to the program to more accurately reflect the level of federal funding received directly by WMATA.



PROJECT: Project Development Program

DESCRIPTION: The program funds Maryland's allocated share of the Washington Metropolitan Area Transit Authority's (WMATA) Project Development Program.

PURPOSE & NEED SUMMARY STATEMENT: The program funds Maryland's allocated share of WMATA's Project Development Program.

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

STATUS: Project Development Program planning studies are ongoing.

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
							
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	27,760	21,760	1,000	1,000	1,000	1,000	1,000	1,000	1,000	6,000	0
Total	27,760	21,760	1,000	1,000	1,000	1,000	1,000	1,000	1,000	6,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	27,760	21,760	1,000	1,000	1,000	1,000	1,000	1,000	1,000	6,000	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: The total estimated cost allocation increased \$1.0M due to the addition of funding for FY 2028.



PROJECT: Matching Funding for "Passenger Rail Investment and Improvement Act"

DESCRIPTION: The Passenger Rail Investment and Improvement Act (PRIIA) of 2008 authorized federal funds to be appropriated over a ten year period for capital and preventative maintenance projects of the Washington Metropolitan Area Transit Authority (WMATA). While the 2008 program expired in FY 2018, the PRIIA program was reauthorized under the IIJA through FY 2028. The federal legislation requires matching funds from Maryland, Virginia, and the District of Columbia. This program provides Maryland's share of these matching federal funds.

PURPOSE & NEED SUMMARY STATEMENT: Funding is used for capital improvements for safety and state of good repair of the rail system, including replacement of older railcars and other investments called for in recommendations made by the National Transportation Safety Board (NTSB), Federal Transit Administration (FTA) and, Washington Metrorail Safety Commission (WMSC).

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

STATUS: FTA's dedicated funding allocation for WMATA in FY 2023 is \$150.0M. Maryland will provide \$50.0M due to the addition of funding for FY 2028.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPENDED									
	COST	THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR				...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	900,000	600,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	300,000	0
Total	900,000	600,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	300,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	861,500	587,000	37,000	24,500	50,000	50,000	50,000	50,000	50,000	274,500	0
Other	38,500	13,000	13,000	25,500	0	0	0	0	0	25,500	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: The total estimated cost increased \$50.0M due to the addition of funding in FY 2028.



PROJECT: WMATA Debt Service

DESCRIPTION: Washington Metropolitan Area Transit Authority (WMATA) debt service represents the amount of bond debt taken on by WMATA under agreement with the State to cover the costs of debt repayment and associated interest and fees. WMATA refinanced their debt in order to consolidate multiple lines of debt and reduce fees.

PURPOSE & NEED SUMMARY STATEMENT: These debt authorizations fund the purchase of long-term bonds issued by WMATA to fund its Capital Improvement Program (CIP).

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

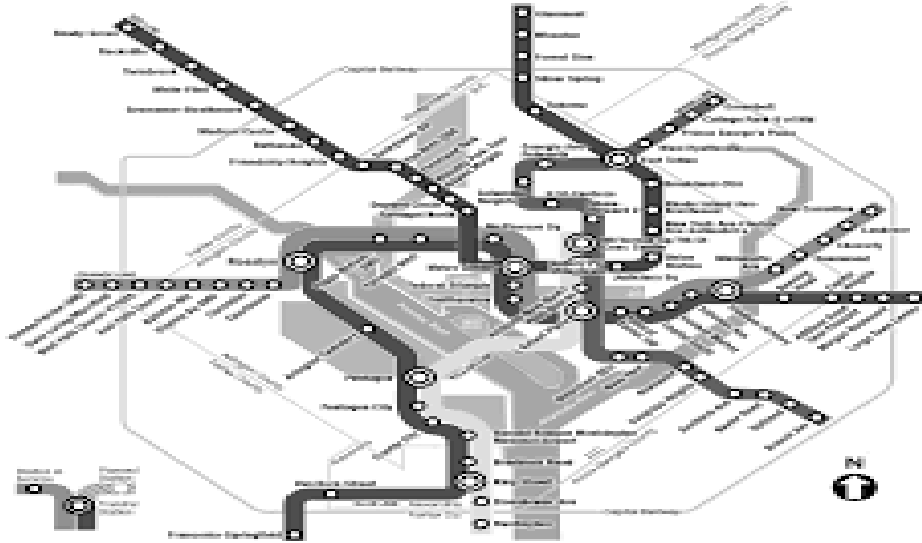
STATUS: Maryland's share of WMATA debt payment with programmed funding beginning in FY 2020 and continuing through FY 2023 - 2028. Effective FY 2022, debt service has been consolidated into one project in the MDOT Consolidated Transportation Program to reflect WMATA's refinance of debt into a consolidated debt service amount.

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: This debt was originally approved for funding Maryland's share of WMATA's CIP when WMATA's full requested subsidy exceeded the State's cash resources. Due to refinancing, the debt has been consolidated into one project. The total estimated cost allocation increased by \$31.3M due to the addition of FY 2028 funding.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	385,180	197,666	31,219	31,229	31,236	31,246	31,257	31,269	31,278	187,515	0
Total	385,180	197,666	31,219	31,229	31,236	31,246	31,257	31,269	31,278	187,515	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	385,180	197,666	31,219	31,229	31,236	31,246	31,257	31,269	31,278	187,515	0
Other	0	0	0	0	0	0	0	0	0	0	0



PROJECT: Governor's Dedicated Capital Funding

DESCRIPTION: In 2018, Maryland acted in conjunction with the Commonwealth of Virginia and the District of Columbia to create a bondable dedicated capital funding grant for use by the Washington Metropolitan Area Transit Authority (WMATA) for the purpose of generating financial assets to finance its Capital Improvement Program (CIP). Among the three funding jurisdictions, this dedicated capital funding grant totals \$500M annually. In accordance with Chapter 351 and 352 of the Acts of the Maryland General Assembly of 2018 (and as amended in 2020), \$167M will be appropriated to WMATA annually as Maryland's portion of this dedicated capital funding grant. This funding shall be provided as long as the District of Columbia and the Commonwealth of Virginia likewise contribute their share of the dedicated capital funding grant.

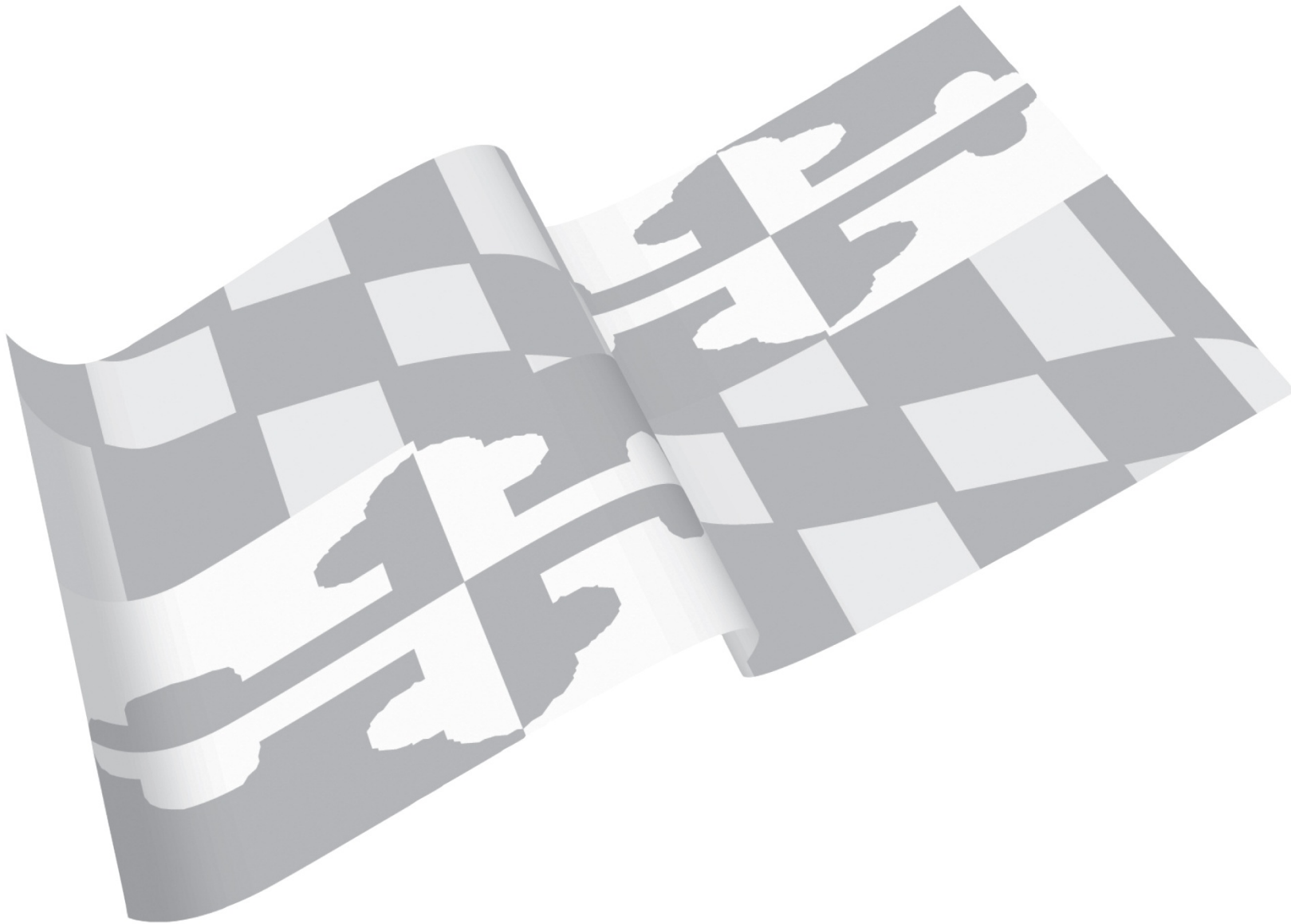
PURPOSE & NEED SUMMARY STATEMENT: The funding is mandated by state legislation. Maryland will provide \$167M annually to WMATA's CIP beginning in FY 2020.

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

STATUS: Maryland's share of the \$500.0M annual dedicated funding to WMATA's CIP is \$167.0M.

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input checked="" type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	1,503,000	501,000	167,000	167,000	167,000	167,000	167,000	167,000	167,000	1,002,000	0
Total	1,503,000	501,000	167,000	167,000	167,000	167,000	167,000	167,000	167,000	1,002,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	329,000	329,000	167,000	0	0	0	0	0	0	0	0
Other	1,174,000	172,000	0	167,000	167,000	167,000	167,000	167,000	167,000	1,002,000	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: The total estimated cost allocation increased \$167.0M due to the addition of funding in FY 2028.

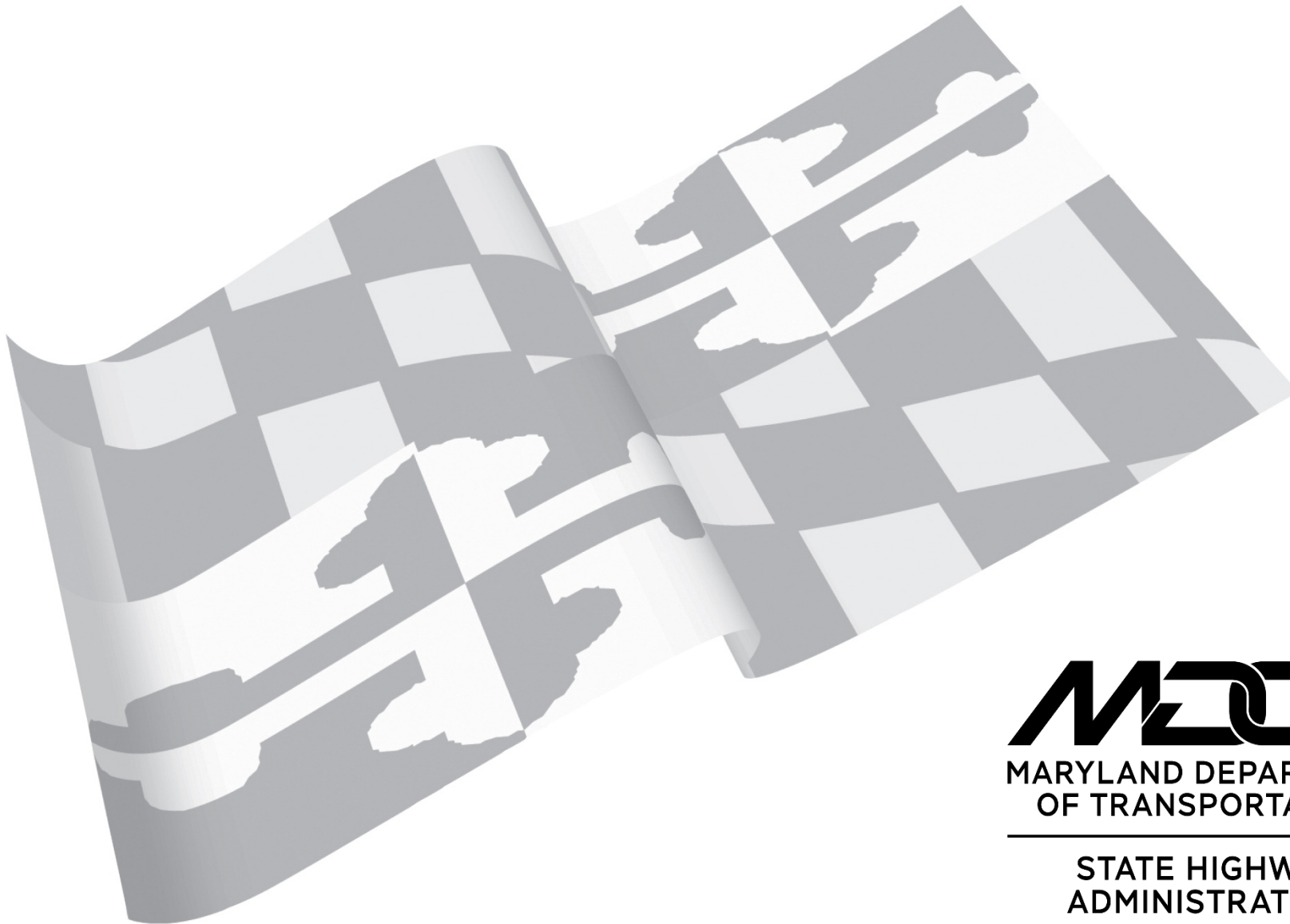


MDOT MARYLAND DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY ADMINISTRATION

**STATE HIGHWAY ADMINISTRATION
CAPITAL PROGRAM SUMMARY
(\$ MILLIONS)**

	<u>Current</u>	<u>FY</u>	<u>Budget</u>	<u>FY</u>	<u>FY 2025</u>	<u>FY 2026</u>	<u>FY 2027</u>	<u>FY 2028</u>	<u>SIX - YEAR</u>
	<u>2023</u>	<u>2024</u>		<u>2024</u>					<u>TOTAL</u>
<u>Major Construction Program</u>	220.9	275.1			172.9	381.4	284.0	166.7	1,501.0
System Preservation	1.6	2.2			2.0	1.2	-	-	7.0
Expansion/Efficiency	153.8	223.2			141.6	350.8	255.8	148.5	1,273.8
Safety & Security	31.0	19.8			11.5	2.2	5.9	5.9	76.4
Environment	5.1	4.8			0.3	-	-	-	10.3
Administration	29.3	25.0			17.5	27.2	22.3	12.3	133.6
<u>Major Development & Evaluation Program</u>	53.7	75.4			75.8	66.5	71.3	41.2	383.9
Expansion/Efficiency	9.5	45.4			45.3	36.5	41.3	27.2	205.2
Safety & Security	43.2	30.0			30.5	30.0	30.0	14.0	177.7
Environment	1.1	-			-	-	-	-	1.1
<u>Minor Program</u>	828.3	945.5			997.6	1,044.7	1,107.8	1,246.4	6,170.2
System Preservation	527.5	547.9			603.3	569.6	602.0	676.5	3,526.8
Expansion/Efficiency	46.0	56.3			58.5	78.5	83.7	89.8	412.8
Safety & Security	123.8	169.8			177.8	185.7	201.8	223.7	1,082.5
Local Funding	86.0	92.8			92.8	100.5	100.6	100.6	573.3
Environment	19.2	24.8			30.7	56.5	60.1	70.2	261.6
Administration	25.8	53.8			34.6	53.9	59.7	85.6	313.3
<u>Highway User Revenue</u>	274.3	331.4			391.1	448.0	460.9	363.0	2,268.7
<u>Capital Salaries, Wages & Other Costs</u>	-	-			-	-	-	-	-
TOTAL	1,377.1	1,627.4			1,637.4	1,940.6	1,924.1	1,817.3	10,323.8
Special Funds	588.2	617.6			700.0	843.0	866.3	906.5	4,521.7
Federal Funds	773.9	994.9			922.3	1,082.6	1,042.8	895.7	5,712.2
Other Funds	15.0	15.0			15.0	15.0	15.0	15.0	90.0



MDOT
MARYLAND DEPARTMENT
OF TRANSPORTATION

STATE HIGHWAY
ADMINISTRATION

MDOT SHA STATEWIDE

**PROJECT:** Coordinated Highway Action Response Team (CHART)

DESCRIPTION: Install advanced traffic management system and advanced traffic information system technologies on Interstate highways and arterials statewide. Technologies include cameras, traffic detectors, weather sensors, dynamic message signs, highway advisory radios, web sites and telecommunication networks. This program also includes the new National Electric Vehicle Infrastructure (NEVI) funding from the federal Infrastructure Investment and Jobs Act.

PURPOSE & NEED SUMMARY STATEMENT: Operating the existing system more efficiently through the application of Intelligent Transportation System technologies and interagency teamwork will reduce the need for costly expansion projects. The new NEVI funds will help build out the electric charging network for the growing numbers of electric vehicles in the State of Maryland.

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

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

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

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

EXPLANATION: Projects in the CHART program aid in the reduction of travel time, reduce congestion and provide critical traffic information for the traveling public, which improves movement of both passengers and freight. Messages on dynamic message boards provide information to aid in the safety and security of travelers.

STATUS: This represents a summary of the Statewide CHART program. Individual projects are shown in the System Preservation Minor Projects Program pages in the county where the project is located.

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: The funding increase of \$66.4 million is primarily due to the inclusion of the National Electric Vehicle Infrastructure funds and the addition of FY 28.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	34,151	22,775	782	3,381	3,131	2,616	616	1,016	616	11,376	0
Engineering	37,578	12,168	2,308	3,610	3,400	3,400	4,800	5,200	5,000	25,410	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	654	208	154	30	0	115	70	131	100	446	0
Construction	141,896	25,529	4,832	6,764	22,310	16,958	21,481	23,443	25,411	116,367	0
Total	214,279	60,681	8,076	13,785	28,841	23,089	26,967	29,790	31,127	153,599	0
Federal-Aid	172,709	36,414	6,469	11,244	25,846	20,361	24,232	26,940	27,673	136,295	0
Special	41,570	24,267	1,607	2,541	2,995	2,728	2,736	2,850	3,454	17,304	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - N/A

FEDERAL - N/A

STATE SYSTEM: N/A

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT N/A
(2022)

PROJECTED N/A
(2042)

**PROJECT:** Sidewalk Program**DESCRIPTION:** This program provides matching funds for the construction of sidewalks adjacent to MDOT SHA highways and implementation of the Pedestrian Safety Action Plan and other Vision Zero projects.**PURPOSE & NEED SUMMARY STATEMENT:** Program supports community revitalization efforts and efforts to encourage pedestrian usage of sidewalks along MDOT SHA highways.**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

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

EXPLANATION: This program supports pedestrian and Vision Zero safety improvements, community revitalization and other efforts to encourage pedestrian usage of sidewalks along MDOT SHA highways. It also provides safer access to transit service for both bus and fixed rail systems.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☒ Not Subject to PFA Law

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

STATUS: Individual projects are shown in the System Preservation Minor Projects Program pages in the county where the project is located.**SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:** The funding increase of \$85.2 million is primarily due to the addition of funding for implementation of the Pedestrian Safety Action Plan and other Vision Zero improvements enabled by the IIJA increases.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL
☒ FEDERAL
☐ GENERAL
☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	12,969	479	129	1,290	2,600	1,600	2,500	2,500	2,000	12,490	0
Engineering	38,265	3,906	1,280	3,601	5,753	3,206	6,600	7,600	7,600	34,360	0
Right-of-way	308	28	21	130	150	0	0	0	0	280	0
Utilities	1,092	212	80	330	150	400	0	0	0	880	0
Construction	88,153	8,655	1,268	1,961	9,939	11,685	14,949	18,595	22,368	79,497	0
Total	140,787	13,280	2,778	7,312	18,592	16,891	24,049	28,695	31,968	127,507	0
Federal-Aid	106,820	6,129	1,484	5,830	15,578	14,089	17,991	22,136	25,067	100,691	0
Special	33,968	7,152	1,294	1,482	3,014	2,802	6,058	6,559	6,901	26,816	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

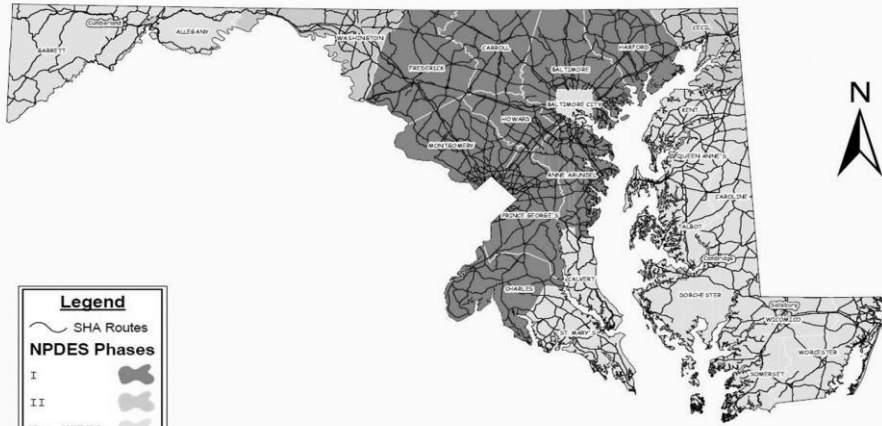
STATE - N/A

FEDERAL - N/A

STATE SYSTEM: N/A

Estimated Annual Average Daily Traffic (vehicles per day)CURRENT N/A
(2022)PROJECTED N/A
(2042)

NPDES Jurisdictions

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

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

EXPLANATION: The MDOT SHA is required to adhere to the Chesapeake Bay TMDL and local TMDLs as a result of its National Pollutant Discharge Elimination System (NPDES) Municipal Separate Storm Sewer System Permit (MS4). This programmatic effort is needed to ensure permit compliance and supports the ultimate goal of improved water quality in Maryland streams, creeks, rivers, and the Chesapeake Bay.

PROJECT: Total Maximum Daily Load (TMDL)

DESCRIPTION: Plan, design, and construct storm water controls and alternative water quality improvement strategies in Maryland counties in order to meet the US Environmental Protection Agency (EPA) Chesapeake Bay Total Maximum Daily Load (TMDL) requirements. These strategies support the goal of protecting and restoring the Chesapeake Bay watershed. The implementation will follow the State of Maryland's commitment in its Watershed Implementation Plan.

PURPOSE & NEED SUMMARY STATEMENT: The MDOT SHA is required to adhere to the Chesapeake Bay TMDL and local TMDLs as a result of its National Pollutant Discharge Elimination System (NPDES) Municipal Separate Storm Sewer System Permit (MS4). This programmatic effort is needed to ensure permit compliance and supports the ultimate goal of improved water quality in Maryland streams, creeks, rivers, and the Chesapeake Bay.

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

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

STATUS: Planning, Engineering, Right-of-Way, and Construction underway.

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: The funding increase of \$34.9 million is primarily due to the addition of FY 28 to the program.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	40,165	29,269	540	1,546	850	1,000	2,500	2,500	2,500	10,896	0
Engineering	165,875	145,344	458	3,281	1,250	2,500	4,500	4,500	4,500	20,531	0
Right-of-way	9,778	5,613	0	415	250	500	1,000	1,000	1,000	4,165	0
Utilities	33	21	15	12	0	0	0	0	0	12	0
Construction	442,673	322,448	12,482	6,905	12,067	16,642	26,936	27,143	30,532	120,225	0
Total	658,523	502,694	13,495	12,159	14,417	20,642	34,936	35,143	38,532	155,829	0
Federal-Aid	206,381	129,219	11,172	4,377	10,841	14,541	15,734	15,786	15,883	77,162	0
Special	452,142	373,475	2,323	7,782	3,576	6,101	19,202	19,357	22,649	78,667	0
Other	0	0	0	0	0	0	0	0	0	0	0

STIP REFERENCE #State5 12/01/2022

Classification:

STATE - N/A

FEDERAL - N/A

STATE SYSTEM: N/A

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT N/A
(2022)

PROJECTED N/A
(2042)



PROJECT: Traffic Relief Plan (Phase 2) Smart Traffic Signals

DESCRIPTION: The system uses real-time traffic conditions and computer software that adjusts the timing of traffic signals, synchronizes the entire corridor, and effectively deploys artificial intelligence to keep traffic moving.

PURPOSE & NEED SUMMARY STATEMENT: Deploying cutting-edge Smart Traffic Signals will improve traffic operations and ease congestion.

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

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

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

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

STATUS: Engineering and Construction underway.

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: None.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	3,071	1,169	118	271	543	544	544	0	0	1,902	0
Engineering	4,602	1,644	180	443	654	1,207	654	0	0	2,958	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	396	47	1	3	35	121	121	69	0	349	0
Construction	42,281	8,669	943	72	3,354	11,739	11,739	6,708	0	33,612	0
Total	50,350	11,529	1,242	789	4,586	13,611	13,058	6,777	0	38,821	0
Federal-Aid	42,730	6,087	1,134	760	4,350	12,843	12,317	6,373	0	36,643	0
Special	7,571	5,393	60	29	236	768	741	404	0	2,178	0
Other	48	48	48	0	0	0	0	0	0	0	0

Classification:

STATE - N/A

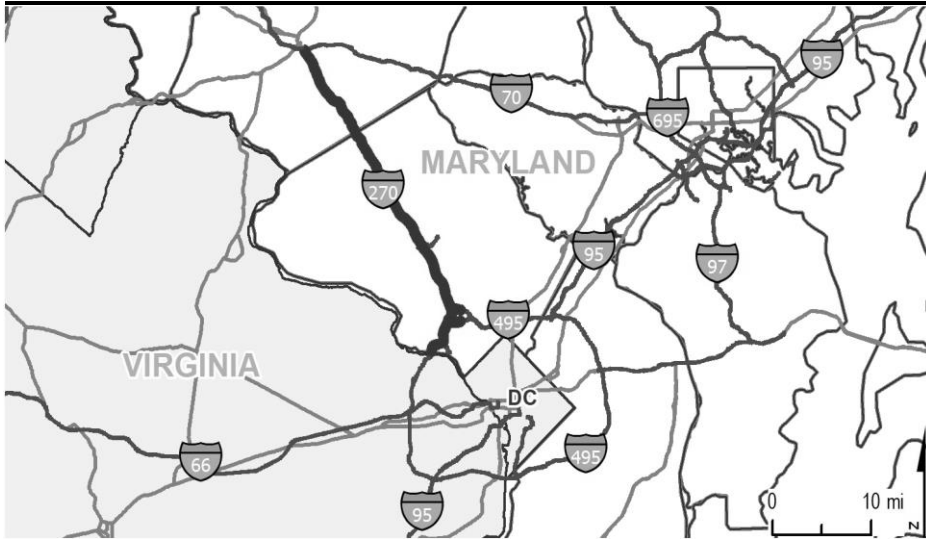
FEDERAL - N/A

STATE SYSTEM: N/A

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT N/A
(2022)

PROJECTED N/A
(2042)



PROJECT: I-270, Eisenhower Memorial Highway, and I-495, Capital Beltway - Phase 1

DESCRIPTION: Phase 1 includes the addition of managed lanes from the American Legion Bridge (ALB) to I-70, including replacement of the ALB and includes the NEPA study for Phase 1 North (I-370 to I-70). Phase 1 South (ALB to I-370) will leverage \$3.5 billion in construction funding, \$145 million in developer rights fees to offset MDOT costs, and \$5 million for Vision Zero efforts. In addition, the project will provide \$300 million to support transit services, \$50 million for community grants, \$25 million for emerging technologies over the operating term of the agreement (45 years). Phase 1 North, will also leverage a multi-billion dollar private construction investment as well as provide future financial benefits to the State of Maryland. Upon financial close and as part of the upfront payment for Phase 1 South and in consultation with Montgomery County, \$60 million will support the design of one of Montgomery County's transit priorities.

PURPOSE & NEED SUMMARY STATEMENT: The purpose of the I-495 & I-270 Public-Private Partnership (P3) Program is to provide long-term congestion relief on I-495 and I-270 by providing new options and opportunities for travelers while also being responsible to the community and the environment.

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

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

STATUS: Project planning and preliminary engineering for Phase 1 South (ALB to I-370) is underway.

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: The funding increase of \$240.0 million is for Phase 1 South engineering and for Phase 1 North planning and engineering.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	81,010	53,418	26,690	7,592	10,000	10,000	0	0	0	27,592	0
Engineering	258,000	14,558	14,558	30,442	54,000	55,000	45,000	45,000	14,000	243,442	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	339,009	67,975	41,247	38,034	64,000	65,000	45,000	45,000	14,000	271,034	0
Federal-Aid	209,700	0	0	0	57,600	58,500	40,500	40,500	12,600	209,700	0
Special	129,309	67,975	41,247	38,034	6,400	6,500	4,500	4,500	1,400	61,334	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

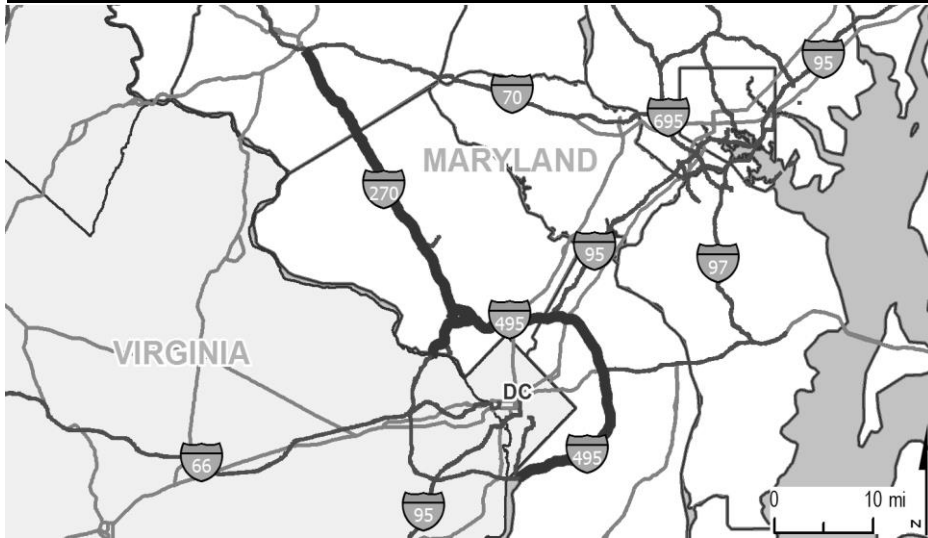
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT N/A
(2022)

PROJECTED N/A
(2042)



PROJECT: I-270 and I-495, Capital Beltway - Full Delivery Stream Restoration

DESCRIPTION: Full-delivery stream and wetland mitigation services in multiple watersheds.

PURPOSE & NEED SUMMARY STATEMENT: The purpose is to develop and provide compensatory stream and wetland mitigation credits to support MDOT SHA projects in the watersheds. Projects may include those developed under the I-495 & I-270 P3 Program or other MDOT SHA projects requiring compensatory mitigation in those watersheds.

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

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

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: The funding decrease of \$2.5 million is due to a reduction in the number of sites being advanced.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	9,538	8,473	3,937	1,065	0	0	0	0	0	1,065	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	(0)	(0)	0	0	0	0	0	0	0	0	0
Total	9,538	8,473	3,937	1,065	0	0	0	0	0	1,065	0
Federal-Aid	6,484	6,015	1,983	469	0	0	0	0	0	469	0
Special	3,054	2,458	1,954	596	0	0	0	0	0	596	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

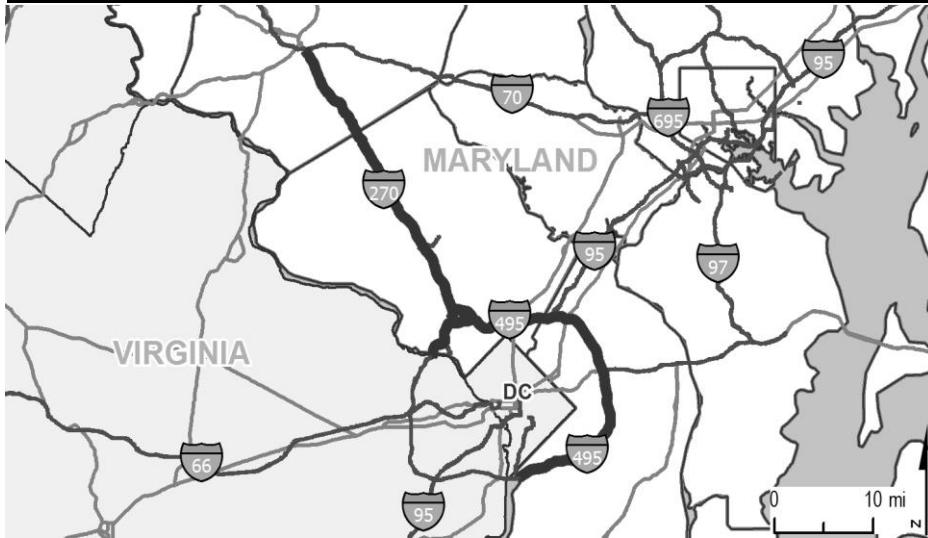
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT N/A
(2022)

PROJECTED N/A
(2042)



PROJECT: I-270, Eisenhower Memorial Highway, and I-495, Capital Beltway - P3 Program

DESCRIPTION: Planning and preliminary design activities in support of the Traffic Relief Plan, which is considering managed lanes along I-270 and I-495, including the Managed Lane Study.

PURPOSE & NEED SUMMARY STATEMENT: The purpose of the I-495 & I-270 Public-Private Partnership (P3) Program is to provide long-term congestion relief on I-495 and I-270 by providing new options and opportunities for travelers while also being responsible to the community and the environment.

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

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

STATUS: Project planning and preliminary engineering for Phase 1 South (American Legion Bridge to I-370) is underway (Statewide Line #5).

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: The funding decrease of \$1.2 million is for an accounting adjustment to the Managed Lane Study.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	129,228	129,228	(1,240)	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	129,228	129,228	(1,240)	0	0	0	0	0	0	0	0
Federal-Aid	8,024	8,024	(1,459)	0	0	0	0	0	0	0	0
Special	121,205	121,205	220	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT N/A
(2022)

PROJECTED N/A
(2042)

**PROJECT:** Highway User Revenue

DESCRIPTION: Highway User Revenue (HUR) are funds that are distributed from the Transportation Trust Fund to Baltimore City, local counties and municipalities for the benefit of local road systems. The calculation of local funding is based on a formula that incorporates roadway lane miles maintained by the jurisdiction and the number of registered vehicles in that jurisdiction.

PURPOSE & NEED SUMMARY STATEMENT: Chapter 330, Laws of Maryland 2018 increases the allocation of HUR to Baltimore City, the counties and the municipalities from 9.6% to 13.5% of the funds credited to the Gasoline and Motor Vehicle Revenue Account (GMVRA). This increased allocation is for five fiscal years (FY 2020 - FY 2024). Chapter 330 also changes the definition of HUR from funds in the GMVRA to capital grants appropriated to the local jurisdictions. These changes were effective July 1, 2019. This increases local transportation funding and is included in the six year CTP total funding level.

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

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

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

STATUS: Funding ongoing.

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: The increase in the project funding allocation is a result of Chapter 240 of 2022 to provide more funding to local jurisdictions. HUR funding amounts are based on estimates only and are based on MDOT's financial plan as of December 19, 2022.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	4,129,871	776,636	279,220	274,257	331,426	391,103	448,001	460,867	362,998	2,268,652	1,084,583
Total	4,129,871	776,636	279,220	274,257	331,426	391,103	448,001	460,867	362,998	2,268,652	1,084,583
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	4,129,871	776,636	279,220	274,257	331,426	391,103	448,001	460,867	362,998	2,268,652	1,084,583
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - N/A

FEDERAL - N/A

STATE SYSTEM: N/A

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT N/A
(2022)

PROJECTED N/A
(2042)

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Statewide - LINE 9

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Bridge Replacement/Rehabilitation				
XX163P	-	PRESERVATION OF MINOR REHAB OF FIXED BRIDGES, CULVERTS AND RETAINING WALLS	\$ 16,267	Completed
XX163R	-	PRESERVATION OF MINOR REHAB OF MOVEABLE AND FIXED BRIDGES, CULVERTS AND WALLS	\$ 15,529	Completed
AZ2221	-	CLEANING AND PAINTING OF BRIDGES 2200301, 2200302, 2204500, 2301300, 2303100, AND 2303300	\$ 3,714	FY 2023
AZ2561	-	AREAWIDE BRIDGE INSPECTION	\$ 4,860	FY 2023
AZ2571	-	BRIDGE INSPECTION AT VARIOUS LOCATIONS	\$ 4,860	FY 2023
XX163W	-	BRIDGE REHABILITATION-PRESERVATION AND MINOR REHAB OF FIXED BRIDGES, CULVERTS, AND RETAINING WALLS	\$ 16,428	FY 2023
AX4144	-	STATEWIDE BRIDGE INSPECTION	\$ 4,183	Under Construction
AZ0292	-	STATEWIDE BRIDGE INSPECTION	\$ 4,028	Under Construction
XX163S	-	PRESERVATION AND MINOR REHAB OF FIXED BRIDGES, CULVERTS, AND RETAINING WALLS	\$ 16,097	Under Construction
XX163T	-	FIXED BRIDGES, CULVERTS, AND RETAINING WALLS	\$ 16,114	Under Construction
XX163U	-	PRESERVATION AND MINOR REHAB OF MOVABLE & FIXED BRIDGES, CULVERTS, & RETAINING WALLS	\$ 15,528	Under Construction
XX163V	-	PRESERVATION AND MINOR REHAB OF FIXED BRIDGES, CULVERTS, AND WALLS IN DISTRICT 6	\$ 5,257	Under Construction
C.H.A.R.T. Projects				
AX1225	-	SOC FLOOR RECONFIGURATION - CHART (CONSTRUCTION)	\$ 5,861	Completed
AT6204	-	MISCELLANEOUS-STATEWIDE CHART DMS DEPLOYMENT - PHASE 5	\$ 5,797	Under Construction
AT6205	-	MISCELLANEOUS-STATEWIDE CHART DMS DEPLOYMENT - PHASE 6	\$ 5,688	Under Construction
AZ0401	-	US 1 IN HOWARD, ANNE ARUNDEL, AND BALTIMORE COUNTIES	\$ 7,360	Under Construction
Environmental Preservation				
AT3132	-	LANDSCAPE INSTALLATION AND ESTABLISHMENT AT VARIOUS LOCATIONS IN KENT, QUEEN ANNE'S, AND TALBOT COUNTIES	\$ 306	FY 2023
AZ0791	-	LANDSCAPE AT VARIOUS LOCATIONS IN ALLEGANY AND WASHINGTON COUNTIES	\$ 141	FY 2023
AT0442	-	LANDSCAPE-AT VARIOUS LOCATIONS IN DISTRICT 5	\$ 1,963	Under Construction
AX4472	-	LANDSCAPE-AT VARIOUS LOCATIONS IN DISTRICT 3	\$ 403	Under Construction
AZ0715	-	AT VARIOUS LOCATIONS IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES	\$ 553	Under Construction

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Statewide - LINE 9

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Noise Barriers				
AX685A	-	NOISE BARRIER PROGRAM ENGINEERING AND ASSET MANAGEMENT FOR FY 23 STATEWIDE	\$ 1,700	FY 2023
Resurface/Rehabilitate				
XX1713	-	ASPHALT PATCHING/BRIDGE APPROACHES IN CALVERT, CHARLES, AND ST. MARY'S COUNTY	\$ 1,222	Completed
XX1771	-	HIGH FRICTION SURFACE TREATMENT AT VARIOUS LOCATIONS	\$ 7,315	Completed
XX2261	-	SURFACE TREATMENT AT VARIOUS LOCATIONS IN CALVERT, CHARLES AND ST MARY'S COUNTY	\$ 2,438	Completed
XX2262	-	AREAWIDE CHIP SEAL AND FOG SEAL IN CALVERT, CHARLES AND ST. MARY'S COUNTIES	\$ 735	Completed
XX3347	-	AT VARIOUS LOCATIONS IN DISTRICT 7	\$ 2,295	Completed
XX412J	-	ASPHALT PATCHING/BRIDGE APPROCHES AT VARIOUS LOCATIONS IN ANNE ARUNDEL COUNTY	\$ 947	Completed
XY2293	-	JOINT SEALING-AT VARIOUS LOCATIONS IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES	\$ 5,686	Completed
XY229B	-	AT VARIOUS LOCATIONS IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES	\$ 5,062	Completed
XY2339	-	SIDEWALKS-AT VARIOUS LOCATIONS IN CAROLINE, CECIL, KENT, QUEEN ANNE'S AND TALBOT COUNTY	\$ 1,248	Completed
XY233C	-	AT VARIOUS LOCATIONS IN CAROLINE, CECEIL, KENT AND QUEEN ANNES'S COUNTY	\$ 1,381	Completed
XY233E	-	AREAWIDE SIDEWALK UPGRADES IN DISTRICT 7	\$ 3,003	Completed
XY2373	-	GUARD RAIL-AT VARIOUS LOCATIONS IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES	\$ 2,472	Completed
XY2418	-	AT VARIOUS LOCATIONS IN CAROLINE, CECIL, KENT, QUEEN ANNE'S AND TALBOT COUNTY	\$ 610	Completed
XY241G	-	AT VARIOUS LOCATIONS IN ANNE ARUNDEL,CALVERT,CHARLES AND ST. MARY'S COUNTY	\$ 1,059	Completed
XY2428	-	VARIOUS LOCATIONS IN DORCHESTER, SOMERSET, WICOMICO, AND WORCESTER COUNTIES	\$ 1,547	Completed
XY242C	-	SIDEWALK, CONCRETE AND ADA COMPLIANCE IN ANNE ARUNDEL, CALVERT, AND CHARLES COUNTIES	\$ 1,214	Completed
XY244D	-	AT VARIOUS LOCATIONS IN BALTIMORE AND HARFORD COUNTY	\$ 569	Completed
XY244E	-	CHIP SEAL IN CAROLINE, CECIL, KENT, QUEEN ANNE'S AND TALBOT COUNTY	\$ 1,163	Completed
XY245B	-	GUARD RAIL-AT VARIOUS LOCATIONS IN DISTRICT 6	\$ 3,839	Completed
XY245D	-	AREAWIDE TRAFFIC BARRIER UPGRADES AT VARIOUS LOCATIONS IN BALTIMORE AND HARFORD COUNTIES	\$ 4,141	Completed

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Statewide - LINE 9

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Resurface/Rehabilitate				
XY2463	-	SIDEWALKS-AT VARIOUS LOCATIONS IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES	\$ 2,937	Completed
XY2479	-	TRAFFIC BARRIER UPGRADES AT VARIOUS LOCATIONS IN CAROLINE, CECIL, KENT, AND QUEEN ANNE'S COUNTY	\$ 1,288	Completed
XY2507	-	PAVEMENT MARKING-AT VARIOUS LOCATIONS IN DISTRICT 7	\$ 3,989	Completed
XY250C	-	AT VARIOUS LOCATIONS IN ANNE ARUNDEL, CALVERT, CHARLES	\$ 1,767	Completed
XY252H	-	UTBWC AT VARIOUS LOCATIONS IN CAROLINE, CECIL, KENT, QUEEN ANNE'S	\$ 2,670	Completed
XY258H	-	MICRO-SURFACING AND FOG SEAL VARIOUS LOCATIONS IN CAROLINE, CECIL, KENT, QUEEN ANNE'S	\$ 2,366	Completed
AZ2271	IS68	NATIONAL FREEWAY - WEST OF MD 546 IN GARRETT COUNTY TO EAST OF ALLEGANY COUNTY LINE	\$ 3,428	FY 2023
XX127A	-	VARIOUS LOCATIONS IN CARROLL AND FREDERICK COUNTY	\$ 3,258	FY 2023
XX1781	-	AT VARIOUS LOCATIONS - STATEWIDE	\$ 3,848	FY 2023
XX179C	-	AT VARIOUS LOCATIONS IN ANNE ARUNDEL, CALVERT, CHARLES AND ST. MARY'S COUNTIES	\$ 3,030	FY 2023
XX2324	-	ADA SIDEWALK UPGRADES IN VARIOUS LOCATIONS IN DORCHESTER, SOMERSET, WICOMICO, AND WORCESTER COUNTIES	\$ 1,300	FY 2023
XX3764	-	SAFETY AND RESURFACE-AT VARIOUS LOCATIONS ON NHS IN BALTIMORE AND HARFORD COUNTIES	\$ 15,244	FY 2023
XX386B	-	SAFETY AND RESURFACE-AT VARIOUS LOCATIONS ON IS ROUTES IN BALTIMORE AND HARFORD COUNTIES	\$ 14,970	FY 2023
XY241U	-	AT VARIOUS LOCATIONS IN CARROLL, FREDERICK, AND HOWARD COUNTIES	\$ 3,208	FY 2023
XY244F	-	AT VARIOUS LOCATIONS IN CARROLL, FREDERICK, AND HOWARD COUNTIES	\$ 3,167	FY 2023
XY2464	-	CONCRETE SIDEWALK AND PEDESTRIAN IMPROVEMENTS IN BALTIMORE AND HARFORD COUNTIES	\$ 2,814	FY 2023
XY250L	-	PAVEMENT MARKING AT VARIOUS LOCATIONS IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES	\$ 3,215	FY 2023
XY251M	-	PAVEMENT MARKING AT VARIOUS LOCATIONS IN CARROLL, FREDERICK, AND HOWARD COUNTIES	\$ 2,281	FY 2023
XY254A	-	PAVEMENT MARKING-AT VARIOUS LOCATIONS IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES	\$ 4,092	FY 2023
XY2601	-	PATCHING AT VARIOUS LOCATIONS IN DORCHESTER, SOMERSET, WICOMICO AND WORCESTER COUNTIES	\$ 2,626	FY 2023
XX112A	-	VARIOUS INTERSTATES IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES	\$ 5,499	Under Construction
XX1325	-	AT VARIOUS LOCATIONS IN ANNE ARUNDEL, CALVERT, CHARLES, AND ST. MARY'S COUNTIES	\$ 1,665	Under Construction

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Statewide - LINE 9

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Resurface/Rehabilitate				
XX1385	-	AT VARIOUS LOCATIONS IN CALVERT, CHARLES, AND ST. MARY'S COUNTIES	\$ 1,016	Under Construction
XX1535	-	AT VARIOUS LOCATIONS IN CAROLINE, TALBOT, KENT, AND QUEEN ANNE'S COUNTIES	\$ 1,930	Under Construction
XX1795	-	MICRO-SURFACING AT VARIOUS LOCATIONS IN AA, CA, CH, AND SM COUNTIES	\$ 2,611	Under Construction
XX2323	-	VARIOUS LOCATIONS IN DORCHESTER, SOMERSET, WICOMICO, AND WORCESTER COUNTIES	\$ 738	Under Construction
XX2331	-	VARIOUS LOCATIONS IN DORCHESTER, SOMERSET, WICOMICO, AND WORCESTER COUNTIES	\$ 1,114	Under Construction
XX2522	-	AT VAR LOCATIONS IN CE, KE, QA, CO, AND TA COUNTIES	\$ 2,322	Under Construction
XX3861	-	AREAWIDE PATCHING AND RESURFACING IN BALTIMORE AND HARFORD COUNTIES	\$ 11,839	Under Construction
XX3864	-	AT VARIOUS LOCATIONS IN BALTIMORE AND HARFORD COUNTIES ON NHS	\$ 14,450	Under Construction
XY229G	-	MICRO-SURFACING AND CRACK SEALING AT VARIOUS LOCATIONS IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES	\$ 3,351	Under Construction
XY229J	-	SURFACE TREATMENT AT VARIOUS LOCATIONS IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES	\$ 5,437	Under Construction
XY233M	-	AT VARIOUS LOCATIONS IN CARROLL, FREDERICK, AND HOWARD COUNTIES	\$ 2,219	Under Construction
XY237B	-	W-BEAM UPGRADES AT VARIOUS LOCATIONS IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES	\$ 2,128	Under Construction
XY237F	-	AT VARIOUS LOCATIONS IN MONTGOMERY AND PRINCE GEORGE'S COUNTY	\$ 2,777	Under Construction
XY237G	-	AT VARIOUS LOCATIONS IN CARROLL, FREDERICK, AND HOWARD COUNTIES	\$ 4,598	Under Construction
XY243B	-	TRAFFIC BARRIER UPGRADES AT VARIOUS LOCATIONS IN AA, CA, CH, AND SM COUNTIES	\$ 1,722	Under Construction
XY244J	-	AT VARIOUS LOCATIONS IN CALVERT, CHARLES, AND ST. MARY'S COUNTIES	\$ 916	Under Construction
XY245F	-	AT VARIOUS LOCATIONS IN BALTIMORE AND HARFORD COUNTIES	\$ 8,137	Under Construction
XY245K	-	VARIOUS LOCATIONS IN ALLEGANY, GARRETT AND WASHINGTON COUNTIES	\$ 2,840	Under Construction
XY246A	-	AT VARIOUS LOCATIONS IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES	\$ 4,629	Under Construction
XY246S	-	MILL AND RESURFACE AT VARIOUS LOCATIONS IN ALLEGANY, GARRETT, AND WASHINGTON COUNTIES	\$ 1,792	Under Construction
XY247B	-	VARIOUS LOCATIONS IN DORCHESTER, SOMERSET, WICOMICO AND WORCESTER COUNTIES	\$ 963	Under Construction

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Statewide - LINE 9

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Resurface/Rehabilitate</u>				
XY2508	-	PAVEMENT MARKINGS CORRIDOR LINE STRIPING, ALLEGANY AND GARRETT COUNTIES	\$ 3,725	Under Construction
XY2509	-	AT VARIOUS LOCATIONS IN CE, KE, QA, CO, AND TA COUNTIES	\$ 864	Under Construction
XY250A	-	THERMOPLASTIC THINLINE STRIPING IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES	\$ 1,903	Under Construction
XY250B	-	THERMOPLASTIC THINLINE STRIPING IN BALTIMORE AND HARFORD COUNTIES	\$ 2,298	Under Construction
XY250K	-	AT VARIOUS IN ANNE ARUNDEL, CALVERT, CHARLES, SAINT MARY'S COUNTIES	\$ 1,146	Under Construction
XY251C	-	AT VARIOUS LOCATIONS IN BALTIMORE AND HARFORD COUNTIES	\$ 1,164	Under Construction
XY251E	-	ROADWAY LINE STRIPING IN CARROLL, FREDERICK, AND HOWARD COUNTIES	\$ 2,659	Under Construction
XY2543	-	LINE STRIPING AT VARIOUS LOCATIONS IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES	\$ 1,614	Under Construction
XY2545	-	WATERBORNE PAINT STRIPING AT VARIOUS LOCATIONS; AA, CA, CH, AND SM COUNTIES	\$ 719	Under Construction
XY3419	-	AT VARIOUS LOCATIONS IN CECIL, KENT, QUEEN ANNE'S, CAROLINE, AND TALBOT COUNTIES	\$ 1,299	Under Construction
<u>Safety/Spot Improvement</u>				
XX1851	-	AT VARIOUS LOCATIONS IN MO, PG, AA, CA, CH, AND SM COUNTIES	\$ 5,300	FY 2023
XX1861	-	AT VARIOUS LOCATIONS IN BALTIMORE, HARFORD, CARROLL, FREDERICK, AND HOWARD COS	\$ 5,300	FY 2023
XX1924	-	SAFETY-AT VARIOUS LOCATIONS IN BALTIMORE AND HARFORD COUNTIES	\$ 6,860	FY 2023
XX2283	-	RPM-AT VARIOUS LOCATIONS IN PRINCE GEORGE'S AND MONTGOMERY COUNTIES	\$ 4,607	FY 2023
XX228P	-	RPM-AT VARIOUS LOCATIONS IN BALTIMORE AND HARFORD COUNTIES	\$ 1,112	FY 2023
XX3691	-	AT VARIOUS LOCATIONS IN DORCHESTER, SOMERSET, WICOMICO, AND WORCESTER COUNTIES	\$ 3,040	FY 2023
XX536C	-	AT VARIOUS LOCATIONS IN ANNE ARUNDEL, CALVERT, CHARLES, AND ST. MARY'S COUNTIES	\$ 2,810	FY 2023
XX668G	-	RUMBLE STRIPS-AT VARIOUS LOCATIONS IN BALTIMORE AND HARFORD COUNTIES	\$ 341	FY 2023
XY253B	-	AT VARIOUS LOCATIONS IN BALTIMORE AND HARFORD COUNTIES	\$ 5,632	FY 2023
AW4652	-	DRAINAGE IMPROVEMENT-AT VARIOUS LOCATIONS IN DISTRICT 2	\$ 3,875	Under Construction
AX7662	-	DRAINAGE IMPROVEMENT-SWM AT VARIOUS LOCATIONS IN DISTRICT 7 - GROUP 1	\$ 7,605	Under Construction
XX1334	-	AREAWIDE SAFETY AND OPERATIONS IMPROVEMENTS FOR LOCATIONS IN BALTIMORE AND HARFORD COUNTIES	\$ 7,891	Under Construction

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Statewide - LINE 9

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Safety/Spot Improvement</u>				
XX1674	-	DRAINAGE IMPROVEMENT-AT VARIOUS LOCATIONS IN DISTRICT 1	\$ 4,580	Under Construction
XX1911	-	AT VARIOUS LOCATIONS IN DORCHESTER, SOMERSET, WICOMICO, AND WORCESTER COUNTIES	\$ 721	Under Construction
XX228C	-	RAISED PAVEMENT MARKERS AT VARIOUS LOCATIONS IN ANNE ARUNDEL, CALVERT, CHARLES, AND ST. MARY'S COUNTY	\$ 1,264	Under Construction
XX228D	-	RAISED PAVEMENT MARKERS AT VARIOUS LOCATIONS IN ALLEGANY, GARRETT, AND WASHINGTON COUNTIES	\$ 906	Under Construction
XX228E	-	RAISED PAVEMENT MARKERS AT VARIOUS LOCATIONS IN FREDERICK, CARROLL, AND HOWARD COUNTIES	\$ 1,379	Under Construction
XX228K	-	RAISED PAVEMENT MARKERS AT VARIOUS LOCATIONS IN ANNE ARUNDEL, CALVERT, CHARLES, AND ST. MARY'S COUNTY	\$ 1,245	Under Construction
XX228M	-	RAISED PAVEMENT MARKERS AT VARIOUS LOCATIONS IN CARROLL, FREDERICK, AND HOWARD COUNTIES	\$ 2,588	Under Construction
XX2293	-	GEOMETRIC IMPROVEMENTS-AT VARIOUS LOCATIONS IN PRINCE GEORGE'S AND MONTGOMERY COUNTY	\$ 6,422	Under Construction
XX2342	-	AT VARIOUS LOCATIONS IN CECIL, KENT, QUEEN ANNE'S, TALBOT, AND CAROLINE COUNTIES	\$ 2,040	Under Construction
XX2345	-	RUMBLE STRIPS AT VARIOUS LOCATIONS IN ANNE ARUNDEL, CALVERT, CHARLES, AND ST. MARY'S COUNTY	\$ 407	Under Construction
XX2367	-	TRAFFIC BARRIER UPGRADES AT VARIOUS LOCATIONS IN CARROLL, FREDERICK, AND HOWARD COUNTIES	\$ 2,105	Under Construction
XX3674	-	ADA SIDEWALK UPGRADES IN BALTIMORE AND HARFORD COUNTIES	\$ 3,516	Under Construction
<u>Traffic Management</u>				
XX1425	-	SIGNALIZATION-AT VARIOUS LOCATIONS IN ANNE ARUNDEL , CALVERT, CHALES AND ST MARY'S COUNTIES	\$ 8,750	FY 2023
XY1722	-	LIGHTING-AT VARIOUS LOCATIONS IN MO, PG, AL, GA, WA, CL, FR, AND HO COUNTIES	\$ 6,566	FY 2023
XX1422	-	SIGNALIZATION-AT VARIOUS LOCATIONS IN DISTRICTS 1 & 2	\$ 6,132	Under Construction
XX1423	-	SIGNALIZATION-AT VARIOUS LOCATIONS IN DISTRICT 3	\$ 9,570	Under Construction
XX1424	-	SIGNALIZATION-AT VARIOUS LOCATIONS IN DISTRICT 4	\$ 7,224	Under Construction
XX1426	-	SIGNALIZATION-AT VARIOUS LOCATIONS IN DISTRICTS 6 & 7	\$ 7,147	Under Construction
XX142A	-	SIGNALIZATION-AT VARIOUS LOCATIONS STATEWIDE	\$ 8,632	Under Construction
XX1451	-	LIGHTING – AT VARIOUS LOCATIONS IN DISTRICT 6 & 7	\$ 5,271	Under Construction
XX1841	-	SIGNALIZATION-AT VARIOUS LOCATIONS STATEWIDE	\$ 10,968	Under Construction
XX1941	-	SIGNING-AT VARIOUS LOCATIONS IN CE, CO, KE, QA, TA, DO, SO, WI, AND WO COUNTIES	\$ 10,573	Under Construction
XX4541	-	AT VARIOUS LOCATIONS IN ALLEGANY, GARRETT, WASHINGTON, CARROLL, FREDERICK, AND HOWARD COUNTIES	\$ 12,725	Under Construction

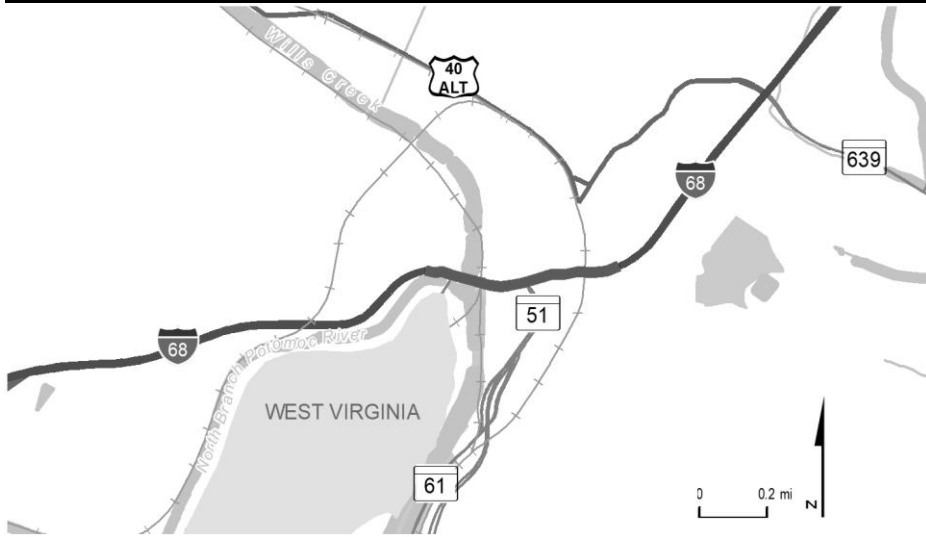
MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Statewide - LINE 9

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Traffic Management</u>				
XX6602	-	MOD/INSTALL/RECON OF LIGHTING - DO, SO, WI, WO, CO, CE, KE, QA, TA, BA, HA COUNTIES	\$ 2,219	Under Construction
XY1851	-	MOD/INSTALL/RECON OF SIGNING - DISTRICTS 3, 4 & 5	\$ 8,683	Under Construction



ALLEGANY COUNTY

**PROJECT:** I-68 Cumberland Viaduct**DESCRIPTION:** Deck replacement and rehabilitation of Bridge #No. 0109600 (the Cumberland Viaduct).**PURPOSE & NEED SUMMARY STATEMENT:** To replace the bridge deck and extend the service life of the structure.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

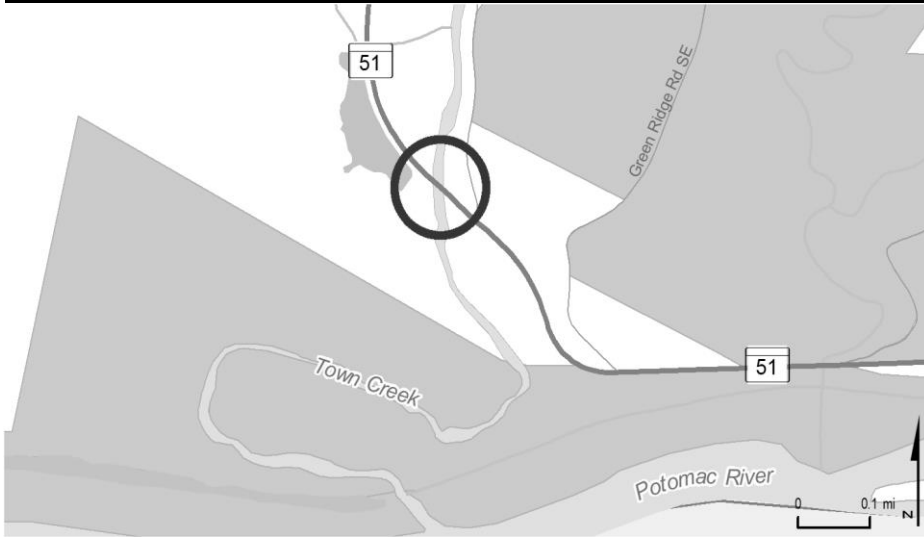
<input checked="" type="checkbox"/> Safe, Secure, and Resilient	<input type="checkbox"/> Quality & Efficiency
<input checked="" type="checkbox"/> Maintain & Modernize	<input type="checkbox"/> Environmental Protection
<input type="checkbox"/> Economic Opportunity & Reduce Congestion	<input type="checkbox"/>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

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

EXPLANATION: The existing structure's bridge deck is in need of replacement.**STATUS:** Engineering underway.**SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:** Added to the construction program. Additional project funding enabled by IIJA increases.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,466	610	320	575	1,105	677	250	250	0	2,857	0
Right-of-way	1,000	0	0	0	0	1,000	0	0	0	1,000	0
Utilities	1,500	0	0	0	0	0	682	818	0	1,500	0
Construction	45,000	0	0	0	0	0	0	12,418	16,966	29,384	15,616
Total	50,966	610	320	575	1,105	1,677	932	13,486	16,966	34,741	15,616
Federal-Aid	45,932	428	322	572	1,080	1,552	839	12,137	15,269	31,449	14,054
Special	5,035	182	(2)	3	25	125	93	1,349	1,697	3,292	1,562
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:**STATE -** Principal Arterial**FEDERAL -** Interstate**STATE SYSTEM:** Primary**Estimated Annual Average Daily Traffic (vehicles per day)****CURRENT** 30,200 - 47,700
(2022)**PROJECTED** 33,200 - 52,500
(2042)

**PROJECT:** MD 51, Old Town Road**DESCRIPTION:** Replacement of Bridge No. 0104700 over Town Creek.**PURPOSE & NEED SUMMARY STATEMENT:** The existing structure, built in 1932, is rated poor.**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 | |

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

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

STATUS: Engineering underway.**SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:** None.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,446	727	181	779	940	0	0	0	0	1,719	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	10,343	0	0	0	1,251	5,807	3,285	0	0	10,343	0
Total	12,789	727	181	779	2,191	5,807	3,285	0	0	12,062	0
Federal-Aid	11,947	424	163	759	2,126	5,517	3,121	0	0	11,523	0
Special	842	303	18	20	64	290	164	0	0	539	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:**STATE -** Minor Collector**FEDERAL -** Major Collector**STATE SYSTEM:** Secondary**Estimated Annual Average Daily Traffic (vehicles per day)**CURRENT 2300
(2022)PROJECTED 2500
(2042)

**PROJECT:** US 220, McMullen Highway**DESCRIPTION:** Roadway and intersection improvements along US 220, MD 53, and MD 636 in Cresaptown.**PURPOSE & NEED SUMMARY STATEMENT:** This project will improve safety and operations in Cresaptown.**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

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

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

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

STATUS: Planning and design underway.**EXPLANATION:** This project will improve safety and operations in Cresaptown.**SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:** Add to the construction program. Additional project funding enabled by IIJA increases.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	32	2	2	30	0	0	0	0	0	30	0
Engineering	1,500	0	0	400	600	500	0	0	0	1,500	0
Right-of-way	1,553	0	0	0	1,035	518	0	0	0	1,553	0
Utilities	500	0	0	0	0	500	0	0	0	500	0
Construction	7,260	0	0	0	0	0	2,461	3,630	1,169	7,260	0
Total	10,845	2	2	430	1,635	1,518	2,461	3,630	1,169	10,843	0
Federal-Aid	9,731	0	0	360	1,472	1,366	2,215	3,267	1,052	9,731	0
Special	1,113	2	2	70	164	152	246	363	117	1,111	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)CURRENT 11100
(2022)PROJECTED 14000
(2042)



PROJECT: US 220, McMullen Highway

DESCRIPTION: Study to upgrade and/or relocate US 220 (4.8 miles) and/or MD 53 (3.1 miles) from I-68/US 40 to Cresaptown. This study represents a portion of an approved 2014 Maryland-West Virginia joint study of two Appalachian Development Highway System corridors, I-68 and US 48.

