



MARYLAND CONSOLIDATED TRANSPORTATION PROGRAM

DRAFT FY2024–FY2029

2024 State Report on Transportation

MARYLAND DEPARTMENT OF TRANSPORTATION



Wes Moore
Governor

Aruna Miller
Lt. Governor

Paul J. Wiedefeld
Secretary

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) modal administrations: the Secretary's Office (TSO); the Maryland Aviation Administration (MAA); the Maryland Port Administration (MPA); the Motor Vehicle Administration (MVA); the State Highway Administration (SHA); the Maryland Transit Administration (MTA) – and authorities that are a part of 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) that includes project details, financial information, and construction status; you will also find a sample of minor capital projects. MDOT works together with residents, local jurisdictions, and local and state elected officials to include projects in the CTP that preserve investments, increase 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.

TABLE OF CONTENTS

Summary of the Consolidated Transportation Program..... 1

Significant Changes from the FY 2023- FY 2028 CTP.....A-1

FY 2023 Accomplishments.....A-12

MDOT Capital Program Summary.....A-15

Minor Program Summary by Fiscal YearA-18

Major Bridge ProjectsA-30

Bicycle and Pedestrian Related ProjectsBP-1

Regional Aviation Grants..... RA-1

Multimodal Freight ProjectsFRT-1

The Secretary's OfficeTSO-1

Motor Vehicle AdministrationMVA-1

Maryland Aviation Administration..... MAA-1

Maryland Port AdministrationMPA-1

Maryland Transit AdministrationMTA-1

Washington Metropolitan Area Transit Authority WMATA-1

State Highway Administration..... SHA-SW-1

Maryland Transportation Authority MDTA-1

Appendix A – Chapter 30 ScoresAPP A-1

Glossary.....GL-1



Dear Maryland Residents,

I am honored to serve as Maryland's Transportation Secretary, working alongside thousands of dedicated Maryland Department of Transportation (MDOT) professionals, to deliver a safe, sustainable, and equitable multimodal transportation system. It is a new day for transportation in Maryland and MDOT is committed to working in partnership and transparency with the communities we serve. The Moore-Miller Administration has been listening and partnering over the last eight months and we heard you – we need a more balanced transportation capital program that meets the needs of all Marylanders.

Maryland has unparalleled assets and the talent and resources to build an inclusive economy that Leaves No One Behind. It leads the nation in sectors like clean transportation, delivers innovative breakthroughs in biotechnology and health care, and has unparalleled cultural assets. To meet this opportunity, Maryland requires a safe, equitable and sustainable multimodal transportation system that reliably connects our residents to jobs, education, healthcare, and essential daily destinations.

Over the six-year period from FY 2024 to FY 2029 that this Draft Consolidated Transportation Program (CTP) covers, more than \$43 billion will be invested in Maryland's transportation system through MDOT's operating and capital programs. These investments will strive to maintain the system we have already built and provide targeted investments in key projects and programs. However, this draft CTP has a funding gap of more than \$2 billion. Simply put, current funding levels do not provide the investment levels needed to transform our system to meet shared goals of a safe, sustainable, equitable system that spurs our economic competitiveness.

This draft CTP is largely reflective of the previous administration's priorities and does not include all the projects necessary to truly build a better transportation system for all Marylanders. While it includes an initial investment to advance plans for the Baltimore Red Line and Southern Maryland Rapid Transit (SMRT), many other important projects have been left out at this time as the department works to balance the budget.

Fully funding the State's transportation commitments and achieving a future where we Leave No One Behind requires significant investments in the transportation system that are beyond current resources. This fiscal

reality has been years in the making. Inflation and tight labor markets have eroded the resources available for transportation investments. The increased fuel efficiency of vehicles and the growing adoption of electric vehicles challenges Maryland's, and the country's, reliance on motor fuel tax revenues to fund transportation. Federal pandemic relief funding provided to states over the last several years was instrumental in helping balance MDOT's budget and maintain service and investment levels. However, these valuable federal resources will be fully spent this year.

Decisions made by the previous administration have only added to this extremely challenging situation. Approaching transportation with a tunnel vision on roads and bridges has undermined Maryland's transit future. Transit is a critical component of any thriving community and spurs economic growth. In 2018, the Maryland General Assembly passed the Maryland Metro/Transit Funding Act and additional legislation in subsequent years to require increased investments in transit in an attempt to re-focus on a truly multi-modal transportation system. Yet, in response, the previous administration prepared an inventory of its capital needs over the next ten years and identified unfunded capital needs of \$2 billion but continued to fund transit only at minimum required funding levels. In 2019, despite a report that the State's Transportation Trust Fund was failing to, "...function as intended vis-a-vis providing the funding needed to construct, operate, and maintain Maryland's transportation system", the administration failed to address the long-term sustainability of Maryland's transportation system. These decisions have stunted the State's economic growth and created the difficult reality that we are facing today.

Maryland's transportation system is at a strategic inflection point. To ensure that we Leave No One Behind and position the State for unparalleled inclusive economic growth in the years to come requires a shared commitment to fiscal responsibility, as well as some tough but necessary choices.

There are hard decisions ahead to balance the CTP, but we will be transparent in our process and do this work in partnership with our many stakeholders. I am confident that Maryland will use this opportunity to transform our transportation system to ensure that we Leave No One Behind.

Sincerely, Paul J. Wiedefeld, Secretary



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 FY 2024 – FY 2029 Draft Consolidated Transportation Program (CTP).

The CTP is the capital budget outlook and a key part of the State Report on Transportation (SRT) that 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. The MTP, the 20-year vision for Maryland's transportation system, is updated every five years following extensive outreach efforts and collaboration with the public, local jurisdictions, and state agencies to ensure the MTP's goals reflect the needs and priorities of Marylanders. The 2050 MTP has been updated over the last 18 months and informs the direction of this CTP. The final 2050 MTP will be submitted in January 2024. The MTP is discussed in more detail below and additional information is available at: mdot.maryland.gov/MTP. The performance measures in the AR that drive MDOT policy priorities are updated along with the MTP, with direction

from the AR Advisory Committee (please visit mdot.maryland.gov/ARAC to learn more).

The CTP prioritizes projects and programs across MDOT. This CTP provides initial funding for a number of projects to meet Governor Wes Moore's commitment to Leave No One Behind, including the Red Line, Southern Maryland Rapid Transit (SMRT), Complete Streets, and electric vehicle infrastructure. It includes capital projects, which ensure the safety of the transportation network; maintain existing facilities in a state of good repair; and provide new, expanded or significantly improved facilities or services, as well as the investments needed to advance those projects. These investments include funding for planning, environmental studies, design, right-of-way acquisitions, construction, and the purchase of essential equipment.

PROGRAM PRIORITIES AND CONSTRAINTS

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.

An efficient and accessible transportation system creates not just physical mobility but also economic mobility. It connects Marylanders to jobs, schools, parks, health care, amenities, and to each other. Delivering safer, cleaner, more efficient, and more equitable transportation facilities is critically important to the overall economic health of the entire state and focus on equity, protecting the environment, and enhancing communities.

This draft CTP makes investments to improve the safety and preservation of the existing system while making targeted investments to enhance the transportation system built on the principles of equity, environmental stewardship, and partnership. It provides the initial investments and framework to advance the aspirational vision for the future, bringing together key initiatives and major projects of the Administration, the General Assembly, and local partners. Major projects like the Baltimore Red Line and Purple Line will help to reinvigorate economic opportunity

in disinvested communities. Replacement of the Frederick Douglass Tunnel (formerly the B&P Tunnel) and improvements to the Howard Street Tunnel will benefit both passenger and freight rail capacity. The Complete Streets Program, funded for the first time in this CTP, redoubles the state's commitment to Vision Zero to ensure that all users on the road are safe and protected. The phased conversion of MTA's bus fleet to clean, efficient, zero-emission busses, and the infrastructure improvements that must also take place, will set Maryland on a pathway to a zero-emission transportation system, consistent with the Moore-Miller commitment to make Maryland one of the greenest states in the country.

This draft CTP therefore represents an aspirational framework for how Maryland moves as a state to transform mobility outcomes and better connect residents to jobs, education, healthcare, and essential destinations. This CTP is just an initial down payment to provide planning resources to advance transformational projects, but additional funding will be needed to construct these projects. Additionally, there are initiatives still in planning and development whose full costs are not yet represented here, but are important components of Maryland's transportation future, including investments in rail infrastructure, in transit-oriented development, and in regional roadway facilities.

Fully funding the State's transportation commitments and achieving a future where we Leave No One Behind requires significant investments in the transportation system that are beyond current resources. Across the nation and in Maryland, traditional transportation revenues continue to be impacted by COVID-19, the increasing fuel-efficiency of vehicles, and the growing fleet of electric vehicles. Meanwhile, the cost of transportation projects is rising due to labor shortages, supply chain disruptions, and inflation.

Realizing Maryland's shared vision for a better transportation system requires an increased investment in the transportation system or a delay achievement of these goals. Maintaining current investment levels will impact both new infrastructure and critical maintenance activities for existing infrastructure.

2050 MARYLAND TRANSPORTATION PLAN

The 2050 Maryland Transportation Plan (2050 MTP) provides a long-term vision for how MDOT can seize opportunities and navigate challenges in the coming decades. Informed by input from Marylanders, the MTP examines the most critical transportation needs, identifies noteworthy trends, and crafts statewide guiding principles, goals, and objectives.

The below guiding principles align mission, values and capabilities across all of the goals to implement strategies and projects in order to achieve a stronger transportation system.

Equity: Integrate equity considerations in all aspects of transportation planning, programming, and operational processes.

Resilience: Improve the transportation system's ability to provide reliable service throughout natural weather events and man-made threats.

Preservation: Preserve the condition of the existing transportation system assets to provide safe and efficient movement.

Modernization: Transform the transportation system by using proven technological improvements and exploring innovative new ideas.

Experience: Improve the experience of all transportation system users.

The Vision of the 2050 MTP is to deliver concrete results toward a safe, reliable, and world-class transportation system achieving the following key objectives, through strategic programs, policies, and projects.

Enhance Safety and Security:

Consistent with a commitment to Vision Zero, this goal prioritizes efforts to end traffic deaths from all users on Maryland's roadways. Alongside that overarching theme, MDOT intends to specifically reduce disparities in traffic safety among diverse communities, enhance multimodal infrastructure to support a low-stress network for pedestrians and bicyclists, and maintain a system that can respond to weather events and roadway incidents effectively.

Under the Moore-Miller Administration, MDOT intends to strengthen efforts to create a transportation system that reverses the current trend of increasing injuries on Maryland's roadways.

Deliver System Quality:

Marylanders expect a transportation system that provides a quality experience for users. This goal highlights the need for MDOT to maintain infrastructure in good repair, improve reliability in the transportation system, create a truly resilient transportation system, and effectively deliver projects on-time and on-budget.

In implementing this goal, MDOT will be working strategically to address more system preservation needs, to ensure transit is reliable, safe, and convenient, and to improve project delivery.

Serve Communities and Support the Economy:

Transportation plays a fundamental role in community and economic development. This goal identifies the need for MDOT to improve Marylanders' satisfaction with transportation services, leverage technology to improve information for residents, increase transit and active transportation use and transit-oriented development, improve quality of life through transportation alternatives, prioritize needs of underserved communities, and enhance the competitiveness of the Port of Baltimore and BWI Marshall Airport.

In its work, MDOT will strive to ensure that transportation meets communities' needs and drives access to opportunity and the success of economic centers.



Promote Environmental Stewardship:

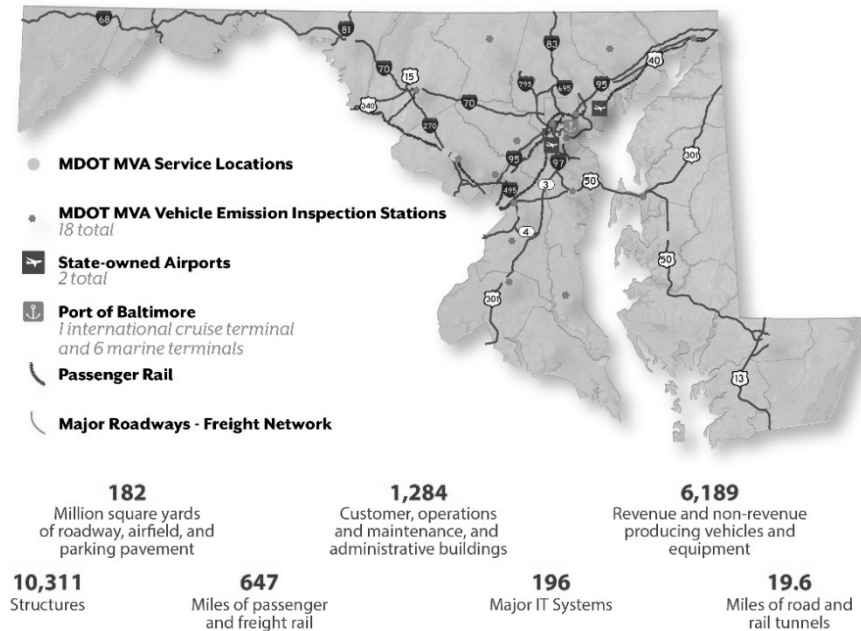
The transportation sector is a leading contributor to greenhouse gas emissions and climate change. As the Moore-Miller Administration is committed to leading the nation to combat climate change, MDOT is committed to fundamental shifts in the environmental impacts of the transportation system. MDOT is working to meet emission reduction goals consistent with the transportation sector's targets under the Climate Solutions Now Act and the requirements of the Zero-Emission Bus Transition Act.

In the draft 2050 MTP, MDOT's objectives focus on minimizing fossil fuel consumption and improving air quality, supporting the widespread adoption of zero-emission vehicles, protecting the environment through avoidance activities, and protecting transportation assets through resource protection and conservation approaches.

From shifts of public and private vehicle fleets to electric vehicles to efforts to considerably reduce vehicle-miles traveled, MDOT plans to reshape the paradigm on transportation and the environment in Maryland.

The draft 2050 MTP speaks further to key strategies that MDOT will implement to achieve these goals. The draft MTP is available here: www.mdot.maryland.gov/MTP.

MARYLAND DEPARTMENT OF TRANSPORTATION'S SYSTEM



Chapter 30

The Maryland Open Transportation Investment Decision Act – Application and Evaluation (Chapter 30 of 2017) require 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 utilizes 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.

MDOT, in collaboration with its local partners, is currently evaluating new potential prioritization systems to better match investments with strategic priorities and maximize the use of taxpayer dollars. MDOT will engage stakeholders to develop a system that is transparent, consistent, and advance better projects to meet the goals of the Maryland Transportation Plan.

This prioritization process will play a key role in managing the fiscal challenges of the future. By being clearer about goals, MDOT can more efficiently deliver a transportation program that meets needs and maximizes taxpayer dollars.



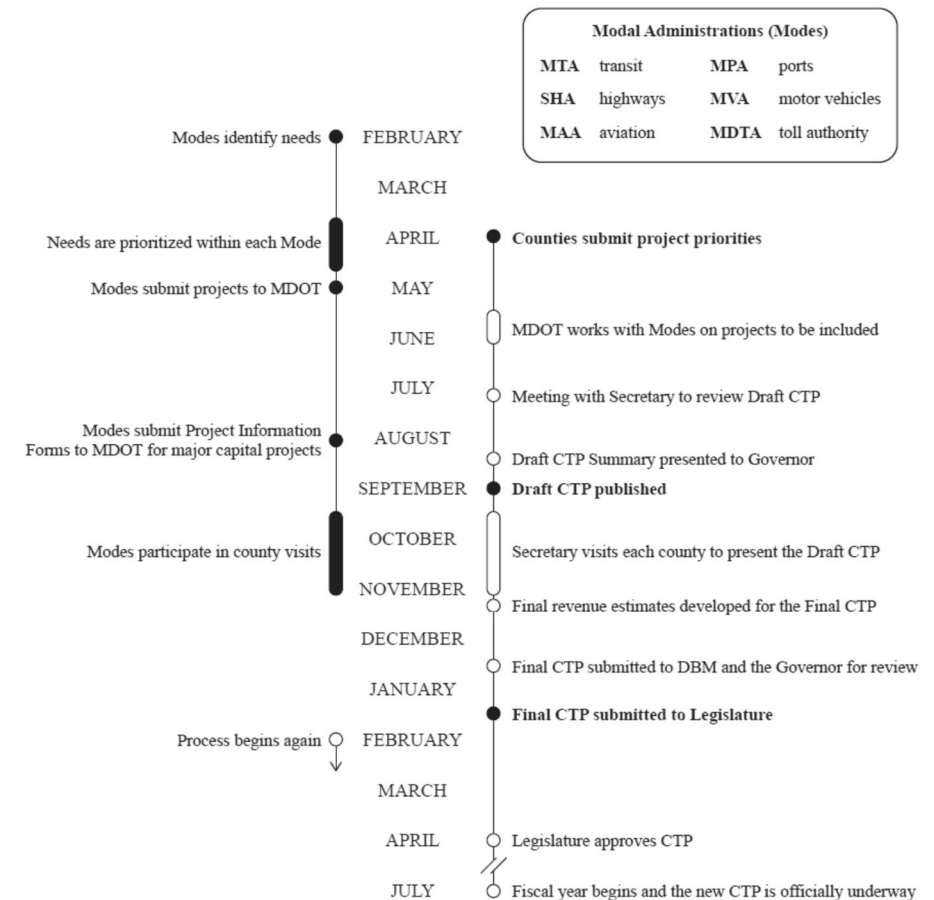
Process for CTP Development

The CTP takes nearly a full year to create through the work and collaboration of MDOT staff with state, regional and local elected officials. It is important for MDOT to hear from local jurisdictions to facilitate collaboration on state and local needs. An element of this collaboration includes local jurisdictions submitting its priority project(s) to MDOT by April each year.

MDOT has established criteria to identify projects and programs responsive to the State's transportation priorities. These criteria ask if a project...

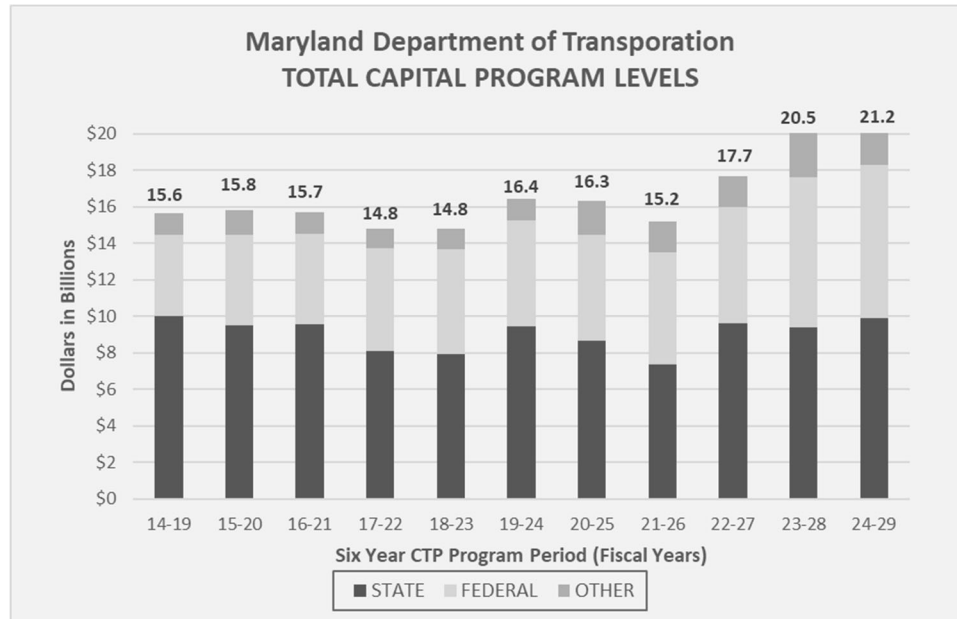
- Meets all federal and other legal mandates (e.g., stormwater compliance or Federal Aviation Administration [FAA] regulations to maintain airport permits);
- Supports MDOT's program priorities and MTP goals (safety and security, system quality, serving communities and economy, and promoting environmental stewardship);
- Meets federal match requirements to maximize federal revenue sources;
- 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's (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 relief, and maintaining the competitiveness of Maryland's Port of Baltimore and BWI Marshall Airport.



**Starting with the FY 2024 - FY 2029 draft CTP, MDOT is classifying General Funds as State funds (in addition to State TTF funds), whereas in prior CTPs, these funds were classified as Other funds.*

STATE REVENUE PROJECTIONS

Total projected revenues amount to \$37.5 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. The current revenue forecast is not sufficient to support planned spending over the next six years in the operating and capital programs. Sufficient funding is available in FY 2024; however, beginning in FY 2025, an increase in revenues, a reduction of spending in the operating and/or capital programs, or a combination of these actions is required to match planned spending to forecasted revenues. In FY 2025, an additional \$100 million is needed, and the structural gap increases to \$500 million per year in FY 2026 and beyond, resulting in a \$2.1 billion total gap in the six-year program. This revenue shortfall is represented in the Where the Money Comes From pie chart below as the "Unfunded Need – Capital Program." Chapter 455 of 2023 created the Maryland Commission on Transportation Revenue and Infrastructure Needs to address the short- and long-term sustainability of the Transportation Trust Fund.

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 9.5 cents per gallon over the program period) and a sales and use tax equivalent component (estimated to average 14.4 cents per gallon). Motor fuel usage (gallons) has not returned to pre-pandemic levels and is not expected to do so during the six-year capital program period. The average future growth over the forecast period is nearly flat (0.5 percent) and is expected to decline longer-term as the result of the increasing fuel efficiency of vehicles and growth in electric vehicle ownership.
- Motor Vehicle Titling Tax revenues are projected to yield \$6.7 billion over the six-year period. The tax rate is set at 6 percent 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 \$3.9 billion. This forecast assumes revenues will increase an average of 1 percent per year over the program period. State law requires the MVA to recover between 95 and 100 percent of certain expenses from certain fees. This requirement is not currently being met and requires a reduction in expenses or an increase in fees.
- Corporate Income Tax revenues are estimated to be \$2.5 billion over the six-year period. Corporate Income Tax revenues are shared between the State's General Fund and the Transportation Trust Fund. In accordance with Chapter 240 of 2022, the transportation share of corporate income tax revenues varies over the six-year capital program. From FY 2023 to FY 2024, the rate increases from 17.2 percent to 20 percent; to 21 percent in FY 2025; to 22 percent in FY 2026 and FY 2027; and then decreases to 20 percent in FY 2028 and beyond. These changes are meant to offset the impact of increased levels of highway user revenue capital transportation grants to local jurisdictions and do not provide additional funding to MDOT.
- Federal Aid is projected to contribute \$9.2 billion for operating and capital programs, including \$121 million of remaining 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 COVID relief funds are expected to be fully spent by the end of fiscal year 2024. The next section describes assumptions related to federal aid. While the Infrastructure Investment and Jobs Act provided unprecedented resources for transportation, tapping those resources depends on having sufficient state dollars to "match" the federal dollars. Without additional state dollars, Maryland may face a lost opportunity to capitalize on this additional federal investment.
- Operating Revenues are projected to provide a six-year total of \$2.9 billion. Operating revenues include charges for airport operations, including flight activities, rent and user fees, parking, and concessions

(\$2.0 billion over the six-year period); transit fares (\$553 million); and fees for port terminal operations and rent (\$340 million).

- Bond issuances are estimated at \$1.5 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. MDOT is also constrained by debt coverage ratios that are calculated based on debt service, revenues, and operating expense projections. Debt outstanding is projected to peak at \$3.3 billion in FY 2025 before declining to \$2.9 billion in FY 2029. Bond issuances are constrained starting in FY 2025 in order to continue to meet required debt coverage ratios. This constraint limits MDOT's ability to issue bonds to support additional capital spending. 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 \$2.4 billion during the six-year period. These sources include General Fund transfers, 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 2023 appropriations

GRANTS

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. In order to best leverage state transportation dollars, MDOT continues to pursue all relevant federal discretionary grants to maximize transportation funding opportunities.

MDOT has pursued many grants already, including the following IIJA grant programs: the Airport Improvement Program (AIP) grant; the Port Infrastructure Development Program grant; the Bridge Investment Program 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 grant; the National Infrastructure Project Assistance Program grant; and the Rural Surface Transportation Grant.

As of August 2023, MDOT has been awarded a Penn Station RAISE grant, a Mondawmin Station RAISE grant, a Martin State Airport Station All Stations Access Program grant, a US 50 Advanced Transportation Technology and Innovation program grant, a Warner Street Railroad Crossing Elimination program grant, among others, and awaits the

awards from other competitive grant applications. The State also supports local jurisdictions, non-profits and private sector partners applying for federal grants through technical assistance, letters of support, and engagement with the Biden Administration and Maryland's Federal Delegation.

Highways and Transit

Along with the federal COVID-related relief and stimulus funds received by MDOT, traditional federal funding comes from the Federal Highway Trust Fund, 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 received \$812.0 million in highway formula funding and \$305.8 million in transit formula funding in FFY 2023 for MDOT projects.



The Purple Line Light Rail project previously received a commitment from the Federal Transit Administration (FTA) 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.

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 obligational authority and is imposed by Congress annually in response to prevailing economic policy. This CTP assumes an obligational authority level of 91.3 percent for FFY 2023 and 90.0 percent FFY 2024 through FFY 2027.

Washington Metropolitan Area Transit Authority — WMATA

In FY 2024, WMATA anticipates receiving \$459.9 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 provide funding of \$148.5 million annually through FY 2029, 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 \$614.9 million in federal capital funding in FY 2024. 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 expects to use \$561 million of the COVID-19 federal relief funding toward its operating program in FY 2024. Unless further funding is authorized by Congress, WMATA's COVID-19 relief funding will be depleted in the FY 2024 budget.



Established in law in 2018 and with funding beginning in FY 2020, WMATA's annual Dedicated Capital Funding Grant supports the agency's capital program. WMATA uses this guaranteed \$500 million in funding to generate capital resources through bond sales. Maryland provides a \$167 million share. 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 FY 2024 through FY 2029) 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 \$14.4 billion in FY 2024 through 2029. 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), \$3.8 billion from federal sources, and \$40 million in reimbursable funds for the Metrorail Silver Line.

Aviation

The Federal Aviation Administration, through the Airport Improvement Program (AIP), is authorized to provide federal entitlement and discretionary funding for airport projects. The MAAMAA estimates annual AIP entitlement funding is \$4.9 million for Baltimore/Washington International Thurgood Marshall Airport (BWI Marshall) during the six-year period and \$150,000 for Martin State Airport, a Non-Hub Reliever Airport.

MAA also competes for various AIP Discretionary Programs each year which provides additional federal funding opportunities. The FAA Reauthorization Act of 2018 extended FAA authority to 2023. In Federal Fiscal Year 2023 (FFY23), MAA received \$53.5 million in Airport Terminal Program (ATP) grants: \$30 million for Concourse A/B Connector and \$15.5 million for Taxilane N and N1.

In FFY22, MAA received \$46.5 million in AIP grants: \$19.9 million for Airfield Lighting Vault Replacement, \$15.9 million to reconfigure Taxiway F, \$5 million for Taxiway F Phase 1B, \$4.3 million residential sound mitigation, and \$0.5 million for Martin Amtrak Catenary Lowering. MAA was also awarded a \$1.2 million Voluntary Airport Low Emissions Grant to install four Pre-Conditioned Air Units and four Ground Power Units on Passenger Loading Bridges to reduce aircraft greenhouse emissions.



In addition to the AIP Program, the passage of IIJA provides five years of additional federal funding to airport infrastructure. IIJA apportions roughly \$25 million annually in Entitlement funding to BWI Marshall and \$750,000 to Martin State Airport. In addition, IIJA increases funding for Discretionary Grant Programs like the ATP, Federal Contract Tower Program, and others. In FFY 2023, MAA was awarded its first two IIJA related grants, \$15.6 million in Entitlement funds for Taxilane N & N1 and an additional \$38 million in competitive ATP Grant funds for the Concourse A/B Connector and baggage handling system Project.



In FY 2023, MAA administered \$3.5 million to public-use airports across the State through the Statewide Aviation Grant Program. These grants support the traveling public with airport improvement and infrastructure preservation projects, safety equipment acquisitions, and environmental compliance activities. This state investment leveraged over \$21 million in FAA funds and \$3.7 million in airport owner investment. This level of funding is expected to provide \$15-\$20 million each year over the next six years.

Maryland's Port of Baltimore

The MPA's Mid-Chesapeake Bay Island Project received significant federal funding with the allocation of \$37.5 million in the U.S. Army Corps of Engineers (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. This funding is being utilized on the first construction contract that began in March 2023. The MPA also received \$5.5 million through the Energy Transfer Port program for maintenance dredging through the USACE in FY 2022.



Other significant federal discretionary awards include:

- \$1.1 million in Federal Highway Administration's Federal Lands Access Program to design and construct a shared use path connecting the Masonville Cove Campus to the Gwynns Falls Trail. With this additional funding, the MPA has received \$2.3 million in grant funding for this project.
- \$312,000 was awarded to MPA jointly with SHA for a climate challenge grant funded by IIJA.

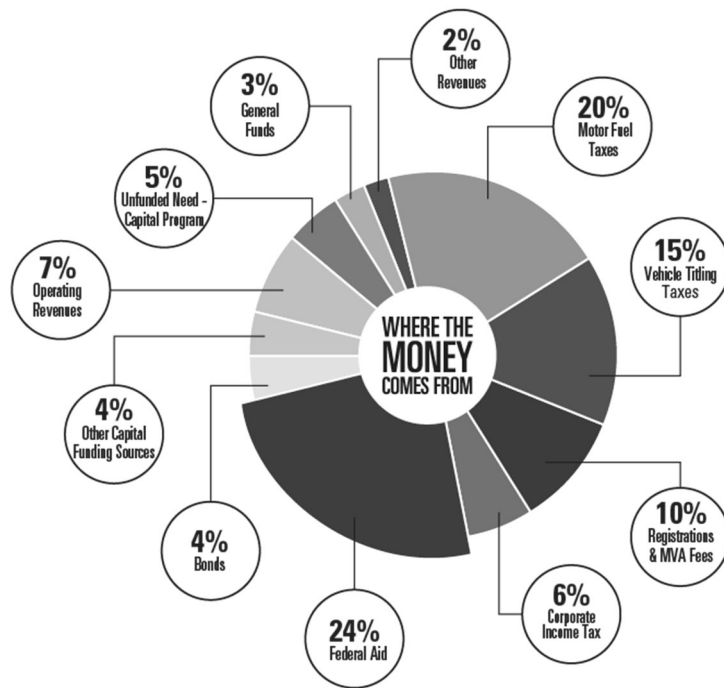
- \$414,900 in federal funds to support the implementation of a Facility Security Assessment of each terminal and the generation of an updated Facility Security Plan.
- \$15.6 million in June 2022 from the Federal Rail Administration's CRISI program for its Rail Capacity Modernization Project to update 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.
- \$1.8 million in February 2022 from the U.S. Environmental Protection Agency's (Diesel Emissions Reduction Act to replace older cargo-handling equipment and dray trucks with newer, cleaner, and more efficient models.



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. Operating revenues include transit fares and usage fees generated at the Port of Baltimore and BWI Marshall and Martin State Airports.

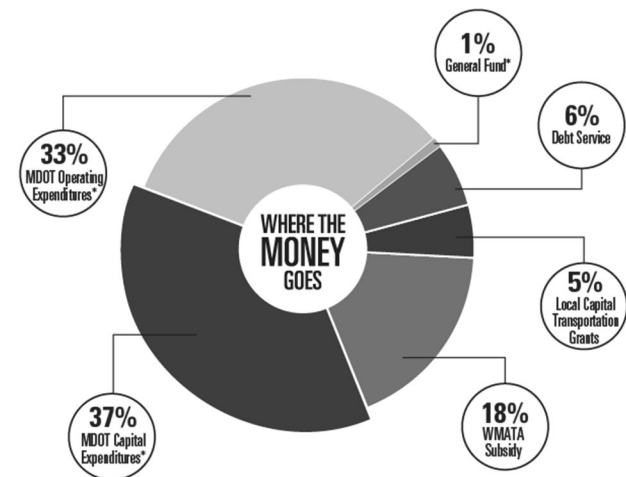
In addition to these state-sourced revenues and federal aid, MDOT utilizes other capital funding sources to fund its capital program. These other capital funding sources include funding from the State's General Fund to support dedicated capital funds for WMATA and other projects, direct federal aid received by WMATA, local contributions, airport revenue bonds, airport passenger facility charge revenues, and airport rental car customer facility charge revenues.



This draft CTP totals \$21.2 billion, including \$19.5 billion from the Transportation Trust Fund and \$1.7 billion from other capital funding sources. MDOT's current six-year revenue forecast is not sufficient to support planned spending. Beginning in FY 2025, a structural gap of \$100 million appears, and quickly grows to \$500 million per year in FY 2026 and beyond. It is necessary to increase revenues or decrease planned spending in order to close this structural gap. In total, MDOT's operating and capital spending from all fund sources is \$43.1 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 federal grants and entering public-private partnerships.

WHERE THE MONEY GOES...

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



*Excluding WMATA

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.

Planned Capital Expenditures

FY 2024 - FY 2029 FINAL CTP SUMMARY***						
(\$ MILLIONS)						
TRANSPORTATION BUSINESS UNITS		STATE FUNDS	FEDERAL AID	OTHER*	TOTAL	PERCENT OF TOTAL
Service Modes	TSO	139.7	8.6	0.6	148.9	0.7
	MVA	110.6			110.6	0.5
	Sub-Total	250.3	8.6	0.6	259.5	1.2
Aviation	MAA **	374.7	284.6	472.1	1,131.5	5.3
Maritime	MPA	1,105.3	176.4	133.1	1,414.8	6.7
Transit	MTA	2,487.1	2,073.6	77.7	4,638.4	21.8
	WMATA	2,163.3		1,002.3	3,165.6	14.9
	Sub-Total	4,650.5	2,073.6	1,080.0	7,804.0	36.8
Roads and Bridges	SHA	2,374.8	5,823.6	90.0	8,288.4	39.0
	HUR	2,337.2			2,337.2	11.0
	Sub-Total	4,712.1	5,823.6	90.0	10,625.6	50.0
TOTAL		11,092.9	8,366.7	1,775.8	21,235.4	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, State General Obligation bonds, and federal funds received directly by WMATA.

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

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

*** Starting with the FY 2024 - FY 2029 draft CTP, MDOT is classifying State General Funds as State funds (in addition to State TTF funds), in prior CTPs these funds were classified as Other funds.

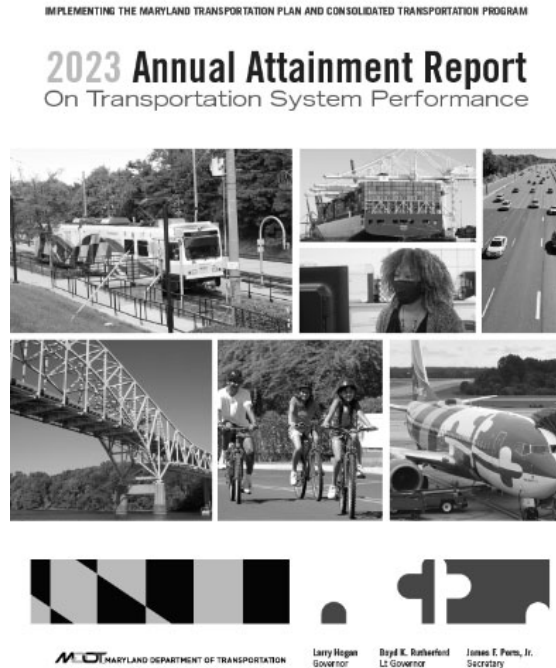
EVALUATING PERFORMANCE

Performance Driven

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

In 2000, the Maryland General Assembly passed a bill requiring MDOT to develop the AR. 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, MDOT's modal administrations, and, every 4-5 years, with an AR Advisory Committee. The performance measures were updated in 2023 using input from the

AR Advisory Committee, based on the updated 2050 MTP Goals and Objectives (please visit mdot.maryland.gov/ARAC). The AR shows whether MDOT is achieving its goals and objectives based on performance indicators and helps Maryland citizens assess improvements to its transportation system.

Through this year's engagement with the AR Advisory Committee, the AR incorporates new and re-focused performance measures consistent with the Moore-Miller Administration's commitment to Leave No One Behind. As highlighted in the draft 2050 MTP, MDOT will be making long-term commitments to Vision Zero, pursuing zero-emission vehicle conversion, evaluating investments in underserved communities, and driving per capita reductions in vehicle-miles traveled.

To maintain the highest standards that MDOT's customers expect, MDOT must understand where it is succeeding and where extra effort is needed toward achieving critical policy goals. The AR provides the performance measure information needed to make those decisions. The annual CTP outlines where MDOT will be making investments in the coming years on the state's multi-modal transportation system. The AR demonstrates the success of those investments and where improvements can continue to be made to ensure that taxpayer dollars are having the greatest impact in improving the lives of Marylanders.

Since 1996, MDOT also has participated in the State's 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. These system performance measures are described in the System Performance Report included with the draft 2050 MTP.

MDOT will continue to work with USDOT, the regional MPOs, and other stakeholders to 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 of improvements, 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 used 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 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.

General – General funds are either General Obligation bonds or funds from the Governor's General Fund that are transferred to MDOT.

Other – This is funding from sources that are neither federal nor 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.

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 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
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	83,086	68,602	2,671	7,284	1,800	1,800	1,800	1,800	0	14,484	0
Total	83,315	68,831	2,671	7,284	1,800	1,800	1,800	1,800	0	14,484	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	83,315	68,831	2,671	7,284	1,800	1,800	1,800	1,800	0	14,484	0
Other	0	0	0	0	0	0	0	0	0	0	0

The CTP also contains information on minor projects. These projects are smaller in scope and cost.

MAJOR PROJECT SIGNIFICANT CHANGES FROM THE FY 2023-2028 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	
Runway Improvement Program at Martin State Airport	47.2
D/E Bag Claim Expansion at BWI Marshall Airport	27.4
Maryland Port Administration	
North Locust Point Marine Terminal Preservation Projects	52.2
World Trade Center Property Management, Upgrades, and Modernization	38.0
Dundalk Marine Terminal Electrification & Carbon Emissions Reduction	28.8
Maryland Transportation Authority	
I-95 John F. Kennedy Memorial Highway - JFK Maintenance Facility Complex	45.9
US 40 Thomas J. Hatem Memorial Bridge - Cleaning and Painting of the Hatem Bridge	65.9
State Highway Administration	
Carbon Reduction Program - will reduce transportation-related emissions	94.4
PROTECT Program - Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation Program	107.3
NEVI Program - National Electric Vehicle Infrastructure Program	62.8

PROJECTS ADDED TO THE CONSTRUCTION PROGRAM

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST</u> <u>(\$ MILLIONS)</u>
MD 144, Naves Cross Road - Bridge replacement over Evitts Creek	9.0
Easton Maintenance Shop - Facility renovation	18.2
The Secretary's Office	
Transit Oriented Development Implementation Program	5.5
Asset Management Program	<u>4.0</u>
Total	606.6

PROJECTS ADDED TO THE D&E PROGRAM

<u>PROJECT DESCRIPTION</u>	<u>TOTAL FUNDED (\$ MILLIONS)</u>
<u>New D&E Program Projects</u>	
Maryland Port Administration	
Seagirt Marine Terminal Modernization - Loop Channel Improvements	1.7
Dundalk Marine Terminal Berths 11 -13 Reconstruction	3.3
Dundalk Marine Terminal Berths 1 -2 Reconstruction	1.6
St Helena Property	5.7
Climate Solutions Now Act and Related Projects	10.5
Maryland Transit Administration	
Red Line	98.9
MTR Mondawmin Transit Hub	34.5
State Highway Administration	
I-270, Eisenhower Memorial Highway and I-495 Capital Beltway - Phase 1 North	50.5
Total	206.6

PROJECTS REMOVED FROM THE D&E OR CONSTRUCTION PROGRAMS

<u>PROJECT DESCRIPTION</u>	<u>JUSTIFICATION</u>
<u>Removed from D&E Program</u>	
State Highway Administration	
MD 3, Robert Crain Highway - US 50 to MD 32	Older corridor-level project in need of reevaluation.
MD 140, Baltimore Boulevard - Market Street to Sullivan Road	Older corridor-level project in need of reevaluation.
US 301, South Corridor Transportation Study - Potomac River to US 50	Older corridor-level project in need of reevaluation.
MD 180, Jefferson Pike and Ballenger Creek Pike - Greenfield Drive to Corporate Drive	Older corridor-level project in need of reevaluation.
US 1, Belair Road - MD 152 to Hickory Bypass	Older corridor-level project in need of reevaluation.
US 29, Columbia Pike - at Musgrove Road and Fairland Road	Older corridor-level project in need of reevaluation.
US 29, Columbia Pike - at Stewart Lane, Tech Road, Greencastle Road, and Blackburn Road	Older corridor-level project in need of reevaluation.
MD 124, Woodfield Road - Midcounty Highway to south of Airpark Road and north of Fieldcrest Road to Warfield Road	Older corridor-level project in need of reevaluation.
MD 5, Branch Avenue - at Linda Lane US 301, Crain Highway - north of Mount Oak Road to US 50 and MD 197, Collington Road - US 301 to Mitchellville Road	Older project in need of reevaluation. Older corridor-level project in need of reevaluation.
MD 201 Extended and US 1, Baltimore Avenue - I-95/I-495 (Capital Beltway) to north of Muirkirk Road	Older corridor-level project in need of reevaluation.

PROJECTS REMOVED FROM THE D&E OR CONSTRUCTION PROGRAMS

PROJECT DESCRIPTION

JUSTIFICATION

MD 5, Point Lookout Road - MD 243 to MD 245

Older corridor-level project in need of reevaluation.

