

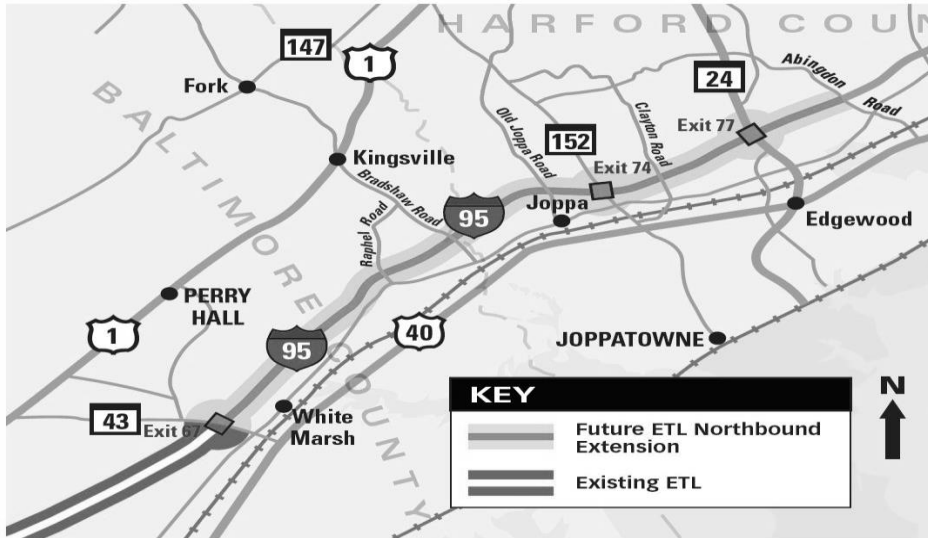
Maryland
Transportation
Authority

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>
Major Construction Program		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
Major Development & Evaluation Program		5.7		9.6	8.3	4.6	-	-	28.0
Expansion/Efficiency		5.7		9.6	8.3	4.6	-	-	28.0
Minor Program		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
Capital Salaries, Wages & Other Costs		-		-	-	-	-	-	-
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:

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

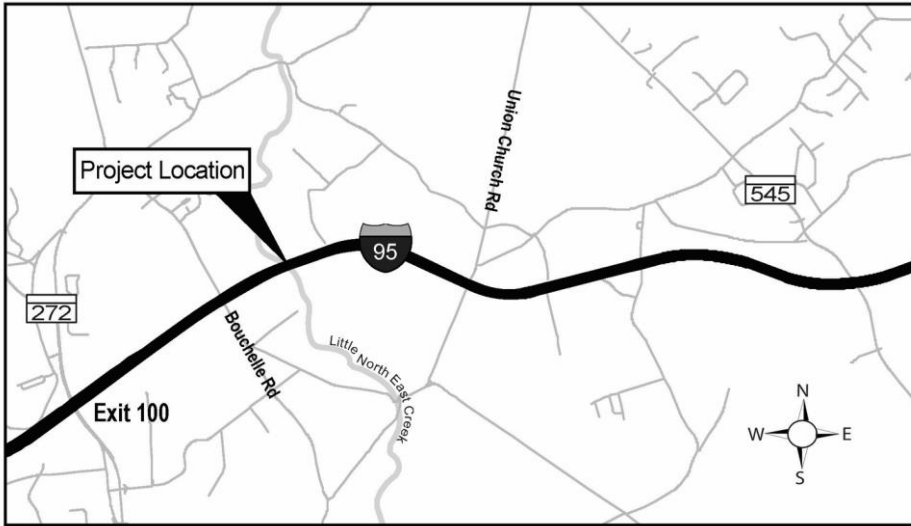
- SMART GROWTH STATUS:**
- Project Not Location Specific
 - Not Subject to PFA Law
 - Project Inside PFA
 - Project Outside PFA
 - PFA Status Yet to Be Determined
 - Grandfathered
 - Exception Will Be Required
 - Exception Granted

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

STATUS: Engineering and construction are underway.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
			2022	2023	2024	...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:

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

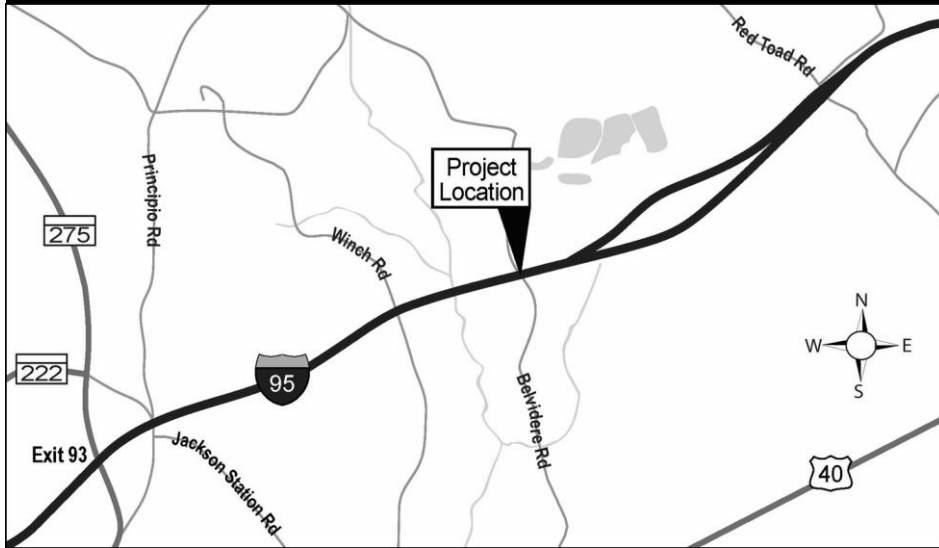
- SMART GROWTH STATUS:**
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 - Project Inside PFA
 - Project Outside PFA
 - PFA Status Yet to Be Determined
 - Grandfathered
 - Exception Will Be Required
 - Exception Granted