PURPOSE & NEED SUMMARY STATEMENT: US 220 and MD 53 corridor improvements will enhance accessibility and promote economic development.

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

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

STATUS: Project on hold. Advanced Cresaptown improvements to construction (Allegany County Line 3).

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	4,110	4,110	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	4,110	4,110	0	0	0	0	0	0	0	0	0
Federal-Aid	2,136	2,136	0	0	0	0	0	0	0	0	0
Special	1,974	1,974	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

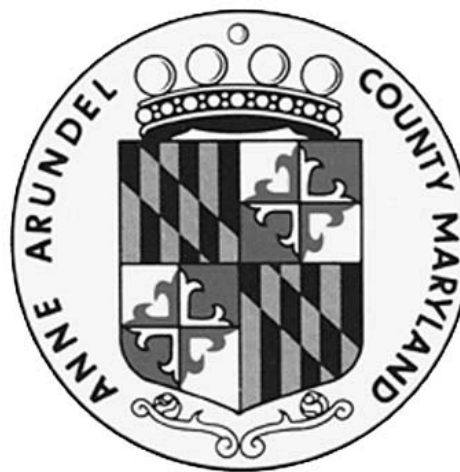
CURRENT (US 220) 16,600
(2022) (MD 53) 6,400 - 13,300

PROJECTED (US 220) 19,500
(2042) (MD 53) 7,500 - 16,700

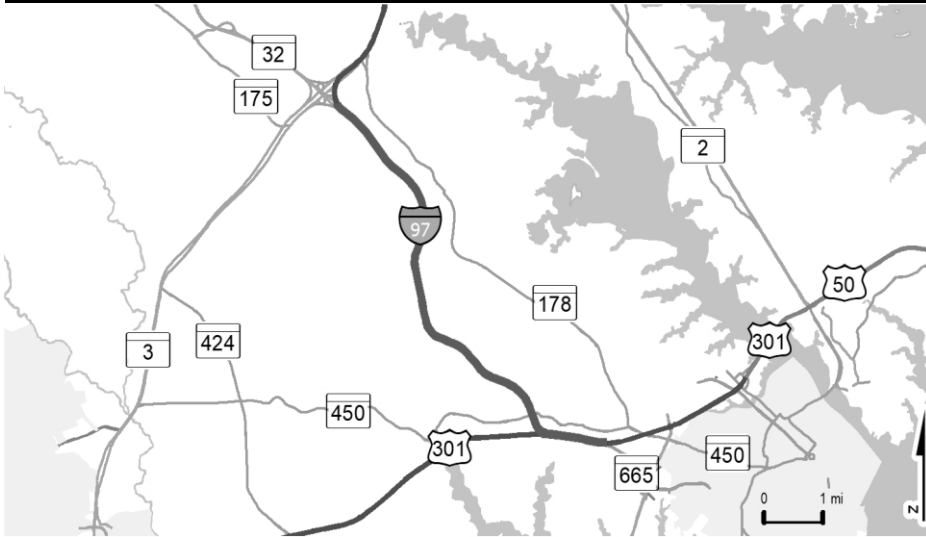
MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Allegany County - LINE 5

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Bridge Replacement/Rehabilitation				
AL3451	MD831	KREIGBAUM ROAD - MD 831C OVER JENNINGS RUN	\$ 2,695	Completed
AL2511	MD36	NEW GEORGES CREEK ROAD-DECK REPLACEMENT-BRIDGE 0107800 OVER NORTH BRANCH	\$ 4,783	FY 2023
AL2221	-	CLEANING AND PAINTING OF BRIDGES 0111600, 0111703, 0111704, 0112000, 0112100, AND 0117700	\$ 1,935	Under Construction
AL2631	MD51	INDUSTRIAL BOULEVARD - BRIDGE NO. 0104800 ON MD51 OVER C&O CANAL	\$ 4,783	Under Construction
AL5261	-	CLEANING AND PAINTING OF BRIDGES 0114003, 0114004, 0114103, 0114104, AND 0014700	\$ 2,881	Under Construction
Resurface/Rehabilitate				
XY6011	-	VARIOUS LOCATIONS IN ALLEGANY COUNTY	\$ 6,874	Completed
AL4461	MD36	MAIN STREET-DRAINAGE IMPROVEMENT-SELDOM SEEN ROAD TO CLICKS CROSSING ROAD	\$ 420	FY 2023
XY8011	-	SAFETY AND RESURFACE-AT VARIOUS LOCATIONS IN ALLEGANY COUNTY	\$ 13,498	FY 2023
AL2191	IS68	NATIONAL FREEWAY - ROCKY GAP ROAD TO STREET ROAD	\$ 6,606	Under Construction
AL2431	IS68	NATIONAL FREEWAY - MV SMITH ROAD TO EAST OF ORLEANS ROAD	\$ 5,693	Under Construction
XY7011	-	AT VARIOUS LOCATIONS IN ALLEGANY COUNTY	\$ 5,499	Under Construction
Safety/Spot Improvement				
AL2341	MD135	PRATT STREET; GARRETT COUNTY LINE TO US 220 - VARIOUS LOCATIONS	\$ 4,027	Completed
AL2011	IS68	NATIONAL FREEWAY - MV SMITH ROAD TO EAST OF ORLEANS ROAD	\$ 1,682	Under Construction
Transportation Alternatives Program				
ALNEW4	-	BORDEN TUNNEL LINING RESTORATION	\$ 3,624	FY 2023
ALNEW5	-	WESTERN REGION STATE TRAIL MAINTENANCE PROGRAM	\$ 140	FY 2023
AL6241	-	BICYCLE-PEDESTRIAN ROUTE-BALTIMORE STREET ACCESS - CITY OF CUMBERLAND	\$ 9,709	FY 2024
ALNEW2	-	SRTS - BEL AIR ELEMENTARY SCHOOL PEDESTRIAN BRIDGE	\$ 320	FY 2024
ALNEW3	-	TOWPATH REHABILITATION PHASE V	\$ 1,855	FY 2024



ANNE ARUNDEL COUNTY



PROJECT: I-97, TSMO US 50 to MD 32

DESCRIPTION: Implementation of Transportation Systems Management and Operations (TSMO) improvements including peak period hard shoulder running from US 50 to MD 32.

PURPOSE & NEED SUMMARY STATEMENT: This project will improve operations and relieve congestion in this heavily travelled corridor.

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

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

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

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

STATUS: Engineering underway.

EXPLANATION: This project will improve operations and relieve congestion in this heavily travelled corridor.

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: Added to the construction program. Additional project funding enabled by IIJA increases.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,400	0	0	1,900	2,000	500	0	0	0	4,400	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	45,048	0	0	0	0	9,652	15,244	20,152	0	45,048	0
Total	49,448	0	0	1,900	2,000	10,152	15,244	20,152	0	49,448	0
Federal-Aid	44,503	0	0	1,710	1,800	9,136	13,720	18,137	0	44,503	0
Special	4,945	0	0	190	200	1,015	1,524	2,015	0	4,945	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

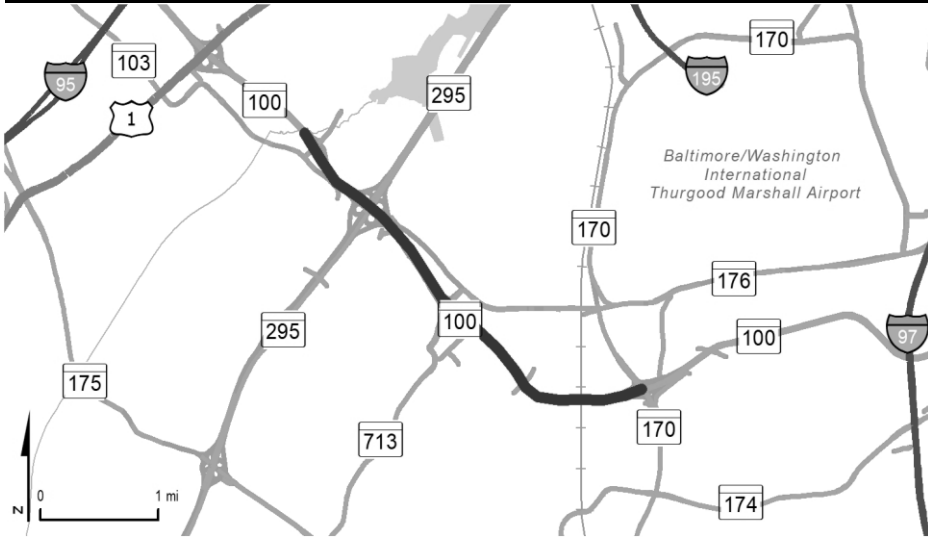
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 92,500 - 111,500
(2022)

PROJECTED 110,500 - 133,000
(2042)

**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 resurfacing will extend the useful lifespan of the roadway, while enhancing the quality of travel along the corridor.

PROJECT: MD 100, Paul T. Pitcher Memorial Highway

DESCRIPTION: Safety and resurfacing improvements along MD 100 from Howard County Line to MD 170

PURPOSE & NEED SUMMARY STATEMENT: The resurfacing will extend the useful lifespan of the roadway, while enhancing the quality of travel along the corridor.

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

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

STATUS: Project will start construction in the Spring of 2023.

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: Added to the construction program.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	310	199	199	111	0	0	0	0	0	111	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	12,933	0	0	4,149	5,315	3,469	0	0	0	12,933	0
Total	13,243	199	199	4,260	5,315	3,469	0	0	0	13,044	0
Federal-Aid	12,592	199	198	4,048	5,049	3,295	0	0	0	12,393	0
Special	651	1	1	211	266	173	0	0	0	651	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Intermediate Arterial

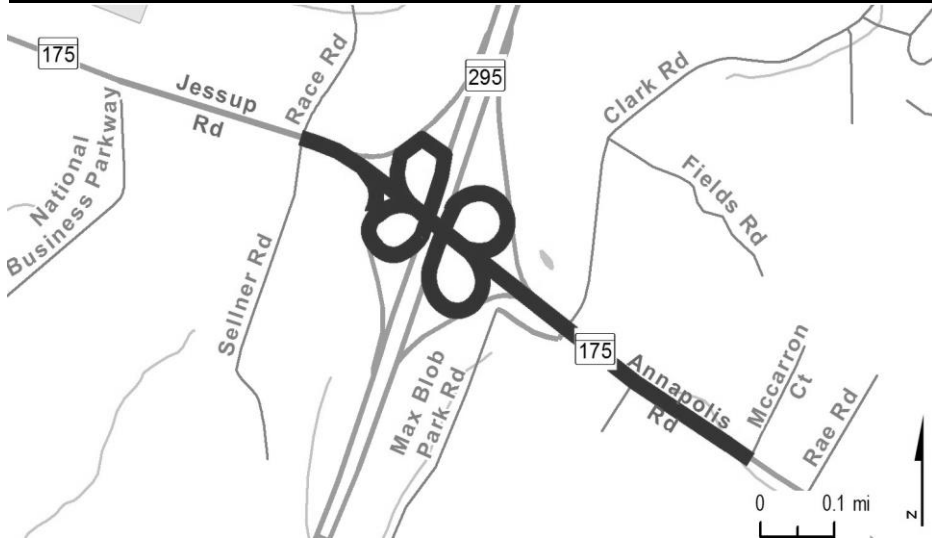
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 91,400 - 116,100
(2022)

PROJECTED 109,700 - 139,300
(2042)

**PROJECT:** MD 175, Annapolis Road

DESCRIPTION: Widen MD 175 from Sellner Road/Race Road to McCarron Court from two lanes to six lanes and reconfigure ramps at the MD 295 interchange to create signalized left turns at MD 175. Bicycle and pedestrian accommodations will be provided.

PURPOSE & NEED SUMMARY STATEMENT: This project will improve safety and operations along MD 175 and ease growing congestion related to BRAC expansion at Fort Meade.

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

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

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

STATUS: Construction underway.

EXPLANATION: This project will address safety concerns at the MD 295 interchange and improve mobility for BRAC expansion at Fort Meade.

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: The cost increase of \$2.6 million is due to a bid reflecting overall higher construction costs, capital program costs, and the complex nature of the work.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,759	5,722	439	37	0	0	0	0	0	37	0
Right-of-way	17,567	16,258	117	100	623	122	464	0	0	1,309	0
Utilities	2,948	1,728	182	1,220	0	0	0	0	0	1,220	0
Construction	51,021	2,719	42	9,380	15,816	17,231	5,875	0	0	48,302	0
Total	77,296	26,428	780	10,737	16,439	17,353	6,339	0	0	50,868	0
Federal-Aid	53,486	4,204	21	10,490	15,763	17,173	5,856	0	0	49,282	0
Special	22,632	21,046	763	247	676	180	483	0	0	1,586	0
Other	1,178	1,178	(4)	0	0	0	0	0	0	0	0

Classification:

STATE - Urban Minor Arterial

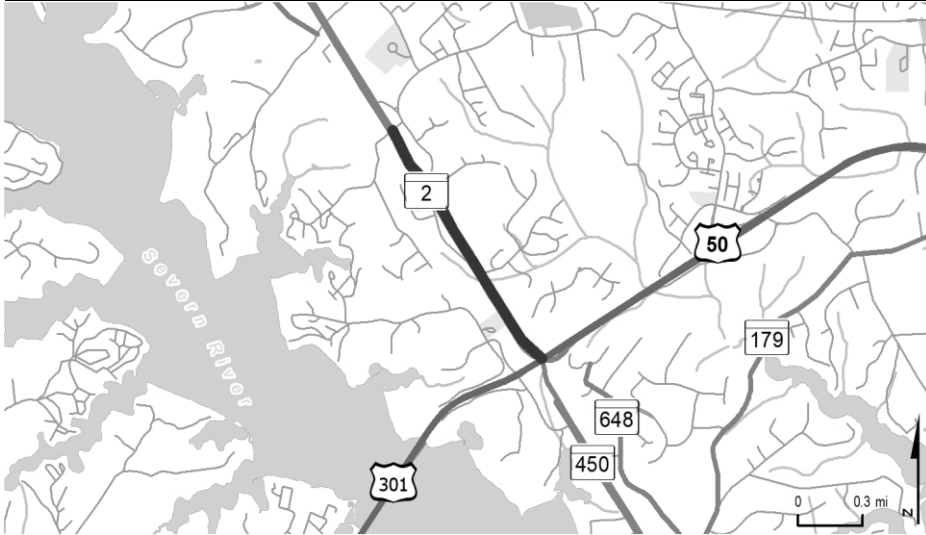
FEDERAL - Urban Minor Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 31,600 - 38,100
(2022)

PROJECTED 53,800 - 68,000
(2042)



PROJECT: MD 2, Ritchie Hwy

DESCRIPTION: This project will improve safety, accessibility, and operations along northbound MD 2 from US 50 to Arnold Road by providing a continuous third lane and a sidewalk along northbound MD 2 from Chautaugua Road to Arnold Road and along Arnold Road from the B&A Trail to MD 2.

PURPOSE & NEED SUMMARY STATEMENT: This project will improve safety for vulnerable users and reduce congestion along MD 2.

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

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

STATUS: Preliminary engineering underway. Anne Arundel County contributed \$200,000 to design.

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,000	30	30	645	325	0	0	0	0	970	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,000	30	30	645	325	0	0	0	0	970	0
Federal-Aid	760	24	24	476	260	0	0	0	0	736	0
Special	40	0	0	40	0	0	0	0	0	40	0
Other	200	6	6	129	65	0	0	0	0	194	0

Classification:

STATE - Principal Arterial

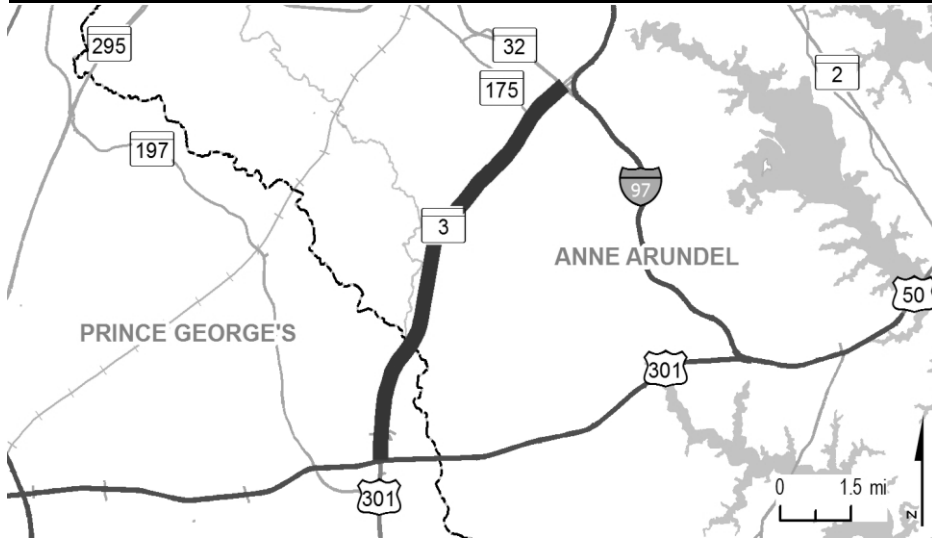
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 60600
(2022)

PROJECTED 71200
(2042)



PROJECT: MD 3, Robert Crain Highway

DESCRIPTION: Study to upgrade MD 3 from US 50 to MD 32 to address safety and capacity concerns (8.9 miles). Bicycle and pedestrian access will be provided where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: This project will improve safety and operations and relieve congestion in this heavily traveled corridor.

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

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

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	3,872	3,872	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	4,673	4,673	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	8,545	8,545	0	0	0	0	0	0	0	0	0
Federal-Aid	3,098	3,098	0	0	0	0	0	0	0	0	0
Special	5,448	5,448	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

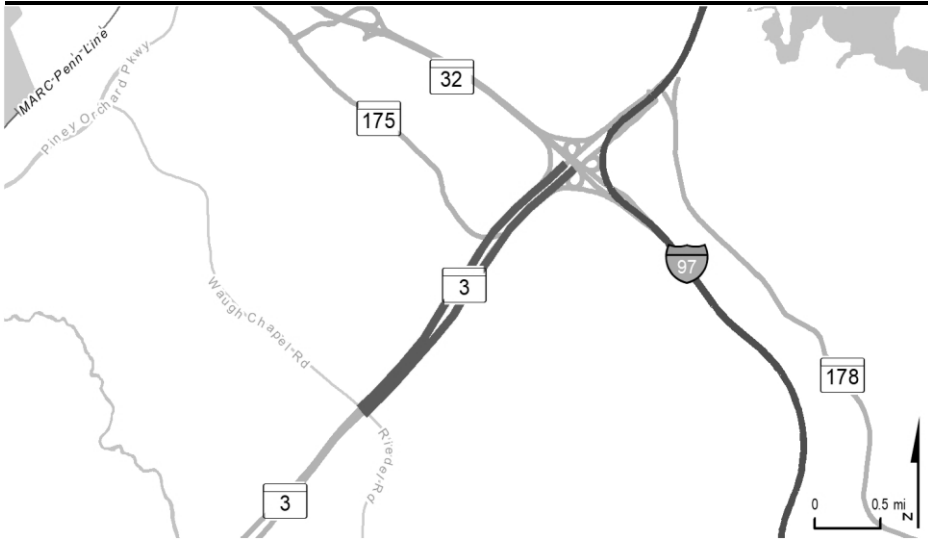
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 66,500 - 84,600
(2022)

PROJECTED 88,600 - 137,400
(2042)

**PROJECT:** MD 3, Robert Crain Highway

DESCRIPTION: This project will improve safety, accessibility, and operations along MD 3 northbound from St. Stephens Church Road to MD 175 and along MD 3 southbound from MD 32 Ramp to Waugh Chapel Road/Riedel Road by providing a third continuous lane in each direction, a shared-use path along MD 3 from MD 175 to Waugh Chapel Road/Riedel Road, and sidewalk and crosswalk improvements at the MD 3 and MD 175 intersection.

PURPOSE & NEED SUMMARY STATEMENT: This project will improve safety for vulnerable users and improve operations along MD 3.

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

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

STATUS: Preliminary engineering underway. Anne Arundel County contributed \$160,000 towards the engineering.

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	800	115	115	500	185	0	0	0	0	685	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	800	115	115	500	185	0	0	0	0	685	0
Federal-Aid	609	92	92	369	148	0	0	0	0	517	0
Special	31	23	23	8	0	0	0	0	0	8	0
Other	160	0	0	123	37	0	0	0	0	160	0

Classification:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 76700
(2022)

PROJECTED 88100
(2042)



PROJECT: MD 295, Baltimore Washington Parkway

DESCRIPTION: Study to widen MD 295 from 4 to 6 lanes from MD 100 to I-195 including an interchange at Hanover Road and improvements to Hanover Road from the CSX railroad tracks in Howard County to MD 170 (3.27 miles).

PURPOSE & NEED SUMMARY STATEMENT: This project will help improve mobility and access to one of the State's economic engines, the Baltimore/Washington International Thurgood Marshall Airport and surrounding areas.

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

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

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	2,554	2,554	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	2,554	2,554	0	0	0	0	0	0	0	0	0
Federal-Aid	(0)	(0)	0	0	0	0	0	0	0	0	0
Special	2,554	2,554	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

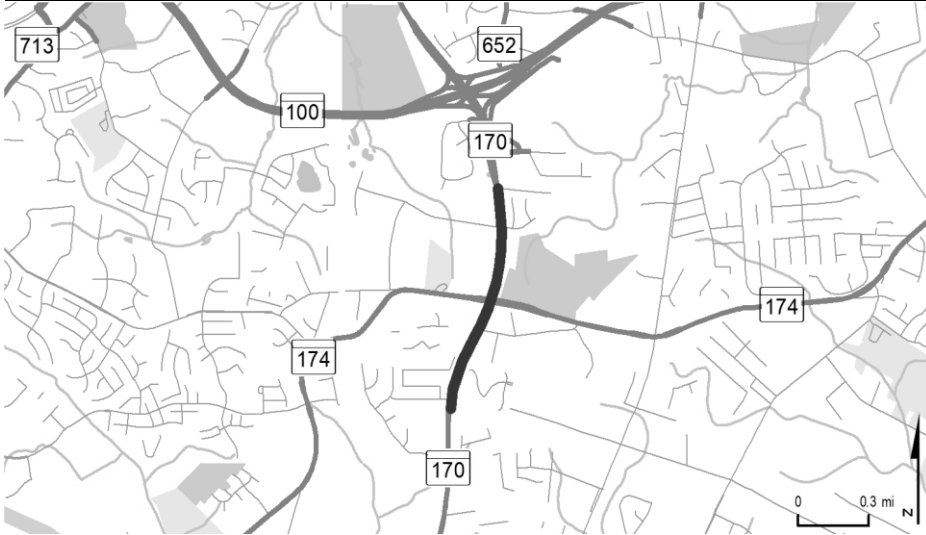
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 100100
(2022)

PROJECTED 149300
(2042)

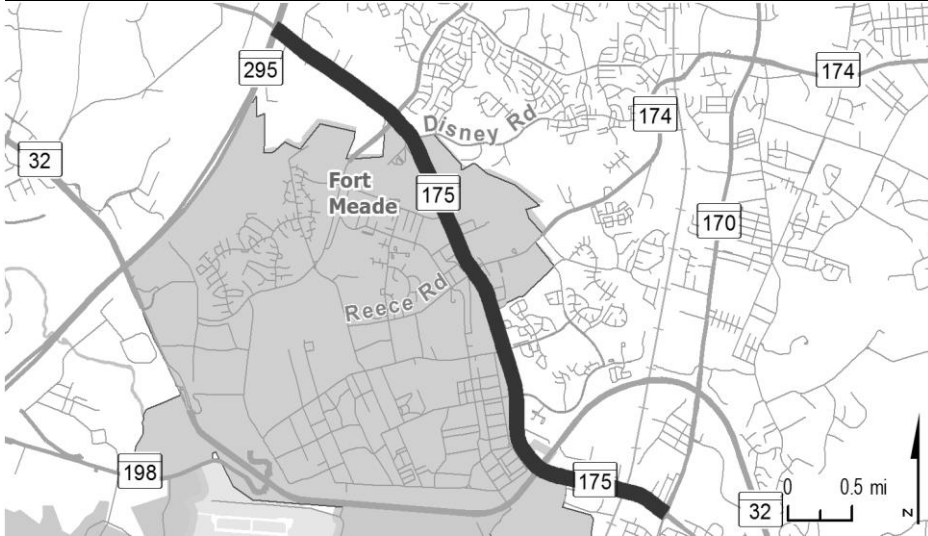
**PROJECT:** MD 170, Telegraph Road**DESCRIPTION:** A project to widen and update the median and signals along MD 170 from Norcross Lane to Wiekier Road.**PURPOSE & NEED SUMMARY STATEMENT:** This project will improve safety and operations along MD 170 from Norcross Lane to Wiekier Road, to include the intersection of MD 170 and MD 174.**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 checked="" type="checkbox"/> PFA Status Yet to Be Determined		<input type="checkbox"/> Exception Granted

STATUS: Engineering and right-of-way underway. Working on partnership with Anne Arundel County to advance utilities and construction.**SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,022	1,645	239	377	0	0	0	0	0	377	0
Right-of-way	571	3	0	568	0	0	0	0	0	568	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	2,594	1,648	239	946	0	0	0	0	0	946	0
Federal-Aid	975	231	231	744	0	0	0	0	0	744	0
Special	1,619	1,417	8	202	0	0	0	0	0	202	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:**STATE -** Intermediate Arterial**FEDERAL -** Other Principal Arterial**STATE SYSTEM:** Secondary**Estimated Annual Average Daily Traffic (vehicles per day)****CURRENT** MD 170: 25,600 MD 174: 19,500 (2022)**PROJECTED** MD 170: 34,500 MD 174: 26,400 (2042)



PROJECT: MD 175, Annapolis Road

DESCRIPTION: This study will identify traffic flow improvements on MD 175 from MD 295 to MD 170 including the MD 175/MD 295 interchange (5.2 miles). Bicycle and pedestrian facilities will be provided where appropriate. (BRAC Related)

PURPOSE & NEED SUMMARY STATEMENT: This project will address current and future mobility needs along MD 175 and will improve access to Fort Meade.

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

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

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	2,657	2,656	2	1	0	0	0	0	0	1	0
Engineering	5,568	5,568	2	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	9	9	9	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	8,234	8,233	12	1	0	0	0	0	0	1	0
Federal-Aid	6,264	6,263	10	1	0	0	0	0	0	1	0
Special	1,971	1,971	2	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Minor Arterial

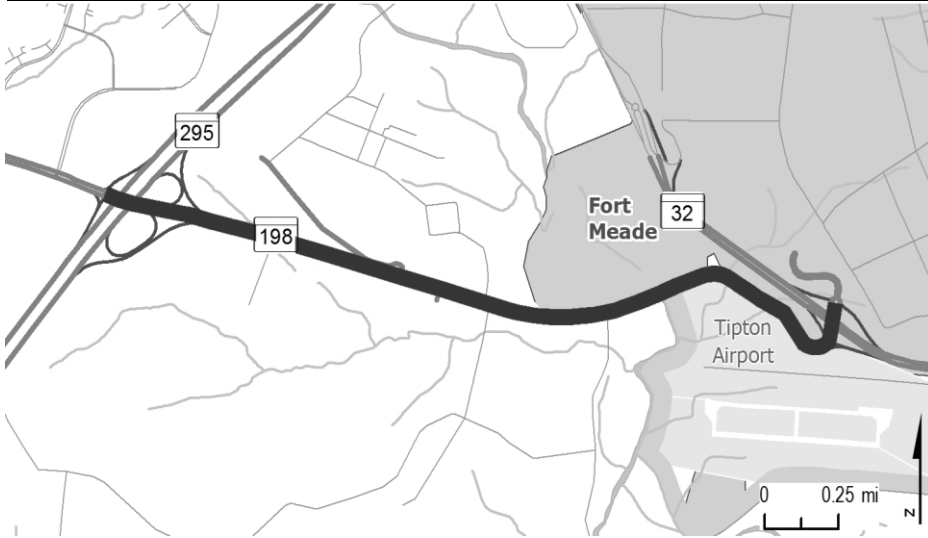
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 25,300 - 38,600
(2022)

PROJECTED 54,500 - 64,400
(2042)



PROJECT: MD 198, Laurel Fort Meade Road

DESCRIPTION: Project to address mobility needs on MD 198 from MD 295 to MD 32 (2.7 miles). Bicycle and pedestrian access will be provided where appropriate. (BRAC Related)

PURPOSE & NEED SUMMARY STATEMENT: MD 198 is a key link to Fort Meade from points south and west. The area in and around Fort Meade will experience substantial growth as a result of BRAC expansion.

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

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

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

STATUS: County previously contributed \$3.5 million for the planning phase. Project on hold.

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	3,845	3,845	0	0	0	0	0	0	0	0	0
Engineering	1,439	1,439	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	5,284	5,284	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	1,784	1,784	0	0	0	0	0	0	0	0	0
Other	3,500	3,500	0	0	0	0	0	0	0	0	0

Classification:

STATE - Other Principal Arterial

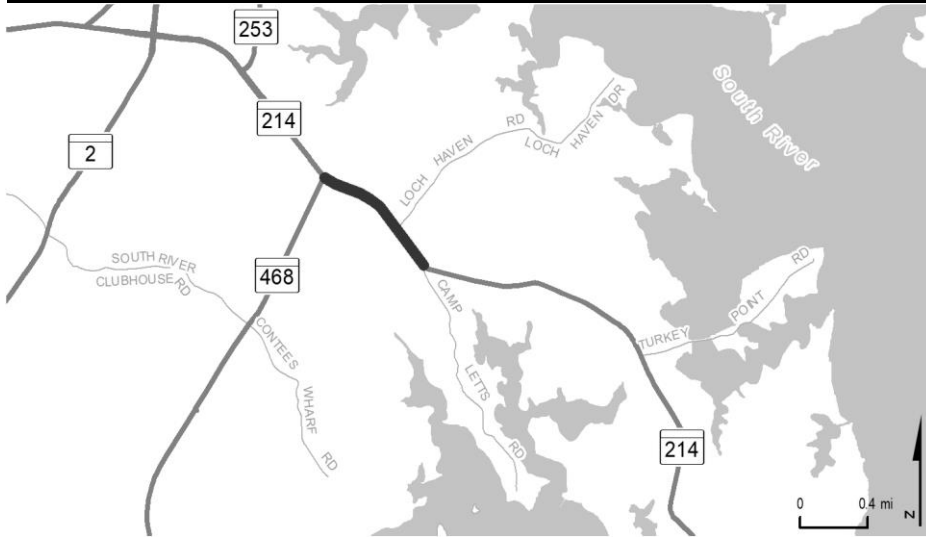
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 27000
(2022)

PROJECTED 48800
(2042)



PROJECT: MD 214, Central Avenue

DESCRIPTION: This project will improve safety, reliability, and operations by widening and improving intersections from MD 468 to the Summit School Entrance. Project includes bicycle and pedestrian improvements.

PURPOSE & NEED SUMMARY STATEMENT: This project will improve safety for vulnerable users, reliability, and operations.

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

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

☐ Grandfathered
☒ Exception Will Be Required
☐ Exception Granted

STATUS: Preliminary engineering underway. Anne Arundel County is contributing \$1,585,000 for design.

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: None.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☒ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,585	137	137	1,448	0	0	0	0	0	1,448	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,585	137	137	1,448	0	0	0	0	0	1,448	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	0	0	0	0	0	0	0	0	0	0	0
Other	1,585	137	137	1,448	0	0	0	0	0	1,448	0

Classification:

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 19300
(2022)

PROJECTED 31200
(2042)

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Anne Arundel County - LINE 12

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Bridge Replacement/Rehabilitation				
AA0271	-	CLEANING AND PAINTING OF BRIDGES 0203400, 0203500, 0210400, 0210500, 0212700, 0214500, AND 0222000	\$ 2,192	FY 2023
AA1241	MD468	MUDDY CREEK ROAD-SMALL STRUCTURE REPLACEMENT-STRUCTURE 02016X0 OVER LERCH CREEK	\$ 2,612	FY 2024
AA0731	-	BRIDGE NUMBERS 0200405, 0200406, 0206100, 0213400, 0216100, AND 0217700	\$ 3,084	Under Construction
Environmental Preservation				
AA1751	-	JOHN HANSON HIGHWAY; PH 2 - IRVM, PLANTING - US 50 - AA/PG CO LINE TO I-97 AND I-97- US 50 TO MD 3	\$ 1,182	Completed
Resurface/Rehabilitate				
AA0881	MD169	W MAPLE ROAD; HAMMONDS FERRY ROAD TO MD 648E	\$ 3,970	Completed
XY7021	-	AT VARIOUS LOCATIONS IN NORTHERN ANNE ARUNDEL COUNTY	\$ 12,377	Completed
XY7022	-	AT VARIOUS LOCATIONS IN SOUTHERN ANNE ARUNDEL COUNTY	\$ 14,585	Completed
AA0441	MD2	MD2-FROM IS 695 TO BALTIMORE COUNTY LINE	\$ 1,412	FY 2023
XX171A	-	AT VARIOUS LOCATIONS IN ANNE ARUNDEL COUNTY	\$ 3,640	FY 2023
XX5375	-	ASPHALT PATCHING/BRIDGE APPROACHES AT VARIOUS LOCATIONS IN ANNE ARUNDEL COUNTY	\$ 2,520	FY 2023
XY9022	-	AT VARIOUS LOCATIONS IN SOUTHERN ANNE ARUNDEL COUNTY	\$ 12,650	FY 2023
AA8991	MD2	SOLOMONS ISLAND ROAD - FROM SOUTH RIVER BRIDGE TO MD 214	\$ 4,117	Under Construction
XX1715	-	ASPHALT PATCHING AT VARIOUS LOCATIONS IN ANNE ARUNDEL COUNTY	\$ 2,004	Under Construction
XY244H	-	AT VARIOUS LOCATIONS IN ANNE ARUNDEL COUNTY	\$ 768	Under Construction
XY8022	-	AT VARIOUS LOCATIONS IN SOUTHERN ANNE ARUNDEL COUNTY	\$ 12,362	Under Construction
XY9021	-	AT VARIOUS LOCATIONS IN NORTHERN ANNE ARUNDEL COUNTY	\$ 9,468	Under Construction
Safety/Spot Improvement				
AA1561	MD915	LONG HILL; AT MD 177	\$ 3,015	Completed
AA8851	MD450	DEFENSE HIGHWAY; MD 424 TO CROWNSVILLE ROAD	\$ 546	Design Underway
AA9121	MD100	MD100-GUARD RAIL-MD 174 TO MD 10	\$ 2,515	FY 2023
XX1721	-	ANNE ARUNDEL COUNTY STORMWATER MANAGEMENT REMEDIATION	\$ 3,178	Under Construction
XX1918	-	PAVEMENT MARKING-AT VARIOUS LOCATIONS IN ANNE ARUNDEL COUNTY	\$ 1,278	Under Construction

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Anne Arundel County - LINE 12

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Sidewalks</u>					
AA1722	MD214	CENTRAL AVENUE-SIDEWALKS-MD 2 (SOLOMONS ISLAND ROAD) TO MD 253 (MAYO ROAD)	\$	2,630	FY 2024
<u>Traffic Management</u>					
AA0631	IS195	I-195; INTERCHANGE LIGHTING RECONSTRUCTION AT MD 295 AND MD 170	\$	5,219	Completed
<u>Transportation Alternatives Program</u>					
AA7512	-	BROADNECK PENINSULA TRAIL - PHASE 2	\$	3,243	Completed
AA0261	-	BICYCLE-PEDESTRIAN ROUTE-SOUTH SHORE TRAIL - PHASE II	\$	2,200	FY 2023
AA0611	-	SRTS - ANNE ARUNDEL COUNTY BICYCLE SAFETY TRAINING	\$	145	FY 2023
AANEW4	-	SO-GLEBE BRANCH STREAM RESTORATION PHASES B&C	\$	1,818	FY 2024
AA0891	-	WB&A TRAIL - BRIDGE AT PATUXENT	\$	4,700	Under Construction

* Project funding enabled by IIJA increases.



BALTIMORE COUNTY

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

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

EXPLANATION: This project will improving safety and operations along I-70, US 29, and US 40.

PROJECT: TSMO System 1

DESCRIPTION: This project is a combination information technology and geometric improvements to address safety and operations within Transportation Systems Management and Operations (TSMO) System 1 including I-70, US 29, and US 40.

PURPOSE & NEED SUMMARY STATEMENT: This project will improving safety and operations along I-70, US 29, and US 40.

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 checked="" type="checkbox"/> PFA Status Yet to Be Determined	<input type="checkbox"/> Exception Granted

STATUS: Feasibility study underway.

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: Added to the construction program. Additional project funding enabled by IIJA increases.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	400	166	166	234	0	0	0	0	0	234	0
Engineering	3,500	0	0	700	1,300	500	500	500	0	3,500	0
Right-of-way	300	0	0	0	0	0	88	106	106	300	0
Utilities	231	0	0	0	0	31	100	100	0	231	0
Construction	72,257	0	0	0	0	2,900	8,900	23,927	14,602	50,329	21,927
Total	76,687	166	166	934	1,300	3,431	9,588	24,633	14,708	54,594	21,927
Federal-Aid	70,309	0	0	640	1,210	3,234	9,079	22,719	13,692	50,574	19,735
Special	6,379	166	166	294	90	197	509	1,914	1,016	4,020	2,193
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (I-70) 71,700 - 112,000;
(2022) (US 29) 92,300 - 165,700

PROJECTED (I-70) 89,600 - 128,000;
(2042) (US 29) 110,800 - 198,800

**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: Proactively addressing bridge deck condition will avoid the need for major rehabilitation or replacement of these bridges which are located on a heavily traveled section of the Interstate Highway system.

PROJECT: I-95 and I-695, Baltimore Beltway

DESCRIPTION: Latex modified concrete bridge deck overlays on I-95 at the I-695 interchange (10 bridges).

PURPOSE & NEED SUMMARY STATEMENT: The purpose of the project is to address concrete bridge decks before they become poor rated, and to upgrade existing bridge parapets to meet current safety criteria. Proactively addressing bridge deck condition will avoid the need for major rehabilitation or replacement of these bridges which are located on a heavily traveled section of the Interstate Highway 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

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: The cost increase of \$13.0 million is due to a bid reflecting overall higher construction costs and the complex nature of the work.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,221	2,722	2,154	149	191	159	0	0	0	499	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	36,843	13	13	7,380	11,449	11,817	6,184	0	0	36,830	0
Total	40,064	2,735	2,167	7,529	11,640	11,976	6,184	0	0	37,329	0
Federal-Aid	39,597	2,283	2,048	7,514	11,640	11,976	6,184	0	0	37,314	0
Special	467	452	119	15	0	0	0	0	0	15	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT I-95: 165,600 I-695: 93,800
(2022)

PROJECTED I-95: 207,300 I-695: 106,700
(2042)

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

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

EXPLANATION: This project will improve I-695 safety and traffic flow between I-70 and MD 43. This capacity improvement supports mobility and infrastructure stability for the adjacent communities and the greater Baltimore region.

PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Use of the shoulder and dynamic lane controls to create a new traffic lane during peak hours on the inner and outer loops of I-695 from I-70 to MD 43.

PURPOSE & NEED SUMMARY STATEMENT: This project will address congestion along I-695 during the peak periods.

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

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

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: The cost increase of \$5.0M is due to capital program costs.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,872	5,872	9	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	172,746	28,952	12,601	32,504	111,290	0	0	0	0	143,794	0
Total	178,618	34,824	12,610	32,504	111,290	0	0	0	0	143,794	0
Federal-Aid	177,248	33,543	12,462	32,484	111,221	0	0	0	0	143,705	0
Special	1,370	1,281	148	20	69	0	0	0	0	89	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

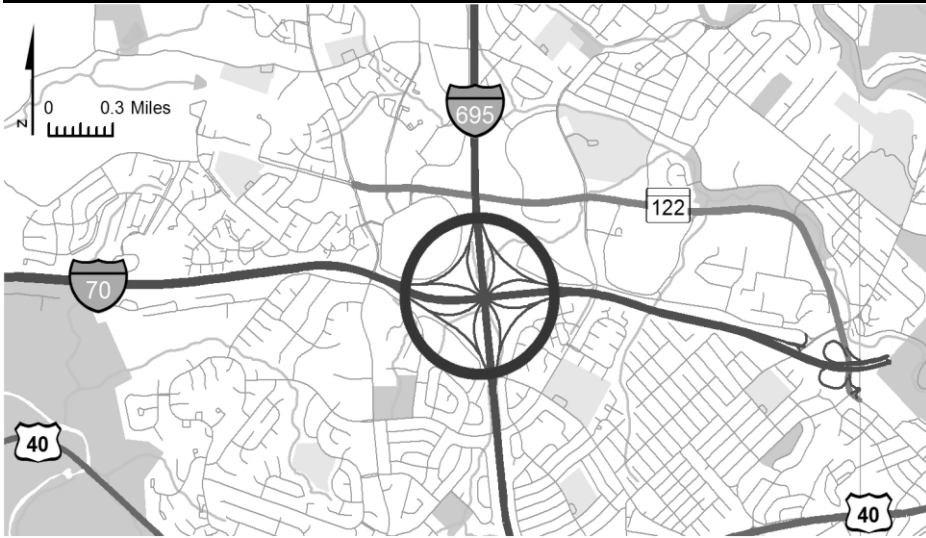
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 148,500 - 200,800
(2022)

PROJECTED 174,150 - 236,200
(2042)

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

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

EXPLANATION: This project will address mobility and state of good repair needs in the vicinity of the I-695/I-70 interchange.

PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Reconstruct interchange at I-695 and I-70.

PURPOSE & NEED SUMMARY STATEMENT: This project will address mobility and state of good repair needs in the vicinity of the I-695/I-70 interchange.

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

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

STATUS: Engineering and procurement underway.

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: The funding increase of \$79.9 million is due the latest engineer's estimate and capital program costs.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	10,094	6,016	924	2,327	500	1,251	0	0	0	4,078	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	264,802	0	0	0	0	5,172	155,765	90,885	12,980	264,802	0
Total	274,896	6,016	924	2,327	500	6,423	155,765	90,885	12,980	268,880	0
Federal-Aid	261,031	5,644	905	2,183	475	6,101	147,977	86,320	12,331	255,387	0
Special	13,865	372	19	144	25	322	7,788	4,565	649	13,493	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

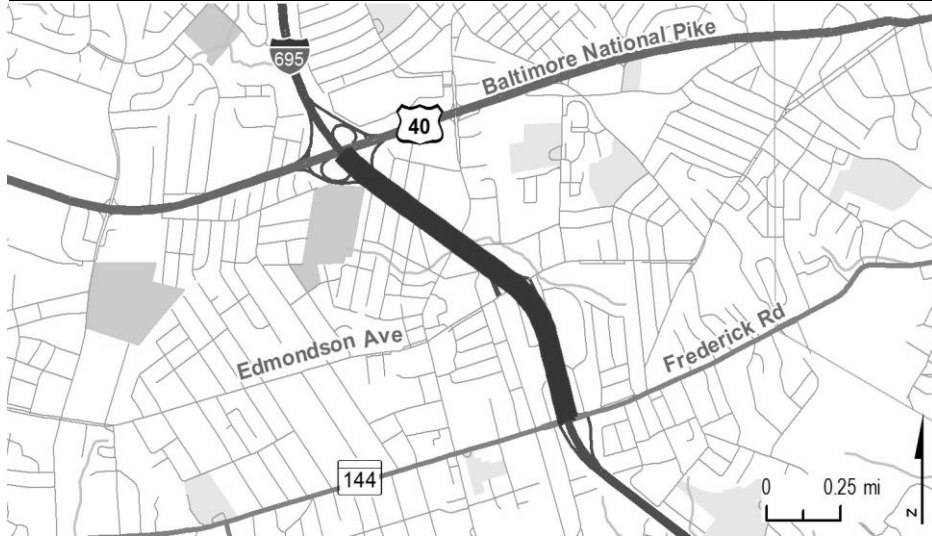
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 165,700 - 199,000
(2022)

PROJECTED 193,900 - 232,800
(2042)

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

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

EXPLANATION: This project improved safety and traffic flow on I-695 as this portion serves as a major connection between I-70 and I-95.

PROJECT: I-695, Baltimore Beltway

DESCRIPTION: This project from US 40 to MD 144 improved mobility and safety on I-695 by widening the roadway to provide a fourth lane on the outer loop. This project also accommodates the ultimate configuration of this section of I-695, and includes replacing and extending the inner loop noise barrier from Shady Nook Avenue to US 40.

PURPOSE & NEED SUMMARY STATEMENT: This project provided additional capacity and improved safety and operations on this segment of I-695.

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

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

STATUS: Open to service. The noise wall from south of Shadynook Avenue to US 40 is under construction.

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: The cost decrease of \$5.7 million is primarily due to a favorable bid on the noise wall contract.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	13,694	13,694	685	0	0	0	0	0	0	0	0
Right-of-way	2,739	2,727	57	12	0	0	0	0	0	12	0
Utilities	753	753	0	0	0	0	0	0	0	0	0
Construction	110,381	95,080	1,480	10,184	4,840	277	0	0	0	15,301	0
Total	127,567	112,254	2,222	10,196	4,840	277	0	0	0	15,313	0
Federal-Aid	80,827	77,719	1,367	3,108	0	0	0	0	0	3,108	0
Special	46,741	34,536	855	7,088	4,840	277	0	0	0	12,205	0
Other	0	0	0	0	0	0	0	0	0	0	0

STIP REFERENCE #BA7271 12/01/2022

Classification:

STATE - Principal Arterial

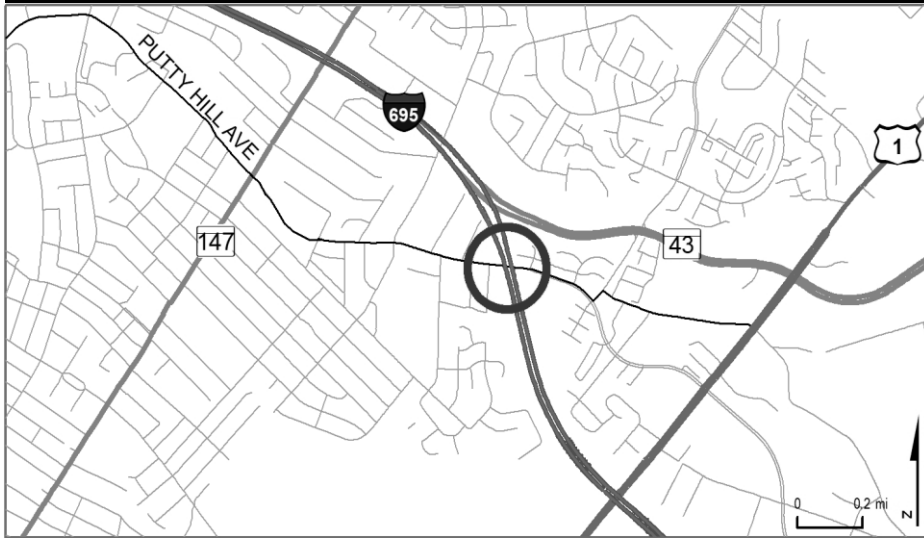
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 190800
(2022)

PROJECTED 207500
(2042)

**PROJECT:** I-695, Baltimore Beltway**DESCRIPTION:** Replacement of Bridge No. 0317400 on Putty Hill Avenue over I-695.**PURPOSE & NEED SUMMARY STATEMENT:** This bridge, constructed in 1961, is nearing the end of its structural life and is rated poor based on deck condition.**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 | |

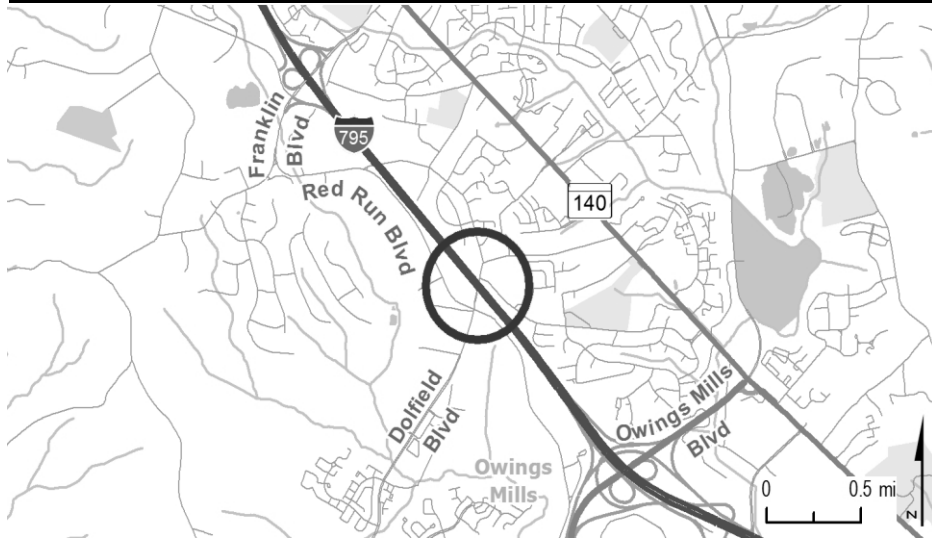
SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

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

STATUS: Engineering underway. Utility breakout work by Verizon to begin in early Spring 2023.**SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:** None.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,650	2,596	338	49	5	0	0	0	0	54	0
Right-of-way	1,101	880	0	221	0	0	0	0	0	221	0
Utilities	3,659	65	61	1,439	2,155	0	0	0	0	3,594	0
Construction	10,343	0	0	5,043	5,300	0	0	0	0	10,343	0
Total	17,753	3,541	399	6,752	7,460	0	0	0	0	14,212	0
Federal-Aid	14,620	1,511	375	6,206	6,903	0	0	0	0	13,109	0
Special	3,133	2,030	24	546	557	0	0	0	0	1,103	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:**STATE -** Principal Arterial**FEDERAL -** Interstate**STATE SYSTEM:** Primary**Estimated Annual Average Daily Traffic (vehicles per day)****CURRENT** 14800
(2022)**PROJECTED** 18600
(2042)

**PROJECT:** I-795, Northwest Expressway**DESCRIPTION:** Project to construct an interchange at Dolfield Boulevard. Includes widening and operational improvements along I-795 from Owings Mills Boulevard (MD 940) to Franklin Boulevard.**PURPOSE & NEED SUMMARY STATEMENT:** This project would provide improved access to the planned growth corridor along Red Run Boulevard in Owings Mills.**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

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

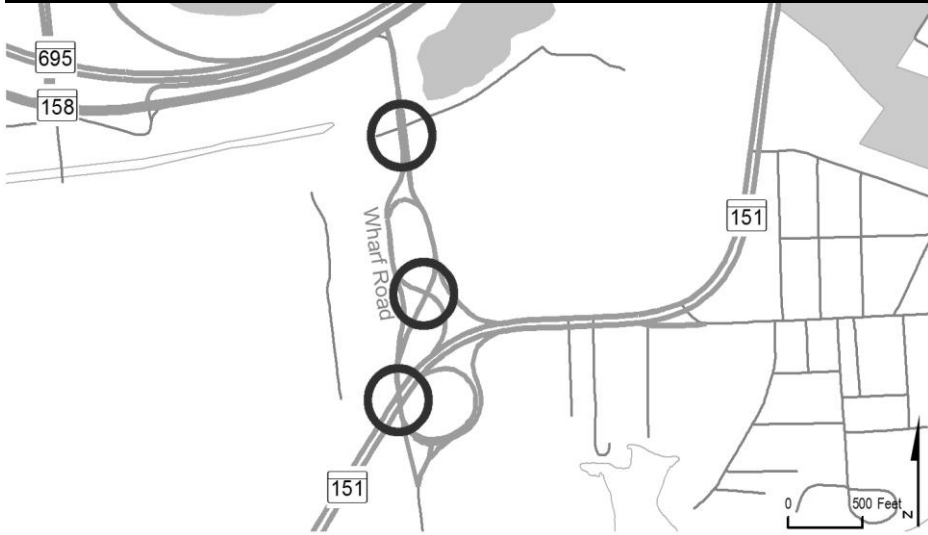
SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

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

EXPLANATION: This project will provide improved access to the planned growth corridor along Red Run Boulevard in Owings Mills and improve operations and mobility along I-795.**STATUS:** Engineering underway. County contributed \$0.625 million towards planning.**SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:** The funding increase of \$141.7 million is due to the addition of engineering, right-of-way and construction funding. Additional project funding enabled by IIJA increases.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL
☒ FEDERAL
☐ GENERAL
☒ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	3,474	3,474	1	0	0	0	0	0	0	0	0
Engineering	13,501	3,823	369	2,078	3,000	3,000	1,000	300	300	9,678	0
Right-of-way	15,992	0	0	0	0	7,996	7,996	0	0	15,992	0
Utilities	1,000	0	0	0	0	0	0	455	545	1,000	0
Construction	114,950	0	0	0	0	0	0	0	17,448	17,448	97,502
Total	148,917	7,297	370	2,078	3,000	10,996	8,996	755	18,293	44,118	97,502
Federal-Aid	128,560	2,755	118	218	2,700	9,896	8,096	680	16,464	38,053	87,752
Special	19,732	3,917	251	1,860	300	1,100	900	76	1,830	6,065	9,750
Other	625	625	0	0	0	0	0	0	0	0	0

Classification:**STATE -** Principal Arterial**FEDERAL -** Interstate**STATE SYSTEM:** Primary**Estimated Annual Average Daily Traffic (vehicles per day)****CURRENT** 73900
(2022)**PROJECTED** 105700
(2042)

**PROJECT:** MD 151/MD151B, Sparrows Point Boulevard**DESCRIPTION:** Replacement of Bridge No. 0309900 on MD 151 and Bridge Nos. 0335000 and 0335100 on MD 151B.