New Additions to the FY24 - FY29 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							
Shuttle Bus Service Fleet Replacement and Electric Bus Infrastructure at BWI Marshall Airport				Reference : MAA A-3			
MAA Shuttle Bus Replacement & Electrical Infrastructure	6,254	-	6,254	405	-	5,849	-
BC Apron Reconstruction, Infill & Taxiway Improvements at BWI Marshall Airport				Reference : MAA A-10			
Glycol Dump Relocation	54	108	162	-	162	-	-
Regional Aviation Assistance Program				Reference : MAA A-1			
23-021 GAI Land Acq-bridge grant	3,497	-	3,497	3,497	-	-	-
Concourse A/B Connector and Baggage Handling System Replacement at BWI Marshall Airport				Reference : MAA A-7			
CMAR Conc A/B Connector & BHS	20,000	18,084	38,084	-	38,084	-	-
CMAR Conc A/B Connector - LL Road	995	155	1,150	-	-	1,150	-
Taxiway F Relocation at BWI Marshall Airport				Reference : MAA A-8			
Taxiway F Relocation - Phase 2 (incl ALSF)	2,287	7,323	9,610	8,412	1,198	-	-
Taxiway T Reconstruction at BWI Marshall Airport				Reference : MAA A-6			
Taxiway T Reconstruction Phases 2 & 3	12,276	15,345	27,621	6,905	20,716	-	-
Taxilanes N and N1 Reconstruction at BWI Marshall Airport				Reference : MAA A-12			
Taxilanes N and N1 Reconstruction	654	654	1,309	-	1,309	-	-
DX/DY Apron Pavement Rehab at BWI Marshall Airport				Reference : MAA A-14			
DX/DY Apron Pavement Rehab	-	546	546	-	546	-	-
Taxiway F Extension at Martin State Airport				Reference : MAA A-21			
MTN Drainage Remediation	-	102	102	-	102	-	-
Electrical Substations Reconstruction at BWI Marshall Airport				Reference : MAA A-18			
BGE Feeder and Substation Upgrade - Phase 2	10,852	4,651	15,502	-	-	15,502	-
Electrical Substation ST-AB Replacement	3,381	1,518	4,899	671	-	4,228	-
Runway Improvement Program at Martin State Airport				Reference : MAA A-22			
MTN Runway 15/33 Improvements	-	34,064	34,064	5,446	28,618	-	-
MTN Bird Cannon Replacement	0	60	60	60	-	-	-
D/E Bag Claim Expansion at BWI Marshall Airport				Reference : MAA A-19			
MDTA Police Relocation	3,053	12,618	15,671	15,671	-	-	-

Project Description	Current Year	Budget Year	Total Cost	Total Cost Breakdown			
				STA	FED	OTH	TOLL
<u>Maryland Transportation Authority</u>							
I-95 John F. Kennedy Memorial Highway - JFK Maintenance Facility Complex							Reference : MDTA A-05
JFK Maintenance Facility Complex	-	4,594	4,594	-	-	-	4,594
US 40 Thomas J. Hatem Memorial Bridge - Cleaning and Painting of the Hatem Bridge							Reference : MDTA A-22
Cleaning and Painting of the Hatem Bridge	1,911	35,373	37,284	-	-	-	37,284
<u>Maryland Port Administration</u>							
Cox Creek Dredged Material Containment Facility Expansion and Related Projects							Reference : MPA A-3
Cox Creek Expansion Construction	58	58	117	117	-	-	-
Seagirt Marine Terminal Modernization - Terminal Improvements							Reference : MPA A-18
Living Shoreline at Colgate Creek	-	4,008	4,008	2,405	1,603	-	-
Seagirt Electrification & Densification	-	8,994	8,994	-	3,598	5,396	-
Howard Street Tunnel Project (INFRA GRANT)							Reference : MPA A-1
Upgrades to Howard Street Tunnel	38,267	70,975	109,242	58,631	32,844	17,768	-
Mid-Chesapeake Bay Island Ecosystem Restoration Project							Reference : MPA A-6
Mid-Bay Islands	-	34,250	34,250	34,250	-	-	-
Masonville Dredged Material Containment Facility Expansion and Related Projects							Reference : MPA A-4
Masonville Shared Use Path (FLAP Grant)	714	714	1,428	1,428	-	-	-
<u>Maryland Transit Administration</u>							
MARC Positive Train Control							Reference : MTA A-6
MARC Positive Train Control	333	-	333	333	-	-	-
MARC BWI Rail Station Upgrades and Repairs							Reference : MTA A-7
MARC BWI Bus Loop Repairs	500	-	500	500	-	-	-
Freight Rail Program							Reference : MTA A-10
FRT Warner Street Highway Rail Grade Crossing	586	586	1,173	59	938	176	-
Light Rail Vehicle Overhaul							Reference : MTA A-13
LTR - Axle Procurement	1,059	-	1,059	1,059	-	-	-
Metro Railcar and Signal System Overhauls and Replacement							Reference : MTA A-19
MTR Railcar Vehicle Sub-System Overhaul	221	-	221	221	-	-	-
Metro Interlocking Renewals							Reference : MTA A-17
MTR Interlockings - Reisterstown Plaza East	707	-	707	141	566	-	-
Locally Operated Transit Systems Capital Procurement Projects (Local Jurisdictions)							Reference : MTA A-44
LOTS St. Mary's County	-	90	90	10	80	-	-

Project Description	Current Year	Budget Year	Total Cost	Total Cost Breakdown			
				STA	FED	OTH	TOLL
Prince George's County Local Bus Program						Reference : MTA A-47	
LOTS Prince George's Co. Capital Assistance	5,150	6,650	11,800	-	11,800	-	-
Light Rail Systems Overhauls and Replacements						Reference : MTA A-14	
LTR Traction Power Substation Major Rehabilitation	160	1,600	1,760	-	1,760	-	-
Fast Forward						Reference : MTA A-36	
BUS Fast Forward	100	-	100	100	-	-	-
MTR Charles Center Wayfinding - Fast Forward	600	-	600	600	-	-	-
BUS Fast Forward Dedicated Bus Lanes	710	-	710	710	-	-	-
Metro Tunnel Repairs and Improvements						Reference : MTA A-22	
MTR Tunnel Cleaning and Preservation Program	-	500	500	374	126	-	-
MTR Tunnel Structural Repairs	150	-	150	150	-	-	-
State Highway Administration							
MD 32, Patuxent Freeway						Reference : SHA A-2	
SYKESVILLE ROAD-NOISE BARRIER-SOUTH OF WEST IVORY ROAD TO NORTH OF RIVER VALLEY CHASE	808	1,897	2,705	136	2,569	-	-
MD 5, Point Lookout Road						Reference : SHA A-2	
POINT LOOKOUT ROAD-INTERSECTION RECONSTRUCT-MD 246 TO MD 471	-	1,054	1,054	53	1,001	-	-
MD 32, Sykesville Road, 2nd Street to Main Street						Reference : SHA A-1	
MD 32 FROM 2ND STREET TO MAIN STREET	-	4,415	4,415	220	4,195	-	-
The Secretary Office							
Kim Lamphier Bikeways Network Program						Reference : TSO A-3	
Bloomsbury Crossing Construction	480	-	480	480	-	-	-
Northwest Salisbury Bikeways, Phase 2A	100	-	100	100	-	-	-
Shared Micromobility Station Improvements	54	-	54	54	-	-	-
2 Position Bike Racks on Paratransit Vehicles	81	-	81	81	-	-	-
ADA Street and Sidewalk Improvements in Baltimore City						Reference : TSO A-8	
ADA- Street and Sidewalk Improvements Baltimore City	2,500	2,500	5,000	5,000	-	-	-
Transit Oriented Development Planning & Implementation						Reference : TSO A-4	
TOD Planning Program	1,200	-	1,200	1,200	-	-	-
MDOT Asset Management Program						Reference : TSO A-5	
Maximo Enhancements	281	-	281	281	-	-	-

Projects Added to Development and Evaluation							
Project Description	Current Year	Budget Year	Total Cost	Total Cost Breakdown			
				STA	FED	OTH	TOLL
<u>Maryland Aviation Administration</u>							
BC Apron Reconstruction, Infill & Taxiway Improvements at BWI Marshall Airport							Reference : MAA A-10
BC Apron Infill & Taxiway Improvements (ALV Demo)	-	1,418	1,418	-	1,418	-	-
Environmental Assessment at BWI Marshall Airport							Reference : MAA A-0
BWI Environmental Documents	5	-	5	5	-	-	-
Taxiway F Relocation at BWI Marshall Airport							Reference : MAA A-8
Taxiway F Relocation - Phase 2 (incl ALSF)	52	210	262	-	262	-	-
Taxiway T Reconstruction at BWI Marshall Airport							Reference : MAA A-6
Taxiway T Reconstruction Phases 2 & 3	848	1,060	1,908	-	1,908	-	-
DX/DY Apron Pavement Rehab at BWI Marshall Airport							Reference : MAA A-14
DX/DY Apron Pavement Rehab	741	191	932	-	932	-	-
15L/33R & Associated Taxiways - Pavement Rehabilitation at BWI Marshall Airport							Reference : MAA A-16
Runway 15L/33R Pavement Rehab and TWs	-	1,097	1,097	274	823	-	-
Taxiway F Extension at Martin State Airport							Reference : MAA A-21
MTN Drainage Remediation	243	36	279	-	279	-	-
Runway Improvement Program at Martin State Airport							Reference : MAA A-22
MTN Amtrak Catenary Lowering Design	86	-	86	-	86	-	-
MTN Runway 15/33 Improvements	-	3,382	3,382	-	3,382	-	-
MTN Runway Planning Initiatives	400	800	1,200	1,200	-	-	-
<u>Maryland Port Administration</u>							
Dredged Material Management Program							Reference : MPA A-
Environmental Studies - MERC	400	350	750	750	-	-	-
Economic Studies - UMCES	269	36	305	305	-	-	-
Seagirt Marine Terminal Modernization - Terminal Improvements							Reference : MPA A-18
Living Shoreline at Colgate Creek	400	-	400	240	160	-	-
North Locust Point Marine Terminal Preservation Projects							Reference : MPA A-12
NLP Pier 3 Demolition	175	175	350	350	-	-	-
NLP Waterline Replacement	320	320	640	640	-	-	-
World Trade Center							Reference : MPA A-16
WTC Architecture & Engineering	730	730	1,460	1,460	-	-	-
St Helena Property							Reference : MPA A-25
St. Helena Site Development	650	-	650	650	-	-	-

Project Description	Current Year	Budget Year	Total Cost	Total Cost Breakdown			
				STA	FED	OTH	TOLL
Maryland Transit Administration							
MARC Maintenance, Layover, & Storage Facilities				Reference : MTA A-1			
MARC Martins Yard Power Switch	153	-	153	130	19	3	-
MARC Riverside Pavement Repairs	200	-	200	200	-	-	-
MARC Improvements on Camden and Brunswick Lines				Reference : MTA A-3			
MARC Brunswick Line Master Plan Investments	-	400	400	-	400	-	-
MARC Coaches - Overhauls and Replacement				Reference : MTA A-4			
MARC IIB Single Level Railcar Mid-Life Overhaul (34 Railcars)	250	250	500	500	-	-	-
MARC Positive Train Control				Reference : MTA A-6			
MARC Positive Train Control	175	-	175	175	-	-	-
Freight Rail Program				Reference : MTA A-10			
FRT Warner Street Highway Rail Grade Crossing	373	373	745	37	596	112	-
Bus Network Improvements				Reference : MTA A-27			
BUS TPI - Garrison	896	-	896	179	717	-	-
Prince George's County Local Bus Program				Reference : MTA A-47			
LOTS Prince George's Co. Capital Assistance	-	269	269	-	269	-	-
Metro Station Rehabilitation and Lighting Program				Reference : MTA A-18			
MTR Above Ground Station Stairs Rehabilitation	300	-	300	300	-	-	-
Zero Emission Bus Infrastructure and Program Management				Reference : MTA A-33			
BUS ZEB Program Management	-	1,100	1,100	1,100	-	-	-
BUS Division Electrification Program Phase I	2,096	-	2,096	-	2,096	-	-
Zero Emission Bus Pilots				Reference : MTA A-32			
BUS Low-No Bus Procurement and Charging Stations	276	-	276	276	-	-	-
Light Rail Systems Overhauls and Replacements				Reference : MTA A-14			
LTR MTA Light Rail Wireless Network Integration and POC for Real Time Data and Video	300	-	300	300	-	-	-
RAISE Baltimore Transit Priority				Reference : MTA A-35			
BUS TPI - East-West	151	-	151	151	-	-	-
Metro Tunnel Repairs and Improvements				Reference : MTA A-22			
MTR Tunnel Cleaning and Preservation Program	500	-	500	500	-	-	-
Red Line				Reference : MTA A-62			
NS Red Line	1,685	-	1,685	1,685	-	-	-

Project Description	Current Year	Budget Year	Total Cost	Total Cost Breakdown			
				STA	FED	OTH	TOLL
MTR Mondawmin Transit Hub							
MTR Mondawmin Hub	-	2,246	2,246	-	2,090	157	-
State Highway Administration							
Traffic Relief Plan (Phase 2) Smart Traffic Signals							
AWTRP1	5	28	33	33	-	-	-
I-270, Eisenhower Memorial Highway and I-495 Capital Beltway - Phase 1 South							
IS495 - I-495 FROM S OF GW PARKWAY TO W OF MD 5 AND I-270 FROM I-495 TO N OF I-370	2,750	9,000	11,750	-	11,750	-	-
Washington Region - Stream and Wetland Mitigation							
FULL DELIVERY STREAM AND WETLAND MITIGATION SERVICES	1,065	-	1,065	596	469	-	-
MD 90, Ocean City Expressway							
MD90-US 50 INTERCHANGE TO MD 528	1,700	2,000	3,700	370	3,330	-	-
MD 214, Central Avenue							
MD214-FROM MD 468 TO CAMP LETTS ROAD	448	-	448	-	-	448	-
The Secretary Office							
Kim Lamphier Bikeways Network Program							
Town of Luke Bikeway	8	-	8	8	-	-	-
Torrey C Brown/Jones Falls Trail Connection	120	-	120	120	-	-	-
HCC Connector Bike Path Study	78	-	78	78	-	-	-

FY 2023 MAJOR PROJECT COMPLETIONS

The Department completed 17 major projects in FY 2023, at a total cost of 1,213.6 million. These projects are listed below:

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST (\$ MILLIONS)</u>
Maryland Transportation Authority	
US 50/301 Bay Bridge - Replace 5KV Feeder Cable on Eastbound and Westbound Spans	50.8
US 301 Governor Harry W. Nice Memorial/Senator Thomas "Mac" Middleton Bridge - Replace Nice/Middleton Bridge	610.8
US 50/301 Bay Bridge - Tier 1 NEPA Study	0.3
US 50/301 Bay Bridge - Deck Rehabilitation and Miscellaneous Modifications	41.0
US 50/301 Bay Bridge - Crossover Automated Lane Closure System	21.3
I-95 Fort McHenry Tunnel - Superstructure Repairs of Various Bridges North and South of Fort McHenry Tunnel	7.5
US 50/301 Bay Bridge - Convert to Cashless Tolling	56.1
I-95 John F. Kennedy Memorial Highway - Structural Rehabilitation of the Millard E. Tydings Memorial Bridge	12.1
State Highway Administration	
MD 85, Buckeystown Pike - Crestwood Blvd/Shockley Drive to Spectrum Drive, roadway widening, I-270 interchange reconstruction and bridge replacement	104.4
MD 355, Urbana Pike - over Bennett Creek, bridge replacement	20.7
I-70, at Meadow Road and MD 144FA (Old National Pike), interchange improvements	0.3
MD 32, Patuxent Freeway - north of Linden Church Road to I-70, roadway widening and safety improvements	134.5
MD 97, Georgia Avenue - south of Brookeville to north of Brookville (0.7 miles), new roadway construction	50.3
MD 5, Point Lookout Road - Abell/Moakley Street, intersection reconstruction	17.0
MD 5, Point Lookout Road - south of Camp Brown Road to the Lake Conoy Causeway, roadway upgrades and widening	31.3
MD 212A, Powder Mill Road - Pine Street to US 1, roadway reconstruction and streetscape improvements	30.9
MD 5, Branch Avenue - Curtis Drive to Southern Avenue, and MD 637, Naylor Road - MD 5 to Suitland Parkway, roadway reconstruction and streetscape improvements	24.3
TOTAL	1,213.6

AWARDS

Highlights of projects awarded by the Department during FY 2023 are listed below:

	<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST (\$ MILLIONS)</u>
MAA	Hourly Garage Parking Guidance System Replacement	3.3
MAA	North Area Fuel Farm Fuel Storage Tank Additions	22.8
MAA	Electric Bus Charging Infrastructure	3.0
MAA	Residential Sound Insulation Program - Phase 1A	1.2
MAA	PC Air and 400Hz Electrical Equipment Installation	1.7
MAA	Airfield Lighting Vault Relocation	24.0
MAA	MTN AOA Fence Upgrade	1.5
MAA	BGE Feeder and Substation Upgrade - Phase 2	19.4
MAA	Terminal Crosswalk Rehabilitation - Phase 2	0.7
MAA	Taxilanes N and N1 Reconstruction	19.6
MDTA	Rehab Decks of EB Span - Phase I Deck Widening & Replacement of Deck Truss Spans - Phase 1, Package 1	165.2
MDTA	On-Call Building Systems Rehabilitation/Replacement	5.1
MDTA	I-95 ETL NB Extension - Noise Wall Along SB I-95 South of Calvary Road Overpass	13.0
MDTA	BHT In-Tunnel Fiber Improvements	2.0
MDTA	I-95 ETL NB Extension - Noise Wall along I-95/MD 24 at Woodsdale	10.9
MDTA	Envelope Repair and Switchgear Replacements at BHT Vent Buildings	80.7

AWARDS

<u>PROJECT DESCRIPTION</u>		<u>TOTAL COST (\$ MILLIONS)</u>
MVA	Glen Burnie Renovation	11.3
SHA	Install/Modify/Reconstruct Traffic Signals at various locations in Baltimore & Harford Counties	9.2
SHA	Install/Modify/Reconstruct Highway Signing at various locations in Allegany, Garrett, Washington, Carroll, Frederick & Howard Counties	10.1
SHA	Install/Modify/Reconstruct Traffic Signals at various locations in Montgomery & Prince George's Counties	8.3
SHA	US 40 - Intersection Improvements at Nottingham Road	2.9
SHA	Roadway Resurfacing and Patching on various locations in Montgomery County	21.2
SHA	I-68 - Roadway Resurfacing from the Mountain Road bridge to MD 144 westbound	8.4
SHA	Preservation and Minor Rehabilitation of fixed bridges, culverts and retaining walls - Statewide	16.4
SHA	MD 100 - Roadway Resurfacing from the Howard County line to MD 170	11.5
SHA	MD 175 - National Business Parkway to McCarron Court & MD 295 Interchange Reconstruction	48.5
SHA	US 1 - Sidewalk Improvements from Crestmount Road to Cedar Avenue in Howard County	1.3
SHA	I-81 - Interchange construction at Maugans Avenue	3.7
SHA	I-95 - Bridge Deck Overlays on ten bridges near the I-95/I-695 Interchange south of Baltimore	37.0
SHA	Install/Modify/Reconstruct Highway Signing at various locations on the Eastern Shore	8.4
Total		572.3

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

	CURRENT YEAR	BUDGET YEAR	Planning Years				SIX - YEAR TOTAL
	2024	2025	2026	2027	2028	2029	
<u>CAPITAL PROGRAM</u>							
The Secretary's Office *	66.8	24.1	19.1	19.6	11.3	8.0	148.9
Motor Vehicle Administration	37.7	22.6	10.9	10.1	8.8	20.5	110.6
Maryland Aviation Administration	331.7	353.0	212.2	97.4	54.2	83.0	1,131.5
Maryland Port Administration	305.6	388.9	264.7	176.7	125.0	154.0	1,414.8
Maryland Transit Administration	630.5	686.9	994.6	957.0	777.9	591.6	4,638.4
Washington Metropolitan Area Transit *	509.0	514.3	523.3	531.7	539.7	547.6	3,165.6
State Highway Administration **	1,541.0	1,708.4	1,815.9	1,873.9	1,842.1	1,844.3	10,625.6
TOTAL CAPITAL	<u>3,422.4</u>	<u>3,698.2</u>	<u>3,840.6</u>	<u>3,666.3</u>	<u>3,358.9</u>	<u>3,248.9</u>	<u>21,235.4</u>
Special Funds	1,753.7	1,858.3	1,928.8	1,944.7	1,873.9	1,733.5	11,092.9
Federal Funds	1,274.8	1,470.2	1,529.6	1,484.8	1,287.4	1,319.9	8,366.7
Other Funds ***	393.9	369.8	382.2	236.8	197.6	195.5	1,775.8

* Capital Funds for Washington Metropolitan Area Transit are budgeted in the Secretary's Office. They are shown separately for informational purposes.

** State Highway Administration includes funding for Highway User Revenue (HUR) and Program 3 (State Aid in lieu and pass thru funds).

*** Other funding not received through the Trust Fund includes funds from Customer Facility Charges (CFC), Passenger Facility Charges (PFC), and county contributions. In addition, Other Funds include federal funds received directly by WMATA that are not included in the MDOT budget.

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 2024 - FY 2029 CTP/STIP:

	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028 - 2029</u>	<u>TOTAL</u>
<u>Maryland Transit Administration</u>						
New Starts, Fixed Gудeway, Modernization and Bus	229.7	234.6	240.8	245.6	506.0	1,456.7
Elderly and Persons with Disabilities	5.7	5.9	6.0	6.1	12.6	36.4
Rural Area Formula	9.2	9.4	9.6	9.8	20.2	58.1
Subtotal (MTA)	244.6	249.8	256.4	261.5	538.8	1,551.2
<u>State Highway Administration</u>						
Surface Transportation Block Grant	190.4	194.3	198.1	198.1	396.3	1,177.3
Highway Safety Improvement Program	42.1	43.0	43.9	43.9	87.9	260.9
National Highway Performance Program	391.5	399.3	407.3	407.3	814.6	2,419.9
(PROTECT) Program	19.3	19.7	20.1	20.1	40.2	119.4
Carbon Reduction Program	17.0	17.3	17.7	17.7	35.3	105.0
National Highway Freight Program	19.5	19.9	20.3	20.3	40.6	120.6
Metropolitan Planning	8.6	8.7	8.9	8.9	17.8	53.0
Railway-Highway Crossings - HSIP set-aside	2.3	2.3	2.3	2.3	4.5	13.5
Congestion Mitigation/Air Quality	10.0	11.1	12.2	12.2	24.4	69.8
Subtotal (SHA)	700.7	715.6	730.8	730.8	1,461.6	4,339.3
Grand Total	945.3	965.4	987.2	992.3	2,000.4	5,890.6

**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 2024 - FY 2029 CTP/STIP:

SYSTEM PRESERVATION / TRAFFIC MANAGEMENT CATEGORIES	CURRENT YEAR	BUDGET YEAR	Planning Years			SIX - YEAR TOTAL
	2024	2025	2026	2027	2028 - 2029	
<u>Bridge Replacement and Rehabilitation</u>						
National Highway Performance Program	137.9	176.7	178.5	188.5	347.2	1,028.8
Surface Transportation Program	8.8	11.3	11.4	12.0	22.2	65.7
<u>Congestion Management</u>						
Congestion Mitigation/ Air Quality	10.1	14.2	14.0	14.5	26.6	79.4
National Highway Performance Program	5.4	6.8	6.5	6.8	12.1	37.6
Surface Transportation Program	12.8	15.1	14.1	14.8	25.9	82.7
<u>Environmental Projects</u>						
Highway Safety	4.7	6.9	4.6	6.0	10.0	32.1
National Highway Performance Program	5.8	2.9	10.8	9.0	21.5	50.0
Surface Transportation Program	10.7	25.3	28.6	27.3	65.2	157.1
Transportation Alternative Program	14.4	14.4	19.5	19.5	43.5	111.3
<u>Resurfacing and Rehabilitation</u>						
Highway Safety	2.3	1.9	1.9	2.0	4.4	12.5
National Highway Performance Program	96.7	83.4	81.0	85.8	190.2	537.0
Surface Transportation Program	125.9	108.6	105.5	111.7	247.6	699.3
<u>Safety and Spot Improvements</u>						
Congestion Mitigation/ Air Quality	1.3	2.2	1.6	1.2	3.1	9.4
Highway Safety	15.2	20.7	16.2	15.2	29.5	96.8
National Highway Performance Program	20.9	27.8	20.3	18.8	38.8	126.7
Surface Transportation Program	65.2	90.8	78.2	81.7	176.1	492.0
<u>Urban Reconstruction/Revitalization</u>						
Surface Transportation Program	2.1	3.6	5.1	3.2	13.0	27.0
Grand Total	540.1	612.5	597.8	617.9	1,276.6	3,645.0

Minor Program Summary By Fiscal Year (\$ MILLIONS)

The following provides a summary breakdown of the Minor Program funding levels for FY 2024 through FY 2029. Anticipated projects for FY 2024 and FY 2025 within these totals are listed in the project detail section of this document.

PROGRAM NAME	CURRENT	BUDGET	Planning Years				SIX - YEAR
	YEAR	YEAR					TOTAL
	2024	2025	2026	2027	2028	2029	
MARYLAND AVIATION ADMINISTRATION							
Airside Development	4.1	0.7	2.7	3.9	0.7	0.0	12.0
Environmental Planning	0.0	0.7	2.7	2.7	0.7	0.0	6.7
Loading Bridges	0.3	0.0	0.0	0.0	0.0	0.0	0.3
Pavement Mgmt - BWI Airside	3.8	0.0	0.0	0.0	0.0	0.0	3.8
Taxiway F	0.0	0.0	0.0	1.2	0.0	0.0	1.2
Annual	2.7	2.3	1.8	1.3	2.2	1.4	11.6
Annual Fees and Inspection Program	0.4	0.5	0.7	0.0	0.5	0.0	2.1
GIS	1.6	1.4	0.9	1.3	1.6	1.4	8.1
Misc Office Support	0.2	0.2	0.2	0.0	0.2	0.0	0.7
Planning	0.5	0.2	0.0	0.0	0.0	0.0	0.7
Baltimore/Washington	22.8	12.0	4.0	4.9	7.4	43.0	94.1
Building Permits & Inspections	0.0	0.0	0.0	0.0	0.0	0.0	0.1
CMI-non SBRs	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CMI-SBRs	0.8	0.3	0.5	1.0	0.6	1.0	4.2
Elevators, Escalators, and Walkways	3.7	3.0	2.0	0.0	0.0	0.0	8.7
Engineering Program Support	0.9	0.0	0.4	0.0	1.6	0.0	2.9
Misc Office Support	0.1	0.0	0.1	0.0	0.1	0.0	0.3
Operating Facilities	1.1	0.0	0.0	0.0	0.0	0.0	1.1
Out Year Unallocated Budget (BTC)	0.0	0.0	0.0	1.7	2.4	39.1	43.1
Planning	3.6	1.2	0.7	2.2	2.8	2.9	13.4
Pre-Construction Project Env, Plan, Eng	0.2	0.2	0.2	0.0	0.0	0.0	0.6
Real Estate Services	0.2	0.2	0.1	0.0	0.0	0.0	0.5
Terminal Facilities	12.2	7.0	0.0	0.0	0.0	0.0	19.2
Conc A/B Improvements	1.8	0.0	0.0	0.0	0.0	0.0	1.8
Critical Airport Systems	0.5	4.5	0.0	0.0	0.0	0.0	5.0
Environmental Compliance	3.6	3.0	1.7	1.7	1.3	1.9	13.1
Environmental Compliance	1.5	1.2	0.9	1.7	1.3	1.9	8.3
Environmental Planning	1.9	1.8	0.8	0.0	0.0	0.0	4.5

Minor Program Summary By Fiscal Year (\$ MILLIONS)

The following provides a summary breakdown of the Minor Program funding levels for FY 2024 through FY 2029. Anticipated projects for FY 2024 and FY 2025 within these totals are listed in the project detail section of this document.

PROGRAM NAME	CURRENT	BUDGET	Planning Years				SIX - YEAR
	YEAR	YEAR					TOTAL
	2024	2025	2026	2027	2028	2029	
MARYLAND AVIATION ADMINISTRATION (cont'd)							
Environmental Compliance (cont'd)							
Future Development	0.2	0.0	0.0	0.0	0.0	0.0	0.2
Equipment	3.0	3.0	2.1	2.8	1.3	1.8	13.9
Out Year Unallocated Budget (BTC)	1.8	1.5	1.9	1.9	1.0	1.5	9.5
Vehicles and Equipment	1.2	1.5	0.2	0.9	0.3	0.3	4.4
Information Technology	7.5	5.3	0.9	0.9	0.9	0.9	16.4
Critical Technology	6.2	5.3	0.9	0.9	0.9	0.9	15.2
GIS	1.1	0.0	0.0	0.0	0.0	0.0	1.1
Information Technology CTIPP	0.1	0.0	0.0	0.0	0.0	0.0	0.1
Landside	5.5	0.0	0.0	0.0	0.0	0.0	5.5
Operating Facilities	3.5	0.0	0.0	0.0	0.0	0.0	3.5
Pavement Mgmt -BWI Landside	1.4	0.0	0.0	0.0	0.0	0.0	1.4
Planning	0.4	0.0	0.0	0.0	0.0	0.0	0.4
Protective Land Acquisition	0.2	0.0	0.0	0.0	0.0	0.0	0.2
Martin State	3.6	2.7	4.4	1.3	2.2	1.5	15.7
MTN Facilities	0.9	1.8	3.5	0.0	0.2	0.0	6.3
MTN Runway Improvement Program	0.1	0.0	0.0	0.0	0.0	0.0	0.1
Out Year Unallocated Budget (BTC)	0.8	0.9	0.9	0.9	2.0	1.5	7.0
Security	1.0	0.0	0.0	0.0	0.0	0.0	1.0
Vehicles and Equipment	0.8	0.0	0.0	0.4	0.0	0.0	1.2
PMP Airfield Improvement	0.0	6.8	0.5	4.5	1.9	0.0	13.7
RSA Improvements	0.9	0.0	0.7	0.0	0.0	0.0	1.6
Security	3.7	3.7	3.4	0.0	0.0	0.0	10.8
Security	0.0	1.4	3.4	0.0	0.0	0.0	4.8
Terminal Facilities	3.7	2.3	0.0	0.0	0.0	0.0	6.0
Sound Mitigation	1.8	0.2	0.2	0.0	0.4	0.0	2.6
Noise Support	1.6	0.1	0.1	0.0	0.4	0.0	2.2

Minor Program Summary By Fiscal Year (\$ MILLIONS)

The following provides a summary breakdown of the Minor Program funding levels for FY 2024 through FY 2029. Anticipated projects for FY 2024 and FY 2025 within these totals are listed in the project detail section of this document.

PROGRAM NAME	CURRENT	BUDGET	Planning Years				SIX - YEAR
	YEAR	YEAR					TOTAL
	2024	2025	2026	2027	2028	2029	
MARYLAND AVIATION ADMINISTRATION (cont'd)							
Sound Mitigation (cont'd)							
Real Estate Services	0.2	0.1	0.1	0.0	0.0	0.0	0.3
Terminal Development	5.0	10.0	13.5	10.0	0.3	0.3	39.1
C/D Connector	0.6	0.0	0.0	0.0	0.0	0.0	0.6
Commercial Management	0.2	0.2	0.2	0.3	0.3	0.3	1.5
D/E Connector	0.5	0.0	0.0	0.0	0.0	0.0	0.5
Future Development	1.5	9.7	13.2	9.7	0.0	0.0	34.1
Planning	0.2	0.0	0.0	0.0	0.0	0.0	0.2
Tenant Facilities	0.1	0.1	0.1	0.0	0.0	0.0	0.3
Terminal Facilities	1.8	0.0	0.0	0.0	0.0	0.0	1.8
Total	66.5	54.1	35.8	31.2	18.5	50.8	256.9
MARYLAND PORT ADMINISTRATION							
All Terminals	23.0	18.7	17.7	22.6	24.5	34.0	140.6
Agency Wide Building Repairs	2.8	2.5	2.6	4.0	4.0	4.0	19.9
Agency Wide Utility Upgrades Program	1.4	2.5	2.5	4.0	4.0	4.0	18.4
Comprehensive Paving Program	2.4	2.1	2.0	2.8	2.8	4.5	16.6
Engineering A&E and Open Ended Contracts	1.9	1.8	0.7	2.0	8.6	10.6	25.5
Environment	0.6	0.2	0.2	0.2	0.2	0.2	1.4
Facility and Capital Equipment	4.8	1.5	0.9	0.8	0.8	1.0	9.7
Information Systems Division	2.9	1.2	0.9	0.9	0.7	0.4	7.0
Landside Major Projects	1.0	0.0	1.0	1.0	1.0	1.0	5.0
Other System Preservation	0.0	0.4	0.0	0.0	0.0	0.0	0.4
Planning and Finance	0.1	0.1	0.0	0.0	0.0	0.1	0.3
Security Enhancements	0.2	0.0	0.0	0.0	0.0	0.0	0.2
Waterfront Structures Program	4.9	6.6	7.0	7.0	2.5	8.2	36.2

Minor Program Summary By Fiscal Year (\$ MILLIONS)

The following provides a summary breakdown of the Minor Program funding levels for FY 2024 through FY 2029. Anticipated projects for FY 2024 and FY 2025 within these totals are listed in the project detail section of this document.

PROGRAM NAME	CURRENT	BUDGET	Planning Years				SIX - YEAR
	YEAR	YEAR					TOTAL
	2024	2025	2026	2027	2028	2029	
MARYLAND PORT ADMINISTRATION (cont'd)							
Dredging - Cox Creek	4.4	5.4	2.4	2.2	1.1	4.0	19.6
Dredging - General	2.0	2.0	2.0	0.0	0.0	0.0	6.0
Dredging - Innovative Reuse	0.2	0.2	0.0	0.0	0.0	0.0	0.4
Dundalk Marine Terminal	6.4	7.2	0.3	0.0	0.0	0.0	13.9
Facility and Capital Equipment	0.8	0.0	0.0	0.0	0.0	0.0	0.8
Information Systems Division	0.2	0.0	0.0	0.0	0.0	0.0	0.2
Landside Major Projects	3.3	7.2	0.0	0.0	0.0	0.0	10.5
Other System Preservation	0.9	0.0	0.0	0.0	0.0	0.0	0.9
Security Enhancements	1.4	0.0	0.3	0.0	0.0	0.0	1.7
Environmental	0.4	0.4	0.0	0.0	0.0	0.0	0.7
Facilities and Equipment	0.0	0.0	0.0	0.0	0.0	0.1	0.1
Hawkins Point Marine Terminal	0.6	0.4	0.4	0.5	0.5	0.5	2.8
North Locust Point Marine Terminal	2.5	1.5	0.3	0.3	0.0	45.2	49.9
Port - Wide	0.2	0.1	0.0	0.0	0.0	0.0	0.3
World Trade Center	5.1	5.0	0.5	1.2	1.3	1.3	14.2
Information Systems Division	0.4	0.3	0.0	0.0	0.0	0.0	0.7
Landside Major Projects	3.5	3.5	0.0	0.0	0.0	0.0	7.0
WTC Preservation	1.1	1.2	0.5	1.2	1.3	1.3	6.5
Total	44.7	40.7	23.7	26.8	27.3	85.1	248.4

MARYLAND TRANSIT ADMINISTRATION

Agency Wide	63.3	35.5	37.4	37.5	40.0	33.8	247.6
AGY - ADA Compliance	0.4	1.1	1.0	1.0	1.0	1.0	5.4
AGY - Bicycle Initiatives	0.1	0.1	0.1	0.3	0.3	0.3	1.0
AGY - Capital Program Support	7.0	2.9	5.5	3.2	2.9	2.9	24.2
AGY - Communications Systems	0.7	1.0	0.9	0.8	0.8	0.8	4.8
AGY - Corrosion Control	1.6	0.6	0.6	1.0	1.0	1.0	5.8

Minor Program Summary By Fiscal Year (\$ MILLIONS)

The following provides a summary breakdown of the Minor Program funding levels for FY 2024 through FY 2029. Anticipated projects for FY 2024 and FY 2025 within these totals are listed in the project detail section of this document.

PROGRAM NAME	CURRENT	BUDGET	Planning Years				SIX - YEAR
	YEAR	YEAR					TOTAL
	2024	2025	2026	2027	2028	2029	
MARYLAND TRANSIT ADMINISTRATION (cont'd)							
Agency Wide (cont'd)							
AGY - Energy Savings Initiatives	0.8	0.0	0.0	1.5	1.5	1.5	5.3
AGY - Engineering Initiatives	1.2	0.9	1.0	1.5	1.5	1.5	7.5
AGY - Environmental Compliance	4.0	2.6	2.5	2.5	2.5	2.5	16.5
AGY - Environmental Planning	3.0	0.8	1.0	1.5	1.5	1.5	9.3
AGY - Facilities - Pavement	2.4	1.5	1.5	1.5	1.5	1.5	9.9
AGY - Facilities - Roof	1.7	4.0	2.8	3.2	3.2	3.2	18.1
AGY - Guideway - T&S	6.5	2.0	2.0	2.0	2.0	2.0	16.5
AGY - Non-Revenue Vehicles	4.4	2.0	3.0	3.0	3.0	0.0	15.4
AGY - Owner Controlled Insurance Program	2.9	1.0	1.0	1.5	1.5	1.5	9.4
AGY - Planning Initiatives	9.4	1.6	4.8	4.5	4.5	4.5	29.2
AGY - Program Management Office	1.6	0.5	0.0	0.0	3.2	1.5	6.8
AGY - Safety Initiatives	2.6	0.5	0.5	1.0	1.0	1.0	6.6
AGY - Stations	0.0	0.0	1.3	1.5	1.5	0.0	4.3
AGY - Stormwater Management	2.5	1.0	0.8	1.0	1.0	1.0	7.3
AGY - Systems	4.3	1.8	1.8	1.9	1.5	1.5	12.8
AGY - Telecommunications	2.5	0.7	0.6	0.5	0.5	0.5	5.3
AGY - TMDL Compliance	0.7	0.0	1.4	0.8	0.8	0.8	4.3
AGY - Transit Asset Management	1.9	2.6	3.6	2.0	2.0	2.0	14.0
AGY - Transit Innovation	0.1	0.0	0.0	0.0	0.0	0.0	0.1
AGY - Utility Infrastructures Mapping	0.8	0.0	0.0	0.0	0.0	0.0	0.8
POL - Systems	0.3	6.5	0.0	0.0	0.0	0.0	6.8
Bus	18.2	12.3	11.9	9.2	8.6	1.8	62.0
AGY - Facilities - Pavement	1.9	0.0	0.0	0.0	0.0	0.0	1.9
AGY - Facilities - Roof	0.0	2.3	2.0	0.0	0.0	0.0	4.3
AGY - Planning Initiatives	0.2	0.0	0.0	0.0	0.0	0.0	0.2
AGY - Safety Initiatives	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Minor Program Summary By Fiscal Year (\$ MILLIONS)

The following provides a summary breakdown of the Minor Program funding levels for FY 2024 through FY 2029. Anticipated projects for FY 2024 and FY 2025 within these totals are listed in the project detail section of this document.

PROGRAM NAME	CURRENT	BUDGET	Planning Years				SIX - YEAR
	YEAR	YEAR					TOTAL
	2024	2025	2026	2027	2028	2029	
MARYLAND TRANSIT ADMINISTRATION (cont'd)							
Bus (cont'd)							
AGY - TMDL Compliance	1.0	1.2	0.0	0.0	0.0	0.0	2.2
BUS - Equipment	3.6	1.2	1.4	1.4	1.0	0.0	8.6
BUS - Facilities	4.6	4.7	2.6	2.6	2.6	0.0	17.0
BUS - Facilities - FE	1.2	0.0	0.0	0.0	0.0	0.0	1.2
BUS - Revenue Vehicles	5.5	3.0	5.2	5.0	5.0	1.8	25.4
BUS - Systems	0.2	0.0	0.0	0.0	0.0	0.0	0.2
MARC - Guideway	0.0	0.0	0.7	0.2	0.0	0.0	1.0
Freight	1.0	1.0	0.0	0.0	0.0	0.0	1.9
Information Technology	5.2	2.7	3.5	3.6	4.3	1.0	20.3
Light Rail	17.2	15.1	16.7	16.5	13.0	11.0	89.4
AGY - Facilities - Pavement	0.3	0.8	0.0	0.0	0.0	0.0	1.0
AGY - Planning Initiatives	2.5	1.2	0.0	0.0	0.0	0.0	3.7
AGY - Stormwater Management	0.1	0.0	0.0	0.0	0.0	0.0	0.1
AGY - TMDL Compliance	0.0	0.0	0.4	0.5	0.0	0.0	0.9
LTR - Bridge Preservation - T&S	1.9	3.4	2.0	2.0	2.0	2.0	13.3
LTR - Catenary Preservation	0.5	1.5	1.5	1.5	1.5	1.5	8.0
LTR - Drainage	3.7	3.0	3.0	3.0	3.0	2.0	17.7
LTR - Facilities Maintenance	0.7	0.5	0.8	1.0	1.0	1.0	4.9
LTR - Guideway - Ops	2.3	3.0	3.0	3.0	3.0	2.0	16.3
LTR - Guideway - T&S	1.6	0.0	4.0	4.0	1.0	1.0	11.6
LTR - Revenue Vehicles	0.2	0.0	0.0	0.0	0.0	0.0	0.2
LTR - Safety Initiatives	1.3	0.3	0.3	0.5	0.5	0.5	3.3
LTR - Systems Maintenance	2.1	1.5	1.8	1.0	1.0	1.0	8.4
MARC	14.5	15.0	20.3	7.5	6.5	5.0	68.7
AGY - Planning Initiatives	0.1	0.0	0.0	0.0	0.0	0.0	0.1
AGY - Stormwater Management	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Minor Program Summary By Fiscal Year (\$ MILLIONS)

The following provides a summary breakdown of the Minor Program funding levels for FY 2024 through FY 2029. Anticipated projects for FY 2024 and FY 2025 within these totals are listed in the project detail section of this document.

PROGRAM NAME	CURRENT	BUDGET	Planning Years				SIX - YEAR
	YEAR	YEAR					TOTAL
	2024	2025	2026	2027	2028	2029	
MARYLAND TRANSIT ADMINISTRATION (cont'd)							
MARC (cont'd)							
AGY - TMDL Compliance	0.4	0.4	0.1	0.0	0.0	0.0	0.8
MARC - Facilities - FE	1.4	1.0	1.0	1.0	1.0	1.0	6.4
MARC - Facilities - Ops	7.1	3.1	2.5	3.0	3.0	1.5	20.2
MARC - Facilities - T&S	0.7	0.6	3.0	1.3	0.8	0.8	7.1
MARC - Guideway	2.3	3.5	11.9	0.4	0.0	0.0	18.1
MARC - Revenue Vehicles	1.7	1.5	1.8	1.8	1.8	1.8	10.2
MARC - Systems	0.9	5.0	0.0	0.0	0.0	0.0	5.9
Metro	31.4	29.5	15.1	14.8	14.9	8.7	114.4
AGY - Communications Systems	0.5	0.0	0.0	0.0	0.0	0.0	0.5
AGY - Facilities - Pavement	0.0	1.0	0.0	0.0	0.0	0.0	1.0
AGY - Facilities - Roof	6.6	4.7	0.0	0.0	0.0	0.0	11.3
AGY - Guideway - T&S	0.1	0.0	0.0	0.0	0.0	0.0	0.1
AGY - TMDL Compliance	2.1	1.3	0.0	0.5	0.0	0.0	3.9
MTR - Bridge & Elevated Structures - T&S	3.3	2.6	3.3	3.0	3.0	1.7	16.9
MTR - Facilities Maintenance	5.7	5.1	3.0	2.3	2.9	0.0	19.0
MTR - Facilities Maintenance - MPMO	1.4	0.0	0.0	0.0	0.0	0.0	1.4
MTR - Guideway - Ops	3.3	1.5	1.5	1.5	1.5	1.5	10.8
MTR - Guideway - T&S	0.5	2.0	2.5	3.0	3.0	2.0	13.0
MTR - Revenue Vehicles	0.5	0.0	0.0	0.0	0.0	0.0	0.5
MTR - Safety Initiatives	0.2	3.5	0.3	0.0	0.0	0.0	4.0
MTR - Systems Maintenance	5.8	5.4	2.0	1.5	1.5	1.5	17.6
MTR - Tunnel Preservation - T&S	1.6	2.4	2.5	3.0	3.0	2.0	14.5
Mobility	1.2	1.2	1.9	1.6	1.3	1.3	8.3
AGY - Safety Initiatives	0.3	0.0	0.0	0.0	0.0	0.0	0.3
MOL - Facilities	0.2	0.8	0.8	0.5	0.5	0.5	3.3
MOL - Systems	0.3	0.0	0.8	0.8	0.8	0.8	3.3

Minor Program Summary By Fiscal Year (\$ MILLIONS)

The following provides a summary breakdown of the Minor Program funding levels for FY 2024 through FY 2029. Anticipated projects for FY 2024 and FY 2025 within these totals are listed in the project detail section of this document.

PROGRAM NAME	CURRENT	BUDGET	Planning Years				SIX - YEAR
	YEAR	YEAR					TOTAL
	2024	2025	2026	2027	2028	2029	
MARYLAND TRANSIT ADMINISTRATION (cont'd)							
Mobility (cont'd)							
MOL - Vehicles	0.3	0.3	0.3	0.3	0.0	0.0	1.4
Total	152.0	112.1	106.7	90.7	88.6	62.5	612.6
MOTOR VEHICLE ADMINISTRATION							
Agency Wide	0.3	0.3	0.3	0.2	0.2	0.2	1.6
Building Improvements	10.3	11.5	2.5	2.4	2.4	11.3	40.4
Comprehensive Planning	0.2	1.2	0.0	0.0	0.0	0.0	1.4
Environmental	0.2	0.5	0.4	0.5	0.2	0.2	1.9
Facility	9.4	5.3	1.6	1.4	1.8	10.2	29.7
VEIP	0.5	4.5	0.5	0.5	0.5	0.9	7.4
Information Technology	9.6	7.5	7.2	6.6	5.2	7.8	43.9
Departmental Services	0.1	0.1	0.0	0.0	0.0	0.5	0.7
IT Hardware/Equipment	4.0	1.0	1.4	1.3	1.2	4.0	13.0
IT Software/System Enhancements	4.4	5.8	5.2	5.0	3.6	1.4	25.5
Major Projects	0.8	0.0	0.0	0.0	0.0	1.3	2.1
Safety and Security	0.3	0.6	0.6	0.3	0.3	0.5	2.5
Safety	0.1	0.1	0.0	0.0	0.0	0.2	0.3
Total	20.3	19.4	10.0	9.2	7.9	19.5	86.1

Minor Program Summary By Fiscal Year (\$ MILLIONS)

The following provides a summary breakdown of the Minor Program funding levels for FY 2024 through FY 2029. Anticipated projects for FY 2024 and FY 2025 within these totals are listed in the project detail section of this document.