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

STATUS: Open to service.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER												
PHASE	TOTAL		PREVIOUS YEAR 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	1,384	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:

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

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

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

STATUS: Planning and engineering are 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					PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	FOR PLANNING PURPOSES ONLY					
						...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 | |

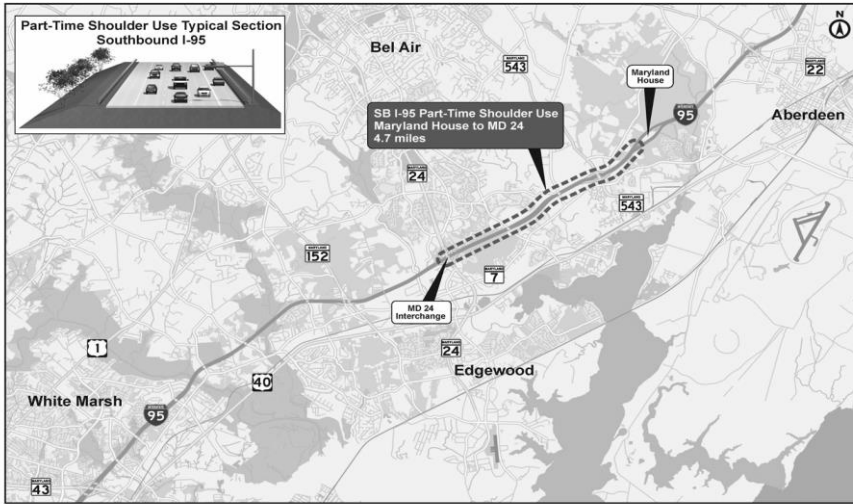
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- | | |
|--|--|
| <input type="checkbox"/> Project Not Location Specific | <input checked="" type="checkbox"/> Not Subject to PFA Law |
| <input type="checkbox"/> Project Inside PFA | <input type="checkbox"/> Grandfathered |
| <input type="checkbox"/> 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 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	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST	EXPENDED 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	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:

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

- SMART GROWTH STATUS:**
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 - PFA Status Yet to Be Determined
 - Grandfathered
 - Exception Will Be Required
 - Exception Granted

EXPLANATION: I-95 southbound from Maryland House to MD 24 sometimes experiences congestion. This project will increase capacity in the area.

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 YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO	
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY						YEAR
	(\$000)	CLOSE YEAR	2022	2023	2024	...2025...	...2026...	...2027...	...2028...	TOTAL		
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 | |

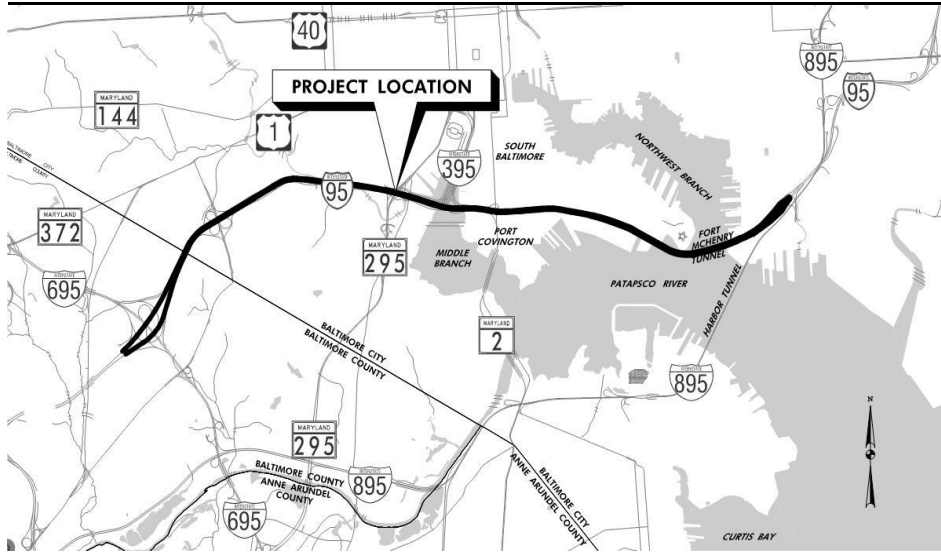
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| <input type="checkbox"/> Project Outside PFA | <input type="checkbox"/> Exception Will Be Required |
| <input type="checkbox"/> PFA Status Yet to Be Determined | <input type="checkbox"/> Exception Granted |

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

STATUS: Engineering and construction are underway.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
			2022	2023	2024	...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:

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

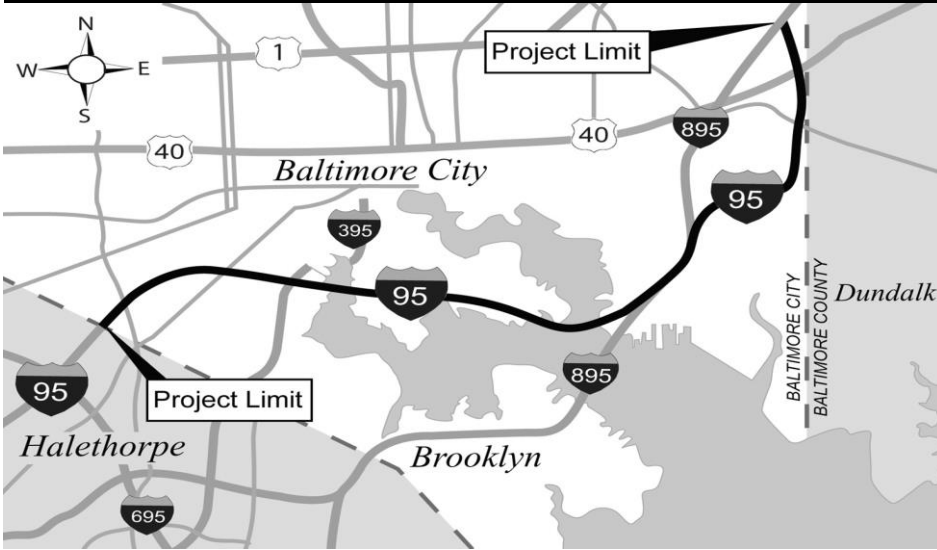
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 - Not Subject to PFA Law
 - Project Inside PFA
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 - PFA Status Yet to Be Determined
 - Grandfathered
 - Exception Will Be Required
 - Exception Granted

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

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

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: None.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER												
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY						
			2022	2023	2024	...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	



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 | |

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

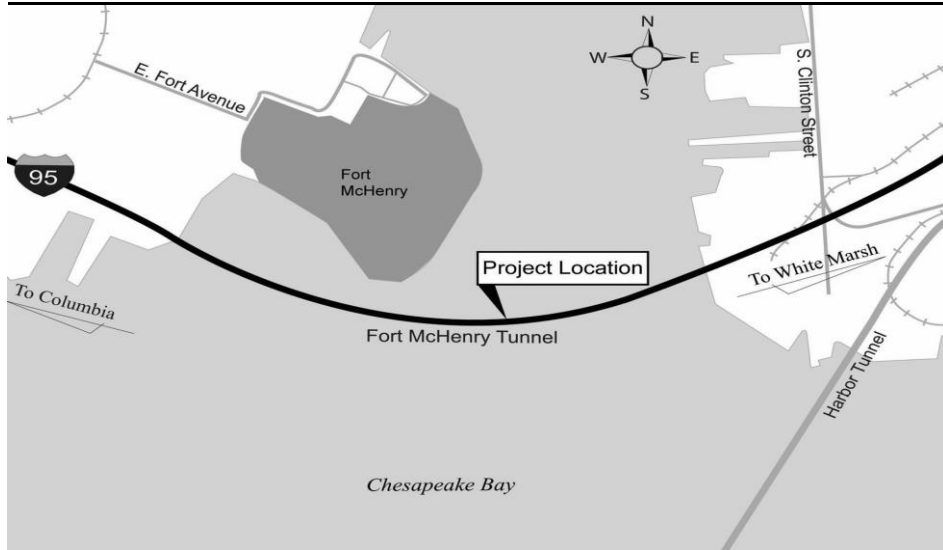
STATUS: Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE:

- SPECIAL FEDERAL GENERAL OTHER

PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						2022	2023	2024	...2025...		
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:

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

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

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

STATUS: Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE:

- SPECIAL
- FEDERAL
- GENERAL
- OTHER

PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST	EXPENDED 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	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	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO			
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				YEAR 2022	YEAR 2023	YEAR 2024	FOR PLANNING PURPOSES ONLY					
									...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:

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

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

EXPLANATION: 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.

STATUS: Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE:

- SPECIAL
- FEDERAL
- GENERAL
- OTHER

PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						2022	2023	2024	...2025...		
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	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST	EXPENDED 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	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:

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

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

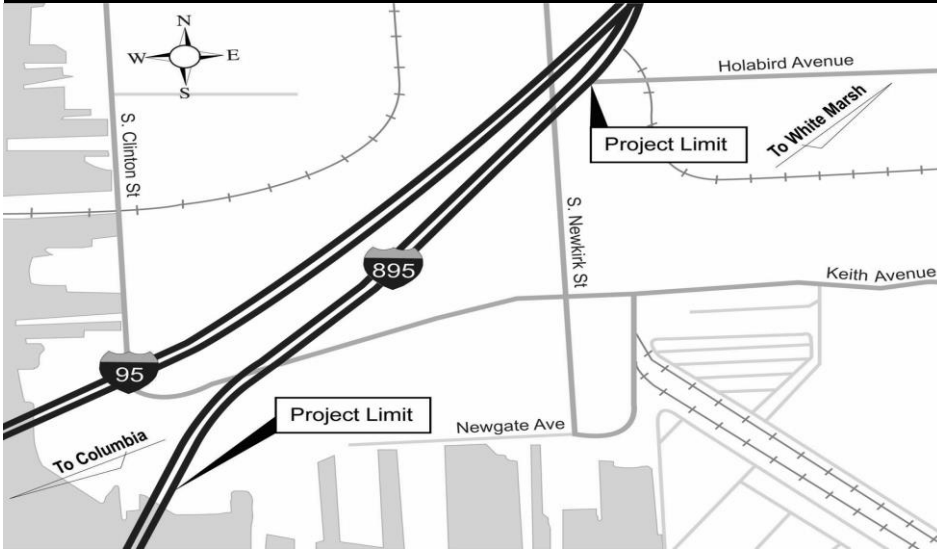
EXPLANATION: The rehabilitation and repairs of the roadway and bridge abutments will provide a safer and smoother ride.