PURPOSE & NEED SUMMARY STATEMENT: The existing bridges, built in the mid-1950s by Bethlehem Steel, were nearing the end of their useful service life. Bridge No. 0309900 is rated poor based on deck, superstructure, and substructure condition. The new bridges are designed to accommodate the heavier loads associated with the development of the adjacent Tradepoint Atlantic property.

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

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

STATUS: Construction underway.**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 checked="" type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input type="checkbox"/> Better Transportation Choices & Connections | |

EXPLANATION: The existing structures are nearing the end of their useful service life and are rated fair or poor.

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: The cost increase of \$3.9 million is due to the addition of overhead structures, signage, concrete foundation work, and capital program costs.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,438	3,438	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	347	69	69	161	67	50	0	0	0	278	0
Construction	30,421	17,869	8,702	8,608	3,944	0	0	0	0	12,552	0
Total	34,206	21,376	8,771	8,769	4,011	50	0	0	0	12,830	0
Federal-Aid	30,234	17,453	8,482	8,721	4,010	50	0	0	0	12,781	0
Special	3,972	3,923	289	48	1	0	0	0	0	49	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Minor Arterial

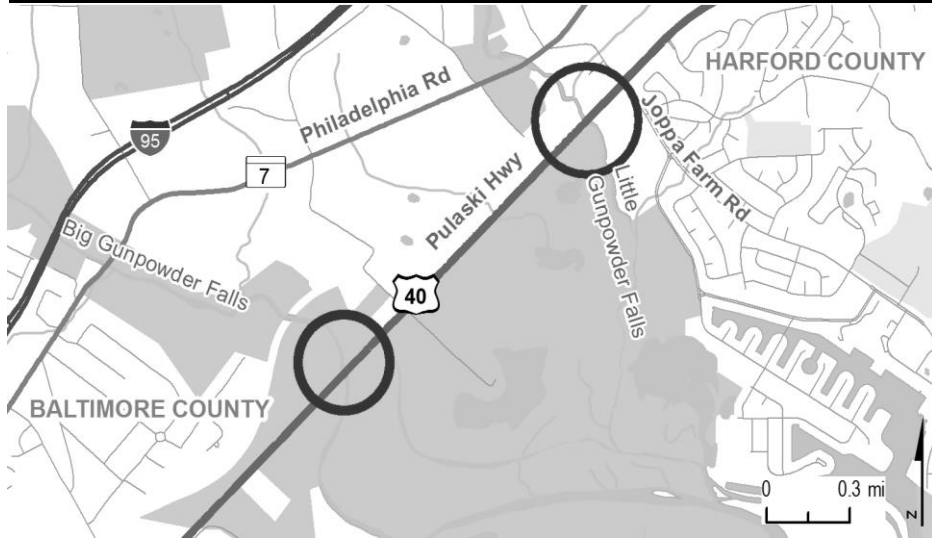
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 11,300 (MD 151) - 11,300 (MD 151B) (2022)

PROJECTED 22,100 (MD 151) - 22,100 (MD 151B) (2042)

**PROJECT:** US 40, Pulaski Highway**DESCRIPTION:** Replacement and widening of the deck and superstructure of Bridge Nos. 0303403 and 0303404 over Little Gunpowder Falls and Bridge Nos. 0303503 and 0303504 over Big Gunpowder Falls.**PURPOSE & NEED SUMMARY STATEMENT:** The existing bridges, built in 1935, are nearing the end of their useful service life. The bridges over Little Gunpowder Falls are rated poor based on deck condition.**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 | |

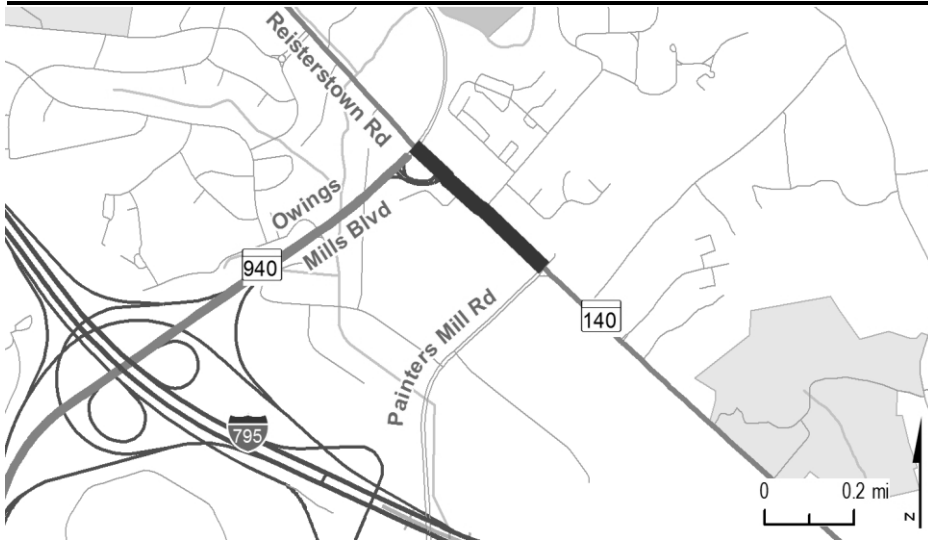
EXPLANATION: The existing structures over Little Gunpowder Falls are rated poor. The structures over Big Gunpowder Falls are rated fair.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law

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

STATUS: Construction underway.**SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,223	3,223	0	0	0	0	0	0	0	0	0
Right-of-way	20	20	0	0	0	0	0	0	0	0	0
Utilities	868	565	0	304	0	0	0	0	0	304	0
Construction	27,906	22,556	6,832	5,350	0	0	0	0	0	5,350	0
Total	32,017	26,363	6,832	5,654	0	0	0	0	0	5,654	0
Federal-Aid	27,601	22,419	6,461	5,182	0	0	0	0	0	5,182	0
Special	4,416	3,944	371	472	0	0	0	0	0	472	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:**STATE -** Intermediate Arterial**FEDERAL -** Other Principal Arterial**STATE SYSTEM:** Secondary**Estimated Annual Average Daily Traffic (vehicles per day)****CURRENT** 29300
(2022)**PROJECTED** 44000
(2042)

**PROJECT:** MD 140, Reisterstown Road**DESCRIPTION:** Capacity and safety improvements to MD 140, from north of Painters Mill Road to north of Owings Mills Boulevard. Bicycle and pedestrian improvements will be provided (0.4 miles).**PURPOSE & NEED SUMMARY STATEMENT:** This project would provide additional capacity and access for the planned development in Owings Mills.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law

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

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

STATUS: Project on hold.**SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,566	3,566	2	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	3,566	3,566	2	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	3,566	3,566	2	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:**STATE -** Principal Arterial**FEDERAL -** Other Principal Arterial**STATE SYSTEM:** Secondary**Estimated Annual Average Daily Traffic (vehicles per day)****CURRENT** 38,200 (MD 140)
(2022)**PROJECTED** 54,300 (MD 140)
(2042)

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Baltimore County - LINE 11

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Bridge Replacement/Rehabilitation				
BA0501	CO5820	COVE ROAD; BRIDGE 0324800 OVER MD 695	\$ 6,118	Completed
BA0841	MD146	DULANEY VALLEY ROAD-MISCELLANEOUS-03189X0, 03190X0, AND 03192X0 OVER DRAINAGE DITCHES	\$ 2,308	Completed
BA811B	IS70	MISCELLANEOUS-BRIDGE 0322903 AND 0322904 OVER PATAPSCO RIVER AND CSX	\$ 6,789	Completed
BAA531	IS695	BALTIMORE BELTWAY-CLEANING AND PAINTING OF BRIDGE 0329005 AND 0329006	\$ 1,903	Completed
BA5022	MD144	FREDERICK ROAD-RETAINING WALLS-RETAIN WALL 03623R0 BETWEEN DUNGARRIE ROAD AND ENJAY AVENUE	\$ 2,380	FY 2023
BAA391	IS70	BRIDGE 0323900 OVER INGLESIDE AVENUE	\$ 5,668	FY 2023
BAA781	-	CLEANING AND PAINTING OF BRIDGES 0327103, 3027104, 0319100, AND 0328600	\$ 3,017	FY 2023
BAA791	-	BRIDGES 0305801, 0305802, 0317000, 0329301, AND 0329302	\$ 1,845	FY 2023
BAA361	-	CLEANING AND PAINTING BRIDGE NUMBERS 0304300, 0324400, 0327605, 0327606, 03417X0	\$ 4,331	Under Construction
Environmental Preservation				
BA6374	IS83	JONES FALLS EXPRESSWAY-LANDSCAPE-I-695 TO PENNSYLVANIA STATE LINE	\$ 999	Completed
BA7113	-	BALTIMORE BELTWAY AND INTERSTATE 95-LANDSCAPE-I-695 (BA/AA COUNTY LI-STEVENSON LANE), I-95 (BA/HO COUNTY LI-BA CO/BA CI)	\$ 435	Completed
AZ0714	-	LANDSCAPING INSTALLATION AND ESTABLISHMENT AT VARIOUS LOCATIONS IN BALTIMORE COUNTY	\$ 305	Under Construction
Resurface/Rehabilitate				
BA0211	MD140	REISTERSTOWN ROAD; IHB-WATER TRANSMISSION MAIN & RESURFACING FROM PLEASANT HILL ROAD TO 350 FEET NORTH OF PAINTERS MILL	\$ 4,601	Completed
BA4072	MD695	BROENING HIGHWAY-MARYLAND AVENUE TO EAST OF RALLS AVENUE	\$ 3,768	Completed
XY6031	-	MILL AND RESURFACE- AT VARIOUS LOCATIONS EAST OF I-83 IN BALTIMORE COUNTY	\$ 8,708	Completed
XY6032	-	MILL AND RESURFACE-AT VARIOUS LOCATIONS WEST OF I-83 IN BALTIMORE COUNTY	\$ 6,778	Completed
BA2621	MD140	REISTERSTOWN ROAD - WATER TRANSMISSION MAIN AND RESURFACING AT EAST PLEASANT HILL ROAD TO STOCKSDALE AVENUE	\$ 6,515	Under Construction
BAA381	IS70	IS70- FROM HOWARD COUNTY LINE TO I-695	\$ 4,391	Under Construction
XY7031	-	AT VARIOUS LOCATIONS IN BALTIMORE COUNTY EAST OF I-83	\$ 12,531	Under Construction

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Baltimore County - LINE 11

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Resurface/Rehabilitate</u>				
XY7032	-	MILL AND RESURFACE-AT VARIOUS LOCATIONS WEST OF I-83 IN BALTIMORE COUNTY	\$ 10,028	Under Construction
<u>Safety/Spot Improvement</u>				
BA1461	MD147	HARFORD ROAD-GEOMETRIC IMPROVEMENTS-AT JOPPA ROAD	\$ 11,426	Completed
BA3382	MD30	HANOVER PIKE - GEOMETRIC IMPROVEMENTS AT MOUNT GILEAD ROAD	\$ 1,984	Completed
BA9031	MD43	WHITE MARSH BOULEVARD-WIDEN AND RESURFACE-AT HONEYGO BOULEVARD	\$ 7,224	Under Construction
<u>Transportation Alternatives Program</u>				
BANEW1	-	PEDESTRIAN IMPROVEMENTS & CONNECTION FOR EDGEMERE ELEMENTARY SCHOOL, SPARROWS MIDDLE/HIGH SCHOOL	\$ 160	FY 2023
<u>Urban Reconstruction</u>				
BA5151	US1	BELAIR ROAD - BALTIMORE CITY LINE TO I-695 (FUNDED FOR DESIGN ONLY)	\$ 1,600	Design Underway



BALTIMORE CITY

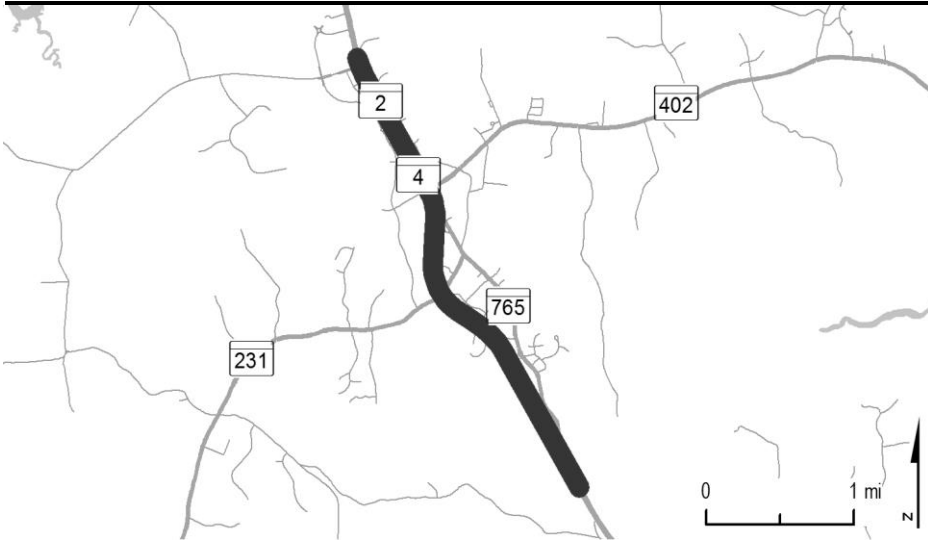
MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Baltimore City - LINE 1

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Bridge Replacement/Rehabilitation</u>					
SHAPRJ000718	-	HANOVER STREET BRIDGE - REPAIR & RESURFACE (BALTIMORE CITY PROJECT)	\$	3,000	FY 2023
<u>Transportation Alternatives Program</u>					
AT8292	-	BICYCLE-PEDESTRIAN ROUTE-JONES FALLS TRAIL - PHASE V	\$	2,100	Completed
BCNEW1	-	POTOMAC STREET CYCLE TRACK - PHASE II	\$	418	Deferred
AXA141	-	INNER HARBOR CROSSWALKS AND BICYCLE WAYFINDING ENHANCEMENTS	\$	1,145	Design Underway
AZ0861	-	SRTS PIMLICO ELEMENTARY SCHOOL	\$	258	Design Underway
BCNEW2	-	SRTS - BALTIMORE CITY ELEMENTARY SCHOOLS - HARFORD HEIGHTS ES, HILTON ES, TENCH TILLMAN ES	\$	716	Design Underway



CALVERT COUNTY

**PROJECT:** MD 2/4, Solomons Island Road**DESCRIPTION:** A project to upgrade and widen MD 2/4 to a six-lane divided highway from north of Stoakley Road/Hospital Road to south of MD 765A (3.5 miles).**PURPOSE & NEED SUMMARY STATEMENT:** This project will improve mobility for planned development.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law

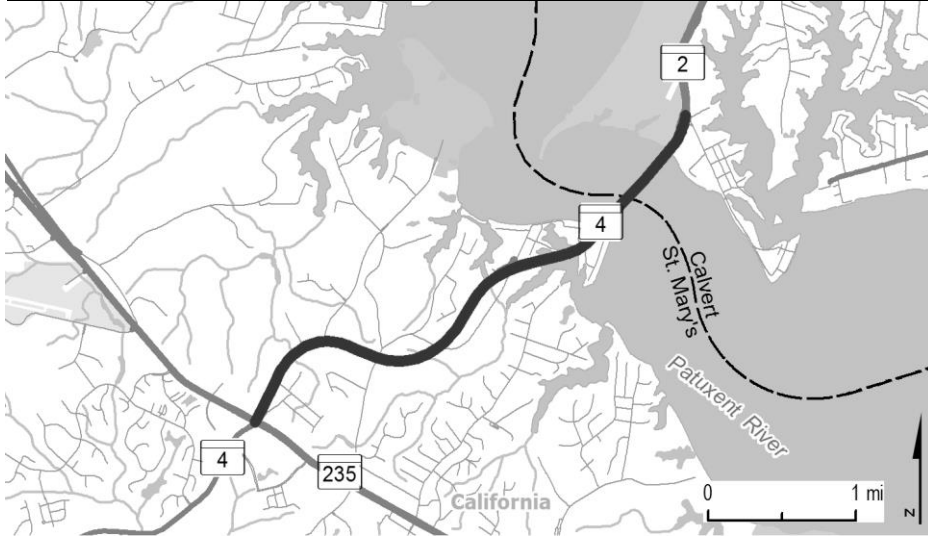
☒ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet to Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

STATUS: Project on hold.**SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	1,423	1,423	0	0	0	0	0	0	0	0	0
Engineering	1,972	1,972	0	0	0	0	0	0	0	0	0
Right-of-way	622	622	0	0	0	0	0	0	0	0	0
Utilities	19	19	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	4,036	4,036	0	0	0	0	0	0	0	0	0
Federal-Aid	1,372	1,372	0	0	0	0	0	0	0	0	0
Special	2,664	2,664	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:**STATE -** Intermediate Arterial**FEDERAL -** Other Principal Arterial**STATE SYSTEM:** Primary**Estimated Annual Average Daily Traffic (vehicles per day)****CURRENT** 37,300 - 44,900
(2022)**PROJECTED** 47,600 - 59,200
(2042)



PROJECT: MD 4, Patuxent Beach Road and Solomons Island Road

DESCRIPTION: Study to upgrade MD 4 between MD 2 and MD 235 (4.0 miles), including the Governor Thomas Johnson Memorial Bridge (bridge 04019) over the Patuxent River and the intersection at MD 235. This project will include bicycle and pedestrian accommodations as appropriate.

PURPOSE & NEED SUMMARY STATEMENT: MD 4 corridor improvements will reduce congestion and provide capacity for planned development.

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

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

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

STATUS: Patuxent River design studies underway.

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: \$2.0 million was added to support design studies for a replacement of the Thomas Johnson Bridge. \$1.0 million of the additional funding is from Congressional Dedicated Funding.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	4,942	4,942	1	0	0	0	0	0	0	0	0
Engineering	2,919	919	1	1,000	1,000	0	0	0	0	2,000	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	7,860	5,860	2	1,000	1,000	0	0	0	0	2,000	0
Federal-Aid	5,533	3,733	0	900	900	0	0	0	0	1,800	0
Special	2,328	2,128	2	100	100	0	0	0	0	200	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 29700
(2022)

PROJECTED 39300
(2042)

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Calvert County - LINE 3

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Resurface/Rehabilitate</u>					
XY7041	-	MILL AND RESURFACE-AT VARIOUS LOCATIONS IN CALVERT COUNTY	\$	7,852	Completed
CA5111	MD261	BAYSIDE ROAD-CHESAPEAKE VILLAGE BOULEVARD TO 1ST STREET	\$	2,434	Under Construction
XY8041	-	AT VARIOUS LOCATIONS IN CALVERT COUNTY	\$	5,794	Under Construction
<u>Safety/Spot Improvement</u>					
CA1181	MD231	HALLOWING POINT ROAD - GEOMETRIC IMPROVEMENTS FROM MASON ROAD TO TOYE LANE *	\$	4,441	Design Underway
CA2761	MD231	HALLOWING POINT ROAD - GEOMETRIC IMPROVEMENTS AT MD 508 *	\$	4,070	Design Underway
CA3461	MD231	HALLOWING POINT ROAD - SAFETY IMPROVEMENTS AT SKIPJACK/SIXES ROAD *	\$	3,681	Design Underway
CA2361	MD4	SOLOMONS ISLAND RD - IMPROVEMENTS AT HARMONY ROAD	\$	2,091	Under Construction
CA2421	MD2	SOLOMONS ISLAND ROAD - GUARD RAIL IMPROVEMENTS AT VARIOUS LOCATIONS ALONG MD 2	\$	4,717	Under Construction
<u>Transportation Alternatives Program</u>					
CA5101	MD261	BAYSIDE ROAD - SIDEWALKS - SRTS SAFETY UPGRADES	\$	130	Design Underway
CANEW1	-	APPEAL LANE SIDEWALK	\$	462	FY 2024
CANEW2	MD261	BAYSIDE ROAD - SIDEWALKS - SRTS SAFETY UPGRADES	\$	160	FY 2024

* Project funding enabled by IIJA increases.



CAROLINE COUNTY

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Caroline County - LINE 1

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Bridge Replacement/Rehabilitation				
CO1281	MD16	HARMONY ROAD-SUPERSTRUCTURE REPLACEMENT-BRIDGE 0500100 OVER MILL CREEK	\$ 4,328	FY 2023
CO3621	MD306	HOUSTON BRANCH ROAD - STRUCTURE NUMBER 0503100 OVER HOUSTON BRANCH	\$ 2,000	FY 2023
Resurface/Rehabilitate				
XY8051	-	AT VARIOUS LOCATIONS IN CAROLINE COUNTY	\$ 3,359	Completed
XY9051	-	MILL AND RESURFACE-AT VARIOUS LOCATIONS IN CAROLINE COUNTY	\$ 3,068	Under Construction
XY9052	-	AT VARIOUS LOCATIONS IN CAROLINE COUNTY	\$ 8,321	Under Construction
Safety/Spot Improvement				
CO1111	MD404	SHORE HIGHWAY - GEOMETRIC IMPROVEMENTS AT MD 328	\$ 1,064	FY 2024
CO2191	MD404	SHORE HIGHWAY – HARMONY ROAD TO GREENWOOD ROAD – PEL STUDY*	\$ 500	Study Underway

* Project funding enabled by IIJA increases.



CARROLL COUNTY

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

EXPLANATION: This project will relieve traffic congestion and address safety concerns along MD 32 from 2nd Street to Main Street.

PROJECT: MD 32, Sykesville Road, 2nd Street to Main Street

DESCRIPTION: Improve intersection geometry, extend turn lanes, and modify access along MD 32 from 2nd Street to Main Street.

PURPOSE & NEED SUMMARY STATEMENT: This project will improve operations and safety along MD 32 from 2nd Street to Main Street.

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

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

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: Added to the construction program. This includes the planning costs from the MD 32 PEL study that was completed in 2018. Additional project funding enabled by IIJA increases.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	703	703	0	0	0	0	0	0	0	0	0
Engineering	900	0	0	500	300	100	0	0	0	900	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	6,171	0	0	0	0	4,592	1,579	0	0	6,171	0
Total	7,774	703	0	500	300	4,692	1,579	0	0	7,071	0
Federal-Aid	6,672	0	0	450	270	4,452	1,500	0	0	6,672	0
Special	1,102	703	0	50	30	240	79	0	0	399	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Minor Arterial

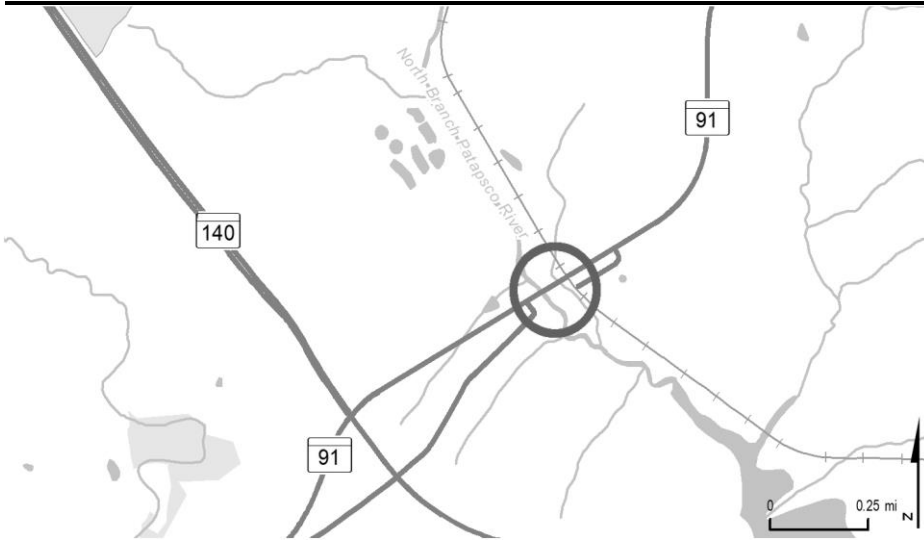
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 21,100 - 27,800
(2022)

PROJECTED 37,200 - 42,400
(2042)

**PROJECT:** MD 91, Emory Road**DESCRIPTION:** Replacement of Bridge No. 0602000 over N. Branch Patapsco River and Bridge No. 0604700 over Maryland Midland RR.**PURPOSE & NEED SUMMARY STATEMENT:** The existing structures are nearing the end of its useful service life.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law**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 | |

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

STATUS: Engineering underway.**EXPLANATION:** The existing structures are nearing the end of its useful service life.**SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:** Added to the construction program.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,819	980	36	839	0	0	0	0	0	839	0
Right-of-way	83	27	17	37	11	8	0	0	0	56	0
Utilities	34	0	0	34	0	0	0	0	0	34	0
Construction	10,343	0	0	3,022	7,321	0	0	0	0	10,343	0
Total	12,279	1,007	53	3,931	7,332	8	0	0	0	11,272	0
Federal-Aid	10,679	31	31	3,693	6,955	0	0	0	0	10,648	0
Special	1,600	976	22	238	377	8	0	0	0	624	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:**STATE -** Major Collector**FEDERAL -** Major Collector**STATE SYSTEM:** Secondary**Estimated Annual Average Daily Traffic (vehicles per day)**CURRENT 4900
(2022)PROJECTED 6750
(2042)



PROJECT: MD 140, Baltimore Boulevard

DESCRIPTION: Project to consider capacity improvements along MD 140 between Market Street and Sullivan Road through Westminister (2.5 miles). Bicycle and pedestrian accommodations will be provided as appropriate.

PURPOSE & NEED SUMMARY STATEMENT: This project will improve mobility and provide additional capacity for planned growth and economic development within Westminister.

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

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

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☐ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	1,431	1,431	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,431	1,431	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	1,431	1,431	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 51,200 - 53,800
(2022)

PROJECTED 67,000 - 73,300
(2042)



PROJECT: MD 26, Liberty Road

DESCRIPTION: A project to provide access, operational, safety and streetscape improvements along the MD 26 corridor between the Liberty Reservoir and MD 32 (2.6 miles). Bicycle and pedestrian facilities will be provided as appropriate.

PURPOSE & NEED SUMMARY STATEMENT: This project would improve operations and safety along this segment of MD 26.

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

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

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

STATUS: Project on hold. County and State split the cost of planning and the County contributed \$1.0 million towards the engineering cost. Engineering underway on a separate bridge project for the bridges over the Reservoir.

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	290	290	0	0	0	0	0	0	0	0	0
Engineering	1,366	1,366	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,656	1,656	0	0	0	0	0	0	0	0	0
Federal-Aid	228	228	0	0	0	0	0	0	0	0	0
Special	429	429	0	0	0	0	0	0	0	0	0
Other	1,000	1,000	0	0	0	0	0	0	0	0	0

Classification:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 15,700 - 31,700
(2022)

PROJECTED 19,300 - 41,800
(2042)

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Carroll County - LINE 5

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Resurface/Rehabilitate</u>					
XY9061	-	SAFETY AND RESURFACE AT VARIOUS LOCATIONS IN CARROLL COUNTY	\$	17,060	FY 2023
XY8062	-	AT VARIOUS LOCATIONS IN CARROLL COUNTY	\$	12,378	Under Construction
<u>Safety/Spot Improvement</u>					
CL2581	MD32	MD32- MD 32 AT JOHNSVILLE ROAD AND BENNETT ROAD	\$	3,587	Completed
CLNEW2	MD97	LITTLESTOWN PIKE - BACHMANS VALLEY ROAD TO MD 140 IN WESTMINSTER - PEL STUDY *	\$	500	Design Underway
CL3941	MD27	MANCHESTER ROAD-BICYCLE-PEDESTRIAN-TUC ROAD TO HAHN ROAD	\$	3,759	FY 2024
CL1751	MD140	TANEYTOWN PIKE; AT MAYBERRY ROAD	\$	4,860	Under Construction
<u>Sidewalks</u>					
CL1071	MD31	NEW WINDSOR ROAD - FROM LAMBERT AVENUE TO EAST OF CHURCH STREET	\$	2,177	Design Underway
<u>Transportation Alternatives Program</u>					
CL3851	-	SIDEWALKS-SRTS ELDERBURG ELEMENTARY (JOHNSVILLE ROAD)	\$	241	Completed
CLNEW3	-	SRTS - WASHINGTON ROAD SIDEWALKS	\$	143	FY 2023
CLTAP1	-	MT. AIRY OLD MAIN LINE TRAIL	\$	321	Under Construction

* Project funding enabled by IIJA increases.



CECIL COUNTY

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Cecil County - LINE 1

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Bridge Replacement/Rehabilitation</u>				
CE2941	MD316	APPLETON ROAD; STRUCTURE 07111X0 OVER BRANCH OF BIG ELK CREEK	\$ 1,702	Under Construction
<u>Resurface/Rehabilitate</u>				
XX1531	-	PATCHING-AT VARIOUS LOCATIONS IN CECIL COUNTY	\$ 1,156	Completed
XY8071	-	AT VARIOUS LOCATIONS IN CECIL COUNTY	\$ 3,561	Completed
XY9071	-	AT VARIOUS LOCATIONS IN CECIL COUNTY	\$ 4,022	Under Construction
XY9072	-	AT VARIOUS LOCATIONS IN CECIL COUNTY	\$ 9,616	Under Construction
<u>Safety/Spot Improvement</u>				
CE3391	MD272	TURKEY POINT ROAD-GEOMETRIC IMPROVEMENTS-IHB - SOUTH OF US 40 TO ROGERS ROAD	\$ 7,254	Completed
CE2661	US40	PULASKI HIGHWAY-GEOMETRIC IMPROVEMENTS-AT NOTTINGHAM ROAD	\$ 2,791	FY 2023
CE1381	US301	US301-GEOMETRIC IMPROVEMENTS-AT MD 299 J-TURN IMPROVEMENT	\$ 3,112	FY 2025
<u>Sidewalks</u>				
CE4091	MD7	DELAWARE AVENUE; MD 281 TO SOUTH OF BIG ELK CREEK BRIDGE	\$ 3,378	FY 2024
<u>Transportation Alternatives Program</u>				
CENEW3	-	SRTS – SIDEWALK INSTALLATION AT JETHRO STREET AND NORTH EAST MIDDLE SCHOOL	\$ 38	Design Underway
<u>Urban Reconstruction</u>				
CE4661	MD222	MAIN STREET - FROM SOUTH OF HIGH STREET TO MILL STREET *	\$ 8,500	FY 2025

* Project funding enabled by IIJA increases.



CHARLES COUNTY

**PROJECT:** MD 6, Charles Street**DESCRIPTION:** Safety and accessibility improvements between US 301 and Willow Lane.**PURPOSE & NEED SUMMARY STATEMENT:** This project will improve safety and accessibility for vulnerable users along MD 6 in La Plata.**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

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

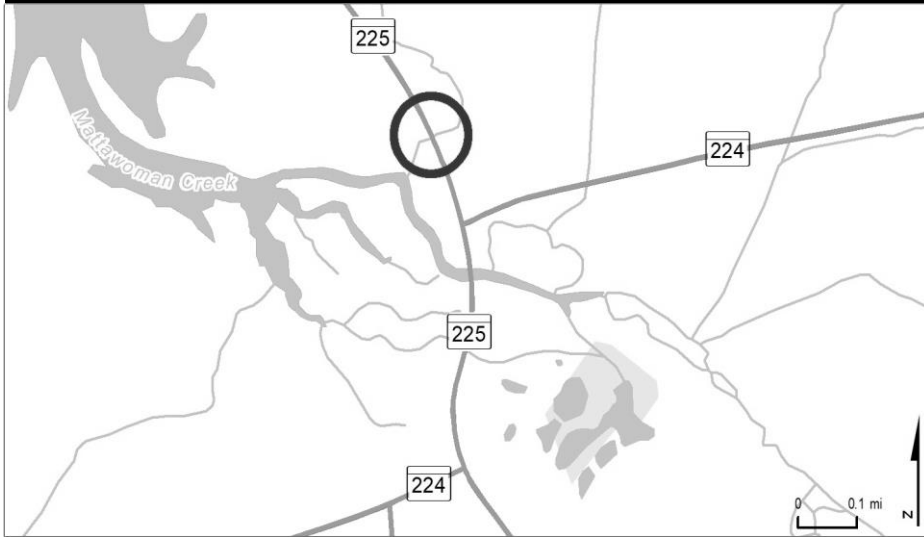
SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

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

STATUS: Engineering underway.**EXPLANATION:** This project will improve safety and accessibility for vulnerable users along MD 6 in La Plata.**SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:** Added to the construction program. Additional project funding enabled by IIJA increases.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,396	0	0	316	360	360	360	0	0	1,396	0
Right-of-way	500	0	0	0	0	250	250	0	0	500	0
Utilities	2,499	0	0	0	0	0	735	882	882	2,499	0
Construction	7,000	0	0	0	0	0	0	0	1,026	1,026	5,974
Total	11,395	0	0	316	360	610	1,345	882	1,908	5,421	5,974
Federal-Aid	5,476	0	0	284	324	549	1,211	794	1,717	4,879	597
Special	5,919	0	0	32	36	61	135	88	191	543	5,377
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:**STATE -** Minor Arterial**FEDERAL -** Minor Arterial**STATE SYSTEM:** Secondary**Estimated Annual Average Daily Traffic (vehicles per day)**CURRENT 22400
(2022)PROJECTED 28500
(2042)

**PROJECT:** MD 225, Hawthorne Road**DESCRIPTION:** Replacement of Bridge No. 0802100 over Mattawoman Creek.**PURPOSE & NEED SUMMARY STATEMENT:** The existing structure, built in 1951, is nearing the end of its useful service life and is poor rated.**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 | |

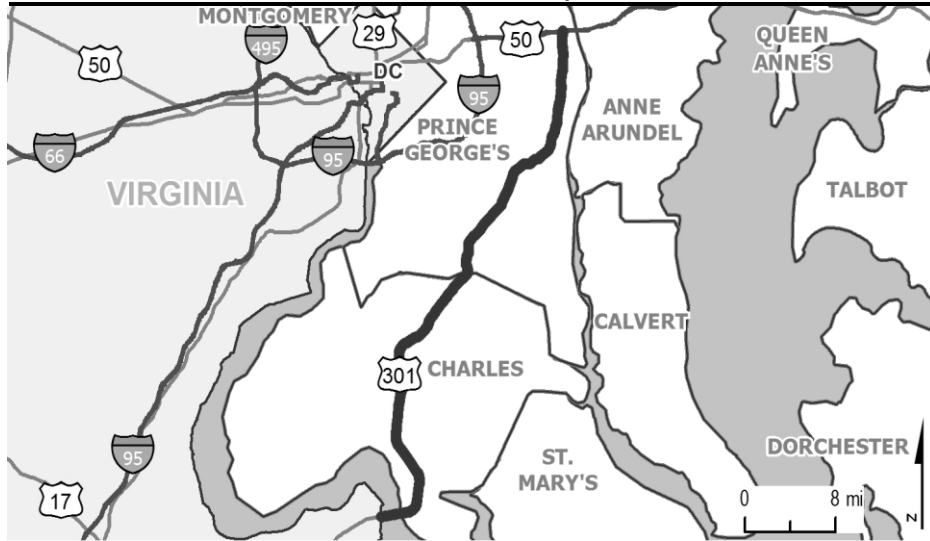
SMART GROWTH STATUS: ☐ Project Not Location Specific ☒ Not Subject to PFA Law

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

STATUS: Engineering underway.**SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:** None.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,194	964	205	230	0	0	0	0	0	230	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	438	0	0	438	0	0	0	0	0	438	0
Construction	2,068	0	0	231	1,072	765	0	0	0	2,068	0
Total	3,700	964	205	899	1,072	765	0	0	0	2,736	0
Federal-Aid	2,807	217	205	844	1,019	727	0	0	0	2,590	0
Special	893	747	0	54	54	38	0	0	0	146	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:**STATE -** Intermediate Arterial**FEDERAL -** Minor Arterial**STATE SYSTEM:** Secondary**Estimated Annual Average Daily Traffic (vehicles per day)**CURRENT 11300
(2022)PROJECTED 13400
(2042)



PROJECT: US 301, South Corridor Transportation Study

DESCRIPTION: The South Corridor Transportation Study is a multimodal study of US 301 corridor highway and transit improvements between the Potomac River/Virginia state line and I-95/US 50 (50.3 miles).

PURPOSE & NEED SUMMARY STATEMENT: This study will address transportation needs along the US 301 corridor in Charles and Prince George's counties.

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

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

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	10,749	10,749	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	45,008	45,008	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	55,757	55,757	0	0	0	0	0	0	0	0	0
Federal-Aid	9,055	9,055	0	0	0	0	0	0	0	0	0
Special	46,702	46,702	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

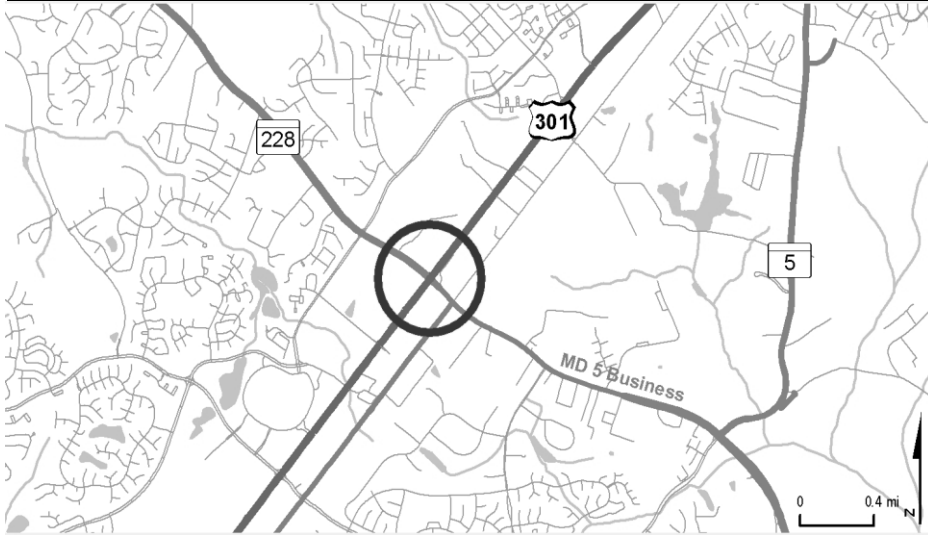
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 18,100 - 61,100 (Charles)
(2022) 99,500 (Prince George's)

PROJECTED 46,300 - 84,400 (Charles)
(2042) 130,100 (Prince George's)

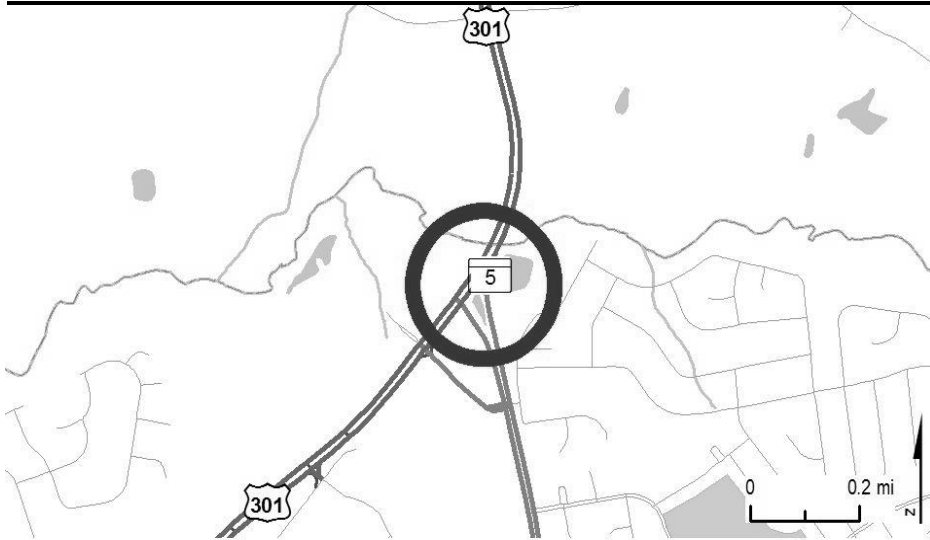
**PROJECT:** US 301, Crain Highway**DESCRIPTION:** Study to upgrade US 301 intersection at MD 228/MD 5 Business.**PURPOSE & NEED SUMMARY STATEMENT:** Project will improve safety and mobility for planned development.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law

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

STATUS: Project on hold.**SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	12,951	12,951	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	12,951	12,951	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	12,951	12,951	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:**STATE -** Principal Arterial**FEDERAL -** Other Principal Arterial**STATE SYSTEM:** Primary**Estimated Annual Average Daily Traffic (vehicles per day)****CURRENT** 59,500 (Charles)
(2022)**PROJECTED** 82,100 (Charles)
(2042)

**PROJECT:** US 301, Crain Highway**DESCRIPTION:** Construct a new flyover from southbound US 301 to MD 5 (Mattawoman Beantown Road).**PURPOSE & NEED SUMMARY STATEMENT:** Project will improve safety and mobility for planned development.**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 checked="" type="checkbox"/> PFA Status Yet to Be Determined		<input type="checkbox"/> Exception Granted

STATUS: Project on hold.**SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:**STATE -** Primary Arterial**FEDERAL -** Other Principal Arterial**STATE SYSTEM:** Primary**Estimated Annual Average Daily Traffic (vehicles per day)****CURRENT** 99,500 (US 301)
(2022)**PROJECTED** 130,100 (US 301)
(2042)

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Charles County - LINE 6

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Resurface/Rehabilitate</u>					
XY7081	-	MILL AND RESURFACE-AT VARIOUS LOCATIONS IN CHARLES COUNTY	\$	8,847	Completed FY 2023 Under Construction
XY9081	-	AT VARIOUS LOCATIONS IN CHARLES COUNTY	\$	9,512	
XY8081	-	MILL AND RESURFACE PAVEMENTS AT VARIOUS LOCATIONS IN CHARLES COUNTY	\$	7,486	
<u>Safety/Spot Improvement</u>					
CH2411	MD225	HAWTHORNE ROAD-DRAINAGE IMPROVEMENT-EAST OF PRESWICKE LANE	\$	1,259	FY 2023
CH1861	MD228	BERRY ROAD; LEFT TURN AT WESTERN PARKWAY	\$	1,548	Under Construction
<u>Transportation Alternatives Program</u>					
CH3681	-	BICYCLE-PEDESTRIAN ROUTE-INDIAN HEAD BOARDWALK	\$	2,704	Completed FY 2023 FY 2023
CH1231	-	INDIAN HEAD TRAILHEAD RESTROOM	\$	360	
CHNEW3	-	MILL HILL ROAD - PEDESTRIAN IMPROVEMENTS - FROM HOMECOMING LANE TO DAVIS ROAD	\$	515	



DORCHESTER COUNTY

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

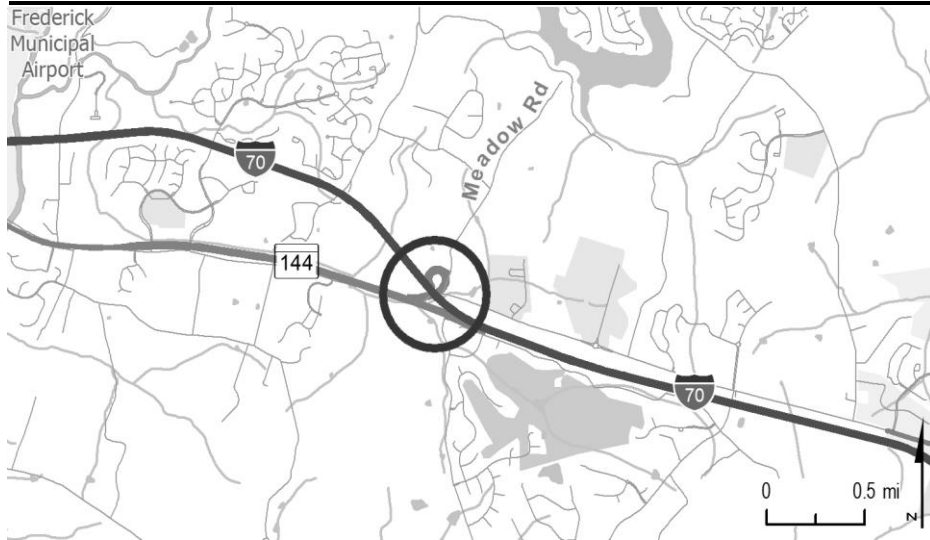
STATE HIGHWAY ADMINISTRATION - Dorchester County - LINE 1

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Bridge Replacement/Rehabilitation</u>					
DO1711	US50	FENDER REPAIRS TO BRIDGE #0902200 OVER NANTICOKE RIVER	\$	2,000	Completed
DO3871	US50	US50 - SMALL STRUCTURE NO. 09002X0 CARRYING TRIBUTARY TO OTTER POND BRANCH	\$	1,950	Under Construction
<u>Intersection Capacity Improvements</u>					
DO1871	MD343	WASHINGTON STREET - GEOMETRIC IMPROVEMENTS AT CRUSADER STREET *	\$	2,400	Design Underway
<u>Resurface/Rehabilitate</u>					
XY6091	-	SAFETY AND RESURFACE-AT VARIOUS LOCATIONS IN DORCHESTER COUNTY	\$	7,899	Completed
XY7091	-	AT VARIOUS LOCATIONS IN DORCHESTER COUNTY	\$	7,923	Under Construction
<u>Transportation Alternatives Program</u>					
DO3311	-	CANNERY PARK RAILS TO TRAILS	\$	274	Completed
DO3051	-	SRTS - BAYLY ROAD SIDEWALK	\$	200	Under Construction

* Project funding enabled by IIJA increases.



FREDERICK COUNTY



PROJECT: I-70, Baltimore National Pike

DESCRIPTION: A project to construct I-70/US 40 interchange improvements at Meadow Road, MD 144FA, and Old National Pike.

PURPOSE & NEED SUMMARY STATEMENT: This project provides the missing eastbound I-70 exit and westbound I-70 entry movements. Providing these movements accommodates development in the surrounding area.

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

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

STATUS: Developer funded planning and engineering. County funded right of way and construction. Phase 1 (WB I-70 on-ramp) and Phase 2 (EB I-70 off-ramp) are open to service.

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	252	252	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	252	252	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	252	252	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

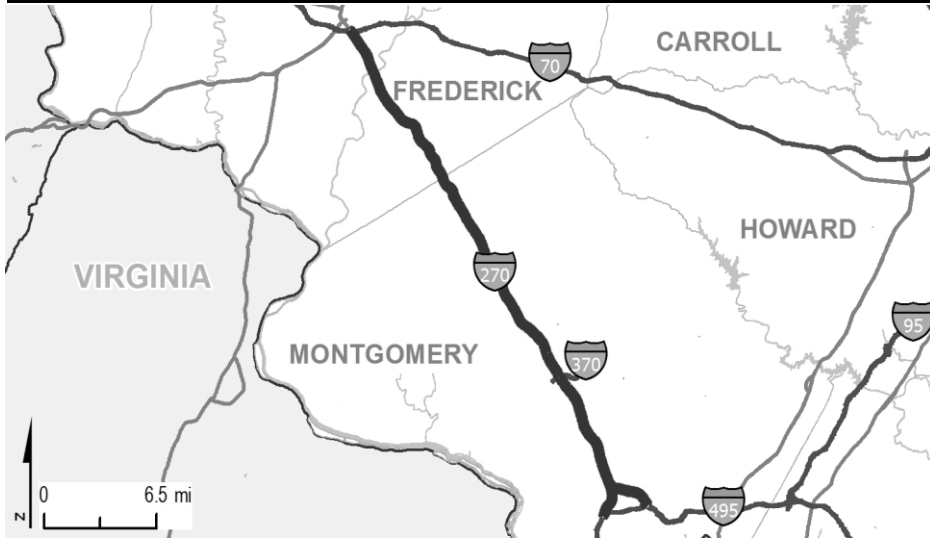
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 67000
(2022)

PROJECTED 89300
(2042)

**PROJECT:** I-270, Eisenhower Highway**DESCRIPTION:** Implementation of innovative congestion management (ICM) tools to reduce congestion on I-270, including the east and west I-270 spurs (31.5 miles). Improvements will include a series of roadway and technology-based improvements.**PURPOSE & NEED SUMMARY STATEMENT:** This project will reduce congestion and improve safety and reliability.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law

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

STATUS: Construction underway.**SIGNIFICANT CHANGE FROM FY 2022 - 27 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 checked="" type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input type="checkbox"/> Better Transportation Choices & Connections | |

EXPLANATION: As one of Maryland's most heavily traveled roadways, I-270 congestion affects both motorist safety and the economy. These improvements will reduce congestion and improve safety and reliability for all roadway users.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	131,655	115,987	10,603	7,043	8,625	0	0	0	0	15,668	0
Total	131,655	115,987	10,603	7,043	8,625	0	0	0	0	15,668	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	131,655	115,987	10,603	7,043	8,625	0	0	0	0	15,668	0
Other	0	0	0	0	0	0	0	0	0	0	0

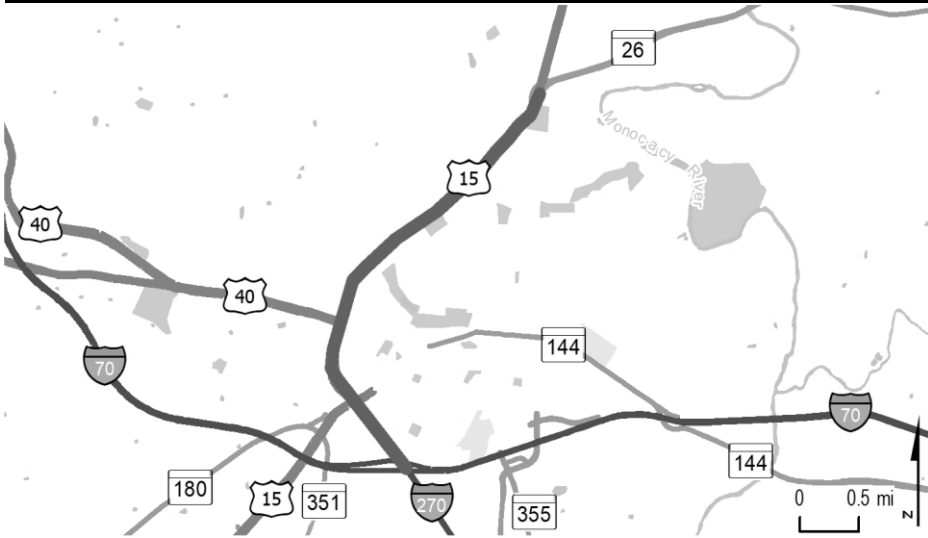
Classification:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)CURRENT 81,200 - 229,300
(2022)PROJECTED 107,000 - 303,000
(2042)

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

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

EXPLANATION: This project will address safety, operations, and mobility needs in the US 15 corridor.

PROJECT: US 15, Frederick Freeway, and US 40, Frederick Freeway

DESCRIPTION: Project to construct safety and mainline operational improvements along US 15 and US 40 from I-70 to MD 26 (4 miles).

PURPOSE & NEED SUMMARY STATEMENT: This project will address safety, operations, and mobility needs in the US 15 corridor.

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

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

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: The funding increase of \$165.8 million is due to the addition of right-of-way, utility, and construction phase funding. Additional project funding enabled by IIJA increases.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	3,608	3,608	0	0	0	0	0	0	0	0	0
Engineering	9,546	746	58	2,500	3,000	2,800	500	0	0	8,800	0
Right-of-way	7,244	0	0	0	1,811	1,811	1,811	1,811	0	7,244	0
Utilities	3,500	0	0	0	0	1,591	1,909	0	0	3,500	0
Construction	156,912	0	0	0	0	0	54,268	31,136	34,678	120,082	36,830
Total	180,810	4,354	58	2,500	4,811	6,202	58,488	32,947	34,678	139,626	36,830
Federal-Aid	159,305	55	55	2,375	4,480	5,722	52,664	29,652	31,210	126,103	33,147
Special	21,505	4,299	3	125	331	480	5,824	3,295	3,468	13,523	3,683
Other	0	0	0	0	0	0	0	0	0	0	0

STIP REFERENCE #FR1881 12/01/2022

Classification:

STATE - Principal Arterial

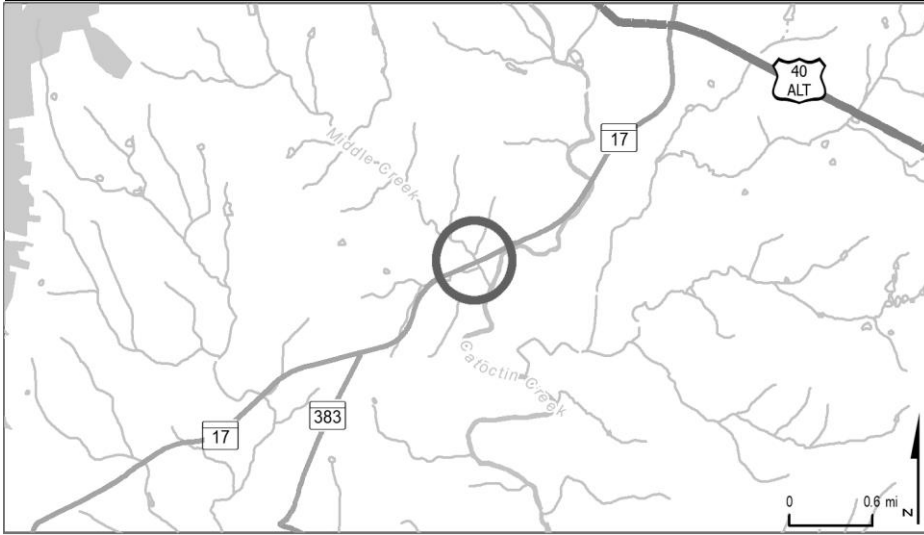
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 87,000 - 110,000 (US 15)
(2022) 87,000 - 110,000 (US 40)

PROJECTED 121,400 - 182,100 (US 15)
(2042) 121,400 - 182,100 (US 40)

**PROJECT:** MD 17, Burkittsville Middletown Road**DESCRIPTION:** Replacement of Bridge 1001900 over Middle Creek**PURPOSE & NEED SUMMARY STATEMENT:** The existing structure, built in 1923, is nearing the end of its useful service life.**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 | |

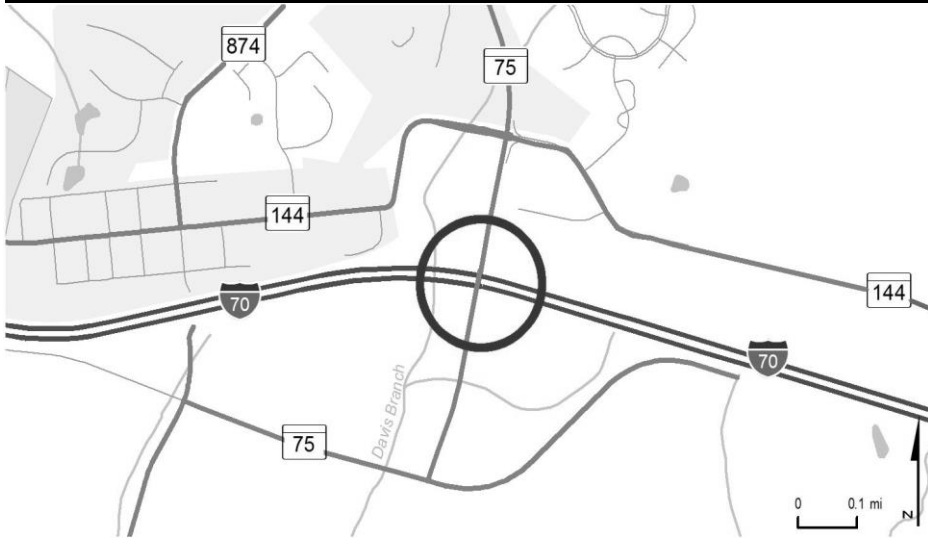
SMART GROWTH STATUS: ☐ Project Not Location Specific ☒ Not Subject to PFA Law

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

STATUS: Engineering underway.**EXPLANATION:** The existing structure, built in 1923, is nearing the end of its useful service life.**SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:** Added to the construction program.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	759	667	14	92	0	0	0	0	0	92	0
Right-of-way	54	37	29	13	2	2	0	0	0	17	0
Utilities	87	0	0	87	0	0	0	0	0	87	0
Construction	4,152	0	0	0	2,370	1,782	0	0	0	4,152	0
Total	5,052	704	43	192	2,372	1,784	0	0	0	4,348	0
Federal-Aid	4,320	10	10	169	2,363	1,777	0	0	0	4,310	0
Special	732	694	33	23	9	7	0	0	0	39	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:**STATE -** Major Collector**FEDERAL -** Minor Arterial**STATE SYSTEM:** Secondary**Estimated Annual Average Daily Traffic (vehicles per day)**CURRENT 2900
(2022)PROJECTED 3500
(2042)

**PROJECT:** MD 75, Green Valley Road**DESCRIPTION:** Deck replacement and rehabilitation of Bridge No.1015600 over I-70.**PURPOSE & NEED SUMMARY STATEMENT:** The existing structure, built in 1973, is nearing the end of its useful service life based on its deck condition, which contains significant patching.**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 | |

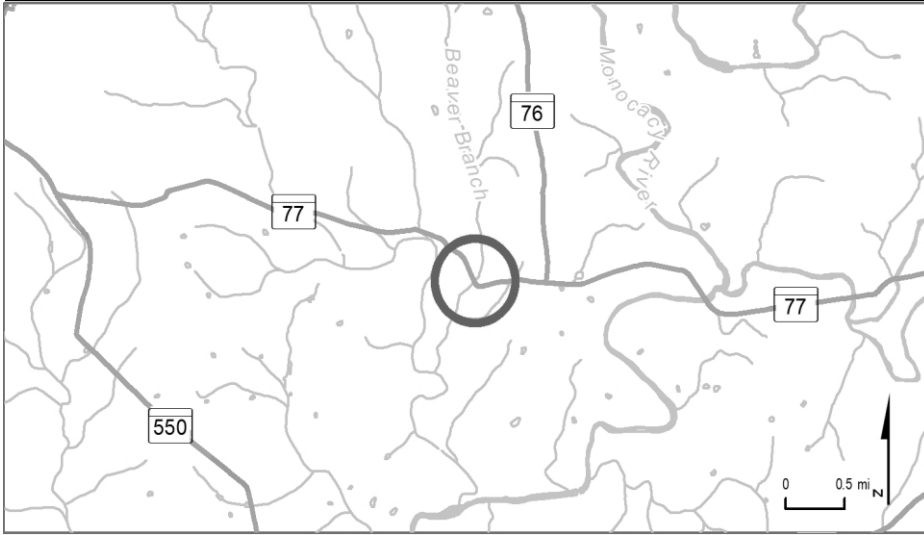
SMART GROWTH STATUS: ☐ Project Not Location Specific ☒ Not Subject to PFA Law

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

STATUS: Construction underway.**EXPLANATION:** The existing structure, built in 1973, is in need of repair.**SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:** The cost decrease of \$1.4 million is due to a favorable bid.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	569	505	101	64	0	0	0	0	0	64	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	4,466	371	371	2,892	1,203	0	0	0	0	4,095	0
Total	5,035	876	472	2,956	1,203	0	0	0	0	4,159	0
Federal-Aid	4,607	458	458	2,947	1,202	0	0	0	0	4,149	0
Special	428	418	14	9	1	0	0	0	0	10	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:**STATE -** Major Collector**FEDERAL -** Minor Arterial**STATE SYSTEM:** Secondary**Estimated Annual Average Daily Traffic (vehicles per day)**CURRENT 18500
(2022)PROJECTED 22300
(2042)

**PROJECT:** MD 77, Rocky Ridge Road**DESCRIPTION:** Replacement of Bridge No. 1005400 on MD 77 over Beaver Branch.**PURPOSE & NEED SUMMARY STATEMENT:** The existing structure, built in 1932, is nearing the end of its useful service life.**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 | |

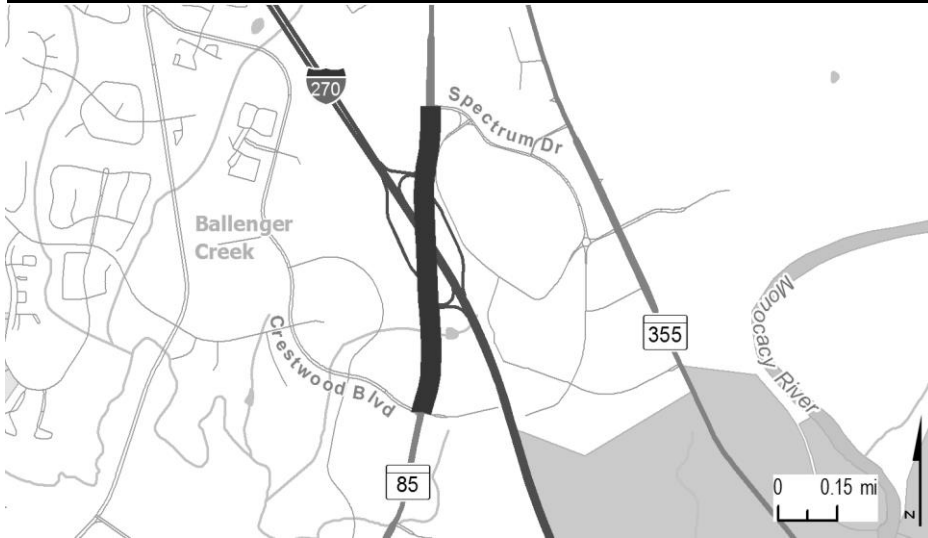
SMART GROWTH STATUS: ☐ Project Not Location Specific ☒ Not Subject to PFA Law

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

STATUS: Engineering underway.**EXPLANATION:** The existing structure, built in 1932, is nearing the end of its useful service life.**SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:** Added to the construction program.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,779	1,048	147	489	242	0	0	0	0	731	0
Right-of-way	72	70	18	2	0	0	0	0	0	2	0
Utilities	35	0	0	10	15	10	0	0	0	35	0
Construction	5,172	0	0	626	2,904	1,643	0	0	0	5,172	0
Total	7,058	1,118	165	1,127	3,161	1,653	0	0	0	5,940	0
Federal-Aid	5,818	146	146	1,092	3,011	1,568	0	0	0	5,672	0
Special	1,240	972	19	35	149	84	0	0	0	269	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:**STATE - Major Collector****FEDERAL - Major Collector****STATE SYSTEM:** Secondary**Estimated Annual Average Daily Traffic (vehicles per day)****CURRENT** 900
(2022)**PROJECTED** 1200
(2042)

**PROJECT:** MD 85, Buckeystown Pike

DESCRIPTION: Widen MD 85 to a multilane divided highway from Crestwood Boulevard/Shockley Drive to Spectrum Drive (0.8 miles), includes MD 85 interchange reconstruction at I-270 and I-270 dual bridges replacement. This project is phase one of a three-phase project to widen and reconstruct MD 85 from south of English Muffin Way to north of Grove Road.