PROGRAM NAME	CURRENT	BUDGET	Planning Years				SIX - YEAR TOTAL
	YEAR	YEAR					
	2024	2025	2026	2027	2028	2029	
STATE HIGHWAY ADMINISTRATION							
Safety, Congestion Relief, Highway and Bridge	724.4	860.1	881.1	900.3	988.5	978.1	5,332.4
ADA Retrofit	6.7	7.8	9.4	9.4	9.9	10.0	53.3
Bicycle Retrofit	10.3	13.6	12.4	15.1	13.2	13.2	77.9
Bridge Replacement/Rehabilitation	186.3	247.4	243.5	248.7	249.8	250.3	1,426.1
C.H.A.R.T.	28.9	33.7	31.5	32.8	30.9	25.4	183.2
Commuter Action Improvements	3.4	7.7	8.9	8.9	8.8	8.9	46.6
Drainage Improvements	14.3	30.0	41.2	47.5	48.9	49.0	230.8
Emergency	7.0	1.3	9.4	14.6	10.8	4.3	47.5
Environmental Projects	3.7	5.1	8.8	8.8	9.3	9.3	44.9
Intersection Capacity	20.1	26.6	32.0	27.4	30.6	30.7	167.3
Neighborhood Conservation	2.4	4.3	6.0	4.2	8.2	8.2	33.3
Quick Response	9.0	27.1	29.5	25.2	28.4	28.5	147.6
Resurfacing And Rehabilitation	254.0	243.8	225.9	238.0	298.5	301.2	1,561.5
RR Crossings	6.4	5.5	5.5	5.5	5.5	5.5	33.8
Safety And Spot Improvement	51.2	57.1	66.3	54.2	61.9	59.8	350.3
Sidewalk Program	16.2	14.0	21.7	31.8	34.2	34.2	152.1
Statewide Planning And Research	71.9	71.7	72.5	72.1	71.9	71.8	431.9
Traffic Management	32.5	63.4	56.6	56.2	67.7	67.9	344.3
Communications	2.2	2.2	11.0	10.9	10.9	2.2	39.4
Environmental Compliance	3.4	3.9	7.4	7.4	7.9	5.7	35.7
Facilities	28.7	22.5	19.5	25.0	32.6	21.7	150.0
Equipment	8.0	11.0	22.9	22.9	36.2	16.8	117.7
Truck Weight	8.0	6.8	5.7	7.7	6.6	6.6	41.3
SPP Reimbursables	14.0	14.8	14.6	15.0	12.6	12.5	83.5
Program 3/ Includes State in Aid in Lieu	78.5	78.3	78.3	78.3	78.3	78.3	470.0
Major IT Projects	5.1	5.8	5.0	5.1	5.2	5.3	31.5
Noise Barriers	4.2	2.3	5.5	8.8	14.2	5.3	40.2
TMDL Compliance	15.9	21.8	40.0	35.0	38.2	38.3	189.2

Minor Program Summary By Fiscal Year (\$ MILLIONS)

The following provides a summary breakdown of the Minor Program funding levels for FY 2024 through FY 2029. Anticipated projects for FY 2024 and FY 2025 within these totals are listed in the project detail section of this document.

PROGRAM NAME	CURRENT	BUDGET	Planning Years				SIX - YEAR
	YEAR	YEAR					TOTAL
	2024	2025	2026	2027	2028	2029	
STATE HIGHWAY ADMINISTRATION (cont'd)							
Transportation Enhancements	17.9	18.1	23.9	23.9	23.9	23.9	131.5
-	1.6	0.5	0.5	0.0	0.0	0.0	2.6
Primary	0.4	0.0	0.0	0.0	0.0	0.0	0.4
Secondary	1.3	0.5	0.5	0.0	0.0	0.0	2.3
Total	911.9	1,047.9	1,115.3	1,140.2	1,255.1	1,194.7	6,665.1
THE SECRETARY'S OFFICE							
Grants	2.1	1.8	1.7	1.7	1.5	1.3	10.0
Airport Citizens Committee Grant Program	0.3	0.3	0.2	0.2	0.2	0.0	1.2
Secretary Grants	1.8	1.5	1.5	1.5	1.3	1.3	8.8
Information Technology Project	17.7	2.1	0.7	0.5	3.2	0.0	24.2
MDOT IT Enhancement Program	11.7	1.4	0.0	0.0	1.9	0.0	15.0
MDOT IT Preservation Program	6.0	0.7	0.7	0.5	1.3	0.0	9.2
Program 8 - Major IT Projects	0.5	0.0	0.0	0.0	0.0	0.0	0.5
The Secretary's Office	15.1	9.7	8.7	9.3	1.9	1.9	46.6
CMAPS Preservation	0.6	0.7	0.2	0.2	0.0	0.0	1.7
Environmental Service Funds	1.9	1.0	1.0	0.9	0.0	0.0	4.8
Freight & Intermodal Program	1.4	0.0	0.0	0.0	0.0	0.0	1.4
Homeland Security & Rail Safety	1.4	1.4	1.5	1.5	1.6	1.6	9.0
MBE Disparity Studies	1.4	0.3	0.1	0.0	0.0	0.0	1.8
MDOT HQ Building Preservation	1.6	0.6	0.3	0.1	0.1	0.1	2.5
MDOT IT Enhancement Program	0.1	0.0	0.0	0.0	0.0	0.0	0.1
Planning Services & Studies	6.1	5.5	5.4	6.3	0.0	0.0	23.4
Real Estate Services	0.5	0.1	0.1	0.1	0.1	0.1	0.8
TOD Implementation	0.1	0.2	0.2	0.2	0.2	0.2	0.9
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)

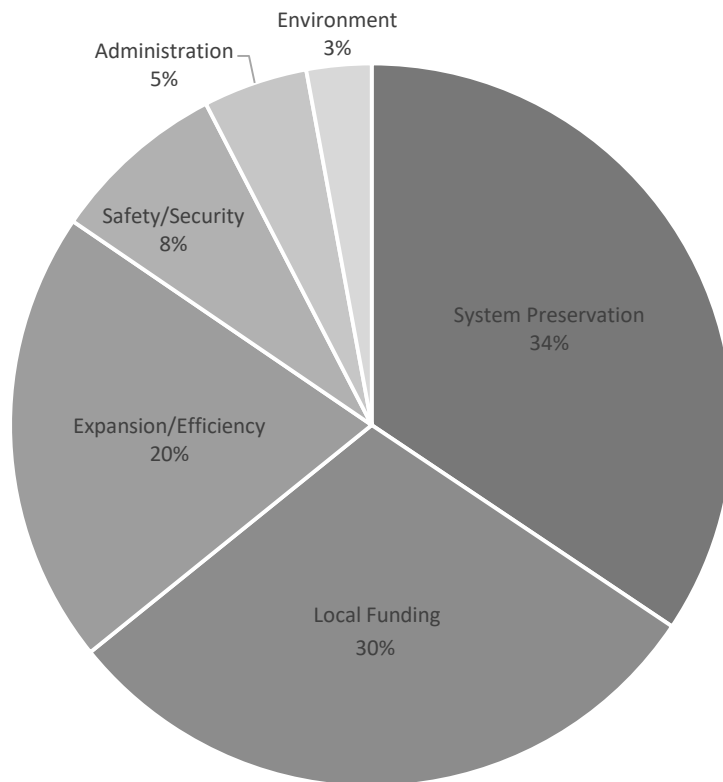
The following provides a summary breakdown of the Minor Program funding levels for FY 2024 through FY 2029. Anticipated projects for FY 2024 and FY 2025 within these totals are listed in the project detail section of this document.

PROGRAM NAME	CURRENT	BUDGET	Planning Years				SIX - YEAR
	YEAR	YEAR					TOTAL
	2024	2025	2026	2027	2028	2029	

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
7.3B



Local Funding
6.3B



Expansion/Efficiency
4.3B



Safety/Security
1.7B



Administration
993.3M



Environment
617.1M

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 144, Naves Cross Road	Replacement of Bridge No. 0109100 over Evitts Creek.	4
MD 51, Old Town Road	Replacement of Bridge No. 0104700 over Town Creek.	3
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>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
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
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

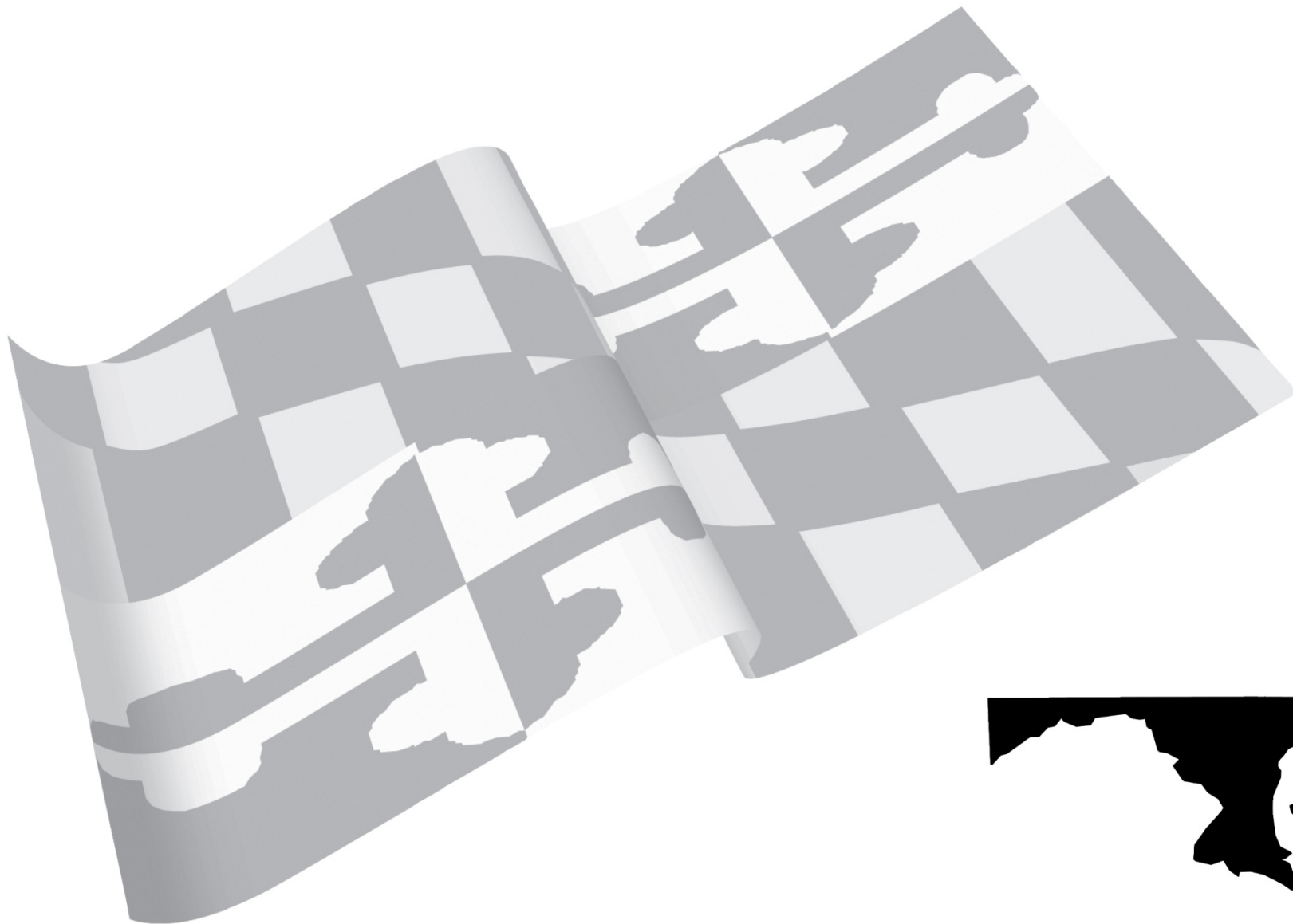
<u>PROGRAM/PROJECT</u>	<u>DESCRIPTION</u>	<u>PIF LINE #</u>
Frederick		
<u>Secondary Construction Program</u>		
MD 17, Burkittsville Middletown Road	Replacement of Bridge No. 1001900 over Middle Creek	3
MD 75, Green Valley Road	Deck replacement and rehabilitation of Bridge No.1015600 over I-70.	4
MD 77, Rocky Ridge Road	Replacement of Bridge No. 1005400 on MD 77 over Beaver Branch.	5
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 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

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>		
MU 227, Riverdale Road	Replacement of Bridge No. 1609000 over Northeast Branch Anacostia River.	6
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.	3
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 investigated 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>FY2024-2029 CTP BIKE/PED FUNDING^</u>
<u>State Highway Administration</u>		
ADA Program	15,042,025	53,300,000
Retrofit Bicycle Program	29,136,000	77,900,000
Neighborhood Conservation*	7,635,281	33,300,000
Primary/ Secondary Program**	1,399,296	1,399,296
Retrofit Sidewalk Program	22,485,488	152,100,000
Recreational Trails Program***	18,028,243	23,646,343
Transportation Alternatives Program***	52,472,825	131,500,000
<u>The Secretary's Office</u>		
Kim Lamphier Bikeways Network Program	15,124,011	15,953,631
Total	161,323,169	489,099,270

^ 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>Carroll County</u> MD 31, New Windsor Road - From Lambert Avenue to East of Church Street		\$ 2,177,000
<u>Frederick County</u> ADA Sidewalk Upgrades in Frederick County		\$ 1,776,962
<u>Prince George's County</u> MD 223, Woodyard Road - South of Victoria Drive to North of Sherwood Drive		\$ 4,317,000
MD 725, Main Street - West of Service Lane to East of Governor Oden Bowie Drive		\$ 1,242,000
<u>Statewide</u> ADA Sidewalk Upgrades in Baltimore And Harford Counties		\$ 3,516,063
<u>Talbot County</u> MD 33, Talbot Street - North of Lee Street to South of Spencer Drive		\$ 2,013,000
Total		\$ 15,042,025
<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)		\$ 7,827,000
<u>Somerset County</u> MD 413 Trail - Marion Station to Westover		\$ 21,309,000
Total		\$ 29,136,000

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>Baltimore County</u>		
US 1, Belair Road - Baltimore City Line to I-695		\$ 121,440
<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		\$ 865,784
<u>Prince George's County</u>		
MD 212A, Powder Mill Road - Pine Street to US 1 Intersection		\$ 2,090,162
MD 5, Branch Avenue - Curtis Drive to North of Suitland Parkway & Naylor Road		\$ 1,909,286
MD 500, Queens Chapel Road - Washington D.C. Line to MD 208		\$ 2,003,459
Total		\$ 7,635,281
<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 - South of Camp Brown Road he Lake Conoy Causeway Shoulders	2.2	\$ 330,000

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>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	\$ 1,399,296
<u>Retrofit Sidewalk Program</u>		
<u>Anne Arundel County</u>		
MD 214, Central Avenue - MD 2 to MD 253		\$ 3,768,965
<u>Carroll County</u>		
MD 27, Manchester Road - Tuc Road to Hahn Road		\$ 3,463,346
<u>Cecil County</u>		
MD 7, Delaware Avenue - MD 281 to South of Big Elk Creek Bridge		\$ 2,836,000
<u>Howard County</u>		
US 1, Washington Boulevard - Crestmount Road to Cedar Avenue		\$ 2,226,000
<u>Kent County</u>		
MD 514, Flatland Road - MD 20 to Sutton Way		\$ 3,688,314

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>St. Mary's County</u>		
MD 245, Hollywood Road-Baldrige Street to Leonards Grant Parkway - Phase 2		\$ 3,242,606
<u>Statewide</u>		
Concrete Sidewalk and Pedestrian Improvements in Baltimore and Harford Counties		\$ 3,260,257
	Total	\$ 22,485,488
<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>		
Burkholder Road ORV Trail Resurfacing		\$ 124,721
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
<u>Washington County</u> Washington County Regional Park Trail Construction		\$ 120,000
<u>Wicomico County</u> Pirates Wharf Trail Construction		\$ 156,256
<u>Worcester County</u> Pocomoke Trail of Change Improvements		\$ 130,073
	Total	\$ 18,028,243
<u>Transportation Alternatives Program</u>		
<u>Allegany County</u> Baltimore Street Access		\$ 9,335,709
Bel Air Elementary School Pedestrian Bridge Replacement		\$ 320,000

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>Anne Arundel County</u>		
South Shore Trail Phase II		\$ 2,200,000
WB&A Trail Bridge at Patuxent		\$ 4,536,000
<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		\$ 1,050,000
Pimlico Elementary School		\$ 258,000
<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		\$ 38,055
<u>Charles County</u>		
Indian Head Trailhead		\$ 360,000
Mill Hill Road - Homecoming Lane to Davis Road		\$ 515,457
<u>Dorchester County</u>		
Bayly Road Sidewalk		\$ 192,000

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>Frederick County</u>		
East Street Rails with Trails		\$ 479,000
<u>Garrett County</u>		
Casselman River Bridge Rehabilitation		\$ 4,085,000
<u>Harford County</u>		
Aberdeen Station Connectivity Enhancements		\$ 688,000
Ma & Pa Trail, Segment III		\$ 2,756,586
<u>Howard County</u>		
Patuxent Branch Trail		\$ 714,000
<u>Montgomery County</u>		
MD 188, Wilson Lane at Cordell Avenue		\$ 47,000
MD 355 Clarksburg Shared Use Path		\$ 3,673,267
North Branch Hiker Biker Trail		\$ 2,000,000
<u>Prince George's County</u>		
Chamber Avenue and Capitol Heights Boulevard		\$ 250,000
Crittenden Street and 52nd Avenue Improvements		\$ 230,000
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
Signal Modification, Pedestrian Safety and Access Improvement		\$ 1,456,000

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>St. Mary's County</u>		
MD 5 Pedestrian and Bicycle Trail		\$ 2,814,000
Three Notch Trail, Phase VII		\$ 3,600,000
<u>Talbot County</u>		
Easton Rail Trail at Maryland Avenue to Easton Point Park		\$ 946,897
<u>Washington County</u>		
Byron Bridge Access Improvement		\$ 2,414,000
City Park Train Hub Locomotive Refurbishment and Pavilion Replacement		\$ 632,338
Frederick Street and Eastern Boulevard		\$ 355,000
Hagerstown Miscellaneous Safety Improvements		\$ 196,000
South Potomac and Baltimore Street Improvement		\$ 550,000
<u>Wicomico County</u>		
Salisbury Scenic Drive Rails with Trails		\$ 723,000
Total		\$ 52,472,825

THE SECRETARY'S OFFICE

Kim Lamphier Bikeways Network Program

Allegany

BICYCLE AND PEDESTRIAN RELATED PROJECTS

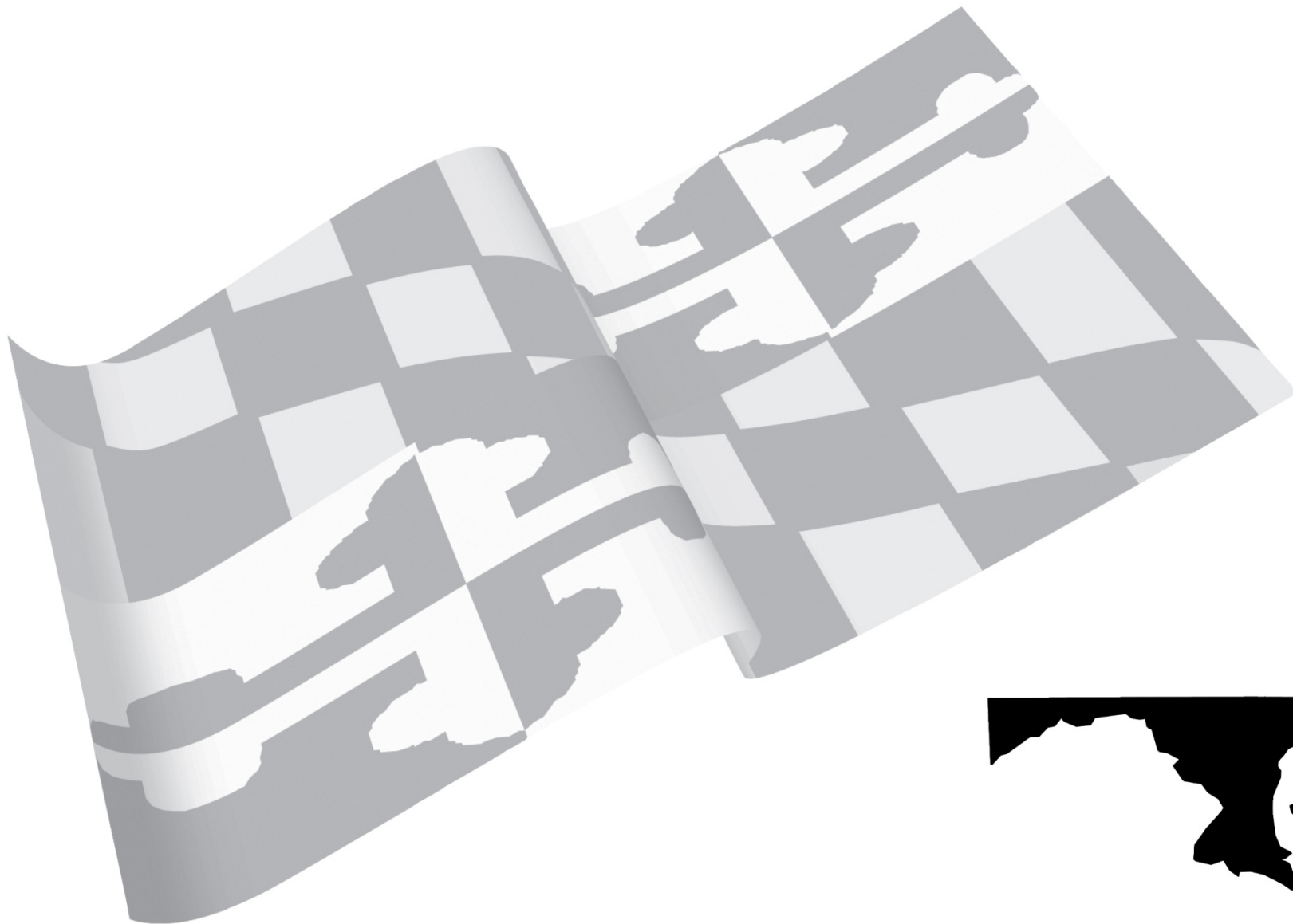
<u>PROJECT NAME</u>	<u>MILES</u>	<u>ESTIMATED BIKE/PED COST</u>
THE SECRETARY'S OFFICE (cont'd)		
<u>Kim Lamphier Bikeways Network Program (cont'd)</u>		
<u>Allegany (cont'd)</u>		
Town of Luke Bikeway		\$ 7,530
<u>Anne Arundel</u>		
Broadneck Peninsula Trail (Phase 1B)		\$ 800,000
BWI to Odenton Shared 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
<u>Baltimore City</u>		
Bike Counter Installation Program		\$ 98,400
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>Carroll</u>		
Biking Taneytown		\$ 13,600
<u>Charles</u>		
LaPlata Radio Station Road Shared Use Path		\$ 328,000
Smallwood Drive Path Design		\$ 158,234

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>Dorchester</u>		
Cambridge Bike Lane Study		\$ 32,000
<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>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>		
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
Cherry Lane Preliminary Design		\$ 32,000
Shared Micromobility Station Improvements		\$ 54,080
University of Maryland Bike Enhancements		\$ 160,000
<u>Statewide</u>		
Undesignated Funds		\$ 5,859,837
<u>Talbot</u>		
Frederick Douglas Rail Trail Bridge Assessment and Design		\$ 200,000
St. Michaels Shared-Use Path Study		\$ 28,000
<u>Wicomico</u>		
Naylor Mill Connector		\$ 100,000
Salisbury Bike Ped Counters		\$ 49,334
Salisbury Rail Trail Phases 2 & 3		\$ 139,700
<u>Worcester</u>		
MD 611 Shared-Use Path Feasibility Study		\$ 27,280
Total		\$ 15,124,011



REGIONAL AVIATION GRANTS

REGIONAL AVIATION GRANTS
Fiscal Year 2024
(\$ 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

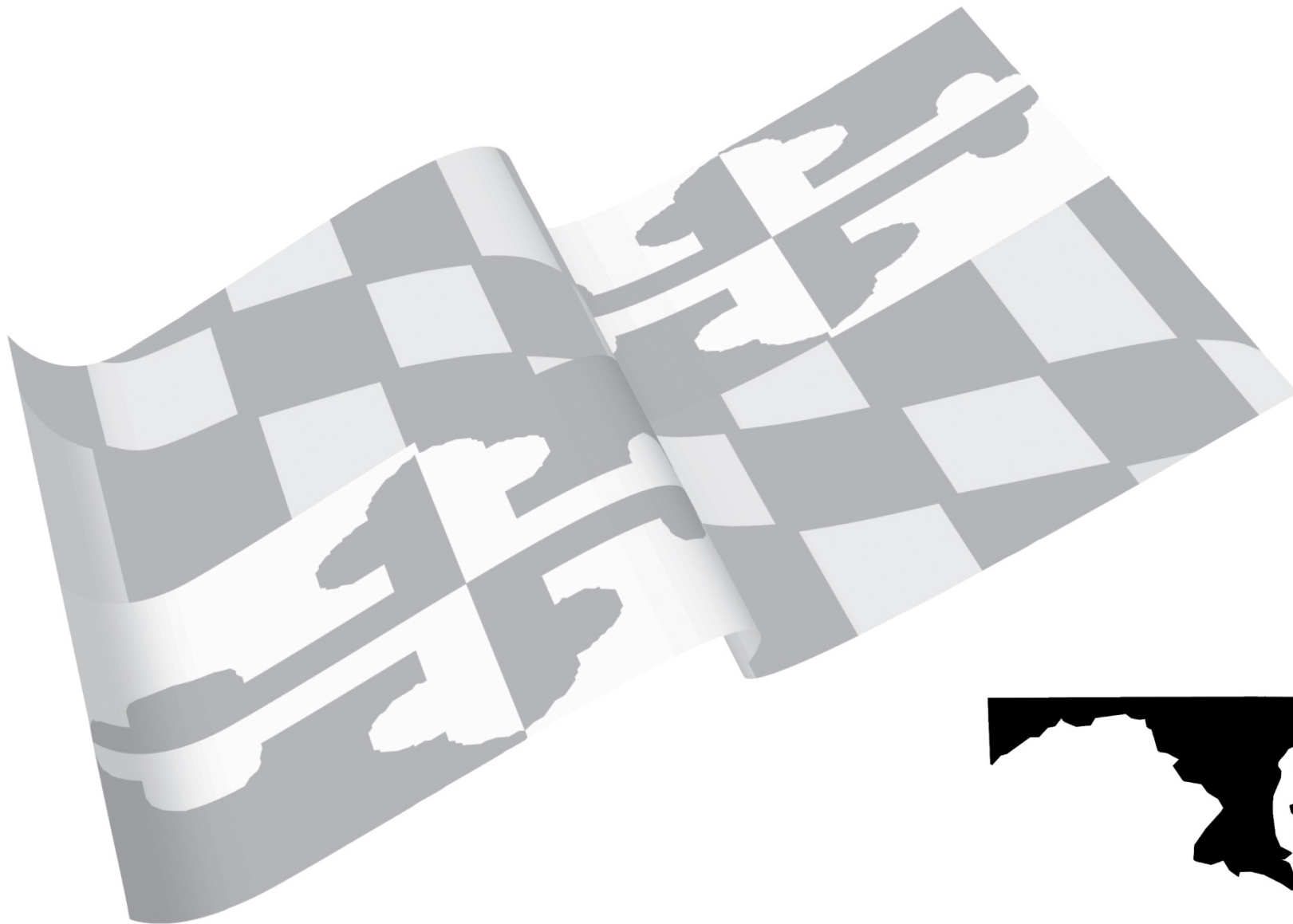
<u>COUNTY</u>	<u>AIRPORT</u>	<u>PROJECT NAME</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>LOCAL</u>	<u>TOTAL</u>
Allegany	Greater Cumberland Regional Airport	2024 CBE Rwy 5/23 rehab ph 6-const	\$ 4,055	\$ 179	\$ 271	\$ 4,506
Anne Arundel	Tipton Airport	2024 FME Access Control System	\$ -	\$ 24	\$ 2	\$ 26
Baltimore City	Pier 7 Heliport	2024 4MD Security Gate	\$ -	\$ 16	\$ 2	\$ 18
Dorchester	Cambridge-Dorchester Regional Airport	2024 CGS Terminal Bldg HVAC replacement	\$ -	\$ 338	\$ 113	\$ 450
Frederick	Frederick Municipal Airport	24-002 FDK Rwy 30 Obs Removal	\$ -	\$ 37	\$ 12	\$ 49
Garrett	Garrett County Airport	24-003 2G4 PAPI Replacement	\$ 240	\$ 8	\$ 19	\$ 267
Harford	Harford County Airport	2024 0W3 Rwy 1 obstruction removal	\$ -	\$ 150	\$ 50	\$ 200
Harford	Fallston Airport	2024 W42 Rwy 4/22 crack seal	\$ -	\$ 18	\$ 2	\$ 20
Prince George's	College Park Airport	2024 CGS Airfield electrical improvements	\$ -	\$ 200	\$ 1,524	\$ 1,724
Prince George's	Potomac Airfield	2024 VKX Obstruction removal	\$ -	\$ 68	\$ 8	\$ 75
Queen Anne's	Bay Bridge Airport	2024 W29 Rwy 11/29 rehab add alt 1-const	\$ 895	\$ 43	\$ 57	\$ 994
Saint Mary's	St. Mary's County Regional Airport	2024 2W6 Land Acq and Supplemental EA	\$ 135	\$ 10	\$ 5	\$ 150
Talbot	Easton Airport	2024 ESN Rwy 4 RSA and extension-const	\$ 10,092	\$ 525	\$ 597	\$ 11,213

REGIONAL AVIATION GRANTS
Fiscal Year 2024
(\$ 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>
Washington	Hagerstown Regional Airport	24-004 HGR Txy F rehab-const	\$ 6,687	\$ 344	\$ 399	\$ 7,430
Washington	Hagerstown Regional Airport	2024 HGR Airfield lighting to LED	\$ 984	\$ 43	\$ 67	\$ 1,093
Wicomico	Salisbury Regional	2024 SBY Rwy 14/32 extension - const	\$ 10,026	\$ 557	\$ 11,545	\$ 22,128
Wicomico	Salisbury Regional	2024 SBY Terminal Building-rehab	\$ 8,788	\$ 488	\$ 488	\$ 9,764
Wicomico	Salisbury Regional	2024 SBY Wetland mitigation	\$ 3,905	\$ 217	\$ 217	\$ 4,339
Wicomico	Salisbury Regional	2024 SBY ATCT equipment-rehab	\$ 1,900	\$ 106	\$ 106	\$ 2,111
Worcester	Ocean City Municipal Airport	2024 OXB Rwy 20 Obstruction removal	\$ -	\$ 94	\$ 31	\$ 125
Total				\$ 3,463		



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)

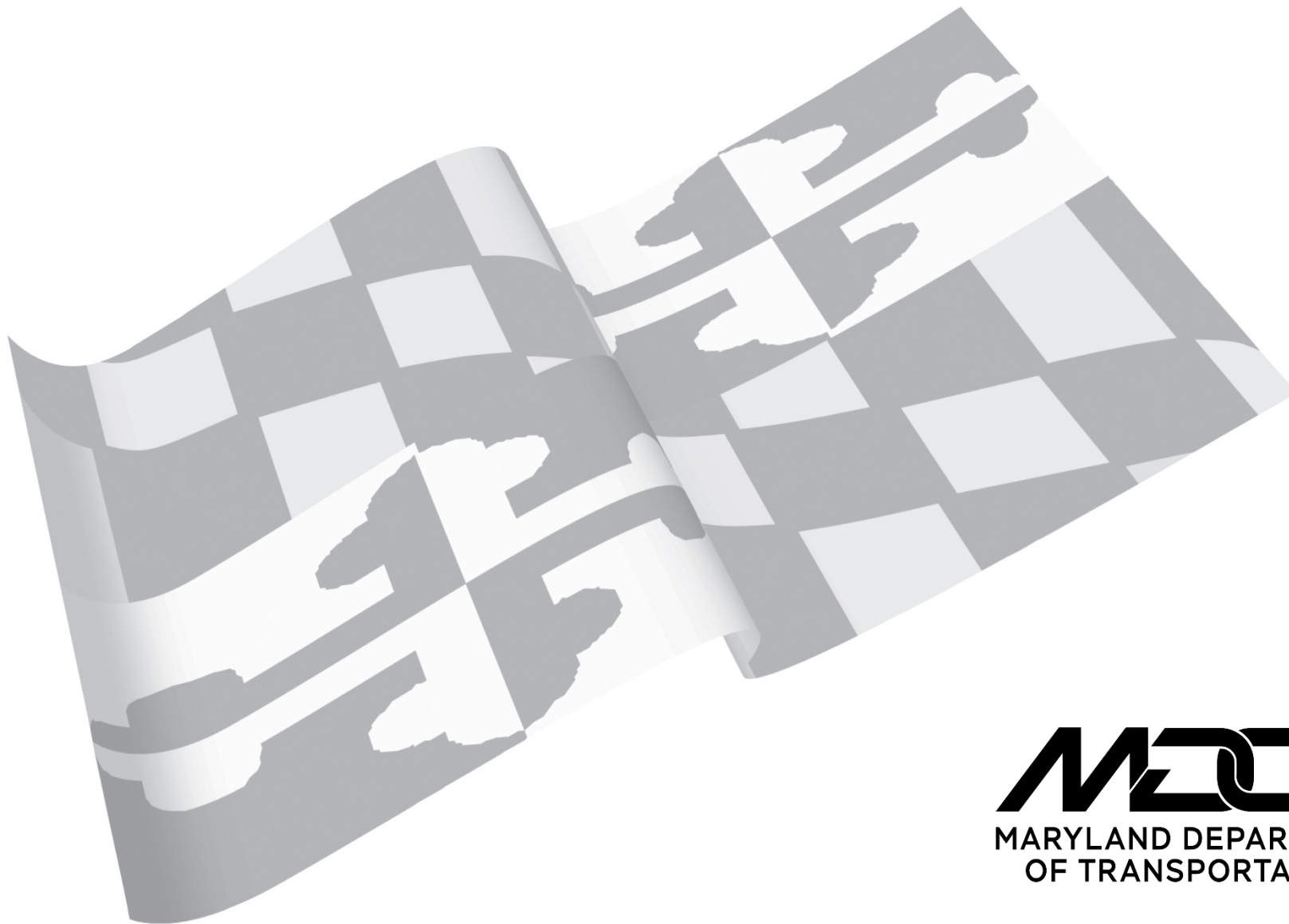
<u>PROJECT NAME</u>	<u>SIX YEAR TOTAL</u>
<u>Maryland Port Administration</u>	
Dredged Material Placement and Monitoring	\$ 52,766
Dundalk Marine Terminal Berth 3 Reconstruction	\$ 1,270
Chrome Ore Processing Residue Remediation (COPR)	\$ 24,746
Cox Creek Dredged Material Containment Facility Expansion and Related Projects	\$ 44,613
Dredged Material Management Program	\$ 5,519
Howard Street Tunnel Project (INFRA GRANT)	\$ 410,670
Seagirt Marine Terminal Modernization - Loop Channel Improvements	\$ 800
Mid-Chesapeake Bay Island Ecosystem Restoration Project	\$ 185,564
Paul S. Sarbanes Ecosystem Restoration Project at Poplar Island	\$ 60,999
Masonville Dredged Material Containment Facility Expansion and Related Projects	\$ 88,879
Seagirt Marine Terminal Modernization - Terminal Improvements	\$ 51,457
Dundalk Marine Terminal Resiliency and Flood Mitigation	\$ 42,200
Port of Baltimore Rail Capacity Modernization Project	\$ 22,400
Fairfield Marine Terminal Pier 4 Reconstruction	\$ 17,344
Hart-Miller Island Related Projects	\$ 15,300
<u>Maryland Transit Administration</u>	
Freight Rail Program	\$ 31,568
Frederick Douglass Tunnel	\$ 2,097
MARC NEC Susquehanna River Bridge Replacement	\$ 3,000
<u>Maryland Transportation Authority</u>	
I-95 John F. Kennedy Memorial Highway - Construct Interchange at Belvidere Road	\$ 63,561
I-95 Fort McHenry Tunnel - Convert to Cashless Tolling	\$ 9,957
US 50/301 Bay Bridge - Convert to Cashless Tolling	\$ -
I-95 John F. Kennedy Memorial Highway - Structural Rehabilitation of the Millard E. Tydings Memorial Bridge	\$ -
US 301 Governor Harry W. Nice Memorial/Senator Thomas "Mac" Middleton Bridge - Replace Nice/Middleton Bridge	\$ 66,260
I-95 John F. Kennedy Memorial Highway - Express Toll Lanes (ETL) Northern Extension	\$ 611,917

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	\$ 49,246
ANNE ARUNDEL	
MD 175, Annapolis Road; from Sellner Road/Race Road to McCarron Court (MD 295 Interchange)	\$ 39,945
I-97 - TSMO - Geometric and ITS improvements from US 50 to MD 32	\$ 24,768
BALTIMORE COUNTY	
I-695, Baltimore Beltway, Bridge on Putty Hill Avenue	\$ 9,411
I-695, Baltimore Beltway, US 40 to MD 144 - Widening	\$ 4,824
I-695, Baltimore Beltway. Traffic Management	\$ 130,492
I-695, Baltimore Beltway - Interchange reconstruction at I-70	\$ 203,878
Bridge deck overlays at I-95/I-695 Interchange	\$ 25,622
FREDERICK	
US 15, Frederick Freeway, and US 40, Frederick Freeway - Widening from I-70 to MD 26	\$ 121,003
GARRETT	
US 219, Chestnut Ridge Road - Relocation of US 219 from Old Salisbury Rd to PA State line	\$ 42,431
HOWARD	
I-70, Geometric and ITS improvements from MD 32 to I-695	\$ 17,413
MONTGOMERY	
I-270, Eisenhower Highway (ICM)	\$ 12,668

MULTIMODAL FREIGHT REPORT
(\$ in 000'S)

<u>PROJECT NAME</u>		<u>SIX YEAR TOTAL</u>
<u>State Highway Administration (cont'd)</u>		
PRINCE GEORGE'S		
I-95/I-495, Capital Beltway - Bridge replacement over MD 4	\$	40,389
STATEWIDE		
Highway Safety Facilities and Equipment	\$	41,261
Railroad Crossing	\$	33,827
Traffic Relief Plan (Phase 2) Smart Traffic Signals	\$	38,302
WASHINGTON		
MARYLAND VETERANS MEMORIAL HIGHWAY – MD 63/MD 68 TO CSX BRIDGES	\$	89,707
I-70, Eisenhower Memorial Highway	\$	1,135
I-81, Maryland Veterans Memorial Highway	\$	89,707
I-70 Bridge rehabilitation over I-81 and Norfolk Southern Railroad and Bridge replacement over US 11	\$	38,663
Bridge replacement on I-70 over Crystal Falls Drive	\$	12,458
I-68, National Freeway - Bridge replacement over Creek Road	\$	16,544
<u>The Secretary's Office</u>		
Rosedale Grade Crossing Improvement Grant	\$	1,400



THE SECRETARY'S OFFICE

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

	<u>FY 2024</u>	<u>FY 2025</u>	<u>FY 2026</u>	<u>FY 2027</u>	<u>FY 2028</u>	<u>FY 2029</u>	<u>SIX - YEAR TOTAL</u>
<u>Major Construction Program</u>	29.4	8.4	6.1	6.1	2.7	2.7	55.4
Expansion/Efficiency	8.5	3.3	2.2	2.3	2.4	2.4	21.2
Safety & Security	2.5	2.5	2.5	2.5	-	-	10.0
Local Funding	7.1	1.3	-	-	0.0	-	8.4
Environment	1.7	1.3	1.3	1.3	0.3	0.3	6.3
Administration	9.5	-	-	-	-	-	9.5
<u>Major Development & Evaluation Program</u>	-	-	-	-	-	-	-
<u>Minor Program</u>	35.4	13.6	11.0	11.5	6.6	3.2	81.3
System Preservation	2.4	1.0	0.2	0.2	-	-	3.8
Expansion/Efficiency	0.2	0.1	0.1	0.1	-	-	0.5
Safety & Security	1.4	1.4	1.5	1.5	1.6	1.6	9.0
Local Funding	2.0	0.3	0.2	0.2	0.2	-	3.0
Environment	3.2	2.8	2.8	2.7	1.2	1.2	13.9
Administration	26.2	8.0	6.3	6.7	3.6	0.5	51.2
<u>Capital Salaries, Wages & Other Costs</u>	2.1	2.2	2.0	2.0	2.0	2.0	12.2
TOTAL	66.8	24.1	19.1	19.6	11.3	8.0	148.9
Special Funds	64.4	23.0	17.9	17.7	10.1	6.7	139.7
Federal Funds	1.8	1.1	1.2	1.9	1.3	1.3	8.6
Other Funds	0.6	-	-	-	-	-	0.6
<u>Special Funds Breakdown</u>							
General Fund	2.5	2.5	2.5	2.5	-	-	10.0
Transportation Trust Fund	61.9	20.5	15.4	15.2	10.1	6.7	129.7
Reimbursement from Counties for TTF Expenditure	-	-	-	-	-	-	-
State GO Bonds	-	-	-	-	-	-	-
Reimbursable Funds	-	-	-	-	-	-	-
SPECIAL FUNDS TOTAL	64.4	23.0	17.9	17.7	10.1	6.7	139.7



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 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2026...	...2027...	...2028...	...2029...		
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	51,138	38,894	2,159	2,081	2,162	2,000	2,000	2,000	2,000	12,244	0
Total	51,138	38,894	2,159	2,081	2,162	2,000	2,000	2,000	2,000	12,244	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	51,138	38,894	2,159	2,081	2,162	2,000	2,000	2,000	2,000	12,244	0
Other	0	0	0	0	0	0	0	0	0	0	0



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 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2026...	...2027...	...2028...	...2029...		
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	76,462	59,779	3,764	3,874	2,187	2,562	2,635	2,714	2,710	16,683	0
Total	76,462	59,779	3,764	3,874	2,187	2,562	2,635	2,714	2,710	16,683	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	76,462	59,779	3,764	3,874	2,187	2,562	2,635	2,714	2,710	16,683	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: The funding increase of \$2.0M is due to the addition of FY29.

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 advance the goals outlined in the 2040 Maryland Bicycle and Pedestrian Master Plan.

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, 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 149 bicycle transportation projects over 13 grant cycles. With 42 active projects, MDOT anticipates awarding another 18 projects for the FY24 grant cycle with additional projects being solicited for FY25.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2026...	...2027...	...2028...	...2029...		
Planning	1,676	1,065	131	611	0	0	0	0	0	611	0
Engineering	5,899	1,105	1,026	3,634	1,160	0	0	0	0	4,794	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	27,728	18,404	643	7,783	1,540	0	0	0	0	9,324	0
Total	35,303	20,575	1,801	12,028	2,700	0	0	0	0	14,728	0
Federal-Aid	1,295	1,295	0	0	0	0	0	0	0	0	0
Special	34,008	19,280	1,801	12,028	2,700	0	0	0	0	14,728	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Several Bikeways projects were completed under budget with only \$2.3M awarded in FY 23. The unawarded funds are available for FY 24 awards.

Fund Program # 00434



PROJECT: Transit Oriented Development Planning & Implementation

DESCRIPTION: Program funds are used for transit-oriented development (TOD) planning and feasibility studies as well as related policy and transactional support. The State of Maryland has also contributed to other important TOD efforts in the State. The City of Baltimore has received \$500,000 to begin studies on the redevelopment of State Center, a State-owned property served by Baltimore Metro and Light Rail. The State has also committed \$50.7M to the ongoing build out of the New Carrollton joint development and has contributed \$6M to WMATA's joint development studies supporting TOD at WMATA stations in the State of Maryland

PURPOSE & NEED SUMMARY STATEMENT: These expenditures will be used to understand feasibility of sites, public investment need, overall planning strategies, transactions and overall execution of TOD projects. It also includes supporting partnerships with local jurisdictions in pursuing TOD around adjacent transit assets. The overall goal is to plan, implement and support transit-oriented development around state transit assets, whether owned or invested, to achieve higher ridership, increase tax revenue and jobs, meet environmental goals and support local community development.