STATUS: Engineering is complete. Construction will begin in FY 2023.

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						2022	2023	2024	...2025...		
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:

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

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

EXPLANATION: The 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.

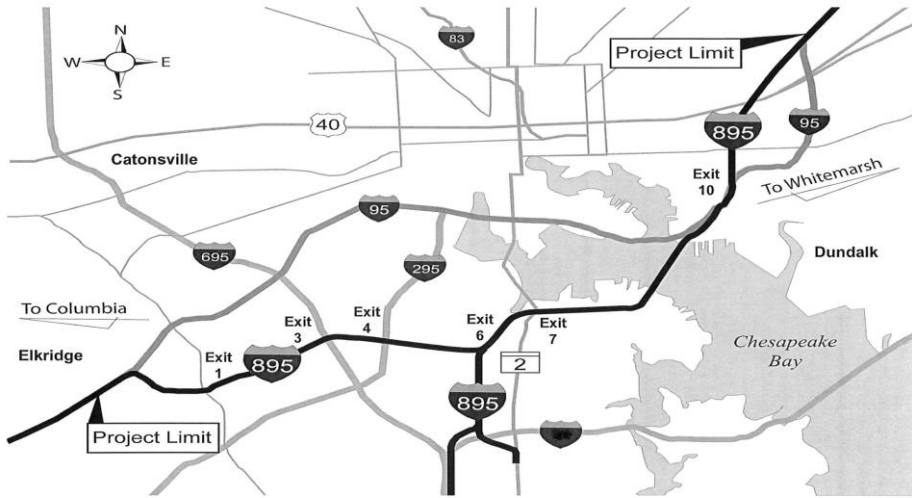
STATUS: Open to service.

POTENTIAL FUNDING SOURCE:

- SPECIAL
- FEDERAL
- GENERAL
- OTHER

PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST	EXPENDED 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	24,231	24,231	0	0	0	0	0	0	0	0	0
Right-of-way	2,165	2,066	1	98	0	0	0	0	0	98	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	214,757	211,396	4,642	3,361	0	0	0	0	0	3,361	0
Total	241,153	237,693	4,643	3,460	0	0	0	0	0	3,460	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	241,153	237,693	4,643	3,460	0	0	0	0	0	3,460	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 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 | |

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

STATUS: Open to service.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER												
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY						
						2022	2023	2024	...2025...			...2026...
Planning	0	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	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0	0
Construction	13,184	12,549	3,189	634	0	0	0	0	0	634	0	0
Total	14,411	13,777	3,189	634	0	0	0	0	0	634	0	0
Federal-Aid	0	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	0
Other	0	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 | |

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

STATUS: Open to service.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER												
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST	EXPENDED 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.

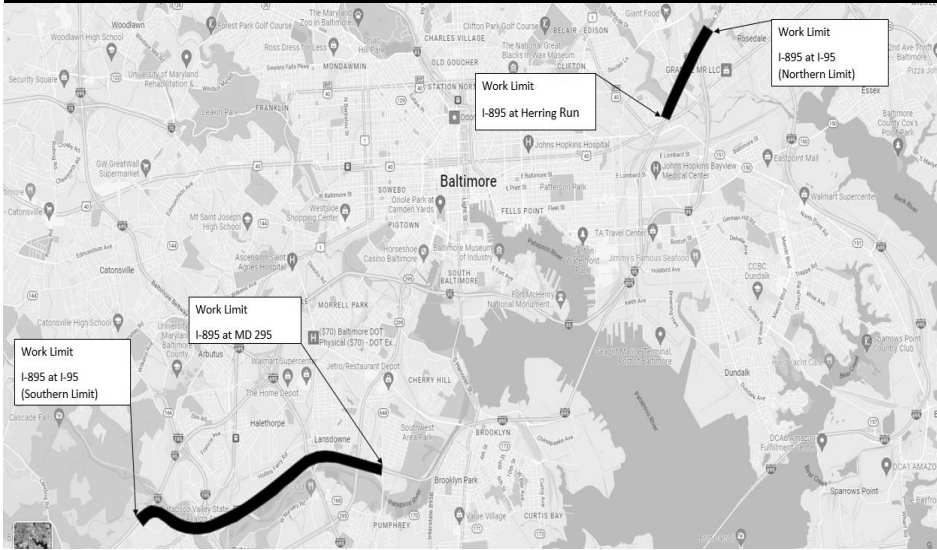
STATUS: Engineering and right-of-way acquisition are complete. Construction is underway.