PURPOSE & NEED SUMMARY STATEMENT: This project will relieve congestion and provide capacity for planned commercial development in the MD 85 corridor. Additionally, the existing I-270 dual bridges, built in 1950, were rated poor.

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

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

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

EXPLANATION: This project will improve safety for all roadway users by reconstructing the interchange and bridges. It also supports ongoing and planned growth by increasing roadway and interchange capacity.

STATUS: Open to Service. County funded \$1.5 million for partial engineering.

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: The cost increase of \$7.0 million is from additional construction costs resulting from delays associated with encountering rock and utilities.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	531	531	0	0	0	0	0	0	0	0	0
Engineering	5,137	5,137	0	0	0	0	0	0	0	0	0
Right-of-way	12,154	12,081	76	73	0	0	0	0	0	73	0
Utilities	2,666	1,979	3	687	0	0	0	0	0	687	0
Construction	77,601	72,939	15,586	4,662	0	0	0	0	0	4,662	0
Total	98,089	92,667	15,665	5,422	0	0	0	0	0	5,422	0
Federal-Aid	66,878	61,612	12,696	5,266	0	0	0	0	0	5,266	0
Special	28,099	27,943	2,556	156	0	0	0	0	0	156	0
Other	3,112	3,112	412	0	0	0	0	0	0	0	0

Classification:

STATE - Major Collector

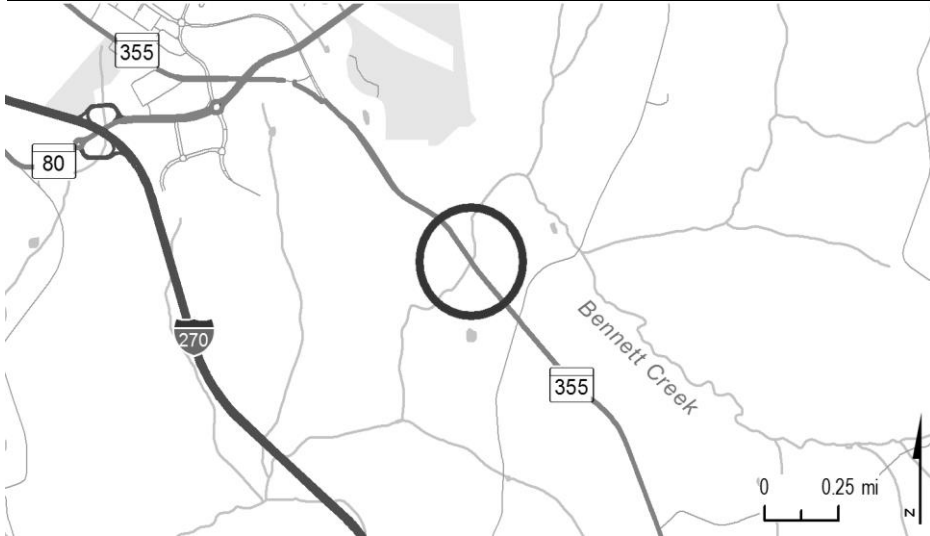
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 16,600 - 50,800
(2022)

PROJECTED 27,300 - 78,725
(2042)

**PROJECT:** MD 355, Urbana Pike**DESCRIPTION:** Replacement of Bridge No. 1008600 over Bennett Creek.**PURPOSE & NEED SUMMARY STATEMENT:** The previous structure, built in 1924, was nearing the end of its useful service life and was rated poor based on deck and substructure condition.**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 | |

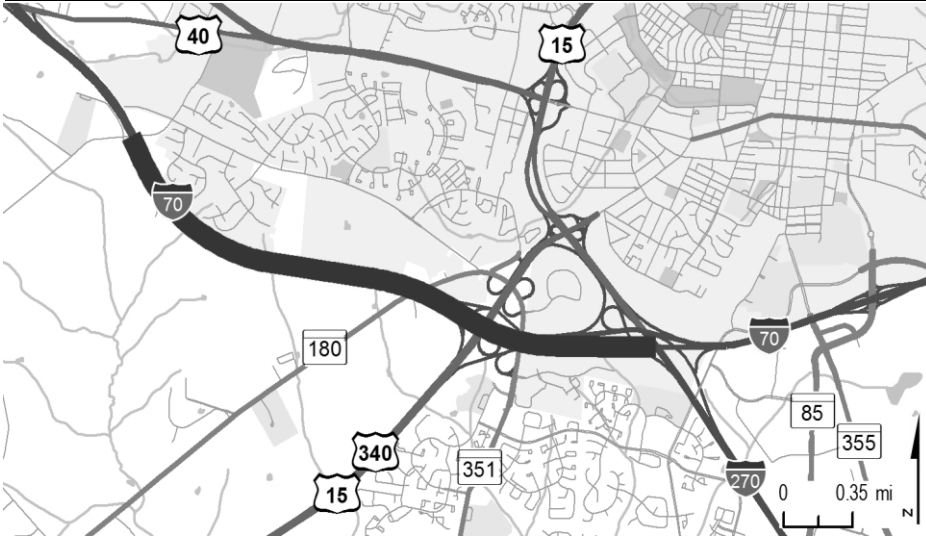
SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

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

STATUS: Construction underway.**SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:** None.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,539	2,539	0	0	0	0	0	0	0	0	0
Right-of-way	1,662	975	302	687	0	0	0	0	0	687	0
Utilities	269	2	1	267	0	0	0	0	0	267	0
Construction	16,247	13,070	5,775	3,177	0	0	0	0	0	3,177	0
Total	20,717	16,585	6,078	4,132	0	0	0	0	0	4,132	0
Federal-Aid	17,084	13,843	5,679	3,241	0	0	0	0	0	3,241	0
Special	3,632	2,742	399	891	0	0	0	0	0	891	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:**STATE -** Major Collector**FEDERAL -** Major Collector**STATE SYSTEM:** Secondary**Estimated Annual Average Daily Traffic (vehicles per day)**CURRENT 8700
(2022)PROJECTED 14200
(2042)



PROJECT: I-70, Eisenhower Memorial Highway

DESCRIPTION: Widen I-70 to six lanes between Mount Phillip Road and I-270 (3.0 miles). This is Phase 4 of a 4-phase project to upgrade I-70 from Mount Phillip Road to east of MD 144FA.

PURPOSE & NEED SUMMARY STATEMENT: This project will reduce congestion and provide capacity to accommodate planned development.

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

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

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	1,251	1,251	0	0	0	0	0	0	0	0	0
Engineering	6,725	6,725	0	0	0	0	0	0	0	0	0
Right-of-way	21,493	21,493	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	29,469	29,469	0	0	0	0	0	0	0	0	0
Federal-Aid	13,629	13,629	0	0	0	0	0	0	0	0	0
Special	15,840	15,840	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 98200
(2022)

PROJECTED 151800
(2042)



PROJECT: MD 85, Buckeystown Pike

DESCRIPTION: Study to widen MD 85 to a multilane divided highway from south of English Muffin Way to north of Grove Road (2.4. miles). Bicycle and pedestrian improvements will be included where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: This project will reduce congestion and provide capacity for planned commercial development in the MD 85 corridor.

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

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

STATUS: Planning complete. Phase 1 is open to service (Frederick County Line 7).

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	531	531	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	531	531	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	531	531	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Major Collector

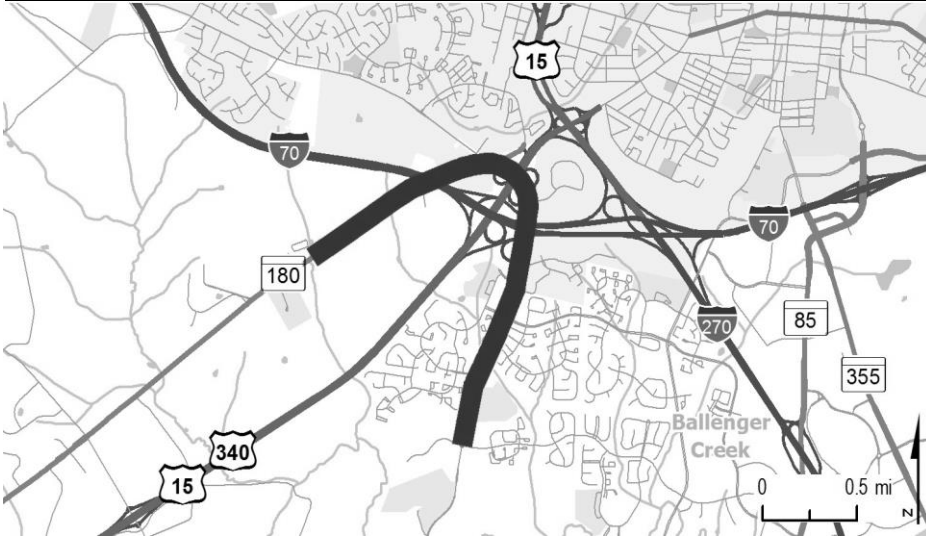
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 17,100 - 52,300
(2022)

PROJECTED 28,100 - 81,000
(2042)



PROJECT: MD 180, Jefferson Pike and Ballenger Creek Pike

DESCRIPTION: Study to improve MD 180 and Ballenger Creek Pike (formerly MD 351) capacity and operations between Greenfield Drive and Corporate Drive (2.7 miles). Bicycle and pedestrian accommodations will be included where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: The MD 180 and Ballenger Creek Pike corridor is experiencing rapid development. Businesses and residential developments are contributing to operational failures along the existing roadway network, especially during peak periods.

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

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

STATUS: Project on hold. County contributed \$0.5 million to planning.

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	2,291	2,291	2	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	2,291	2,291	2	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	1,791	1,791	2	0	0	0	0	0	0	0	0
Other	500	500	0	0	0	0	0	0	0	0	0

Classification:

STATE - Major Collector

FEDERAL - Major Collector

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 28900
(2022)

PROJECTED 74800
(2042)

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

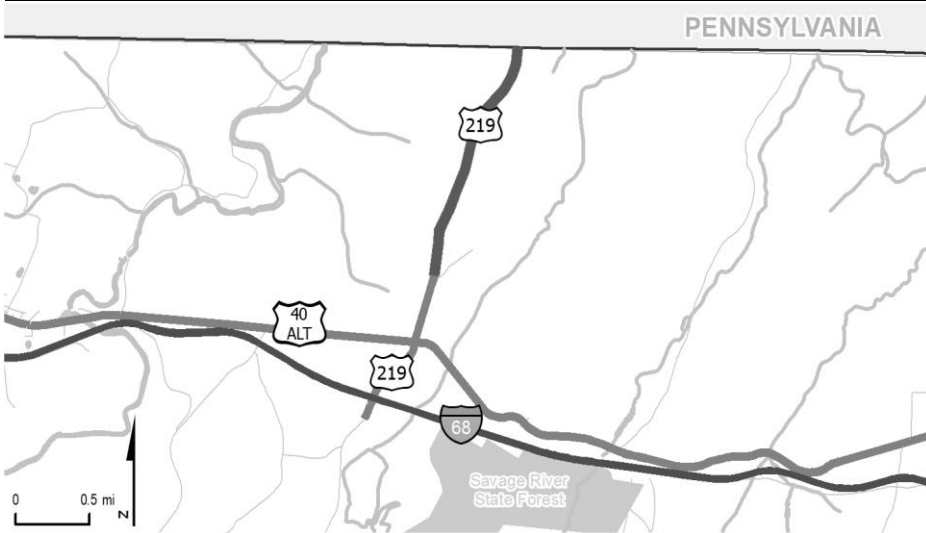
STATE HIGHWAY ADMINISTRATION - Frederick County - LINE 12

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Bridge Replacement/Rehabilitation</u>				
FR1331	MD28	CLAY STREET-BRIDGE REHABILITATION-IHB - BRIDGE 1002900 OVER MONOCACY RIVER	\$ 10,902	Completed
FR6871	US15	CATOCTIN MOUNTAIN HIGHWAY; BRIDGE 1010900 OVER MD 77 AND HUNTING CREEK	\$ 6,955	Under Construction
<u>Commuter Action Improvements</u>				
FR6751	US15	JEFFERSON NATIONAL PIKE-RIDESHARING FACILITIES-AT MT ZION ROAD/ELMER DERR ROAD	\$ 4,200	Completed
<u>Resurface/Rehabilitate</u>				
XY7101	-	AT VARIOUS LOCATIONS IN FREDERICK COUNTY	\$ 16,986	Completed
XY9101	-	AT VARIOUS LOCATIONS IN FREDERICK COUNTY	\$ 17,060	FY 2023
XY8101	-	AT VARIOUS LOCATIONS IN FREDERICK COUNTY	\$ 11,626	Under Construction
<u>Safety/Spot Improvement</u>				
FR1151	MD26	LIBERTY ROAD-GEOMETRIC IMPROVEMENTS-AT OLD ANNAPOLIS ROAD/WATER STREET ROAD	\$ 5,120	Completed
<u>Sidewalks</u>				
XY5371	-	ADA SIDEWALK UPGRADES IN FREDERICK COUNTY	\$ 1,777	FY 2023
<u>Transportation Alternatives Program</u>				
FR0731	-	EAST STREET RAILS WITH TRAILS	\$ 479	FY 2023
FR0761	US40	US40- BETWEEN BAUGHMAN'S LANE AND WAVERLY DRIVE	\$ 687	FY 2023
FRNEW1	-	NEW DESIGN ROADSIDE PATH PHASE I	\$ 400	FY 2024

* Project funding enabled by IIJA increases.



GARRETT COUNTY

**PROJECT:** US 219, Chestnut Ridge Road

DESCRIPTION: A project to upgrade and/or relocate US 219 from Old Salisbury Road to the Pennsylvania State line (1.0 mile). This project represents Maryland's portion of the bistate US 219 corridor between I-68/US 40 and Myersdale, Pennsylvania.

PURPOSE & NEED SUMMARY STATEMENT: US 219 corridor improvements will enhance accessibility and promote economic development.

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: US 219 corridor improvements will enhance accessibility and promote economic development.

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

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

STATUS: The segment between I-68/US40 and Old Salisbury Road is open to service. Remaining segment north of Old Salisbury Road is in planning in partnership with Pennsylvania. The cost shown is Maryland's share only.

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: The funding increase of \$74.0 million is due the addition of engineering, right-of-way, and construction funding. Additional project funding enabled by IIJA increases.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	8,048	5,548	17	750	1,000	750	0	0	0	2,500	0
Engineering	9,000	0	0	0	0	3,500	3,500	2,000	0	9,000	0
Right-of-way	5,464	0	0	0	0	0	2,732	2,732	0	5,464	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	62,419	0	0	0	0	0	0	9,136	14,886	24,022	38,397
Total	84,930	5,548	17	750	1,000	4,250	6,232	13,868	14,886	40,985	38,397
Federal-Aid	74,256	2,563	0	750	1,000	3,900	5,609	12,481	13,397	37,137	34,557
Special	10,674	2,985	17	0	0	350	623	1,387	1,489	3,849	3,840
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Minor Arterial

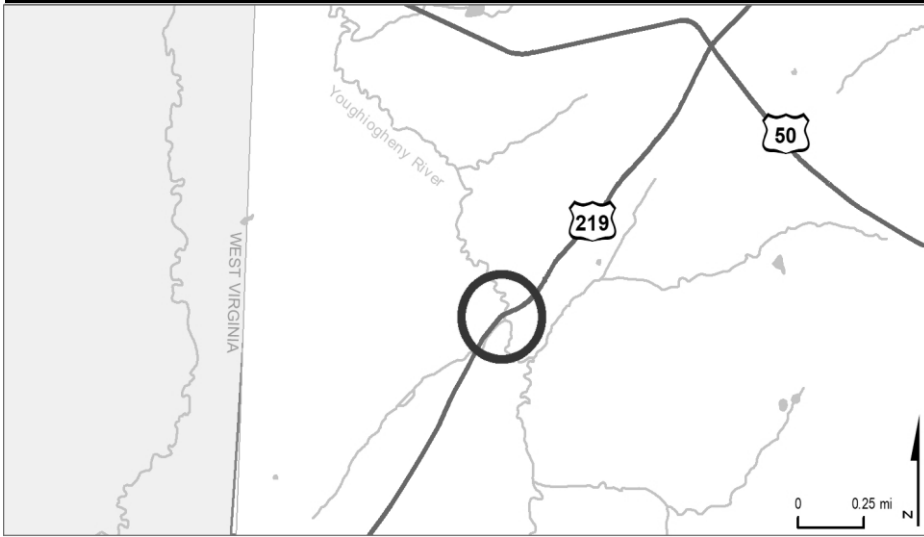
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 4900
(2022)

PROJECTED 5500
(2042)

**PROJECT:** US 219, Garrett Highway**DESCRIPTION:** Replacement of Bridge No. 1102400 over the Youghiogheny River (0.04 miles).**PURPOSE & NEED SUMMARY STATEMENT:** The existing structure, built in 1927, is nearing the end of its useful service life and is rated poor based on substructure condition.**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 | |

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

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

STATUS: Engineering underway.**SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,905	1,242	283	370	293	0	0	0	0	663	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	7,240	0	0	0	415	1,588	1,870	1,774	1,593	7,240	0
Total	9,145	1,242	283	370	708	1,588	1,870	1,774	1,593	7,903	0
Federal-Aid	7,712	287	280	314	626	1,509	1,777	1,685	1,513	7,424	0
Special	1,434	955	3	56	82	79	94	89	80	479	0
Other	0	0	0	0	0	0	0	0	0	0	0

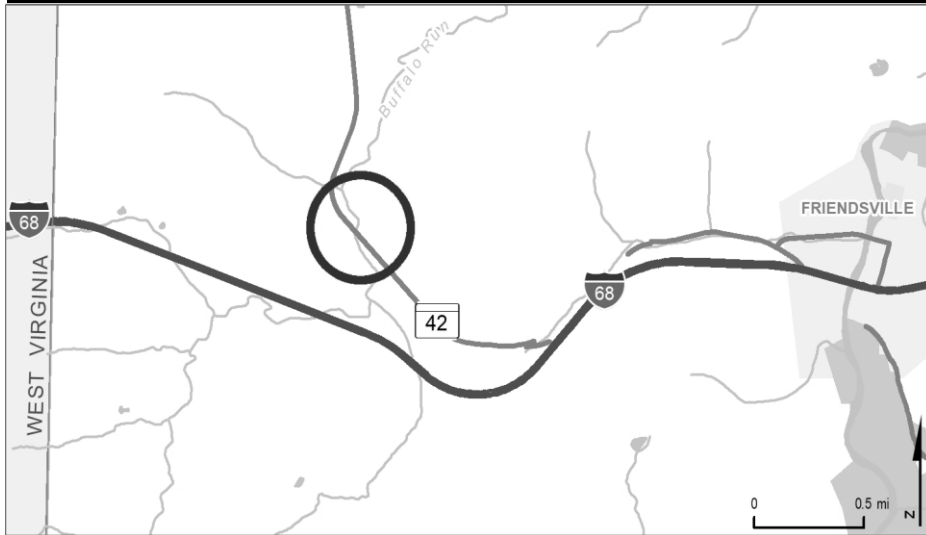
Classification:

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)CURRENT 1500
(2022)PROJECTED 1700
(2042)

**PROJECT:** MD 42, Friendsville Road**DESCRIPTION:** Replacement of Bridge No. 1101000 on MD 42 over Buffalo Run.**PURPOSE & NEED SUMMARY STATEMENT:** The existing structure, built in 1933, is nearing the end of its useful service life.**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 | |

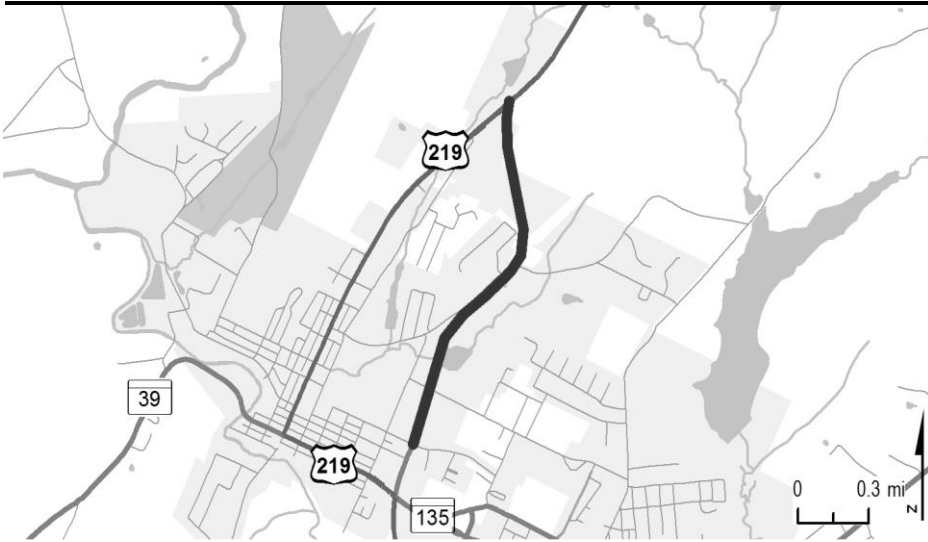
SMART GROWTH STATUS: ☐ Project Not Location Specific ☒ Not Subject to PFA Law

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

STATUS: Engineering and right-of-way underway.**EXPLANATION:** The existing structure, built in 1933, is nearing the end of its useful service life.**SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:** Added to the construction program.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,227	1,013	272	184	30	0	0	0	0	214	0
Right-of-way	12	9	9	3	0	0	0	0	0	3	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	3,550	0	0	567	2,383	600	0	0	0	3,550	0
Total	4,789	1,022	281	755	2,413	600	0	0	0	3,767	0
Federal-Aid	3,729	251	251	645	2,264	570	0	0	0	3,478	0
Special	1,060	771	30	110	150	30	0	0	0	289	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:**STATE -** Major Collector**FEDERAL -** Major Collector**STATE SYSTEM:** Secondary**Estimated Annual Average Daily Traffic (vehicles per day)**CURRENT 2600
(2022)PROJECTED 2900
(2042)



PROJECT: US 219 Relocated, Oakland Bypass

DESCRIPTION: Relocate US 219 from north of Oakland to MD 135 (2.4 miles).

PURPOSE & NEED SUMMARY STATEMENT: US 219 relocation will divert through traffic, including trucks, from downtown Oakland; improving safety and operations.

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

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

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	1,280	1,280	0	0	0	0	0	0	0	0	0
Engineering	4,415	4,415	0	0	0	0	0	0	0	0	0
Right-of-way	4,391	4,391	0	0	0	0	0	0	0	0	0
Utilities	21	21	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	10,106	10,106	0	0	0	0	0	0	0	0	0
Federal-Aid	3,849	3,849	0	0	0	0	0	0	0	0	0
Special	6,258	6,258	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 10800
(2022)

PROJECTED 14300
(2042)

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

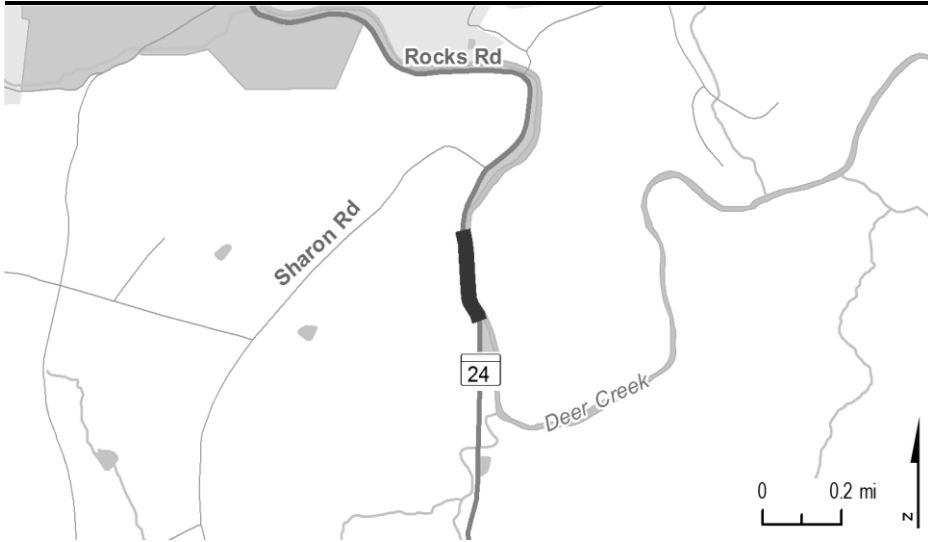
STATE HIGHWAY ADMINISTRATION - Garrett County - LINE 5

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Bridge Replacement/Rehabilitation</u>				
GA4601	-	CLEANING AND PAINTING OF BRIDGES 1101100, 1102600, 1104003, 1104004, 1104603, 1104604, 1104900, 1104200, 1105003, AND 11	\$ 3,287	FY 2023
GA1951	US219	GARRETT HIGHWAY; SMALL STRUCTURE 11010X0 OVER TRIBUTARY OF YOUGHIOGHENY RIVER	\$ 2,402	Under Construction
<u>Resurface/Rehabilitate</u>				
GA4131	US50	GEORGE WASHINGTON HIGHWAY-SAFETY AND RESURFACE-TABLE ROCK ROAD TO WEST VIRGINIA STATE LINE	\$ 3,947	Completed
XY6111	-	VARIOUS LOCATIONS IN GARRETT COUNTY	\$ 5,678	Completed
GA1521	IS68	NATIONAL FREEWAY-SAFETY AND RESURFACE-1.01 MILE WEST OF MD 546 TO ALLEGANY COUNTY LINE	\$ 4,543	Under Construction
GA1641	MD42	FRIENDSVILLE ROAD-SAFETY AND RESURFACE-BUFFALO RUN STRUCTURE 11010 TO PA STATE LINE	\$ 4,241	Under Construction
GA6871	MD39	HUTTON ROAD; ASHBY ELLIS ROAD TO US 219	\$ 4,224	Under Construction
XY7111	-	VARIOUS LOCATIONS IN GARRETT COUNTY	\$ 3,745	Under Construction
<u>Safety/Spot Improvement</u>				
GA2411	IS68	NATIONAL FREEWAY; WEST VIRGINIA STATE LINE TO STRUCTURE 110039 OVER MD 42	\$ 1,661	Completed
<u>Transportation Alternatives Program</u>				
GANEW1	-	WESTERN REGION STATE TRAIL MAINTENANCE PROGRAM	\$ 140	FY 2023
GA1281	-	CASSELMAN RIVER BRIDGE RESTORATION	\$ 4,100	FY 2024

* Project funding enabled by IIJA increases.



HARFORD COUNTY

**PROJECT:** MD 24, Rocks Road

DESCRIPTION: MD 24 will be resurfaced and reconstructed including slope repair and guardrail replacement. This is the southern section (Section G) which extends from 900 feet south of Sharon Road to 1,700 feet north of Ferncliff Lane.

PURPOSE & NEED SUMMARY STATEMENT: The purpose of this project is to improve the road safety by remediating the slope supporting MD 24, repairing the pavement, improving roadway drainage, and addressing roadside safety concerns.

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

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

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

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

STATUS: Engineering underway. Construction to begin in Summer 2023.

EXPLANATION: This project will improve the road safety by remediating the slope supporting MD 24, repairing the pavement, improving roadway drainage, and addressing roadside safety concerns.

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: Added to the construction program.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,989	2,486	660	503	0	0	0	0	0	503	0
Right-of-way	205	36	0	165	4	0	0	0	0	169	0
Utilities	444	0	0	235	209	0	0	0	0	444	0
Construction	5,360	0	0	311	1,858	2,040	1,151	0	0	5,360	0
Total	8,999	2,523	660	1,214	2,071	2,040	1,151	0	0	6,476	0
Federal-Aid	7,741	1,667	516	1,112	1,931	1,938	1,093	0	0	6,074	0
Special	1,258	856	144	102	140	102	58	0	0	402	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Major Collector

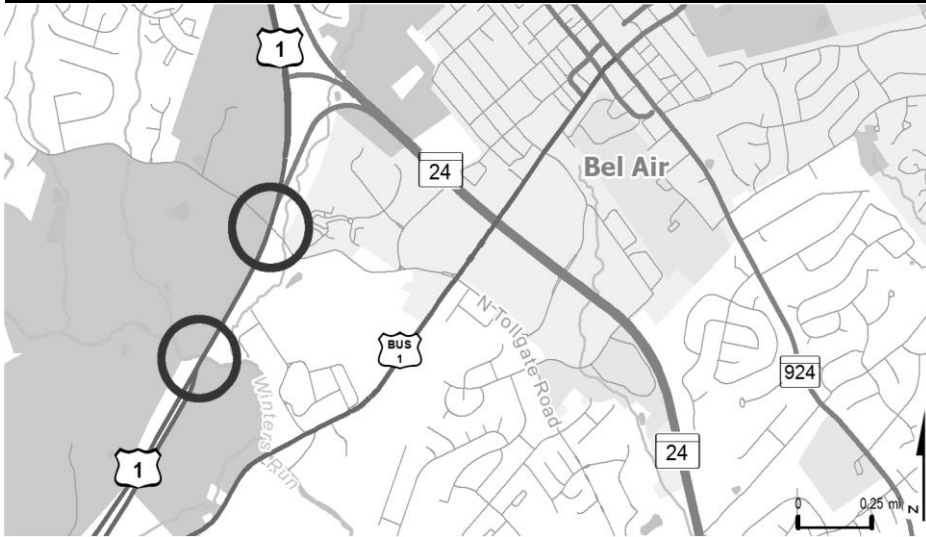
FEDERAL - Major Collector

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 3700
(2022)

PROJECTED 8000
(2042)

**PROJECT:** US 1, Belair Road**DESCRIPTION:** Replacement of Bridge No. 1206600 over Tollgate Road and Bridge No. 1206500 over Winters Run.**PURPOSE & NEED SUMMARY STATEMENT:** The existing bridges, built in 1963, are nearing the end of their useful service lives. Both structures are rated poor based on deck condition and substructure condition (Bridge No. 1206500 only).**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

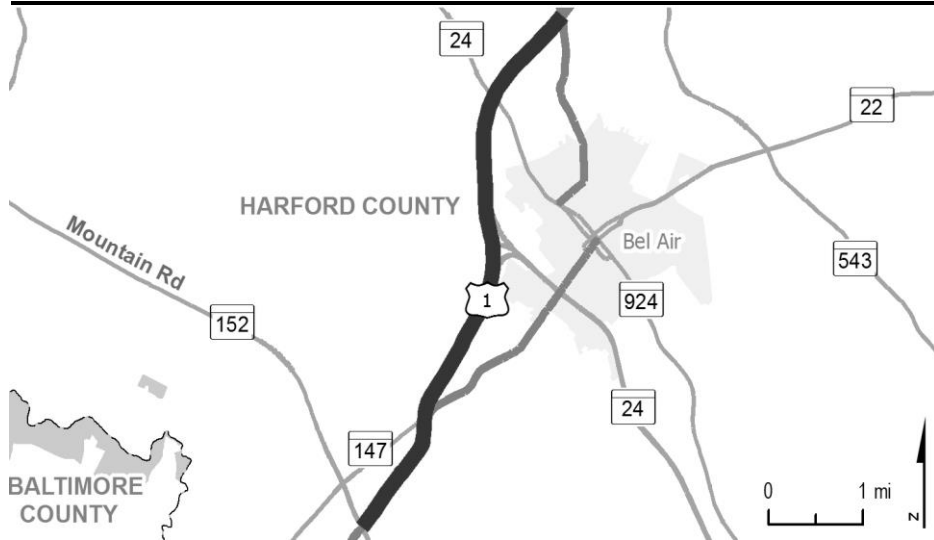
- | | |
|--|---|
| <input checked="" type="checkbox"/> Safe, Secure, and Resilient | <input type="checkbox"/> Quality & Efficiency |
| <input checked="" type="checkbox"/> Maintain & Modernize | <input type="checkbox"/> Environmental Protection |
| <input type="checkbox"/> Economic Opportunity & Reduce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

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

EXPLANATION: These bridges are rated poor.**STATUS:** Engineering underway.**SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:** The funding increase of \$2.5 million is due to an updated engineer's estimate accounting for the latest construction costs.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,580	1,108	204	836	636	0	0	0	0	1,472	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	15,515	0	0	0	1,934	8,254	5,327	0	0	15,515	0
Total	18,094	1,108	204	836	2,570	8,254	5,327	0	0	16,987	0
Federal-Aid	16,233	404	0	582	2,346	7,841	5,060	0	0	15,830	0
Special	1,861	704	204	254	224	413	266	0	0	1,157	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:**STATE -** Principal Arterial**FEDERAL -** Freeway/Expressway**STATE SYSTEM:** Secondary**Estimated Annual Average Daily Traffic (vehicles per day)**CURRENT 43200
(2022)PROJECTED 64500
(2042)

**PROJECT:** US 1, Belair Road**DESCRIPTION:** Study to reconstruct US 1 to a multi-lane highway from MD 152 to the Hickory Bypass (5.5 miles). Bicycles and pedestrians will be accommodated as appropriate.**PURPOSE & NEED SUMMARY STATEMENT:** This project will improve safety and operations on US 1.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law

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

STATUS: Planning complete.**SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	2,270	2,270	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	286	286	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	2,556	2,556	0	0	0	0	0	0	0	0	0
Federal-Aid	979	979	0	0	0	0	0	0	0	0	0
Special	1,577	1,577	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:**STATE -** Principal Arterial**FEDERAL -** Freeway/Expressway**STATE SYSTEM:** Secondary**Estimated Annual Average Daily Traffic (vehicles per day)**CURRENT 43200
(2022)PROJECTED 64500
(2042)

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Harford County - LINE 4

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Bridge Replacement/Rehabilitation</u>					
HA4671	MD161	DARLINGTON ROAD-BRIDGE REHABILITATION-BRIDGE 1204000 ON MD 161 OVER DEER CREEK	\$	2,649	Under Construction
<u>Intersection Capacity Improvements</u>					
HA0941	MD24	EMMORTON ROAD - ADDITIONAL LANE ON US 1 BYPASS SOUTH TO BOULTON STREET *	\$	4,700	Design Underway
<u>Resurface/Rehabilitate</u>					
HA4251	MD924	EMMORTON RD/BOND ST (SOUTHBOUND COUPLET)-SAFETY AND RESURFACE-PLUMTREE RD TO RING FACTORY RD, US 1 BUS TO KENMORE AVE	\$	3,914	Completed
XY6121	-	MILL AND RESURFACE-AT VARIOUS LOCATIONS EAST OF US-1 IN HARFORD COUNTY	\$	7,888	Completed
XY7121	-	MILL AND RESURFACE-AT VARIOUS LOCATIONS EAST OF US 1 IN HARFORD COUNTY	\$	11,280	FY 2023
XY7122	-	MILL AND RESURFACE PAVEMENTS AT VARIOUS LOCATIONS WEST OF US 1 IN HARFORD COUNTY	\$	7,428	Under Construction
<u>Safety/Spot Improvement</u>					
HA5001	MD543	FOUNTAIN GREEN ROAD - GEOMETRIC IMPROVEMENTS - AT MD 136 (CALVARY ROAD)	\$	3,900	Design Underway
HA5011	MD24	EMMORTON ROAD-GEOMETRIC IMPROVEMENTS-AT MD 755	\$	2,000	Design Underway
HA4481	US1	BELAIR ROAD-REHAB WEIGH STATION-CONOWINGGO TRUCK WEIGH AND INSPECTION STATION FACILITY	\$	7,907	Under Construction
<u>Transportation Alternatives Program</u>					
HA3212	-	MA & PA TRAIL, SEGMENT 2	\$	1,993	Completed
HA3213	-	MA & PA TRAIL, SEGMENT 3	\$	2,757	FY 2023
HA0921	-	ABERDEEN STATION CONNECTIVITY ENHANCEMENTS	\$	413	Under Construction

* Project funding enabled by IIJA increases.



HOWARD COUNTY

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

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

EXPLANATION: This project will improving safety and operations along I-70, US 29, and US 40.

PROJECT: TSMO System 1

DESCRIPTION: This project is a combination information technology and geometric improvements to address safety and operations within Transportation Systems Management and Operations (TSMO) System 1 including I-70, US 29, and US 40.

PURPOSE & NEED SUMMARY STATEMENT: This project will improving safety and operations along I-70, US 29, and US 40.

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 checked="" type="checkbox"/> PFA Status Yet to Be Determined	<input type="checkbox"/> Exception Granted

STATUS: Feasibility study underway.

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: Added to the construction program. Additional project funding enabled by IIJA increases.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	400	166	166	234	0	0	0	0	0	234	0
Engineering	3,500	0	0	700	1,300	500	500	500	0	3,500	0
Right-of-way	300	0	0	0	0	0	88	106	106	300	0
Utilities	231	0	0	0	0	31	100	100	0	231	0
Construction	72,257	0	0	0	0	2,900	8,900	23,927	14,602	50,329	21,927
Total	76,687	166	166	934	1,300	3,431	9,588	24,633	14,708	54,594	21,927
Federal-Aid	70,309	0	0	640	1,210	3,234	9,079	22,719	13,692	50,574	19,735
Special	6,379	166	166	294	90	197	509	1,914	1,016	4,020	2,193
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

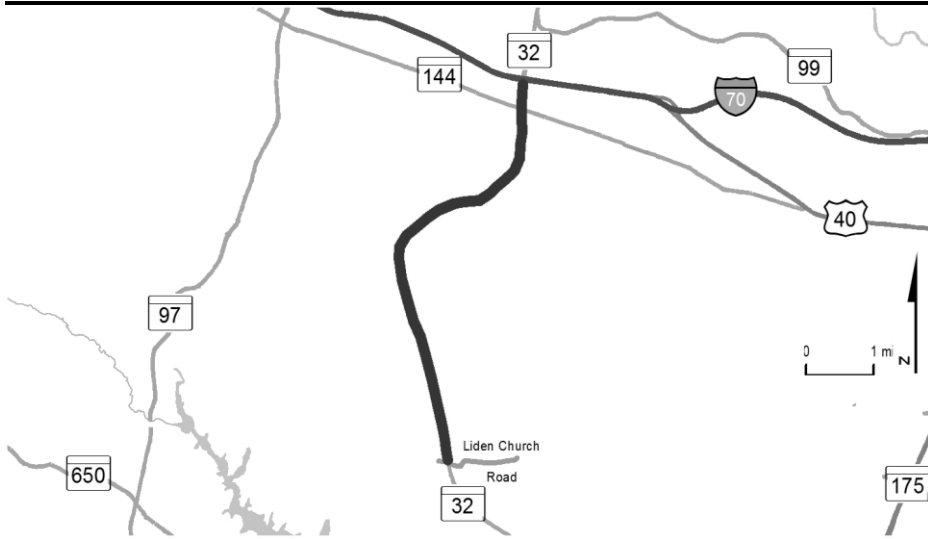
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (I-70) 71,700 - 112,000;
(2022) (US 29) 92,300 - 165,700

PROJECTED (I-70) 89,600 - 128,000;
(2042) (US 29) 110,800 - 198,800

**PROJECT:** MD 32, Patuxent Freeway**DESCRIPTION:** Construct capacity and safety improvements along MD 32 from north of Linden Church Road to I-70 (6.6 miles).**PURPOSE & NEED SUMMARY STATEMENT:** This project will address congestion and safety as a result of increasing traffic volumes on the existing two-lane roadway.**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 checked="" type="checkbox"/> Economic Opportunity & Reduce Congestion	<input type="checkbox"/> Fiscal Responsibility
<input type="checkbox"/> Better Transportation Choices & Connections	

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

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

STATUS: Open to service.**EXPLANATION:** This project will relieve traffic congestion and address safety concerns along MD 32 in Howard County.**SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:** The cost increase of \$3.7 million is due to added engineering of an earthen berm, additional right-of-way acquisitions, capital program costs, and maintenance of traffic needs.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL
☒ FEDERAL
☐ GENERAL
☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	2,234	2,234	0	0	0	0	0	0	0	0	0
Engineering	9,296	8,343	24	580	373	0	0	0	0	953	0
Right-of-way	12,384	12,241	1,473	143	0	0	0	0	0	143	0
Utilities	4,771	24	2	4,747	0	0	0	0	0	4,747	0
Construction	101,354	87,563	23,695	13,791	0	0	0	0	0	13,791	0
Total	130,038	110,404	25,194	19,261	373	0	0	0	0	19,634	0
Federal-Aid	110,445	93,647	24,861	16,798	0	0	0	0	0	16,798	0
Special	19,593	16,757	333	2,463	373	0	0	0	0	2,836	0
Other	0	0	0	0	0	0	0	0	0	0	0

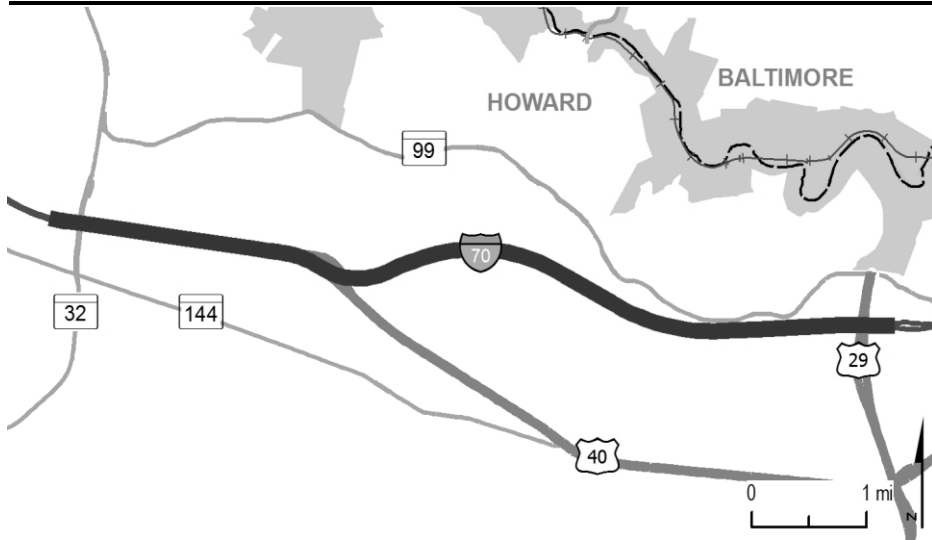
Classification:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)CURRENT 23500
(2022)PROJECTED 41100
(2042)

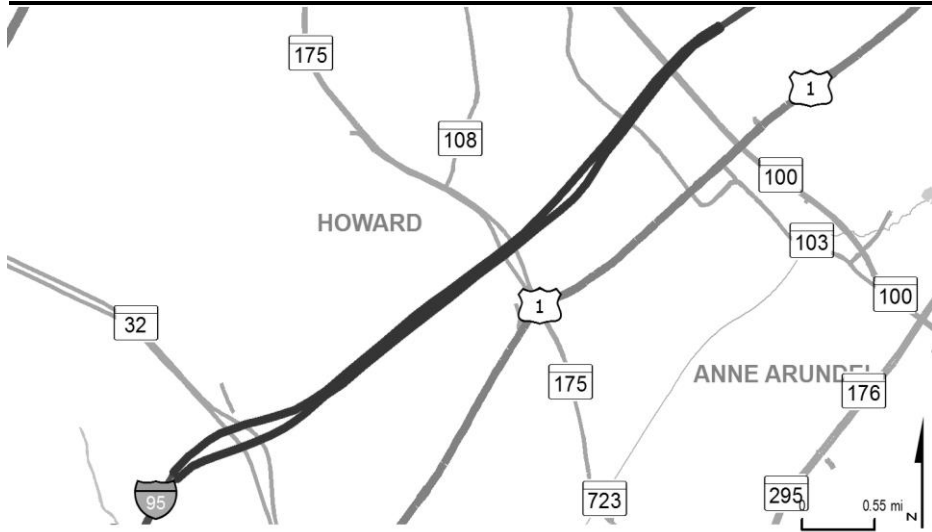
**PROJECT:** I-70**DESCRIPTION:** Study to address current and future capacity needs on I-70 between MD 32 and US 29 (6.0 miles).**PURPOSE & NEED SUMMARY STATEMENT:** This project will ease increasing congestion and improve safety along this segment of I-70.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law

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

STATUS: Project on hold.**SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	858	858	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	858	858	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	858	858	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:**STATE -** Principal Arterial**FEDERAL -** Interstate**STATE SYSTEM:** Primary**Estimated Annual Average Daily Traffic (vehicles per day)****CURRENT** 75,600 - 81,300
(2022)**PROJECTED** 94,500 - 117,500
(2042)

**PROJECT:** I-95, Active Traffic Management**DESCRIPTION:** Construct facilities to accommodate peak hour shoulder use on I-95 between MD 32 and MD 100.**PURPOSE & NEED SUMMARY STATEMENT:** This project will address congestion and safety concerns along I-95.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law

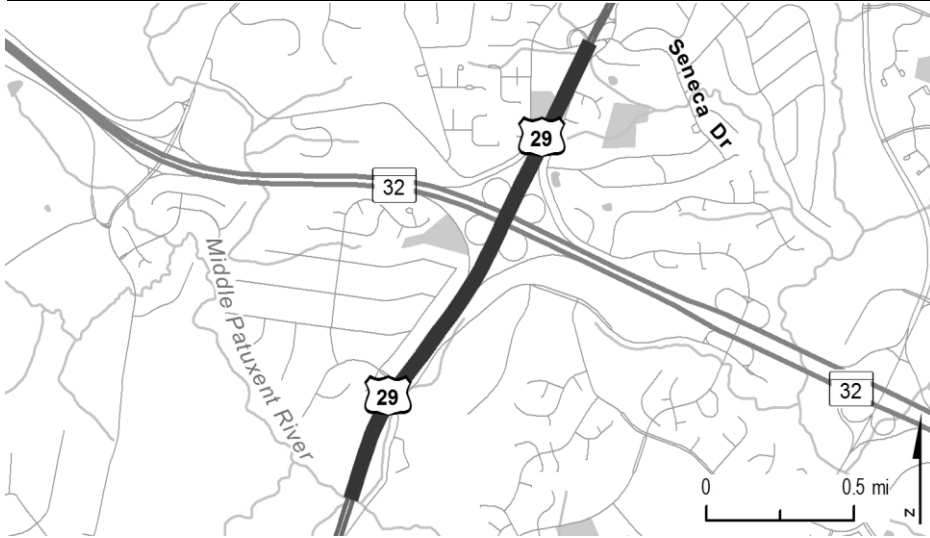
☒ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet to Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

STATUS: Project on hold.**SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,259	1,259	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,259	1,259	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	1,259	1,259	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:**STATE -** Principal Arterial**FEDERAL -** Interstate**STATE SYSTEM:** Primary**Estimated Annual Average Daily Traffic (vehicles per day)****CURRENT** 200,000 - 207,500
(2022)**PROJECTED** 228,900 - 240,900
(2042)



PROJECT: US 29, Columbia Pike

DESCRIPTION: Widen from two to three lanes the northbound section of US 29 from the Middle Patuxent River to Seneca Drive (Phase 2; 1.7 miles).

PURPOSE & NEED SUMMARY STATEMENT: This project will improve safety and reduce congestion by upgrading northbound US 29 to match the southbound section, which is currently three lanes.

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

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

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

STATUS: Conducting feasibility study for improving bicycle and pedestrian access to the River's Edge community.

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☐ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,186	686	2	500	0	0	0	0	0	500	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,186	686	2	500	0	0	0	0	0	500	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	1,186	686	2	500	0	0	0	0	0	500	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

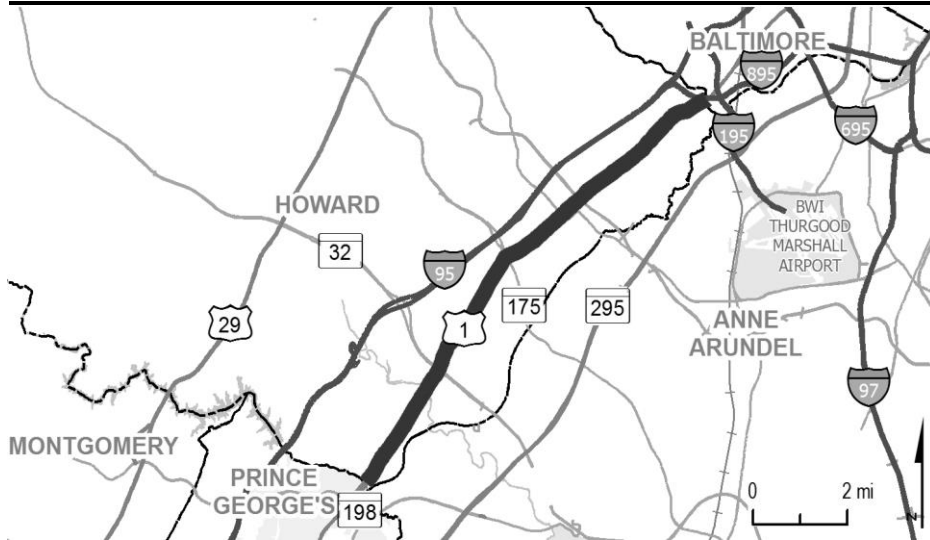
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 44700
(2022)

PROJECTED 68000
(2042)



PROJECT: US 1, Washington Boulevard

DESCRIPTION: Study to identify potential improvements in the US 1 corridor from the Prince George's County line to the Baltimore County line, including potential interchange improvements at MD 175 (11.0 miles).

PURPOSE & NEED SUMMARY STATEMENT: Improvements identified as a result of this study provide a blueprint for future State, local and developer projects, so the corridor can be developed in a manner consistent with the County's overall vision plan, and accommodate existing and future travel demand for all users.

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

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

STATUS: Feasibility study complete.

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	1,043	1,043	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,043	1,043	0	0	0	0	0	0	0	0	0
Federal-Aid	835	835	0	0	0	0	0	0	0	0	0
Special	209	209	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 19,100 - 41,700
(2022)

PROJECTED 38,200 - 64,800
(2042)

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Howard County - LINE 7

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Bridge Replacement/Rehabilitation</u>				
HO5131	-	CLEANING AND PAINTING OF BRIDGES 1301202, 1301301, 1301302, 1301500, 1312800, AND 1212900	\$ 1,601	FY 2023
HO1511	MD94	WOODBINE ROAD; BRIDGE 1309400 OVER I-70	\$ 5,249	Under Construction
<u>Environmental Preservation</u>				
HO1811	IS95	LANDSCAPE-PRINCE GEORGE'S/HOWARD COUNTY LINE TO HOWARD/BALTIMORE COUNTY LINE - PHASE 2	\$ 918	Completed
<u>Intersection Capacity Improvements</u>				
HO2271	MD103	MONTGOMERY ROAD; US 29 TO LONG GATE SHOPPING CENTER ENTRANCE	\$ 11,595	Under Construction
<u>Resurface/Rehabilitate</u>				
HO1301	MD32	PATUXENT PARKWAY - SAFETY AND RESURFACE - AT DORSEY RUN ROAD INTERCHANGE	\$ 3,369	Completed
XX1271	-	VARIOUS-PATCHING-AREAWIDE CONCRETE PATCHING AND OVERLAY	\$ 1,044	Completed
XY6131	-	MILL AND RESURFACE-AT VARIOUS LOCATIONS IN HOWARD COUNTY	\$ 18,041	Completed
XY7131	-	VARIOUS LOCATIONS IN HOWARD COUNTY	\$ 12,411	Under Construction
XY8131	-	AT VARIOUS LOCATIONS IN HOWARD COUNTY	\$ 13,961	Under Construction
<u>Safety/Spot Improvement</u>				
HO5111	IS95	GUARD RAIL UPGRADE ALONG THE I-95 CORRIDOR IN HOWARD COUNTY	\$ 4,357	FY 2023
HO2151	US1	WASHINGTON BOULEVARD; AT FOUR LOCATIONS BETWEEN PG COUNTY LINE AND DOCTOR PATEL DRIVE	\$ 4,720	Under Construction
<u>Sidewalks</u>				
HO1401	US1	WASHINGTON BOULEVARD-SIDEWALKS-CRESTMOUNT ROAD TO CEDAR AVENUE	\$ 2,206	Under Construction
<u>Transportation Alternatives Program</u>				
HO105C	-	DOBBIN AND MCGAW ROAD BIKEPED IMPROVEMENTS	\$ 220	Design Underway
HO5531	-	OELLA PATAPSCO RIVER BIKE AND PEDESTRIAN BRIDGE	\$ 147	FY 2023
HO4901	-	PATUXENT BRANCH TRAIL - PAVING FROM OLD GUILFORD ROAD TO VOLLMERHAUSEN ROAD	\$ 1,092	Under Construction

* Project funding enabled by IIJA increases.



KENT COUNTY

**PROJECT:** US 301, Blue Star Memorial Highway**DESCRIPTION:** Replacement of the northbound US 301 Bridge No. 1701401 over the Chester River.**PURPOSE & NEED SUMMARY STATEMENT:** The existing structure, built in 1955, is rated poor.**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 | |

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

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

STATUS: Construction underway.**SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:** None.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,123	2,093	505	30	0	0	0	0	0	30	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	10,048	6	6	6,212	3,830	0	0	0	0	10,042	0
Total	12,171	2,099	511	6,242	3,830	0	0	0	0	10,072	0
Federal-Aid	10,729	700	487	6,215	3,814	0	0	0	0	10,029	0
Special	1,442	1,399	24	27	16	0	0	0	0	43	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:**STATE -** Principal Arterial**FEDERAL -** Freeway/Expressway**STATE SYSTEM:** Primary**Estimated Annual Average Daily Traffic (vehicles per day)**CURRENT 13200
(2022)PROJECTED 17200
(2042)

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

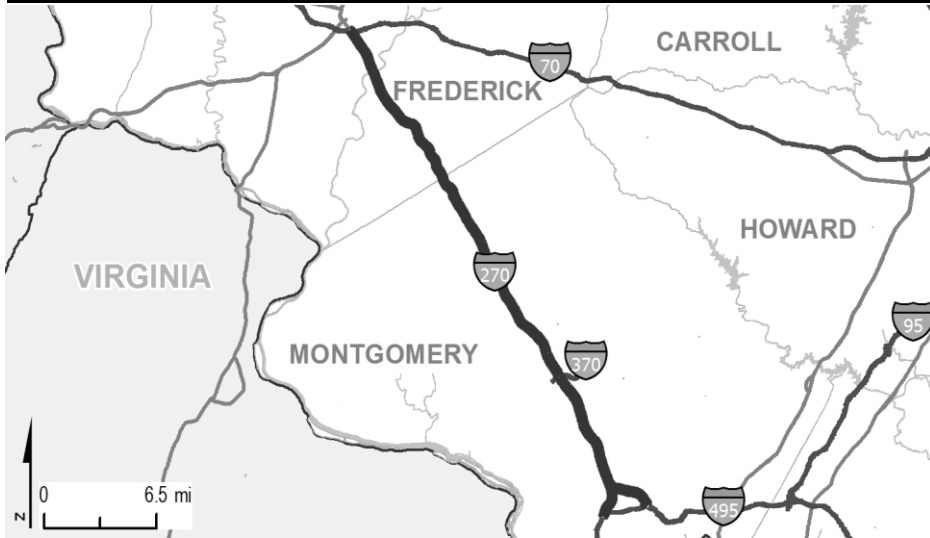
STATE HIGHWAY ADMINISTRATION - Kent County - LINE 2

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Bridge Replacement/Rehabilitation</u>				
KE2601	MD288	CROSBY ROAD-SMALL STRUCTURE REPLACEMENT-STRUCTURE 14065X0 OVER BRANCH OF GREY'S INN CREEK	\$ 769	Completed
<u>Resurface/Rehabilitate</u>				
XY8141	-	AT VARIOUS LOCATIONS IN KENT COUNTY	\$ 3,571	Completed
XY9141	-	MILL AND RESURFACE-AT VARIOUS LOCATIONS IN KENT COUNTY	\$ 3,902	Under Construction
XY9142	-	AT VARIOUS LOCATIONS IN KENT COUNTY	\$ 7,344	Under Construction
<u>Sidewalks</u>				
KENEW2	MD514	FLATLAND ROAD - FROM MD 20 TO SUTTON WAY *	\$ 3,566	Design Underway
<u>Transportation Alternatives Program</u>				
KENEW1	-	SRTS - TOWN OF ROCK HALL	\$ 1	FY 2023

* Project funding enabled by IIJA increases.