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 checked="" type="checkbox"/> Better Transportation Choices & Connections | |

EXPLANATION: TOD will encourage dense development which will provide connected employment and enhanced tax revenue opportunities around transit hubs. This development will create better transportation choice by developing mixed-use communities around transit that are fully connected by transit and active mobility. TOD will support environmental protection by increasing the supply of housing close to transit which will help to reduce emissions.

- 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 first round of initiatives for the State's TOD program is the Penn Line Initiative and the Baltimore Investment Strategy Initiative. Those initiatives are being scoped and procured in FY24. Additional FY24 work includes developing a parking policy framework as well as transactional support for ongoing joint developments. Out year efforts include site feasibility studies and additional TOD planning.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Added to the Construction Program

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPENDED				FOR PLANNING PURPOSES ONLY					
	COST	THRU				...	...	...	...
	(\$000)	CLOSE YEAR				2026...	2027...	2028...	2029...		
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	72	72	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	
Construction	5,419	3,369	40	1,300	150	150	150	150	150	2,050	
Total	5,491	3,441	40	1,300	150	150	150	150	150	2,050	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	
Special	5,491	3,441	40	1,300	150	150	150	150	150	2,050	
Other	0	0	0	0	0	0	0	0	0	0	

0165 121310 0276



PROJECT: MDOT Asset Management Program

DESCRIPTION: The MDOT Asset Management Program is an integrated set of processes to minimize the lifecycle costs of infrastructure assets, at an acceptable level of risk, while continuously delivering established levels of service.

PURPOSE & NEED SUMMARY STATEMENT: Asset management (AM) practices are integrated through processes and procedures to capture, maintain, and leverage asset information and performance data. The MDOT AM Program navigates federal and state legislative requirements, guidance from Maryland's Departments of Budget and Management and General Services, and industry best practices. The MDOT AM program supports capital planning, risk management, performance management, the Maryland Transportation Plan, the Attainment Report, and the Consolidated Transportation Program. Funding details provided represent TSO's capital expenditures for the MDOT AM Program. This is not inclusive of modal administration capital needs, state of good repair, or specific AM functions.

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: MDOT's Asset Management Program is a holistic approach of balancing costs, opportunities, and risks against the desired performance of assets. Implementing asset management principles and policies into an organization provide for improved financial performance, informed and defensible asset investment decisions, managed risk, improved customer service, and organizational sustainability.

STATUS: Ongoing.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPENDED				FOR PLANNING PURPOSES ONLY					
	COST	THRU				...	...	...	...
	(\$000)	CLOSE YEAR				2026...	2027...	2028...	2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	3,995	2,845	794	909	241	0	0	0	0	1,150	0
Total	3,995	2,845	794	909	241	0	0	0	0	1,150	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	3,995	2,845	794	909	241	0	0	0	0	1,150	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Added to the Construction Program

**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 | |

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

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

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2026...	...2027...	...2028...	...2029...		
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	19,046	10,713	10,486	8,333	0	0	0	0	0	8,333	0
Total	19,046	10,713	10,486	8,333	0	0	0	0	0	8,333	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	19,046	10,713	10,486	8,333	0	0	0	0	0	8,333	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Project funding increased by \$1.5M due to increased scope of project.



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 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2026...	...2027...	...2028...	...2029...		
Planning	34,749	34,749	6,092	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	34,749	34,749	6,092	0	0	0	0	0	0	0	0
Federal-Aid	27,800	27,800	4,874	0	0	0	0	0	0	0	0
Special	0	0	0	0	0	0	0	0	0	0	0
Other	6,949	6,949	1,218	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 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: ADA Street and Sidewalk Improvements in Baltimore City will improve accessibility and safety for pedestrians. These improvements will also provide access to additional transportation options.

STATUS: ADA Street and Sidewalks Improvements in Baltimore City grant agreement with significant improvements expected in 2024, 2025, 2026 and 2027.

POTENTIAL FUNDING SOURCE:						<input type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input checked="" type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	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	
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	10,000	0	0	2,500	2,500	2,500	2,500	0	0	10,000	
Total	10,000	0	0	2,500	2,500	2,500	2,500	0	0	10,000	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	
Special	10,000	0	0	2,500	2,500	2,500	2,500	0	0	10,000	
Other	0	0	0	0	0	0	0	0	0	0	

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

THE SECRETARY'S OFFICE - LINE 9

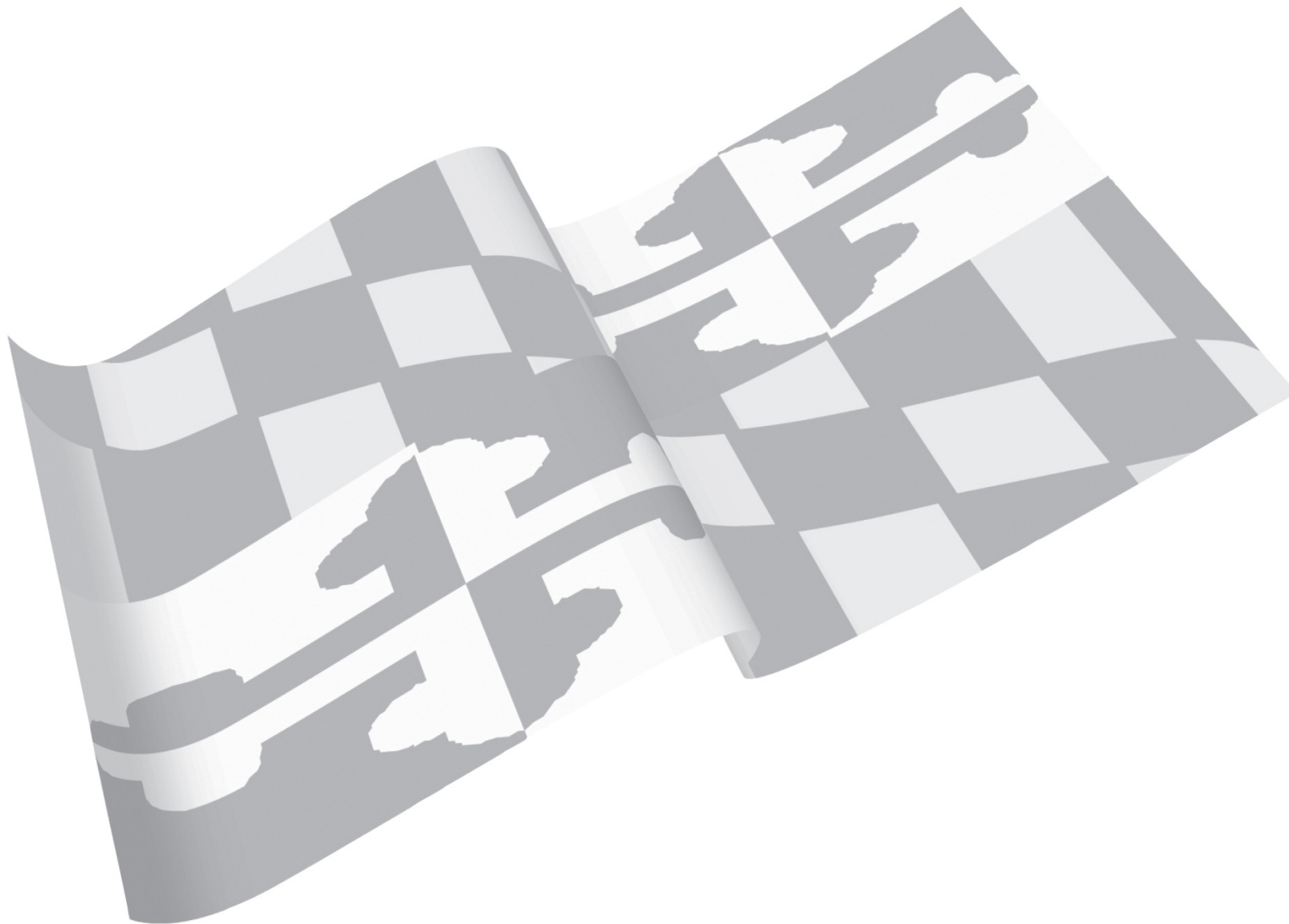
PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Environmental Service Funds</u>				
TSO0237	USACE Feasibility Study	\$	1,488	Completed
TSOGRT000280	Urban Tree Program	\$	300	Ongoing
TSOPRJ000260	Support for Stream Gauge Monitoring by USGS	\$	750	Ongoing
TSOPRJ000301	Office of Environment Consultant 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 2024
TSOGRT000336	Centreville Line Track Work Grant	\$	1,000	Completed
<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 2024
TSO008115	TSO Exterior LED lighting	\$	551	Completed
TSOPRJ000244	Caulking, Sealing and Pressure Washing MDOT HQ Building	\$	300	FY 2024
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 2024
<u>MDOT IT Enhancement Program</u>				
TSO121307	MBE Software Project	\$	671	Completed
TSO121319	RFID Initiative	\$	2,682	Underway
TSO121335	CCM - Multiple Modes	\$	890	Completed
TSOPRJ000337	Mtrack TecStop Upgrade	\$	226	Ongoing
TSOPRJ000339	HRIS System Upgrade	\$	3,180	Underway
TSOPRJ000340	Payroll System Refactoring	\$	1,300	FY 2024
TSOPRJ000341	Enterprise Data Platform – Design & Implementation	\$	1,200	Ongoing
TSOPRJ000342	CAT Lab Tool Enhancement	\$	800	Ongoing

* This project includes General Funds

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

THE SECRETARY'S OFFICE - LINE 9

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Planning Services & Studies</u>				
TSOPRJ000282	OPCP - 23 Transportation Planning Services Contract	\$	25,000	Ongoing
TSOPRJ000283	Electric Vehicle Readiness Program	\$	2,500	Ongoing
<u>Secretary Grants</u>				
TSO0066	Transportation Related Air Pollution Projects (TRAPP)	\$	29,179	Ongoing
TSO0148	UMD - NCSG Agreement	\$	3,097	Ongoing
TSO0228	Keep Maryland Beautiful Grant	\$	650	Ongoing
TSOGRT000343	White Flint Metro Station Access Improvement Grant	\$	360	Completed



MDOT MARYLAND DEPARTMENT OF TRANSPORTATION

MOTOR VEHICLE ADMINISTRATION

<p align="center">MOTOR VEHICLE ADMINISTRATION CAPITAL PROGRAM SUMMARY (\$ MILLIONS)</p>

	<u>FY 2024</u>	<u>FY 2025</u>	<u>FY 2026</u>	<u>FY 2027</u>	<u>FY 2028</u>	<u>FY 2029</u>	<u>SIX - YEAR TOTAL</u>
<u>Major Construction Program</u>	16.6	2.4	-	-	-	-	19.0
System Preservation	9.9	1.3	-	-	-	-	11.2
Expansion/Efficiency	6.7	1.1	-	-	-	-	7.8
<u>Major Development & Evaluation Program</u>	-	-	-	-	-	-	-
<u>Minor Program</u>	20.3	19.4	10.0	9.2	7.9	19.5	86.1
System Preservation	17.0	12.9	7.7	7.5	6.8	16.5	68.4
Expansion/Efficiency	2.8	5.3	1.3	0.9	0.6	2.1	13.0
Safety & Security	0.4	0.6	0.6	0.3	0.3	0.7	2.8
Environment	0.2	0.5	0.4	0.5	0.2	0.2	1.9
<u>Capital Salaries, Wages & Other Costs</u>	0.8	0.9	0.9	0.9	1.0	1.0	5.5
TOTAL	37.7	22.6	10.9	10.1	8.8	20.5	110.6
Special Funds	37.7	22.6	10.9	10.1	8.8	20.5	110.6
Federal Funds	-	-	-	-	-	-	-
Other Funds	-	-	-	-	-	-	-
<u>Special Funds Breakdown</u>							
General Fund	-	-	-	-	-	-	-
Transportation Trust Fund	37.7	22.6	10.9	10.1	8.8	20.5	110.6
Reimbursement from Counties for TTF Expenditure	-	-	-	-	-	-	-
State GO Bonds	-	-	-	-	-	-	-
Reimbursable Funds	-	-	-	-	-	-	-
SPECIAL FUNDS TOTAL	37.7	22.6	10.9	10.1	8.8	20.5	110.6

**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 in the operating and maintenance phase.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2026...	...2027...	...2028...	...2029...		
Planning	15,228	15,228	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	82,294	74,482	5,825	6,712	1,100	0	0	0	0	7,812	0
Total	97,522	89,710	5,825	6,712	1,100	0	0	0	0	7,812	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	97,522	89,710	5,825	6,712	1,100	0	0	0	0	7,812	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Project funding increased \$1.5M 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 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2026...	...2027...	...2028...	...2029...		
Planning	157	157	0	0	0	0	0	0	0	0	0
Engineering	1,556	827	475	729	0	0	0	0	0	729	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	6,841	1,880	9,184	1,300	0	0	0	0	10,484	0
Total	19,039	7,825	2,355	9,913	1,300	0	0	0	0	11,213	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	19,039	7,825	2,355	9,913	1,300	0	0	0	0	11,213	0
Other	0	0	0	0	0	0	0	0	0	0	0

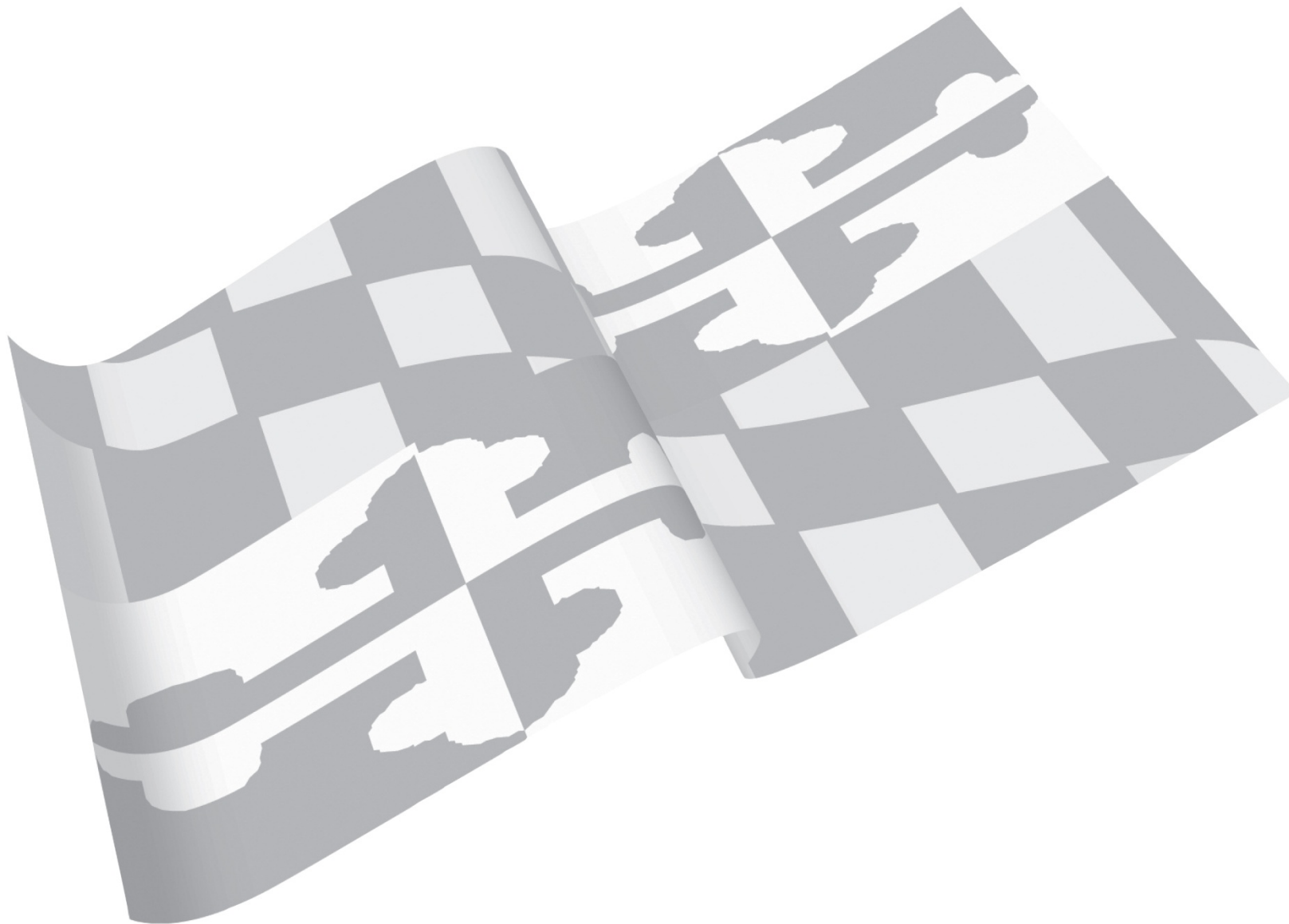
SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MOTOR VEHICLE ADMINISTRATION - LINE 3

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Facility</u>				
MVAPRJ000189	OIR Facade	\$	1,530	FY 2024
MVAPRJ000190	Frederick Fire Control	\$	365	Completed
MVAPRJ000191	Gaithersburg Fire Control	\$	234	Completed
MVAPRJ000192	Hagerstown Fire Control System	\$	181	Completed
MVAPRJ000193	OIR Computer Room Upgrades	\$	1,249	Underway
MVAPRJ000195	Waldorf Roof	\$	923	FY 2024
MVAPRJ000196	Easton Roof	\$	500	Completed
MVAPRJ000204	Largo Remodel	\$	4,643	Design Underway
MVAPRJ000211	Power Distribution Systems	\$	1,291	Design Underway
MVAPRJ000212	Fire Detection & Suppression Systems	\$	960	Underway
MVAPRJ000214	Glen Burnie Print Shop Relocation	\$	450	FY 2024
<u>IT Software/System Enhancements</u>				
MVAPRJ000208	IT Innovation and Security	\$	5,154	Underway
MVAPRJ000210	OIR System Software Enhancement	\$	14,549	FY 2025
<u>Major Projects</u>				
MVAPRJ000184	MDOT MVA Digital Mail	\$	1,016	Under Construction
MVAPRJ000185	Law Test Project	\$	2,320	Under Construction
<u>MHSO</u>				
MVA0777	Maryland Highway Safety Office Bicycle Programs	\$	782	Ongoing
<u>VEIP</u>				
MVAPRJ000183	VEIP RFP Transition	\$	4,000	FY 2025

* This project includes General Funds



MDOT MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND AVIATION ADMINISTRATION

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

	<u>FY 2024</u>	<u>FY 2025</u>	<u>FY 2026</u>	<u>FY 2027</u>	<u>FY 2028</u>	<u>FY 2029</u>	<u>SIX - YEAR TOTAL</u>
<u>Major Construction Program</u>	259.3	292.7	170.0	59.6	29.0	25.3	835.9
System Preservation	77.4	116.3	38.0	15.9	18.1	11.4	277.1
Expansion/Efficiency	154.8	149.7	126.6	40.0	5.6	-	476.7
Safety & Security	19.3	22.5	3.4	1.9	3.5	13.9	64.4
Local Funding	6.3	1.8	1.8	1.8	1.8	-	13.5
Environment	1.1	1.6	0.3	-	-	-	3.0
Administration	0.4	0.8	-	-	-	-	1.2
<u>Major Development & Evaluation Program</u>	0.0	-	-	-	-	-	0.0
Environment	0.0	-	-	-	-	-	0.0
<u>Minor Program</u>	66.5	54.1	35.8	31.2	18.5	50.8	256.9
System Preservation	38.6	30.5	7.9	14.9	11.7	46.0	149.7
Expansion/Efficiency	12.3	13.9	16.8	9.7	-	-	52.6
Safety & Security	6.5	4.4	5.4	-	0.2	-	16.5
Environment	4.1	4.0	4.7	4.4	2.3	1.9	21.4
Administration	5.0	1.2	1.0	2.2	4.3	2.9	16.7
<u>Capital Salaries, Wages & Other Costs</u>	6.0	6.1	6.3	6.5	6.7	6.9	38.6
TOTAL	331.7	353.0	212.2	97.4	54.2	83.0	1,131.5
Special Funds	108.7	95.7	42.8	31.8	31.7	64.0	374.7
Federal Funds	64.0	117.0	29.3	32.8	22.5	19.0	284.6
Other Funds	159.0	140.2	140.1	32.8	-	-	472.1
<u>Special Funds Breakdown</u>							
General Fund	1.1	3.5	1.8	-	-	-	6.4
Transportation Trust Fund	107.6	92.2	41.0	31.8	31.7	64.0	368.4
Reimbursement from Counties for TTF Expenditure	-	-	-	-	-	-	-
State GO Bonds	-	-	-	-	-	-	-
Reimbursable Funds	-	-	-	-	-	-	-
SPECIAL FUNDS TOTAL	108.7	95.7	42.8	31.8	31.7	64.0	374.7



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 34 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 sixteen (16) active projects at the start of FY24 and expected to award 18 new projects at various airports across the State in FY24.

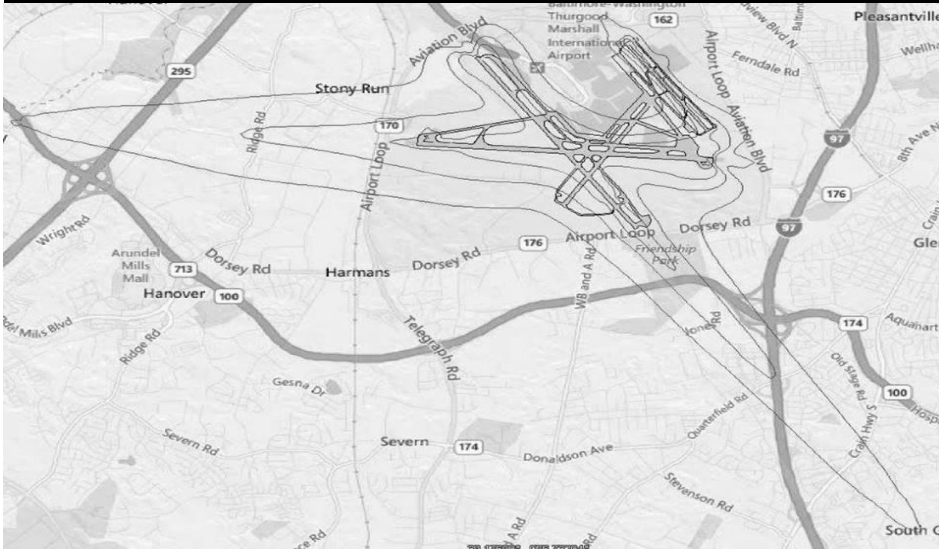
POTENTIAL FUNDING SOURCE:											
	<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
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	83,086	68,602	2,671	7,284	1,800	1,800	1,800	1,800	0	14,484	0
Total	83,315	68,831	2,671	7,284	1,800	1,800	1,800	1,800	0	14,484	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	83,315	68,831	2,671	7,284	1,800	1,800	1,800	1,800	0	14,484	0
Other	0	0	0	0	0	0	0	0	0	0	0

1105, 1106, 1107

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Program cost increased by \$3.2M to provide additional funding to support obstruction removal at Montgomery County Airpark. MAA Funding will be reimbursed with FAA Grant.

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 contour. 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 65 DNL contour 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 residential 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 program planning, design, and construction of Phase 1A (18 single-family residences). Phase 1A construction contract Notice to Proceed issued June 2023. Additional construction phases and corresponding funding requests from the AIP Noise and Environmental Set Aside will be pursued.

POTENTIAL FUNDING SOURCE:						<input 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 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	9,027	1,867	715	3,725	2,595	840	0	0	0	7,160	0
Right-of-way	1,357	357	(0)	1,000	0	0	0	0	0	1,000	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	23,995	40	40	7,248	11,324	5,383	0	0	0	23,955	0
Total	34,379	2,264	755	11,973	13,920	6,223	0	0	0	32,115	0
Federal-Aid	28,103	2,214	739	9,775	11,136	4,978	0	0	0	25,889	0
Special	0	0	0	0	0	0	0	0	0	0	0
Other	6,276	50	16	2,198	2,784	1,245	0	0	0	6,226	0

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

SIGNIFICANT CHANGE FROM FY 2023 - 28 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 and 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 far exceeded 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: MAA received the first ordered electric shuttle bus in July 2023 and temporary charging infrastructure has been constructed. MAA expects the remaining buses and permanent charging infrastructure to be completed in 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 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	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	500	400	182	100	0	0	0	0	0	100	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	35,653	27,459	2,632	8,194	0	0	0	0	0	8,194	0
Total	36,153	27,859	2,814	8,294	0	0	0	0	0	8,294	0
Federal-Aid	95	95	0	0	0	0	0	0	0	0	0
Special	2,802	1,132	914	1,670	0	0	0	0	0	1,670	0
Other	33,256	26,632	1,900	6,624	0	0	0	0	0	6,624	0

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

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Project cost decreased by \$1.5M due to modifications to remove tools and training.

USAGE: 4.4 million public parking and BWI train station 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: Substantial completion was issued July 2023. Project completion pending specified seasonal commissioning of HVAC equipment in Fall 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 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,298	3,064	373	234	0	0	0	0	0	234	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	19,542	10,945	1,522	0	0	0	0	0	1,522	0
Total	24,362	22,606	11,318	1,756	0	0	0	0	0	1,756	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	6,636	6,236	3,034	400	0	0	0	0	0	400	0
Other	17,726	16,370	8,283	1,356	0	0	0	0	0	1,356	0

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

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Project cost decreased by \$2.1M due to realized cost savings.

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		

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.

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: First three sets of upgraded, expanded restrooms unveiled in Summer 2023. Remaining restrooms will be completed by Spring 2024.

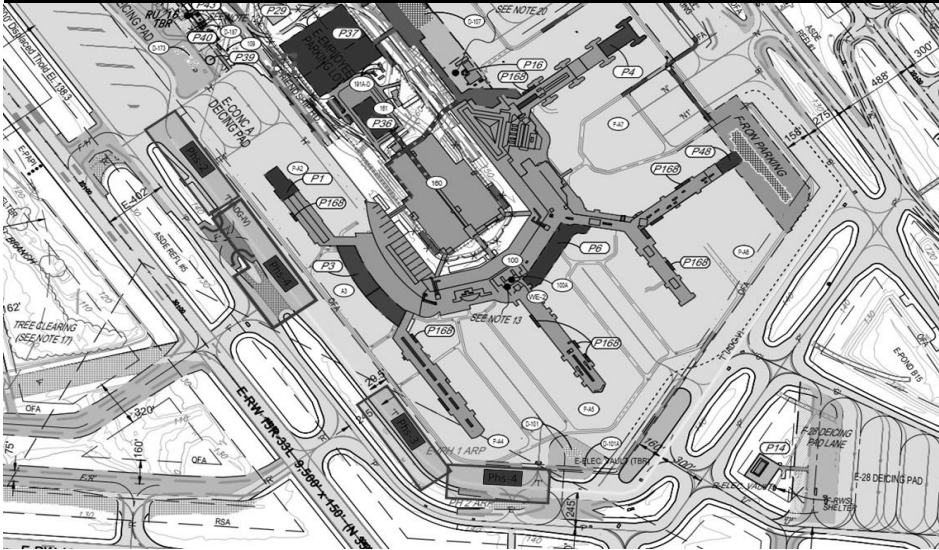
POTENTIAL FUNDING SOURCE:											
	<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	7,195	6,858	507	337	0	0	0	0	0	337	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	61,929	39,165	27,780	22,763	0	0	0	0	0	22,763	0
Total	69,124	46,023	28,287	23,101	0	0	0	0	0	23,101	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	68,609	45,509	28,287	23,101	0	0	0	0	0	23,101	0

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

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Project cost increased by \$1.6M to cover anticipated design revisions, unforeseen conditions, and material cost escalations. Final cost increases are expected to be made in Fall 2023.

USAGE: Accommodate projected annual passenger growth.

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



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.

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: Design efforts ongoing. Construction anticipated to begin Spring 2024.

POTENTIAL FUNDING SOURCE:

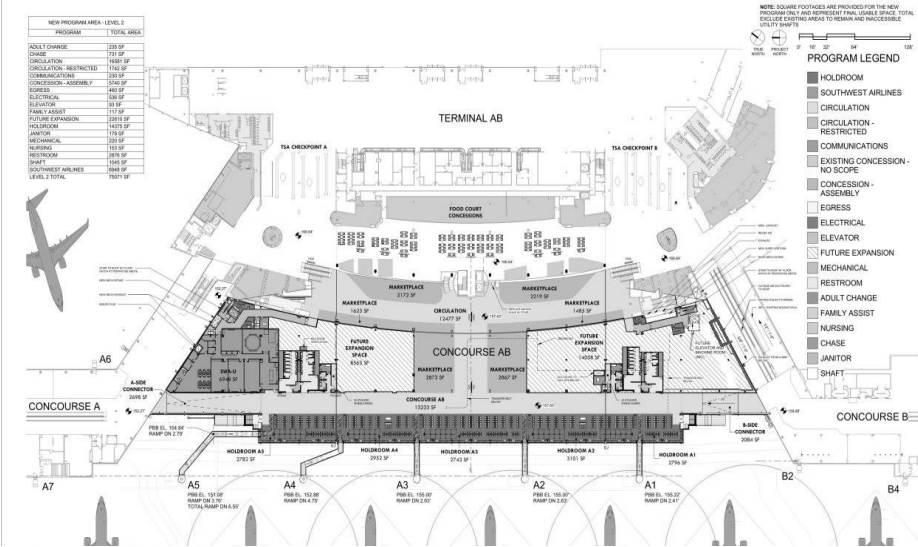
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,621	1,794	815	1,131	1,414	283	0	0	0	2,827	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	41,414	10,724	7	12,276	15,345	3,069	0	0	0	30,690	0
Total	46,035	12,518	822	13,407	16,759	3,352	0	0	0	33,517	0
Federal-Aid	34,944	9,806	0	10,055	12,569	2,514	0	0	0	25,138	0
Special	11,091	2,712	822	3,352	4,190	838	0	0	0	8,379	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Project cost decreased by \$22.7M due to revised Federal Funding priorities to include completion of only Phases 2 & 3 of Taxiway T Reconstruction.

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 July 2026.

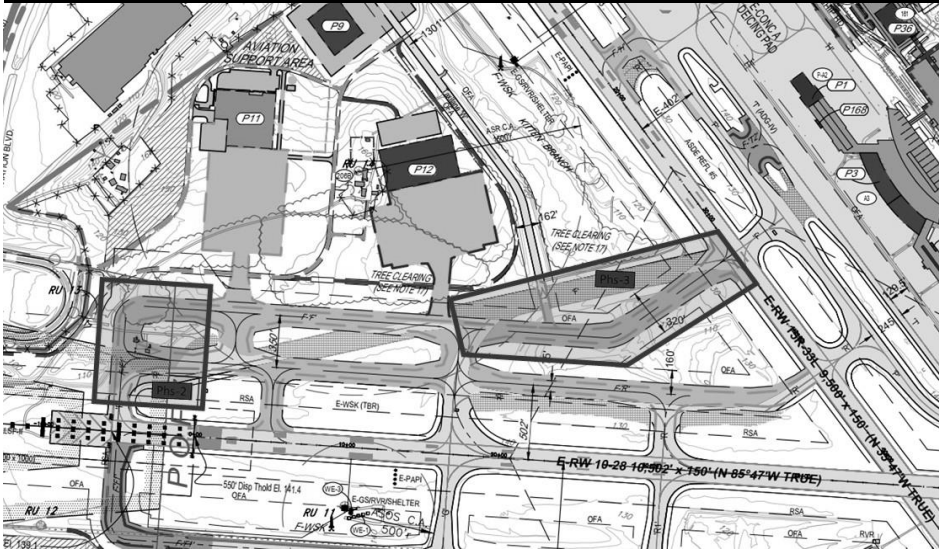
POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER		
TOTAL											
PHASE	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	77,390	56,040	12,313	6,675	6,289	6,289	2,096	0	0	21,350	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	375,214	48,034	36,713	102,869	105,430	97,842	21,039	0	0	327,180	0
Total	452,604	104,074	49,026	109,545	111,719	104,131	23,136	0	0	348,530	0
Federal-Aid	38,469	386	0	20,000	18,084	0	0	0	0	38,084	0
Special	27,218	27,188	127	30	0	0	0	0	0	30	0
Other	386,916	76,500	48,899	89,515	93,635	104,131	23,136	0	0	310,417	0

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

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Program funding sources are adjusted to show receipt of \$38M in Airport Terminal Program Grant Funds under the Bipartisan Infrastructure Law (BIL).

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 two (2) 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.

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

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

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input checked="" type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,185	3,622	1,577	85	338	141	0	0	0	564	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	45,809	16,282	10,517	4,900	14,955	9,671	0	0	0	29,527	0
Total	49,994	19,903	12,093	4,985	15,294	9,812	0	0	0	30,091	0
Federal-Aid	34,237	16,819	11,140	2,905	8,801	5,712	0	0	0	17,418	0
Special	15,757	3,084	954	2,080	6,493	4,100	0	0	0	12,673	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Project cost was decreased by \$19.4M due to revised Federal Funding priorities to defer Phase 3 of the project to later in the planning years.

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 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 checked="" 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. Majority of mass excavation and site grading is nearing completion. Project completion expected in FY 2024.

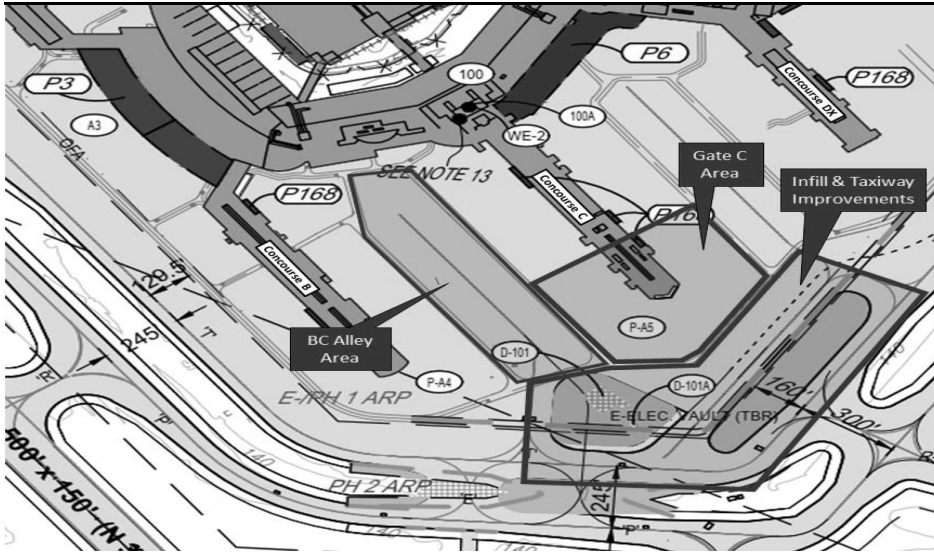
POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER				
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE		
						...2026...	...2027...	...2028...	...2029...				
Planning	0	0	0	0	0	0	0	0	0	0	0		
Engineering	5,085	5,035	163	50	0	0	0	0	0	50	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	46,186	25,353	15,304	20,833	0	0	0	0	0	20,833	0		
Total	51,271	30,388	15,467	20,883	0	0	0	0	0	20,883	0		
Federal-Aid	423	423	0	0	0	0	0	0	0	0	0		
Special	50,848	29,965	15,467	20,883	0	0	0	0	0	20,883	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 2023 - 28 CTP:
None.

USAGE: Accommodate projected airline maintenance needs.

OPERATING COST IMPACT: Cost responsibility of Southwest Airlines.



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.

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:	<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 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.

STATUS: Construction for Airfield Lighting Vault Relocation - Phase 1 began in Spring 2023 and is anticipated to be complete by Summer 2024. Phase 2 is anticipated to begin July 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 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	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	8,494	2,203	325	541	2,134	2,240	535	644	196	6,290	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	75,234	5,335	5,335	13,501	9,630	3,549	16,830	20,238	6,152	69,899	0
Total	83,743	7,553	5,660	14,043	11,764	5,788	17,365	20,882	6,347	76,190	0
Federal-Aid	61,221	5,475	5,223	9,693	8,270	4,338	13,024	15,662	4,760	55,747	0
Special	22,521	2,078	436	4,349	3,494	1,451	4,341	5,221	1,587	20,443	0
Other	0	0	0	0	0	0	0	0	0	0	0

2350, 2196, 0265, 0336

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Project cost decreased by \$3.0M to match revised cost estimate.

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.

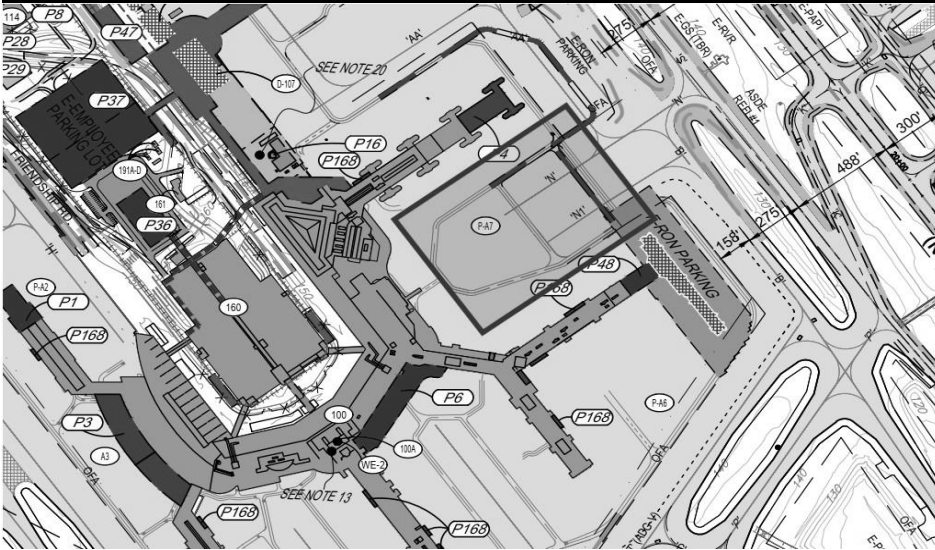
STATUS: Construction notice to proceed was issued June 2023.

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 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	14	14	0	0	0	0	0	0	0	0	0
Engineering	1,437	1,237	396	119	81	0	0	0	0	200	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	24,623	100	100	6,504	14,019	4,000	0	0	0	24,523	0
Total	26,074	1,351	496	6,623	14,100	4,000	0	0	0	24,723	0
Federal-Aid	58	58	0	0	0	0	0	0	0	0	0
Special	26,016	1,293	496	6,623	14,100	4,000	0	0	0	24,723	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Project cost increased by \$6.2M due to receiving unfavorable bids.

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: Construction began Spring 2023 and is anticipated to complete in Winter 2024 (pending winter shutdowns due to weather).

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 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,556	1,363	1,017	537	537	119	0	0	0	1,193	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	21,610	0	0	9,724	9,724	2,161	0	0	0	21,610	0
Total	24,165	1,363	1,017	10,261	10,261	2,280	0	0	0	22,802	0
Federal-Aid	15,584	129	129	6,955	6,955	1,545	0	0	0	15,455	0
Special	8,581	1,234	887	3,306	3,306	735	0	0	0	7,347	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Project cost decreased by \$4.2M due to receiving favorable bids.

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:**
- | | |
|--|---|
| <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 improvements enhance airport and passenger safety. BWI Marshall Airport Security supports the movement of people, goods and the State's economy.

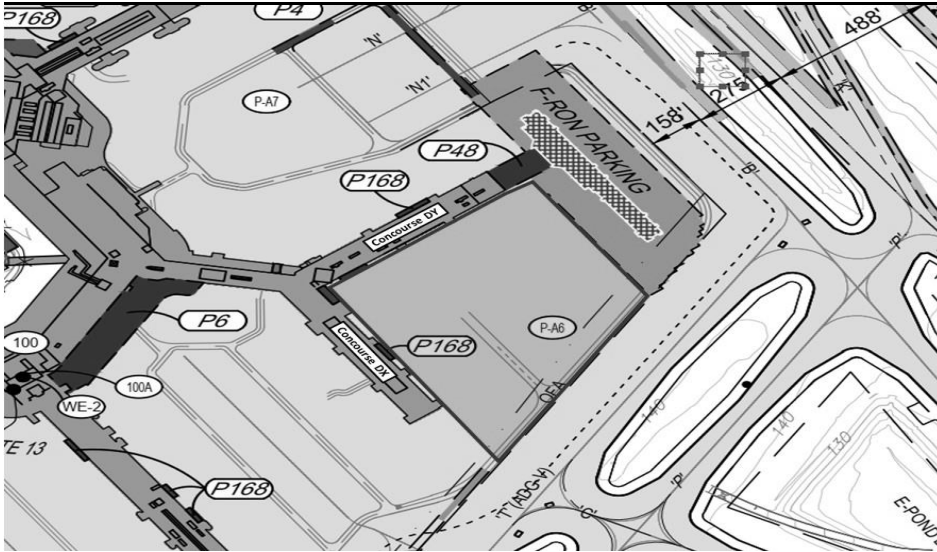
STATUS: Project is in Procurement (until bid protest is settled), and will be repackaged for re-bid (anticipated Fall 2023).

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 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	909	794	167	86	29	0	0	0	0	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	10,426	0	0	4,820	5,607	0	0	0	0	10,426	0
Total	11,336	794	167	4,906	5,635	0	0	0	0	10,541	0
Federal-Aid	64	64	0	0	0	0	0	0	0	0	0
Special	11,271	730	167	4,906	5,635	0	0	0	0	10,541	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:
None.

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		

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.

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	

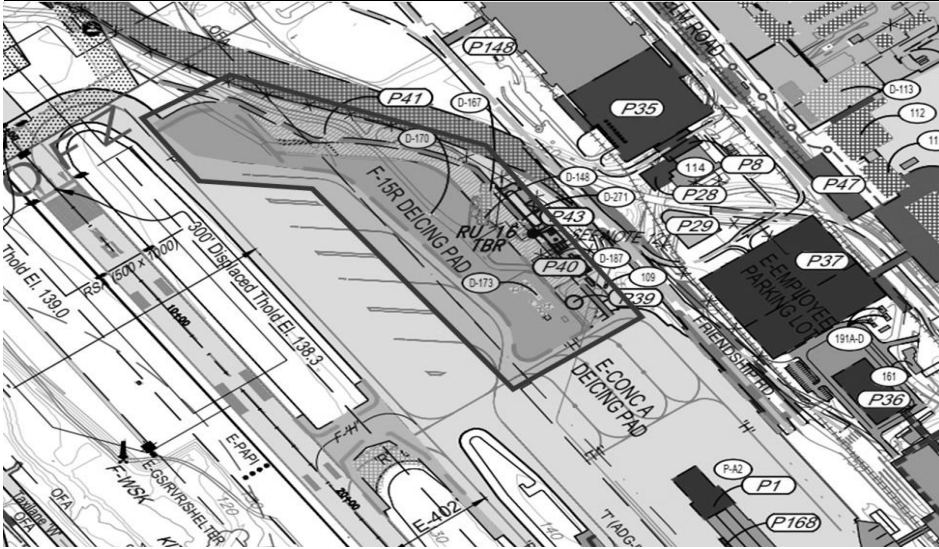
STATUS: Design and engineering expected to start in Fall 2023.

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 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,352	0	0	988	255	109	0	0	0	1,352	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	11,440	0	0	0	8,008	3,432	0	0	0	11,440	0
Total	12,792	0	0	988	8,263	3,541	0	0	0	12,792	0
Federal-Aid	9,594	0	0	741	6,197	2,656	0	0	0	9,594	0
Special	3,198	0	0	247	2,066	885	0	0	0	3,198	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Project cost increased by \$1.8M to match revised cost estimate.

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 schedule deferred until FY 2027 due to reprioritization of Federal projects and programs.