POTENTIAL FUNDING SOURCE:

- SPECIAL FEDERAL GENERAL OTHER

PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST	EXPENDED 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	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:

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

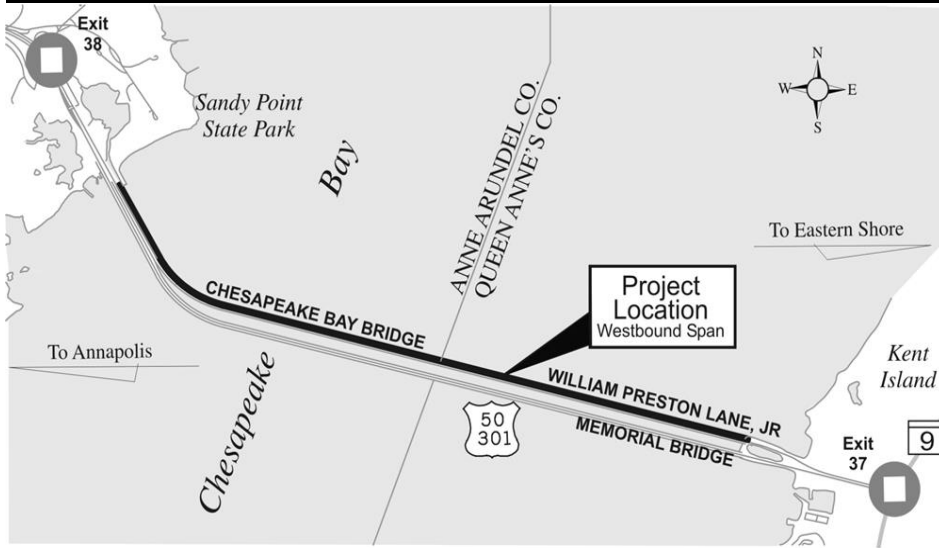
- SMART GROWTH STATUS:**
- Project Not Location Specific
 - Not Subject to PFA Law
 - Project Inside PFA
 - Project Outside PFA
 - PFA Status Yet to Be Determined
 - Grandfathered
 - Exception Will Be Required
 - Exception Granted

EXPLANATION: The I-895 roadway was in need of resurfacing in order to extend the useful life of the highway.

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					PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	FOR PLANNING PURPOSES ONLY					
						...2025...	...2026...	...2027...	...2028...		
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:

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

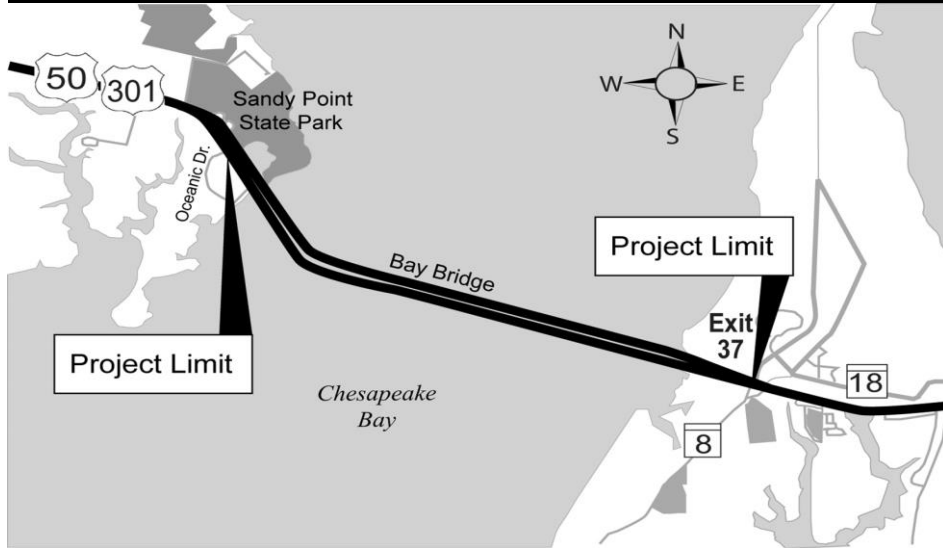
- SMART GROWTH STATUS:**
- Project Not Location Specific
 - Not Subject to PFA Law
 - Project Inside PFA
 - Project Outside PFA
 - PFA Status Yet to Be Determined
 - Grandfathered
 - Exception Will Be Required
 - Exception Granted

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

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	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO COMPLETE	
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY						
	(\$000)	CLOSE YEAR	2022	2023	2024	...2025...	...2026...	...2027...	...2028...	TOTAL		
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:

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

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

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

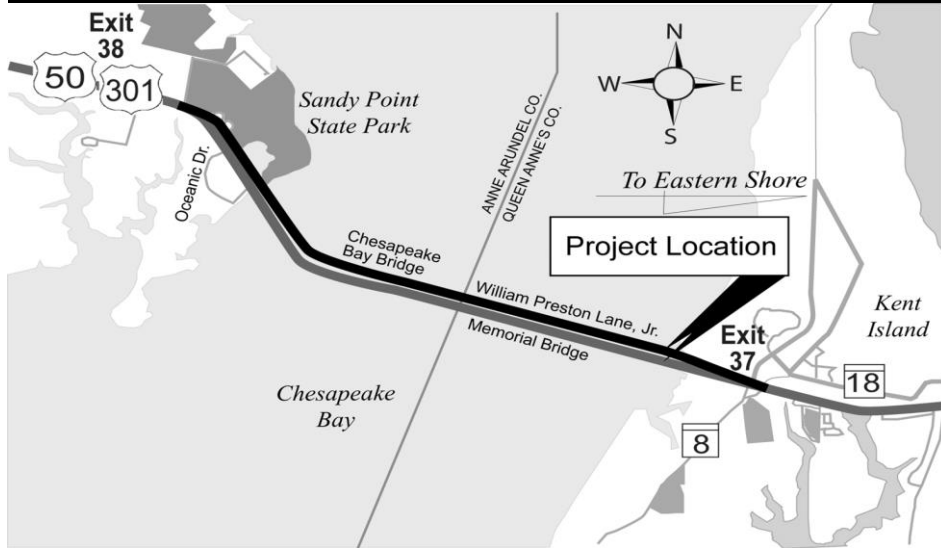
STATUS: Engineering and construction are underway.

POTENTIAL FUNDING SOURCE:

- SPECIAL
- FEDERAL
- GENERAL
- OTHER

PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST	EXPENDED 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	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 | |

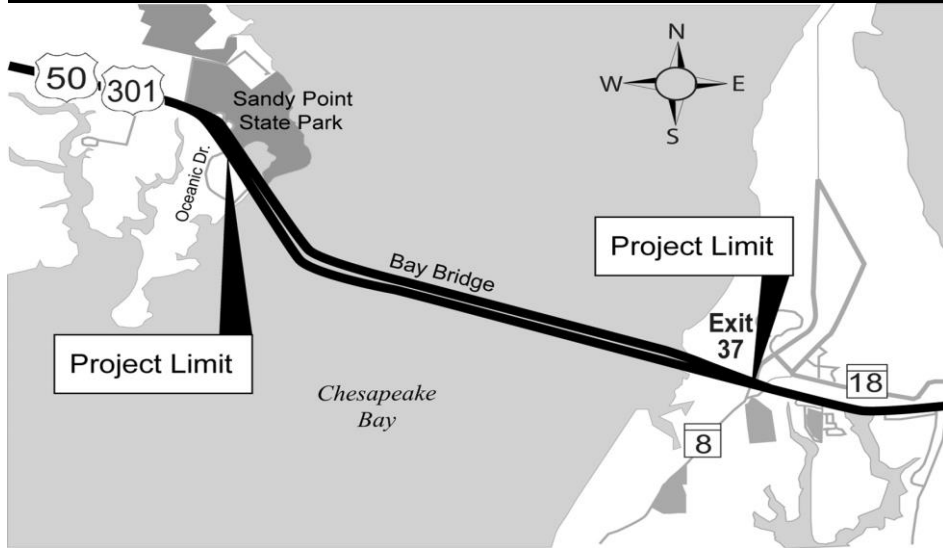
- SMART GROWTH STATUS:**
- | | |
|--|--|
| <input type="checkbox"/> Project Not Location Specific | <input checked="" type="checkbox"/> Not Subject to PFA Law |
| <input type="checkbox"/> Project Inside PFA | <input type="checkbox"/> Grandfathered |
| <input type="checkbox"/> Project Outside PFA | <input 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 areas of wear and extend the useful life of the components.

STATUS: Open to service.

POTENTIAL FUNDING SOURCE:											
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
			2022	2023	2024	...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 | |

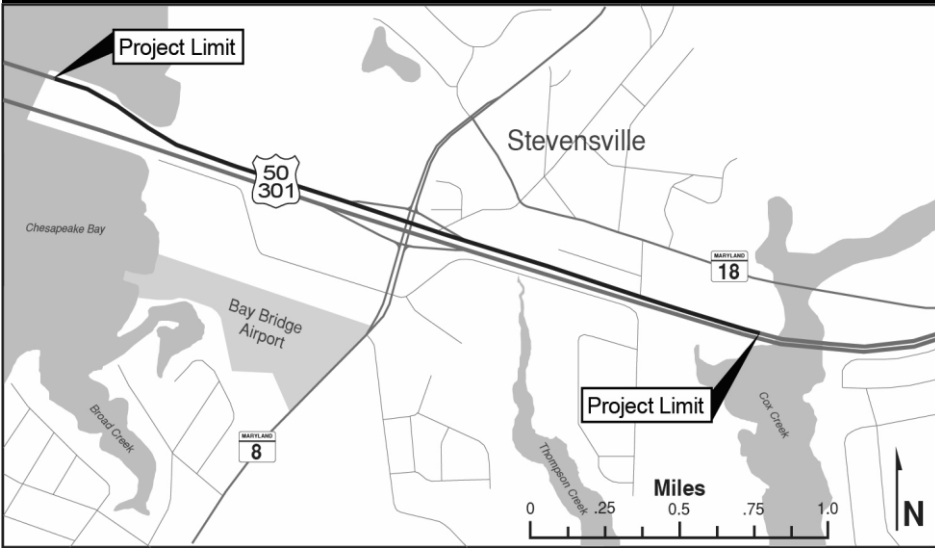
- SMART GROWTH STATUS:**
- | | |
|--|--|
| <input type="checkbox"/> Project Not Location Specific | <input checked="" type="checkbox"/> Not Subject to PFA Law |
| <input type="checkbox"/> Project Inside PFA | <input type="checkbox"/> Grandfathered |
| <input type="checkbox"/> Project Outside PFA | <input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

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

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					PLANNING					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	FOR PLANNING PURPOSES ONLY						
						...2025...	...2026...	...2027...	...2028...			
Planning	0	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	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0	0
Construction	47,899	39,526	18,043	7,330	1,043	0	0	0	0	8,373	0	0
Total	50,229	41,856	18,043	7,330	1,043	0	0	0	0	8,373	0	0
Federal-Aid	0	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	0
Other	0	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:

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

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

EXPLANATION: The 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.