MONTGOMERY COUNTY

**PROJECT:** I-270, Eisenhower Highway**DESCRIPTION:** Implementation of innovative congestion management (ICM) tools to reduce congestion on I-270, including the east and west I-270 spurs (31.5 miles). Improvements will include a series of roadway and technology-based improvements.**PURPOSE & NEED SUMMARY STATEMENT:** This project will reduce congestion and improve safety and reliability.**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- | | |
|--|--|
| <input checked="" type="checkbox"/> Safe, Secure, and Resilient | <input checked="" type="checkbox"/> Quality & Efficiency |
| <input 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 | |

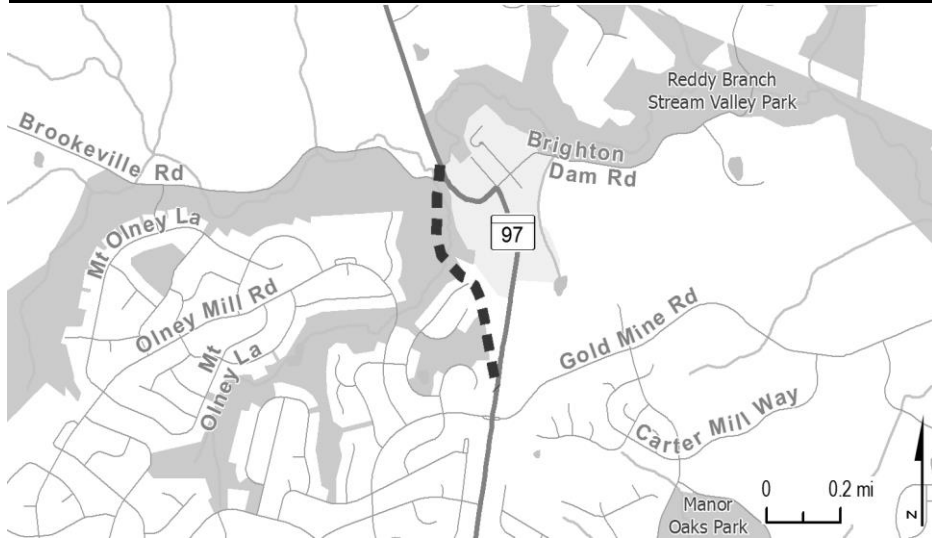
SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

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

STATUS: Construction underway.**EXPLANATION:** As one of Maryland's most heavily traveled roadways, I-270 congestion affects both motorist safety and the economy. These improvements will reduce congestion and improve safety and reliability for all roadway users.**SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	131,655	115,987	10,603	7,043	8,625	0	0	0	0	15,668	0
Total	131,655	115,987	10,603	7,043	8,625	0	0	0	0	15,668	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	131,655	115,987	10,603	7,043	8,625	0	0	0	0	15,668	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:**STATE -** Principal Arterial**FEDERAL -** Interstate**STATE SYSTEM:** Primary**Estimated Annual Average Daily Traffic (vehicles per day)****CURRENT** 81,200 - 229,300
(2022)**PROJECTED** 107,000 - 303,000
(2042)

**PROJECT:** MD 97, Georgia Avenue**DESCRIPTION:** Construct a two lane highway from south of Brookeville, near Gold Mine Road, to north of Brookeville (0.7 miles). Shoulders will accommodate bicycles.**PURPOSE & NEED SUMMARY STATEMENT:** This project will reduce traffic congestion in the Town of Brookeville and improve traffic operations and safety on existing MD 97.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law

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

STATUS: Construction underway. County contributed \$10.0 million towards engineering and right-of-way.**SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:** The cost increase of \$2.9 million is due to the redesign of the bridge pile installation and compensable time settlement.**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

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

EXPLANATION: This project will improve safety and operations for both through and local roadway users.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	1,391	1,391	0	0	0	0	0	0	0	0	0
Engineering	9,753	9,753	0	0	0	0	0	0	0	0	0
Right-of-way	1,193	1,193	0	0	0	0	0	0	0	0	0
Utilities	141	140	0	1	0	0	0	0	0	1	0
Construction	34,332	29,998	9,666	3,648	686	0	0	0	0	4,334	0
Total	46,811	42,476	9,666	3,649	686	0	0	0	0	4,335	0
Federal-Aid	1,111	1,111	0	0	0	0	0	0	0	0	0
Special	35,380	31,045	9,666	3,649	686	0	0	0	0	4,335	0
Other	10,320	10,320	0	0	0	0	0	0	0	0	0

Classification:**STATE -** Minor Arterial**FEDERAL -** Minor Arterial**STATE SYSTEM:** Secondary**Estimated Annual Average Daily Traffic (vehicles per day)**CURRENT 10800
(2022)PROJECTED 15200
(2042)

**PROJECT:** MD 97, Georgia Avenue**DESCRIPTION:** A project to make safety and accessibility improvements to MD 97 in Montgomery Hills, between MD 192 and MD 390. Bicycle and pedestrian accommodations will be included where appropriate.**PURPOSE & NEED SUMMARY STATEMENT:** This project will address safety and accessibility for vulnerable users in the study area.**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 checked="" type="checkbox"/> Better Transportation Choices & Connections | |

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

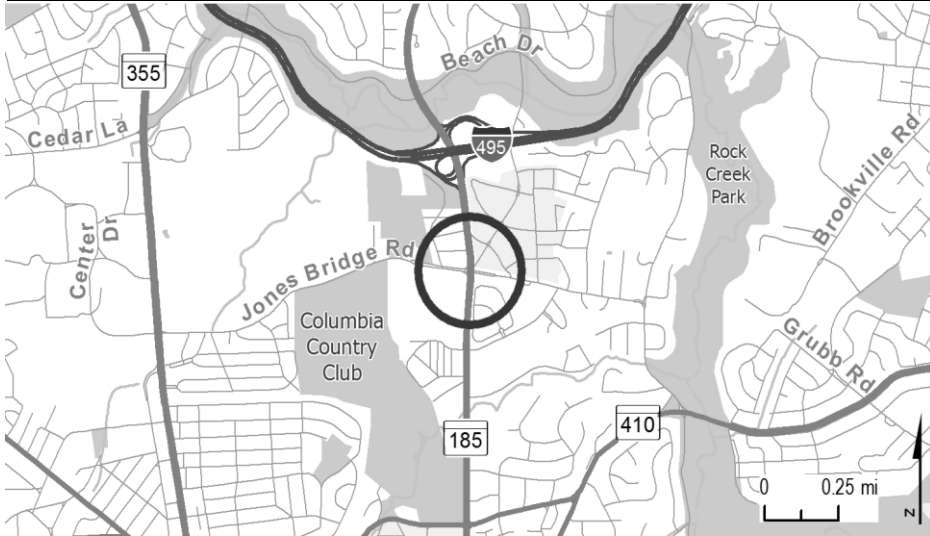
- | | |
|--|---|
| <input checked="" type="checkbox"/> Project Inside PFA | <input type="checkbox"/> Grandfathered |
| <input type="checkbox"/> Project Outside PFA | <input type="checkbox"/> Exception Will Be Required |
| <input type="checkbox"/> PFA Status Yet to Be Determined | <input type="checkbox"/>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

STATUS: Engineering underway. County contributed \$3.0 million towards planning.**SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:** The funding increase of \$42.9 million is due to the addition of additional design, right-of-way, utility, and construction funding. Additional project funding enabled by IIJA increases.

POTENTIAL FUNDING SOURCE:											
						<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	3,044	3,044	0	0	0	0	0	0	0	0	0
Engineering	7,544	4,294	905	1,250	500	500	500	500	0	3,250	0
Right-of-way	24,200	0	0	5,000	9,600	9,600	0	0	0	24,200	0
Utilities	4,899	0	0	0	0	1,441	1,729	1,729	0	4,899	0
Construction	17,339	0	0	0	0	0	0	3,712	5,869	9,580	7,758
Total	57,025	7,338	905	6,250	10,100	11,541	2,229	5,941	5,869	41,929	7,758
Federal-Aid	46,109	1,168	904	5,688	9,130	10,427	2,046	5,387	5,282	37,959	6,983
Special	7,916	3,170	1	563	970	1,114	183	554	587	3,970	776
Other	3,000	3,000	0	0	0	0	0	0	0	0	0

STIP REFERENCE #MO2241 12/01/2022

Classification:**STATE -** Intermediate Arterial**FEDERAL -** Other Principal Arterial**STATE SYSTEM:** Secondary**Estimated Annual Average Daily Traffic (vehicles per day)****CURRENT** 78500
(2022)**PROJECTED** 93600
(2042)

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

EXPLANATION: Improvements in the vicinity of Naval Support Activity Bethesda are vital to support the congressionally authorized BRAC initiative. These improvements will reduce congestion and improve safety for all roadway users.

PROJECT: MD 185, Connecticut Avenue

DESCRIPTION: Construct MD 185 Phase 3 intersection improvements at Jones Bridge Road. Bicycle and pedestrian facilities will be provided where appropriate. (BRAC Intersection Improvements)

PURPOSE & NEED SUMMARY STATEMENT: Improved access to Naval Support Activity Bethesda is vital to accommodate increased employment as a result of BRAC. This project will improve safety, capacity, and operations.

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

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

STATUS: Construction is underway. This project is funded by the U.S. Department of Defense Office of Economic Adjustment.

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: The cost increase of \$1.1 million is due to capital program costs and increase right-of-way needs.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	687	687	0	0	0	0	0	0	0	0	0
Right-of-way	5,408	5,328	339	80	0	0	0	0	0	80	0
Utilities	4,414	848	459	3,566	0	0	0	0	0	3,566	0
Construction	8,257	4,006	3,684	2,434	1,817	0	0	0	0	4,251	0
Total	18,765	10,868	4,482	6,080	1,817	0	0	0	0	7,897	0
Federal-Aid	17,822	9,983	3,623	6,044	1,795	0	0	0	0	7,839	0
Special	553	495	470	36	22	0	0	0	0	58	0
Other	390	390	390	0	0	0	0	0	0	0	0

Classification:

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 75000
(2022)

PROJECTED 83800
(2042)

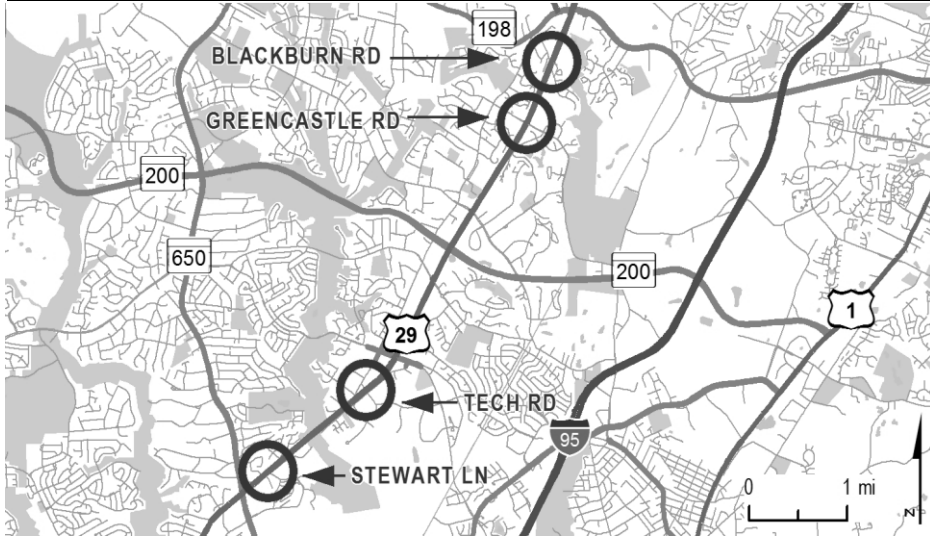
**PROJECT:** US 29, Columbia Pike**DESCRIPTION:** Construct a new US 29 interchange at Musgrove Road and Fairland Road. Bicycle and pedestrian accommodations will be included where appropriate.**PURPOSE & NEED SUMMARY STATEMENT:** Development in the US 29 corridor is resulting in traffic growth and congestion. This project will reduce traffic congestion while improving system operations.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law

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

STATUS: Project on hold.**SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,387	5,387	0	0	0	0	0	0	0	0	0
Right-of-way	1,079	1,079	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	6,466	6,466	0	0	0	0	0	0	0	0	0
Federal-Aid	1,642	1,642	0	0	0	0	0	0	0	0	0
Special	4,824	4,824	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:**STATE -** Principal Arterial**FEDERAL -** Freeway/Expressway**STATE SYSTEM:** Primary**Estimated Annual Average Daily Traffic (vehicles per day)**CURRENT 53600
(2022)PROJECTED 81300
(2042)



PROJECT: US 29, Columbia Pike

DESCRIPTION: Construct new US 29 interchanges at Stewart Lane, Tech Road, Greencastle Road, and Blackburn Road. Bicycle and pedestrian accommodations will be included where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: Development in the US 29 corridor is resulting in traffic growth. This project will improve mobility and safety.

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

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

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	2,448	2,448	0	0	0	0	0	0	0	0	0
Engineering	4,339	4,339	0	0	0	0	0	0	0	0	0
Right-of-way	546	546	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	7,333	7,333	0	0	0	0	0	0	0	0	0
Federal-Aid	2,268	2,268	0	0	0	0	0	0	0	0	0
Special	5,065	5,065	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

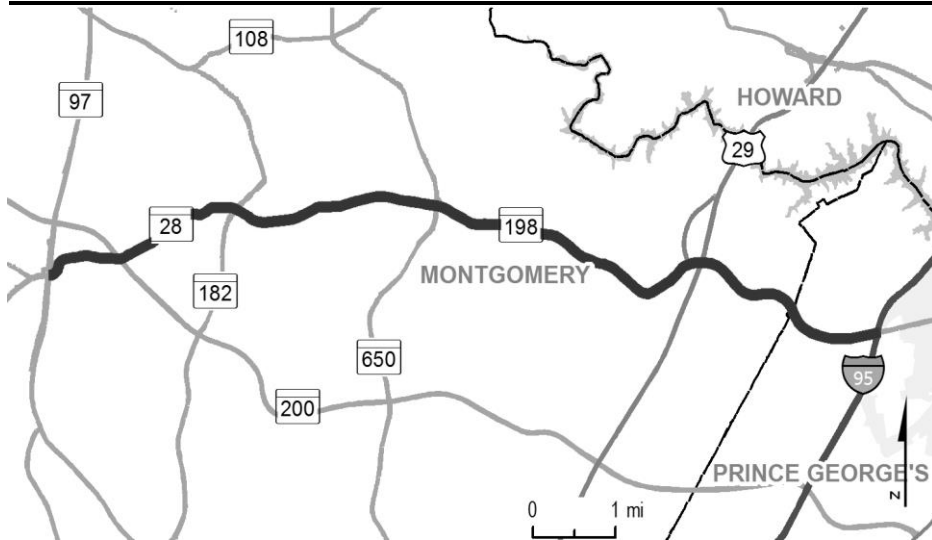
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 58,700 - 71,100
(2022)

PROJECTED 69,900 - 85,400
(2042)



PROJECT: MD 28, Norbeck Road, and MD 198, Spencerville Road/Sandy Spring Road

DESCRIPTION: Study of MD 28/MD 198 corridor safety, capacity, and operational improvements in Montgomery and Prince George's counties, between MD 97 and I-95 (11.1 miles). Bicycle and pedestrian accommodations will be included where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: This project will address safety, congestion, and operations in the MD 28/MD 198 corridor.

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

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

☐ Grandfathered
☒ Exception Will Be Required
☐ Exception Granted

STATUS: Planning underway for Segment D from Old Columbia Pike to US 29A.

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	9,200	8,522	422	628	50	0	0	0	0	678	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	2	2	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	9,202	8,524	422	628	50	0	0	0	0	678	0
Federal-Aid	3,206	3,206	0	0	0	0	0	0	0	0	0
Special	5,996	5,318	422	628	50	0	0	0	0	678	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Intermediate Arterial

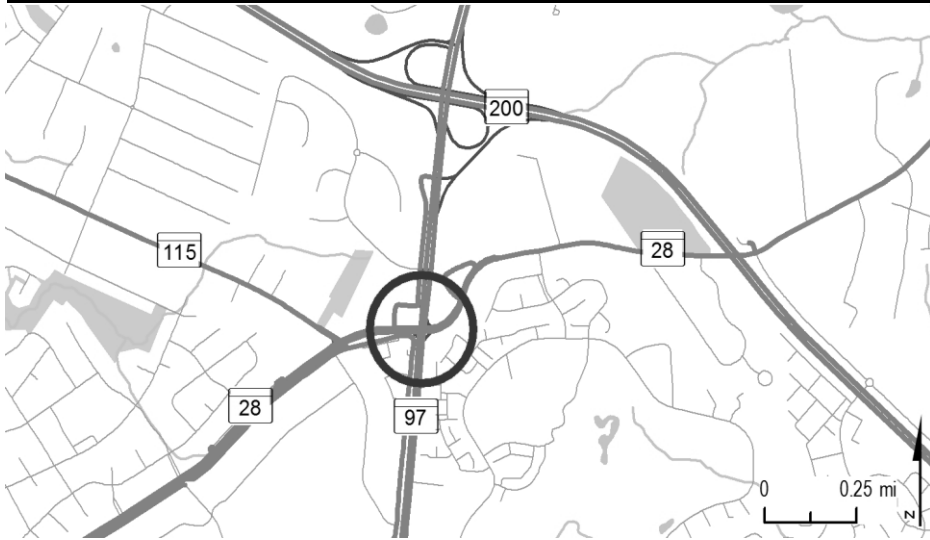
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 19,900 - 36,900 (MD 28)
(2022) 17,100 - 45,500 (MD 198)

PROJECTED 29,900 - 51,900 (MD 28)
(2042) 26,800 - 60,200 (MD 198)

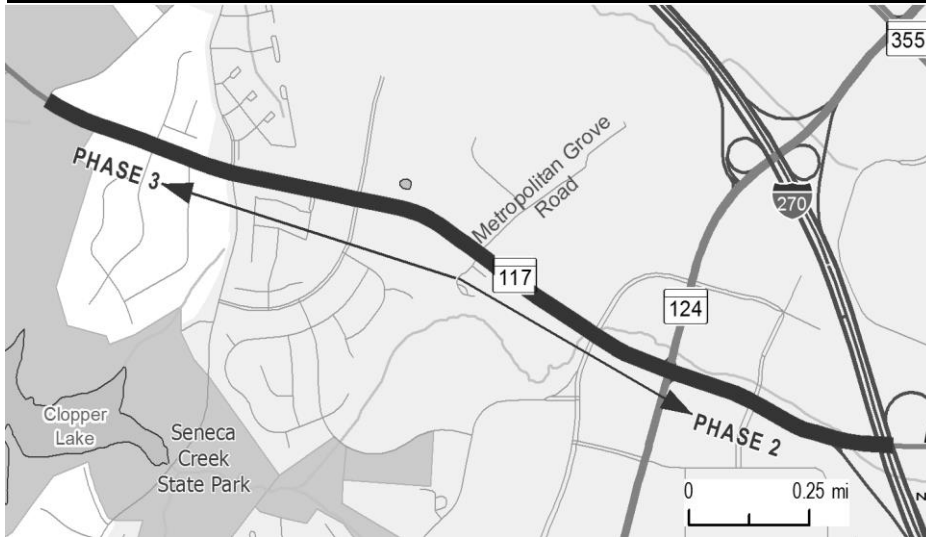
**PROJECT:** MD 97, Georgia Avenue**DESCRIPTION:** Construct a new MD 97 interchange at MD 28. Bicycle and pedestrian accommodations will be included where appropriate.**PURPOSE & NEED SUMMARY STATEMENT:** This project will reduce congestion and improve safety at the existing intersection.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law

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

STATUS: Project on hold.**SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	1,981	1,981	0	0	0	0	0	0	0	0	0
Engineering	848	848	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	2,829	2,829	0	0	0	0	0	0	0	0	0
Federal-Aid	1,581	1,581	0	0	0	0	0	0	0	0	0
Special	1,248	1,248	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:**STATE -** Intermediate Arterial**FEDERAL -** Other Principal Arterial**STATE SYSTEM:** Secondary**Estimated Annual Average Daily Traffic (vehicles per day)**CURRENT 48400
(2022)PROJECTED 58600
(2042)



PROJECT: MD 117, Clopper Road/Diamond Avenue

DESCRIPTION: Construct intersection capacity improvements from I-270 to Metropolitan Grove Road (Phase 2) and Metropolitan Grove Road to west of Game Preserve Road (Phase 3) (2.0 miles). Sidewalks will be included where appropriate, including a shared-use path. Wide curb lanes will accommodate bicycles.

PURPOSE & NEED SUMMARY STATEMENT: MD 117 is a heavily traveled commuter route. Capacity improvements are needed to reduce congestion associated with planned and approved development in Germantown that will exceed the current capacity of the roadway.

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

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

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	1,030	1,030	0	0	0	0	0	0	0	0	0
Engineering	1,910	1,910	1	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	2,940	2,940	1	0	0	0	0	0	0	0	0
Federal-Aid	546	546	0	0	0	0	0	0	0	0	0
Special	2,394	2,394	1	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Major Collector

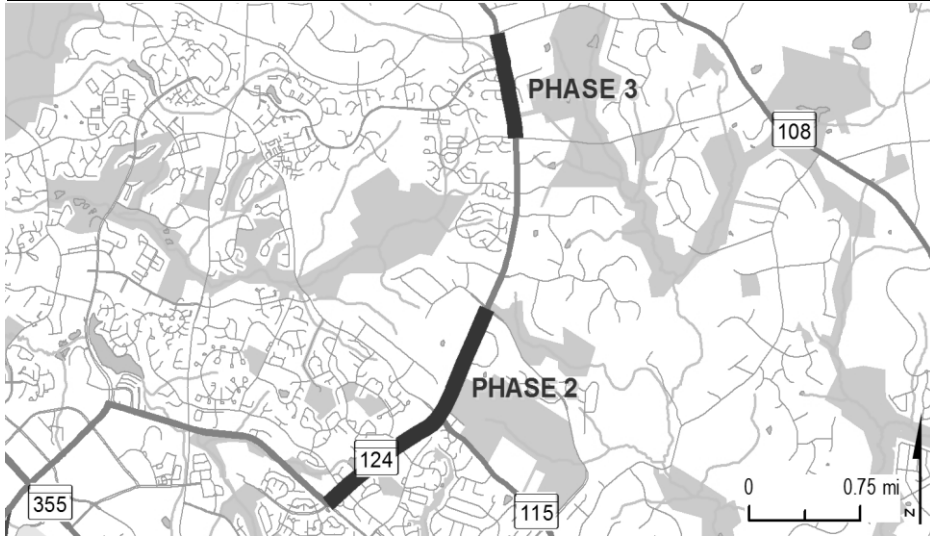
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 24,000 - 42,200 (Phase 2)
 (2022) 29,100 - 48,800 (Phase 3)

PROJECTED 31,600 - 52,500 (Phase 2)
 (2042) 39,100 - 54,900 (Phase 3)



PROJECT: MD 124, Woodfield Road

DESCRIPTION: Reconstruct MD 124 from Midcounty Highway to south of Airpark Road (Phase 2) (1.6 miles) and from north of Fieldcrest Road to Warfield Road (Phase 3) (0.4 miles). Bicycle and pedestrian accommodations will be included where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: MD 124 is a heavily traveled commuter route from northern Montgomery County to the Rockville-Gaithersburg area that experiences capacity and sight distance concerns.

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

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

STATUS: Project on hold. County contributed \$5.0 million to engineering and right-of-way.

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	2,114	2,114	0	0	0	0	0	0	0	0	0
Engineering	876	876	2	0	0	0	0	0	0	0	0
Right-of-way	4,922	24	0	0	0	2,398	2,500	0	0	4,898	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	7,913	3,015	2	0	0	2,398	2,500	0	0	4,898	0
Federal-Aid	20	20	0	0	0	0	0	0	0	0	0
Special	2,893	2,893	2	0	0	0	0	0	0	0	0
Other	4,898	0	0	0	0	2,398	2,500	0	0	4,898	0

Classification:

STATE - Major Collector

FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 20,800 (Phase 2)
(2022) 14,000 (Phase 3)

PROJECTED 33,500 (Phase 2)
(2042) 22,300 (Phase 3)

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Montgomery County - LINE 11

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Bridge Replacement/Rehabilitation				
MO5001	-	CLEANING AND PAINTING OF BRIDGES 1503700, 1504300, 1517201, 1517202, 1517301, 1517302, 1517401, AND 1517402	\$ 3,580	FY 2023
Resurface/Rehabilitate				
MO3752	US29	COLESVILLE ROAD - SAFETY AND RESURFACE MD 97 TO ST. ANDREW'S WAY	\$ 2,406	Completed
XX131A	-	PATCHING VARIOUS LOCATIONS IN MONTGOMERY COUNTY	\$ 8,103	Completed
XY6151	-	AT VARIOUS LOCATIONS IN MONTGOMERY COUNTY	\$ 11,422	Completed
MO0311	MD195	CARROLL AVE-SAFETY AND RESURFACE-FROM DC LINE TO MD 193	\$ 2,864	FY 2023
XY8151	-	AT VARIOUS LOCATIONS IN MONTGOMERY COUNTY	\$ 25,176	FY 2023
MO0291	MD108	MAIN STREET; OLNEY MILL ROAD TO BROOKE ROAD	\$ 4,842	Under Construction
MO0521	US29	COLESVILLE ROAD -SAFETY AND RESURFACE ST. ANDREWS WAY TO STEWARTS LANE	\$ 8,238	Under Construction
XX131D	-	AT VARIOUS LOCATIONS IN MONTGOMERY COUNTY	\$ 5,594	Under Construction
XY7151	-	AT VARIOUS LOCATIONS IN MONTGOMERY COUNTY	\$ 16,932	Under Construction
TMDL Compliance				
MO0321	-	TMDL STREAM RESTORATION OF WATTS BRANCH TRIBUTARY AT PLYMOUTH WOODS	\$ 1,769	FY 2023
Transportation Alternatives Program				
MO0201	-	FOREST GLEN ROAD SIDEWALKS	\$ 248	Design Underway
MO0591	MD355	NORTH FREDERICK ROAD-SHARED USE PATH AND SIDEWALK-CLARKSBURG	\$ 651	Design Underway
MO0251	-	SCOTT-VEIRS DRIVE SHARED USE PATH	\$ 60	FY 2023
MO0991	-	TAKOMA PARK IMPROVEMENT 2020	\$ 86	FY 2023
MO0992	-	ENHANCING BIKING AND BIKE SAFETY IN TAKOMA PARK PROJECT	\$ 50	FY 2023
MO9561	-	NORTH STONESTREET AVENUE - SIDEWALK IMPROVEMENTS	\$ 329	FY 2023
MOA151	-	FALLS ROAD SHARED USE PATH	\$ 1,230	FY 2023
MOA161	MD187	OLD GEORGETOWN ROAD AT CORDELL AVENUE	\$ 20	FY 2023
MONEW8	MD188	WILSON LANE; AT CORDELL AVENUE PEDESTRIAN SAFETY IMPROVEMENTS	\$ 47	FY 2023
MO0221	-	NORTH BRANCH HIKER-BIKER TRAIL	\$ 2,000	FY 2024
MONEW9	-	MD 355 CLARKSBURG SHARED USE PATH	\$ 3,673	FY 2024

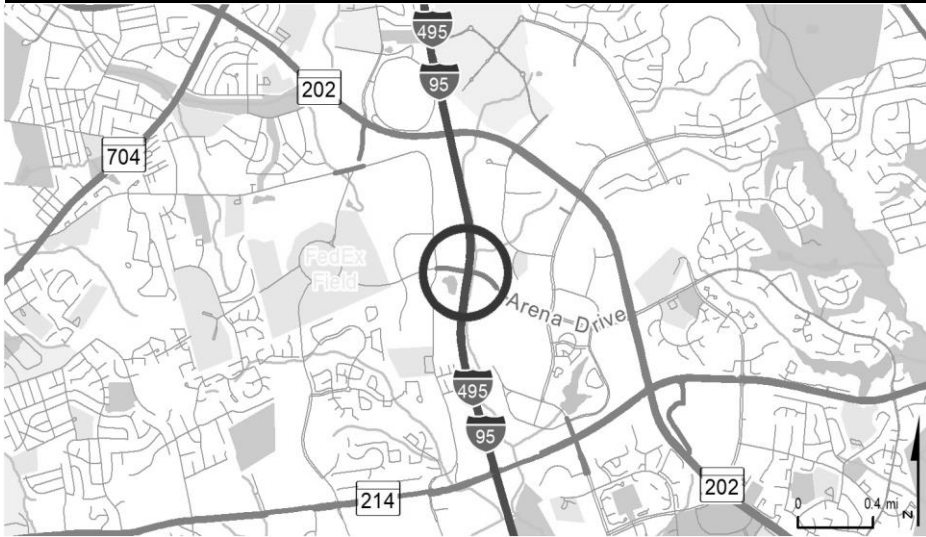
MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Montgomery County - LINE 11

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Truck Weight				
MO3592	IS270	DWIGHT D EISENHOWER MEMORIAL HIGHWAY-WEIGH STATION-AT SOUTHBOUND WEIGH STATION	\$ 5,983	Completed



PRINCE GEORGE'S COUNTY

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

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

EXPLANATION: This project will address existing congestion and will accommodate increasing traffic volumes associated with future growth.

PROJECT: I-95/I-495, Capital Beltway

DESCRIPTION: A project to upgrade the existing I-95/I-495 interchange at Medical Center Drive (formerly Arena Drive).

PURPOSE & NEED SUMMARY STATEMENT: This project will address existing congestion and will accommodate increasing traffic volumes associated with future growth.

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

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

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: The funding increase of \$95.0 million is due to addition of right-of-way, utility, and construction funding. Additional project funding enabled by IJIA increases.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	9,688	188	188	2,600	3,050	2,800	1,050	0	0	9,500	0
Right-of-way	4,968	0	0	0	1,242	1,863	1,863	0	0	4,968	0
Utilities	2,000	0	0	0	0	0	909	1,091	0	2,000	0
Construction	87,848	0	0	0	0	0	0	12,822	20,946	33,768	54,080
Total	104,504	188	188	2,600	4,292	4,663	3,822	13,913	20,946	50,236	54,080
Federal-Aid	94,072	187	187	2,340	3,863	4,197	3,440	12,522	18,851	45,213	48,672
Special	10,432	1	1	260	429	466	382	1,391	2,095	5,023	5,408
Other	0	0	0	0	0	0	0	0	0	0	0

STIP REFERENCE #PGA201 12/01/2022

Classification:

STATE - Principle Arterial

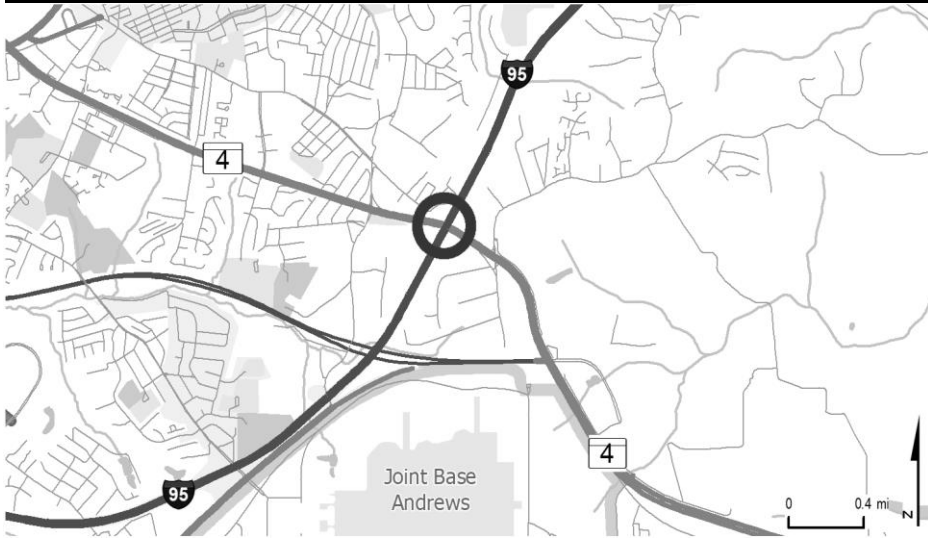
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 216000
(2022)

PROJECTED 249100
(2042)

**PROJECT:** I-95, Capital Beltway**DESCRIPTION:** Replacement of Bridge Nos. 1615905 and 1615906 over MD 4.**PURPOSE & NEED SUMMARY STATEMENT:** The existing structures, built in 1963, are nearing the end of their useful service life.**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 | |

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

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

STATUS: Engineering underway.**EXPLANATION:** The existing structures, built in 1963, are nearing the end of their useful service life.**SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:** Added to the Construction program. Additional project funding enabled by IIJA increases.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,212	388	258	358	466	0	0	0	0	824	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	2,000	0	0	0	1,500	500	0	0	0	2,000	0
Construction	35,000	0	0	0	0	5,656	12,197	17,147	0	35,000	0
Total	38,212	388	258	358	1,966	6,156	12,197	17,147	0	37,824	0
Federal-Aid	34,377	258	258	356	1,814	5,540	10,977	15,432	0	34,119	0
Special	3,835	130	0	2	152	616	1,220	1,715	0	3,704	0
Other	0	0	0	0	0	0	0	0	0	0	0

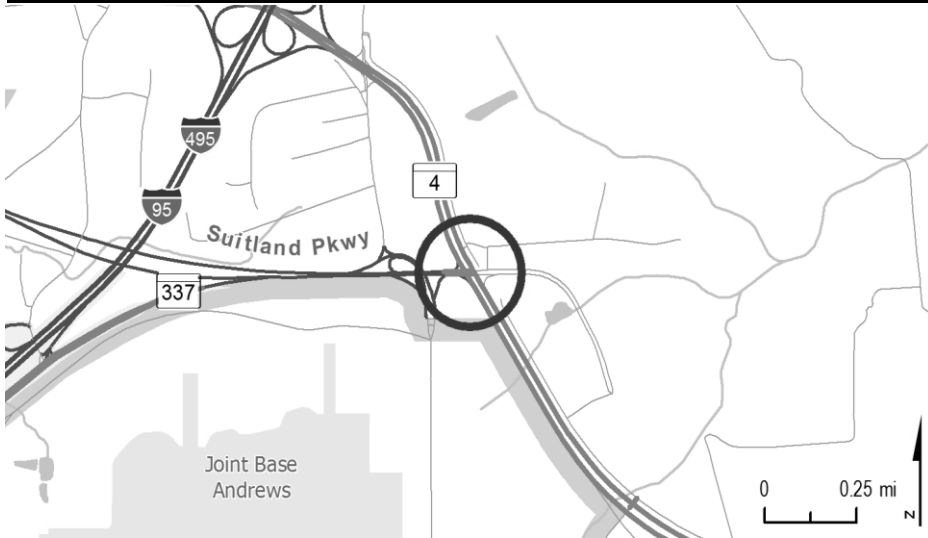
Classification:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Interstate

Estimated Annual Average Daily Traffic (vehicles per day)CURRENT 207700
(2022)PROJECTED 236600
(2042)

**PROJECT:** MD 4, Pennsylvania Avenue**DESCRIPTION:** Construct a new interchange at MD 4 and Suitland Parkway. Bicycles and pedestrians will be accommodated where appropriate. (BRAC Related)**PURPOSE & NEED SUMMARY STATEMENT:** Severe traffic congestion occurs during peak hours and will increase with planned development in the immediate area. This project will relieve existing congestion and will accommodate increasing traffic volumes associated with future growth.**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

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

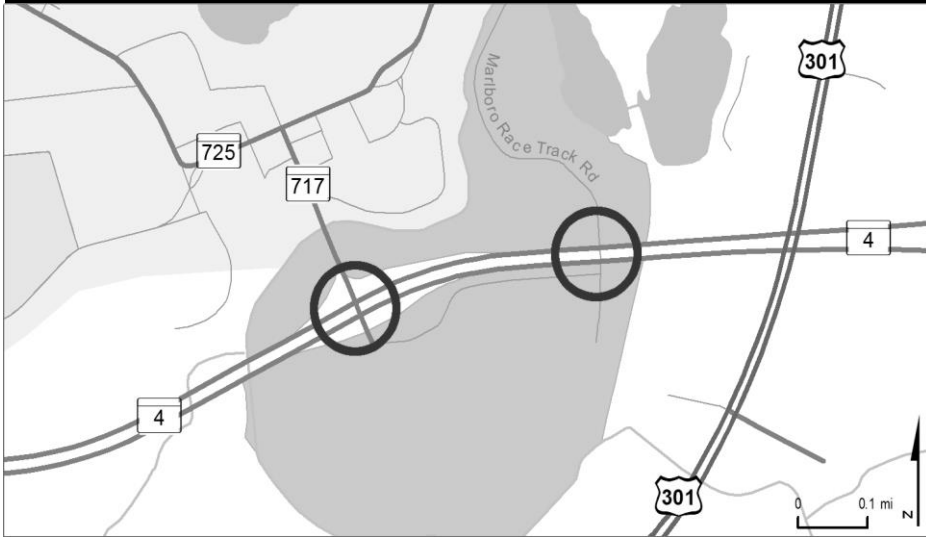
SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

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

STATUS: Construction and Utility work to begin this current fiscal year.**EXPLANATION:** The new interchange at MD 4 and Suitland Parkway will facilitate enhanced access to an area that is planned for growth and economic development. In addition, the project will improve safety and reduce congestion at this location.**SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:** The funding increase of \$74.3 million is due to the latest engineer's estimate accounting for the latest construction cost increases.**POTENTIAL FUNDING SOURCE:**☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	19,935	17,435	4,919	2,500	0	0	0	0	0	2,500	0
Right-of-way	12,233	10,000	24	340	1,893	0	0	0	0	2,233	0
Utilities	15,535	8,674	212	6,861	0	0	0	0	0	6,861	0
Construction	234,941	37,390	1,202	10,343	49,646	46,544	46,543	35,166	9,309	197,551	0
Total	282,644	73,500	6,357	20,044	51,539	46,544	46,543	35,166	9,309	209,145	0
Federal-Aid	229,568	40,109	521	10,098	48,678	44,216	44,216	33,408	8,843	189,460	0
Special	50,913	31,228	6,116	9,946	2,861	2,327	2,327	1,758	465	19,685	0
Other	2,163	2,163	(280)	0	0	0	0	0	0	0	0

Classification:**STATE -** Intermediate Arterial**FEDERAL -** Freeway/Expressway**STATE SYSTEM:** Primary**Estimated Annual Average Daily Traffic (vehicles per day)****CURRENT** 72900
(2022)**PROJECTED** 110000
(2042)

**PROJECT:** MD 4, Pennsylvania Avenue**DESCRIPTION:** Replacement of the bridge decks for Bridge Nos. 1609903 and 1609904 over MD 717, and full replacement of Bridge Nos. 1610803 and 1610804 over Race Track Road.**PURPOSE & NEED SUMMARY STATEMENT:** The existing structures, built in 1960, are nearing the end of their useful service lives. One of the bridges over MD 717 is rated poor based on deck condition. The bridges over Race Track Road are fair rated with restrictive under-clearance.**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 | |

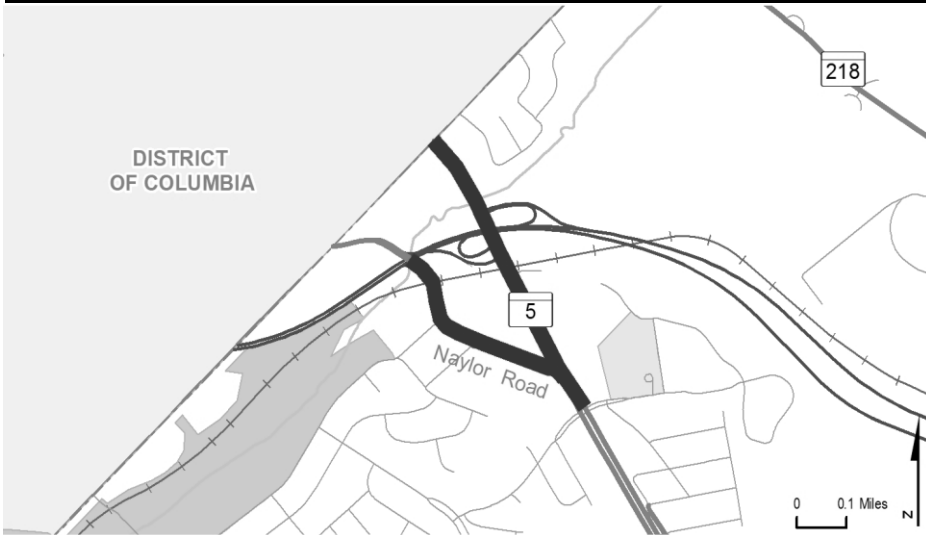
SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

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

STATUS: Engineering underway.**EXPLANATION:** The existing structures, built in 1960, are nearing the end of their useful service lives.**SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2022				...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,802	1,081	434	493	228	0	0	0	0	721	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	20,686	0	0	0	6,193	9,095	5,398	0	0	20,686	0
Total	22,488	1,081	434	493	6,421	9,095	5,398	0	0	21,407	0
Federal-Aid	20,780	597	434	376	6,038	8,640	5,128	0	0	20,183	0
Special	1,708	484	0	117	383	455	270	0	0	1,224	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:**STATE -** Intermediate Arterial**FEDERAL -** Freeway/Expressway**STATE SYSTEM:** Primary**Estimated Annual Average Daily Traffic (vehicles per day)****CURRENT** 60600
(2022)**PROJECTED** 65400
(2042)



PROJECT: MD 5, Branch Ave, and MD 637, Naylor Road

DESCRIPTION: Construct roadway and streetscape, including sidewalks and crosswalks, on MD 5 from Curtis Drive to Southern Avenue (1.2 miles), and on MD 637 (Naylor Road) from MD 5 to Suitland Parkway (1.4 miles).

PURPOSE & NEED SUMMARY STATEMENT: This project will provide greater multi-modal access to the Naylor Road Metro Station, and will enhance safety for vulnerable users and connectivity in the vicinity of the station.

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

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

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

STATUS: Construction underway.

EXPLANATION: This project will provide greater multi-modal access to the Naylor Road Metro Station, and will enhance pedestrian safety and connectivity in the vicinity of the station.

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,429	4,429	0	0	0	0	0	0	0	0	0
Right-of-way	1,043	1,040	150	3	0	0	0	0	0	3	0
Utilities	183	183	0	0	0	0	0	0	0	0	0
Construction	18,644	17,446	4,640	1,198	0	0	0	0	0	1,198	0
Total	24,300	23,099	4,790	1,202	0	0	0	0	0	1,202	0
Federal-Aid	9,861	8,675	4,565	1,185	0	0	0	0	0	1,185	0
Special	14,440	14,423	226	16	0	0	0	0	0	16	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

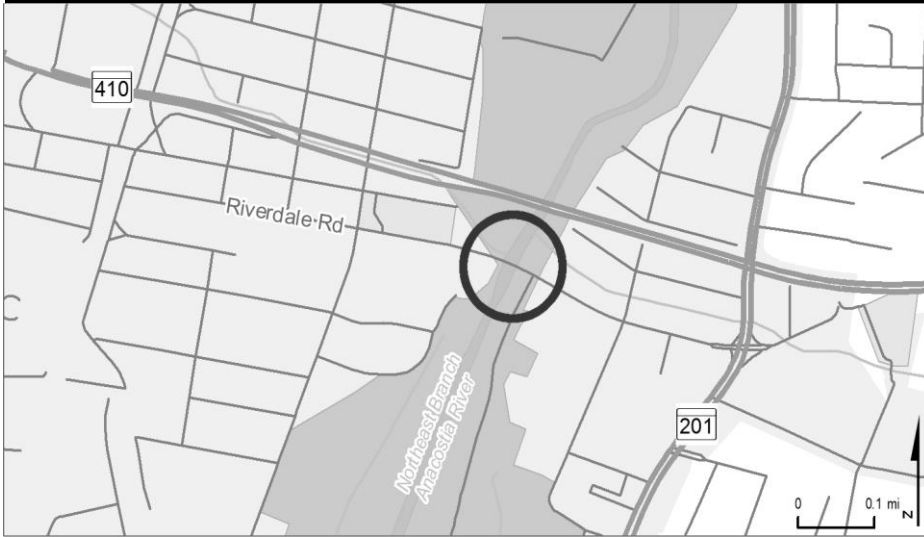
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 34,400 (MD 5)
(2022) 21,000 (MD 637)

PROJECTED 41,300 (MD 5)
(2042) 25,000 (MD 637)

**PROJECT:** MD 277, Riverdale Road**DESCRIPTION:** Replacement of Bridge No. 1609000 over Northeast Branch Anacostia River.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1931, is nearing the end of its useful service life and is rated poor based on deck and superstructure condition. The new bridge will provide shoulders and sidewalks to improve safety for vulnerable users.

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 | |

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

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

STATUS: Engineering underway.**SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:** None.

POTENTIAL FUNDING SOURCE:											
						<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,297	1,230	358	67	0	0	0	0	0	67	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	8,274	0	0	0	1,154	4,316	2,804	0	0	8,274	0
Total	9,571	1,230	358	67	1,154	4,316	2,804	0	0	8,341	0
Federal-Aid	8,358	432	353	66	1,096	4,101	2,664	0	0	7,927	0
Special	1,213	798	5	1	58	216	140	0	0	415	0
Other	0	0	0	0	0	0	0	0	0	0	0

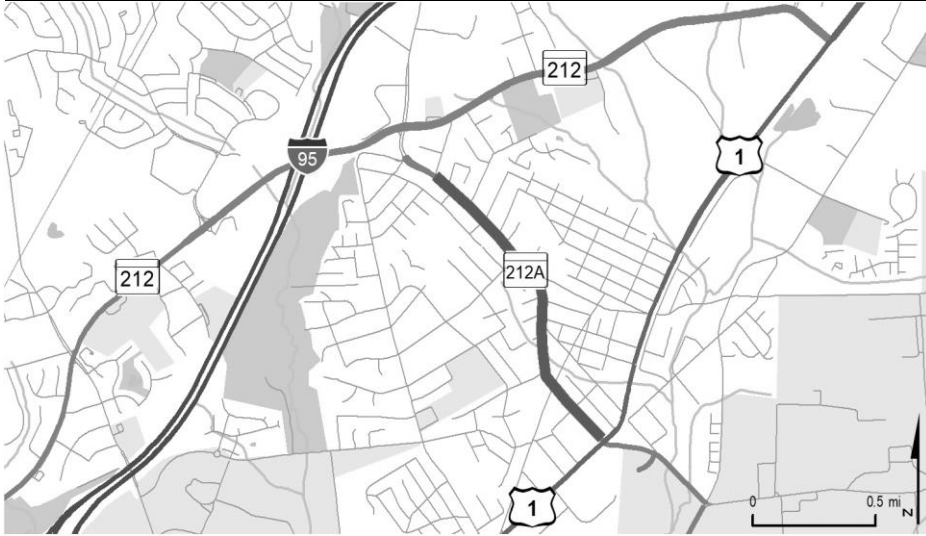
Classification:

STATE - Minor Collector

FEDERAL - Major Collector

STATE SYSTEM: N/A

Estimated Annual Average Daily Traffic (vehicles per day)CURRENT 5100
(2022)PROJECTED 7200
(2042)

**PROJECT:** MD 212A, Powder Mill Road**DESCRIPTION:** Reconstruct MD 212A from Pine Street to US 1 intersection. Project includes sidewalk and crosswalk improvements (1.6 miles).**PURPOSE & NEED SUMMARY STATEMENT:** The project provides traffic calming and enhances pedestrian safety along the roadway.**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 checked="" type="checkbox"/> Better Transportation Choices & Connections | |

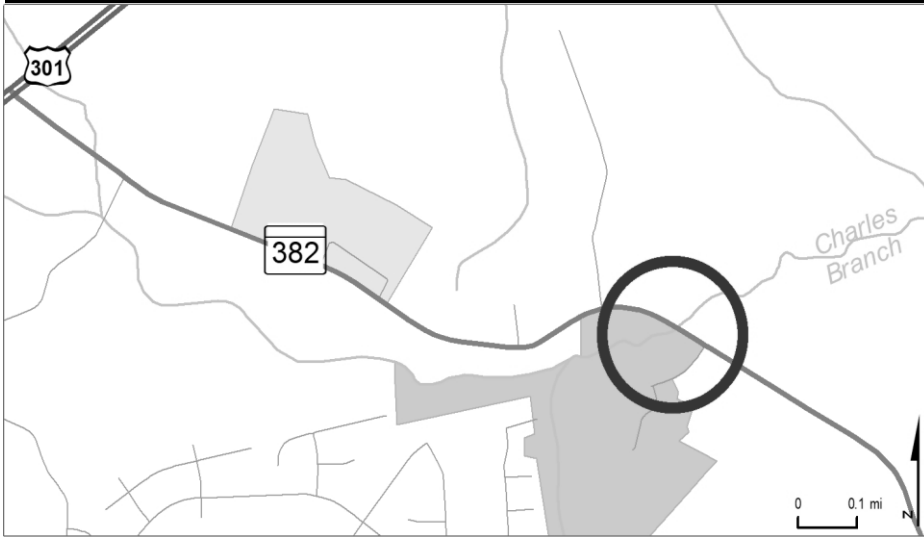
SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

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

STATUS: Construction underway.**EXPLANATION:** This project enhances pedestrian safety with the provision of sidewalk and crosswalk improvements.**SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:** The cost increase of \$1.7 million is primarily due to costs associated with construction and capital program costs.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,147	5,147	0	0	0	0	0	0	0	0	0
Right-of-way	3,300	3,242	81	58	0	0	0	0	0	58	0
Utilities	2,431	454	140	1,977	0	0	0	0	0	1,977	0
Construction	19,910	12,379	5,437	7,531	0	0	0	0	0	7,531	0
Total	30,789	21,222	5,658	9,566	0	0	0	0	0	9,566	0
Federal-Aid	21,966	14,595	5,259	7,370	0	0	0	0	0	7,370	0
Special	5,416	5,206	399	210	0	0	0	0	0	210	0
Other	3,407	1,421	0	1,986	0	0	0	0	0	1,986	0

Classification:**STATE -** Minor Arterial**FEDERAL -** Minor Arterial**STATE SYSTEM:** Secondary**Estimated Annual Average Daily Traffic (vehicles per day)****CURRENT** 19900
(2022)**PROJECTED** 25000
(2042)

**PROJECT:** MD 382, Croom Road**DESCRIPTION:** Replacement of Bridge No.1606100 over Charles Branch.**PURPOSE & NEED SUMMARY STATEMENT:** The original structure, built in 1933, is nearing the end of its useful service life and is rated poor based on superstructure condition.**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 | |

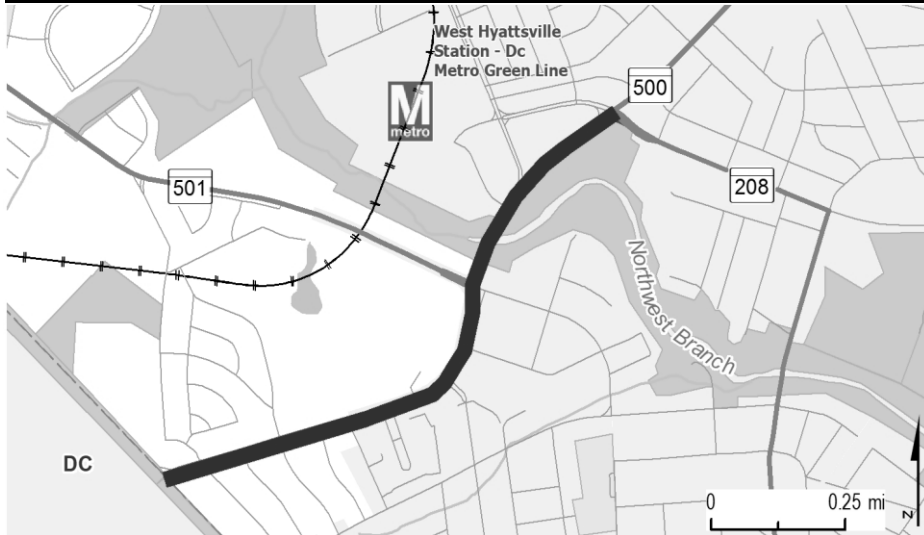
SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

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

STATUS: Engineering underway.**EXPLANATION:** The existing structure is rated poor.**SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,430	998	118	432	0	0	0	0	0	432	0
Right-of-way	86	18	8	23	34	11	0	0	0	68	0
Utilities	335	0	0	335	0	0	0	0	0	335	0
Construction	3,310	0	0	745	2,565	0	0	0	0	3,310	0
Total	5,160	1,016	126	1,534	2,599	11	0	0	0	4,144	0
Federal-Aid	4,074	123	96	1,470	2,471	11	0	0	0	3,951	0
Special	1,086	893	30	65	128	0	0	0	0	193	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:**STATE -** Major Collector**FEDERAL -** Major Collector**STATE SYSTEM:** Secondary**Estimated Annual Average Daily Traffic (vehicles per day)****CURRENT** 1300
(2022)**PROJECTED** 5200
(2042)

**PROJECT:** MD 500, Queens Chapel Road**DESCRIPTION:** Construct landscaped median with sidewalk and crosswalk improvements from MD 208 (Hamilton Street) to Eastern Avenue (1.2 miles).**PURPOSE & NEED SUMMARY STATEMENT:** This project provides traffic calming and enhances safety for vulnerable users.**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

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

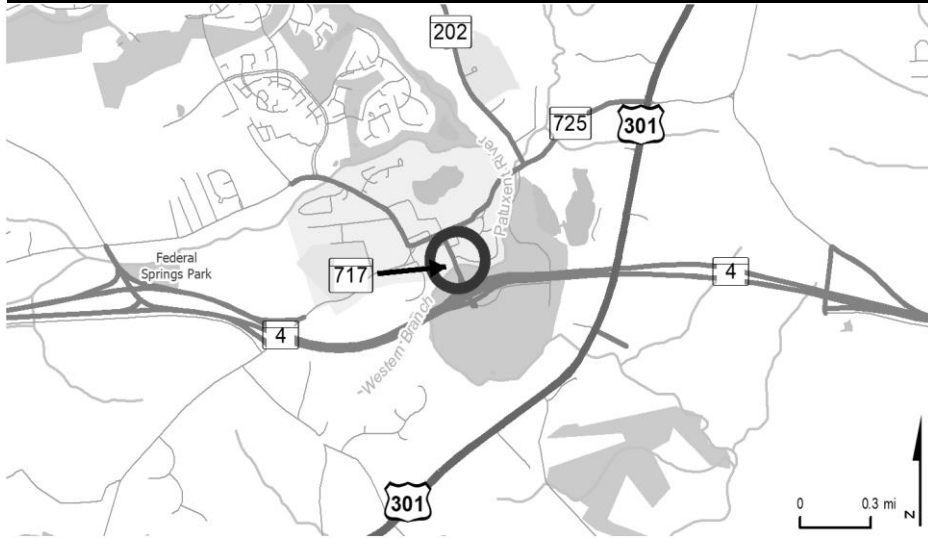
SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

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

STATUS: Construction underway.**SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:** None.

POTENTIAL FUNDING SOURCE:											
						<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,456	4,456	2	0	0	0	0	0	0	0	0
Right-of-way	1,838	1,830	76	8	0	0	0	0	0	8	0
Utilities	1,088	1	0	1,087	0	0	0	0	0	1,087	0
Construction	15,743	14,267	5,469	1,476	0	0	0	0	0	1,476	0
Total	23,126	20,555	5,547	2,571	0	0	0	0	0	2,571	0
Federal-Aid	15,344	13,473	5,441	1,871	0	0	0	0	0	1,871	0
Special	7,782	7,082	106	700	0	0	0	0	0	700	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:**STATE -** Minor Arterial**FEDERAL -** Minor Arterial**STATE SYSTEM:** Secondary**Estimated Annual Average Daily Traffic (vehicles per day)**CURRENT 34700
(2022)PROJECTED 42200
(2042)

**PROJECT:** MD 717, Water Street**DESCRIPTION:** Replacement of Bridge No. 1610900 over Western Branch.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1900, is nearing the end of its useful service life. The project will reduce the frequency of flooding in this area and provide improved pedestrian facilities.

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

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 checked="" type="checkbox"/> Better Transportation Choices & Connections | |

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

STATUS: Engineering underway.

EXPLANATION: The existing structure, built in 1900, is nearing the end of its useful service life. The project will reduce the frequency of flooding in this area and provide improved pedestrian facilities.

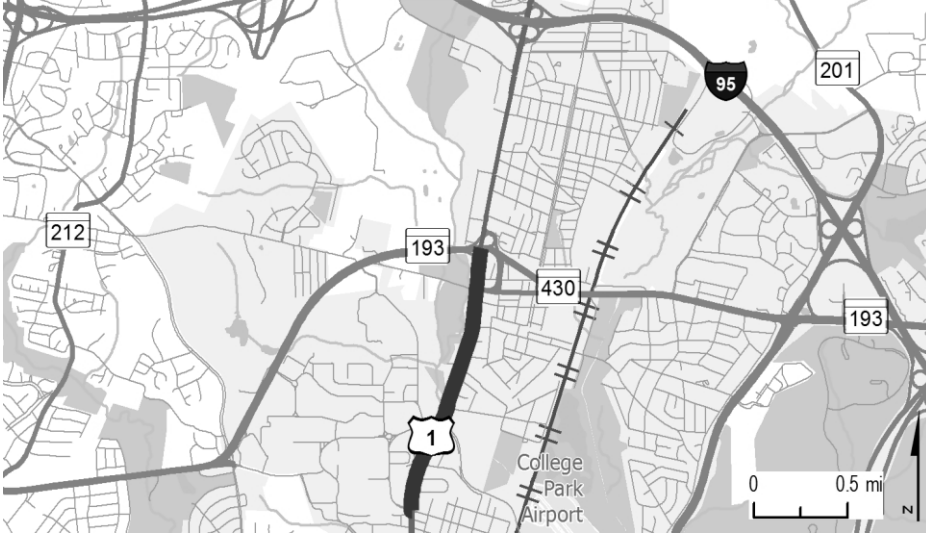
SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: Added to the Construction program. Additional project funding enabled by IIJA increases.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,899	1,769	290	104	26	0	0	0	0	130	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	10,343	0	0	0	3,656	3,105	3,582	0	0	10,343	0
Total	12,242	1,769	290	104	3,682	3,105	3,582	0	0	10,473	0
Federal-Aid	9,715	331	239	57	3,308	2,795	3,224	0	0	9,384	0
Special	2,527	1,438	51	47	374	311	358	0	0	1,089	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:**STATE -** Minor Arterial**FEDERAL -** Minor Arterial**STATE SYSTEM:** Secondary**Estimated Annual Average Daily Traffic (vehicles per day)**CURRENT 7700
(2022)PROJECTED 9400
(2042)

**PROJECT:** US 1, Baltimore Avenue**DESCRIPTION:** Reconstruct US 1 from College Avenue to MD 193 (Segment 1). Includes bicycle and pedestrian improvements (1.5 miles).**PURPOSE & NEED SUMMARY STATEMENT:** There are significant mobility needs along this segment of US 1. This project will improve traffic operations, pedestrian circulation, and safety. This project will also accommodate planned revitalization within College Park.**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 checked="" type="checkbox"/> Better Transportation Choices & Connections | |

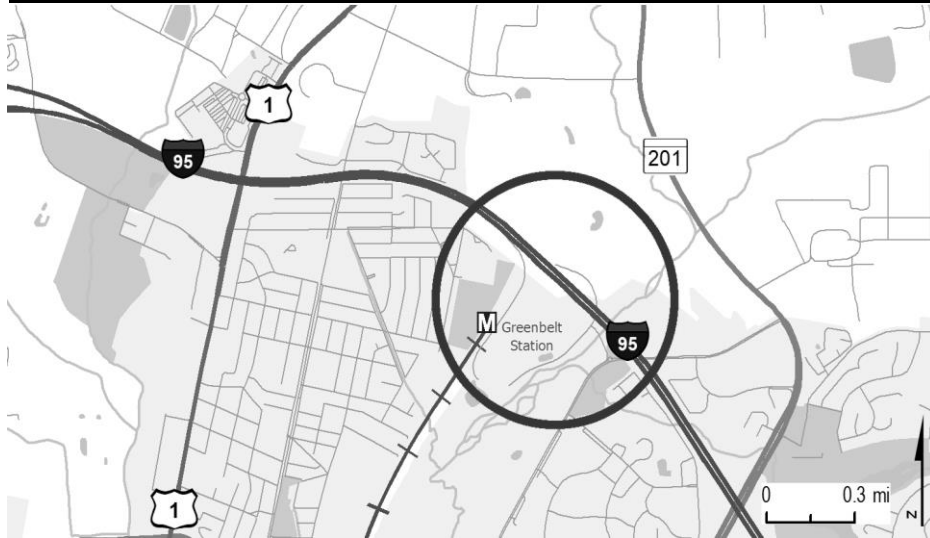
SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

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

STATUS: Construction underway.**EXPLANATION:** This project will improve traffic operations while enhancing bicycle and pedestrian mobility and safety.**SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:** The cost increase of \$1.6M is due to additional right of way and capital program costs.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	9,672	9,672	0	0	0	0	0	0	0	0	0
Right-of-way	5,738	5,056	512	631	51	0	0	0	0	682	0
Utilities	4,080	408	0	2,750	922	0	0	0	0	3,672	0
Construction	34,154	18,360	9,314	7,436	8,358	0	0	0	0	15,794	0
Total	53,643	33,495	9,826	10,817	9,331	0	0	0	0	20,148	0
Federal-Aid	41,766	22,575	7,622	10,051	9,140	0	0	0	0	19,191	0
Special	9,404	8,447	652	766	191	0	0	0	0	957	0
Other	2,473	2,473	1,552	0	0	0	0	0	0	0	0

Classification:**STATE -** Intermediate Arterial**FEDERAL -** Other Principal Arterial**STATE SYSTEM:** Secondary**Estimated Annual Average Daily Traffic (vehicles per day)**CURRENT 35800
(2022)PROJECTED 55800
(2042)



PROJECT: I-95/I-495, Capital Beltway

DESCRIPTION: Construct a full interchange along I-95/I-495 at the Greenbelt Metro Station and extensions of acceleration and deceleration lanes along I-95/I-495 from US 1 to MD 201.