POTENTIAL FUNDING SOURCE:

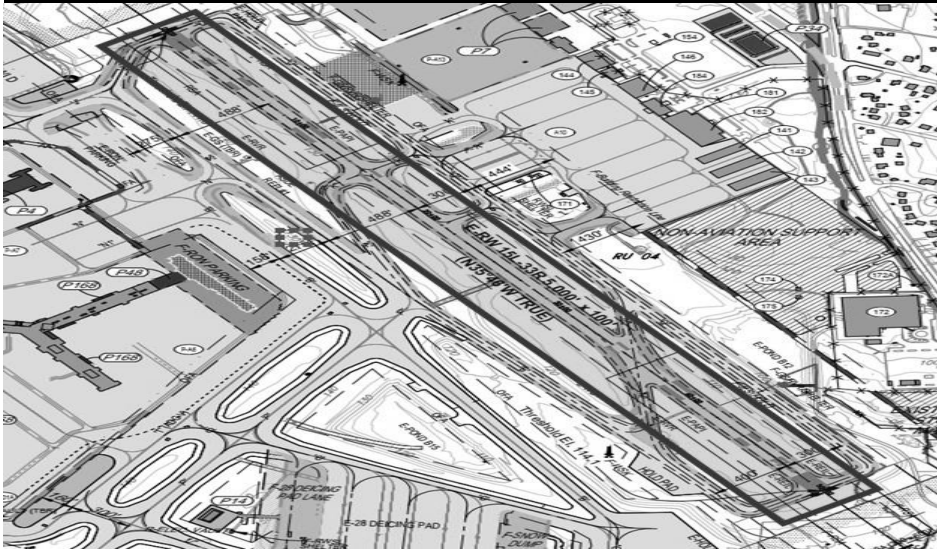
- ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	6,532	0	0	0	0	0	1,938	2,943	585	5,466	1,067
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	55,272	0	0	0	0	0	0	3,365	18,387	21,752	33,520
Total	61,804	0	0	0	0	0	1,938	6,308	18,972	27,217	34,587
Federal-Aid	46,353	0	0	0	0	0	1,453	4,731	14,229	20,413	25,940
Special	15,451	0	0	0	0	0	484	1,577	4,743	6,804	8,647
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Project cost increased by \$32.8M due to remaining project costs now shown in Balance to Complete.

USAGE: Accommodate projected annual flight operations.

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



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.

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 | | |

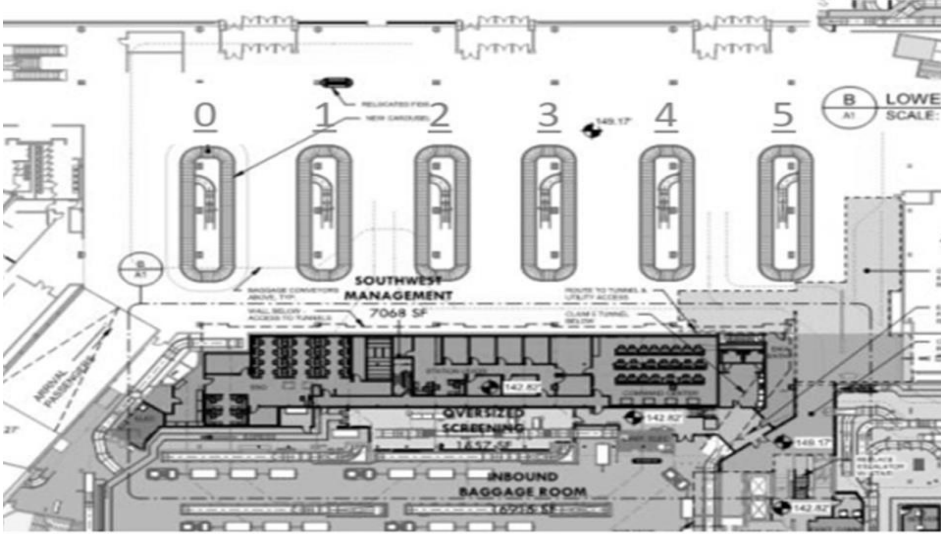
SMART GROWTH STATUS:		<input type="checkbox"/> Project Not Location Specific	<input type="checkbox"/> Not Subject to PFA Law
<input checked="" type="checkbox"/>	Project Inside PFA	<input type="checkbox"/>	Grandfathered
<input type="checkbox"/>	Project Outside PFA	<input type="checkbox"/>	Exception Will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

STATUS: Design and engineering expected to start in 2026.

[illegible]

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 efforts ongoing.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,089	252	246	837	0	0	0	0	0	837	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	25,493	0	0	4,821	9,726	10,946	0	0	0	25,493	0
Total	26,582	252	246	5,658	9,726	10,946	0	0	0	26,330	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	252	252	246	0	0	0	0	0	0	0	0
Other	26,330	0	0	5,658	9,726	10,946	0	0	0	26,330	0

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

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Project cost decreased by \$1.3M due to revised cost estimates.

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 notice to proceed was issued in April 2023 for reconstruction of North/South BGE Substations. Anticipate construction to begin on the replacement of Substation ST-AB in Spring 2024.

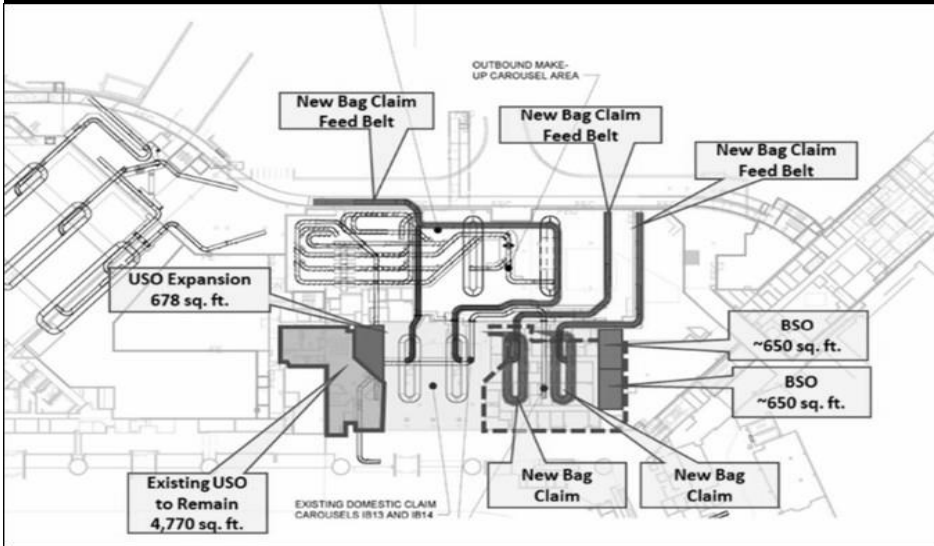
POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER				
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	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	4,115	2,350	1,427	1,040	725	0	0	0	0	1,765	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	26,465	2,320	2,313	15,772	8,374	0	0	0	0	24,146	0		
Total	30,581	4,670	3,740	16,812	9,099	0	0	0	0	25,911	0		
Federal-Aid	1	1	0	0	0	0	0	0	0	0	0		
Special	10,850	4,669	3,740	3,001	3,180	0	0	0	0	6,181	0		
Other	19,730	0	0	13,811	5,919	0	0	0	0	19,730	0		

0170, 0254 Federal funding was CARES stimulus.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Project cost increased by \$2.5M to match revised cost estimate and PFC Program eligibility.

USAGE: Accommodate projected annual passenger growth.

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



PROJECT: D/E Bag Claim Expansion at BWI Marshall Airport

DESCRIPTION: This project will construct two new baggage claim carousels along with the associated bag feed belts in Concourse D & E. To enable construction, Phase I will relocate the existing MDTA Police detachment from the lower level of the Concourse D/E to Building 113 and replace with a new smaller MDTA Police substation relocated to the lower-level central terminal. The current salt dome near Building 113 will also be relocated as part of the MDTA Police project. Phase II will address the new baggage claim carousels.

PURPOSE & NEED SUMMARY STATEMENT: Additional inbound baggage claim capacity is needed to accommodate increased traffic from airlines on Concourses D & E.

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 expands capacity by providing two additional bag claim carousels. BWI Marshall Airport supports the movement of people, goods and State 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 of Phase 1, MDTA Police Relocation, is expected to start in FY 2024. Design for Phase II is underway.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☒ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,737	1,245	954	2,879	413	200	0	0	0	3,492	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	22,671	0	0	3,053	12,618	7,000	0	0	0	22,671	0
Total	27,408	1,245	954	5,932	13,031	7,200	0	0	0	26,163	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	25,608	1,245	954	4,132	13,031	7,200	0	0	0	24,363	0
Other	1,800	0	0	1,800	0	0	0	0	0	1,800	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:

Added to Primary 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	

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.

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: 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 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
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	24,331	1,750	1,750	2,404	13,716	6,461	0	0	0	22,581	0
Total	24,331	1,750	1,750	2,404	13,716	6,461	0	0	0	22,581	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	1,750	1,750	1,750	0	0	0	0	0	0	0	0
Other	22,581	0	0	2,404	13,716	6,461	0	0	0	22,581	0

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

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:
None.

USAGE: Accommodate projected annual passenger growth.

OPERATING COST IMPACT: Cost fully recovered through 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 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	370	0	0	270	40	60	0	0	0	370	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	6,521	0	0	0	1,572	1,629	3,320	0	0	6,521	0
Total	6,891	0	0	270	1,612	1,689	3,320	0	0	6,891	0
Federal-Aid	6,202	0	0	243	1,451	1,520	2,988	0	0	6,202	0
Special	689	0	0	27	161	169	332	0	0	689	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Project cost decreased by \$7.7M due to revised Federal Funding priorities shifted to other MTN Airport projects.

USAGE: Accommodate projected annual flight operations.

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



PROJECT: Runway Improvement Program at Martin State Airport

DESCRIPTION: The program will fund a series of projects that include rehabilitation of the runway and taxiway pavements, lowering of the Amtrak catenaries north of the airfield, vegetative obstruction removal both on- and off-airport property, and replacement of outdated systems that are at the end of their useful life. Phase I of the program will include the runway and taxiway pavement rehabilitation, Amtrak catenary lowering and necessary planning and environmental review activities to reclaim and obtain the published 8,100 feet of usable runway. Phase II of the program will complete the necessary obstruction removal and associated environmental mitigation as well as Navaid relocations.

PURPOSE & NEED SUMMARY STATEMENT: Runway 15-33 at MTN needs significant pavement rehabilitation/reconstruction. The concrete section has expanded due to reactivity with the ground water, which causes cracking and heaving. The existing runway does not meet FAA Standards in several aspects including width, profile, and transverse grade. Likewise, the connecting taxiway geometry needs improvements and the Amtrak catenary needs lowering to ensure they meet FAA Standards. Rehabilitation efforts will coincide with the Maryland Air National Guard's infrastructure needs to support a continued flying mission in Maryland. Partnership with the Maryland Air National Guard has helped secure \$32M in Department of Defense Federal Funds towards completion of this project.

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: Improvements enhance safety by reducing the risk of aircraft damage and maintaining navigable airspace per FAA standards. Pavement improvements and realignment to FAA standards ensure airfield pavement is free of cracks and 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 underway. MDOT has committed \$16M total (\$10M currently budgeted and \$6M later this year).

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 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	1,200	0	0	400	800	0	0	0	0	1,200	0
Engineering	6,490	1,203	1,203	1,894	3,382	11	0	0	0	5,287	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	39,515	0	0	0	37,786	1,729	0	0	0	39,515	0
Total	47,205	1,203	1,203	2,294	41,968	1,740	0	0	0	46,002	0
Federal-Aid	34,569	74	74	501	32,598	1,396	0	0	0	34,495	0
Special	12,637	1,129	1,129	1,793	9,370	344	0	0	0	11,507	0
Other	0	0	0	0	0	0	0	0	0	0	0

0274, 0275, 0451, 0452 Federal Funding secured through the Department of Defense (DOD).

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:
Added to Primary Construction Program.

USAGE: Standards compliance, improved utility, enhanced operational safety and level of service.

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

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND AVIATION ADMINISTRATION - LINE 23

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Annual Fees and Inspection Program</u>			
MAA7000	Terminal Spaceframe Inspection	\$ 872	Ongoing
<u>Architecture</u>			
MAAPRJ000231	Architect Initiatives	\$ 375	Ongoing
<u>Building Permits & Inspections</u>			
MAAPRJ000164	Building Permits and Inspections	\$ 917	Ongoing
<u>Commercial Management</u>			
MAAPRJ000227	OCM Property Condition Assessments	\$ 1,825	Ongoing
<u>Consolidated Rental Car Facility</u>			
MAA2132	CRCF - BMF Equipment Replacement	\$ 1,807	Underway
MAAPRJ000242	CRCF - Facility Improvements	\$ 429	Ongoing
MAAPRJ000436	CRCF - 2023 Reallocation Study	\$ -	-
MAAPRJ000437	CRCF - Electric Charging Site Planning	\$ -	-
<u>Construction Management & Inspection</u>			
MAAPRJ000208	Comp CMI SBR AE19-006 (Drive)	\$ 3,564	Ongoing
MAAPRJ000209	Comp CMI SBR AE19-002 (Brudis)	\$ 557	Ongoing
MAAPRJ000210	Comp CMI SBR AE19-004 (Specialized)	\$ 1,087	Ongoing
MAAPRJ000211	Comp CMI SBR AE19-005 (Mimar)	\$ 1,095	Ongoing
<u>Critical Technology</u>			
MAAPRJ000166	IT Equipment	\$ 16,386	Ongoing
MAAPRJ000225	Comprehensive AIT Services SV22-002	\$ 300	Ongoing
MAAPRJ000281	PARCS Maintenance	\$ 1,607	Underway
MAAPRJ000447	MUFIDS - Flight Information Display Systems Replacement	\$ -	-

* This project includes General Funds

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND AVIATION ADMINISTRATION - LINE 23

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Critical Utility</u>			
MAAPRJ000415	Airfield Lighting Cable Replacement	\$ 5,100	Design Underway
<u>D/E Connector</u>			
MAAPRJ000371	Concourse D/E Connector Patio Roof Leak Repair	\$ 555	Design Underway
<u>Elevators, Escalators, and Walkways</u>			
MAAPRJ000261	Airport Elevator, Escalator and Moving Walkway Rehab	\$ 9,583	Design Underway
<u>Environmental Compliance</u>			
MAAPRJ000199	Comp Environmental Compliance SV20-007	\$ 9,115	Ongoing
MAAPRJ000222	Terminal Environmental Mitigation MC21-006	\$ 397	Ongoing
<u>Environmental Planning</u>			
MAAPRJ000195	Comp Environmental Planning AE-21-001	\$ 2,300	Ongoing
MAAPRJ000214	Stream & Wetland Restoration Mitigation Services MC 20-014	\$ 350	Ongoing
MAAPRJ000223	USDA Wildlife Management Services	\$ 2,334	Ongoing
MAAPRJ000440	BWI On Airport Obstruction Removal	\$ 6,667	Design Underway
MAAPRJ000453	MTN Decarbonization Study *	\$ 500	Study Underway
MAAPRJ000454	BWI Decarbonization Study *	\$ 1,250	Study Underway
<u>Future Development</u>			
MAA2044	Airport Road Electronic Signage Repl	\$ 830	Deferred
MAA2354	Concourse D/E Ambiance	\$ 39	Design Underway
MAAPRJ000153	BWI Courtesy Phones ADA Issue	\$ 142	Underway
MAAPRJ000154	Terminal Crosswalk Rehabilitation - Phase 2	\$ 893	Under Construction
MAAPRJ000251	Concourse E Outbound BHS	\$ 35,031	Design Underway
MAAPRJ000257	Concourse E Outbound BHS Expansion - Phase 2	\$ 0	-
MAAPRJ000309	Erosion Repairs FY 2023	\$ 300	Design Underway

* This project includes General Funds

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND AVIATION ADMINISTRATION - LINE 23

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>GIS</u>				
MAA2040	Airport Project Administration System (AirPass)	\$	2,690	Underway
MAA2079	Security and Life Safety Systems CAD Update	\$	1,290	Ongoing
MAA2222	MDOT Asset Management	\$	3,133	Underway
MAA7600	Facility Management Program	\$	2,280	Ongoing
<u>Information Technology CTIPP</u>				
MAA7405	Permanent Noise Monitoring System	\$	2,037	Ongoing
<u>Loading Bridges</u>				
MAAPRJ000269	Passenger Boarding Bridges	\$	500	Design Underway
<u>Misc Office Support</u>				
MAA2311	Safety Management Support	\$	455	Underway
<u>MTN Facilities</u>				
MAA1121	MTN Air Traffic Control Tower	\$	7,594	Concepts Underway
MAA9431	MTN Obstruction Removal	\$	32	Study Underway
MAAPRJ000444	MTN Airport Catenary Lowering - Amtrak Design Agreement	\$	120	Design Underway
MAAPRJ000445	MTN Amtrak Obstruction Removal	\$	167	Planning Underway
<u>Noise Support</u>				
MAA2307	BWI Part 150 / Airport Noise Zone Update	\$	2,834	Underway
MAA2309	BWI Community Roundtable	\$	992	Ongoing
MAA2318	Comp Acoustical Services Contract SV 19-001	\$	2,783	Ongoing
MAAPRJ000446	Comp Acoustical Services Contract SV 25-001	\$	-	FY 2024
<u>Operating Facilities</u>				
MAA1931	Hourly Garage Parking Guidance System Replacement	\$	4,395	Under Construction

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND AVIATION ADMINISTRATION - LINE 23

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Operating Facilities</u>				
MAA2211	RTR Relocation	\$	8,789	Under Construction
MAAPRJ000250	ARFF Heating and Vehicle Exhaust Systems Replacement	\$	1,479	Under Construction
MAAPRJ000338	ARFF Kitchen	\$	754	Design Underway
MAAPRJ000438	Additional Runway Deicing Tank Loading Facility	\$	33	Design Completed
<u>Pavement Mgmt - BWI Airside</u>				
MAAPRJ000253	Taxilane AA Resurfacing	\$	1,065	Completed
MAAPRJ000337	Runway 28 and Runway 33L Emergency Pavement Repairs	\$	229	Completed
MAAPRJ000341	Expand Group V Aircraft Parking Position (Convert Manager's Lot)	\$	4,078	Design Underway
MAAPRJ000345	B/C Alley Depression - Emergency Pavement Repairs	\$	73	Completed
MAAPRJ000434	Emergency Pavement Repairs at Taxilane H and T1	\$	99	Completed
MAAPRJ000441	Cargo Ramp ACC Reconstruction	\$	6,904	Study Underway
MAAPRJ000442	Runway 10/28 Intersection Reconstruction	\$	6,780	Study Underway
MAAPRJ000448	Taxiway V Resurfacing	\$	50	Design Underway
<u>Pavement Mgmt -BWI Landside</u>				
MAAPRJ000155	Long Term Lot B Pavement Rehab	\$	4,458	Under Construction
MAAPRJ000255	Pedestrian Walkway Joint Repairs	\$	909	Under Construction
MAAPRJ000366	Comprehensive Paving Improvements CO22-005	\$	22	Ongoing
<u>Planning</u>				
MAA2193	FIS Hall Reconfiguration	\$	354	Study Underway
MAA2216	C/D Connector Study	\$	3,585	Planning Underway
MAAPRJ000167	Regional Air Passenger Survey	\$	132	Ongoing
MAAPRJ000303	BWI Master Plan & ALP Update	\$	3,006	Ongoing
MAAPRJ000310	Roadway & Curbside Capacity Analysis	\$	500	Planning Underway
<u>Pre-Construction Project Env, Plan, Eng</u>				
MAA1943	Pavement Management Plan - BWI/MTN	\$	4,387	Ongoing
MAA1959	BWI Aerial Photogrammetry & Airspace Analysis	\$	458	Ongoing

* This project includes General Funds

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND AVIATION ADMINISTRATION - LINE 23

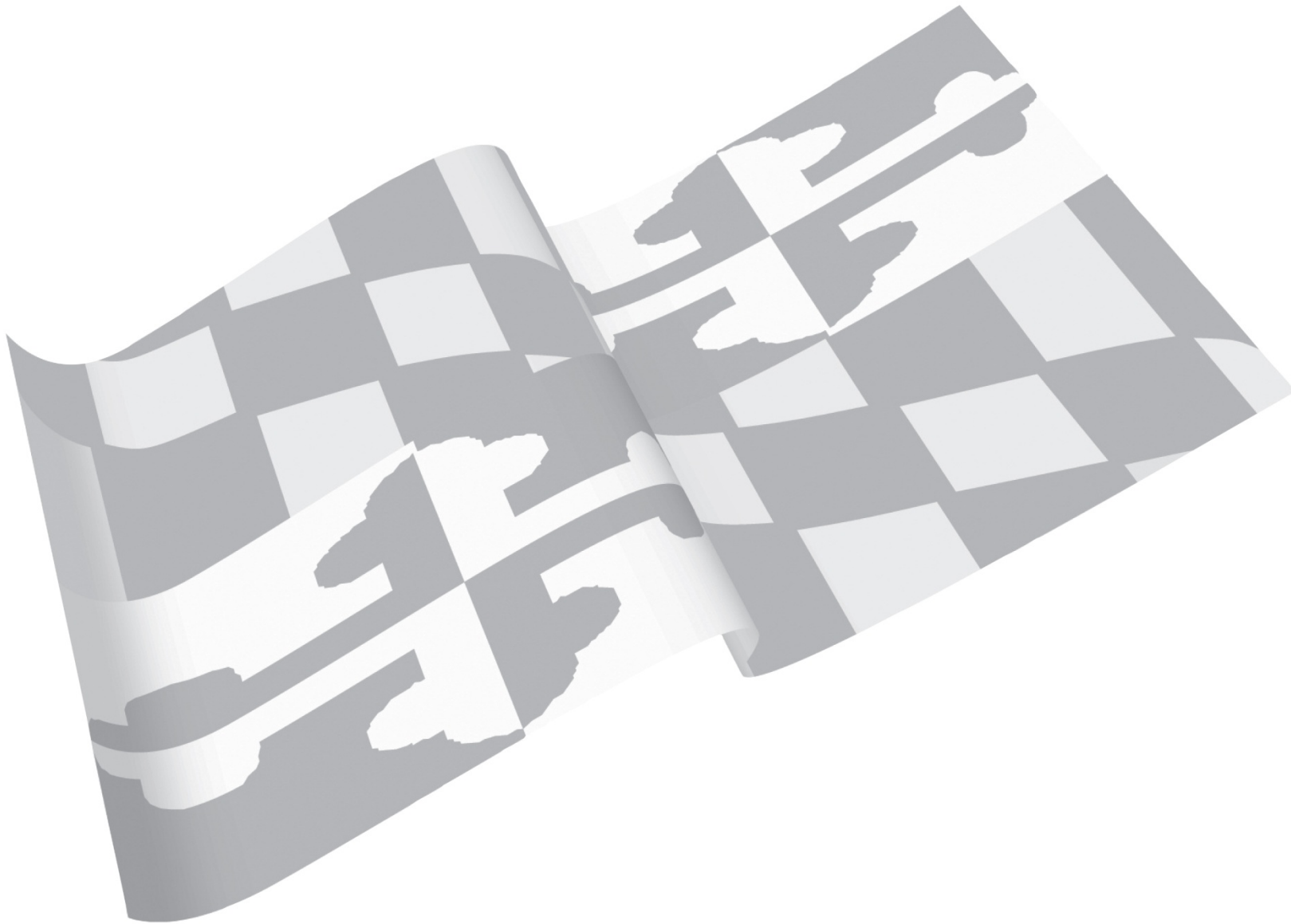
PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Real Estate Services</u>				
MAA7018	Real Estate Property Services	\$	694	Ongoing
MAA7810	10-01 RPZ Property Acquisition	\$	1,701	Underway
<u>Regional Aviation</u>				
MAAPRJ000181	MD Aviation System Plan Update	\$	346	Underway
<u>Security</u>				
MAA2218	Security Initiatives	\$	2,056	Underway
MAA2345	MTN AOA Fence Upgrade	\$	1,934	Under Construction
MAAPRJ000374	Controlled Access Security System (CASS) Replacement - Ph 1	\$	4,800	Underway
<u>Taxiway F</u>				
MAAPRJ000443	Taxiway F Relocation - Phase 2 (Wetland)	\$	1,200	Design Underway
<u>Tenant Facilities</u>				
MAA7500	Terminal Leasehold Modifications	\$	2,474	Ongoing
MAAPRJ000340	DuClaw Space Conversion to Ticket Counters	\$	85	Planning Underway
<u>Terminal Facilities</u>				
MAAPRJ000157	MAC Building Winter Bunk Houses	\$	340	Completed
MAAPRJ000235	Delta Ticket Counter Relocation	\$	1,982	Planning Underway
MAAPRJ000259	Terminal A/B Roof Replacement	\$	2,012	Design Underway
MAAPRJ000270	PC Air and 400Hz Electrical Equipment Installation at Four Gates	\$	2,356	Under Construction
MAAPRJ000279	Checkpoint D/E Expansion	\$	6,063	Design Underway
<u>Vehicles and Equipment</u>				
MAA2198	BWI Mobile Stairs and Medical Lift	\$	1,169	Underway
MAAPRJ000179	MTN Equipment Replacement - FY2022	\$	952	Underway

* This project includes General Funds

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND AVIATION ADMINISTRATION - LINE 23

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Vehicles and Equipment</u>				
MAAPRJ000228	BWI Equip Replacement FY 2023	\$	1,920	Underway
MAAPRJ000229	MTN Equip Replacement FY 2023	\$	655	Underway
MAAPRJ000455	BWI Snow Removal Equipment Storage Building	\$	5	-



MDOT MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND PORT ADMINISTRATION

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

	<u>FY 2024</u>	<u>FY 2025</u>	<u>FY 2026</u>	<u>FY 2027</u>	<u>FY 2028</u>	<u>FY 2029</u>	<u>SIX - YEAR TOTAL</u>
<u>Major Construction Program</u>	240.3	339.2	230.7	141.3	90.3	61.5	1,103.4
System Preservation	112.1	187.6	91.9	84.1	76.0	45.6	597.4
Expansion/Efficiency	121.4	143.7	129.7	52.1	9.0	9.2	465.2
Safety & Security	0.4	0.4	0.4	0.4	0.4	0.4	2.4
Environment	6.4	7.5	8.7	4.7	4.8	6.3	38.5
<u>Major Development & Evaluation Program</u>	14.8	3.2	4.6	2.8	1.1	1.2	27.8
System Preservation	8.6	3.0	4.6	2.8	1.1	1.2	21.3
Expansion/Efficiency	6.2	0.2	-	-	-	-	6.5
<u>Minor Program</u>	44.7	40.7	23.7	26.8	27.3	85.1	248.4
System Preservation	28.9	25.2	16.9	22.5	24.9	59.4	177.8
Expansion/Efficiency	6.1	10.5	2.7	2.2	1.1	4.0	26.7
Safety & Security	4.0	0.6	0.1	0.1	-	20.0	24.8
Environment	4.3	3.1	2.6	0.7	0.6	0.7	11.8
Administration	1.3	1.3	1.4	1.4	0.7	1.1	7.3
<u>Capital Salaries, Wages & Other Costs</u>	5.7	5.7	5.7	5.7	6.2	6.2	35.2
TOTAL	305.6	388.9	264.7	176.7	125.0	154.0	1,414.8
Special Funds	187.1	295.5	200.8	161.0	115.9	145.0	1,105.3
Federal Funds	70.3	60.8	34.5	3.6	3.6	3.6	176.4
Other Funds	48.2	32.7	29.3	12.1	5.4	5.4	133.1
<u>Special Funds Breakdown</u>							
General Fund	14.0	56.7	59.3	0.0	-	-	129.9
Transportation Trust Fund	170.1	236.1	134.7	150.6	103.9	136.1	931.6
Reimbursement from Counties for TTF Expenditure	3.0	2.7	6.8	10.3	12.1	8.9	43.7
State GO Bonds	-	-	-	-	-	-	-
Reimbursable Funds	-	-	-	-	-	-	-
SPECIAL FUNDS TOTAL	187.1	295.5	200.8	161.0	115.9	145.0	1,105.3



PROJECT: Howard Street Tunnel Project (INFRA GRANT)

DESCRIPTION: The project consists of reconstructing the 128-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 in 2026.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☒ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2026...	...2027...	...2028...	...2029...		
Planning	2,680	2,590	90	0	0	0	90	0	0	90	0
Engineering	20,965	16,740	16,740	4,225	0	0	0	0	0	4,225	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	442,355	36,000	16,000	115,192	129,445	118,719	43,000	0	0	406,355	0
Total	466,000	55,330	32,830	119,417	129,445	118,719	43,090	0	0	410,670	0
Federal-Aid	125,000	8,307	8,307	44,048	43,859	28,787	0	0	0	116,693	0
Special	202,500	7,762	7,762	32,419	59,950	66,023	36,347	0	0	194,738	0
Other	138,500	39,262	16,762	42,950	25,636	23,909	6,743	0	0	99,238	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Cash flows were realigned based on the updated project schedule.

**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 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 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2026...	...2027...	...2028...	...2029...		
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	104,611	89,311	2,797	2,888	2,812	2,400	2,400	2,400	2,400	15,300	0
Total	104,611	89,311	2,797	2,888	2,812	2,400	2,400	2,400	2,400	15,300	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	104,611	89,311	2,797	2,888	2,812	2,400	2,400	2,400	2,400	15,300	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Costs increased because \$2.4 million was added to FY29.



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 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 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2026...	...2027...	...2028...	...2029...		
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	198,975	154,361	13,341	21,440	8,155	5,087	3,466	3,466	3,000	44,613	0
Total	207,601	162,987	13,341	21,440	8,155	5,087	3,466	3,466	3,000	44,613	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	207,601	162,987	13,341	21,440	8,155	5,087	3,466	3,466	3,000	44,613	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Cash flows were realigned based on updated project schedules.



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:**
- | | |
|--|---|
| <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 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: Base dike widening construction begin during FY22 and was completed May 2023. The +30 ft expansion is expected to be in FY24.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2026...	...2027...	...2028...	...2029...		
Planning	395	36	36	157	202	0	0	0	0	359	0
Engineering	630	315	315	315	0	0	0	0	0	315	0
Right-of-way	140	0	0	140	0	0	0	0	0	140	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	345,434	257,369	11,772	18,984	20,464	7,600	17,500	20,116	3,400	88,064	0
Total	346,599	257,720	12,123	19,596	20,666	7,600	17,500	20,116	3,400	88,879	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	346,599	257,720	12,123	19,596	20,666	7,600	17,500	20,116	3,400	88,879	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: \$11.6 million was added to help offset the unfunded needs for this project.

5232, 5235, 5237, 000222



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. 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:** ☐ 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 checked="" type="checkbox"/> Exception Granted |

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

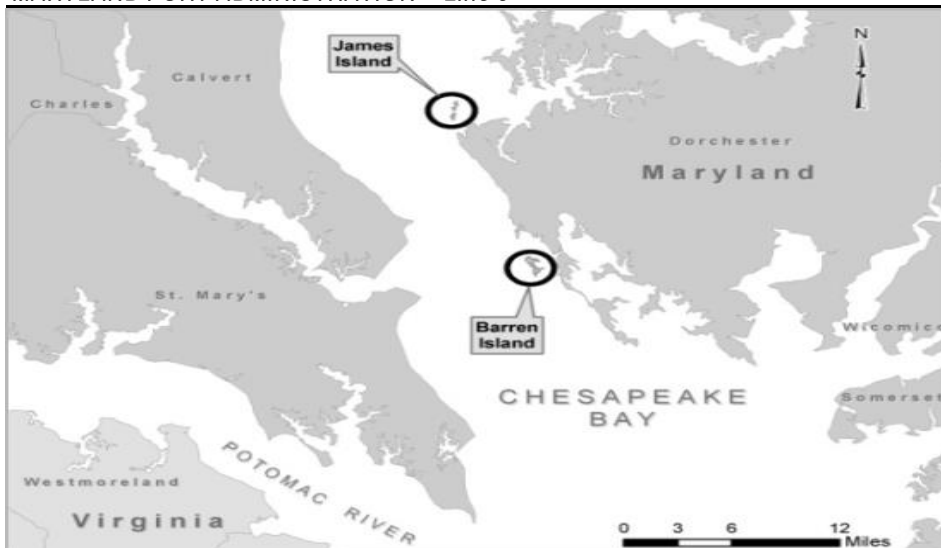
POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	18,175	15,024	533	550	550	551	500	500	500	3,151	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	207,408	149,560	6,228	5,000	12,438	12,250	12,300	9,860	6,000	57,848	0
Total	225,583	164,583	6,760	5,550	12,988	12,801	12,800	10,360	6,500	60,999	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	225,583	164,583	6,760	5,550	12,988	12,801	12,800	10,360	6,500	60,999	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Project costs decreased and cash flows changed to reflect updated project schedules.

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 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 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: Construction on Barren Island began in FY23.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☒ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPENDED									
	COST	THRU									
	(\$000)	CLOSE YEAR									
Planning	0	0	0	0	0	...2026...	...2027...	...2028...	...2029...	0	0
Engineering	6,175	5,355	791	820	0	0	0	0	0	820	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	400,505	20,481	20,481	3,000	95,548	36,925	22,199	15,913	11,160	184,744	195,280
Total	406,679	25,835	21,272	3,820	95,548	36,925	22,199	15,913	11,160	185,564	195,280
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	406,679	25,835	21,272	3,820	95,548	36,925	22,199	15,913	11,160	185,564	195,280
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: The project funding allocation has increased by \$98 million due to expected cost increases for this project provided 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: MPA continues to explore and test new methods to reuse dredged material from the Port of Baltimore harbor channels. MPA has started to develop the Cox Creek Sediment Technology and Reuse (STAR) site to continue the advancement of the innovative reuse of dredged material.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2026...	...2027...	...2028...	...2029...		
Planning	6,214	3,414	90	500	500	500	500	500	300	2,800	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	22,977	2,504	1,120	4,708	5,749	2,420	2,220	1,161	4,215	20,474	0
Total	29,191	5,917	1,210	5,208	6,249	2,920	2,720	1,661	4,515	23,274	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	29,191	5,917	1,210	5,208	6,249	2,920	2,720	1,661	4,515	23,274	0
Other	0	0	0	0	0	0	0	0	0	0	0

5005, 5007, 5241, 000181, 000182, 000311

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Cost increased by \$13.8 million for the Cox Creek STAR site development.



PROJECT: Cox Creek Sediment Technology and Reuse (STAR) Facility Remediation

DESCRIPTION: The property was acquired by MPA and requires environmental remediation. Under the terms of the agreement, remediation of the property will be cost-shared with the previous owner who will contribute 62% of the cost for remediation.

PURPOSE & NEED SUMMARY STATEMENT: The property is adjacent to the Cox Creek DMCF and will be used to support MPA's Innovative Reuse and Beneficial Use 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 | |

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

- 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 acquired the STAR site property in FY23 and has begun remediation efforts.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2026...	...2027...	...2028...	...2029...		
Planning	476	476	476	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	74,524	2,024	2,024	2,000	2,050	10,330	18,100	18,140	13,500	64,120	8,380
Total	75,000	2,500	2,500	2,000	2,050	10,330	18,100	18,140	13,500	64,120	8,380
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	74,524	2,024	2,024	2,000	2,050	10,330	18,100	18,140	13,500	64,120	8,380
Other	476	476	476	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Cash flows were adjusted to reflect the updated project schedule. Remediation started in January 2023 due to delays in closing on the property.



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 |

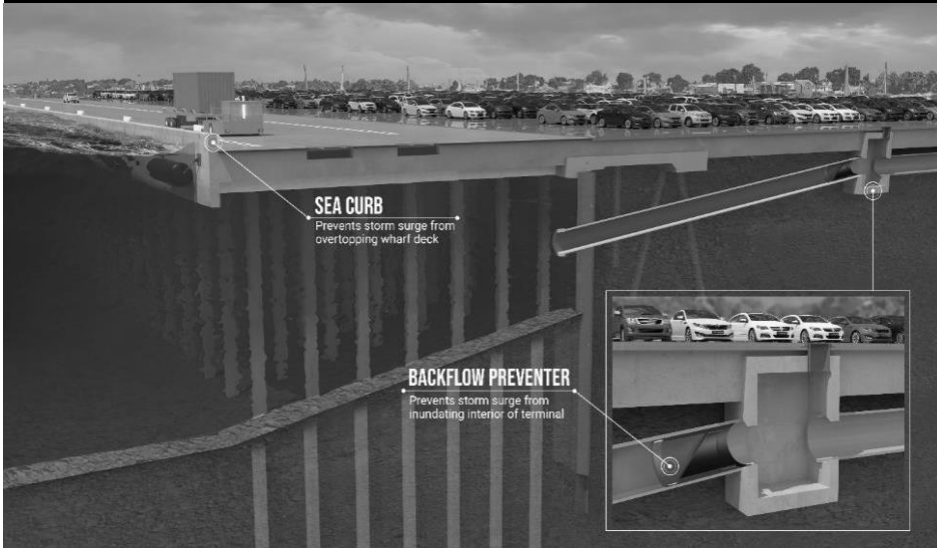
STATUS: Dundalk Marine Terminal Berth 3 construction started in FY21 and was substantially completed in FY23. Berth 3 is now in operation.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2026...	...2027...	...2028...	...2029...		
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	36,281	35,012	10,600	1,270	0	0	0	0	0	1,270	0
Total	36,281	35,012	10,600	1,270	0	0	0	0	0	1,270	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	36,281	35,012	10,600	1,270	0	0	0	0	0	1,270	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.



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 FY24.

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 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
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	18,248	17,568	6,384	0	0	0	42,200	0
Total	42,200	0	0	18,248	17,568	6,384	0	0	0	42,200	0
Federal-Aid	10,000	0	0	4,563	4,113	1,324	0	0	0	10,000	0
Special	32,200	0	0	13,685	13,455	5,060	0	0	0	32,200	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Project start was delayed until Fall 2023 to better accommodate terminal activity in the area of construction.



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 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 | |

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

STATUS: Fairfield Pier 4 construction started in July 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 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,000	1,656	344	344	0	0	0	0	0	344	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	1,656	344	5,344	8,000	4,000	0	0	0	17,344	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	19,000	1,656	344	5,344	8,000	4,000	0	0	0	17,344	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Project was delayed due to permitting issues. Construction started in July 2023.



PROJECT: North Locust Point Marine Terminal Preservation Projects

DESCRIPTION: Projects aimed at bringing the terminal up to a world class operating status and increasing cargo volumes. Projects include rehabilitation of utility lines, demolition of facilities that are beyond their useful life, and reconstruction of piers.

PURPOSE & NEED SUMMARY STATEMENT: The Maryland Port Administration owns a 100+/- acre port terminal, adjacent to the South Locust Point Marine Terminal on McComas Street. The Facility has 25 +/- acres of open uncovered paved land for bulk storage with direct rail access by CSXT. The Facility is fully leased with the longest lease lasting through 2032. There are certain areas of the terminal that need an infrastructure investment to maximize cargo operations and entice potential future public private partnerships.

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: North Locust Point Marine Terminal has aging infrastructure that needs to be rehabilitated and/or reconstructed to allow MPA tenants to continue their operations.

- 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: Waterline replacement engineering is complete and construction should start in FY23.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,630	0	0	495	495	320	320	0	2,000	3,630	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	48,574	2,346	0	2,000	1,000	0	0	0	43,228	46,228	0
Total	52,204	2,346	0	2,495	1,495	320	320	0	45,228	49,858	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	52,204	2,346	0	2,495	1,495	320	320	0	45,228	49,858	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: New project added.

1659, 000204, 000265, 000290



PROJECT: Dundalk Marine Terminal Electrification

DESCRIPTION: Upgrading power system into Dundalk Marine Terminal for electric vehicles and ship to shore power. This is a terminal-wide approach needed to correct all deficiencies. Installation of a resilient power system and monitoring equipment. Improvements to electrical conduit systems for durability and reliability. Installation of electric vehicle charging stations to accommodate the increased use of electric personal vehicles and equipment. Provide provisions for shore to ship power.

PURPOSE & NEED SUMMARY STATEMENT: The Maryland Port Administration has renewed and expanded a voluntary Memorandum of Understanding with the Maryland Department of the Environment and Maryland Energy Administration to strengthen environmental initiatives at the marine terminals. The agreement calls for a continued committed effort to reduce diesel and greenhouse gas emissions and increase energy efficiency at the Port.

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: Dundalk Marine Terminal's electrical system will need to be upgraded to handle future power requirements that will be necessary as MPA and its tenants de-carbonize their 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: Electrical System inspection is underway with preliminary engineering. Construction for all other projects associated with this endeavor are contingent upon funding.

POTENTIAL FUNDING SOURCE:

- ☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	500	0	0	100	400	0	0	0	0	500	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	800	100	100	700	0	0	0	0	0	700	0
Construction	27,539	9,189	4,670	1,350	2,500	2,500	4,000	4,000	4,000	18,350	0
Total	28,839	9,289	4,770	2,150	2,900	2,500	4,000	4,000	4,000	19,550	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	28,839	9,289	4,770	2,150	2,900	2,500	4,000	4,000	4,000	19,550	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: New PIF added.

1837, 000292, 000300,



PROJECT: Fairfield Marine Terminal Stormwater Management Program

DESCRIPTION: A five phase project designed to capture and convey surface runoff from the adjacent Masonville Dredged Material Containment Facility, relieve existing Fairfield Marine Terminal drain system, and provide storm drain capacity for the development of the Kurt Iron Slip and other areas at Fairfield Marine Terminal and Masonville Marine Terminal.

PURPOSE & NEED SUMMARY STATEMENT: Maryland Port Administration is required to restore and protect water quality using stormwater restoration measures and management practices, while simultaneously expanding and redeveloping Port facilities, cleaning up and returning historically contaminated sites to productive use, and continuing to grow and improve the economic competitiveness of one of the largest ports in the US for total cargo tons handled.

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

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

EXPLANATION: The stormwater management program at Fairfield / Masonville Marine terminals is required before any further development can be performed on these sites. In addition, Phase I is required to address surface runoff from the Masonville Dredged Material Containment 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: Phase 1: currently in preliminary engineering, construction estimated to begin FY25

POTENTIAL FUNDING SOURCE:

- ☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPENDED									
	COST	THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR				...2026...	...2027...	...2028...	...2029...		
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	6,400	0	0	0	2,500	3,900	0	0	0	6,400	0
Total	6,400	0	0	0	2,500	3,900	0	0	0	6,400	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	6,400	0	0	0	2,500	3,900	0	0	0	6,400	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Project was delayed and constructed is expected to start in FY25.



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 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPENDED									
	COST	THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR				...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,500	0	0	200	2,300	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	1,486	1,486	0	0	0	0	0	0	0	0	0
Total	3,986	1,486	0	200	2,300	0	0	0	0	2,500	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	3,986	1,486	0	200	2,300	0	0	0	0	2,500	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: The current project to replace the interior roof has been delayed. Construction is projected to start in the Spring of 2024.



PROJECT: World Trade Center

DESCRIPTION: Updating Projects include removing original electrical panels and replacing with modern electrical components, modernizing elevators by installing new motors and updating cab designs, and upgrading the air distribution system. Renovation projects include tenant and communal space modifications, lobby door upgrades, and window shades for thermal protection. Operations include On-going preliminary engineering to support capital expenditures and maintenance to accommodate day to day operations of building and staff.

PURPOSE & NEED SUMMARY STATEMENT: World Trade Center Baltimore is Baltimore's signature office building and the focal point of Maryland's world famous Inner Harbor. It is a 31-story pentagonal office tower built in 1977 with 296,139 rentable square feet located in a cluster of "Tier 1" buildings that house the region's most influential businesses. In order to remain competitive in this market, the building requires modernization and constant maintenance.

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: Ongoing maintenance and repair of the nearly 50-year-old building is required to ensure the World Trade Center remains safe and secure with modern, efficient facilities for all tenants and visitors.

- 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 is ongoing for various projects. Rehabilitation of the HVAC system is ongoing. Construction of the elevator modernization will begin in FY 25.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	2,920	0	0	730	730	730	730	0	0	2,920	
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	35,050	21,159	2,785	4,741	4,950	500	1,200	1,250	1,250	13,891	
Total	37,970	21,159	2,785	5,471	5,680	1,230	1,930	1,250	1,250	16,811	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	
Special	37,970	21,159	2,785	5,471	5,680	1,230	1,930	1,250	1,250	16,811	
Other	0	0	0	0	0	0	0	0	0	0	

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: New PIF to highlight costs associated with World Trade Center.