STATUS: Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE:

- SPECIAL
- FEDERAL
- GENERAL
- OTHER

PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO COMPLETE
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR	2022	2023	2024	...2025...	...2026...	...2027...	...2028...	TOTAL	
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:

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

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

EXPLANATION: 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.

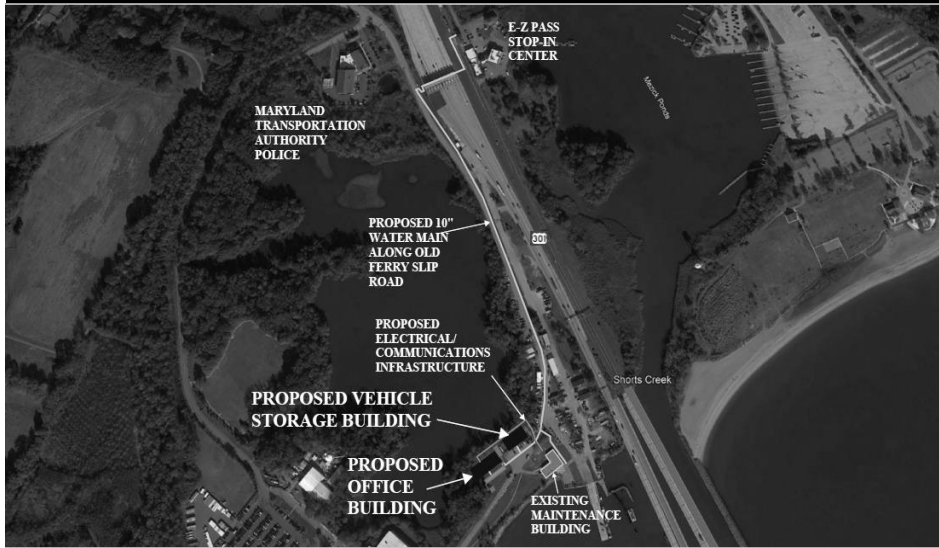
STATUS: Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE:

- SPECIAL
- FEDERAL
- GENERAL
- OTHER

PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
			2022	2023	2024	...2025...	...2026...	...2027...	...2028...	TOTAL	
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:

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

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

EXPLANATION: The 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.

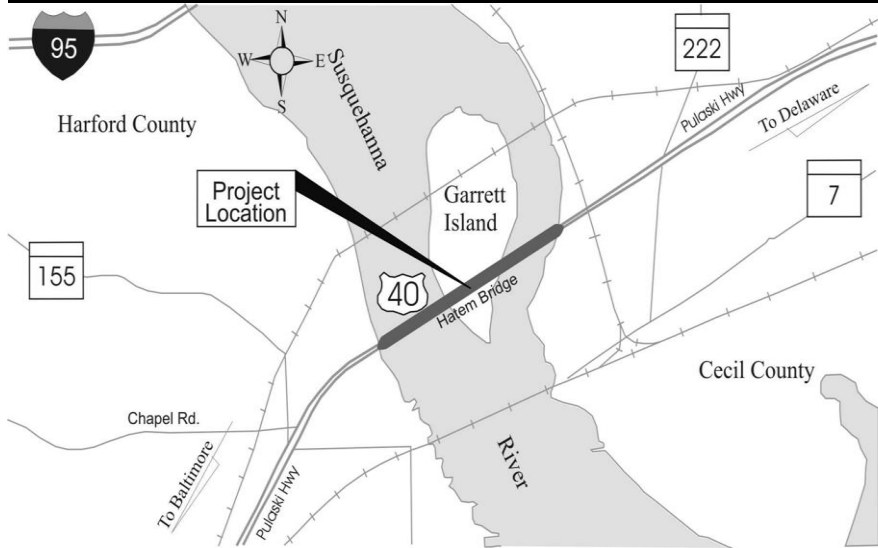
STATUS: Engineering is underway. Construction will begin in FY 2023.

POTENTIAL FUNDING SOURCE:

- SPECIAL
- FEDERAL
- GENERAL
- OTHER

PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR	2022	2023	2024	...2025...	...2026...	...2027...	...2028...	TOTAL	
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:

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

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

EXPLANATION: 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.