PURPOSE & NEED SUMMARY STATEMENT: This interchange would improve traffic operations on mainline I-95/I-495 and improve access to the Greenbelt Metro Station.

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

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

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

STATUS: Engineering pending FBI relocation decision.

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	1,561	1,561	0	0	0	0	0	0	0	0	0
Engineering	13,772	10,776	3	2,996	0	0	0	0	0	2,996	0
Right-of-way	129	129	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	824	824	0	0	0	0	0	0	0	0	0
Total	16,287	13,291	3	2,996	0	0	0	0	0	2,996	0
Federal-Aid	1,426	1,426	0	0	0	0	0	0	0	0	0
Special	14,861	11,865	3	2,996	0	0	0	0	0	2,996	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

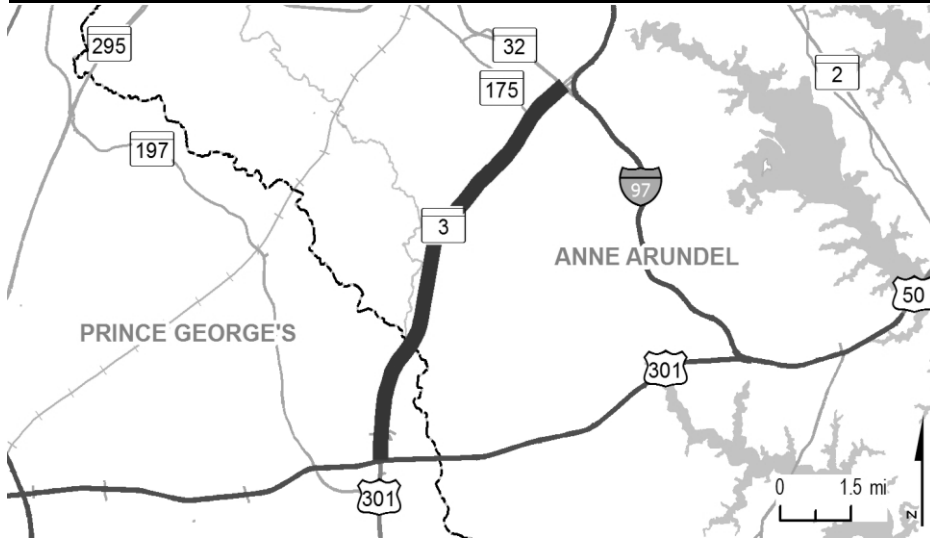
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 216900
(2022)

PROJECTED 246200
(2042)



PROJECT: MD 3, Robert Crain Highway

DESCRIPTION: Study to upgrade MD 3 from US 50 to MD 32 to address safety and capacity concerns (8.9 miles). Bicycle and pedestrian access will be provided where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: This project will improve safety and operations and relieve congestion in this heavily traveled corridor.

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

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

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	3,872	3,872	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	4,673	4,673	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	8,545	8,545	0	0	0	0	0	0	0	0	0
Federal-Aid	3,098	3,098	0	0	0	0	0	0	0	0	0
Special	5,448	5,448	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

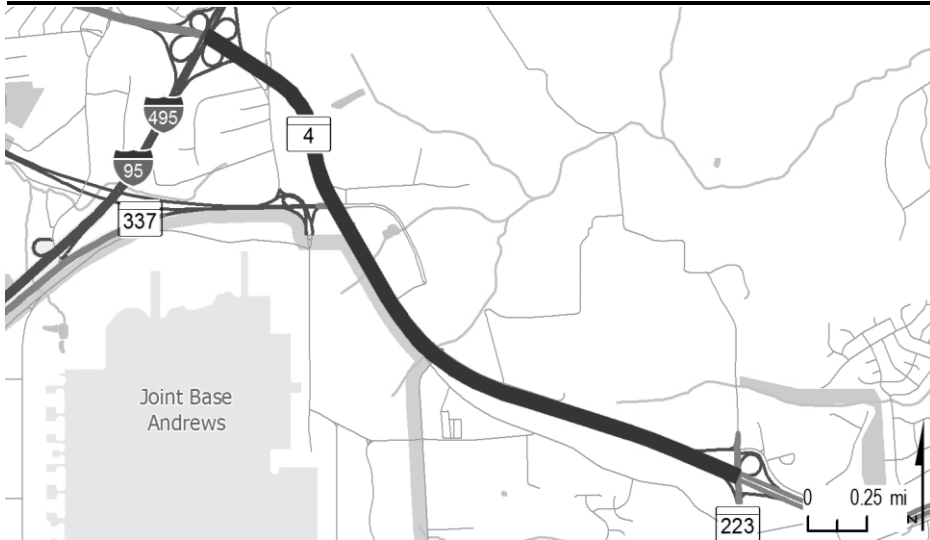
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 66,500 - 84,600
(2022)

PROJECTED 88,600 - 137,400
(2042)

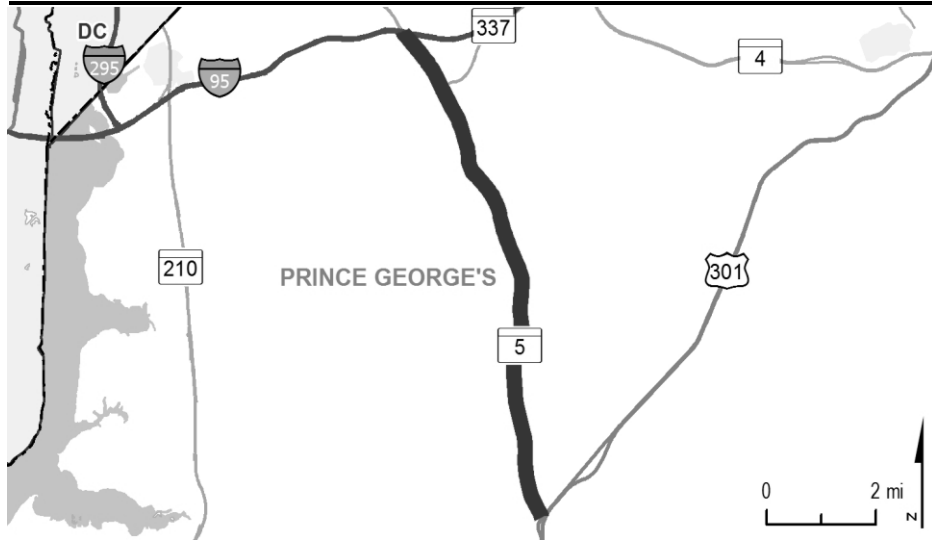
**PROJECT:** MD 4, Pennsylvania Avenue**DESCRIPTION:** Upgrade existing MD 4 to a multilane freeway from MD 223 to I-95/I-495 (Capital Beltway) (3.1 miles). Bicycles and pedestrians will be accommodated where appropriate. (BRAC Related)**PURPOSE & NEED SUMMARY STATEMENT:** Severe traffic congestion occurs during peak hours and will increase with planned development in the immediate area.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law

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

STATUS: Planning complete.**SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	1,615	1,615	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,615	1,615	0	0	0	0	0	0	0	0	0
Federal-Aid	786	786	0	0	0	0	0	0	0	0	0
Special	829	829	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:**STATE -** Intermediate Arterial**FEDERAL -** Freeway/Expressway**STATE SYSTEM:** Primary**Estimated Annual Average Daily Traffic (vehicles per day)**CURRENT 73700
(2022)PROJECTED 110100
(2042)

**PROJECT:** MD 5, Branch Avenue

DESCRIPTION: Project to upgrade existing MD 5 to a multilane freeway from US 301 interchange at T.B. to north of I-95/I-495 Capital Beltway (10.5 miles). Bicycles and pedestrians will be accommodated where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: There are mobility and safety concerns at several intersections along this section of MD 5, and traffic volumes will continue to increase as southern Prince George's County and Charles County continue to develop.

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

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

☐ Grandfathered
☒ Exception Will Be Required
☐ Exception Granted

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	4,084	4,084	0	0	0	0	0	0	0	0	0
Engineering	1,724	1,724	0	0	0	0	0	0	0	0	0
Right-of-way	8,169	8,169	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	13,977	13,977	0	0	0	0	0	0	0	0	0
Federal-Aid	7,368	7,368	0	0	0	0	0	0	0	0	0
Special	6,609	6,609	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 125000
(2022)

PROJECTED 146800
(2042)

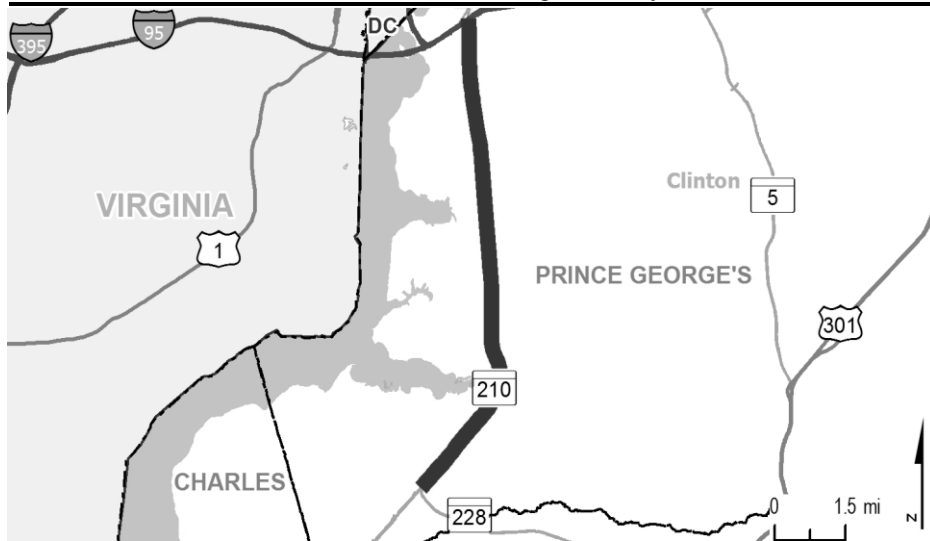
**PROJECT:** MD 5, Branch Avenue**DESCRIPTION:** Geometric improvements at MD 5 and Linda Lane.**PURPOSE & NEED SUMMARY STATEMENT:** Project improves operations at MD 5 and Linda Lane.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law

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

STATUS: Project on hold.**SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	435	435	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	435	435	0	0	0	0	0	0	0	0	0
Federal-Aid	398	398	0	0	0	0	0	0	0	0	0
Special	36	36	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:**STATE** - Principal Arterial**FEDERAL** - Freeway/Expressway**STATE SYSTEM:** Primary**Estimated Annual Average Daily Traffic (vehicles per day)**CURRENT 127700
(2022)PROJECTED 153500
(2042)

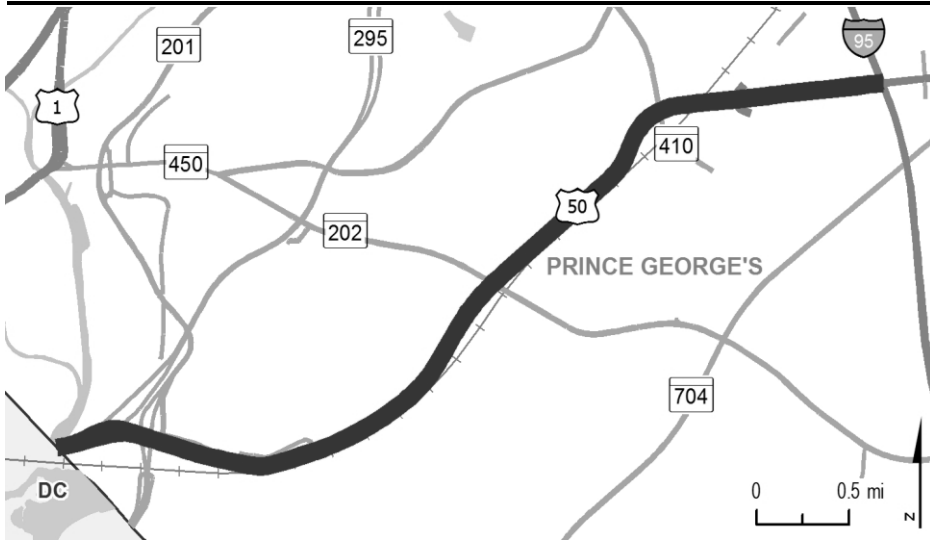
**PROJECT:** MD 210, Indian Head Highway**DESCRIPTION:** Project to improve mobility along MD 210 and improve intersections from I-95/I-495 to MD 228 (10.0 miles). Bicycles and pedestrians will be accommodated where appropriate.**PURPOSE & NEED SUMMARY STATEMENT:** Increased development along this corridor has caused MD 210 to have severe congestion during peak periods.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law

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

STATUS: Preliminary engineering underway for Palmer Road/ Livingston Road and Old Fort Road (south) interchange. County is contributing \$1.0 million for engineering.**SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:** The funding increase of \$1.0 million is for preliminary engineering activities.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	2,523	2,523	0	0	0	0	0	0	0	0	0
Engineering	12,015	1	0	1,750	3,050	2,750	2,750	1,714	0	12,014	0
Right-of-way	982	982	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	15,519	3,505	0	1,750	3,050	2,750	2,750	1,714	0	12,014	0
Federal-Aid	11,014	0	0	1,500	2,800	2,500	2,500	1,714	0	11,014	0
Special	3,505	3,505	0	0	0	0	0	0	0	0	0
Other	1,000	0	0	250	250	250	250	0	0	1,000	0

Classification:**STATE -** Intermediate Arterial**FEDERAL -** Freeway/Expressway**STATE SYSTEM:** Primary**Estimated Annual Average Daily Traffic (vehicles per day)**CURRENT 81300
(2022)PROJECTED 122000
(2042)

**PROJECT:** US 50, John Hanson Highway**DESCRIPTION:** Feasibility study to investigate improving traffic capacity and operations for US 50 from the District of Columbia to MD 704 (5.0 miles).**PURPOSE & NEED SUMMARY STATEMENT:** This study identifies a series of improvements to address various mobility, safety, and operational concerns along this section of US 50.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law

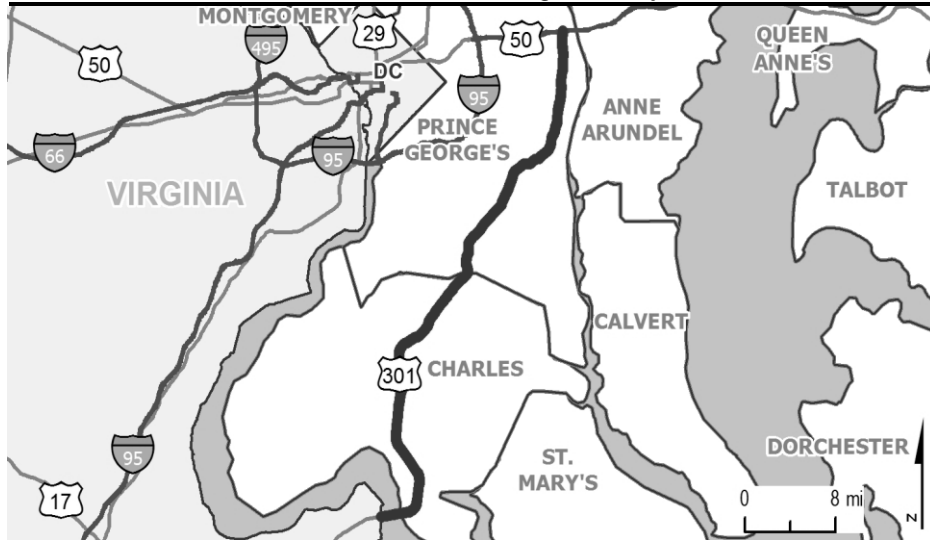
☒ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet to Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

STATUS: Planning complete.**SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	477	477	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	477	477	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	477	477	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:**STATE -** Principal Arterial**FEDERAL -** Freeway/Expressway**STATE SYSTEM:** Primary**Estimated Annual Average Daily Traffic (vehicles per day)****CURRENT** 76,700 - 147,300
(2022)**PROJECTED** 86,400 - 160,300
(2042)



PROJECT: US 301, South Corridor Transportation Study

DESCRIPTION: The South Corridor Transportation Study is a multimodal study of US 301 corridor highway and transit improvements between the Potomac River/Virginia state line and I-95/US 50 (50.3 miles).

PURPOSE & NEED SUMMARY STATEMENT: This study will address transportation needs along the US 301 corridor in Charles and Prince George's counties.

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

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

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	10,749	10,749	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	45,008	45,008	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	55,757	55,757	0	0	0	0	0	0	0	0	0
Federal-Aid	9,055	9,055	0	0	0	0	0	0	0	0	0
Special	46,702	46,702	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

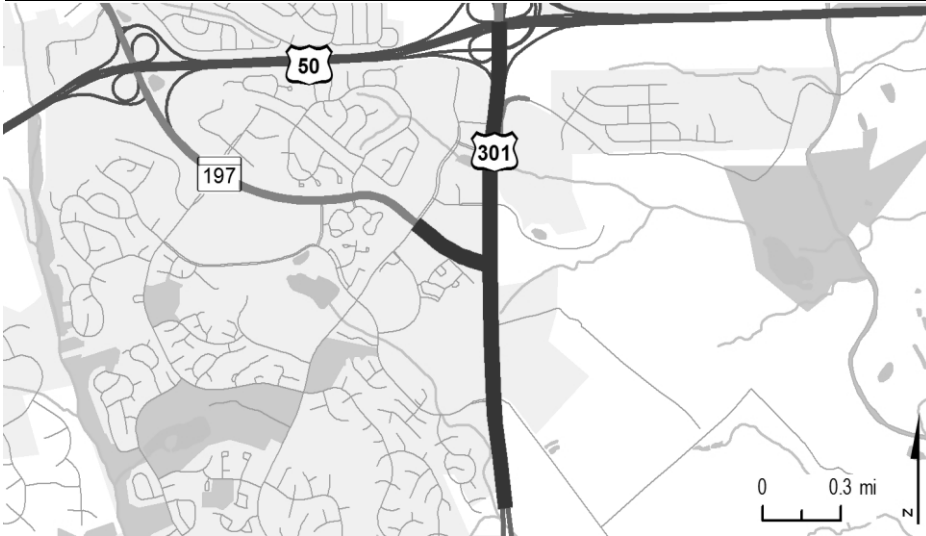
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 18,100 - 61,100 (Charles)
(2022) 99,500 (Prince George's)

PROJECTED 46,300 - 84,400 (Charles)
(2042) 130,100 (Prince George's)



PROJECT: US 301, Crain Highway

DESCRIPTION: Project to upgrade and widen US 301 from north of Mount Oak Road to US 50 (2.0 miles), and MD 197 from US 301 to Mitchellville Road (0.3 miles). Bicycles and pedestrians will be accommodated where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: Improvements are needed to accommodate the existing and projected high volumes of traffic generated by continuous growth along the US 301 corridor and to address existing safety problems.

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

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

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☐ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	2,504	2,504	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	2,504	2,504	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	2,504	2,504	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

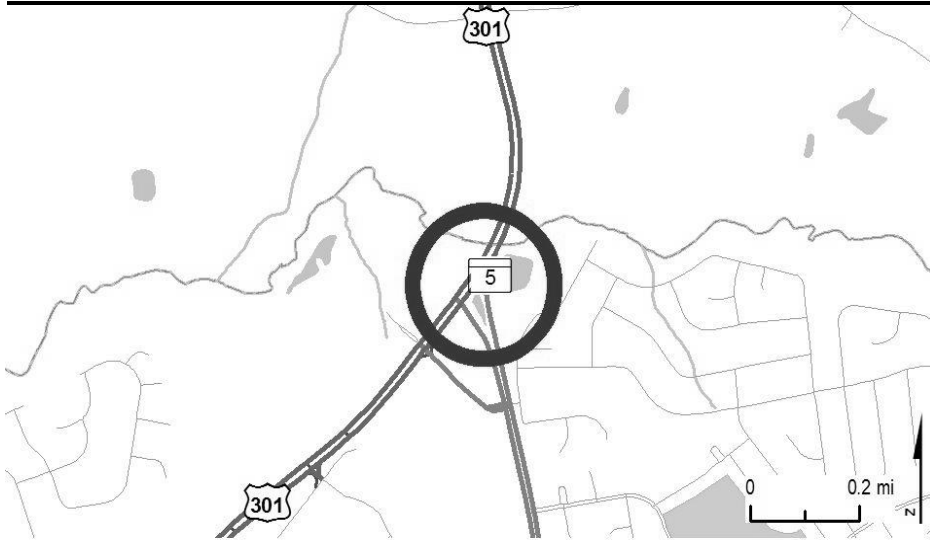
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 64,200 (US 301)
(2022) 19,100 (MD 197)

PROJECTED 75,600 (US 301)
(2042) 25,600 (MD 197)

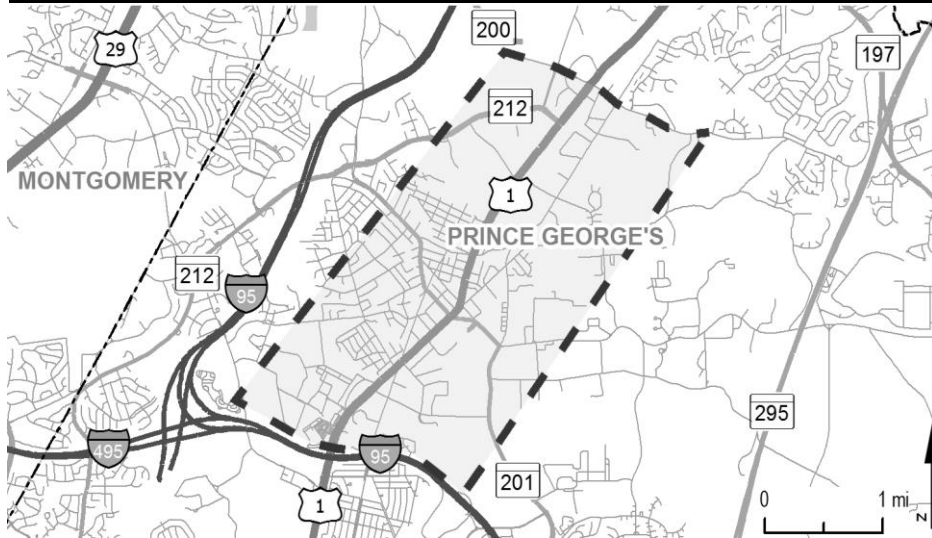
**PROJECT:** US 301, Crain Highway**DESCRIPTION:** Construct a new flyover from southbound US 301 to MD 5 (Mattawoman Beantown Road).**PURPOSE & NEED SUMMARY STATEMENT:** Project will improve safety and mobility for planned development.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject 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 checked="" type="checkbox"/> PFA Status Yet to Be Determined		<input type="checkbox"/> Exception Granted

STATUS: Project on hold.**SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:**STATE -** Primary Arterial**FEDERAL -** Other Principal Arterial**STATE SYSTEM:** Primary**Estimated Annual Average Daily Traffic (vehicles per day)****CURRENT** 99,500 (US 301)
(2022)**PROJECTED** 130,100 (US 301)
(2042)



PROJECT: MD 201 Extended and US 1, Baltimore Avenue

DESCRIPTION: Study of capacity improvements on MD 201 and US 1 from I-95/I-495 (Capital Beltway) to north of Muirkirk Road (7.1 miles). Bicycle and pedestrian access will be considered as part of this project.

PURPOSE & NEED SUMMARY STATEMENT: US 1 and MD 201 have significant mobility needs during peak periods. The industrial and employment centers in the area are being developed, which is expected to further increase traffic.

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

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

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	6,839	6,839	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	6,839	6,839	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	6,839	6,839	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Minor Arterial

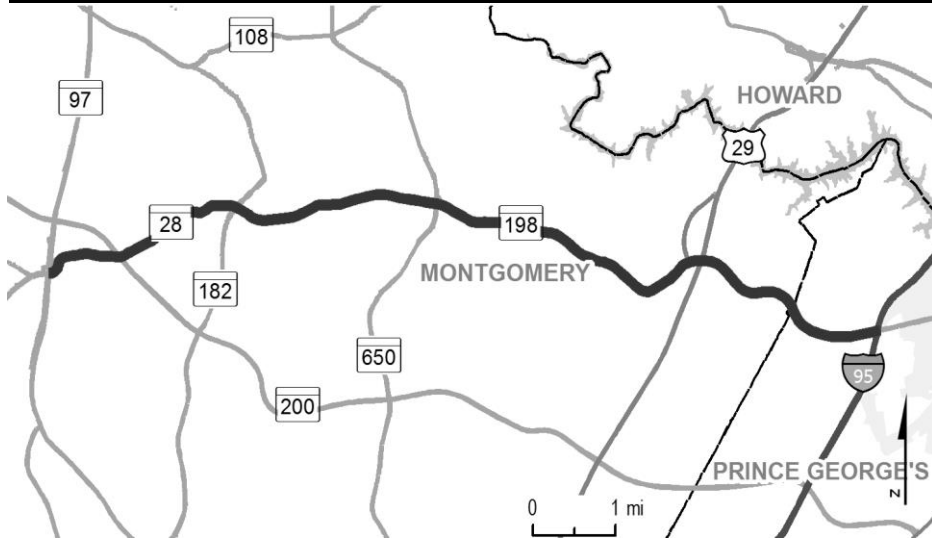
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 44700
(2022)

PROJECTED 60100
(2042)



PROJECT: MD 28, Norbeck Road, and MD 198, Spencerville Road/Sandy Spring Road

DESCRIPTION: Study of MD 28/MD 198 corridor safety, capacity, and operational improvements in Montgomery and Prince George's counties, between MD 97 and I-95 (11.1 miles). Bicycle and pedestrian accommodations will be included where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: This project will address safety, congestion, and operations in the MD 28/MD 198 corridor.

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

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

☐ Grandfathered
☒ Exception Will Be Required
☐ Exception Granted

STATUS: Planning underway for Segment D from Old Columbia Pike to US 29A.

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	9,200	8,522	422	628	50	0	0	0	0	678	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	2	2	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	9,202	8,524	422	628	50	0	0	0	0	678	0
Federal-Aid	3,206	3,206	0	0	0	0	0	0	0	0	0
Special	5,996	5,318	422	628	50	0	0	0	0	678	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Intermediate Arterial

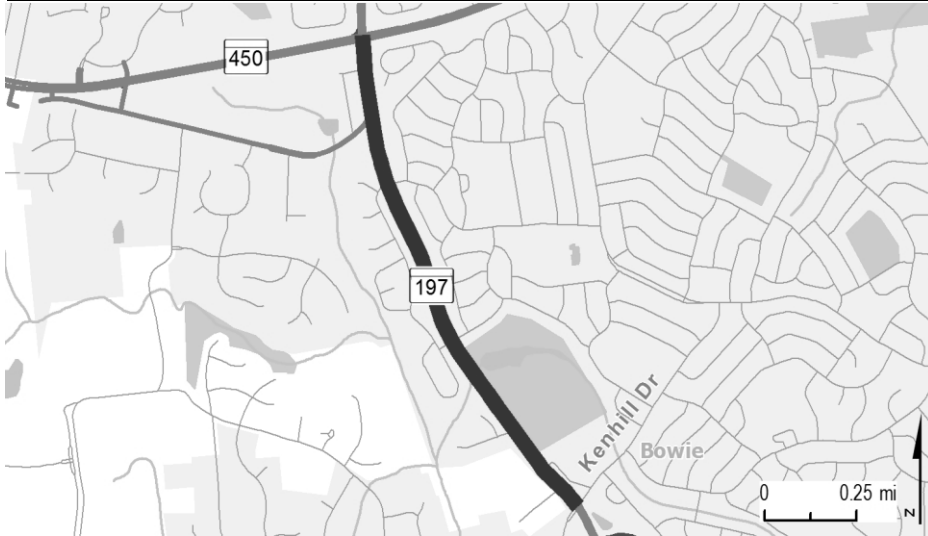
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 19,900 - 36,900 (MD 28)
(2022) 17,100 - 45,500 (MD 198)

PROJECTED 29,900 - 51,900 (MD 28)
(2042) 26,800 - 60,200 (MD 198)



PROJECT: MD 197, Collington Road

DESCRIPTION: Upgrade and widen existing MD 197 from two to four lanes from Kenhill Drive to MD 450 Relocated (1.4 miles). The shared-use path along northbound MD 197 will be realigned and enhanced with this project.

PURPOSE & NEED SUMMARY STATEMENT: Additional capacity needed to accommodate an increase in traffic volume and improve access in Bowie.

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

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

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

STATUS: Engineering underway. County contributed \$1.0 million to planning.

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: The funding increase of \$1.8M is to complete final design.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☒ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	1,757	1,762	130	(5)	0	0	0	0	0	(5)	0
Engineering	6,616	2,816	328	1,200	1,000	1,000	600	0	0	3,800	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	8,372	4,577	458	1,195	1,000	1,000	600	0	0	3,795	0
Federal-Aid	3,937	327	327	1,140	950	950	570	0	0	3,610	0
Special	3,436	3,251	131	55	50	50	30	0	0	185	0
Other	1,000	1,000	0	0	0	0	0	0	0	0	0

Classification:

STATE - Intermediate Arterial

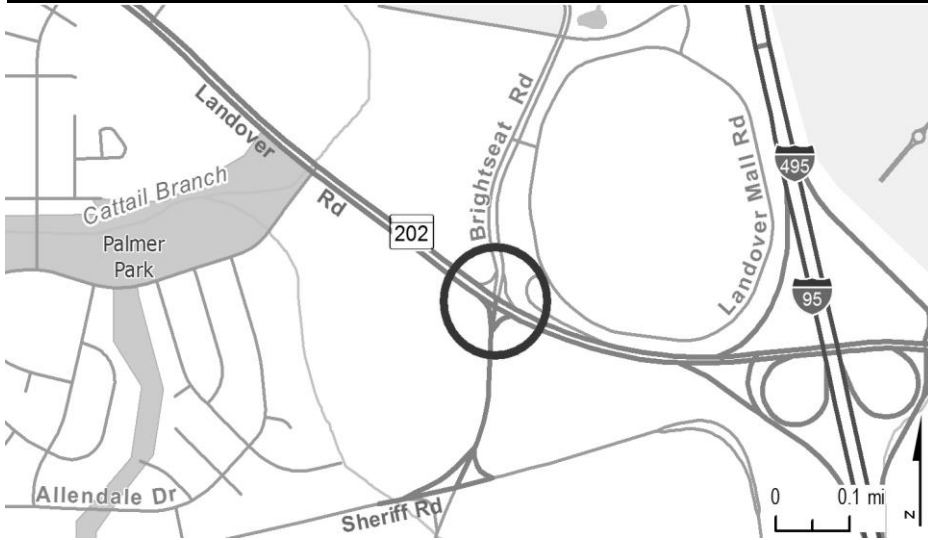
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 34000
(2022)

PROJECTED 43800
(2042)

**PROJECT:** MD 202, Largo Road

DESCRIPTION: Improve the MD 202 intersection at Brightseat Road. This improvement will enhance capacity, operations, and safety of the intersection. Pedestrian and bicycle facilities will be included where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: This project will provide improved access to the Landover Mall site which is being planned for revitalization by the County.

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

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

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	474	474	10	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	474	474	10	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	474	474	10	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 51100
(2022)

PROJECTED 67000
(2042)

**PROJECT:** MD 223, Piscataway Road**DESCRIPTION:** A study to establish a long term vision for the MD 223 Corridor from Steed Road to MD 4 (7.9 miles). Bicycle and pedestrian facilities will be included where appropriate.**PURPOSE & NEED SUMMARY STATEMENT:** Increased development along the MD 223 corridor has caused traffic congestion during peak hours. A long term vision for the corridor is needed, from which a series of short term safety and operational improvements can be developed and prioritized.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law

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

STATUS: : Corridor study complete.**SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	1,294	1,294	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,294	1,294	0	0	0	0	0	0	0	0	0
Federal-Aid	622	622	0	0	0	0	0	0	0	0	0
Special	671	671	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:**STATE -** Minor Arterial**FEDERAL -** Minor Arterial**STATE SYSTEM:** Secondary**Estimated Annual Average Daily Traffic (vehicles per day)**CURRENT 45200
(2022)PROJECTED 54800
(2042)



PROJECT: MD 450, Annapolis Road

DESCRIPTION: Upgrade and widen existing MD 450 to a multilane divided highway from Stonybrook Drive to west of MD 3 (1.4 miles). Bicycle and pedestrian facilities will be included where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: Additional capacity needed to accommodate increasing volumes of traffic. This improvement would provide better access to developing areas of central Prince George's County.

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

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

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,529	1,529	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,529	1,529	0	0	0	0	0	0	0	0	0
Federal-Aid	1,181	1,181	0	0	0	0	0	0	0	0	0
Special	347	347	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Minor Arterial

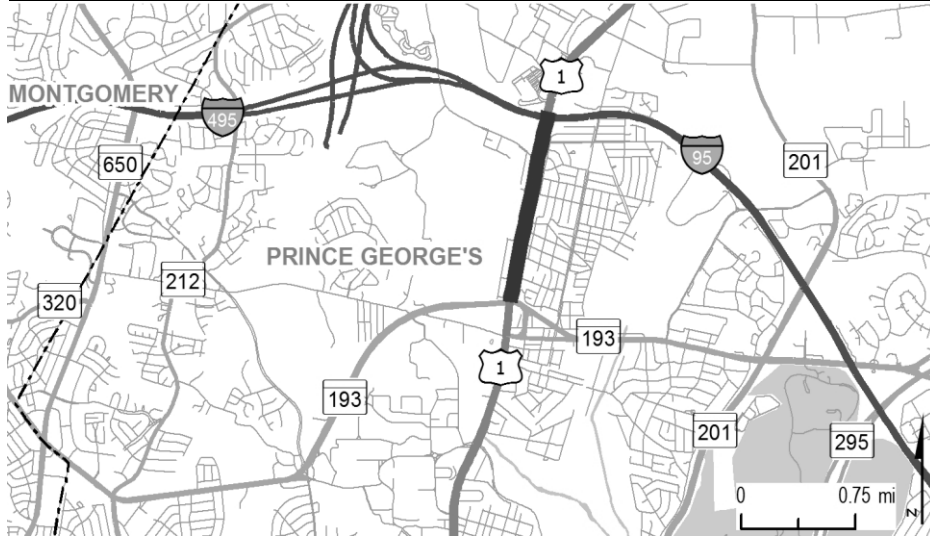
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 24600
(2022)

PROJECTED 40700
(2042)



PROJECT: US 1, Baltimore Avenue

DESCRIPTION: Reconstruct US 1 from MD 193 to I-95 (Capital Beltway) (Segments 2 and 3) (1.1 miles). Bicycle and pedestrian facilities will be included.

PURPOSE & NEED SUMMARY STATEMENT: There are significant mobility needs along this segment of US 1. This project would improve traffic operations, pedestrian circulation, safety, and accommodate planned revitalization within College Park.

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

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

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	1,387	1,387	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,387	1,387	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	1,293	1,293	0	0	0	0	0	0	0	0	0
Other	94	94	0	0	0	0	0	0	0	0	0

Classification:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 45300
(2022)

PROJECTED 53400
(2042)

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Prince George's County - LINE 29

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Bicycle Retrofit</u>				
PG8671	US1	RHODE ISLAND AVENUE; CHARLES ARMENTROUT DRIVE TO FARRAGUT STREET (RHODE ISLAND TROLLEY TRAIL)	\$ 7,724	Under Construction
<u>Bridge Replacement/Rehabilitation</u>				
PG4122	-	CLEANING AND PAINTING BRIDGE NUMBERS 1601800,1606500,1614505/06 AND 1623903/04	\$ 2,801	Under Construction
PG4812	-	BRIDGES 1611700, 1211800, 1612700, 1613000, 1613200 AND 1613400	\$ 2,681	Under Construction
<u>Intersection Capacity Improvements</u>				
PG9341	MD223	WOODYARD ROAD-GEOMETRIC IMPROVEMENTS-AT DOWER HOUSE ROAD	\$ 5,158	Completed
<u>Resurface/Rehabilitate</u>				
XX131B	-	VARIOUS LOCATIONS IN PRINCE GEORGE'S COUNTY	\$ 8,661	Completed
XY6161	-	VARIOUS LOCATIONS IN PRINCE GEORGE'S COUNTY	\$ 15,498	Completed
PG0351	US301	CRAIN HIGHWAY-SAFETY AND RESURFACE-MD 214 TO 450 FEET SOUTH OF EXCALIBUR ROAD	\$ 4,139	FY 2023
PG8511	US1	RHODE ISLAND AVENUE; SUNNYSIDE AVENUE TO MD 212A	\$ 1,981	Under Construction
XX131C	-	AT VARIOUS LOCATIONS IN PRINCE GEORGE'S COUNTY	\$ 8,796	Under Construction
XY7161	-	AT VARIOUS LOCATIONS IN PRINCE GEORGE'S COUNTY	\$ 20,702	Under Construction
<u>Safety/Spot Improvement</u>				
PG0831	MD3	CRAIN HIGHWAY-GEOMETRIC IMPROVEMENTS-IHB - AT FOREST DRIVE	\$ 5,959	Completed
PG0111	MD201	KENILWORTH AVENUE-INTERSECTION RECONSTRUCT-M SQUARE	\$ 1,259	FY 2023
PG8901	-	BETTERMENTS NEAR MD 201/RIVER ROAD BICYCLE-PEDESTRIAN ROUTE-PURPLE LINE ALIGNMENT	\$ 4,551	FY 2023
<u>Sidewalks</u>				
PG2801	MD223	WOODYARD ROAD-SIDEWALKS-1000 FT SOUTH OF VICTORIA DRIVE TO 265 FT NORTH OF SHERWOOD DRIVE	\$ 4,838	Under Construction
PGA111	MD725	MAIN STREET-WEST OF SERVICE LANE TO EAST OF GOVERNOR ODEN BOWIE DRIVE	\$ 982	Under Construction
<u>Transportation Alternatives Program</u>				
PG0202	US1	HOLLYWOOD ROAD SIDEWALK DESIGN COLLEGE PARK - SRTS	\$ 94	Design Underway

* Project funding enabled by IJIA increases.

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Prince George's County - LINE 29

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Transportation Alternatives Program				
PGA101	-	SRTS - CRITTENDEN STREET AND 52ND AVENUE IMPROVEMENTS	\$ 237	Design Underway
PGNEW2	-	CHAMBERS AVENUE – TRAFFIC CALMING MEASURES ALONG CHAMBER AVENUE AND CAPITOL HEIGHTS BOULEVARD	\$ 250	FY 2023
PGNEW3	-	SIGNAL MODIFICATION, PEDESTRIAN SAFETY AND ACCESS IMPROVEMENT	\$ 1,456	FY 2023
PGNEW6	-	LAUREL MARC STATION PLATFORM AND PEDESTRIAN SAFETY IMPROVEMENTS	\$ 960	FY 2023
PG0001	-	CENTRAL AVENUE CONNECTOR TRAIL – PHASE I	\$ 640	FY 2024
PG0002	-	CENTRAL AVENUE CONNECTOR TRAIL – PHASE III	\$ 109	FY 2024
PGNEW5	-	GREENBELT STATION/WMATA HIKER-BIKER TRAIL	\$ 1,530	FY 2024
PGNEW7	-	OXON COVE TRAIL	\$ 1,228	FY 2024

* Project funding enabled by IJJA increases.



QUEEN ANNE'S COUNTY

**PROJECT:** US 301, Blue Star Memorial Highway**DESCRIPTION:** Replacement of the northbound US 301 Bridge No. 1701401 over the Chester River.**PURPOSE & NEED SUMMARY STATEMENT:** The existing structure, built in 1955, is rated poor.**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 | |

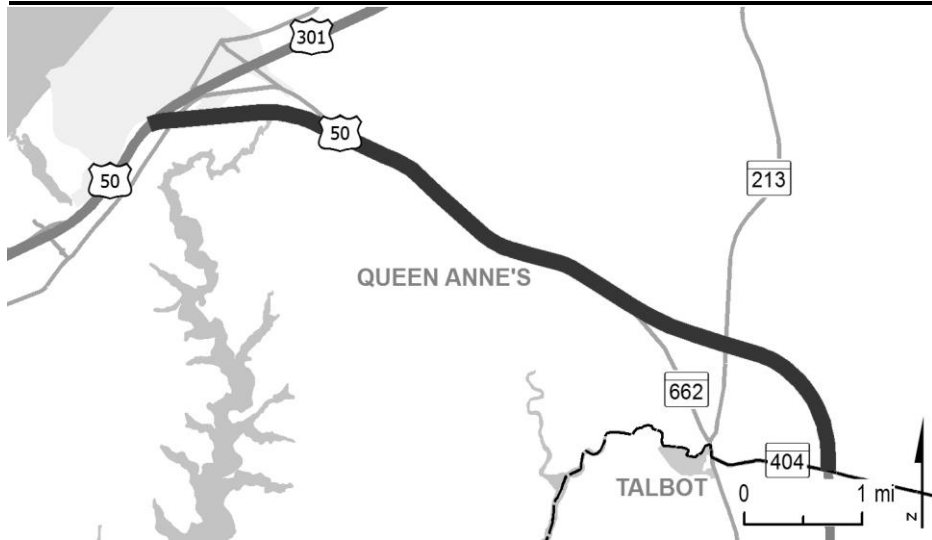
SMART GROWTH STATUS: ☐ Project Not Location Specific ☒ Not Subject to PFA Law

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

STATUS: Construction underway.**SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:** None.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,123	2,093	505	30	0	0	0	0	0	30	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	10,048	6	6	6,212	3,830	0	0	0	0	10,042	0
Total	12,171	2,099	511	6,242	3,830	0	0	0	0	10,072	0
Federal-Aid	10,729	700	487	6,215	3,814	0	0	0	0	10,029	0
Special	1,442	1,399	24	27	16	0	0	0	0	43	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:**STATE -** Principal Arterial**FEDERAL -** Freeway/Expressway**STATE SYSTEM:** Primary**Estimated Annual Average Daily Traffic (vehicles per day)**CURRENT 13200
(2022)PROJECTED 17200
(2042)



PROJECT: US 50, Ocean Gateway

DESCRIPTION: Widen existing US 50 from US 301 at Queenstown to MD 404 (13.8 miles) to six lanes, acquire access controls, and replace at-grade intersections with interchanges. Bicycle and pedestrian accommodations will be included where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: This project will provide increased capacity to relieve traffic congestion and improve safety.

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

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

☒ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	1,557	1,557	0	0	0	0	0	0	0	0	0
Engineering	6,730	6,730	1	0	0	0	0	0	0	0	0
Right-of-way	11,733	11,733	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	20,020	20,020	1	0	0	0	0	0	0	0	0
Federal-Aid	7,567	7,567	0	0	0	0	0	0	0	0	0
Special	12,453	12,453	1	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 41,900
 (2022) 62,400 (Summer)

PROJECTED 73,700
 (2042) 92,600 (Summer)

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Queen Anne's County - LINE 3

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Bridge Replacement/Rehabilitation</u>					
QA3301	MD305	STRUCTURE NO. 17073X0 CARRYING THREE BRIDGES BRANCH CULVERT REPLACEMENT	\$	1,000	FY 2023
<u>Resurface/Rehabilitate</u>					
XY8171	-	AT VARIOUS LOCATIONS IN QUEEN ANNE'S COUNTY	\$	3,884	Completed
XY9171	-	AT VARIOUS LOCATIONS IN QUEEN ANNE'S COUNTY	\$	3,768	Under Construction
XY9172	-	AT VARIOUS LOCATIONS IN QUEEN ANNE'S COUNTY	\$	10,018	Under Construction
<u>Safety/Spot Improvement</u>					
QANEW2	MD18	MAIN STREET - FROM CASTLE MARINA ROAD TO KENT NARROWS *	\$	500	Study Underway

* Project funding enabled by IJIA increases.



SAINT MARY'S COUNTY

**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: MD 5 is a critical link in Southern Maryland. Improving operations supports critical regional transportation needs.

PROJECT: MD 5, Point Lookout Road

DESCRIPTION: Reconstruct the MD 5 intersection at Abell Street/Moakley Street. This project will accommodate buggies, bicycles, and pedestrians, and includes adding a left turn lane at the entrance to MedStar St. Mary's Hospital.

PURPOSE & NEED SUMMARY STATEMENT: MD 5 intersection improvements will reduce congestion and provide capacity for planned development.

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

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

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: The cost increase of \$3.5 million is due to delays associated with drainage and utility conflicts, increased right of way needs, and capital program costs.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,813	2,812	27	1	0	0	0	0	0	1	0
Right-of-way	2,986	2,462	56	69	455	0	0	0	0	524	0
Utilities	1,505	590	465	915	0	0	0	0	0	915	0
Construction	9,475	8,975	3,640	500	0	0	0	0	0	500	0
Total	16,780	14,840	4,189	1,485	455	0	0	0	0	1,940	0
Federal-Aid	8,922	7,643	2,812	1,279	0	0	0	0	0	1,279	0
Special	7,858	7,197	1,378	206	455	0	0	0	0	661	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Minor Arterial

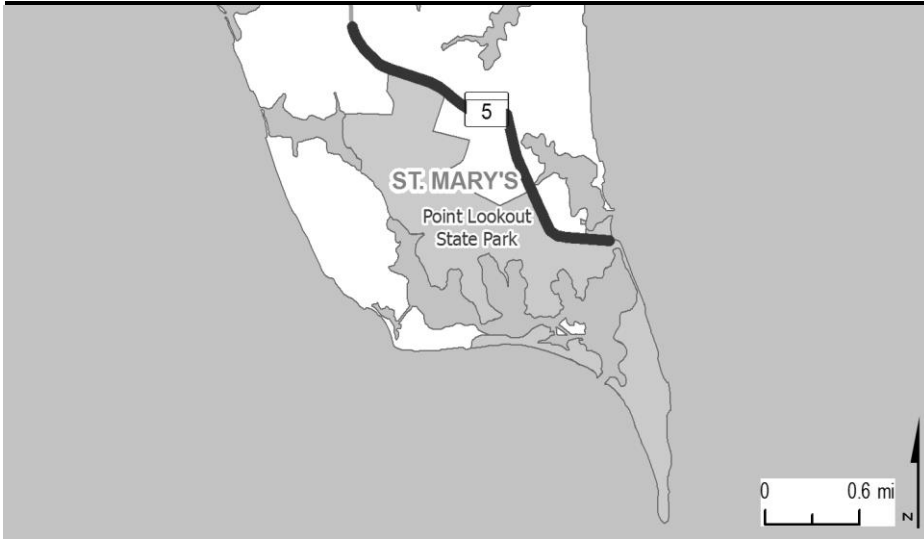
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 29200
(2022)

PROJECTED 39200
(2042)

**PROJECT:** MD 5, Point Lookout Road**DESCRIPTION:** Upgrade and widen MD 5 from south of Camp Brown Road to the Lake Conoy Causeway (2.2 miles). This project will accommodate bicycles and pedestrians as appropriate.**PURPOSE & NEED SUMMARY STATEMENT:** MD 5 corridor improvements will improve safety by adding shoulders and improving safety for Point Lookout State Park visitors, especially those driving recreational vehicles, who may be unfamiliar with the roadway.**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	

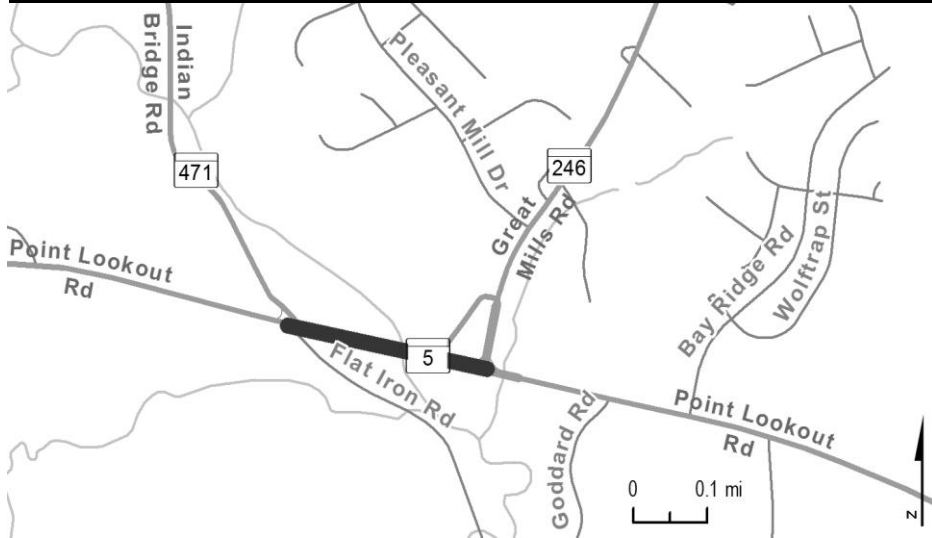
SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

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

STATUS: Construction underway.**EXPLANATION:** The existing roadway does not meet current design standards.**SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:** The cost increase of \$7.4 million is due to capital program costs and for construction of the Tennyson Wetland Mitigation site.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL
☒ FEDERAL
☐ GENERAL
☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	469	469	0	0	0	0	0	0	0	0	0
Engineering	4,139	4,139	132	0	0	0	0	0	0	0	0
Right-of-way	1,054	1,022	33	32	0	0	0	0	0	32	0
Utilities	1,491	656	656	835	0	0	0	0	0	835	0
Construction	24,728	12,536	6,796	12,192	0	0	0	0	0	12,192	0
Total	31,882	18,823	7,617	13,059	0	0	0	0	0	13,059	0
Federal-Aid	25,722	12,891	7,351	12,831	0	0	0	0	0	12,831	0
Special	6,160	5,932	266	228	0	0	0	0	0	228	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:**STATE -** Major Collector**FEDERAL -** Major Collector**STATE SYSTEM:** Secondary**Estimated Annual Average Daily Traffic (vehicles per day)****CURRENT** 3,700 (Summer Peak)
(2022)**PROJECTED** 4,600 (Summer Peak)
(2042)

**PROJECT:** MD 5, Point Lookout Road**DESCRIPTION:** Upgrade MD 5 from MD 471 to MD 246, including replacing Bridge No.1800600 over the Saint Mary's River (0.3 miles).**PURPOSE & NEED SUMMARY STATEMENT:** Improvements will address mobility, accessibility and state of good repair needs while providing capacity for planned development.**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

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

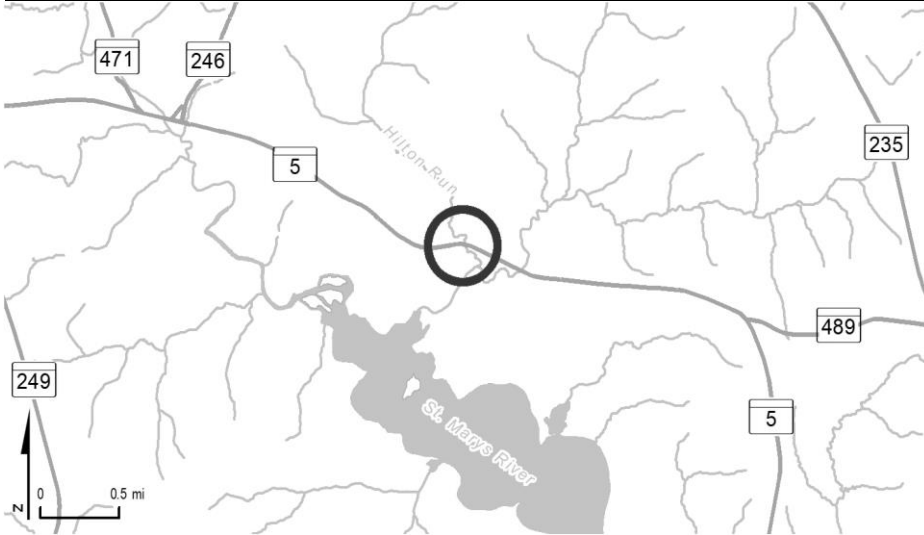
EXPLANATION: Improvements will address mobility, accessibility and state of good repair needs while providing capacity for planned development.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law

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

STATUS: Engineering and right-of-way underway. State legislative earmark for \$10 million included.**SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:** The funding increase of \$14.9 million is due to the additional utility and construction funding. Additional project funding enabled by IJIA increases.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	1,632	1,632	0	0	0	0	0	0	0	0	0
Engineering	4,578	3,374	304	624	464	116	0	0	0	1,204	0
Right-of-way	4,601	2,796	2,005	819	986	0	0	0	0	1,805	0
Utilities	1,000	0	0	50	400	550	0	0	0	1,000	0
Construction	14,965	0	0	0	0	0	4,800	5,200	4,965	14,965	0
Total	26,776	7,802	2,309	1,493	1,850	666	4,800	5,200	4,965	18,974	0
Federal-Aid	9,583	1,106	918	178	0	0	0	3,831	4,469	8,478	0
Special	7,192	6,696	1,391	0	0	0	0	0	497	497	0
Other	10,000	0	0	1,315	1,850	666	4,800	1,369	0	10,000	0

Classification:**STATE -** Major Collector**FEDERAL -** Minor Arterial**STATE SYSTEM:** Secondary**Estimated Annual Average Daily Traffic (vehicles per day)****CURRENT** 21300
(2022)**PROJECTED** 27700
(2042)

**PROJECT:** MD 5, Point Lookout Road**DESCRIPTION:** Replace bridge No. 1800700 over Hilton Run.**PURPOSE & NEED SUMMARY STATEMENT:** The existing structure, built in 1936, is nearing the end of its useful life and is poor rated based upon the bridge deck condition.**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 | |

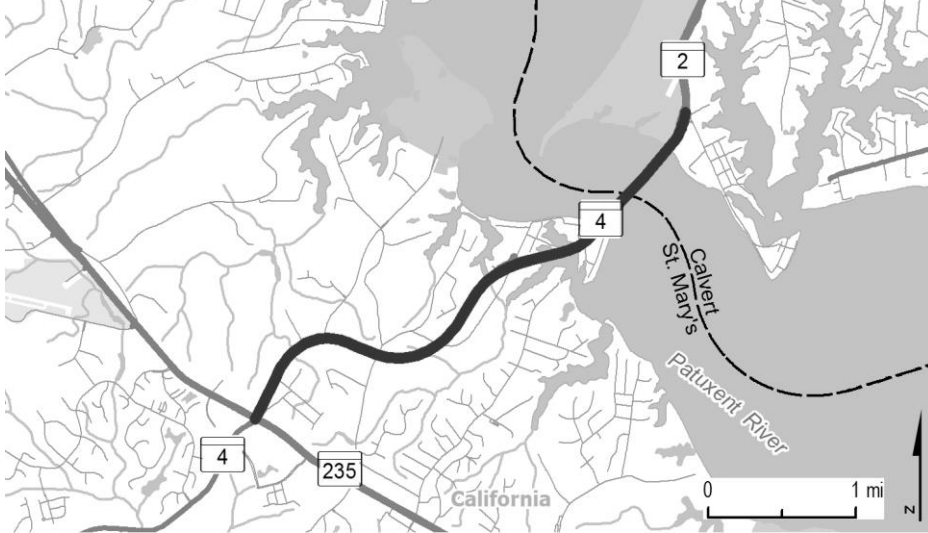
SMART GROWTH STATUS: ☐ Project Not Location Specific ☒ Not Subject to PFA Law

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

STATUS: Engineering underway.**EXPLANATION:** The existing structure, built in 1936, is nearing the end of its useful life and is poor rated based upon the bridge deck condition.**SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:** Added to the construction program.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,428	1,253	265	175	0	0	0	0	0	175	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	4,137	0	0	0	2,567	1,570	0	0	0	4,137	0
Total	5,565	1,253	265	175	2,567	1,570	0	0	0	4,312	0
Federal-Aid	4,320	231	221	159	2,439	1,491	0	0	0	4,089	0
Special	1,245	1,022	44	16	128	78	0	0	0	223	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:**STATE -** Minor Arterial**FEDERAL -** Major Collector**STATE SYSTEM:** Secondary**Estimated Annual Average Daily Traffic (vehicles per day)**CURRENT 8300
(2022)PROJECTED 10800
(2042)



PROJECT: MD 4, Patuxent Beach Road and Solomons Island Road

DESCRIPTION: Study to upgrade MD 4 between MD 2 and MD 235 (4.0 miles), including the Governor Thomas Johnson Memorial Bridge (bridge 04019) over the Patuxent River and the intersection at MD 235. This project will include bicycle and pedestrian accommodations as appropriate.

PURPOSE & NEED SUMMARY STATEMENT: MD 4 corridor improvements will reduce congestion and provide capacity for planned development.

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

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

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

STATUS: Patuxent River design studies underway.