3107, 3217, 000178, 000288, 000339



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 | |

- 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: 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.

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 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2026...	...2027...	...2028...	...2029...		
Planning	813	638	20	25	25	25	50	25	25	175	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	82,302	57,731	6,639	4,650	4,171	4,000	3,300	3,500	4,950	24,571	0
Total	83,115	58,368	6,659	4,675	4,196	4,025	3,350	3,525	4,975	24,746	0
Federal-Aid	15	15	0	0	0	0	0	0	0	0	0
Special	83,100	58,353	6,659	4,675	4,196	4,025	3,350	3,525	4,975	24,746	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: \$2.2 million added to this program. Some of that increase was due to adding money in FY29.

1011, 1102, 1106, 1108, 9000



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 yard along with replacing part of the shoreline along the empty container depot with a living shoreline.

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 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:** ☐ 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: 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; The work agreed to under the BUILD grant should be completed by Summer 2023.

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 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	150	0	0	150	0	0	0	0	0	150	0
Engineering	250	0	0	250	0	0	0	0	0	250	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	89,393	38,316	5,004	0	13,002	11,014	9,014	9,014	9,014	51,057	20
Total	89,793	38,316	5,004	400	13,002	11,014	9,014	9,014	9,014	51,457	20
Federal-Aid	27,145	6,555	2,502	160	5,201	4,406	3,606	3,606	3,606	20,583	8
Special	12,380	8,476	0	240	2,405	1,212	12	12	12	3,893	12
Other	50,267	23,286	2,502	0	5,396	5,396	5,396	5,396	5,396	26,982	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: \$35.1 million was deleted from the overall cost as MPA & Ports America Chesapeake (PAC) were unsuccessful in getting a FY2022 Ports Infrastructure Development Program (PIDP) grant. MPA & PAC have submitted an application for the FY2023 PIDP grant with a modified scope of work.

5251; 000336; 000337; Ports America Chesapeake has only committed \$18.4 million towards the BUILD grant.



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.

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 | |

- 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: The Port of Baltimore is one of only a few East Coast ports with the depth and infrastructure to accommodate some of the world's largest container ships. Maintaining the shipping channels leading into the Port of Baltimore is critical to maritime commerce in the state. Managing, monitoring and utilizing sediments in ways that are good for the Port, the surrounding communities, and the environment are the priorities of the program, and a core

STATUS: 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 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPENDED									
	COST	THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR				...2026...	...2027...	...2028...	...2029...		
Planning	68,481	43,701	1,113	3,937	3,176	3,132	5,060	5,000	4,475	24,780	0
Engineering	33,032	20,074	4,930	3,788	2,200	2,170	2,200	950	1,650	12,958	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	32,265	606	8,200	6,828	0	0	0	0	15,028	0
Total	148,806	96,040	6,649	15,925	12,204	5,302	7,260	5,950	6,125	52,766	0
Federal-Aid	24,708	12,930	606	8,200	3,578	0	0	0	0	11,778	0
Special	124,098	83,110	6,043	7,725	8,626	5,302	7,260	5,950	6,125	40,988	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: \$5.4 million was added to this program to cover the funds added to FY29.

5206,5245-46,5260,5401,5418-20,5425-27, 000226, 000236



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.

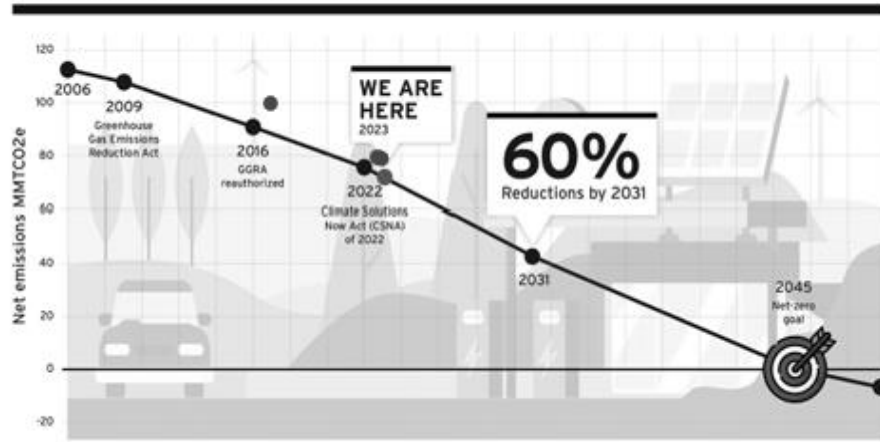
POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPENDED									
	COST	THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR				...2026...	...2027...	...2028...	...2029...		
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	22,400	0	0	16,930	5,470	0	0	0	0	22,400	
Total	22,400	0	0	16,930	5,470	0	0	0	0	22,400	
Federal-Aid	15,680	0	0	11,850	3,830	0	0	0	0	15,680	
Special	0	0		0	0	0	0	0	0	0	
Other	6,720	0	0	5,080	1,640	0	0	0	0	6,720	

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: none

Timeline to Achieve Maryland's Climate Goals



PROJECT: Climate Solutions Now Act and Related Projects

DESCRIPTION: MPA's compliance with the Climate Solutions Now Act 2022, includes converting the fleet to zero emission vehicles, replacing equipment with high energy efficiency rating, and installing technologies with the goal of reducing green house gas emissions.

PURPOSE & NEED SUMMARY STATEMENT: These projects represent MPA's compliance with the Climate Solutions Now Act 2022. The law that requires the state to be net zero by 2045.

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 | |

- 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: This project is to comply with the Climate Solutions Now Act 2022. This project will help MD improve air quality by electrifying the fleet and upgrading buildings to reduce energy consumption.

STATUS: MPA is currently replacing older diesel engines with cleaner diesel burning engines or with electric vehicles when possible.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	25	25	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	10,429	3,705	3,299	5,320	754	500	0	0	150	6,724	0
Total	10,454	3,730	3,299	5,320	754	500	0	0	150	6,724	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	10,454	3,730	3,299	5,320	754	500	0	0	150	6,724	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: New PIF

0184, 0299, 0310, 0312, 1961



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

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 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 Seagirt Loop Channel improvements were evaluated through an integrated feasibility study in partnership with the US Army Corps of Engineers to maximize Baltimore Harbor's contribution to national economic development, consistent with protecting the environment, by improving the existing navigation system's ability to safely and efficiently serve the forecasted vessel fleet.

STATUS: The USACE has recommended the funding of this project to deepen the remainder of the loop channel to fifty feet. The project is now funded for Engineering and Design.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,730	930	371	585	215	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	1,730	930	371	585	215	0	0	0	0	800	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	1,730	930	371	585	215	0	0	0	0	800	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Funding added for Engineering and Design.



PROJECT: Dundalk Marine Terminals Berths 11 - 13

DESCRIPTION: Dundalk Marine Terminal is the largest MPA-owned terminal in the Port of Baltimore and handles a wide variety of cargoes, including RO/RO cargo, automobiles, containers, and break-bulk. Berths 11 - 13 are approximately 2,900 feet in length and were constructed over 60 years ago.

PURPOSE & NEED SUMMARY STATEMENT: Due to the harsh marine environment, these berths are in need of reconstruction in order for the Port of Baltimore to continue to handle the large volumes of automobiles and RO/RO 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: Dundalk Marine Terminal (DMT) Berths 11 - 13 handle large volumes of automobile and RO/RO cargo that would not be cost effective to handle at other DMT berths. If these berths are not reconstructed, the berths are in jeopardy of being taken out of service.

- 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: Preliminary engineering has started and 30% design has been achieved. Further design is progressing. Estimated costs to reconstruct DMT Berths 11 - 13 are \$201 million. Funding for construction has not been identified.

POTENTIAL FUNDING SOURCE:

- ☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPENDED									
	COST	THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR				...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,250	750	750	2,500	0	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	0	0	0	0	0	0	0	0	0	0	0
Total	3,250	750	750	2,500	0	0	0	0	0	2,500	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	3,250	750	750	2,500	0	0	0	0	0	2,500	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: New PIF



PROJECT: Dundalk Marine Terminal Berths 1 - 2

DESCRIPTION: The existing wharf for DMT Berths 1 & 2 is approximately 1,475 feet long, with a width of approximately 38 feet. Mooring dolphins and catwalks are present beyond the north end of the wharf. The existing structure is a combination of the original structure from circa 1929, and expansions and reconstructions of various vintages from 1960 to 2015. The pier is currently utilized by RO/RO vessels for the import of automobiles.

PURPOSE & NEED SUMMARY STATEMENT: This is the fourth and final phase of reconstructing DMT Berths 1-6. This area of DMT is the most active for vessel berthing for the loading and unloading of automobiles. The Port of Baltimore is the largest port in the USA for the handling of automobiles because of its close proximity to East Coast and Midwest markets and the ability to handle many RO/RO ships at one time.

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: Dundalk Marine Terminal (DMT) Berths 1 and 2 handle automobile and RO/RO cargo that would not be cost effective to handle at other DMT berths. If these berths are not reconstructed, the berths are in jeopardy of being taken out of service.

- 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: Preliminary Engineering & Design is to start in FY24. Funding for construction is subject to funding availability.

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 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,600	300	300	1,300	0	0	0	0	0	1,300	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	1,600	300	300	1,300	0	0	0	0	0	1,300	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	1,600	300	300	1,300	0	0	0	0	0	1,300	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: New PIF



PROJECT: St Helena Property

DESCRIPTION: Provide expansion of RO/RO opportunities. This brownfield site will be redeveloped by MPA and used for Port of Baltimore expansion.

PURPOSE & NEED SUMMARY STATEMENT: MPA has entered into a purchase agreement to acquire 17.27 acres of undeveloped land located on Broening Highway across from the Dundalk Marine Terminal. The property is currently undergoing environmental remediation in preparation for conveyance. As part of the remediation efforts, the current owner has agreed to consider MPA's development plans for the property. Design plans for the property need to be developed and finalized to facilitate construction as soon as possible after the property is conveyed. The area will support expansion of RO/RO opportunities.

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 site would allow MPA to expand cargo storage capabilities near Dundalk Marine Terminal.

- 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: MPA has an agreement to acquire the property in 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 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	25	25	25	0	0	0	0	0	0	0	0
Engineering	650	0	0	650	0	0	0	0	0	650	0
Right-of-way	5,000	0	0	5,000	0	0	0	0	0	5,000	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	5,675	25	25	5,650	0	0	0	0	0	5,650	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	5,675	25	25	5,650	0	0	0	0	0	5,650	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: New PIF

000207, 000294

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND PORT ADMINISTRATION - LINE 26

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Agency Wide Building Repairs</u>			
MPA1854	Agency Wide Facility Improvements	\$ 28,375	Ongoing
MPAPRJ000305	Fire Protection Systems Replacement	\$ 4,000	FY 2026
<u>Comprehensive Paving Program</u>			
MPA1706	Agency Wide Comprehensive Paving XI	\$ 15,676	FY 2024
MPA1842	Agency Wide Paving Repairs	\$ 16,209	Ongoing
<u>Environment</u>			
MPA1400	Environmental Remediation	\$ 1,268	Ongoing
MPA1707	Hawkins Point O&M	\$ 16,732	Ongoing
MPA1951	Mercedes Pond Rehabilitation -TMDL	\$ 912	Completed
MPAPRJ000180	Hawkins Point Algal Flow Way TMDL	\$ 0	Study Underway
MPAPRJ000189	Urban Forestry Program	\$ 700	FY 2024
MPAPRJ000315	COASTAL RESILIENCY & ADAPTATION PLAN (BRIC Grant)	\$ 200	FY 2024
<u>Harbor Development - Dredge Material Management</u>			
MPAPRJ000332	Climate Challenge Reimbursement Grant	\$ 364	FY 2024
<u>Harbor Development - General</u>			
MPA5217	Environmental Studies - MERC	\$ 10,721	Ongoing
MPA5220	Environmental Initiatives Program	\$ 4,616	Ongoing
MPA5221	Chesapeake Bay PORTS System	\$ 9,058	Ongoing
MPA5224	Economic Studies - UMCES	\$ 4,378	Ongoing
<u>Information Systems Division</u>			
MPA3124	CTIPP Equipment	\$ 6,581	Ongoing
MPA3215	IT Database Infrastructure Implementation Support	\$ 1,854	Ongoing
MPA3216	Dundalk Fiber Upgrade and Expansion	\$ 150	FY 2024

* This project includes General Funds

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND PORT ADMINISTRATION - LINE 26

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Information Systems Division</u>			
MPAPRJ000185	Enhance Cybersecurity-Core Network Backbone -Repl. End of Life Network Switches	\$ 480	Ongoing
MPAPRJ000186	Enhance Cybersecurity-Portwide Wireless Links - Replace Legacy Wireless Links	\$ 633	Ongoing
MPAPRJ000187	Procedures Requiring System & Network Changes	\$ 605	Completed
MPAPRJ000208	Deployment of CCTV Field Distribution Box (FDB) Protection Mechanisms: Phase 1	\$ 50	FY 2024
MPAPRJ000209	WTC ACS- Replacement - Genetec	\$ 383	Ongoing
MPAPRJ000213	Improve MDOT MPA Access Security Control System Phase 2 (2021 PSGP)	\$ 498	Ongoing
MPAPRJ000217	2021 PSGP Submission: Cyber Auto Rem Phase II	\$ 509	Ongoing
MPAPRJ000219	2021 PSGP Submission: Cybersecurity Enhancement of Unified Security Platform	\$ 572	FY 2024
MPAPRJ000220	2021 PSGP Submission:Enhancing Perimeter Security with On-Target Detection Technology	\$ 650	FY 2024
MPAPRJ000227	New ACC Fiber Project	\$ 45	Completed
MPAPRJ000228	Improvement of Cybersecurity of Data Storage Infrastructure	\$ 750	Completed
MPAPRJ000242	CCTV maintenance	\$ 650	FY 2024
MPAPRJ000293	CTP FY24-28 ISD Systems Engineer Resource	\$ 1,000	FY 2024
MPAPRJ000307	Application Software Cybersecurity A & R (PSGP22)	\$ 450	FY 2024
MPAPRJ000329	Resource for Grant Management System	\$ 250	FY 2024
<u>Landside - Security Enhancements</u>			
MPA1779	CCTV Camera EOL Replacement	\$ 589	Ongoing
MPA1791	Port Security Grant Program 2019	\$ 943	Completed
MPA1941	Wave Camera System Replacement	\$ 317	Ongoing
MPAPRJ000281	One Stop Security Processing at DMT Truck Plaza	\$ 2,118	Design Underway
MPAPRJ000296	Mobile TWIC Readers (PSGP22)	\$ 53	Underway
MPAPRJ000297	MPA Security FSA and FSP Updates (PSGP22)	\$ 50	FY 2024
<u>Landside Facility and Capital Equipment</u>			
MPA3038	Sprinkler Repairs	\$ 1,980	Ongoing

* This project includes General Funds

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND PORT ADMINISTRATION - LINE 26

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Landside Facility and Capital Equipment</u>				
MPA3106	Railroad Inspection and Construction	\$	9,538	Ongoing
MPA3233	Vehicles and Light Trucks (DA-8 eligible)	\$	4,623	Ongoing
MPAPRJ000280	Telehandler Units	\$	765	FY 2024
MPAPRJ000289	Dundalk Rail Track Rehab	\$	443	Completed
<u>Landside Major Projects</u>				
MPAPRJ000272	DMT Waterline Rehabilitation Program	\$	1,850	FY 2024
MPAPRJ000313	RUBB Building at DMT Lot 500	\$	5,000	FY 2025
<u>Landside Studies and Open Ended Contracts</u>				
MPA1211	Portwide Engineering and Design - Balance	\$	15,500	FY 2028
MPA1281	CMI FY 18 - FY 23	\$	11,348	Ongoing
MPA1286	Portwide Engineering and Design Contracts	\$	24,670	Ongoing
MPA1827	Surveying	\$	699	Ongoing
MPAAWC000188	MPA Diving Services	\$	350	Ongoing
MPAAWC000308	CATS/GIS - JMT	\$	2,009	Ongoing
MPAAWC000309	CATS/GIS - KCI	\$	1,409	Ongoing
MPAPRJ000223	Waterfront Structure Inspections	\$	9,960	Ongoing
MPAPRJ000238	Agency Wide Structures Engineering	\$	12,122	FY 2024
<u>Landside System Preservation</u>				
MPA1659	NLP Pier 10 Stabilization	\$	2,346	Completed
MPA3212	Broening Highway Project Support	\$	2,000	Completed
MPAPRJ000291	DMT Shed 201B Roof Replacement	\$	2,500	FY 2024
<u>Planning and Finance</u>				
MPA3501	Open Ended Planning Studies JM	\$	858	Ongoing

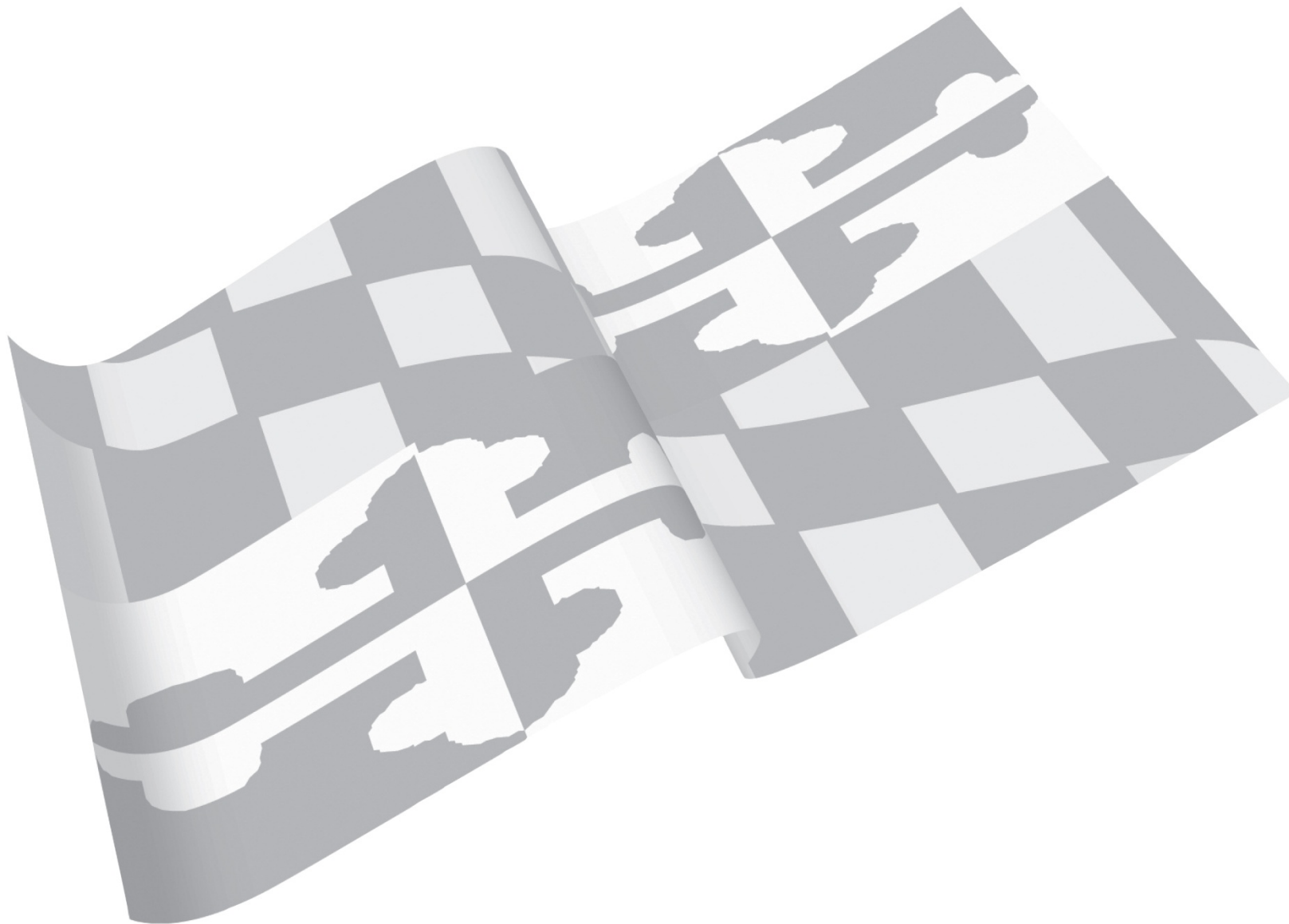
* This project includes General Funds

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND PORT ADMINISTRATION - LINE 26

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Waterfront Structures Program</u>				
MPA1730	Agency Wide Waterfront Structure Repair	\$	24,035	FY 2023
MPA1865	Agency Wide Substructure Repair	\$	11,482	Completed

* This project includes General Funds



MDOT MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION

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

	<u>FY 2024</u>	<u>FY 2025</u>	<u>FY 2026</u>	<u>FY 2027</u>	<u>FY 2028</u>	<u>FY 2029</u>	<u>SIX - YEAR TOTAL</u>
<u>Major Construction Program</u>	427.7	517.3	680.8	720.8	579.3	503.7	3,429.6
System Preservation	244.4	321.4	417.1	373.6	280.8	195.7	1,832.9
Expansion/Efficiency	133.4	102.1	107.8	223.9	211.5	247.5	1,026.2
Safety & Security	5.9	10.1	-	-	-	-	16.0
Local Funding	1.4	32.9	47.8	49.8	34.6	28.3	194.8
Environment	16.9	21.6	64.5	25.3	13.0	-	141.3
Administration	25.8	29.1	43.5	48.3	39.3	32.3	218.3
<u>Major Development & Evaluation Program</u>	34.8	43.5	192.1	126.7	90.6	8.8	496.5
System Preservation	1.5	1.5	-	-	-	-	3.0
Expansion/Efficiency	29.7	41.3	191.6	126.3	89.5	8.8	487.1
Safety & Security	0.2	-	-	-	-	-	0.2
Local Funding	-	0.2	0.5	0.4	1.1	-	2.3
Environment	1.6	0.5	-	-	-	0.0	2.1
Administration	1.8	0.0	-	-	-	-	1.8
<u>Minor Program</u>	152.0	112.1	106.7	90.7	88.6	62.5	612.6
System Preservation	89.6	63.7	78.8	72.0	71.2	46.5	421.8
Expansion/Efficiency	16.2	15.2	8.5	0.5	0.3	0.3	41.0
Safety & Security	10.3	16.9	6.2	4.8	4.0	4.0	46.3
Local Funding	0.1	-	-	-	-	-	0.1
Environment	18.9	11.6	7.6	8.2	7.3	7.3	60.9
Administration	16.8	4.7	5.5	5.1	5.8	4.5	42.6
<u>Capital Salaries, Wages & Other Costs</u>	16.0	14.0	15.0	18.8	19.4	16.5	99.7
TOTAL	630.5	686.9	994.6	957.0	777.9	591.6	4,638.4
Special Funds	400.6	353.6	442.3	493.6	438.8	358.3	2,487.1
Federal Funds	219.0	312.4	519.8	455.5	333.8	233.0	2,073.6
Other Funds	10.9	20.8	32.5	7.9	5.2	0.3	77.7
<u>Special Funds Breakdown</u>							
General Fund	4.6	21.9	49.4	35.7	-	-	111.6
Transportation Trust Fund	396.0	331.8	392.9	457.8	438.8	358.3	2,375.5
Reimbursement from Counties for TTF Expenditure	-	-	-	-	-	-	-
State GO Bonds	-	-	-	-	-	-	-
Reimbursable Funds	-	-	-	-	-	-	-
SPECIAL FUNDS TOTAL	400.6	353.6	442.3	493.6	438.8	358.3	2,487.1



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 maintenance facility will reduce interference with Amtrak operations at Washington Union Station and Penn Station and provide urgently needed fleet storage away from the passenger platforms at the station.

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

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

- SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law
- | | |
|--|---|
| <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 heavy maintenance building at the Riverside location is complete. Substantial completion issued February 13, 2023. Construction for Riverside Boilers Dual Burner Conversion will begin in FY 24.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPENDED									
	COST	THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR				...2026...	...2027...	...2028...	...2029...		
Planning	147	108	33	39	0	0	0	0	0	39	0
Engineering	8,344	7,873	1,651	471	0	0	0	0	0	471	0
Right-of-way	2,033	2,033	2	0	0	0	0	0	0	0	0
Utility	652	652	652	0	0	0	0	0	0	0	0
Construction	89,919	55,214	17,414	4,665	8,018	16,022	6,000	0	0	34,705	0
Total	101,096	65,881	19,752	5,175	8,018	16,022	6,000	0	0	35,215	0
Federal-Aid	71,166	54,736	18,983	3,320	5,554	7,556	0	0	0	16,430	0
Special	28,430	11,029	652	1,375	1,807	8,220	6,000	0	0	17,402	0
Other	1,500	117	117	481	657	246	0	0	0	1,383	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Project cost increased by \$6.4M due to the addition of the MARC Riverside Pavement Repairs project and to support various other improvement projects. Additional project funding enabled by IIJA increases.

USAGE:
MARC annual ridership in FY 23 exceeded 1.4 million.

1217, 1545, 1738, 2021, 2307



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.

X	Quality & Efficiency
	Environmental Protection
	Fiscal Responsibility

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

	Grandfathered
	Exception Will Be Required
	Exception Granted

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

[illegible]

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Project funding allocation increased by \$37.3 million due to additional funding for the Northeast Corridor rail right-of-way and other miscellaneous program adjustments.

USAGE:
MARC annual ridership in FY 23 exceeded 1.4 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. Construction for the replacement of 4 switches at the Greenbelt interlocking is underway and is to be completed in FY 24.

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 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	800	0	0	300	500	0	0	0	0	800	0
Engineering	2,361	2,211	0	150	0	0	0	0	0	150	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	168,853	127,389	5,641	1,850	14,000	7,614	5,891	6,109	6,000	41,464	0
Total	172,032	129,618	5,641	2,300	14,500	7,614	5,891	6,109	6,000	42,414	0
Federal-Aid	133,330	100,307	7,349	1,200	11,600	5,931	4,691	4,800	4,800	33,023	0
Special	38,702	29,311	(1,708)	1,100	2,900	1,683	1,200	1,309	1,200	9,391	0
Other	0	0	0	0	0	0	0	0	0	0	0

0687, 1937, 2055, 2143, 2299, 2300, 2301, 2302, 2303, 2304, 2305

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Project funding allocation increased by \$6.8 million due to the addition of several projects including tower signal updates, installation of new switch panels, rail replacements and under track tunnel repairs. Additional project funding enabled by IIJA increases.

USAGE:
MARC annual ridership in FY 23 exceeded 1.4 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. 38 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 FY 25.

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	COST	THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR				...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,604	604	0	250	500	1,250	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	148,354	43,692	8,230	16,219	6,797	5,797	22,600	37,000	16,250	104,662	0
Total	150,958	44,296	8,230	16,469	7,297	7,047	22,600	37,000	16,250	106,662	0
Federal-Aid	119,614	34,952	6,649	12,708	5,637	5,637	18,080	29,600	13,000	84,662	0
Special	31,344	9,344	1,581	3,761	1,659	1,409	4,520	7,400	3,250	22,000	0
Other	0	0	0	0	0	0	0	0	0	0	0

1304, 1502, 1567, 1569

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:

Project funding allocation increased by \$16.8M to support overhaul activities and due to the addition of FY 29. Additional project funding enabled by IJA increases.

USAGE:

MARC annual ridership in FY 23 exceeded 1.49 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 | |

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

STATUS: Conditional acceptance of six overhauled GP-39 locomotives ongoing. MP36PH-3C specification development is underway.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	12,769	1,545	250	300	0	500	500	7,923	2,000	11,223	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	140,881	10,961	4,346	9,046	18,292	23,083	26,000	0	53,500	129,920	0
Total	153,650	12,507	4,596	9,346	18,292	23,583	26,500	7,923	55,500	141,143	0
Federal-Aid	121,409	8,833	3,677	7,477	14,630	18,866	21,200	6,339	44,064	112,576	0
Special	32,241	3,674	919	1,869	3,661	4,717	5,300	1,585	11,436	28,568	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:

Project funding allocation increased by \$55.5M to support locomotive overhaul activities. Additional project funding enabled by IIJA increases.

USAGE:

MARC annual ridership in FY 23 exceeded 1.49 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 continue through FY 24.

SIGNIFICANT CHANGE FROM FY 2023 - 28 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 CLOSE YEAR	PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	742	348	0	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	32,836	51	3,196	0	0	0	0	0	3,196	0
Total	36,774	33,184	51	3,590	0	0	0	0	0	3,590	0
Federal-Aid	29,453	26,987	850	2,465	0	0	0	0	0	2,465	0
Special	7,321	6,197	(799)	1,125	0	0	0	0	0	1,125	0
Other	0	0	0	0	0	0	0	0	0	0	0

USAGE:
MARC annual ridership in FY 23 exceeded 1.49 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 | |

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

- 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 to reconstruct and repair concrete and asphalt bus loop pavement and associated storm water facilities at MARC BWI Station are underway.

POTENTIAL FUNDING SOURCE:

- ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2026...	...2027...	...2028...	...2029...		
Planning	405	405	0	0	0	0	0	0	0	0	0
Engineering	1,819	1,819	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	8,384	7,884	1,057	500	0	0	0	0	0	500	0
Total	10,608	10,108	1,057	500	0	0	0	0	0	500	0
Federal-Aid	6,058	6,058	343	0	0	0	0	0	0	0	0
Special	4,550	4,050	714	500	0	0	0	0	0	500	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:
None.

USAGE:
MARC annual ridership in FY 23 exceeded 1.49 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 completed and will be advertised for construction in FY 24.

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 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	COST	THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR				...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	399	399	286	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	2,222	0	0	1,000	1,222	0	0	0	0	2,222	0
Total	2,621	399	286	1,000	1,222	0	0	0	0	2,222	0
Federal-Aid	1,773	272	212	800	701	0	0	0	0	1,501	0
Special	848	127	75	200	520	0	0	0	0	720	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:
None.

USAGE:
MARC annual ridership in FY 23 exceeded 1.49 million.



PROJECT: MARC Laurel Platform Replacement

DESCRIPTION: This project will replace the existing northbound platform sub-structure, decking, stairs, and ramp at the Laurel Station, which serves the Camden line.

PURPOSE & NEED SUMMARY STATEMENT: The project will improve the experience of people accessing the station by foot, bike, wheelchair, and various other means. The proposed improvements also support the MDOT MTA's commitment to safety and reliability and complements bikeway planning efforts in the Capital Region.

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

- | | |
|--|--|
| <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: This project includes repairs to the station platform to maintain a state of good repair.

STATUS: Construction efforts will conclude in FY 24.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	3,300	1,270	1,270	2,030	0	0	0	0	0	2,030	0
Total	3,300	1,270	1,270	2,030	0	0	0	0	0	2,030	0
Federal-Aid	2,480	982	982	1,498	0	0	0	0	0	1,498	0
Special	820	288	288	532	0	0	0	0	0	532	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:
None.

USAGE:
MARC annual ridership in FY 23 exceeded 1.49 million.



PROJECT: Freight Rail Program

DESCRIPTION: The MTA Freight Rail program supports inspection, design, maintenance, and rehabilitation projects for state-owned freight rail lines, structures, and grade crossings. Projects include regular inspection and rehabilitation of freight railroad bridges in compliance with Federal regulations, grade crossing inspection and repair, and track improvements.

PURPOSE & NEED SUMMARY STATEMENT: Projects are identified and funded to meet Federal Railroad Administration (FRA) requirements, and support continued safe and efficient freight rail operations that are essential to the economic viability of the areas they serve. Inactive lines also require maintenance to ensure preservation of rights of way and address safety concerns that may arise.

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 2023 - 28 CTP: Project funding allocation increased by \$19.5M due to addition of state of good repair funding for FY 25-29.

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 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	COST	THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR				...2026...	...2027...	...2028...	...2029...		
Planning	421	21	0	200	200	0	0	0	0	400	0
Engineering	20,225	16,932	1,180	2,834	460	0	0	0	0	3,293	0
Right-of-way	321	321	37	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	68,770	40,895	3,432	7,188	5,086	4,500	3,700	3,700	3,700	27,875	0
Total	89,737	58,169	4,648	10,222	5,746	4,500	3,700	3,700	3,700	31,568	0
Federal-Aid	4,034	0	0	3,267	767	0	0	0	0	4,034	0
Special	85,100	58,169	4,648	6,496	4,835	4,500	3,700	3,700	3,700	26,931	0
Other	603	0	0	459	144	0	0	0	0	603	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, 2363



PROJECT: Homeland Security

DESCRIPTION: Enhancements to the anti-terrorism and emergency preparedness processes, systems, law enforcement resources, and physical infrastructure. To reduce the risk and consequences of terrorism to MTA's customers, infrastructure and communities.

PURPOSE & NEED SUMMARY STATEMENT: This project enhances MTA's capabilities to protect critical infrastructure, provide law enforcement with resources to increase their physical presence, train employees and transit riders to be aware of security related issues, and develop and enhance processes, standards, voice and video communication systems and cooperative agreements with local partners.

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

- | | |
|--|---|
| <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 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 MTA's systems, law enforcement resources, and physical infrastructure.

STATUS: Activities for FY 22 Homeland Security grant are underway. Construction for FY 19 and FY 21 Homeland Security grants are underway. The FY 17 and FY 18 grants were 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		PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	COST	THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR				...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	2,292	741	200	1,147	404	0	0	0	0	1,551	
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	14,290	7,636	702	226	6,428	0	0	0	0	6,654	
Total	16,582	8,376	902	1,373	6,833	0	0	0	0	8,206	
Federal-Aid	16,186	7,980	759	1,373	6,833	0	0	0	0	8,206	
Special	396	396	143	0	0	0	0	0	0	0	
Other	0	0	0	0	0	0	0	0	0	0	

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:
None.

USAGE:



PROJECT: Metro and Light Rail Maintenance of Way

DESCRIPTION: Provide annual maintenance to major systemwide rail infrastructure to keep vital guideway elements in a state of good repair. Such elements include but are not limited to aerial structures and stations, girders, motor operated switches, ballast, concrete and timber ties, trackwork. Also support emergency response services as well as program management along the roadway as well as at railyards.

PURPOSE & NEED SUMMARY STATEMENT: To ensure that all rail-related systems are maintained in a state of good repair while providing safe and reliable service to riders.

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

- | | |
|--|--|
| <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 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 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	16,886	12,658	638	8	900	1,500	1,820	0	0	4,228	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	176,014	100,379	14,545	12,991	10,882	11,484	6,054	20,798	13,426	75,635	0
Total	192,900	113,037	15,182	12,999	11,782	12,984	7,874	20,798	13,426	79,863	0
Federal-Aid	16,285	14,029	1,358	0	0	800	1,456	0	0	2,256	0
Special	176,615	99,008	13,824	12,999	11,782	12,184	6,418	20,798	13,426	77,607	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:
Project allocation funding increased by \$10.6M to support track maintenance and emergency response.

USAGE:

0239, 1464, 1465, 1599, 1748, 1770, 1804, 1829, 1890



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: 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 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	4,842	3,154	0	1,180	408	100	0	0	0	1,688	
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	219,299	182,627	19,287	14,672	15,100	5,400	500	500	500	36,672	
Total	224,140	185,780	19,287	15,852	15,508	5,500	500	500	500	38,360	
Federal-Aid	139,231	120,045	10,372	9,562	8,400	1,224	0	0	0	19,185	
Special	84,910	65,735	8,915	6,291	7,108	4,276	500	500	500	19,175	
Other	0	0	0	0	0	0	0	0	0	0	

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:
Funding allocation increased by \$2.2M due to increased project costs associated with the Mid-Life Overhaul project and miscellaneous program adjustments. Additional project funding enabled by IIJA increases.

USAGE:
Light Rail annual ridership in FY 23 exceeded 1.2 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 | |

EXPLANATION: Rehabilitation/replacement of Light Rail systems are needed to assure customer safety, to provide reliable customer service and to keep the system in a state of good repair.

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

STATUS: Design for Load Break Disconnect Feeder and Traction Power Substation Rehabilitation was completed in FY 23. Design for Catenary Surge Protection and Switch Heater replacement to be completed in FY 24. Train Control Signals UPS upgrade construction to begin in FY 24.

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 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	9,401	6,264	3,206	1,137	2,000	0	0	0	0	3,137	0
Right-of-way	482	82	77	400	0	0	0	0	0	400	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	138,617	5,180	3,980	10,753	17,635	20,000	24,250	18,000	16,800	107,438	26,000
Total	148,500	11,525	7,262	12,290	19,635	20,000	24,250	18,000	16,800	110,975	26,000
Federal-Aid	58,519	2,642	1,828	1,838	6,025	12,000	16,400	8,000	11,614	55,877	0
Special	89,981	8,883	5,434	10,451	13,610	8,000	7,850	10,000	5,186	55,097	26,000
Other	0	0	0	0	0	0	0	0	0	0	0

1466, 1521, 1522, 1531, 1553, 1554, 1555, 1618, 1749, 2091

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:
None.

USAGE:
Light Rail annual ridership in FY 23 exceeded 1.2 million.



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 | |

EXPLANATION: Rehabilitation/replacement of Light Rail trackwork is needed to assure customer safety, to provide reliable customer service and to keep the system in a state of good repair.

- SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law
- | | |
|--|---|
| <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 interlocking, grade crossing, and restraining rail curve replacements at various locations are ongoing.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2026...	...2027...	...2028...	...2029...		
Planning	346	30	30	200	116	0	0	0	0	316	0
Engineering	20,506	6,402	5,764	10,281	120	1,645	2,058	0	0	14,104	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	45,283	1,716	1,716	0	0	11,852	31,715	0	0	43,567	0
Total	66,135	8,148	7,510	10,481	236	13,497	33,773	0	0	57,987	0
Federal-Aid	13,423	0	0	0	0	0	13,423	0	0	13,423	0
Special	52,712	8,148	7,510	10,481	235	13,497	20,350	0	0	44,564	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:
None.

USAGE:
Light Rail annual ridership in FY 23 exceeded 1.2 million.

1616, 1940, 1941, 1942, 1943, 1944, 1945, 1946, 1947, 1948, 1949, 1950, 1956, 1957, 1958, 2194, 2226, 2233, 2245



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:** ☐ 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: 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:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2026...	...2027...	...2028...	...2029...		
Planning	800	800	0	0	0	0	0	0	0	0	0
Engineering	2,773	1,773	177	500	500	0	0	0	0	1,000	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	31,845	126	119	0	0	15,859	15,860	0	0	31,719	0
Total	35,418	2,699	296	500	500	15,859	15,860	0	0	32,719	0
Federal-Aid	26,296	120	(35)	400	400	12,688	12,688	0	0	26,176	0
Special	9,122	2,579	331	100	100	3,171	3,172	0	0	6,543	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:
None.

USAGE:
Light Rail annual ridership in FY 23 exceeded 1.2 million.



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.

<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: Charles and State Center were issued substantial completion in FY 21. Design efforts for all other interlockings ongoing.

[illegible]

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:
None.

USAGE:
Metro annual ridership in FY 23 exceeded 1.7M.



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:** ☐ 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: 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 24. Design to replace snow melting equipment at metro platforms is underway. Design for customer service station booth replacements is underway. Stairs and ADA Parking are both complete.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:
None.

USAGE:
Metro annual ridership in FY 23 exceeded 1.7M.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	6,991	283	283	2,123	2,620	1,515	450	0	0	6,708	
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	46,984	1,449	1,136	1,538	13,019	7,349	11,929	11,700	0	45,535	
Total	53,975	1,732	1,420	3,661	15,639	8,864	12,379	11,700	0	52,243	
Federal-Aid	13,140	68	68	1,372	7,609	4,091	0	0	0	13,072	
Special	40,835	1,664	1,352	2,289	8,030	4,773	12,379	11,700	0	39,171	
Other	0	0	0	0	0	0	0	0	0	0	

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 24. The first truck will be delivered in FY 24. Communications based trail control installation is 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 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	COST	THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR				...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	5,654	5,654	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	538,651	270,997	23,105	36,883	69,932	69,609	42,804	48,426	0	267,654	
Total	544,305	276,651	23,105	36,883	69,932	69,609	42,804	48,426	0	267,654	
Federal-Aid	397,710	207,502	17,387	27,452	54,536	53,746	32,302	22,172	0	190,208	
Special	146,595	69,149	5,719	9,431	15,396	15,863	10,502	26,254	0	77,446	
Other	0	0	0	0	0	0	0	0	0	0	

0091, 1281, 1415, 1477, 1642, 1864

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:
None.

USAGE:
Metro annual ridership in FY 23 exceeded 1.7M.



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 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:** ☐ 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 of the wheel truing machine is ongoing. Construction of hoists and lifts is also underway. Design for fall protection completed in FY 22. Design for wheel truing machine pit modifications and vehicle wash upgrade was completed and it was advertised in FY 23.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	3,134	2,957	1,109	176	0	0	0	0	0	176	
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	26,185	6,438	4,240	4,290	3,621	5,000	6,835	0	0	19,747	
Total	29,319	9,396	5,348	4,466	3,621	5,000	6,835	0	0	19,923	
Federal-Aid	18,663	5,236	2,300	2,181	1,777	4,000	5,468	0	0	13,427	
Special	10,656	4,160	3,048	2,285	1,844	1,000	1,367	0	0	6,496	
Other	0	0	0	0	0	0	0	0	0	0	

1530, 1795

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:
None.

USAGE:
Metro annual ridership in FY 23 exceeded 1.7M.



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 | |

- 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 assure customer safety, to provide reliable customer service and to keep the system in a state of good repair.

STATUS: Design for the AC Secondary Breaker Refurbishment was completed in FY 23. Design for Power Distribution System Rehabilitation, Switch Heater System Replacement, Stray Current Monitoring System Replacement, and Electric Systems Upgrade projects 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		PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2026...	...2027...	...2028...	...2029...		
Planning	500	0	0	0	0	500	0	0	0	500	0
Engineering	11,719	1,205	1,055	832	7,681	1,500	500	0	0	10,513	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	22,765	1,134	815	3,673	3,510	5,447	4,500	4,500	0	21,630	0
Total	34,984	2,340	1,870	4,505	11,192	7,447	5,000	4,500	0	32,644	0
Federal-Aid	1,847	0	0	540	60	1,200	47	0	0	1,847	0
Special	33,136	2,340	1,870	3,965	11,132	6,247	4,953	4,500	0	30,796	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 2023 - 28 CTP:
None.

USAGE:
Metro annual ridership in FY 23 exceeded 1.7M.



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 are ongoing. Design is underway for Dewatering Stations Control & Equipment Replacement. Construction is ongoing for the Tunnel and Station Door Repair/Replacement project.

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 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	COST	THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR				...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	7,472	3,250	450	882	3,340	0	0	0	0	4,222	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	42,657	19,332	1,901	5,154	2,670	7,000	3,944	4,556	0	23,325	0
Total	50,129	22,583	2,351	6,036	6,010	7,000	3,944	4,556	0	27,546	0
Federal-Aid	11,847	8,965	14	357	126	2,400	0	0	0	2,882	0
Special	38,282	13,618	2,337	5,679	5,884	4,600	3,944	4,556	0	24,664	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:
Project funding allocation increased by \$8.0M due to increased project costs for the Tunnel Cleaning and Preservation Program project.

USAGE:
Metro annual ridership in FY 23 exceeded 1.7 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 included a new maintenance facility on an expanded site. Phase II included an enclosed storage/operations facility.

PURPOSE & NEED SUMMARY STATEMENT: The legacy Kirk facility was obsolete, severely constrained, and could not adequately support MTA's current fleet. 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 were realized, and the community's environmental justice concerns were 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 | |

EXPLANATION: The project enables the MTA to service hybrid diesel-electric and articulated buses at the Kirk Bus Division and incorporates sustainable design practices in the new Kirk facilities.

- 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 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.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2026...	...2027...	...2028...	...2029...		
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	5,884	(157)	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	146,249	146,249	4,152	0	0	0	0	0	0	0	0
Total	168,052	168,052	3,995	0	0	0	0	0	0	0	0
Federal-Aid	107,738	107,738	5,659	0	0	0	0	0	0	0	0
Special	60,314	60,314	(1,665)	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

USAGE:

Core Bus annual ridership in FY 23 exceeded 20 million.