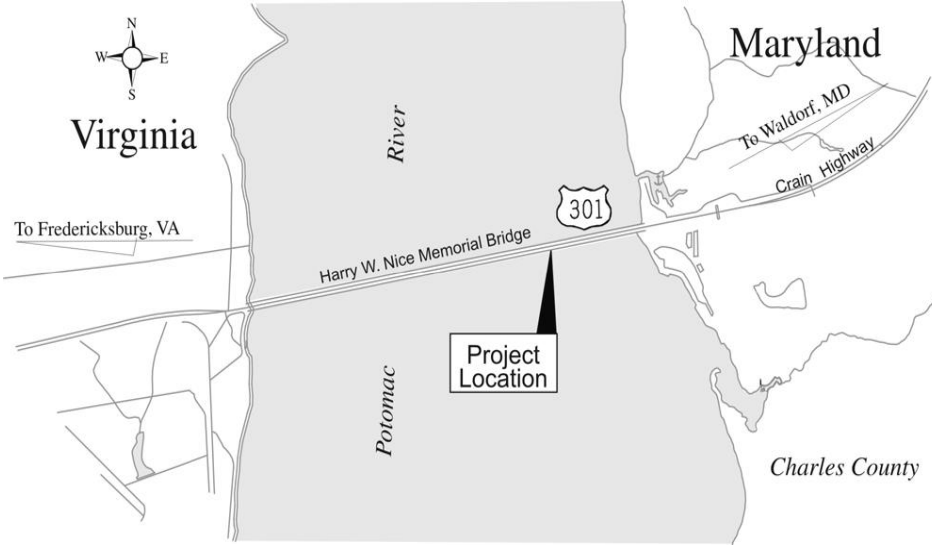
STATUS: Open to service.

POTENTIAL FUNDING SOURCE:

- SPECIAL
- FEDERAL
- GENERAL
- OTHER

PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR	2022	2023	2024	...2025...	...2026...	...2027...	...2028...	TOTAL	
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:

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

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

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

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.

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: None.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR	2022	2023	2024	...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



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:

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

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

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

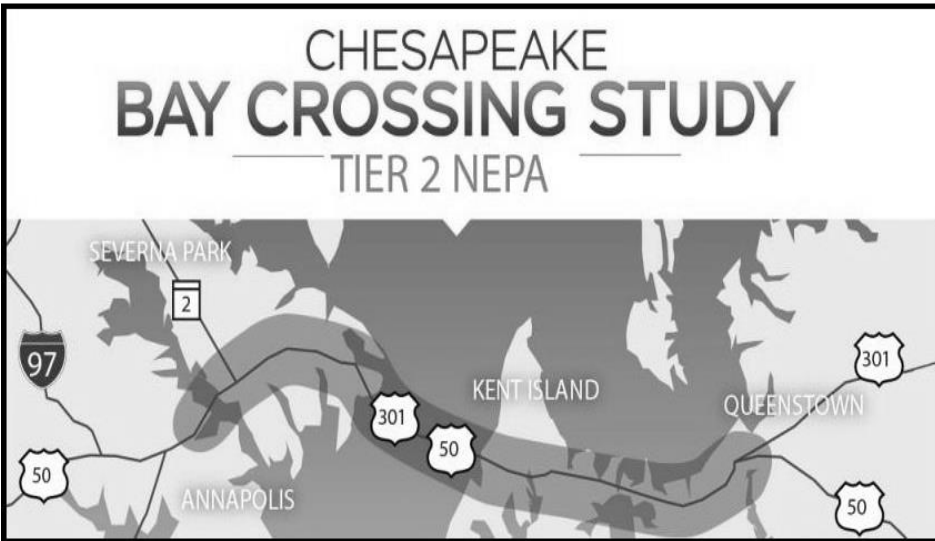
STATUS: Engineering and construction are underway.

POTENTIAL FUNDING SOURCE:

- SPECIAL FEDERAL GENERAL OTHER

PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST	EXPENDED 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	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.

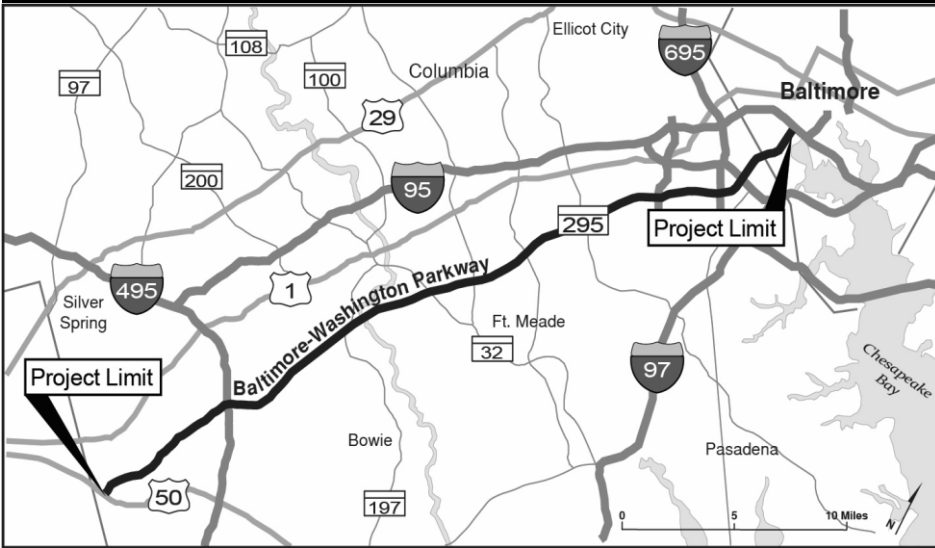
SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet to Be Determined Exception Granted

STATUS: Planning is underway.

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2025...	...2026...	...2027...	...2028...		
	Planning	28,000				0	0	5,650	9,550		
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					PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	FOR PLANNING PURPOSES ONLY					
						...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