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: \$2.0 million was added to support design studies for a replacement of the Thomas Johnson Bridge. \$1.0 million of the additional funding is from Congressional Dedicated Funding.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	4,942	4,942	1	0	0	0	0	0	0	0	0
Engineering	2,919	919	1	1,000	1,000	0	0	0	0	2,000	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	7,860	5,860	2	1,000	1,000	0	0	0	0	2,000	0
Federal-Aid	5,533	3,733	0	900	900	0	0	0	0	1,800	0
Special	2,328	2,128	2	100	100	0	0	0	0	200	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 29700
(2022)

PROJECTED 39300
(2042)

**PROJECT:** MD 5, Point Lookout Road**DESCRIPTION:** Study to upgrade MD 5 between MD 243 and MD 245 (1.4 miles).**PURPOSE & NEED SUMMARY STATEMENT:** MD 5 corridor improvements will improve safety, reduce congestion, and provide capacity for planned development.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law

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

STATUS: Planning complete.**SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	2,174	2,174	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	2,174	2,174	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	2,174	2,174	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:**STATE -** Minor Arterial**FEDERAL -** Minor Arterial**STATE SYSTEM:** Secondary**Estimated Annual Average Daily Traffic (vehicles per day)**CURRENT 28700
(2022)PROJECTED 38500
(2042)

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

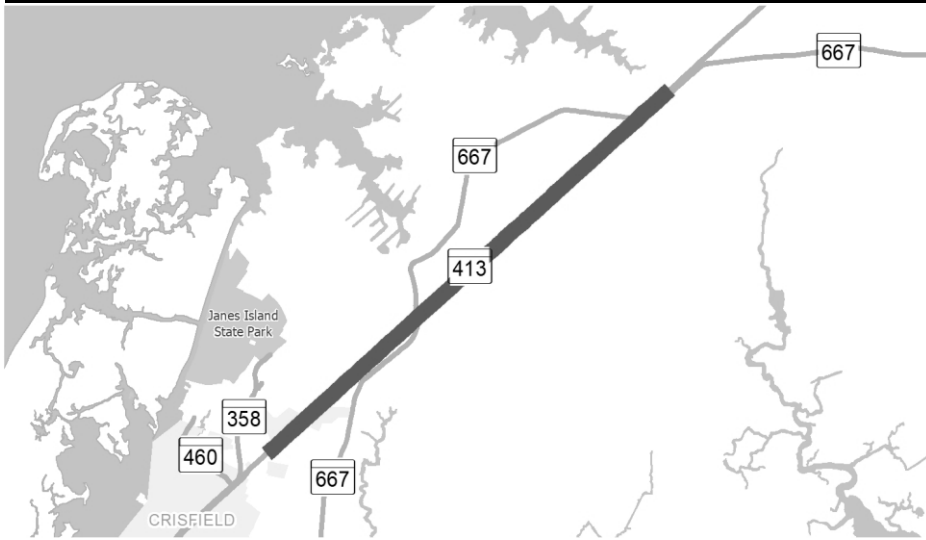
STATE HIGHWAY ADMINISTRATION - Saint Mary's County - LINE 7

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Bridge Replacement/Rehabilitation</u>				
SM1891	MD5	POINT LOOKOUT ROAD-SMALL STRUCTURE REPLACEMENT-STRUCTURE 18050XO OVER DRAINAGE DITCH	\$ 1,226	FY 2023
<u>Resurface/Rehabilitate</u>				
XY7181	-	MILL AND RESURFACE-AT VARIOUS LOCATIONS IN ST. MARY'S COUNTY	\$ 9,570	Completed
XY9181	-	AT VARIOUS LOCATIONS IN ST. MARY'S COUNTY	\$ 7,862	FY 2023
XY8181	-	MILL AND RESURFACE PAVEMENTS AT VARIOUS LOCATIONS IN ST. MARY'S COUNTY	\$ 6,564	Under Construction
<u>Transportation Alternatives Program</u>				
SMNEW1	-	BICYCLE-PEDESTRIAN ROUTE - THREE NOTCH TRAIL, PHASE VII	\$ 3,600	FY 2024
SM1931	-	BICYCLE-PEDESTRIAN ROUTE - MD 5 PEDESTRIAN AND BICYCLE TRAIL	\$ 2,432	Under Construction

* Project funding enabled by IIJA increases.



SOMERSET COUNTY

**PROJECT:** MD 413 Trail**DESCRIPTION:** Construction of a trail from Marion Station to Westover.

PURPOSE & NEED SUMMARY STATEMENT: This project completes a 12 mile trail from Crisfield to Westover, providing a safe alternative for pedestrians and cyclists and supporting tourism and economic development opportunities.

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 completes a 12 mile trail from Crisfield to Westover, providing a safe alternative for pedestrians and cyclists and supporting tourism and economic development opportunities.

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

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

STATUS: Construction on Phase 2C (1000' North of Big Annemessex River to 200' south of US 13) will begin in 2023. Engineering for Phases 2A (Davis Lane to Lover's Lane) and 2B (Lover's Lane to south of Sheriff's Office) is underway.

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: Added to the construction program. Additional project funding enabled by IIJA increases. Phase 2C design is funded through Transportation Alternative and Kim Lamphier Bikeway program grants.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,637	280	280	1,162	710	485	0	0	0	2,357	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	200	0	0	0	100	0	47	53	0	200	0
Construction	18,472	0	0	0	7,095	0	2,689	5,191	3,497	18,472	0
Total	21,309	280	280	1,162	7,905	485	2,736	5,244	3,497	21,029	0
Federal-Aid	18,644	227	227	652	6,999	437	2,462	4,720	3,147	18,417	0
Special	2,554	53	53	399	906	49	274	524	350	2,501	0
Other	111	0	0	111	0	0	0	0	0	111	0

Classification:

STATE - N/A

FEDERAL - N/A

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 5800
(2022)

PROJECTED 6400
(2042)

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Somerset County - LINE 2

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Resurface/Rehabilitate</u>					
XY6191	-	MILL, GRIND, PATCH AND RESURFACE ROADWAY PAVEMENTS AT VARIOUS LOCATIONS IN SOMERSET COUNTY	\$	7,380	Completed
XY7191	-	AT VARIOUS LOCATIONS IN SOMERSET COUNTY	\$	8,380	Under Construction



TALBOT COUNTY

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

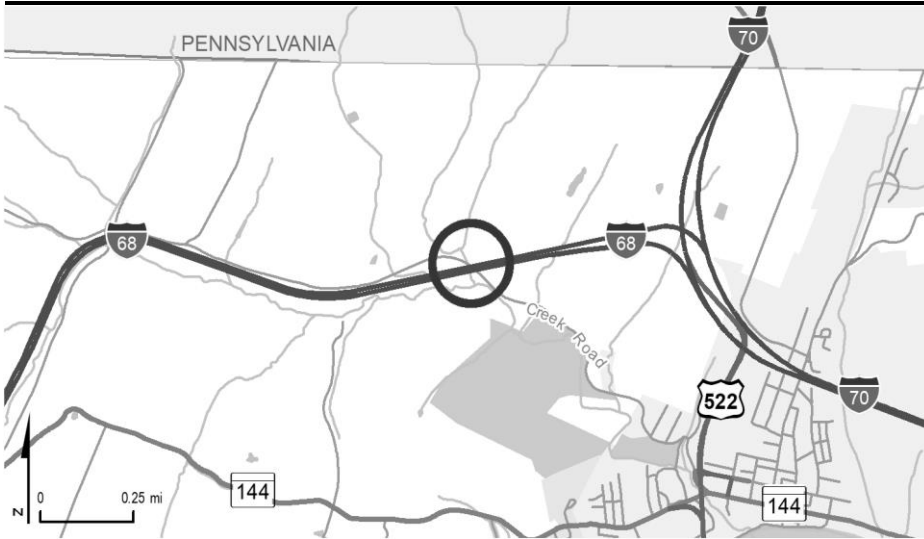
STATE HIGHWAY ADMINISTRATION - Talbot County - LINE 1

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Bridge Replacement/Rehabilitation</u>				
TA2331	MD33	TILGHMAN ISLAND ROAD-BRIDGE REPLACEMENT-BRIDGE 2000200 OVER OAK CREEK	\$ 1,176	FY 2023
<u>Resurface/Rehabilitate</u>				
XY8201	-	VARIOUS LOCATIONS IN TALBOT COUNTY	\$ 3,680	Completed
XY9201	-	AT VARIOUS LOCATIONS IN TALBOT COUNTY	\$ 3,747	Under Construction
XY9202	-	AT VARIOUS LOCATIONS IN TALBOT COUNTY	\$ 9,200	Under Construction
<u>Safety/Spot Improvement</u>				
TA2851	MD322	EASTON PARKWAY-GEOMETRIC IMPROVEMENTS-AT GLENWOOD AVENUE	\$ 4,575	FY 2023
TANEW1	MD328	MATTHEWSTOWN ROAD - PLANNING STUDY FROM US 50 TO BLACK DOG ALLEY *	\$ 1,500	Study Underway
<u>Sidewalks</u>				
TA2291	MD33	TALBOT STREET; 200 FT NORTH OF LEE STREET TO 150 FT SOUTH OF SPENCER DRIVE	\$ 2,013	Under Construction
<u>Traffic Management</u>				
TANEW2	US50	OCEAN GATEWAY - SIGNAL RECONSTRUCTION AT CHAPEL ROAD *	\$ 500	Design Underway
TANEW3	US50	OCEAN GATEWAY - LIGHTING AT MD 322 *	\$ 600	Design Underway
<u>Transportation Alternatives Program</u>				
TATAP1	-	EASTON RAIL TRAIL AT MARYLAND AVENUE TO EASTON POINT PARK	\$ 947	Under Construction

* Project funding enabled by IIJA increases.



WASHINGTON COUNTY

**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 structures, built in 1978, are nearing the end of their useful service lives.

PROJECT: I-68, National Freeway

DESCRIPTION: Replace bridge Nos. 2107603 and 2107604 on I-68 over Creek Road.

PURPOSE & NEED SUMMARY STATEMENT: The existing structures, built in 1978, are nearing the end of their useful service lives.

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

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

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: Added to the construction program.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,202	626	303	191	257	128	0	0	0	576	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	20,686	0	0	0	7,999	9,585	3,103	0	0	20,686	0
Total	21,888	626	303	191	8,256	9,713	3,103	0	0	21,262	0
Federal-Aid	20,405	272	272	155	7,816	9,214	2,948	0	0	20,133	0
Special	1,483	354	31	36	440	498	155	0	0	1,129	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

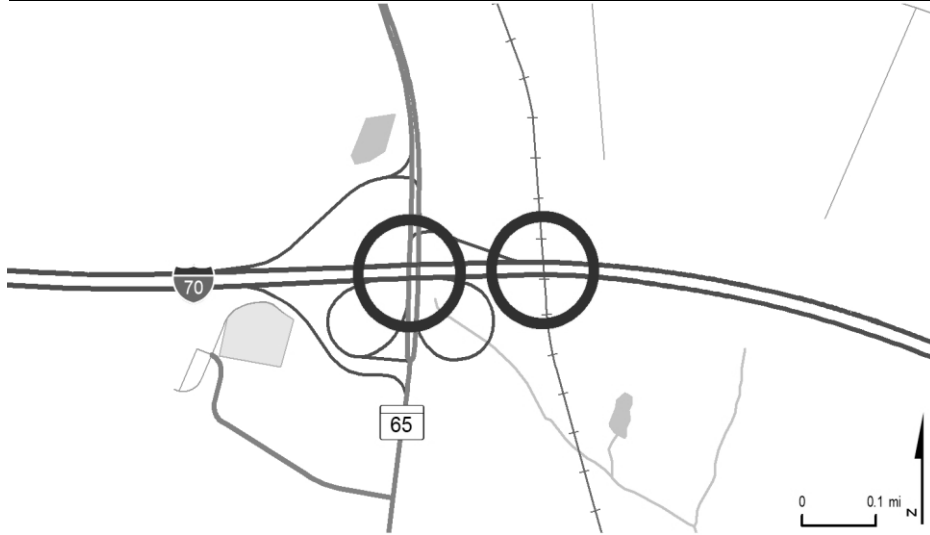
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 20800
(2022)

PROJECTED 25000
(2042)

**PROJECT:** I-70, Eisenhower Memorial Highway**DESCRIPTION:** Replacement and widening of the bridge deck and superstructure of I-70 dual Bridge Nos. 2111803 and 2111804 over MD 65 and I-70 dual Bridge Nos. 2111903 and 2111904 over CSX Hagerstown Branch.**PURPOSE & NEED SUMMARY STATEMENT:** This project will replace the decks on all four bridges and the superstructure of the two bridges on I-70 over MD 65, one of which is rated in poor condition. The project will accommodate a planned future interchange reconstruction at MD 65.**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 | |

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

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

STATUS: Construction underway.**EXPLANATION:** The decks on all four bridges need to be replaced, and the I-70 eastbound bridge over MD 65 is rated in poor condition.**SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,054	2,054	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	1,155	13	12	1,142	0	0	0	0	0	1,142	0
Construction	29,791	17,698	9,872	12,093	0	0	0	0	0	12,093	0
Total	32,999	19,765	9,884	13,235	0	0	0	0	0	13,235	0
Federal-Aid	29,145	17,345	9,711	11,800	0	0	0	0	0	11,800	0
Special	3,854	2,419	173	1,435	0	0	0	0	0	1,435	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:**STATE -** Principal Arterial**FEDERAL -** Interstate**STATE SYSTEM:** Primary**Estimated Annual Average Daily Traffic (vehicles per day)**CURRENT 70700
(2022)PROJECTED 84800
(2042)

**PROJECT:** I-70, Eisenhower Memorial Highway**DESCRIPTION:** Replacement of Bridge Nos. 2113503 and 2113504 over Crystal Falls Drive.**PURPOSE & NEED SUMMARY STATEMENT:** The structures, built in 1968, are nearing the end of their useful service lives.**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 | |

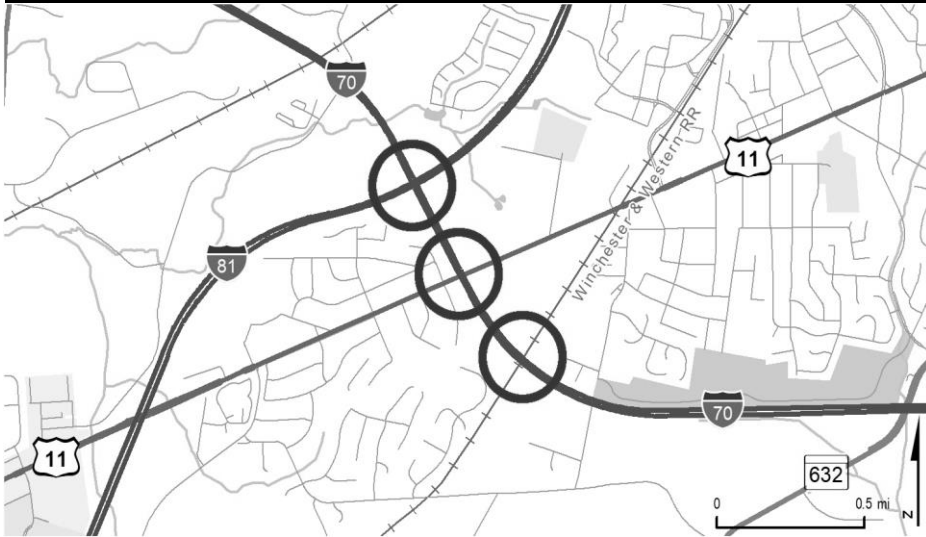
SMART GROWTH STATUS: ☐ Project Not Location Specific ☒ Not Subject to PFA Law

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

STATUS: Construction underway.**EXPLANATION:** The existing structures, built in 1968, are nearing the end of their useful service lives.**SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:** The cost decrease of \$3.4 million is due to a favorable bid.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,739	1,737	425	2	0	0	0	0	0	2	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	21,650	20	20	6,463	8,150	7,017	0	0	0	21,630	0
Total	23,389	1,757	445	6,465	8,150	7,017	0	0	0	21,632	0
Federal-Aid	22,013	391	391	6,455	8,150	7,017	0	0	0	21,622	0
Special	1,376	1,366	54	10	0	0	0	0	0	10	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:**STATE -** Principal Arterial**FEDERAL -** Interstate**STATE SYSTEM:** Primary**Estimated Annual Average Daily Traffic (vehicles per day)**CURRENT 71600
(2022)PROJECTED 84800
(2042)



PROJECT: I-70, Eisenhower Memorial Highway

DESCRIPTION: Replacement and rehabilitation of Bridge Nos. 2107303 and 2114100 over I-81 and Bridge Nos. 2111303 and 2111304 over Norfolk Southern Railroad. Replacement of Bridge Nos. 2111203 and 2111204 over US 11.

PURPOSE & NEED SUMMARY STATEMENT: The existing structures, built in 1965-1968, are nearing the end of their useful service lives, and the bridges over US 11 are rated poor based on deck condition. Replacing and rehabilitating these structures will create additional width, allowing the extension of ramps to and from I-81, improving I-70 operations and safety.

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 structures, built 1965-1968, are nearing the end of their useful service lives, and the bridges over US 11 are rated poor based on deck condition.

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

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

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: The cost increase of \$1.3 million is due to capital program costs.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,372	1,777	48	323	272	0	0	0	0	595	0
Right-of-way	199	178	178	21	0	0	0	0	0	21	0
Utilities	1,141	0	0	507	634	0	0	0	0	1,141	0
Construction	37,235	0	0	0	2,547	12,749	13,241	8,698	0	37,235	0
Total	40,947	1,955	226	851	3,453	12,749	13,241	8,698	0	38,992	0
Federal-Aid	37,168	214	149	757	3,244	12,112	12,579	8,263	0	36,954	0
Special	3,779	1,741	77	94	209	637	662	435	0	2,038	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

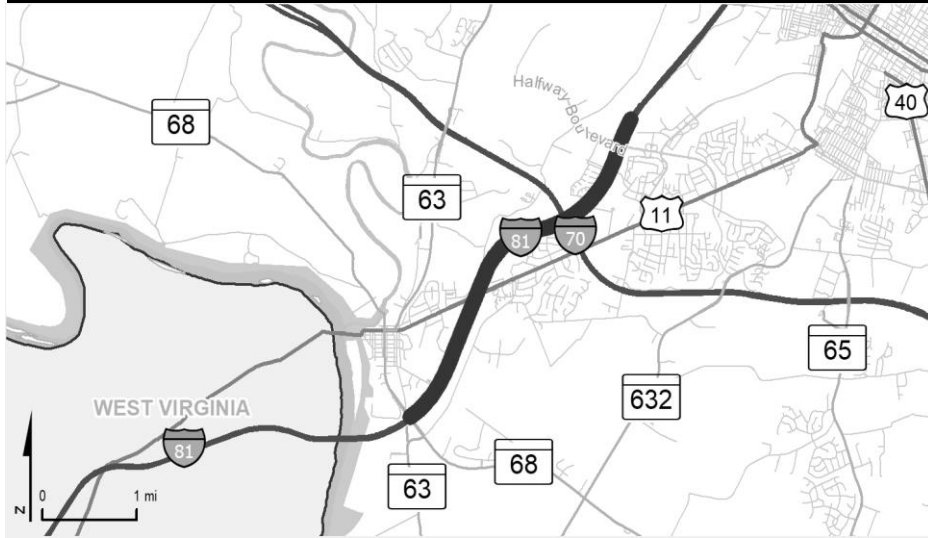
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 67300
(2022)

PROJECTED 89200
(2042)

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

EXPLANATION: I-81 is a critical link in western Maryland. Increasing capacity supports critical regional transportation needs.

PROJECT: I-81, Maryland Veterans Memorial Highway

DESCRIPTION: Project to upgrade and widen I-81 to a six-lane divided highway between MD 63/MD 65 and the CSX Bridges (4.0 miles).

PURPOSE & NEED SUMMARY STATEMENT: I-81 corridor improvements improve mobility, accommodate a high truck volume, and provide capacity for planned development.

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

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

STATUS: Phase 1 open to service. This is Phase 2, which has been extended to the CSX bridges, and has engineering underway.

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: The funding increase of \$90.7 million is for right-of-way, utility, and construction. Additional project funding enabled by IIJA increases.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	9,622	4,522	362	1,550	1,900	1,500	150	0	0	5,100	0
Right-of-way	879	0	0	0	672	207	0	0	0	879	0
Utilities	2,017	0	0	0	0	0	672	672	672	2,017	0
Construction	88,667	0	0	0	0	0	12,857	20,947	22,721	56,525	32,142
Total	101,185	4,522	362	1,550	2,572	1,707	13,679	21,619	23,393	64,521	32,142
Federal-Aid	91,095	278	278	1,209	2,087	1,356	12,936	20,505	22,190	60,283	30,534
Special	10,090	4,244	85	341	485	351	743	1,114	1,203	4,238	1,608
Other	0	0	0	0	0	0	0	0	0	0	0

STIP REFERENCE #WA0921 12/01/2022

Classification:

STATE - Principal Arterial

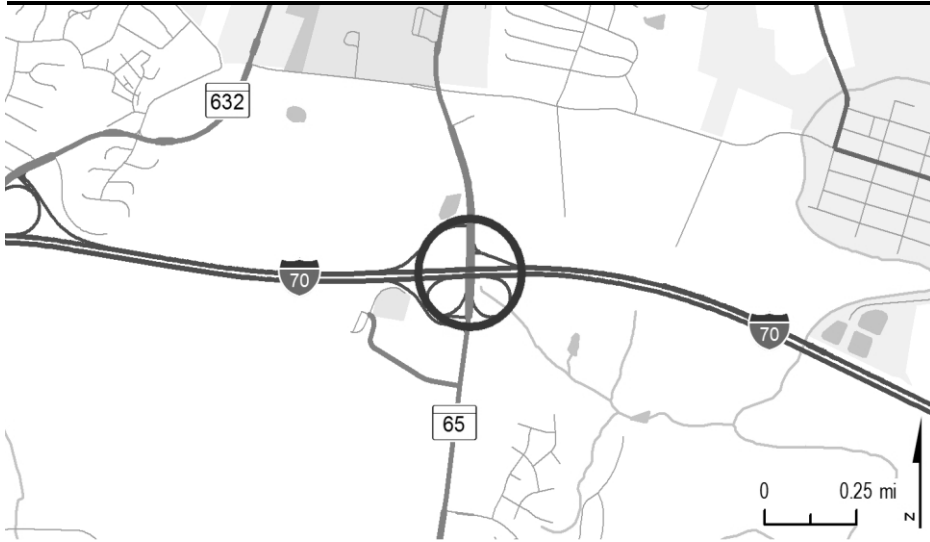
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 65,200 - 82,700
(2022)

PROJECTED 75,800 - 91,000
(2042)

**PROJECT:** I-70 Eisenhower Memorial Highway**DESCRIPTION:** Project to upgrade the I-70 interchange at MD 65.**PURPOSE & NEED SUMMARY STATEMENT:** I-70 interchange improvements will reduce congestion and provide capacity for planned development.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law

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

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

STATUS: Project on hold.**SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	1,815	1,815	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,815	1,815	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	1,815	1,815	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:**STATE -** Principal Arterial**FEDERAL -** Interstate**STATE SYSTEM:** Primary**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT 64,700 (I-70)
(2022) 24,000 (MD 65)

PROJECTED 86,100 (I-70)
(2042) 37,800 (MD 65)



PROJECT: I-81 Corridor - CSX Bridges to the PA County Line

DESCRIPTION: Project to upgrade and widen I-81 to a six-lane divided highway between the CSX bridges to the Pennsylvania State Line (7.2 miles).

PURPOSE & NEED SUMMARY STATEMENT: I-81 corridor improvements improve mobility, accommodate a high truck volume, and provide capacity for planned development.

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

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

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

STATUS: Phase 1 is open to service. Phase 2 is funded for construction (Washington County Line 5). Also, funding improvements at I-81 at Maugans Avenue (Washington County Line 8).

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	3,530	3,530	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	3,530	3,530	0	0	0	0	0	0	0	0	0
Federal-Aid	3,056	3,056	0	0	0	0	0	0	0	0	0
Special	474	474	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 51,400 - 71,500
(2022)

PROJECTED 59,200 - 82,400
(2042)

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Washington County - LINE 8

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Bridge Replacement/Rehabilitation</u>				
WA1582	US40	NATIONAL PIKE-BRIDGE DECK OVERLAY-BRIDGE 2112303 AND 2112304 OVER I-70	\$ 5,611	FY 2023
WA8971	MD56	BIG POOL ROAD-SMALL STRUCTURE REPLACEMENT-STRUCTURE 21004X0 OVER TOMS RUN	\$ 2,654	FY 2023
WA2631	US522	WARFORDSBURG ROAD-BRIDGE DECK OVERLAY-BRIDGE 2109000 OVER I-70 EASTBOUND	\$ 8,777	FY 2024
WA0781	-	CLEANING AND PAINTING OF BRIDGE NUMBERS 2100300,2103400,2103600,2107100,2109103	\$ 1,758	Under Construction
WA2881	MD491	RAVEN ROCK ROAD-SMALL STRUCTURE REPLACEMENT-STRUCTURE 21073X0 OVER DRAINAGE DITCH	\$ 616	Under Construction
<u>Environmental Preservation</u>				
WA2591	IS70	LANDSCAPE-IRVM, NATIVE PLANTING ALONG I-70 - PHASE 2	\$ 655	Completed
<u>Intersection Capacity Improvements</u>				
WA2221	IS81	MARYLAND VETERANS MEMORIAL HIGHWAY-INTERCHANGE CONSTRUCT-TO MAUGANS ROAD	\$ 3,507	FY 2023
WA4481	MD64	NORTH CLEVELAND AVENUE - GEOMETRIC IMPROVEMENTS AT EASTERN BOULEVARD	\$ 3,399	FY 2023
XX2296	-	VARIOUS LOCATIONS IN WASHINGTON COUNTY	\$ 555	Under Construction
<u>Resurface/Rehabilitate</u>				
XY250Q	-	PAVEMENT MARKING-AT VARIOUS LOCATIONS IN WASHINGTON COUNTY	\$ 2,429	FY 2023
XY249J	-	AT VARIOUS LOCATIONS IN WASHINGTON COUNTY	\$ 3,038	FY 2024
WA4551	IS68	NATIONAL FREEWAY-SAFETY AND RESURFACE-MOUNTAIN ROAD BRIDGE TO MD 144	\$ 7,686	Under Construction
XY7211	-	VARIOUS LOCATIONS IN WASHINGTON COUNTY (EAST)	\$ 2,913	Under Construction
XY7212	-	VARIOUS LOCATIONS IN WASHINGTON COUNTY (WEST)	\$ 2,577	Under Construction
XY8211	-	AT VARIOUS LOCATIONS IN EASTERN WASHINGTON COUNTY	\$ 5,641	Under Construction
XY8212	-	AT VARIOUS LOCATIONS IN WESTERN WASHINGTON COUNTY	\$ 6,412	Under Construction
<u>Safety/Spot Improvement</u>				
WA9342	IS68	NATIONAL FREEWAY-SLOPE PROTECTION-0.9 MILES EAST OF MOUNTAIN ROAD TO THE SIDELING HILL REST AREA	\$ 5,459	FY 2023

* Project funding enabled by IIJA increases.

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

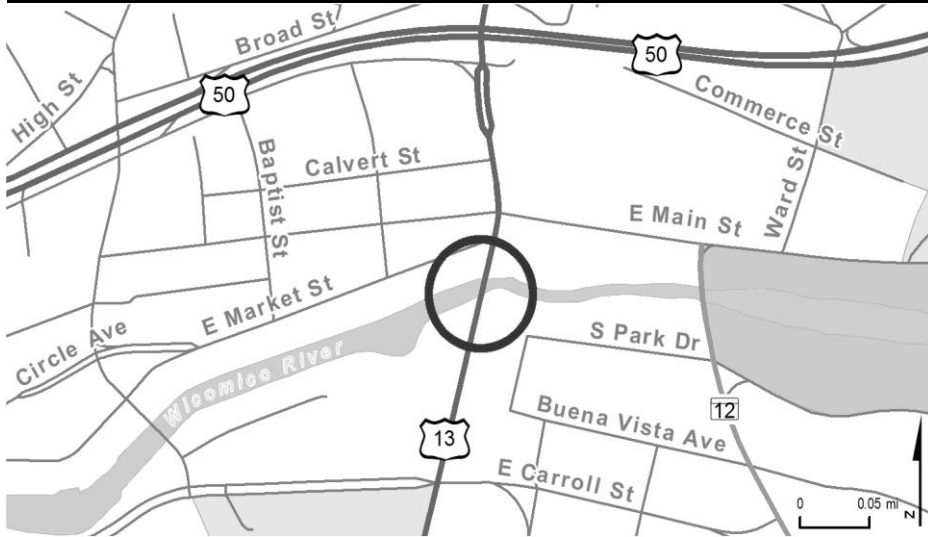
STATE HIGHWAY ADMINISTRATION - Washington County - LINE 8

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Transportation Alternatives Program				
WA0851	-	SRTS – POTOMAC STREET AT HOWARD STREET SIGNAL IMPROVEMENTS	\$ 286	Completed
WA0871	-	BICYCLE-PEDESTRIAN ROUTE-MARSH RUN MULTI-USE TRAIL	\$ 200	Design Underway
WA0611	-	CITY PARK TRAIN HUB LOCOMOTIVE REFURBISHMENT AND PAVILION REPLACEMENT	\$ 396	FY 2023
WA4751	-	SRTS TRAFFIC SIGNAL REPLACEMENT FREDERICK STREET AND EASTERN BOULEVARD	\$ 336	FY 2023
WANEW3	-	CITY PARK TRAIN HUB LOCOMOTIVE - PAVILION REPLACEMENT	\$ 396	FY 2023
WANEW5	-	BYRON BRIDGE ACCESS IMPROVEMENT	\$ 2,414	FY 2024
WANEW6	-	SRTS - SOUTH POTOMAC AND BALTIMORE STREET INTERSECTION IMPROVEMENTS	\$ 550	FY 2024
WANEW8	-	SRTS - TOWN OF WILLIAMSPORT	\$ 387	FY 2024
WA2991	-	SRTS HAGERSTOWN MISCELLANEOUS SAFETY IMPROVEMENTS	\$ 204	Under Construction
WANEW4	-	TOWPATH REHABILITATION PHASE IV	\$ 1,148	Under Construction

* Project funding enabled by IIIA increases.



WICOMICO COUNTY

**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 structure is nearing the end of its useful service life.

PROJECT: US 13 Business, Salisbury Boulevard

DESCRIPTION: Replacement of Bridge No. 2200400 over East Branch Wicomico River.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1937, is nearing the end of its useful service life. It is currently in fair condition and posted for weight restrictions.

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

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

STATUS: Engineering and utility relocations underway.

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: The funding increase of \$2.9 million is due to the latest engineer's estimate and capital program costs.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,267	1,848	149	338	81	0	0	0	0	419	0
Right-of-way	1,550	1,550	0	0	0	0	0	0	0	0	0
Utilities	1,909	125	112	1,351	433	0	0	0	0	1,784	0
Construction	8,500	0	0	0	2,545	3,737	2,218	0	0	8,500	0
Total	14,226	3,522	261	1,689	3,059	3,737	2,218	0	0	10,703	0
Federal-Aid	10,404	229	222	1,624	2,894	3,550	2,107	0	0	10,175	0
Special	3,822	3,293	39	65	166	187	111	0	0	528	0
Other	0	0	0	0	0	0	0	0	0	0	0

STIP REFERENCE #WI2221 12/01/2022

Classification:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 29500
(2022)

PROJECTED 35300
(2042)

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

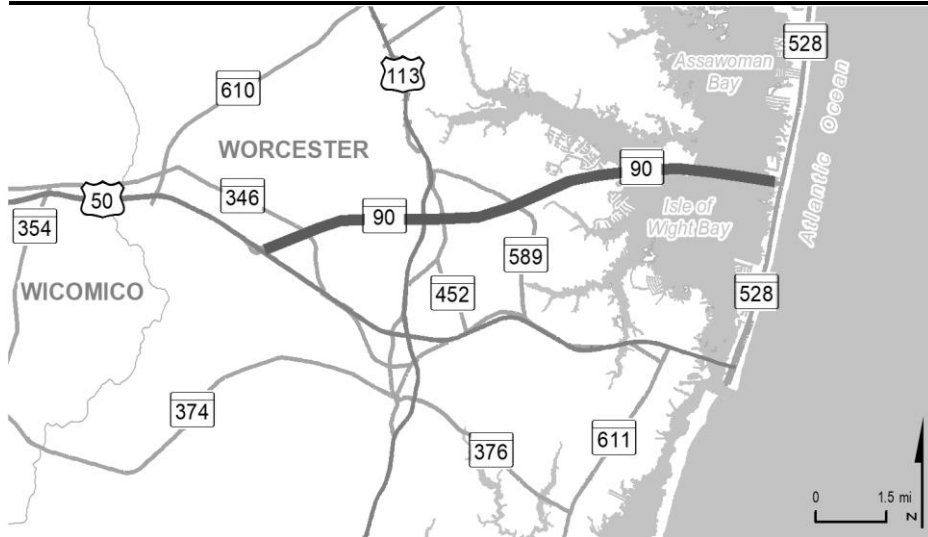
STATE HIGHWAY ADMINISTRATION - Wicomico County - LINE 2

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Resurface/Rehabilitate</u>				
XY7221	-	SAFETY AND RESURFACE-AT VARIOUS LOCATIONS IN WICOMICO COUNTY	\$ 7,000	Completed
XY8222	-	AT VARIOUS LOCATIONS IN WICOMICO COUNTY	\$ 8,381	Under Construction
<u>Safety/Spot Improvement</u>				
WI4341	US50	OCEAN GATEWAY - GEOMETRIC IMPROVEMENTS FROM WEST OF MD 347 TO EAST OF ROCKAWALKIN ROAD *	\$ 8,499	Design Underway
<u>Transportation Alternatives Program</u>				
WI1361	-	CITYWIDE BIKE NETWORK DESIGN	\$ 597	FY 2024
WINEW1	-	SALISBURY SCENIC DRIVE RAILS TO TRAIL	\$ 723	FY 2024

* Project funding enabled by IIJA increases.



WORCESTER COUNTY



PROJECT: MD 90, Ocean City Expressway

DESCRIPTION: Project to improve MD 90 operations from US 50 to MD 528, including Bridge No. 2302000 over the St. Martin River and Bridge No. 2302100 over Assawoman Bay.

PURPOSE & NEED SUMMARY STATEMENT: MD 90 is a high traffic volume arterial that serves as one of three routes into and out of Ocean City and, therefore, is a key evacuation route during storm events. This project would improve operations and increase network redundancy.

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

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

☐ Grandfathered
☒ Exception Will Be Required
☐ Exception Granted

STATUS: Planning underway.

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: The funding increase of \$15.0 million is due to the addition of project planning and preliminary design funding. Additional project funding enabled by IIJA increases.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	5,850	475	475	675	1,700	2,000	1,000	0	0	5,375	0
Engineering	10,000	0	0	0	0	0	1,000	3,000	3,000	7,000	3,000
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	15,850	475	475	675	1,700	2,000	2,000	3,000	3,000	12,375	3,000
Federal-Aid	14,308	449	449	629	1,530	1,800	1,800	2,700	2,700	11,159	2,700
Special	1,543	27	27	46	170	200	200	300	300	1,216	300
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

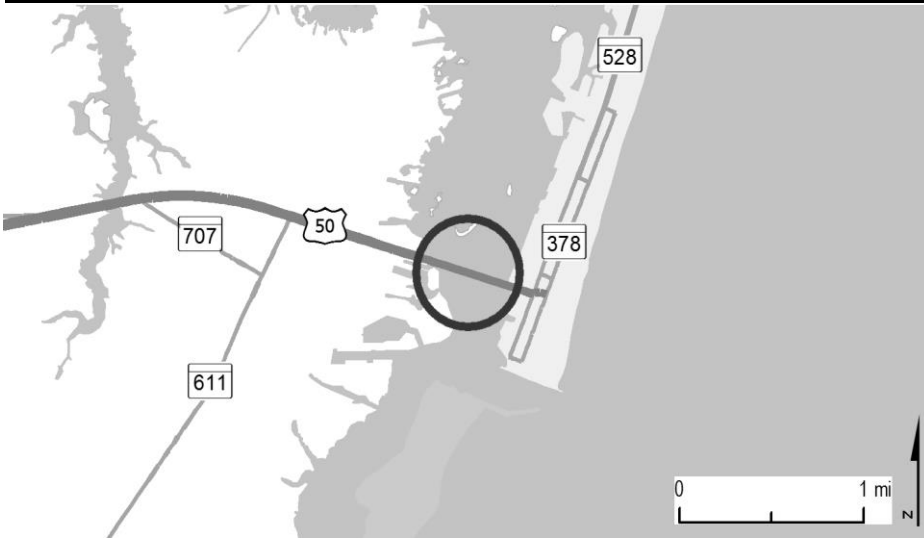
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 24,700
(2022) 34,700 (Summer)

PROJECTED 29,900
(2042) 41,900 (Summer)



PROJECT: US 50, Ocean Gateway

DESCRIPTION: Study to replace Bridge No. 2300700 over the Sinepuxent Bay. The study will investigate options to eliminate/upgrade the drawspan structure.

PURPOSE & NEED SUMMARY STATEMENT: This high traffic volume arterial has experienced mechanical problems with the drawbridge during peak seasonal traffic. This project would improve the highway's safety and operations.

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

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

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	2,908	2,908	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	2,908	2,908	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	2,908	2,908	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

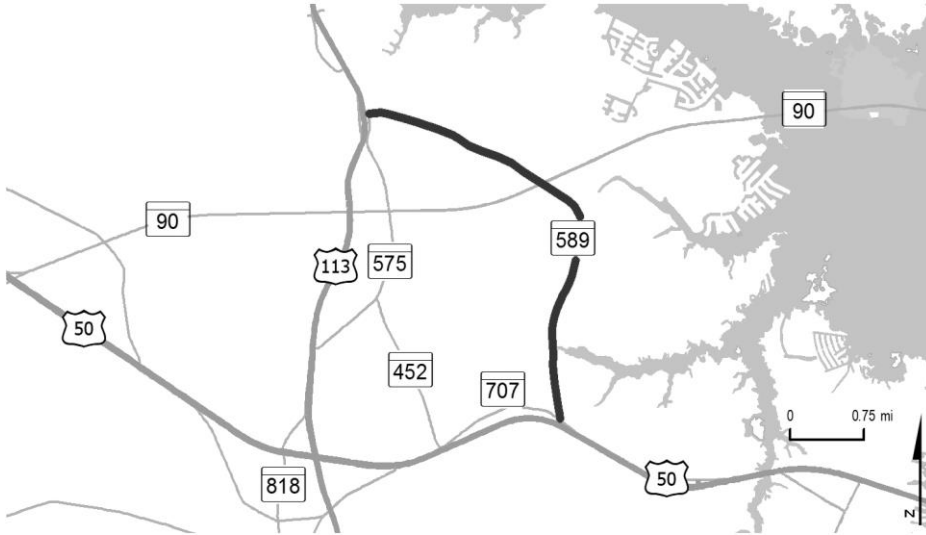
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 21,600
(2022) 32,900 (Summer)

PROJECTED 35,500
(2042) 58,600 (Summer)

**PROJECT:** MD 589, Racetrack Road**DESCRIPTION:** Study for potential improvements to the existing MD 589 corridor from US 50 to US 113 (4.7 miles).**PURPOSE & NEED SUMMARY STATEMENT:** This project will relieve traffic congestion and improve traffic safety along MD 589 and at the US 50 intersection.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law

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

STATUS: Feasibility study complete.**SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	1,417	1,417	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,417	1,417	0	0	0	0	0	0	0	0	0
Federal-Aid	246	246	0	0	0	0	0	0	0	0	0
Special	1,171	1,171	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:**STATE -** Minor Arterial**FEDERAL -** Minor Arterial**STATE SYSTEM:** Secondary**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT	15,800
(2022)	19,700 (Summer)

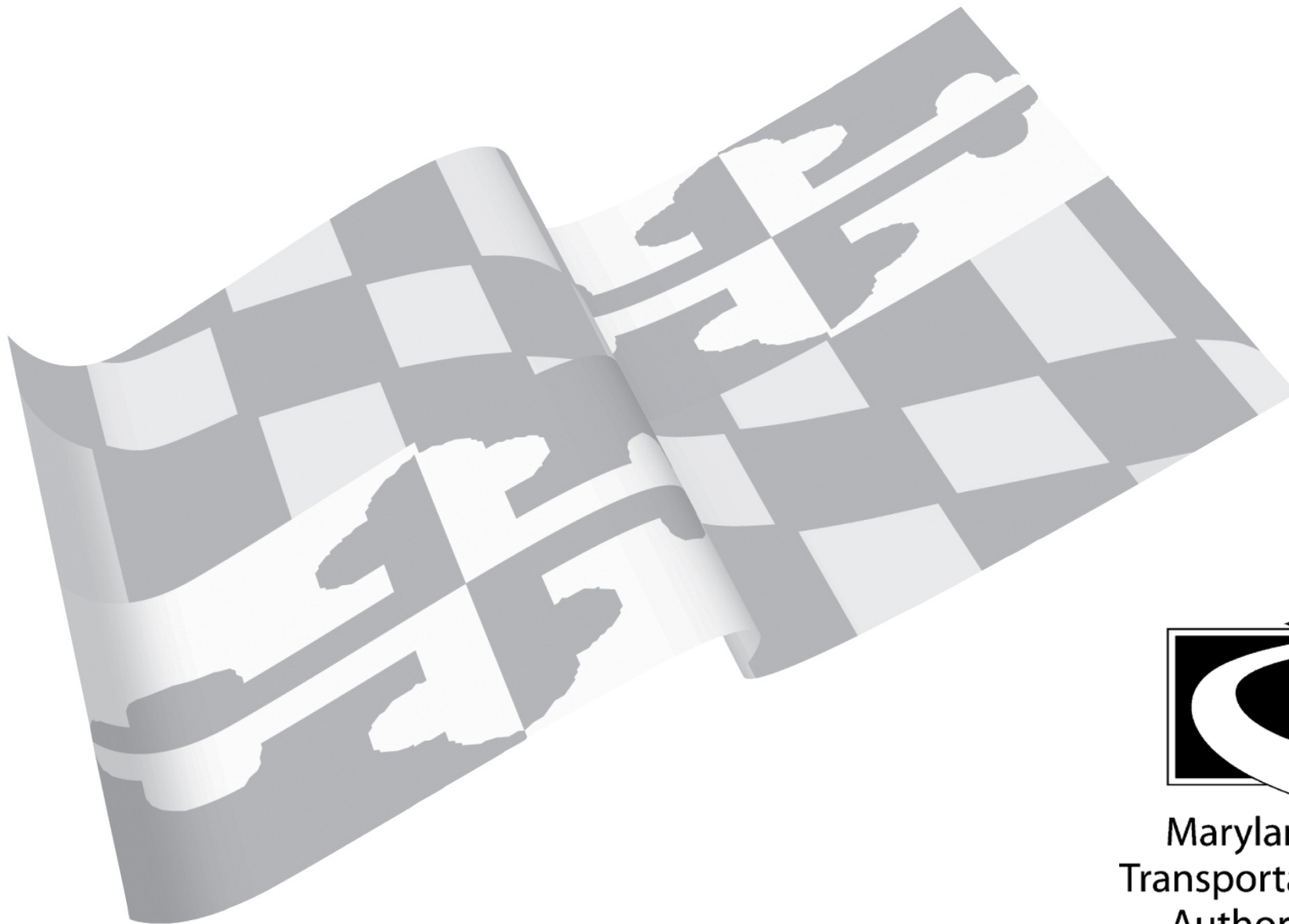
PROJECTED	22,400
(2042)	29,000 (Summer)

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Worcester County - LINE 4

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Intersection Capacity Improvements</u>				
WO1551	MD376	BAY STREET; US 113 TO FLOWER STREET	\$ 3,606	Completed
<u>Resurface/Rehabilitate</u>				
XY7231	-	MILL/GRIND, PATCH & RESURFACE ROADWAY PAVEMENTS AT VARIOUS LOCATIONS IN WORCESTER COUNTY	\$ 9,390	Completed
XY8231	-	AT VARIOUS LOCATIONS IN WORCESTER COUNTY	\$ 8,293	Under Construction
<u>Transportation Alternatives Program</u>				
WANEW7	-	SRTS - TOWN OF BOONSBORO	\$ 1,193	FY 2024

* Project funding enabled by IIJA increases.



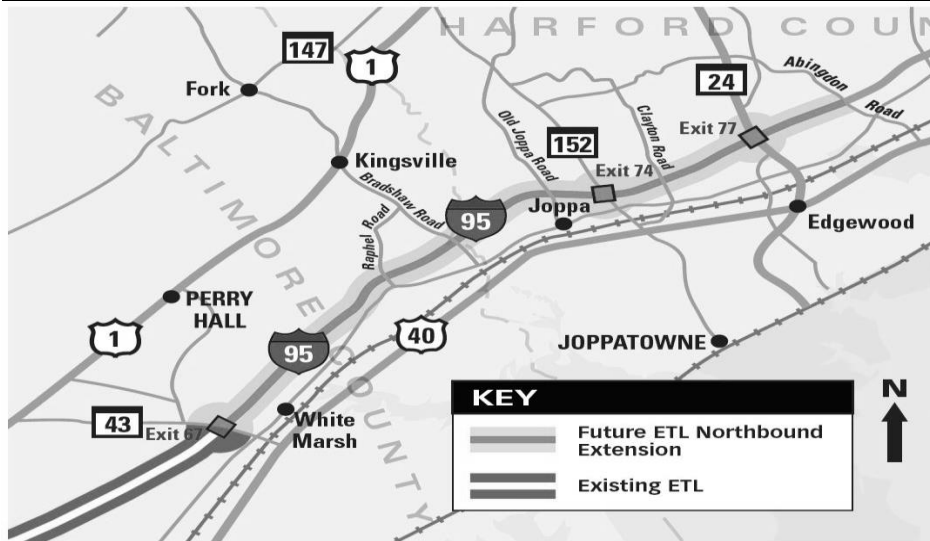
Maryland
Transportation
Authority

MDOT
MARYLAND DEPARTMENT
OF TRANSPORTATION

MARYLAND TRANSPORTATION AUTHORITY

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

	<u>Current</u>	<u>FY</u>	<u>Budget</u>	<u>FY</u>	<u>FY 2025</u>	<u>FY 2026</u>	<u>FY 2027</u>	<u>FY 2028</u>	<u>SIX - YEAR</u>
		<u>2023</u>		<u>2024</u>					<u>TOTAL</u>
<u>Major Construction Program</u>		445.4		524.5	316.4	156.0	113.2	56.9	1,612.5
System Preservation		106.1		226.2	114.5	22.9	24.3	2.4	496.4
Expansion/Efficiency		320.0		280.2	195.9	131.1	88.3	54.6	1,070.0
Environment		18.9		15.0	2.1	-	-	-	36.0
Administration		0.4		3.1	3.9	2.0	0.7	-	10.1
<u>Major Development & Evaluation Program</u>		5.7		9.6	8.3	4.6	-	-	28.0
Expansion/Efficiency		5.7		9.6	8.3	4.6	-	-	28.0
<u>Minor Program</u>		83.4		93.8	167.7	240.4	221.7	238.2	1,045.2
System Preservation		64.1		83.6	142.0	181.2	139.8	152.7	763.4
Expansion/Efficiency		8.8		5.3	24.5	59.2	81.8	85.5	265.1
Safety & Security		3.7		1.7	0.2	-	-	-	5.6
Environment		3.3		2.0	0.2	-	-	-	5.5
Administration		3.6		1.4	0.7	-	-	-	5.6
<u>Capital Salaries, Wages & Other Costs</u>		-		-	-	-	-	-	-
TOTAL		534.4		627.9	492.3	401.0	334.9	295.1	2,685.7
Toll Funds		534.4		627.9	492.3	401.0	334.9	295.1	2,685.7



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.

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

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

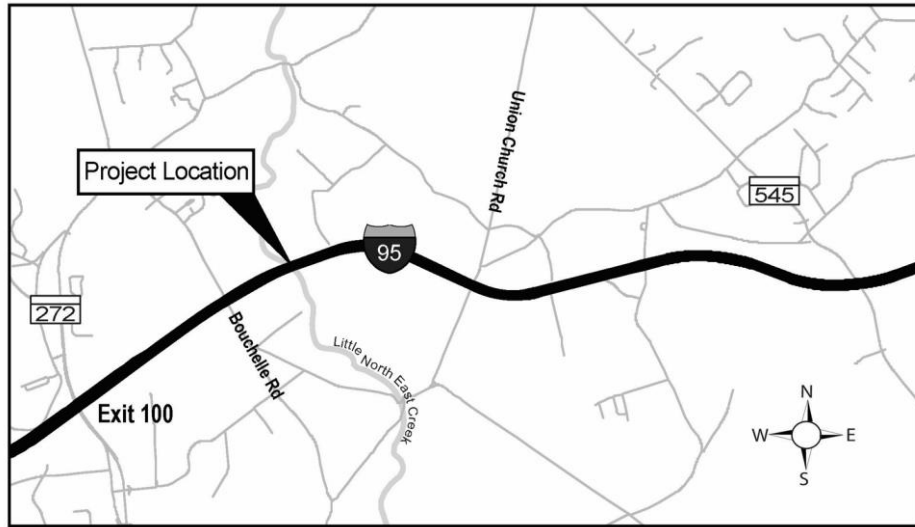
STATUS: Engineering and construction are underway.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	95,129	75,547	5,769	13,154	3,618	1,606	1,204	0	0	19,582	0
Right-of-way	8,584	7,316	4,568	1,169	100	0	0	0	0	1,269	0
Utility	8,870	198	198	3,311	5,361	0	0	0	0	8,672	0
Construction	957,720	163,448	80,261	187,219	210,085	127,216	107,054	81,433	53,818	766,824	27,448
Total	1,070,304	246,508	90,796	204,853	219,164	128,822	108,258	81,433	53,818	796,347	27,448
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	1,070,304	246,508	90,796	204,853	219,164	128,822	108,258	81,433	53,818	796,347	27,448
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: None.



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.

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 | |

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

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

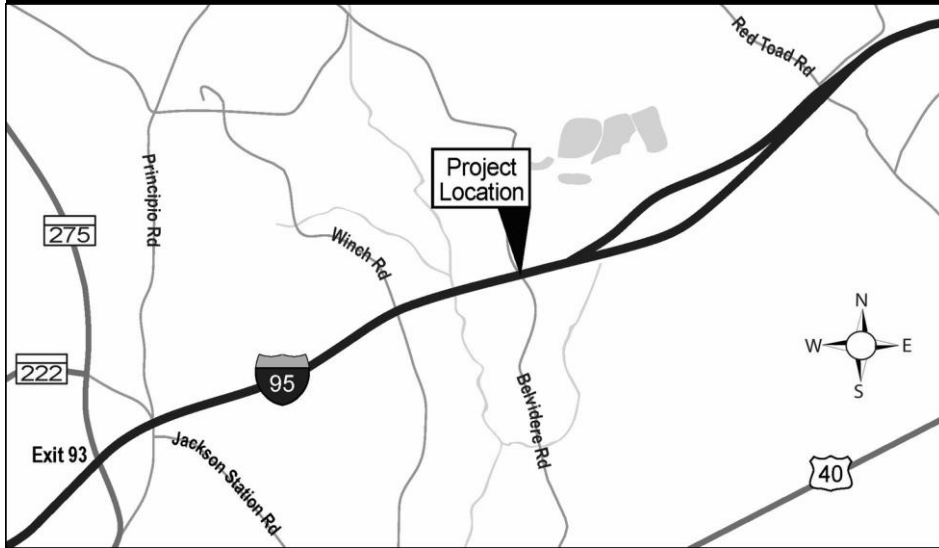
STATUS: Open to service.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,384	1,384	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	12,125	11,804	279	321	0	0	0	0	0	321	0
Total	13,509	13,188	279	321	0	0	0	0	0	321	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	13,509	13,188	279	321	0	0	0	0	0	321	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: None.



PROJECT: I-95 John F. Kennedy Memorial Highway - Construct Interchange at Belvidere Road

DESCRIPTION: The project will construct a new interchange between I-95 John F. Kennedy Memorial Highway and Belvidere Road, including constructing a new bridge over I-95.

PURPOSE & NEED SUMMARY STATEMENT: Increased development in the vicinity of Belvidere Road in Cecil County necessitates an interchange at I-95 (JFK Highway) and Belvidere Road. The project cost will be shared with Stewart Properties contributing \$8.8 million for right-of-way, Cecil County contributing \$1 million for construction, and MDTA providing \$46.7 million, with the balance of \$20 million from a Federal BUILD Grant. The BUILD Grant was awarded in December 2018. At the time of the grant application in 2018, the project was estimated at \$54 million; however, the cost shown on this page reflects the low bid received from the selected Design-Build team.

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.

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

STATUS: Planning and engineering are complete.
Construction is underway.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	6,177	6,077	1,147	101	0	0	0	0	0	101	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	74,891	5,226	5,220	17,545	29,776	21,947	396	0	0	69,665	0
Total	81,068	11,303	6,367	17,645	29,776	21,947	396	0	0	69,765	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	81,068	11,303	6,367	17,645	29,776	21,947	396	0	0	69,765	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: Cost increased by \$4.5 million for the addition of Phase V services and to advance design activities.



PROJECT: I-95 John F. Kennedy Memorial Highway - Structural Rehabilitation of the Millard E. Tydings Memorial Bridge

DESCRIPTION: Perform structural rehabilitation at the Tydings Bridge on I-95 over the Susquehanna River including retrofitting ten wind shear devices and miscellaneous steel repairs as needed.

PURPOSE & NEED SUMMARY STATEMENT: Annual inspections revealed the need to retrofit the wind shear devices and to perform miscellaneous steel repairs.

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 | |

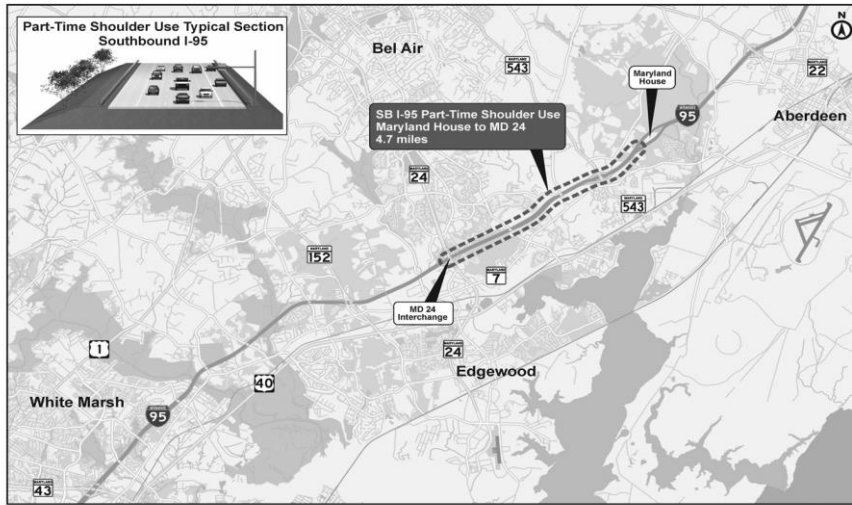
- SMART GROWTH STATUS:**
- | | | |
|--|--|--|
| <input type="checkbox"/> Project Inside PFA | <input type="checkbox"/> Project Not Location Specific | <input checked="" type="checkbox"/> Not Subject to PFA Law |
| <input type="checkbox"/> Project Outside PFA | <input type="checkbox"/> Grandfathered |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

EXPLANATION: This project addresses existing wear and extends the useful life of steel bridge components.

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 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	670	670	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	10,327	7,980	7,616	2,347	0	0	0	0	0	2,347	0
Total	10,997	8,650	7,616	2,347	0	0	0	0	0	2,347	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	10,997	8,650	7,616	2,347	0	0	0	0	0	2,347	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: Added to the Construction Program.



PROJECT: I-95 John F. Kennedy Memorial Highway - I-95 Southbound Hard Shoulder Running

DESCRIPTION: This project will provide part-time left shoulder use for approximately 5.4 miles on I-95 southbound from Maryland House to MD 24 in Harford County. It involves restriping I-95 and repaving the left shoulder lane to accommodate part-time left shoulder use. Installation of Intelligent Transportation System (ITS) devices to dynamically open and close the left shoulder lane based on traffic conditions is included.

PURPOSE & NEED SUMMARY STATEMENT: This project will increase capacity along southbound I-95 between Maryland House and MD 24 and reduce congestion during high traffic volumes.

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: I-95 southbound from Maryland House to MD 24 sometimes experiences congestion. This project will increase capacity in the area.

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

STATUS: Engineering is underway.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,730	810	608	1,920	0	0	0	0	0	1,920	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	32,300	0	0	0	0	2,248	22,478	6,837	738	32,300	0
Total	35,030	810	608	1,920	0	2,248	22,478	6,837	738	34,220	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	35,030	810	608	1,920	0	2,248	22,478	6,837	738	34,220	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: Added to the Construction Program.



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.

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.

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

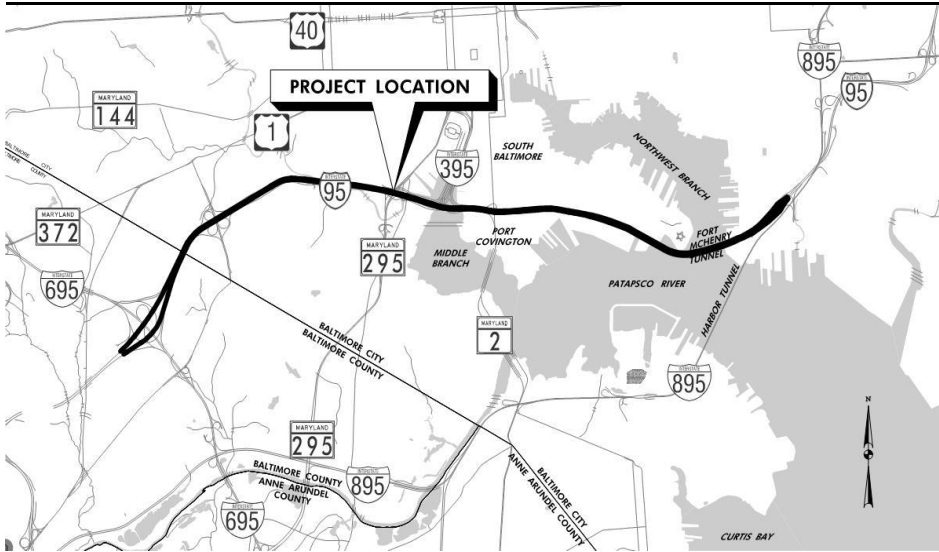
STATUS: Engineering and construction are underway.

POTENTIAL FUNDING SOURCE:

- ☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,149	2,335	4	710	103	0	0	0	0	814	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	41,546	22,705	15,341	15,311	3,530	0	0	0	0	18,841	0
Total	44,695	25,041	15,346	16,021	3,633	0	0	0	0	19,654	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	44,695	25,041	15,346	16,021	3,633	0	0	0	0	19,654	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: Cost increased by \$2.9 million for extra work added due to unforeseen conditions.



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.

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

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

EXPLANATION: 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.