**PROJECT:** Zero Emission Eastern Bus Facility Redevelopment

DESCRIPTION: The current Eastern Bus Division facility is at the end of its useful life (it was constructed in the late 1940s/early 1950s) and obsolete. Design and construction to re-develop the existing Eastern Bus Division as a fully electric bus division. This project will develop a new electric Eastern Bus Division for approximately 190 buses on an expanded site. The project will include the relocation of the existing Ponca Street to better accommodate the facility's expansion. Roadway improvements of Ponca Street will be from the intersection of Eastern Avenue to the intersection of the southbound ramp of I-895 and the Oldham Street connector road.

PURPOSE & NEED SUMMARY STATEMENT: The existing Eastern facility is obsolete, severely constrained, cannot adequately support MTA's current fleet, and cannot support electric buses. Re-developing this facility will promote substantial operational efficiencies. This project is also a necessary step to comply with Maryland's Zero Emission Bus Act and Greenhouse Gas Reduction Act (GGRA) Plan, which includes a commitment for MTA to transition the bus fleet to 50 percent ZEB by 2030. Without this new bus division, MTA will not have the maintenance, charging and storage space for the number of BEBs that will be in the bus fleet in 2030.

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: Re-development of Eastern Bus Division is necessary to meeting Zero Emission goals and to provide a safe and more efficient workplace for MTA employees.

STATUS: Design development continues. MTA is working to get FTA determination on the Categorical Exclusion (CE) for the project and is working towards completion of project design.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2026...	...2027...	...2028...	...2029...		
Planning	1,208	987	117	221	0	0	0	0	0	221	0
Engineering	52,166	4,400	3,990	9,731	6,036	12,000	20,000	0	0	47,766	0
Right-of-way	446	187	110	259	0	0	0	0	0	259	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	239,676	0	0	0	0	119,001	50,937	69,738	0	239,676	0
Total	293,496	5,574	4,216	10,210	6,036	131,001	70,937	69,738	0	287,922	0
Federal-Aid	226,380	2,801	2,789	6,679	3,352	99,800	66,285	47,463	0	223,579	0
Special	67,116	2,774	1,428	3,531	2,684	31,201	4,653	22,274	0	64,343	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:

None. Additional funding opportunities are being sought.

USAGE:

Core Bus annual ridership in FY 23 exceeded 20 million.



PROJECT: Bus Facilities Preservation and Improvements

DESCRIPTION: Includes the rehabilitation, replacement, and upgrades of major facility components and equipment at MTA bus divisions including HVAC, boiler, bus paint booth, vehicular and pedestrian doors, and windows.

PURPOSE & NEED SUMMARY STATEMENT: Replacement of key components and equipment at bus divisions is required to maintain a safe and efficient workplace for MTA employees and prevent deterioration of bus facilities and equipment.

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

- | | |
|--|--|
| <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 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: Bush Division Building 5 HVAC equipment replacement is underway, and replacement of the boiler was substantially complete in FY 23. The replacements of vehicular and pedestrian doors and punch list items are ongoing. Design for replacing windows at Washington Boulevard Buildings 1-8 is ongoing. Gable window construction documents are complete. Paint booth construction is to begin in FY 24.

SIGNIFICANT CHANGE FROM FY 2023 - 28 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 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
							
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,054	285	81	168	0	0	600	0	0	768	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	31,704	4,977	2,839	9,057	9,180	7,489	1,000	0	0	26,726	0
Total	32,757	5,262	2,920	9,226	9,180	7,489	1,600	0	0	27,495	0
Federal-Aid	2,831	2,556	903	275	0	0	0	0	0	275	0
Special	29,926	2,706	2,017	8,951	9,180	7,489	1,600	0	0	27,220	0
Other	0	0	0	0	0	0	0	0	0	0	0

1518, 1527, 1528, 1529, 1746, 1750, 1831

USAGE:
Core Bus annual ridership in FY 23 exceeded 20 million.

**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 Baltimore system who do not have access to mobile technology. 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:

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

STATUS: All real-time information signage and blue light cameras have been installed and are operational. Construction of the Patapsco Comfort Station was completed in FY 23.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2026...	...2027...	...2028...	...2029...		
Planning	100	100	69	0	0	0	0	0	0	0	0
Engineering	435	435	134	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	3,030	1,747	599	1,283	0	0	0	0	0	1,283	0
Total	3,565	2,282	802	1,283	0	0	0	0	0	1,283	0
Federal-Aid	2,606	1,697	629	909	0	0	0	0	0	909	0
Special	959	585	174	374	0	0	0	0	0	374	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:

Project funding allocation decreased by \$1.9M due to miscellaneous program adjustments.

USAGE:

Core Bus annual ridership in FY 23 exceeded 20 million.



PROJECT: Bus Network Improvements

DESCRIPTION: Funding to implement improvements throughout the bus network including planning, design, and construction for priority corridors, dedicated bus lanes, bus stops and transit hubs, wayfinding and improving the customer experience, ADA improvements, and bike and shared mobility.

PURPOSE & NEED SUMMARY STATEMENT: The Central Maryland Regional Transit Plan set goals and objectives for MTA to accomplish in the next 25 years. This funding will work towards expanding dedicated bus lanes, improving bus stops and transit hubs, adding additional wayfinding and customer experience amenities, and improving bike and shared mobility connections.

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

- | | |
|---|--|
| <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 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 completed in FY 22, and additional potential sites were analyzed and approved by BCDOT in FY 21. Dedicated Bus Lane rehab projects were completed in FY 21 and FY 22. Planning efforts associated with bus-bulb curb extensions are underway at Garrison Boulevard and Belair Road corridors.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2026...	...2027...	...2028...	...2029...		
Planning	4,641	4,042	1,159	599	0	0	0	0	0	599	0
Engineering	2,467	1,057	2	1,409	0	0	0	0	0	1,409	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	16,629	12,874	662	347	800	2,608	0	0	0	3,756	0
Total	23,737	17,972	1,823	2,356	800	2,608	0	0	0	5,764	0
Federal-Aid	7,544	6,390	881	1,153	0	0	0	0	0	1,153	0
Special	16,193	11,582	943	1,202	800	2,608	0	0	0	4,611	0
Other	0	0	0	0	0	0	0	0	0	0	0

1469, 1470, 1537, 1756, 1767, 1768

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:
None.

USAGE:
Core Bus annual ridership in FY 23 exceeded 20 million.



PROJECT: Downtown Transfer 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 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	816	816	145	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	2,327	0	0	0	2,327	0	0	0	0	2,327	0
Total	3,143	816	145	0	2,327	0	0	0	0	2,327	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	3,143	816	145	0	2,327	0	0	0	0	2,327	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:
None.

USAGE:
Core Bus annual ridership in FY 23 exceeded 20 million.



PROJECT: Bus Communications Systems Upgrade

DESCRIPTION: Retrofit of 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 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 | |

- 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: This project provides an integrated system for MTA's existing bus fleet that will offer enhanced safety and security as well as improved communications and information systems for customers.

STATUS: Final acceptance was issued in FY 22. Project complete.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,496	4,496	121	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	34,109	34,109	650	0	0	0	0	0	0	0	0
Total	38,605	38,605	772	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	38,605	38,605	772	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

USAGE:
Core Bus annual ridership in FY 23 exceeded 20 million.



PROJECT: Bus Procurement

DESCRIPTION: Annual purchase of clean diesel buses to replace those that have been in service for 12 or more years. The MTA has 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: The FY 22 bus order of seventy (70) 40 ft. buses was delivered FY 23. The FY 23 bus order will begin delivery of buses in FY 24.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2026...	...2027...	...2028...	...2029...		
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	425,850	317,375	42,645	42,140	51,335	15,000	0	0	0	108,475	0
Total	426,191	317,715	42,645	42,140	51,335	15,000	0	0	0	108,475	0
Federal-Aid	349,909	257,705	36,265	35,819	43,635	12,750	0	0	0	92,204	0
Special	76,282	60,011	6,380	6,321	7,700	2,250	0	0	0	16,271	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:

Project allocation funding increased by \$25.1M to accommodate price increases and a revised delivery schedule.

USAGE:

Core Bus annual ridership in FY 23 exceeded 20 million.



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 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 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2026...	...2027...	...2028...	...2029...		
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	357,486	200	200	1,360	5,000	92,000	90,600	72,400	95,926	357,286	0
Total	357,486	200	200	1,360	5,000	92,000	90,600	72,400	95,926	357,286	0
Federal-Aid	274,898	0	0	0	3,000	68,282	73,269	55,199	75,148	274,898	0
Special	82,588	200	200	1,360	2,000	23,718	17,331	17,201	20,778	82,388	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:
 Project funding allocation increased by \$77.4M due to the addition of FY 29. Additional project funding enabled by IIJA increases.

USAGE:
 Core Bus annual ridership in FY 23 exceeded 20 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 Zero Emission Bus Act and Greenhouse Gas Emissions Reduction Act requires MTA to transition to zero emission buses. MTA has committed to meet this target in the Regional Transit Plan. Zero emission bus pilots will allow MTA to test buses in service and develop training, procedures and lessons learned to inform fleet transition.

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

- | | |
|--|--|
| <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 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 allow MTA to pilot emerging low and/or no emission technologies.

STATUS: One (1) 60-foot and four (4) 40-foot battery electric buses were delivered in FY 23. Two (2) 60-foot battery electric vehicles are expected to be delivered in FY 24. The design for pilot charging infrastructure is complete. Electric utility upgrades were completed in early FY 23. Pilot buses will begin service in FY 24 once training and commissioning are complete.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Project funding allocation decreased by \$4.7M due to reallocation of funding to Zero Emission Bus Infrastructure and Program Management project PIF (Line 33) and other miscellaneous program adjustments.

USAGE: Core Bus annual ridership in FY 23 exceeded 20 million.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2026...	...2027...	...2028...	...2029...		
Planning	768	492	492	276	0	0	0	0	0	276	0
Engineering	906	896	276	10	0	0	0	0	0	10	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	213	213	197	0	0	0	0	0	0	0	0
Construction	15,403	9,780	9,759	4,843	260	260	260	0	0	5,623	0
Total	17,289	11,380	10,723	5,129	260	260	260	0	0	5,909	0
Federal-Aid	2,950	2,636	2,160	314	0	0	0	0	0	314	0
Special	10,714	5,119	4,938	4,815	260	260	260	0	0	5,595	0
Other	3,626	3,626	3,626	0	0	0	0	0	0	0	0

1706, 1996, 2102



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, 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		

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: Projects will accomplish goals and objectives created by Maryland Greenhouse Reduction Act and Regional Transit Plan to transition MTA's fleet to zero emission buses.

STATUS: Ground mounted and mobile chargers are delivered and BGE upgrades to Kirk Division are complete for charging pilot buses (Line 32). Overhead pantograph pilot chargers will be installed in FY24. A contractor for the Bus Depot Electrification Program for charging equipment and systems for approximately 200 battery electric buses will be selected in FY24.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:

Project funding allocation increased by \$22.8M due to cost estimate increases for charging infrastructure, of the Fuel Cell Electric Buses and Hydrogen Infrastructure project, along with miscellaneous program adjustments. Additional project funding enabled by IIJA increases.

USAGE:

Core Bus annual ridership in FY 23 exceeded 20 million.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2026...	...2027...	...2028...	...2029...		
Planning	7,229	4,058	3,027	2,071	1,100	0	0	0	0	3,171	0
Engineering	10,225	2,092	1,733	2,819	500	4,814	0	0	0	8,133	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	3,800	0	0	1,050	1,900	850	0	0	0	3,800	0
Construction	114,367	0	0	4,962	13,054	58,341	25,000	13,011	0	114,367	0
Total	135,621	6,150	4,760	10,902	16,554	64,004	25,000	13,011	0	129,471	0
Federal-Aid	87,803	1,470	996	7,018	11,963	47,352	20,000	0	0	86,333	0
Special	47,818	4,680	3,764	3,884	4,591	16,652	5,000	13,011	0	43,138	0
Other	0	0	0	0	0	0	0	0	0	0	0

1757, 2020, 2166

**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:** ☐ 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 construction including curb extension striping was completed in FY 22. Project closeout activities underway.

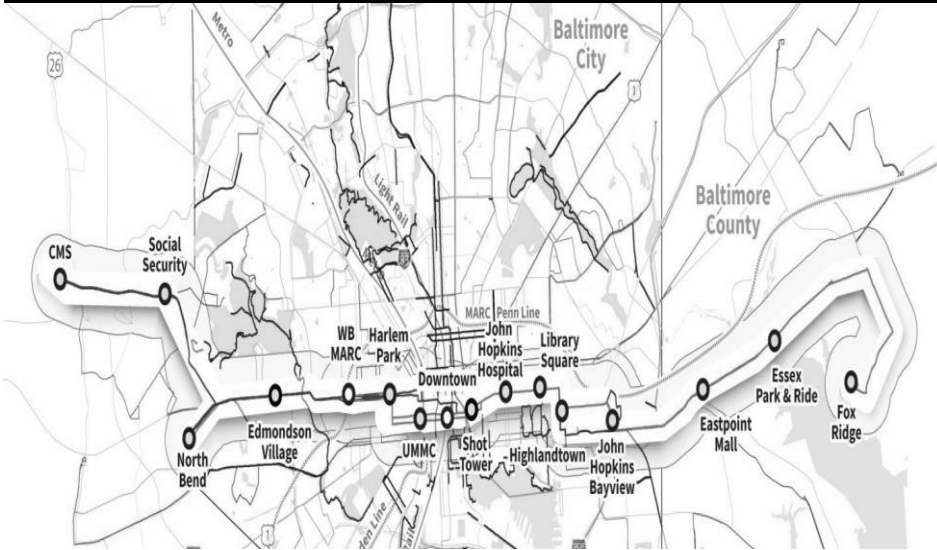
POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPENDED									
	COST	THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR				...2026...	...2027...	...2028...	...2029...		
Planning	811	811	49	0	0	0	0	0	0	0	0
Engineering	2,696	2,696	46	0	0	0	0	0	0	0	0
Right-of-way	25	25	4	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	24,176	24,176	1,924	0	0	0	0	0	0	0	0
Total	27,708	27,708	2,023	0	0	0	0	0	0	0	0
Federal-Aid	10,000	10,000	2,381	0	0	0	0	0	0	0	0
Special	15,108	15,108	(1,669)	0	0	0	0	0	0	0	0
Other	2,600	2,600	1,311	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

USAGE:
Core Bus annual ridership in FY 23 exceeded 20 million.

**PROJECT:** RAISE Baltimore Transit Priority

DESCRIPTION: The East-West Priority Corridor project is a partnership between MTA and Baltimore City Department of Transportation to facilitate faster, more reliable transit trips and strengthen east-west connections that runs along the City Orange and Blue routes from the Fox Ridge community in eastern Baltimore County through downtown Baltimore to the Centers for Medicare and Medicaid Services (CMS) in western Baltimore County. This project will include dedicated bus lanes, transit signal priority, bus stop enhancement and transit hubs, and upgrades to pedestrian and bicycle safety. 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 MTA bus routes. The east-west corridor was identified through the Transit Priority Initiative as an area experiencing travel delays for the City Blue and Orange routes.

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

- | | |
|---|--|
| <input checked="" type="checkbox"/> 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: 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.

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 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2026...	...2027...	...2028...	...2029...		
Planning	1,419	987	630	432	0	0	0	0	0	432	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	600	1,000	15,000	12,000	21,400	0	50,000	0
Total	51,419	987	630	1,032	1,000	15,000	12,000	21,400	0	50,432	0
Federal-Aid	23,000	775	489	489	440	6,600	5,280	9,416	0	22,225	0
Special	18,419	212	141	423	360	5,400	4,320	7,704	0	18,207	0
Other	10,000	0	0	120	200	3,000	2,400	4,280	0	10,000	0

2017, 2053

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:
None.

USAGE:
Core Bus annual ridership in FY 23 exceeded 20 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 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: Light rail wayfinding completed design in FY 23. Installations of 24 bus shelters, ADA improvements at another 25 bus stops, and pilot project dedicated bus lanes on Charles St, Light St, Harford Rd and York Rd was completed in FY 23. In FY 24 will have 43 more bus shelters installed, new bike racks at 28 transit stations, and ongoing construction of ADA improvements at 272 bus stop boarding areas.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:
None.

USAGE:
Core Bus annual ridership in FY 23 exceeded 20 million.

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

PHASE	TOTAL		PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2026...	...2027...	...2028...	...2029...		
Planning	1,652	1,587	1,070	65	0	0	0	0	0	65	0
Engineering	5,150	4,551	2,169	525	73	0	0	0	0	599	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	43,214	8,312	5,625	9,731	11,171	5,000	4,500	4,500	0	34,902	0
Total	50,016	14,450	8,864	10,321	11,244	5,000	4,500	4,500	0	35,565	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	50,016	14,450	8,864	10,321	11,244	5,000	4,500	4,500	0	35,565	0
Other	0	0	0	0	0	0	0	0	0	0	0

1536, 1997, 2024, 2025, 2047, 2049, 2101, 2111, 2121, 2182, 2242



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 were delivered in FY 23 and the 75 SUVs are expected to be delivered in FY 24 due to supply chain issues. The FY 23 procurement includes 100 small cutaway buses.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	166	41	(3)	25	100	0	0	0	0	125	0
Right-of-way	52	39	14	0	13	0	0	0	0	13	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	71,839	8,530	2,573	12,055	17,382	7,451	7,606	7,956	10,860	63,310	0
Total	72,057	8,610	2,583	12,080	17,495	7,451	7,606	7,956	10,860	63,448	0
Federal-Aid	33,782	6,844	3,648	3,719	4,850	5,961	6,043	6,365	0	26,938	0
Special	38,275	1,765	(1,065)	8,361	12,645	1,490	1,563	1,591	10,860	36,510	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:

Project cost increased by \$10.3M due to the addition of FY 29 and the addition of FY 24 vehicle procurement. Additional project funding enabled by IIJA increases.

USAGE:

Demand Response Mobility annual ridership in FY 23 exceeded 790,000.



PROJECT: Fare Collection System and Equipment Replacement

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

PURPOSE & NEED SUMMARY STATEMENT: As the existing fare collection system ages it is imperative that MTA upgrade software and overhaul and/or replace critical hardware system components to ensure reliable system operation. This project will improve customer service and operations with efficiencies and options provided by a new fare system. The current system is very close to its end of useful life and an increasing number of components and replacement parts are no longer available.

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

- | | |
|--|--|
| <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 MTA's current fare collection system currently underway.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,696	2,578	331	118	0	0	0	0	0	118	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	95,496	31,468	6,383	8,650	19,423	28,483	5,473	1,000	1,000	64,028	0
Total	98,192	34,046	6,714	8,768	19,423	28,483	5,473	1,000	1,000	64,146	0
Federal-Aid	6,186	6,186	243	0	0	0	0	0	0	0	0
Special	37,442	27,860	6,471	3,212	1,600	1,600	1,170	1,000	1,000	9,582	0
Other	54,564	0	0	5,556	17,823	26,883	4,303	0	0	54,564	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:
None.

USAGE:



PROJECT: Major IT Infrastructure Improvements

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

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

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

- | | |
|--|--|
| <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:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2026...	...2027...	...2028...	...2029...		
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	39,645	15,374	10,714	6,921	10,811	4,840	1,700	0	0	24,272	0
Total	39,645	15,374	10,714	6,921	10,811	4,840	1,700	0	0	24,272	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	39,645	15,374	10,714	6,921	10,811	4,840	1,700	0	0	24,272	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:

Project funding allocation increased by \$7.3M due to the addition of the PRI to SIP Conversion & HIPATH 400 Upgrade project along with additional funding needed for the ITP Infrastructure Refresh project.

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: Mondawmin Metro Station elevator rehab is under construction and will complete in FY 24. Elevator and Escalator replacement programs being procured in FY 24 with construction beginning FY 25.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,136	3,102	1,180	1,034	0	0	0	0	0	1,034	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	230,028	8,815	3,942	6,497	16,750	24,400	32,225	41,442	35,000	156,313	64,900
Total	234,164	11,917	5,123	7,531	16,750	24,400	32,225	41,442	35,000	157,347	64,900
Federal-Aid	116,097	4,124	2,615	1,938	9,400	16,800	25,780	30,753	27,301	111,973	0
Special	118,067	7,792	2,508	5,593	7,350	7,600	6,445	10,688	7,699	45,374	64,900
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:
Project funding allocation decreased by \$44.3M due to reallocation of funding to support Light Rail projects.

USAGE: Metro annual ridership in FY 23 exceeded 1.7M.



PROJECT: Agencywide Radio and Telecommunications Upgrade

DESCRIPTION: This project will migrate all MTA radio users from 490 MHz to the Maryland (MD) First responders Interoperable Radio System Team (FiRST) Statewide 700 MHz Radio Communications System. This includes upgrading the current MD FiRST Baltimore cell with additional channel capacity to safely accommodate the additional MTA users, installation of new dispatching consoles, and installation of new subscriber radios.

PURPOSE & NEED SUMMARY STATEMENT: This project will migrate all radio users to the MD FiRST Statewide 700 MHz Radio System. MTA will be joining the Maryland Statewide network. The current system is obsolete and will soon become inoperable due to Federal Law, which requires an alternative spectrum.

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

- | | |
|--|---|
| <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 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2026...	...2027...	...2028...	...2029...		
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	19,485	13,436	1,365	1,849	3,200	1,000	0	0	0	6,049	0
Total	19,920	13,871	1,365	1,849	3,200	1,000	0	0	0	6,049	0
Federal-Aid	8,784	5,671	1,092	1,479	1,634	0	0	0	0	3,113	0
Special	11,136	8,200	273	370	1,566	1,000	0	0	0	2,936	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:
Project funding allocation increased by \$1.5M due to increased costs associated with radio purchases.

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: The Board of Public Works approved an amendment to the P3 Agreement that included the new design-build contractor in April 2022. The Board approved an additional amendment to the completion date in the P3 Agreement in July 2023. MDOT MTA is wrapping up certain limited construction activities and construction by the new design-build contractor is at full scale.

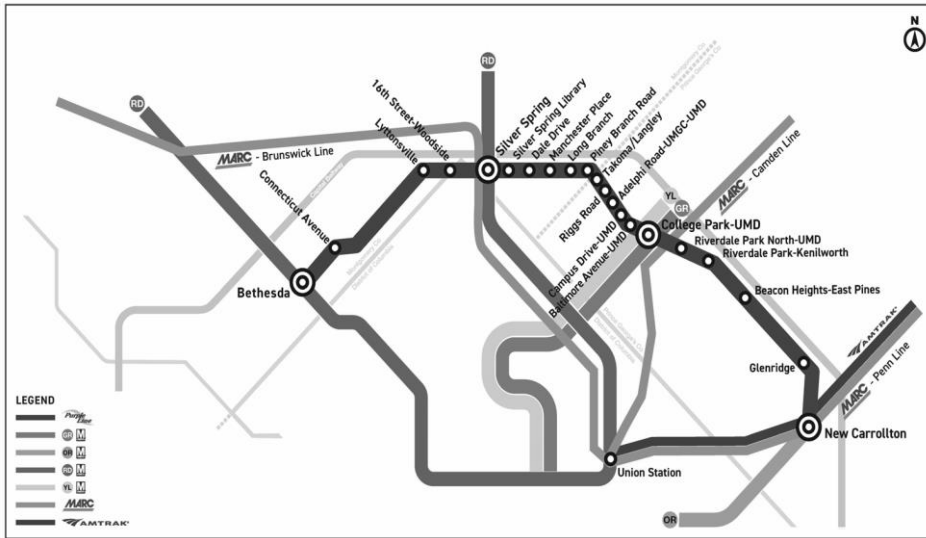
SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Project budget increased by \$263.3M, with the addition of funding in FY 2029 and miscellaneous program adjustments.

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

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2026...	...2027...	...2028...	...2029...		
Planning	47,371	47,371	0	0	0	0	0	0	0	0	0
Engineering	512,535	401,267	41,900	39,468	30,600	30,400	10,800	0	0	111,268	0
Right-of-way	303,035	273,112	18,271	19,640	10,283	0	0	0	0	29,923	0
Utility	674	674	400	0	0	0	0	0	0	0	0
Construction	2,243,203	1,643,469	92,030	40,411	19,162	15,851	175,889	162,685	185,736	599,734	0
Total	3,106,817	2,365,893	152,601	99,519	60,045	46,251	186,689	162,685	185,736	740,925	0
Federal-Aid	1,052,091	990,356	48,964	31,735	30,000	0	0	0	0	61,735	0
Special	1,903,326	1,224,136	88,637	67,784	30,045	46,251	186,689	162,685	185,736	679,190	0
Other	151,400	151,400	15,000	0	0	0	0	0	0	0	0

**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 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2026...	...2027...	...2028...	...2029...		
Planning	2,730	2,730	2,602	0	0	0	0	0	0	0	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	104,806	64,269	4,219	1,847	2,196	355	0	0	8,617	0
Total	116,346	107,729	66,871	4,219	1,847	2,196	355	0	0	8,617	0
Federal-Aid	3,000	3,000	2,872	0	0	0	0	0	0	0	0
Special	(20,707)	(20,707)	(0)	0	0	0	0	0	0	0	0
Other	134,053	125,436	63,999	4,219	1,847	2,196	355	0	0	8,617	0

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

SIGNIFICANT CHANGE FROM FY 2023 - 28 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 MTA provides rideshare funds to Baltimore City, Anne Arundel, Baltimore, Calvert, Carroll, Frederick, Harford, Howard, Montgomery and Prince George's Counties, and the Tri-County Council for Southern Maryland to promote the use of carpools and vanpools. MTA facilitates federal funds for locally-sponsored projects.

PURPOSE & NEED SUMMARY STATEMENT: Intense use of equipment and increased service demand requires regular vehicle replacement and expansion as well as adequate support facilities providing reliable maintenance service. The ridesharing program provides citizens with information on expanded commute options and provides companies with technical expertise needed to meet federal clean air requirements.

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 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2026...	...2027...	...2028...	...2029...		
Planning	563	448	70	24	24	24	44	0	0	115	0
Engineering	42,588	32,950	1,144	0	1,495	1,908	2,388	2,352	1,495	9,638	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	420,522	220,511	14,615	10,359	27,580	38,528	60,477	36,265	26,801	200,010	0
Total	463,672	253,909	15,829	10,383	29,099	40,460	62,909	38,616	28,296	209,763	0
Federal-Aid	399,385	219,192	15,982	9,293	26,222	34,365	51,349	34,057	24,907	180,193	0
Special	59,784	30,214	(153)	1,090	2,877	6,095	11,560	4,560	3,388	29,570	0
Other	4,503	4,503	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:
 Project cost increased by \$62.4M due to the completion of several grant agreements between MTA and the awarded counties as well as the addition of FY 29.

USAGE:



PROJECT: Assistance to Private Non-Profit Agencies for the Transportation of the Elderly and Persons with Disabilities

DESCRIPTION: Federal funding is available to assist non-profit agencies with transportation for the elderly and persons with disabilities. MTA works with non-profits to apply for federal aid and meet compliance requirements.

PURPOSE & NEED SUMMARY STATEMENT: Program supports the State's goal of providing transportation services to the elderly and persons with disabilities.

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:						<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2026...	...2027...	...2028...	...2029...		
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	81,544	58,993	10,141	1,299	3,264	7,101	7,006	3,882	0	22,552	0
Total	81,544	58,993	10,141	1,299	3,264	7,101	7,006	3,882	0	22,552	0
Federal-Aid	74,684	52,132	9,827	1,299	3,264	7,101	7,006	3,882	0	22,552	0
Special	6,004	6,004	314	0	0	0	0	0	0	0	0
Other	857	857	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:
None.

USAGE:



PROJECT: Montgomery County Local Bus Program

DESCRIPTION: Funding for annual bus replacements and preventive maintenance.

PURPOSE & NEED SUMMARY STATEMENT: These investments will make the Ride On bus system more reliable and efficient while improving passenger access to the Metrorail system.

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

STATUS: Funds are awarded on an annual basis for local bus replacements.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,488	1,099	298	0	0	389	0	0	0	389	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	77,157	59,064	(2,000)	0	6,800	4,179	2,000	3,114	2,000	18,093	0
Total	78,645	60,164	(1,702)	0	6,800	4,567	2,000	3,114	2,000	18,481	0
Federal-Aid	35,366	19,863	(1,302)	0	6,400	3,589	1,600	2,314	1,600	15,503	0
Special	43,279	40,300	(400)	(0)	400	978	400	800	400	2,978	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:
 Project cost increased by \$2.3M due to the addition of FY 29 and miscellaneous program adjustments.

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 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,076	409	88	181	269	217	0	0	0	667	
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	48,524	14,574	2,618	5,350	7,750	6,800	6,800	6,750	500	33,950	
Total	49,600	14,983	2,706	5,531	8,019	7,017	6,800	6,750	500	34,617	
Federal-Aid	41,441	7,424	1,338	5,531	7,919	6,867	6,650	6,650	400	34,017	
Special	8,158	7,558	1,368	0	100	150	150	100	100	600	
Other	0	0	0	0	0	0	0	0	0	0	

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:

Project cost increased by \$26.4M due the completion of grant agreements between MTA and Prince George's County as well as the addition of FY 29. There was an execution/award of two discretionary grants as well, one being \$25M. Additional project funding enabled by IIJA increases.

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 | |

- 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 |

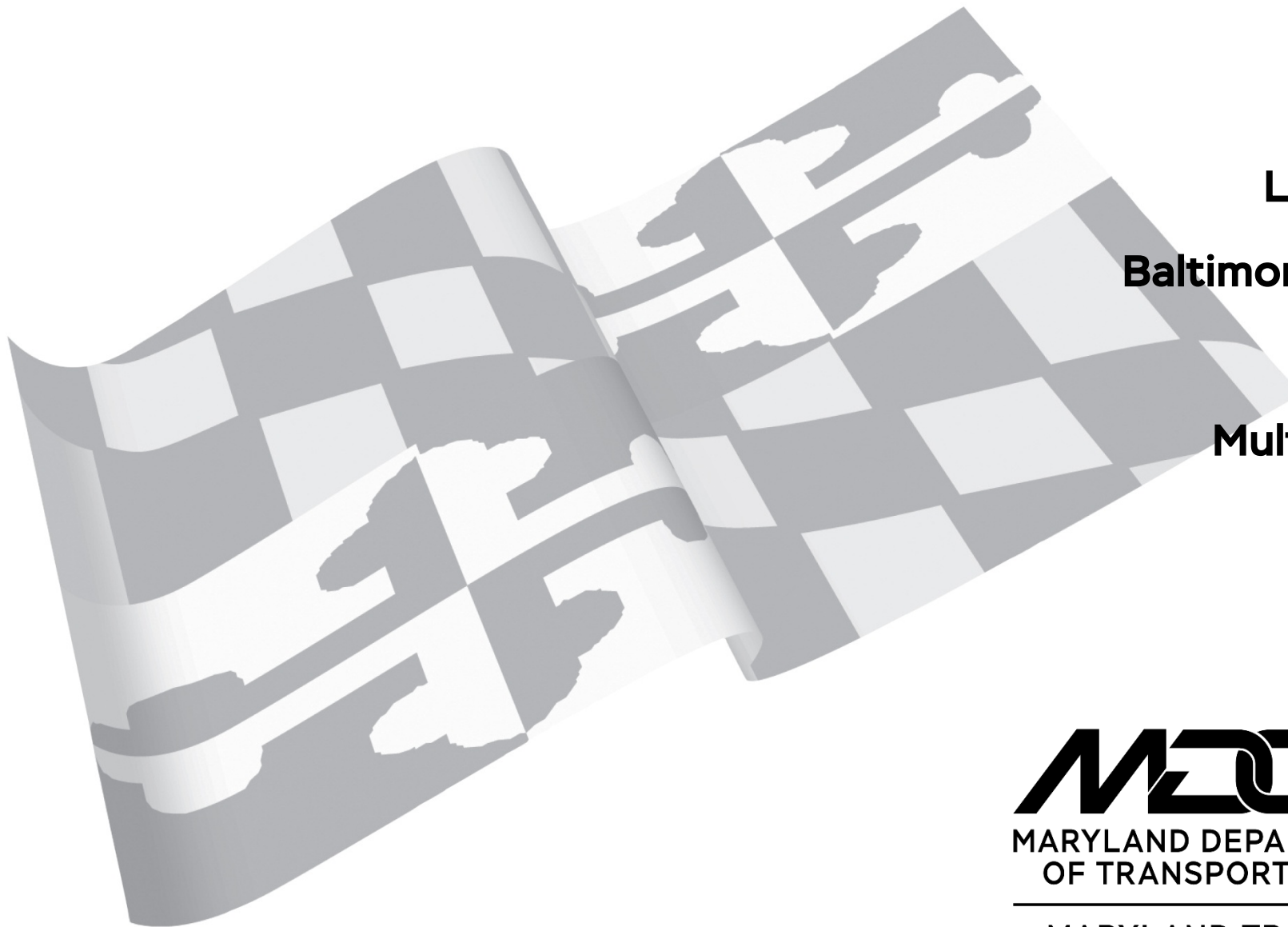
EXPLANATION: Eligible projects for the grant program will improve regional and statewide mobility, and the safety, efficiency, and reliability of transit at the local level. Projects will reduce delays and travel time between major activity, population, and job centers in the state.

STATUS: Projects associated with FY 19 and FY 20 grant funding were completed in FY 23. Projects associated with FY 23 grant funding currently underway.

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

PHASE	TOTAL		PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2026...	...2027...	...2028...	...2029...		
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	1,789	1,075	1,194	1,000	1,000	0	0	0	3,194	0
Total	4,983	1,789	1,075	1,194	1,000	1,000	0	0	0	3,194	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	4,983	1,789	1,075	1,194	1,000	1,000	0	0	0	3,194	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.**USAGE:**



MARC

Light Rail

Baltimore Metro

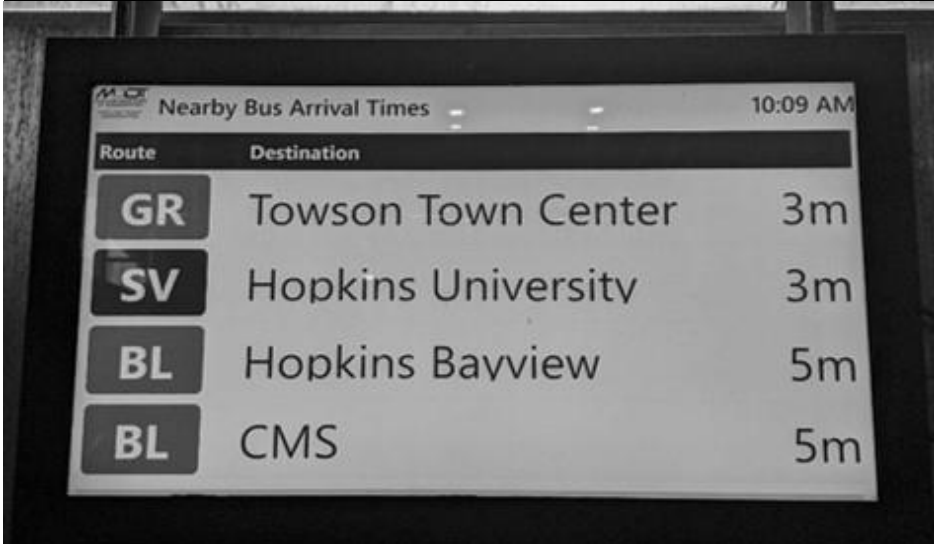
Bus

Multi-Modal



**MARYLAND TRANSIT
ADMINISTRATION**

MDOT MTA DEVELOPMENT & EVALUATION PROGRAM



PROJECT: Agency Customer Experience Technology Initiatives

DESCRIPTION: Supports the development of 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 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 2023 - 28 CTP:
 Project funding allocation increased by \$1.5M for current and future innovative initiatives.

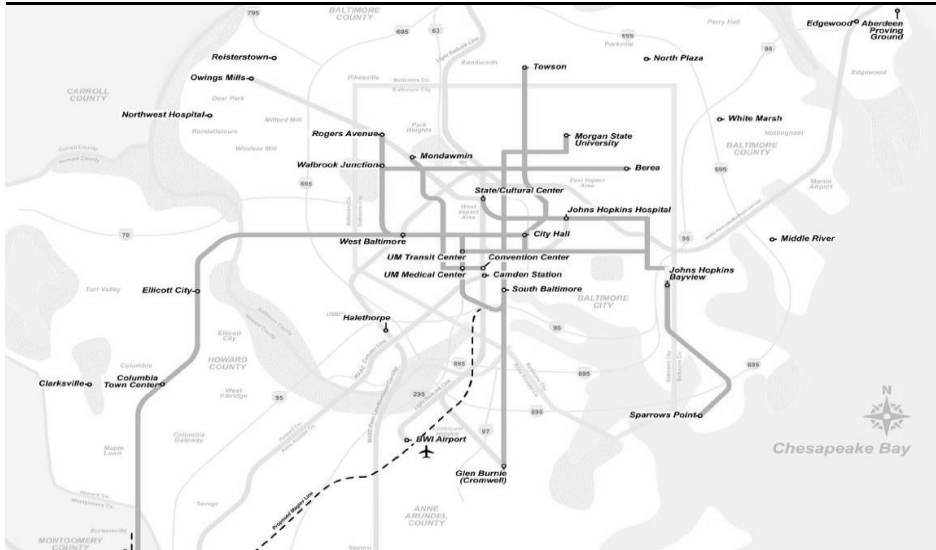
USAGE:

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2026...	...2027...	...2028...	...2029...		
Planning	8,404	2,056	657	748	500	600	1,500	1,500	1,500	6,348	0
Engineering	224	224	137	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	218	44	35	174	0	0	0	0	0	174	0
Total	8,846	2,324	829	922	500	600	1,500	1,500	1,500	6,522	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	8,846	2,324	829	922	500	600	1,500	1,500	1,500	6,522	0
Other	0	0	0	0	0	0	0	0	0	0	0

1566, 1677



PROJECT: Regional Transit Plan Corridor Studies

DESCRIPTION: Planning studies and design for early opportunity corridors identified in the Central Maryland Regional Transit Plan (RTP). The RTP identified regional corridors for additional transit assets. Corridor-specific planning studies will evaluate potential routes and alignments, transit demand, and potential stop and station locations in further detail.

PURPOSE & NEED SUMMARY STATEMENT: Regional transit corridors are important step in achieving the RTP's objectives and increasing access to quality transit.

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

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

- 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: East West Corridor Feasibility Study was completed in 2022. North South Corridor Feasibility study final report is under review and will be released once reviews are completed. East Baltimore County Access Study will launch in FY24.

POTENTIAL FUNDING SOURCE:

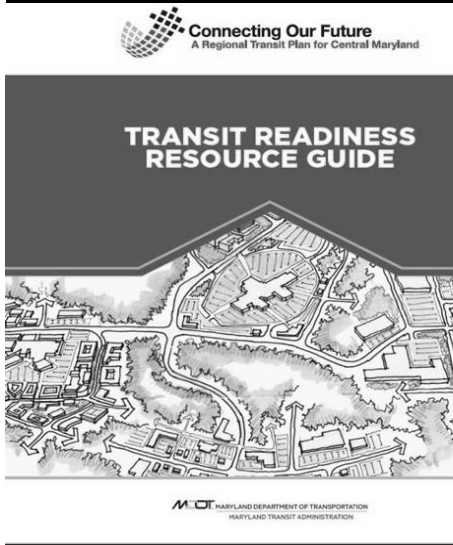
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL					PLANNING					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET							
	COST	THRU	YEAR	YEAR	YEAR	FOR PLANNING PURPOSES ONLY						
	(\$000)	CLOSE YEAR	2023	2024	2025	...2026...	...2027...	...2028...	...2029...			
Planning	12,397	2,323	1,196	1,954	2,060	2,060	4,000	0	0	10,074	0	
Engineering	1,650	0	0	1,650	0	0	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	0	0	0	0	0	0	0	0	0	0	0	
Total	14,047	2,323	1,196	3,604	2,060	2,060	4,000	0	0	11,724	0	
Federal-Aid	1,020	1,020	121	0	0	0	0	0	0	0	0	
Special	13,027	1,303	1,075	3,604	2,060	2,060	4,000	0	0	11,724	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:

The Red Line project was removed from this PIF and included in a new separate PIF (see line 62). Project costs decreased by \$8.8M due to this change and program management needs.

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 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:** ☒ 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 Transit Readiness Guide draft was completed in FY 21. Small Area Plans for Anne Arundel County, Howard County, and Hartford County were completed in FY 23. Small Area Plans for 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		PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING FOR PLANNING PURPOSES ONLY					BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2026...	...2027...	...2028...	...2029...	SIX YEAR TOTAL	
Planning	830	830	394	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	674	0	0	674	0	0	0	0	0	674	0
Total	1,504	830	394	674	0	0	0	0	0	674	0
Federal-Aid	480	480	161	0	0	0	0	0	0	0	0
Special	1,024	350	232	674	0	0	0	0	0	674	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:
None.

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.

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: These connections will improve connections from nearby neighborhoods to the Light Rail, expanding transportation options and creating safer connections...

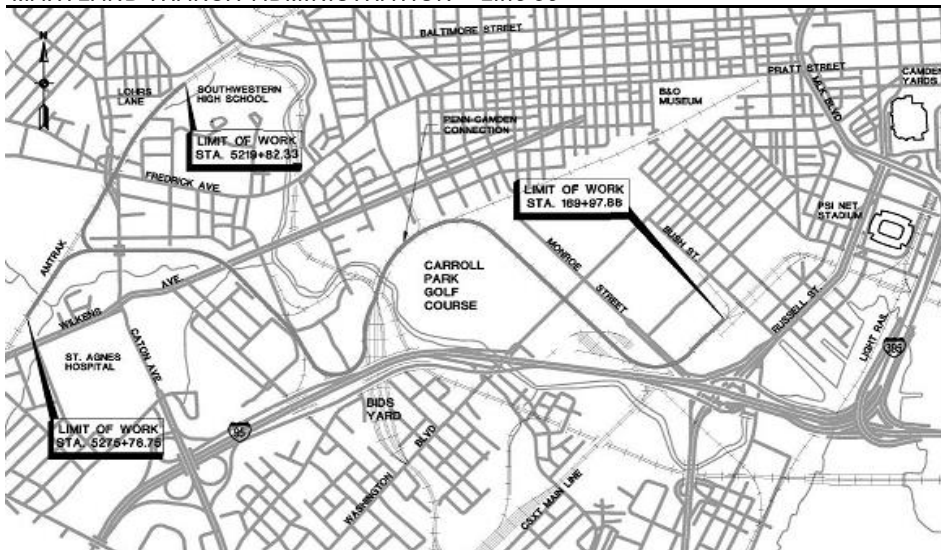
- SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law
- | | |
|--|---|
| <input checked="" type="checkbox"/> Project Inside PFA | <input type="checkbox"/> Grandfathered |
| <input type="checkbox"/> Project Outside PFA | <input type="checkbox"/> Exception Will Be Required |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

STATUS: 30% design will be completed in FY 24. A Memorandum of Understanding was signed in FY 22.

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 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	COST	THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR				...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	780	780	780	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	780	780	780	0	0	0	0	0	0	0	0
Federal-Aid	624	624	624	0	0	0	0	0	0	0	0
Special	156	156	156	0	(0)	0	0	0	0	(0)	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

USAGE:



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.

<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		

☐ Project Not Location Specific ☐ Not Subject to PFA Law

<input checked="" type="checkbox"/>	Project Inside PFA
<input type="checkbox"/>	Project Outside PFA
<input type="checkbox"/>	PFA Status Yet to Be Determined

When episode	Not subject
<input type="checkbox"/>	Grandfathered
<input type="checkbox"/>	Exception Will Be Required
<input type="checkbox"/>	Exception Granted

EXPLANATION: The connection will allow MARC to more efficiently bring its locomotives from both Penn and Camden lines to MARC's Riverside Maintenance Facility.

STATUS: Planning activities began in FY 21 and are ongoing. 5% conceptual design completed with ROM cost estimate. Moving forward with survey and R/W impact analysis. CRISI Grant application was submitted to perform 30% design and NEPA.

Project funding allocation increased by \$4.7M to advance environmental review and design.