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

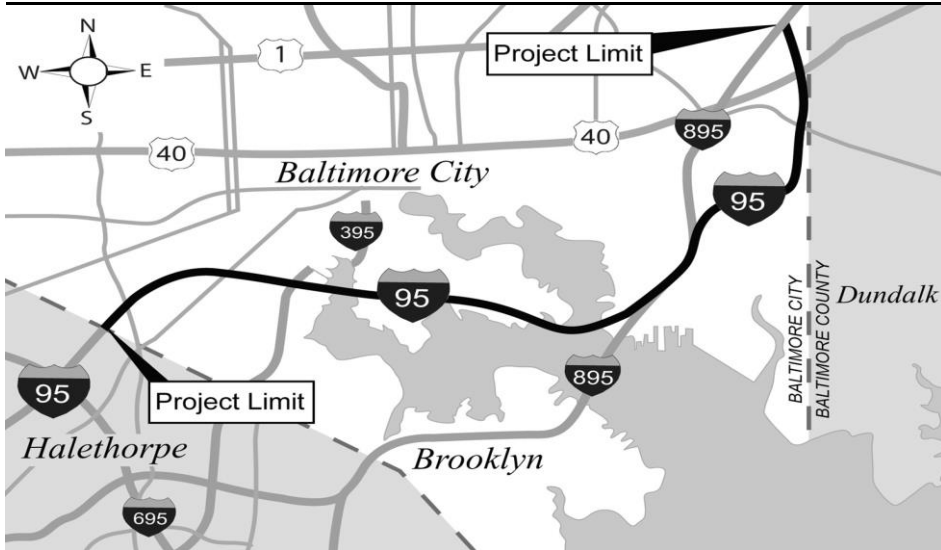
STATUS: Planning is underway. Construction schedule to be determined. Planning funding shown is for MDTA's oversight of the planning phase which is being funded by a private developer. Construction funding shown is MDTA's match for future INFRA Grant.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2025...	...2026...	...2027...	...2028...		
Planning	409	389	1	5	0	0	0	0	0	5	15
Engineering	6	6	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	32,985	0	0	0	0	0	0	0	0	0	32,985
Total	33,400	395	1	5	0	0	0	0	0	5	33,000
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	33,400	395	1	5	0	0	0	0	0	5	33,000
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: None.



PROJECT: I-95 Fort McHenry Tunnel - Rehabilitate Substructure and Superstructure of Various Bridges on I-95 in Baltimore City

DESCRIPTION: Repair substructure and superstructure of seventy-four 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 on seventy-four bridges. Originally only Phase 1 was funded. Funding for Phase 2 is now added. Each phase includes thirty-seven bridges.

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.

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.

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

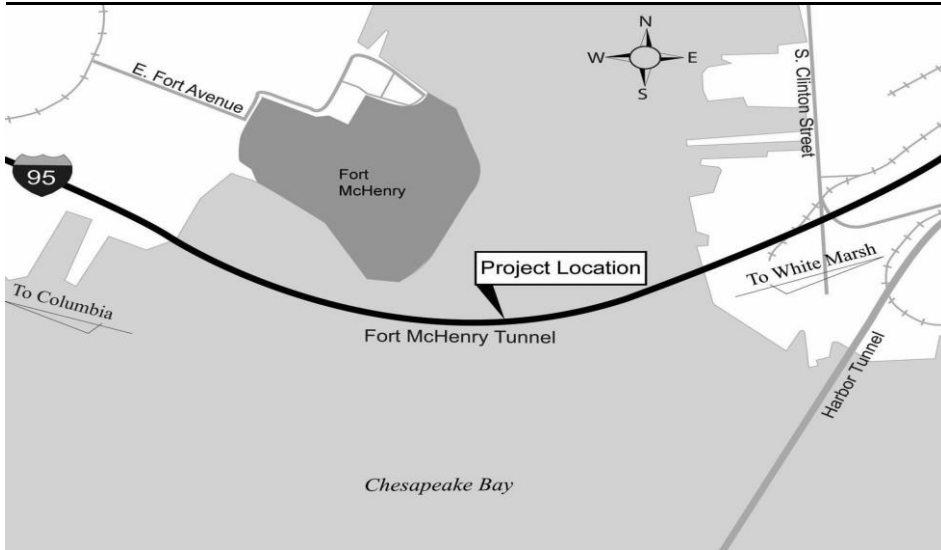
STATUS: Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE:

- ☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,809	4,756	18	53	0	0	0	0	0	53	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	22,441	8,864	620	5,353	5,221	2,422	581	0	0	13,577	0
Total	27,250	13,620	638	5,406	5,221	2,422	581	0	0	13,630	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	27,250	13,620	638	5,406	5,221	2,422	581	0	0	13,630	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: None.



PROJECT: I-95 Fort McHenry Tunnel - Rehabilitate Tunnel 15 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.

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 | |

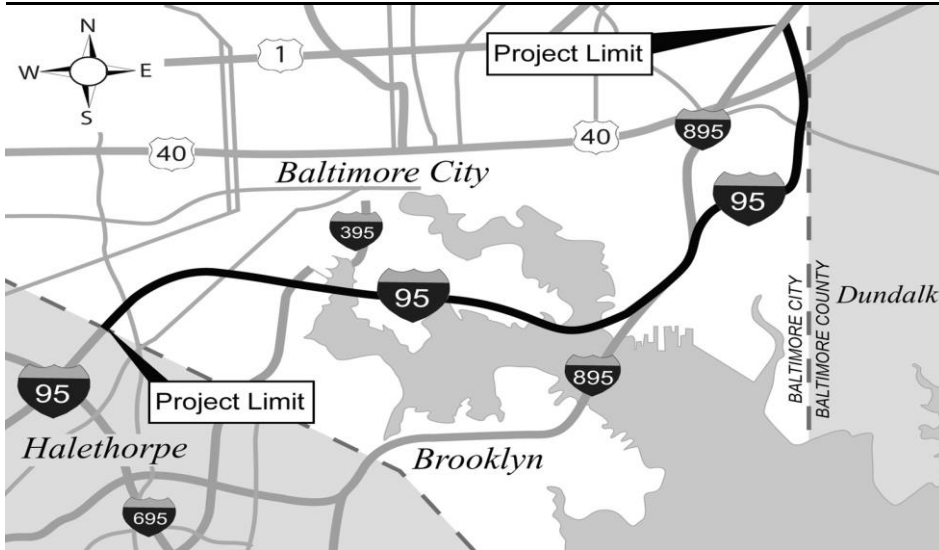
EXPLANATION: Rehabilitate 15KV cable, conduit and concrete wall to increase the useful life of these tunnel components.

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

STATUS: 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 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	476	476	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	32,808	4,612	2,761	11,539	11,500	5,157	0	0	0	28,196	0
Total	33,284	5,087	2,761	11,539	11,500	5,157	0	0	0	28,196	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	33,284	5,087	2,761	11,539	11,500	5,157	0	0	0	28,196	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: None.



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

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.

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 | |

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

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

STATUS: Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE:

- ☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	861	861	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	6,330	4,767	4,747	1,563	0	0	0	0	0	1,563	0
Total	7,191	5,628	4,747	1,563	0	0	0	0	0	1,563	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	7,191	5,628	4,747	1,563	0	0	0	0	0	1,563	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: None.



PROJECT: I-95 Fort McHenry Tunnel - Convert to Cashless Tolling

DESCRIPTION: Remove the existing toll booths and plaza elements, construct gantry structures, and reconstruct the plaza roadway to convert to cashless tolling; construct underground infrastructure, utilities, stormwater management, signing and marking, and commercial inspection area.

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).

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 Fort McHenry Tunnel provides toll collection at highway speeds through the electronic methods of E-ZPass, Pay-By-Plate, and Video Tolling.

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

STATUS: Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,542	2,542	149	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	20,261	4,409	4,311	11,381	4,471	0	0	0	0	15,852	0
Total	22,802	6,951	4,460	11,381	4,471	0	0	0	0	15,852	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	22,802	6,951	4,460	11,381	4,471	0	0	0	0	15,852	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: None.



PROJECT: MD 695 Francis Scott Key Bridge - Renovate Campus Buildings

DESCRIPTION: Replace heating, ventilation, and air conditioning (HVAC) units at the Francis Scott Key Bridge Campus Engineering/Construction (OEC) and Maintenance Buildings and replace roof on OEC Building.

PURPOSE & NEED SUMMARY STATEMENT: The heating, ventilation, and air conditioning units at the Key Bridge Campus Engineering/Construction (OEC) and Administration Maintenance Buildings are reaching the end of their useful life and need to be replaced. Inspection reports indicated that the roof on the Engineering Building is deteriorated and in need of replacement.

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 | |

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

EXPLANATION: Various components of the Engineering/Construction (OEC) and Administration Maintenance Buildings are at the end of their useful life and need to be replaced. Replacing the components will extend the useful life of the buildings.

STATUS: Open to service.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,366	2,366	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	9,432	9,424	315	8	0	0	0	0	0	8	0
Total	11,798	11,790	315	8	0	0	0	0	0	8	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	11,798	11,790	315	8	0	0	0	0	0	8	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: None.



PROJECT: MD 695 Francis Scott Key Bridge - Subgrade Improvements at Bear Creek

DESCRIPTION: This project will rehabilitate the subgrade and pavement systems of the MD 695 roadway in the Bear Creek vicinity.

PURPOSE & NEED SUMMARY STATEMENT: The purpose of the project is to repair and rehabilitate the subgrade and pavement of MD 695 near Bear Creek and perform backwall repairs of adjacent bridges. The need for repairs and rehabilitation are based on various studies that revealed settlement and deterioration in this area. The expected increase in truck volumes due to the ongoing development and expansion of Tradepoint Atlantic confirms the need for the rehabilitation at this time.

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 rehabilitation and repairs of the roadway and bridge abutments will provide a safer and smoother ride.

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

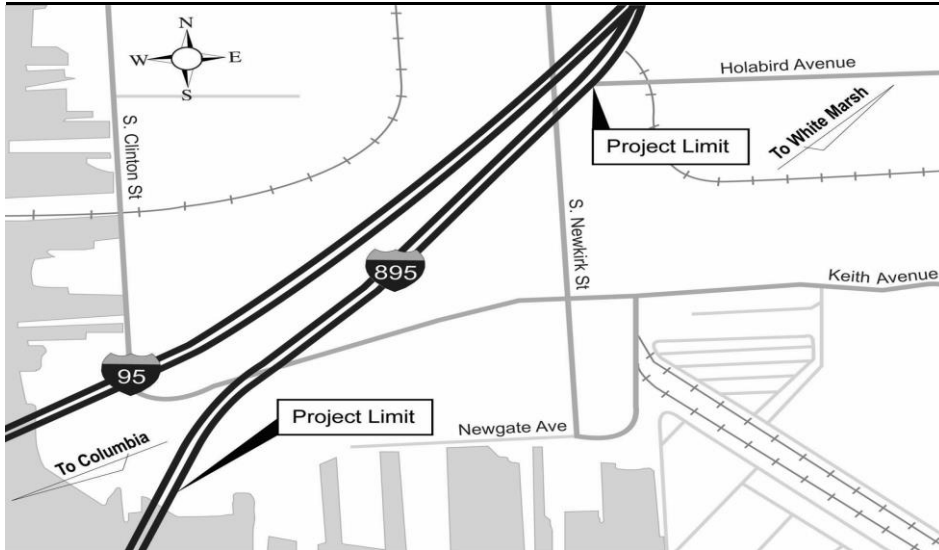
STATUS: Engineering is complete. Construction will begin in FY 2023.

POTENTIAL FUNDING SOURCE:

- ☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,461	3,079	747	382	0	0	0	0	0	382	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	58,111	0	0	9,638	46,444	2,029	0	0	0	58,111	0
Total	61,572	3,079	747	10,020	46,444	2,029	0	0	0	58,493	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	61,572	3,079	747	10,020	46,444	2,029	0	0	0	58,493	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: None.



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.

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.

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

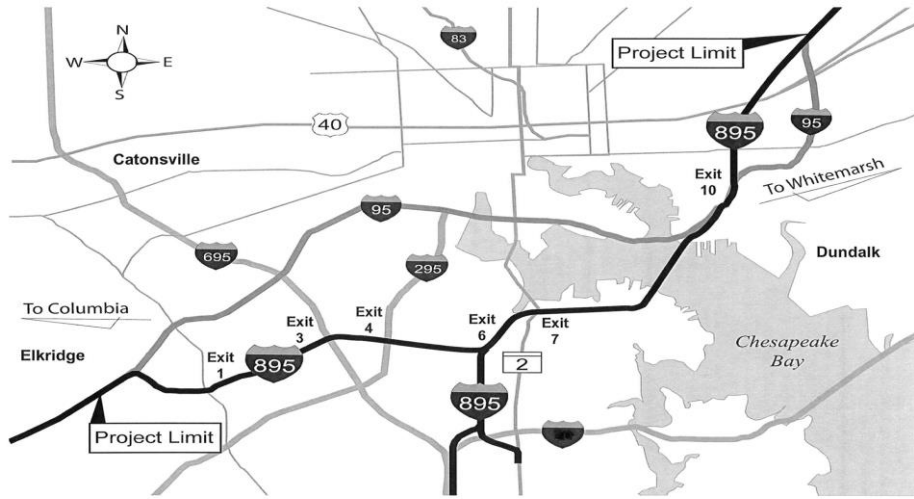
STATUS: Open to service.

POTENTIAL FUNDING SOURCE:

- ☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPENDED									
	COST	THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR				...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	24,231	24,231	0	0	0	0	0	0	0	0	
Right-of-way	2,165	2,066	1	98	0	0	0	0	98	0	
Utility	0	0	0	0	0	0	0	0	0	0	
Construction	214,757	211,396	4,642	3,361	0	0	0	0	3,361	0	
Total	241,153	237,693	4,643	3,460	0	0	0	0	3,460	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	
TOLL	241,153	237,693	4,643	3,460	0	0	0	0	3,460	0	
Other	0	0	0	0	0	0	0	0	0	0	

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: None.



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 1960s 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.

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.

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

STATUS: Open to service.

POTENTIAL FUNDING SOURCE:

- ☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,227	1,227	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	13,184	12,549	3,189	634	0	0	0	0	0	634	0
Total	14,411	13,777	3,189	634	0	0	0	0	0	634	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	14,411	13,777	3,189	634	0	0	0	0	0	634	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: None.



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.

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.

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

STATUS: Open to service.

POTENTIAL FUNDING SOURCE:

- ☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPENDED									
	COST	THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR				...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	402	402	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	10,331	10,287	2,550	44	0	0	0	0	0	44	0
Total	10,733	10,688	2,550	44	0	0	0	0	0	44	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	10,733	10,688	2,550	44	0	0	0	0	0	44	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: None.



PROJECT: I-895 Baltimore Harbor Tunnel Thruway - Envelope and Switchgear Replacements at Vent Buildings

DESCRIPTION: Replace building facade, louvers, doors, roofing, elevators and fire pumps along with switchgear/MCC line-ups, transformers, switchboards, SCADA system integration and associated feeder cables at the Baltimore Harbor Tunnel Vent Buildings, Fairfield and Canton Sites.

PURPOSE & NEED SUMMARY STATEMENT: The existing facade is failing and the existing louvers provide no protection of the building interiors and equipment from rain and snow. The switchgear is original to the facility and has reached the end of its useful life.

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 | |

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

EXPLANATION: Replacing the facade will extend the useful life of the Baltimore Harbor Tunnel Vent Buildings and provide protection for the equipment housed therein. Replacing the switchgear and associated apparatus will provide reliable system and power control.

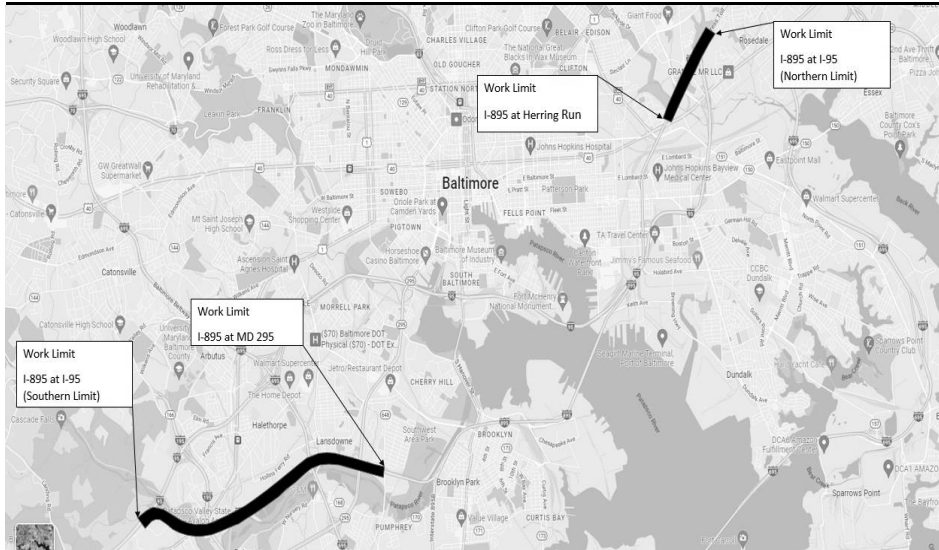
STATUS: Engineering and right-of-way acquisition are complete. Construction is underway.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,103	4,103	264	0	0	0	0	0	0	0	0
Right-of-way	466	466	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	76,106	84	23	6,635	15,511	20,026	16,544	17,307	0	76,022	0
Total	80,675	4,653	287	6,635	15,511	20,026	16,544	17,307	0	76,022	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	80,675	4,653	287	6,635	15,511	20,026	16,544	17,307	0	76,022	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: Cost increased by \$16.2 million to reflect actual bid price.



PROJECT: I-895 Baltimore Harbor Tunnel Thruway - Resurfacing North and South of the Baltimore Harbor Tunnel

DESCRIPTION: Resurfacing I-895 north and south of Baltimore Harbor Tunnel. The limits of the project are I-895 from the southern junction of I-95 to just north of MD 295 (at the south end of the project) and I-895 from just south of Herring Run to the northern junction of I-95 (northern end of the project).

PURPOSE & NEED SUMMARY STATEMENT: This project will perform the required life-cycle pavement resurfacing and rehabilitation along I-895 in order to ensure that the pavement remains in acceptable condition.

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 | |

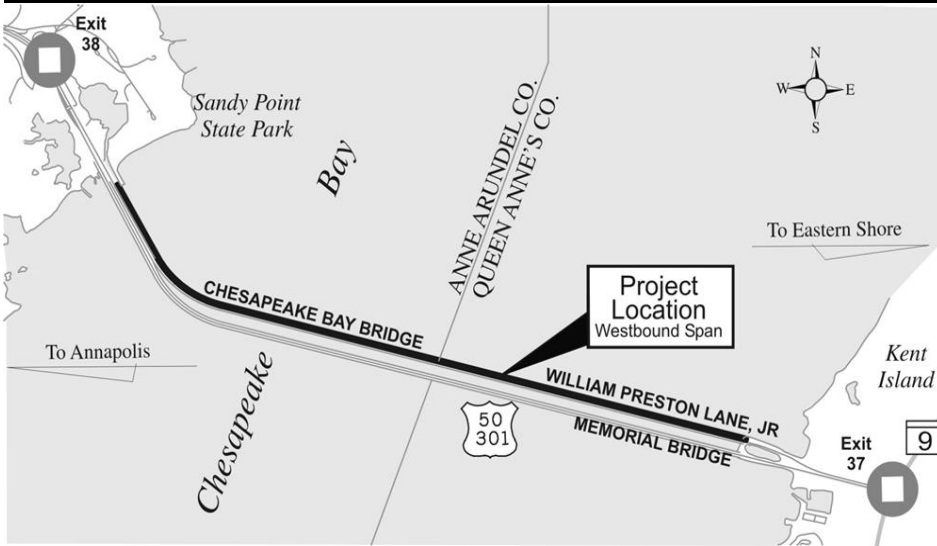
EXPLANATION: The I-895 roadway was in need of resurfacing in order to extend the useful life of the highway.

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

STATUS: Engineering 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	CURRENT	BUDGET	PLANNING				SIX	BALANCE
	ESTIMATED	EXPENDED	YEAR	YEAR	YEAR	FOR PLANNING PURPOSES ONLY				YEAR	TO
	COST	THRU	2022	2023	2024	...2025...	...2026...	...2027...	...2028...	TOTAL	COMPLETE
	(\$000)	CLOSE YEAR									
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	475	316	316	159	0	0	0	0	0	159	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	12,533	0	0	689	8,184	3,660	0	0	0	12,533	0
Total	13,008	316	316	848	8,184	3,660	0	0	0	12,691	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	13,008	316	316	848	8,184	3,660	0	0	0	12,691	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: Added to the Construction Program.



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.

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.

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

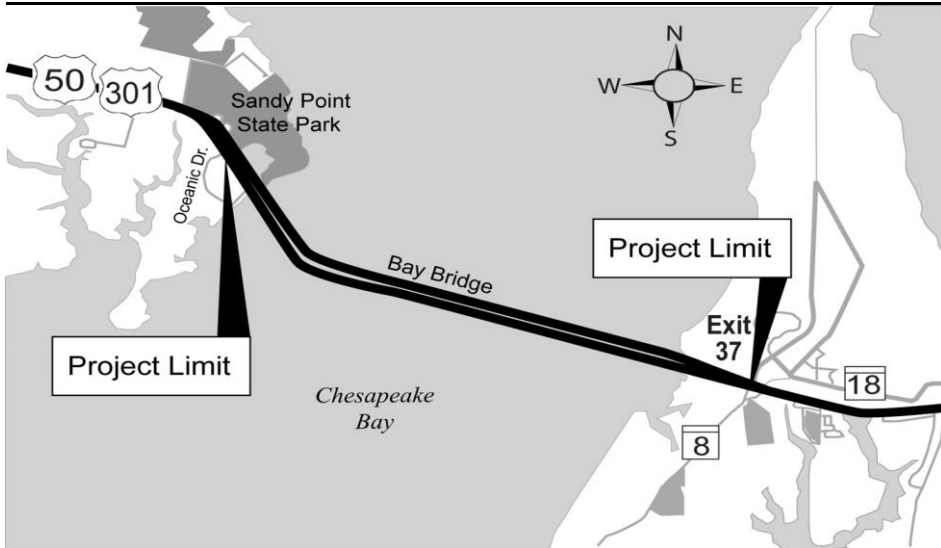
STATUS: Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE:

- ☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,654	2,654	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	37,307	32,507	8,826	4,800	0	0	0	0	0	4,800	0
Total	39,961	35,161	8,826	4,800	0	0	0	0	0	4,800	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	39,961	35,161	8,826	4,800	0	0	0	0	0	4,800	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: Cost increased by \$6.7 million for redline revisions including contract adjustments and additional Construction Management Inspection (CMI).



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. 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.

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.

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

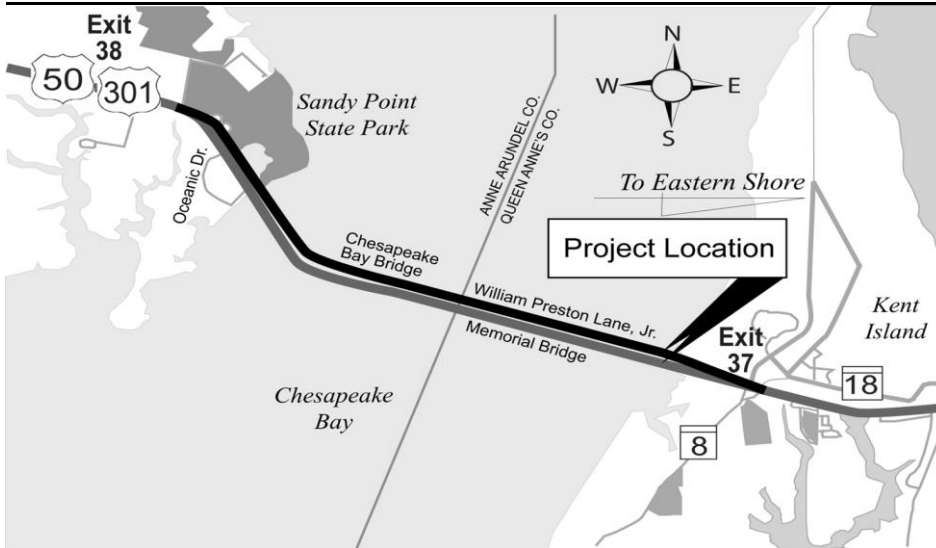
STATUS: Engineering and construction are underway.

POTENTIAL FUNDING SOURCE:

- ☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	13,000	11,000	2,175	1,400	600	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	225,451	702	715	17,732	124,942	75,809	2,270	3,624	372	224,749	0
Total	238,451	11,701	2,890	19,132	125,542	75,809	2,270	3,624	372	226,750	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	238,451	11,701	2,890	19,132	125,542	75,809	2,270	3,624	372	226,750	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: None.



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.

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.

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

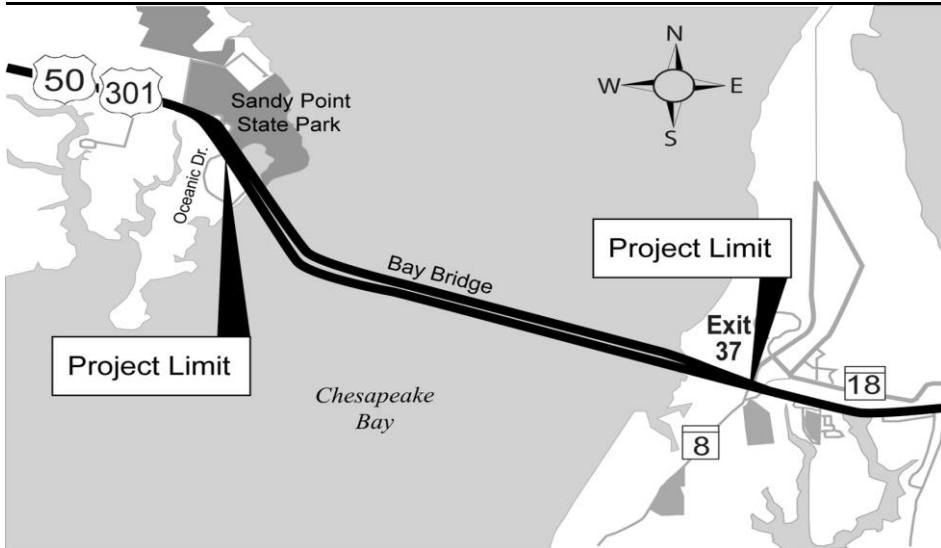
STATUS: Open to service.

POTENTIAL FUNDING SOURCE:

- ☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,733	1,733	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	61,239	60,939	3,718	300	0	0	0	0	0	300	0
Total	62,972	62,672	3,718	300	0	0	0	0	0	300	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	62,972	62,672	3,718	300	0	0	0	0	0	300	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: Cost increased by \$1.6 million for additional Construction Management Inspection (CMI) due to contract time overrun.



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

DESCRIPTION: Replace 5KV feeder cable on the eastbound and westbound spans 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.

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.

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

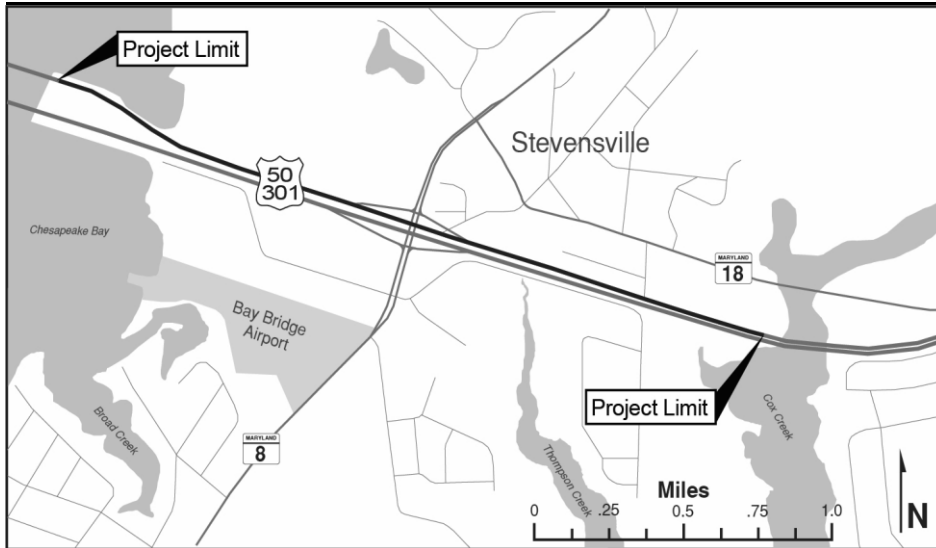
STATUS: Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE:

- ☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,330	2,330	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	47,899	39,526	18,043	7,330	1,043	0	0	0	0	8,373	0
Total	50,229	41,856	18,043	7,330	1,043	0	0	0	0	8,373	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	50,229	41,856	18,043	7,330	1,043	0	0	0	0	8,373	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: None.



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).

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.

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

STATUS: Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,596	1,596	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	18,586	16,679	8,985	1,907	0	0	0	0	0	1,907	0
Total	20,183	18,275	8,985	1,907	0	0	0	0	0	1,907	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	20,183	18,275	8,985	1,907	0	0	0	0	0	1,907	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: Cost increased by \$1.9 million for additional Construction Management Inspection (CMI).



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).

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, Pay-By-Plate, and Video Tolling.

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

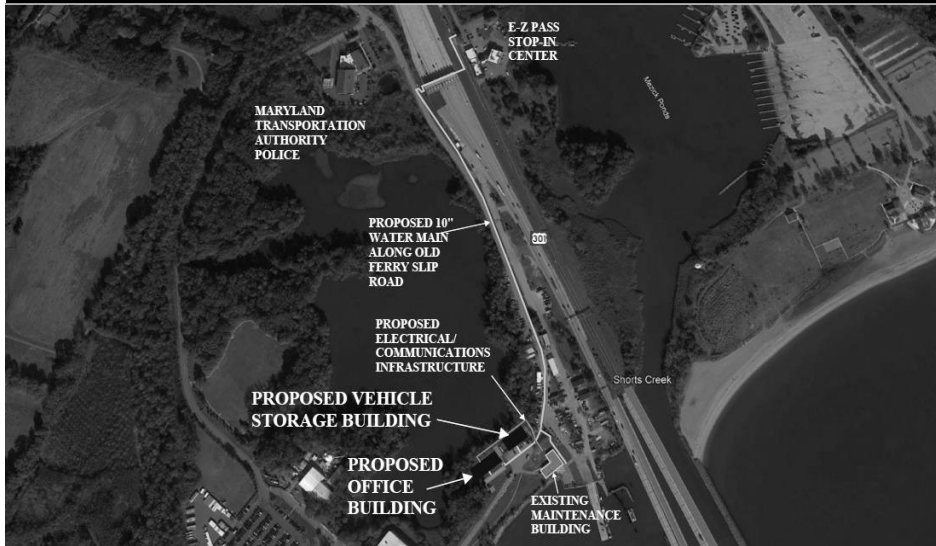
STATUS: Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,585	3,585	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	50,688	42,535	26,907	8,153	0	0	0	0	0	8,153	0
Total	54,274	46,121	26,907	8,153	0	0	0	0	0	8,153	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	54,274	46,121	26,907	8,153	0	0	0	0	0	8,153	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: Cost increased by \$2.8 million for additional Construction Management Inspection (CMI).



PROJECT: US 50/301 Bay Bridge - Project Management Office and Maintenance Equipment Storage Building

DESCRIPTION: This project includes the construction of a new Project Management Office and a new Maintenance Equipment Storage Building at the Bay Bridge Campus. Work also includes site utility upgrades including water main, power, fiber, and street lighting to support the new and existing buildings.

PURPOSE & NEED SUMMARY STATEMENT: The Bay Bridge crossing and approach roadways require continuous construction and maintenance activity to maintain the dual bridges in the highest serviceable condition for safe passage of MDTA customers. The Project Management Office will provide work areas for the inspection and contract administration staff. The Maintenance Equipment Storage Building will provide protection for the equipment used by operations staff.

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 | |

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

EXPLANATION: The Project Management Office will provide a permanent centralized office building for the construction management personnel and field staff necessary for the year round, daytime, and nighttime hours of contract work. The Maintenance Equipment Storage Building will provide protection for the equipment used by the Operations staff.

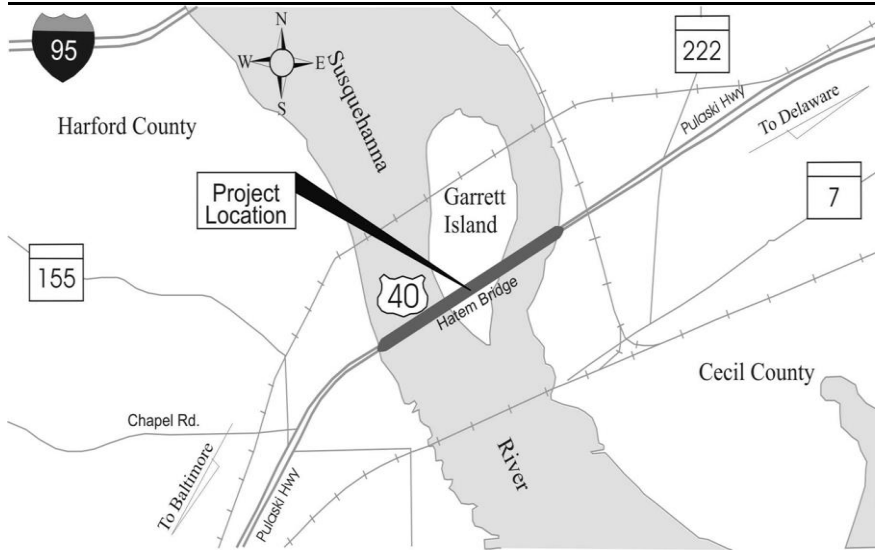
STATUS: Engineering is underway. Construction will begin in FY 2023.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,500	2,064	531	436	0	0	0	0	0	436	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	9,660	0	0	1	3,056	3,868	2,028	707	0	9,660	0
Total	12,160	2,064	532	436	3,056	3,868	2,028	707	0	10,096	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	12,160	2,064	532	436	3,056	3,868	2,028	707	0	10,096	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: Cost increased by \$1.2 million for additional scope, including BGE utility work.



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).

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, Pay-By-Plate, and Video Tolling.

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

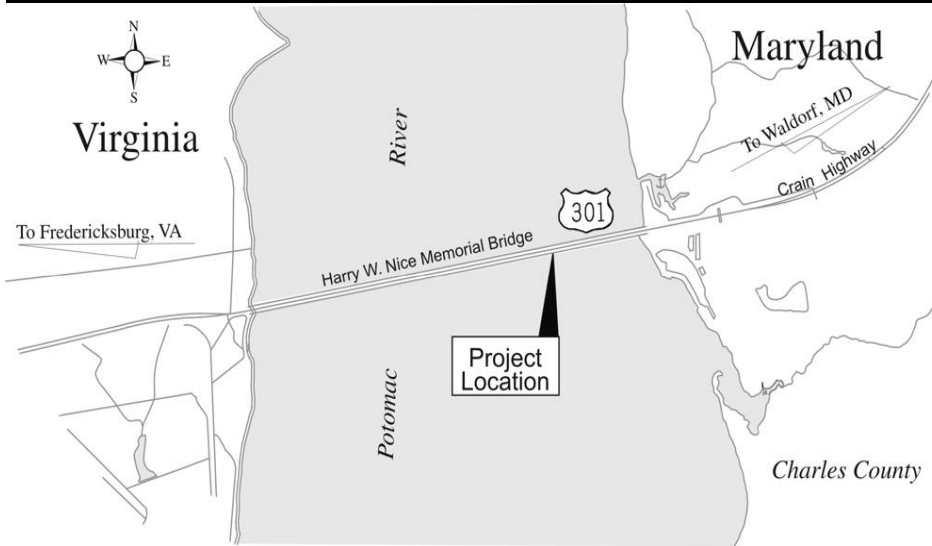
STATUS: Open to service.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,022	3,022	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	13,160	13,021	4,338	140	0	0	0	0	0	140	0
Total	16,182	16,042	4,338	140	0	0	0	0	0	140	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	16,182	16,042	4,338	140	0	0	0	0	0	140	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: Cost increased by \$3.6 million for redline revisions including Phase V services and Construction Management Inspection (CMI).



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

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.

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.

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

STATUS: The facility is open to service. Demolition of the old bridge, final construction elements, environmental mitigation (artificial reefs and oyster seedings), and activities related to Intelligent Transportation Systems (ITS) devices are underway.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2025...	...2026...	...2027...	...2028...		
Planning	5,295	5,295	0	0	0	0	0	0	0	0	0
Engineering	34,662	34,662	0	0	0	0	0	0	0	0	0
Right-of-way	4,907	1,907	0	3,000	0	0	0	0	0	3,000	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	590,923	416,446	194,858	89,088	40,363	45,026	0	0	0	174,478	0
Total	635,787	458,310	194,858	92,088	40,363	45,026	0	0	0	177,477	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	635,787	458,310	194,858	92,088	40,363	45,026	0	0	0	177,477	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 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.

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

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

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

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

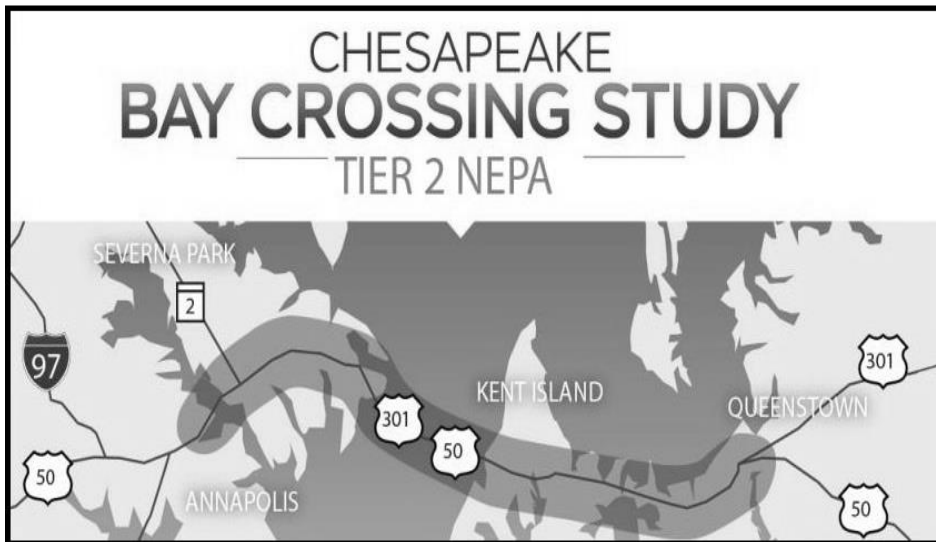
STATUS: Engineering and construction are underway.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	29,783	19,158	2,253	3,776	2,290	1,348	873	836	501	9,623	1,001
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	93,227	62,842	12,253	9,839	6,869	4,044	2,619	2,507	1,502	27,381	3,004
Total	123,009	82,001	14,506	13,616	9,158	5,392	3,493	3,343	2,002	37,004	4,005
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	123,009	82,001	14,506	13,616	9,158	5,392	3,493	3,343	2,002	37,004	4,005
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: None.



PROJECT: US 50/301 Bay Bridge - Tier 2 NEPA Study

DESCRIPTION: The Bay Crossing Study Tier 2 NEPA is the second stage of the two-tiered federally required National Environmental Policy Act (NEPA) process. The Bay Crossing Study Tier 1 NEPA was approved by FHWA in April 2022, identifying Corridor 7, the corridor containing the existing Bay Bridge, as the Selected Corridor Alternative. Tier 2 studies specific alignment, crossing type and potential number of lanes needed within the 2-mile wide, 22-mile long corridor from Severn River Bridge to the US 50/301 split. Tier 2 involves significant public engagement and participation. Project delivery method options will be determined.

PURPOSE & NEED SUMMARY STATEMENT: The Bay Crossing Study Tier 2 NEPA is the next step in the strategy to address congestion and future traffic demand crossing the Chesapeake Bay. It must be completed before final design and construction could potentially begin if a build alignment alternative is selected.

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

STATUS: Planning is underway.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2025...	...2026...	...2027...	...2028...		
Planning	28,000	0	0	5,650	9,550	8,250	4,550	0	0	28,000	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	28,000	0	0	5,650	9,550	8,250	4,550	0	0	28,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	28,000	0	0	5,650	9,550	8,250	4,550	0	0	28,000	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: Added to the Development & Evaluation Program.



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

STATUS: Planning has not started.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2025...	...2026...	...2027...	...2028...		
Planning	25	0	0	25	0	0	0	0	0	25	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	25	0	0	25	0	0	0	0	0	25	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	25	0	0	25	0	0	0	0	0	25	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: None.

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

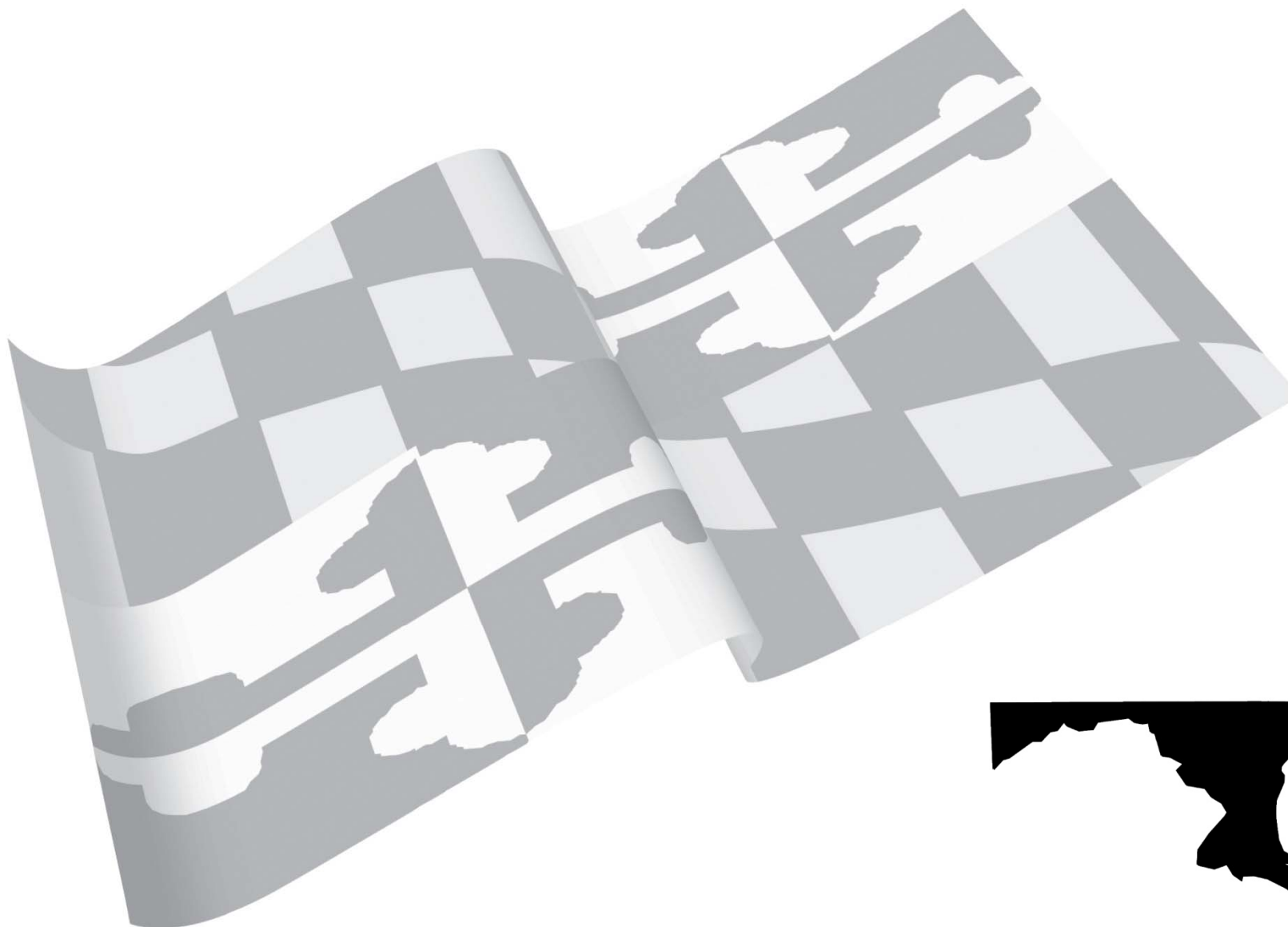
MARYLAND TRANSPORTATION AUTHORITY - LINE 31

PROJECT ID	PROJECT NAME	FACILITY CODE	TOTAL PROGRAMMED COST	STATUS
<u>Building Renovations/Replacements</u>				
2439	Administration Building Roof Replacement and Envelope Rehabilitation	HT - HARBOR TUNNEL	\$ 7,999	Completed
<u>Electronic/Cashless Tolling</u>				
2487	AET Conversion with Frankfurst Avenue Interchange Modifications	HT - HARBOR TUNNEL	\$ 6,566	Under Construction
<u>Enhancements</u>				
2500	Raphel Road Maintenance Facility - Phase 1 (Engineering only)	KH - KENNEDY HIGHWAY	\$ 3,425	Design Underway
MDTAPRJ002582	MD 695 Ramps to I-95 Northbound Express Toll Lanes (Engineering only)	KH - KENNEDY HIGHWAY	\$ 5,425	Design Underway
<u>Environmental</u>				
2380	Repair Slopes and Drainage	HT - HARBOR TUNNEL	\$ 9,827	Under Construction
2483	Small Drainage Rehabilitation	MA - MULTI-AREA	\$ 7,494	Under Construction
<u>Equipment - System Preservation</u>				
2471	10-Year Equipment Budget - FY 2018 through FY 2027	MA - MULTI-AREA	\$ 56,523	Ongoing
<u>Highway Preservation</u>				
2437	Mill and Overlay Bridge Decks (HOY013 and HOY014)	HT - HARBOR TUNNEL	\$ 9,767	Under Construction
2508	Bridge Deck Rehabilitation and Miscellaneous Repairs to FMT South	FT - FORT MCHENRY TUNNEL	\$ 9,627	Under Construction
MDTAPRJ000219	FSK Deck Replacement (Engineering only)	KB - F.S.KEY BRIDGE	\$ 6,400	Design Underway

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND TRANSPORTATION AUTHORITY - LINE 31

PROJECT ID	PROJECT NAME	FACILITY CODE	TOTAL PROGRAMMED COST	STATUS
<u>ITS/Elec Preservation & Improvements</u>				
2482	ICC Fiber Optic Utility Tracer Wire	ICC - INTERCOUNTY CONNECTOR	\$ 2,112	Completed
2484	JFK Substation and Electrical Equipment Replacement	KH - KENNEDY HIGHWAY	\$ 4,240	Under Construction
<u>Safety & Capacity Improvements</u>				
2358	Upgrade Fire Alarm and Security Systems	MA - MULTI-AREA	\$ 4,521	Completed
2504	Bay Bridge Queue Detection System	BB - BAY BRIDGE	\$ 2,346	Under Construction
<u>Signage</u>				
2507	On-Call Signs, Sign Lights, and Sign Structures	MA - MULTI-AREA	\$ 3,050	Under Construction
<u>Structural Preservation</u>				
2436	Replace I-95 Kennedy Highway Bridge over CSXT (Engineering only)	KH - KENNEDY HIGHWAY	\$ 2,165	Design Underway
2459	Rehabilitate Maintenance Access Facilities of EB and WB Spans of the Bay Bridge	BB - BAY BRIDGE	\$ 6,677	Under Construction
2466	Clean and Paint Bridges on BHT Thruway and JFK Highway	MA - MULTI-AREA	\$ 2,543	Completed
2512	Cleaning and Painting of the Hatem Bridge (Engineering only)	HB - HATEM BRIDGE	\$ 740	Design Underway
2527	Replace Bridges on I-895 over I-695 (Engineering only)	HT - HARBOR TUNNEL	\$ 2,260	Design Underway
MDTAPRJ000199	Maintenance and Repairs of the I-695 Curtis Creek Drawbridges at FSK	KB - F.S.KEY BRIDGE	\$ 1,190	Under Construction
<u>Tunnel Preservation</u>				
2506	BHT In-Tunnel Fiber Improvements	HT - HARBOR TUNNEL	\$ 1,804	Under Construction
2529	Rehabilitate BHT Tunnel Lighting System (Engineering only)	HT - HARBOR TUNNEL	\$ 646	Design Underway



APPENDIX A – CHAPTER 30 SCORES

Appendix A: Chapter 30 Project Scores

FINAL FY 2023-28 CTP

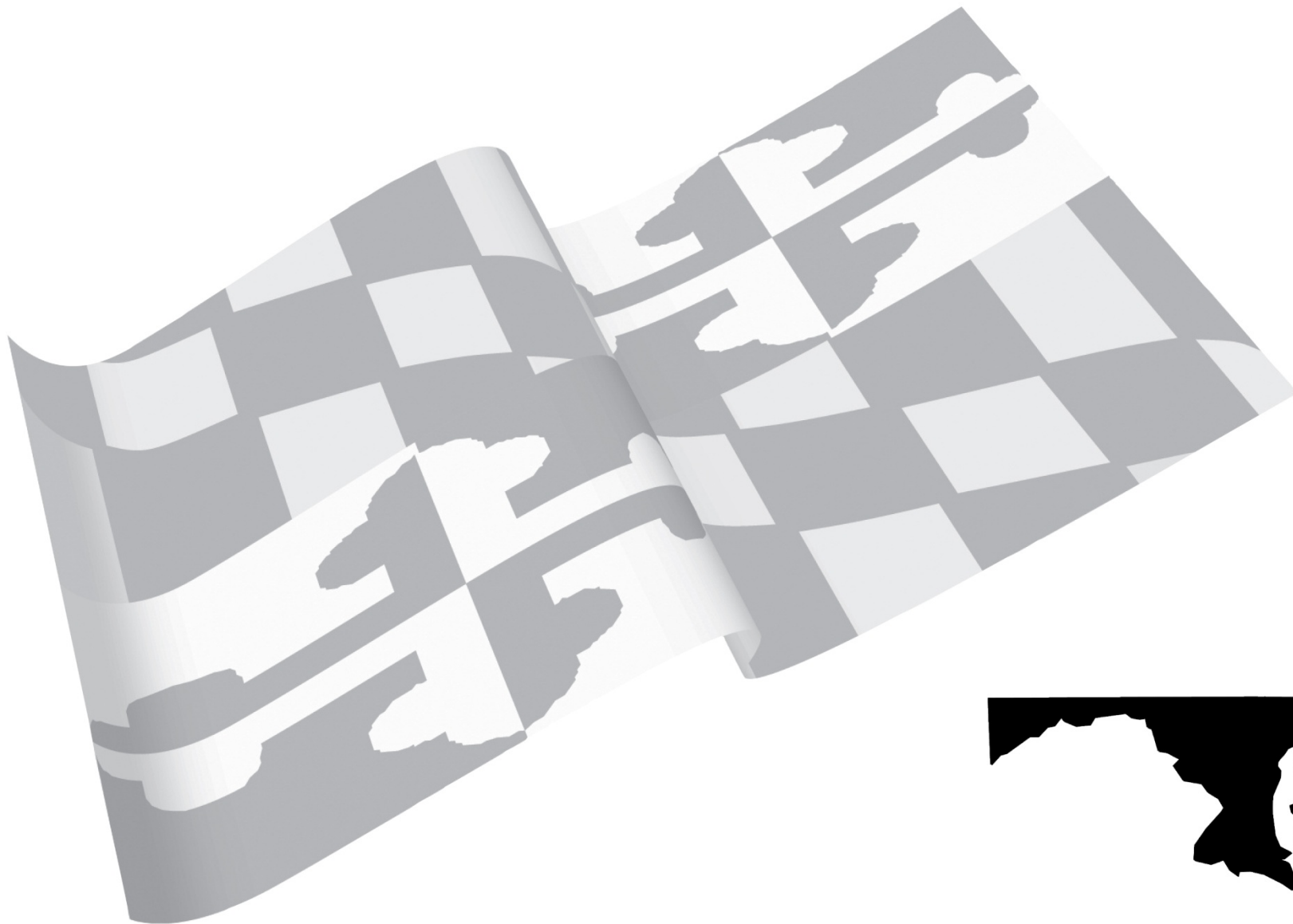
The Maryland Department of Transportation (MDOT) evaluates major transportation projects through a project-based scoring model that is required by the Maryland Open Transportation Investment Decision Act – Application and Evaluation (Chapter 30). Major transportation projects are defined as highway and transit capacity projects over \$5 million. The major transportation projects evaluated through the scoring model in this year's CTP and their corresponding scores are shown below. Please note that the maximum allowable score for any project was determined to be 2000. The project prioritization model required under Chapter 30 does not select major transportation projects for funding, but it is one of many tools MDOT utilizes in its project evaluation and selection process.

<u>Project Name</u>	<u>Sponsor</u>	<u>Score</u>	<u>Rank</u>
I-270 and I-495 (I-70/US 40 to MD 355 to Virginia state line)	MDOT SHA	2000.00	1
MD 3 (MD 32 to St. Stephens Church Road)	Anne Arundel County	1356.08	2
Parole Transportation Center	Anne Arundel County	586.12	3
MD 170 (MD 100 to south of MD 174)	Anne Arundel County	214.48	4
MD 214 (MD 468 to Oakford Avenue)	Anne Arundel County	99.79	5
US 40 & Otsego Street/Ohio Street Intersection	Harford County	77.23	6
Odenton MARC Garage	Anne Arundel County	71.16	7
MD 27 (Leishear Road to Penn Shop Road)	Carroll County	63.96	8
MD 175 (US 1 to Dorsey Run Road)	Howard County	54.24	9
MD 194 (MD 26 to Devilbiss Bridge Road)	Frederick County	41.78	10
US 50/US 301 (MD 2/MD 450 to Chesapeake Bay Bridge)	Anne Arundel County	39.25	11
US 220 and MD 53 at Cresaptown	MDOT SHA	35.85	12
MD 175 (MD 170 to west of MD 295)	Anne Arundel County	30.31	13
MD 5 (MD 246 to MD 471)	St. Mary's County	27.43	14
MD 18 (Castle Marina Road to the Kent Narrows)	Queen Anne's County	22.00	15
MD 85 (Guilford Drive to south of Ballenger Creek)	Frederick County	20.31	16
MD 2 (US 50 to Wishing Rock Road)	Anne Arundel County	16.65	17
US 29 (Seneca Drive to Middle Patuxent River)	Howard County	15.06	18
MD 22 (Thomas Run Road to Glenville Road)	Harford County	13.76	19
US 15/US 40 (I-70 To MD 26)	Frederick County	13.22	20
US 219 (Old Salisbury Road to Pennsylvania state line)	MDOT SHA	13.05	21
I-97 (US 50 to MD 32)	MDOT SHA	12.88	22
I-81 (north of MD 63/MD 68 to Pennsylvania state line)	Washington County	11.40	23
MD 26 (MD 32 to Liberty Reservoir)	Carroll County	11.11	24

Appendix A: Chapter 30 Project Scores DRAFT FY 2023-28 CTP

<u>Project Name</u>	<u>Sponsor</u>	<u>Score</u>	<u>Rank</u>
MD 198 (MD 295 to MD 32)	Anne Arundel County	10.68	25
I-95/I-495 @ Greenbelt Metro Station Interchange	Prince George's County	8.95	26
MD 197 (MD 450 to Kenhill Drive)	Prince George's County	8.66	27
I-70 (I-270 to Alternate US 40)	Frederick County	6.96	28
I-795 @ Dolfeld Boulevard Interchange	MDOT SHA	5.51	29
MD 295 (I-195 to MD 100) and Hanover Road (MD 170 to CSX Railroad)	Anne Arundel County	5.46	30
MD 32 (MD 26 to Howard County line)	Carroll County	5.21	31
BWI Rail Station and Fourth Track (Grove Interlocking to Winans Interlocking)	MDOT MTA	4.88	32
MD 5 (north of I-95/I-495 to US 301)	Prince George's County	4.84	33
I-70 (US 29 to US 40)	Howard County	4.47	34
MD 210 (MD 228 to Palmer Road)	Prince George's County	4.23	35
MD 223 (MD 4 to Steed Road)	Prince George's County	4.07	36
South Side Transit (Branch Avenue Metro to King Street Metro)	Prince George's County	3.52	37
MD 4 Governor Thomas Johnson Bridge (MD 2 to MD 235)	St. Mary's County	3.50	38
US 29 Bus Rapid Transit (US 40 to Silver Spring Metro)	Howard County	3.45	39
MD 4 (I-95/I-495 to MD 223)	Prince George's County	3.29	40
Southern Maryland Rapid Transit (Branch Avenue Metro to Demarr Road)	Charles & Prince George's Counties	2.98	41
MD 213 Chestertown Bypass (MD 297 to south of MD 544)	Kent County	2.19	42

Note: TSMO System 1 (Howard County) could not be scored for the FY2023-28 CTP because it does not yet have a preliminary feasibility study. The project will be scored prior to the expenditure of Construction Program funds.



CONSOLIDATED TRANSPORTATION PROGRAM GLOSSARY

State Report on Transportation (SRT)	Consists of the Maryland Transportation Plan (MTP), the Consolidated Transportation Program (CTP), and the Annual Attainment Report (AR)
Maryland Transportation Plan (MTP)	The MTP identifies the focus of the Department and its modal administration that defines program objectives and serves to guide program development. It includes a 20-year forecast of needs based on anticipated resources available to the Department.
CHART	Coordinated Highways Action Response Team – Maryland’s program to employ Intelligent Vehicle Highway System (IVHS) technology to better manage highway capacity
Consolidated Transportation Program (CTP)	The CTP designates capital projects that will be undertaken during the six-year period, and a summary of operating programs. The CTP also identifies projects added to the Construction Program and Development and Evaluation Program, delayed in schedule, deleted from the Development and Evaluation Program and finally completions.
Construction Program	List within the CTP of major projects (descriptions, cost estimates and schedules) under construction and those anticipated to begin construction within the six-year period. An estimate of annual expenditure levels for system preservation projects is also included.
Development & Evaluation Program (D&E)	List within the CTP of projects for planning studies, preparation of environmental studies and preliminary design. These projects are candidates for future addition to the Construction Program.
Balance to Complete	Amount of funds required after the six-year program period of the CTP to complete a project
Major Capital Project	New, expanded or significantly improved facility or service that generally involves planning, environmental studies, design, right-of-way acquisition, construction or purchase of essential equipment related to the facility or service
System Preservation Project	Project of limited scope for the preservation or rehabilitation of an existing facility or service which generally does not have a significant impact on the human or natural environment

CONSOLIDATED TRANSPORTATION PROGRAM GLOSSARY (Cont'd.)

Reconstruction	Complete rebuilding of a facility/structure or system which is beyond the point where it may be economically repaired or renovated
Rehabilitation	Restoration and/or modernization of a facility/structure or system in order that it may be effectively used for its designated functional purpose or comply with current requirements
Highway System Preservation Program	Program of projects oriented toward preserving the existing highway system, including resurfacing, safety improvements, bridge rehabilitation, landscaping, traffic control and ridesharing lots and other miscellaneous improvements
Reimbursables	State funds advanced for work performed for local jurisdictions, services performed for other agencies, recovery of damages to Department property, salaries and expenses of the Interstate Division for Baltimore City, fees for issuing commercial entrance permits, and other activities performed by the Department and are paid by various sources
Capital Contributions Agreement	Agreement entered into by 8 local jurisdictions in Maryland, Virginia and the District of Columbia that provides a capital funding schedule for Metrorail construction in the Washington area
(PP)	Project Planning: The phase in the planning process where detailed studies and analysis are conducted to establish the scope and location of proposed transportation facilities
(PE)	Preliminary Engineering: The phase in project development when surveys, soil conditions, elevations, right-of-way plats, and detailed design plans and specifications are prepared
(RW)	Right-of-Way: Acquisition of land for transportation projects
(CO)	Construction
(IN)	Inflated Cost
(FA)	Federal aid
(STP)	Surface Transportation Program category of federal aid
(NHS)	National Highway System category of federal aid

CONSOLIDATED TRANSPORTATION PROGRAM GLOSSARY (Cont'd.)

(IM)	Interstate Maintenance category of federal aid
(BR)	Bridge Replacement/Rehabilitation category of federal aid
(CMAQ)	Congestion Mitigation/Air Quality category of federal aid
(DEMO)	Specific projects identified in federal legislation for demonstration purposes