USAGE:

[illegible]



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 24.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2026...	...2027...	...2028...	...2029...		
Planning	3,875	994	994	1,938	944	0	0	0	0	2,881	0
Engineering	7,500	1,967	1,967	4,089	1,444	0	0	0	0	5,533	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	11,375	2,961	2,961	6,026	2,388	0	0	0	0	8,414	0
Federal-Aid	8,587	2,119	2,119	4,558	1,910	0	0	0	0	6,468	0
Special	2,788	842	842	1,468	477	0	0	0	0	1,946	0
Other	0	0	0	0	0	0	0	0	0	0	0

2165, 2167, 2168, 2169, 2171, 2172, 2173

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:

The MARC BWI 4th Track has been removed from the MARC Stations and Service Studies PIF and included in the Minor Program. This action results in a decreased total project cost of \$1.6M.

USAGE:



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 is ongoing. TDP's are provided for LOTS throughout the State of Maryland.

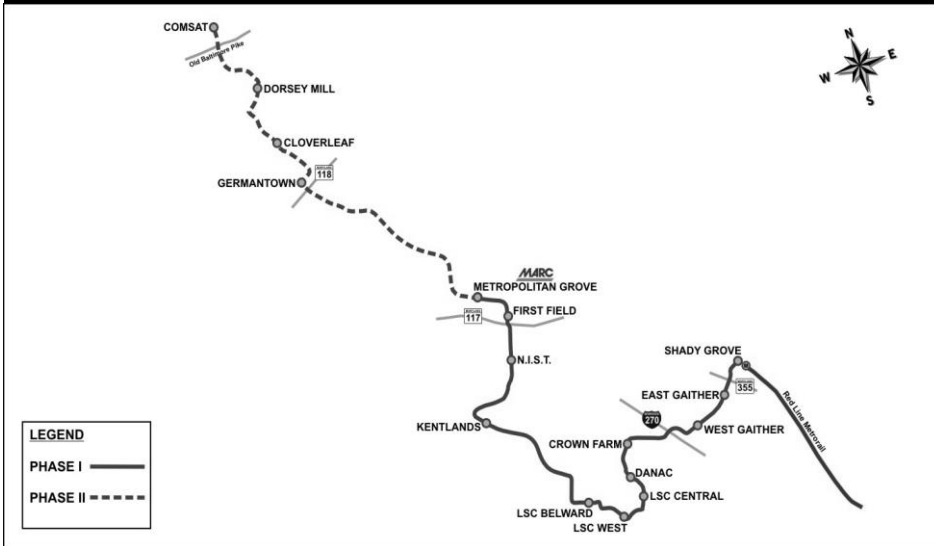
POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY						
						...	2026...	2027...	2028...			2029...
Planning	5,202	2,912	262	0	204	541	434	1,110	0	2,289	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	2,912	262	0	204	541	434	1,110	0	2,289	0	
Federal-Aid	3,665	1,653	301	0	181	481	386	965	0	2,013	0	
Special	1,519	1,243	(39)	0	23	60	48	145	0	277	0	
Other	17	17	0	0	0	0	0	0	0	0	0	

SIGNIFICANT CHANGE FROM FY 2023 - 28 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 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...	...	...	...
							
							
Planning	39,971	39,971	1	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	39,971	39,971	1	0	0	0	0	0	0	0	0
Federal-Aid	1,501	1,501	0	0	0	0	0	0	0	0	0
Special	38,471	38,471	1	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 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.

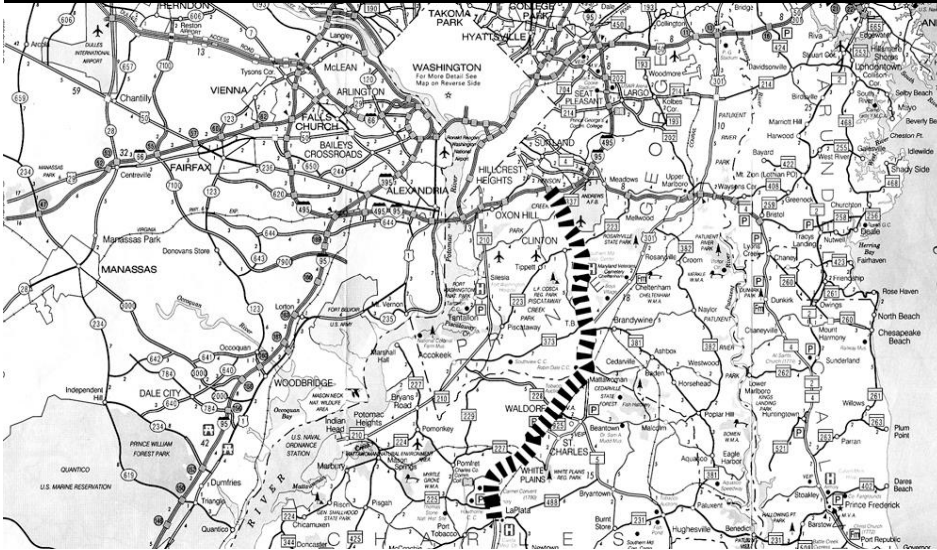
- SMART GROWTH STATUS:**
- | | |
|--|---|
| <input type="checkbox"/> Project Not Location Specific | <input type="checkbox"/> Not Subject to PFA Law |
| <input checked="" type="checkbox"/> Project Inside PFA | <input type="checkbox"/> Grandfathered |
| <input type="checkbox"/> Project Outside PFA | <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. Community outreach is continuing. Design efforts 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 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2026...	...2027...	...2028...	...2029...		
Planning	452,052	157	137	1,395	500	0	0	0	0	1,895	450,000
Engineering	472	270	270	202	0	0	0	0	0	202	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	452,524	427	407	1,597	500	0	0	0	0	2,097	450,000
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	452,524	427	407	1,597	500	0	0	0	0	2,097	450,000
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:
Project funding allocation increased by \$2.4M due to increased projects costs associated with the Tunnel Study.

USAGE:

**PROJECT:** Southern Maryland Rapid Transit

DESCRIPTION: The Southern Maryland Rapid Transit (SMRT) Project is a high-capacity, fixed-route rapid transit service operating in a dedicated, grade-separated, 18.7-mile transitway in the Maryland Route 5/U.S. Route 301 corridor from the Branch Avenue Metrorail Station in Prince George's County to Waldorf and White Plains in Charles County. The Maryland Transit Administration, in collaboration with Charles and Prince George's Counties, will complete the National Environmental Policy Act process, and secure a Record of Decision for the SMRT Project.

PURPOSE & NEED SUMMARY STATEMENT: The SMRT Project will provide safe, accessible, and equitable high-capacity rapid transit service during both the peak and off-peak hours in the SMRT Project corridor, enhance mobility, and relieve severe traffic congestion and gridlock in the MD 5/U.S. 301 highway corridor. Completion of the NEPA process and a Record of Decision by FTA are required for federal funding eligibility.

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

- | | |
|---|--|
| <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 checked="" type="checkbox"/> Better Transportation Choices & Connections | |

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

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 |

POTENTIAL FUNDING SOURCE:

- ☒ SPECIAL ☐ FEDERAL ☒ GENERAL ☐ OTHER

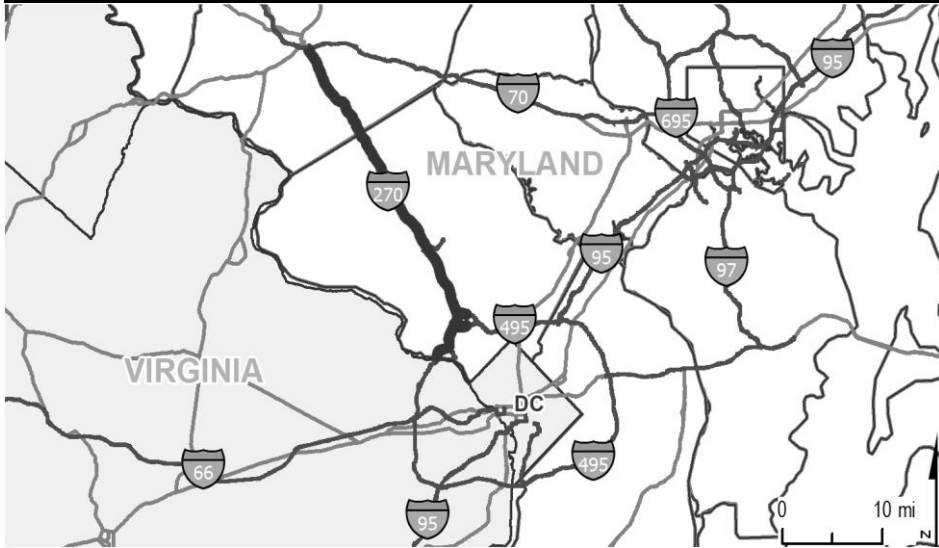
PHASE	TOTAL		PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2026...	...2027...	...2028...	...2029...		
Planning	24,899	4,899	0	1,250	3,550	7,200	8,000	0	0	20,000	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	24,899	4,899	0	1,250	3,550	7,200	8,000	0	0	20,000	0
Federal-Aid	5,000	0	0	625	1,775	2,600	0	0	0	5,000	0
Special	19,899	4,899	0	625	1,775	4,600	8,000	0	0	15,000	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 was awarded \$5M in federal funds through a Congressionally Directed Spending appropriation in FY 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 project phase.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:

Project funding allocation increased by \$10M to support planning efforts stemming from the Southern Maryland Rapid Transit Study.

USAGE:



PROJECT: I-495/I-270 Corridor Transit Investments Program

DESCRIPTION: These funds will support the design of a regional transit priority in Montgomery County. The current funding will facilitate coordination with stakeholders on future transit investments along the I-495/I-270 corridors. 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 future transit investments along the I-495/I-270 corridors.

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:**
- | | |
|---|---|
| <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: 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 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPENDED									
	COST	THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR				...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	800	400	400	400	0	0	0	0	0	400	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	400	400	400	0	0	0	0	0	400	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	800	400	400	400	0	0	0	0	0	400	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

USAGE:



PROJECT: Susquehanna River Bridge Replacement

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.

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

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

STATUS: MTA is providing support to Amtrak as they work with FRA to obligate grant funding.

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 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,000	0	0	1,500	1,500	0	0	0	0	3,000	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	3,000	0	0	1,500	1,500	0	0	0	0	3,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	3,000	0	0	1,500	1,500	0	0	0	0	3,000	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:
None.

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. State funding will be used to match two Federal funding sources (\$5M in Congressionally Designated Spending and \$6M in a RAISE grant).

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 | |

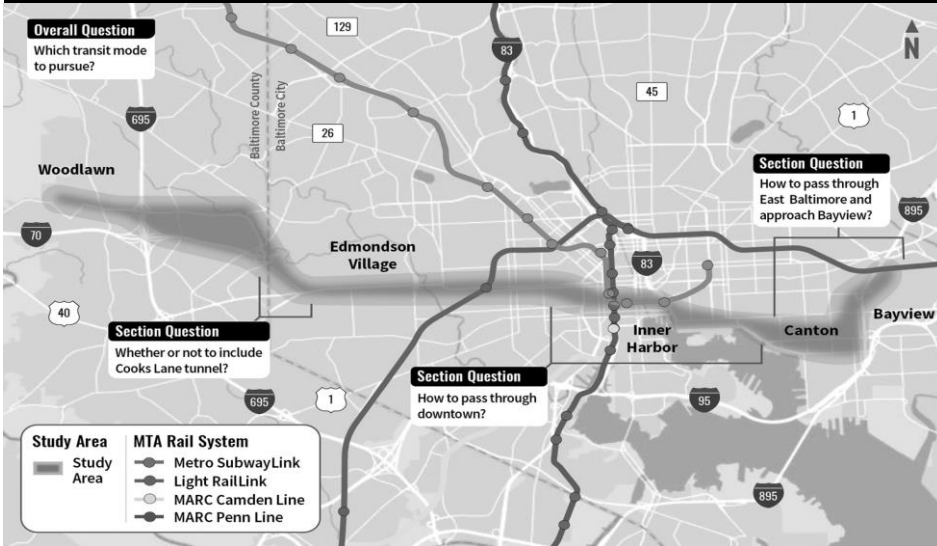
EXPLANATION: Customer amenities and improved connections will complement the state of good repair and enhancement work ongoing at the station.

STATUS: 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 checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2026...	...2027...	...2028...	...2029...		
Planning	1,000	0	0	94	328	578	0	0	0	1,000	0
Engineering	1,650	0	0	300	1,209	141	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	1,696	6,553	3,751	0	12,000	0
Total	14,650	0	0	394	1,537	2,415	6,553	3,751	0	14,650	0
Federal-Aid	11,000	0	0	315	622	1,819	5,242	3,001	0	11,000	0
Special	2,650	0	0	79	915	447	773	437	0	2,650	0
Other	1,000	0	0	0	0	149	538	313	0	1,000	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:
None.

USAGE:

**PROJECT:** Red Line

DESCRIPTION: The Red Line is an east-west, high-frequency, high-capacity transit line for the Baltimore Region. This project is an investment in communities' access to jobs, education, services, and opportunities. This major investment in transit will create better, faster, east-west connections across the region through downtown Baltimore (terminating in Woodlawn to the west and Bayview to the east). The Red Line project is building upon over ten years of study, engineering, environmental analysis, and substantial community participation, which shaped the Red Line prior to its cancellation in 2015. Project work is currently focused on the alternatives development, establishing coordination and priorities with jurisdictional and federal partners, and opening engagement/relationships with stakeholders, elected officials, and the public.

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

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 checked="" type="checkbox"/> Better Transportation Choices & Connections | |

EXPLANATION: The Red Line is an investment in communities' access to jobs, education, services, and opportunities. This will provide additional transportation options, will improve the quality of transit services in the region, and will support environmental protection by reducing emissions. The Red Line project has been shaped by over 10 years of work and extensive community engagement.

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

STATUS: The project is moving forward with ongoing meetings, outreach events, and preparing materials for stakeholder and public feedback. Preliminary analysis is being completed to evaluate future alternatives. Building on previous work, the project aims to develop alternatives through Spring 2024 for further evaluation in a NEPA document.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Governor Moore re-launched the Red Line project on June 15, 2023. A focused period of workshops/open houses were held in July/August. Planning for the second focused period is currently underway for October/November engagement.

USAGE:

POTENTIAL FUNDING SOURCE:											
						<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input checked="" type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL					PLANNING				SIX	BALANCE
	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET	FOR PLANNING PURPOSES ONLY				YEAR	TO
	COST	THRU	YEAR	YEAR	YEAR	...2026...	...2027...	...2028...	...2029...	TOTAL	COMPLETE
	(\$000)	CLOSE YEAR	2023	2024	2025						
Planning	32,886	103	103	5,862	20,000	3,460	3,460	0	0	32,782	0
Engineering	66,000	0	0	0	0	41,540	24,460	0	0	66,000	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	0	0	0	0	0	0	0	0	0	0	0
Total	98,886	103	103	5,862	20,000	45,000	27,920	0	0	98,782	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	98,886	103	103	5,862	20,000	45,000	27,920	0	0	98,782	0
Other	0	0	0	0	0	0	0	0	0	0	0

**PROJECT:** MTR Mondawmin Transit Hub

DESCRIPTION: Mondawmin Transit Hub includes a comprehensive package of station upgrades, state of good repair improvements, multi-modal investments, and environmental sustainability enhancements that will create a modernized, safe, multi-modal, and well-connected transit hub in West Baltimore. The infrastructure upgrades will improve the station condition, enhance multi-modal connections, create seamless transfers between Metro and the station's 11 connecting bus routes, ensure accessibility for people with disabilities, generate sustainable energy, and improve conditions for inclusive economic growth and transit-oriented development. Mondawmin Transit Hub is located in a Historically Disadvantaged Community where, within a half-mile radius, 23% of households earn less than \$15,000 annually and 27% of residents were living at or below the poverty line as of the 2020 decennial Census.

PURPOSE & NEED SUMMARY STATEMENT: Approximately forty percent of residents within a half-mile do not have access to a personal vehicle (42%) and rely upon public transportation to get to work (37%), demonstrating a clear need for a high-quality, safe, and accessible Mondawmin Transit Hub. Improving upon current infrastructure is critical to maintain assets in state of good repair. but to provide better customer service and reliability to those who are dependent on transit services.

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

- | | |
|---|--|
| <input checked="" type="checkbox"/> 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: This project will address state of good repair needs, add customer amenities, and improve connections, all of which will enhance the existing Metro stop and bus hub.

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

STATUS: Planning is underway.

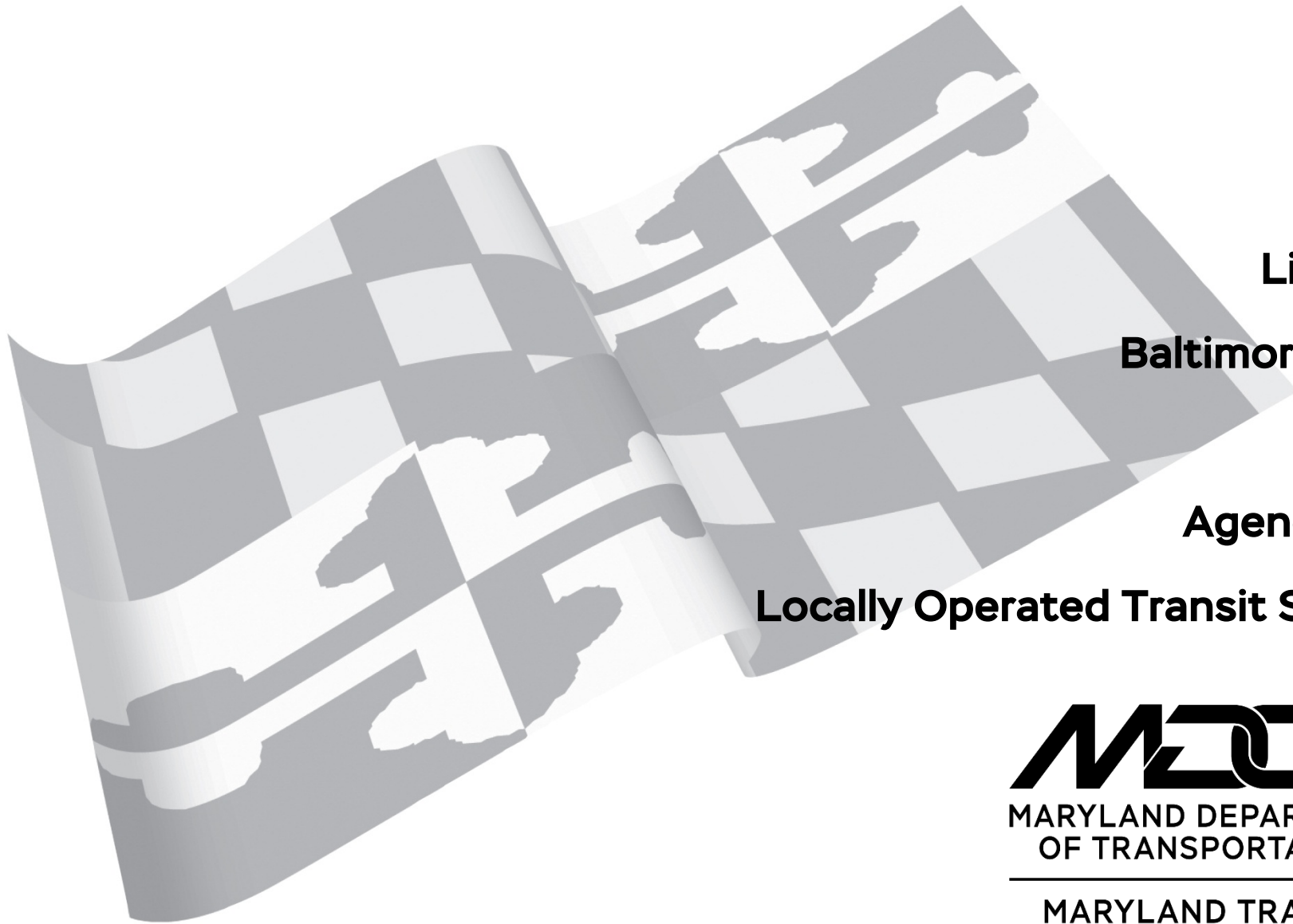
POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☒ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2026...	...2027...	...2028...	...2029...		
Planning	34,500	0	0	600	3,900	850	7,363	14,525	7,263	34,500	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	34,500	0	0	600	3,900	850	7,363	14,525	7,263	34,500	0
Federal-Aid	20,000	0	0	0	2,090	507	4,396	8,672	4,336	20,000	0
Special	13,000	0	0	600	1,654	304	2,637	5,203	2,601	13,000	0
Other	1,500	0	0	0	157	38	330	650	325	1,500	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:
Added to Primary D&E program.

USAGE:
Metro annual ridership in FY 23 exceeded 1.7 million.
Core Bus annual ridership in FY 23 exceeded 20 million.



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 64

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>AGY - ADA Compliance</u>			
MTAPRJ001983	AGY Technical Accessibility Reviews	\$ 274	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	\$ 414	Design Underway
<u>AGY - Environmental Compliance</u>			
MTA1592	AGY Oil/Water Separator Replacement	\$ 1,328	Under Construction
<u>AGY - Facilities - Pavement</u>			
MTAPRJ001821	BUS 1331 S Monroe St Pavement Reconstruction	\$ 1,758	FY 2024
MTAPRJ002348	LTR North Ave Yard Replacement Parking (Assoc. Projects)	\$ 1,367	FY 2024
<u>AGY - Facilities - Roof</u>			
MTAPRJ001865	MTR Rogers Ave and Reisterstown Roof Replacement	\$ 5,701	FY 2024
MTAPRJ001867	MTR Wabash Systems Maintenance Building Roof Replacement	\$ 1,150	FY 2024
MTAPRJ001918	AGY Roof Replacement Milford Mill	\$ 1,464	Design Completed
MTAPRJ002088	BUS North West Division Transportation Roof Replacement	\$ 4,500	Design Underway
MTAPRJ002120	MTR Wabash Main Roof Replacement	\$ 4,853	Design Completed
<u>AGY - IT</u>			
MTAPRJ001972	AGY Occupational Health Management System	\$ 2,170	Ongoing

* This project includes General Funds

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND TRANSIT ADMINISTRATION - LINE 65

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>AGY - Stormwater Management</u>				
MTAPRJ001968	LTR Mount Washington SWM Improvements	\$	270	Design Underway
MTAPRJ001993	AGY Dunkirk & Golden Beach Repair	\$	650	Design Underway
MTAPRJ002214	LTR Cromwell Station Pond Repairs	\$	491	FY 2024
<u>AGY - Systems</u>				
MTAPRJ002066	AGY Speaker inspection and replacement	\$	2,720	Design Underway
<u>AGY - TMDL Compliance</u>				
MTAPRJ001632	MARC TMDL Martins Stormwater Management Repair & Retorfit	\$	892	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 2024
MTAPRJ001934	BUS TMDL Northwest Bus SWM Repair and Retrofit	\$	2,349	Design Underway
MTAPRJ001935	MARC TMDL Bowie State SWM Repair and Retrofit	\$	986	FY 2024
<u>BUS - Facilities</u>				
MTAPRJ001964	BUS White Marsh Comfort Station	\$	1,752	Design Underway
MTAPRJ002177	BUS Washington Blvd Bldg 9 Structural Remediation	\$	517	Design Underway
MTAPRJ002183	BUS Washington Blvd Bldgs 1-4 Drainage Remediation	\$	250	Design Underway
<u>FRT - Freight Grade Crossings</u>				
MTAPRJ002363	FRT Warner Street Highway Rail Grade Crossing *	\$	1,918	FY 2024
<u>LTR - Bridge Preservation - T&S</u>				
MTAPRJ001724	LTR Repairs to Bridges and WS Structures	\$	2,865	Design Underway
<u>LTR - Drainage</u>				
MTAPRJ001721	LTR Woodberry Erosion Repair NW198	\$	587	Completed
MTAPRJ001722	LTR Maple - Twin Oaks Drainage Improvement SW340	\$	766	Underway

* This project includes General Funds

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND TRANSIT ADMINISTRATION - LINE 66

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>LTR - Drainage</u>				
MTAPRJ001927	LTR Church Lane Drainage NE 724	\$	310	Design Underway
MTAPRJ002164	LTR Camp Meade North Drainage Repairs SW 365	\$	300	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	\$	184	Underway
<u>MARC - Facilities - FE</u>				
MTAPRJ002216	MARC Muirkirk Pavement & SWM Repairs	\$	590	Design Underway
<u>MARC - Facilities - Ops</u>				
MTAPRJ001965	MARC Frederick Yard Compressed Air System Installation	\$	435	Design Completed
MTAPRJ001986	MARC Riverside Upgrades - Wayside Power, Yard Air, Environmental	\$	2,533	Design Completed
MTAPRJ002026	MARC Riverside Building 4 Exterior Upgrades	\$	347	Design Completed
<u>MARC - Guideway</u>				
MTAPRJ002170	MARC BWI 4th Track (Assoc. Projects) *	\$	11,625	FY 2024
MTAPRJ002330	MARC New Carrollton SOGR (Assoc. Projects)	\$	3,000	FY 2026
MTAPRJ002331	MARC West Baltimore Station (Assoc. Projects)	\$	1,437	FY 2026
MTAPRJ002362	MARC Bush River Bridge Replacement *	\$	980	FY 2026
MTAPRJ002365	MARC Gunpower River Bridge Replacement *	\$	1,580	FY 2026
<u>MARC - Systems</u>				
MTAPRJ002327	MARC Penn Station Master Plan (Assoc. Projects)	\$	5,000	FY 2025

* This project includes General Funds

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND TRANSIT ADMINISTRATION - LINE 67

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>MOL - Facilities</u>				
MTAPRJ001718	MOL Patterson Ave Facility Wall Monitor Upgrade	\$	254	Completed
<u>MTR - Facilities Maintenance</u>				
MTAPRJ001754	MTR Rehabilitation of Deluge Valve Room & Valve Pit	\$	3,730	Under Construction
MTAPRJ002192	MTR Lexington Market Metro Facility	\$	410	Design Underway
<u>MTR - Guideway - Ops</u>				
MTAPRJ001897	MTR Operator Simulator	\$	924	Underway
<u>MTR - Systems Maintenance</u>				
MTA1535	MTR UPS Battery Replacement	\$	5,058	Underway
MTAPRJ001745	AGY LED Lighting Replacement	\$	5,985	Underway
<u>POL - Systems</u>				
MTA1516	AGY POL Video Management System Replacement	\$	8,285	Design Completed

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 68

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Allegany County FY 2023 Completions</u>		
3 Small Bus Replacements (FY21)	\$ 225	Complete
Preventive Maintenance (FY21)	\$ 350	Complete
Preventive Maintenance (FY22)	\$ 350	Complete
Transportation Development Plan (FY19)	\$ 100	Complete
Vehicle Cameras APC (FY15)	\$ 237	Complete
<u>Allegany County FY 2024 and 2025</u>		
Computer Equipment (FY22)	\$ 25	FY24
Garage Door Replacement (FY21)	\$ 43	FY24
Preventive Maintenance (FY23)	\$ 350	FY24
<u>Annapolis County FY 2023 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 2024 and 2025</u>		
2 30' Heavy Duty Bus Replacements - 5411 & 5511 (FY22 5339)	\$ 770	FY24
2 Heavy Duty Bus Replacements - 5209 & 5409 (FY21 5339)	\$ 562	FY24
2 Heavy Duty Replacement - 5311 & 4311 (FY23 5339)	\$ 819	FY24
2 Support Vehicle Replacements (FY22 ARPA SWAP)	\$ 70	FY24
Automatic Vehicle Location System (FY23 5339)	\$ 68	FY24
1 Electric Replacement Bus (FY22 ARPA SWAP)	\$ 770	FY25
Passenger Ferry Vesses (FY22 5307)	\$ 3,500	FY25
Preventive Maintenance (FY23)	\$ 475	Ongoing
<u>Anne Arundel County FY 2023 Completions</u>		
1 30' Medium Expansion Bus (FY22 5339)	\$ 123	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 68

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Anne Arundel County FY 2023 Completions (cont'd)</u>		
1 Medium Replacemement Bus - 9548 (FY18)	\$ 194	Complete
2 Small Cutaway Expansion Buses (FY22 5339)	\$ 172	Complete
7 Small Cutaway Expansion Buses (FY21 5339)	\$ 551	Complete
Ridesharing (FY21)	\$ 197	Complete
Ridesharing (FY22)	\$ 197	Complete
<u>Anne Arundel County FY 2024 and 2025</u>		
5 Small Expansion Buses (FY23 5339)	\$ 602	FY24
Mobile Radios (FY19 5339)	\$ 35	FY24
2 Electric Expansion Buses (FY22 ARPA SWAP)	\$ 584	FY25
4 Electric Expansion Buses (FY22 5339)	\$ 2,268	FY25
Ridesharing (FY23)	\$ 197	Ongoing
Transportation Development Plan (FY22 5304)	\$ 105	Ongoing
<u>Baltimore City FY 2023 Completions</u>		
Ridesharing (FY21)	\$ 82	Complete
Ridesharing (FY22)	\$ 82	Complete
<u>Baltimore City FY 2024 and 2025</u>		
2 Ferry Acquisition (FY22 5307)	\$ 3,965	FY24
8 Heavy Duty Replacement Buses - 1201 - 1210 (FY20 CARES)	\$ 3,400	FY24
Ferry Engineering/Design (FY22 5307)	\$ 78	FY24
Ferry Terminal Engineering/Design (FY22 5307)	\$ 146	FY24
Ferry Terminal Rennovation (FY22 5307)	\$ 1,687	FY24
Ridesharing (FY23)	\$ 82	Ongoing
<u>Baltimore County FY 2023 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

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 68

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Baltimore County FY 2023 Completions (cont'd)</u>		
BMC Ridesharing (FY22)	\$ 170	Complete
BMC Ridesharing (FY23)	\$ 170	Complete
Transportation Development Plan (FY20)	\$ 95	Complete
<u>Baltimore County FY 2024 and 2025</u>		
2 Small Cutaway Replacement Buses - 30891 & 30892 (FY22 5339)	\$ 135	FY23
2 Small Expansion Buses (FY23 5339)	\$ 193	FY24
Bus Shelters (FY19 5339 Discretionary)	\$ 120	FY24
Bus Signage (FY19 5339 Discretionary)	\$ 10	FY24
Workforce Development (FY19 5339 Discretionary)	\$ 10	FY24
BMC Ridesharing (FY23)	\$ 170	Ongoing
<u>Calvert County FY 2023 Completions</u>		
2 Small Bus Replacements - 137 & 139 (FY22 5339)	\$ 149	Complete
Preventive Maintenance (FY20 5307)	\$ 32	Complete
Preventive Maintenance (FY20 5311)	\$ 119	Complete
Preventive Maintenance (FY21 5307)	\$ 32	Complete
Preventive Maintenance (FY21 5311)	\$ 119	Complete
Ridesharing (FY21)	\$ 9	Complete
Ridesharing (FY22)	\$ 9	Complete
Transportation Development Plan (FY20 5304)	\$ 95	Complete
<u>Calvert County FY 2024 and 2025</u>		
2 Small Replacement Buses - 132 & 143 (FY23 5339)	\$ 211	FY24
Dispatch Software (FY21 5339)	\$ 81	FY24
DPW Fuel Depot (FY23 5307)	\$ 76	FY24
DPW Fuel Depot (FY23 5311)	\$ 284	FY24
Electronic Fareboxes (7) (FY22 5339)	\$ 139	FY24
Preventive Maintenance (FY23 5307)	\$ 26	FY24
Preventive Maintenance (FY23 5311)	\$ 99	FY24
Transfer Station Needs Assessment (FY23 5307)	\$ 22	FY24

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 68

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Calvert County FY 2024 and 2025 (cont'd)</u>		
Transfer Station Needs Assessment (FY23 5311)	\$ 83	FY24
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 2023 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
<u>Carroll County FY 2024 and 2025</u>		
1 Minivan Replacement - 3322 (FY23 5339)	\$ 61	FY24
1 Minivan Replacement - 3393 (FY22 5339)	\$ 45	FY24
2 Small Bus Replacements - 3315 & 3316 (FY23 5339)	\$ 184	FY24
Preventive Maintenance (FY22)	\$ 200	Ongoing
Preventive Maintenance (FY23)	\$ 150	Ongoing
<u>Cecil County FY 2023 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 2024 and 2025</u>		
Land Acquisition - Transit Hub	\$ 1,000	FY24
Transit Hub D & E (FY22 5307)	\$ 400	FY24

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 68

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Cecil County FY 2024 and 2025 (cont'd)</u>		
Preventive Maintenance (FY22)	\$ 170	Ongoing
Preventive Maintenance (FY23)	\$ 200	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
Transit Hub D & E (FY23 5307)	\$ 400	Underway
<u>Charles County FY 2023 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
<u>Charles County FY 2024 and 2025</u>		
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
Design & Engineering for Facility (FY21)	\$ 500	Underway
Shelter and Bus Stop Improvements (FY17)	\$ 50	Underway
<u>Dorchester County FY 2023 Completions</u>		
1 Small Bus Replacement - 193 (FY21 5339)	\$ 77	Complete
Air Conditioning Recovery Machine (FY21 5339)	\$ 7	Complete
Preventive Maintenance (FY21)	\$ 50	Complete
Preventive Maintenance (FY22)	\$ 50	Complete
Scan Diagnostic Tool	\$ 5	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 68

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Dorchester County FY 2024 and 2025</u>		
1 Small Replacement Bus - 158 (FY23 5339)	\$ 83	FY24
1 Transit Sedan Replacement - 184 (FY23 5339)	\$ 49	FY24
Fencing Around Facility (FY23 5311)	\$ 100	FY24
Parking Lot Upgrades (FY23 5311)	\$ 150	FY24
Transit Development Plan (FY23 5304)	\$ 90	FY24
Preventive Maintenance (FY23)	\$ 50	Ongoing
<u>Eastern Shore Non-Profits FY 2023 Completions</u>		
Delmarva Community Transit - 2 Minivan Expansions (FY19 5339 Discret.)	\$ 70	Complete
Delmarva Community Transit - Transportation Development Plan	\$ 95	Complete
Delmarva Community Transit- Mobility Management (FY18/19)	\$ 324	Complete
<u>Eastern Shore Non-Profits FY 2024 and 2025</u>		
Delmarva Community Transit - Mobility Management (FY22/23 5310)	\$ 333	FY23
Delmarva Community Transit - 6 Security Cameras (FY19 5339 Discret.)	\$ 30	FY24
Delmarva Community Transit - Preventive Maintenance (FY22/23 5310)	\$ 20	FY24
Delmarva Community Transit- Mobility Management (FY20/21)	\$ 460	Ongoing
<u>Elderly/ Disabled Non-Profits FY 2023 Completions</u>		
Action in Maturity - Preventive Maintenance (FY20/21)	\$ 25	Complete
Allegany County HRDC, Inc. - Preventive Maintenance (FY20/21)	\$ 26	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

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 68

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Elderly/ Disabled Non-Profits FY 2023 Completions (cont'd)</u>		
Associated Catholic Charities - Preventive Maintenance (FY20/21)	\$ 40	Complete
Associated Catholic Charities - Preventive Maintenance (FY22/23)	\$ 8	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
Charles County Nursing and Rehabilitation - Preventive Maintenance (FY16/17)	\$ 24	Complete
Chesapeake Care Resources, Inc. - Preventive Maintenance (FY20/21)	\$ 20	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 - Preventive Maintenance (FY20/21)	\$ 30	Complete
Easter Seals Hagerstown - 1 Small Replacement Bus Type 1A - "Tandem" (FY22/23)	\$ 74	Complete
Freedom Landing-1 Expansion Minivan (FY18/19)	\$ -	Complete
Friends Aware - Preventive Maintenance (FY20/21)	\$ 30	Complete
Harford Center - 1 Small Bus Replacement Type 3A - 02 (FY22/23)	\$ 76	Complete
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

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 68

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Elderly/ Disabled Non-Profits FY 2023 Completions (cont'd)</u>		
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
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 2024 and 2025</u>		
Daybreak Adult Day Services - Disinfectant Sprayer (FY22/23)	\$ 1	FY23
ARC of Central Chesapeake - PPE (FY22/23)	\$ 1	FY24
ARC of Central Chesapeake - Preventive Maintenance (FY22/23)	\$ 3	FY24
ARC of Northern Chesapeake Region - Preventive Maintenance (FY22/23)	\$ 45	FY24

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 68

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Elderly/ Disabled Non-Profits FY 2024 and 2025 (cont'd)		
ARC of Southern Maryland - 2 Van Expansions Type 4 (FY22/23)	\$ 98	FY24
ARC of Southern Maryland - Preventive Maintenance (FY18/19)	\$ 5	FY24
Chesterwye Center - 1 Van Expansion Type 4 (FY22/23)	\$ 50	FY24
Dove Pointe, Inc. - 1 Van Expansion Type 1	\$ 129	FY24
Easter Seals Baltimore - Preventive Maintenance (FY20/21)	\$ 30	FY24
Easter Seals Baltimore - Tripspark Software (FY22/23)	\$ 44	FY24
Easter Seals Hagerstown - Tripspark Software (FY22/23)	\$ 44	FY24
Freedom Landing - 1 Small Bus (FY16/17)	\$ 40	FY24
Freedom Landing - Preventive Maintenance (FY18/19)	\$ 3	FY24
Harford Center - Preventive Maintenance (FY22/23)	\$ 6	FY24
Kent Center - Preventive Maintenance (FY18/19)	\$ 5	FY24
Partners In Care - 1 Van Expansion Type 4 - #PIC Bus 2 (FY22/23)	\$ 49	FY24
Shore Up! - Driver Shields (FY22/23)	\$ 2	FY24
Shore Up! - Security Cameras (FY22/23)	\$ 14	FY24
St. Mary's Adult Medical Day Care - Disinfectant Sprayer (FY22/23)	\$ 1	FY24
Star Community - 1 Van Expansion Type 4 (FY22/23)	\$ 49	FY24
Action in Maturity - Preventive Maintenance (FY22/23)	\$ 24	Ongoing
Allegany County HRDC, Inc. - Mobility Management (FY18/19)	\$ 100	Ongoing
Allegany County HRDC, Inc. - Mobility Management (FY22/23)	\$ 46	Ongoing
Allegany County HRDC, Inc. - Preventive Maintenance (FY18/19)	\$ 27	Ongoing
Athelas - Preventive Maintenance (FY18/19)	\$ 10	Ongoing
Bayside Community Network - Preventive Maintenance (FY18/19)	\$ 23	Ongoing
Center for Life Enrichment - Preventive Maintenance (FY22/23)	\$ 54	Ongoing
Charles County Nursing and Rehabilitation - Preventive Maintenance (FY18/19)	\$ 19	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
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

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 68

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Elderly/ Disabled Non-Profits FY 2024 and 2025 (cont'd)</u>		
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 - Cleaning Supplies (FY22/23)	\$ 12	Underway
LifeBridge Health - PPE (FY22/23)	\$ 4	Underway
Providence Center - 10 Van Expansions Type 3 (FY22/23)	\$ 590	Underway
<u>Frederick County FY 2023 Completions</u>		
Facility Expansion Construction (FY20)	\$ 2,500	Complete
Preventive Maintenance (FY20 5311)	\$ 70	Complete
Preventive Maintenance (FY21 5307)	\$ 700	Complete
Preventive Maintenance (FY22 5307)	\$ 700	Complete
Rideshare (FY21)	\$ 124	Complete
Rideshare (FY22)	\$ 124	Complete
Transportation Development Plan (TDP) (FY20)	\$ 95	Complete
<u>Frederick County FY 2024 and 2025</u>		
1 Heavy Duty Replacement Bus - 36062 (FY20 CARES)	\$ 420	FY24
1 Small Replacement Bus - 38624 (FY23 5339)	\$ 110	FY24
2 Heavy Duty Bus Replacements (FY21)	\$ 800	FY24
Preventive Maintenance (FY23 5307)	\$ 675	FY24

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 68

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Frederick County FY 2024 and 2025 (cont'd)</u>		
2 Heavy Duty Bus Replacements - 37983 & 37984 (FY23 5339)	\$ 1,054	FY25
Rideshare (FY23)	\$ 124	Ongoing
Facility Construction (FY21)	\$ 2,500	Underway
Facility Expansion Construction (FY18)	\$ 500	Underway
Preventive Maintenance (FY21 5311)	\$ 70	Underway
<u>Garrett County FY 2023 Completions</u>		
Preventive Maintenance (FY20)	\$ 267	Complete
Preventive Maintenance (FY21)	\$ 267	Complete
Utility Tractor (FY22)	\$ 27	Complete
<u>Garrett County FY 2024 and 2025</u>		
Preventive Maintenance (FY23)	\$ 240	FY24
Preventive Maintenance (FY22)	\$ 267	Ongoing
<u>Harford County FY 2023 Completions</u>		
1 Medium Bus (FY13)	\$ 198	Complete
1 Medium Replacement Bus (FY16)	\$ 196	Complete
Bus Wash (FY18)	\$ 150	Complete
Preventive Maintenance (FY21)	\$ 850	Complete
Preventive Maintenance (FY22)	\$ 850	Complete
Ridesharing (FY21)	\$ 88	Complete
Ridesharing (FY22)	\$ 88	Complete
Tire Changer (FY20 CARES)	\$ 30	Complete
Training Room Equipment (FY20 CARES)	\$ 300	Complete
<u>Harford County FY 2024 and 2025</u>		
2 Small Cutaway Bus Replacements (FY21 5339)	\$ 186	FY23
1 30' Heavy Duty Replacement Bus - 8036 (FY22 5339)	\$ 417	FY24
1 Heavy Duty Bus Replacement - 827 (FY21 5307)	\$ 406	FY24

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 68

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Harford County FY 2024 and 2025 (cont'd)</u>		
1 Maintenance Support Vehicle Replacement (FY23 5339)	\$ 75	FY24
2 Medium-Heavy Replacement Buses - 8035, 818 (FY21 5339)	\$ 1,340	FY24
2 Small Bus Replacements - 8001, 8016 (FY21 5339)	\$ 186	FY24
2 Small Replacement Buses - 8018, 8028 (FY21 5339)	\$ 422	FY24
3 Small Bus Replacements - 8003, 8010, 8012 (FY21 5307)	\$ 464	FY24
4 Heavy Duty Bus Replacements - 8032, 8033, 8034, 8035 (FY20 CARES)	\$ 1,800	FY24
4 Medium Replacement Buses (FY20 5339)	\$ 2,700	FY24
4 Small Bus Expansions (FY20 CARES)	\$ 400	FY24
4 Small Bus Replacements - 8019, 8023, 8026, 8027 (FY20 CARES)	\$ 400	FY24
4 Small Cutaway Replcmt Buses - 8020; 8022; 8024; 8025 (FY22 5307)	\$ 476	FY24
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
Fuel Infrastructure (FY20 5339)	\$ 600	FY24
Generator Replacement (FY20 CARES)	\$ 125	FY24
LCD Annunciation System (FY20 CARES)	\$ 118	FY24
Project Management (FY20 5339)	\$ 39,300	FY24
Rehab 2 Garages (FY20 5339)	\$ 500	FY24
RouteMatch Hardware (FY20 CARES)	\$ 300	FY24
RouteMatch Software (FY20 CARES)	\$ 300	FY24
Security Camera System (FY20 CARES)	\$ 60	FY24
Training & Speciality Tools (FY20 5339)	\$ 130	FY24
Transportation Development Plan (FY22 5304)	\$ 105	FY24
Preventive Maintenance (FY23)	\$ 850	Ongoing
Ridesharing (FY23)	\$ 88	Ongoing
Bus Shelters (FY18)	\$ 130	Underway
Fare Collection (FY18)	\$ 130	Underway
Feasibility Study (FY20)	\$ 150	Underway
Radio System Replacement (FY20 CARES)	\$ 670	Underway
<u>Howard County FY 2023 Completions</u>		
1 Heavy Duty Bus Replacement - 9546 (FY20)	\$ 423	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 68

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Howard County FY 2023 Completions (cont'd)</u>		
1 Heavy Duty Bus Replacement - 9552 (FY20)	\$ 423	Complete
10 Small Cutaway Bus Replacements - 205 - 214 (FY22 ARPA SWAP)	\$ 910	Complete
3 HD Bus Replacements	\$ 1,517	Complete
Preventive Maintenance (FY20)	\$ 53	Complete
Ridesharing (FY21)	\$ 131	Complete
Ridesharing (FY22)	\$ 131	Complete
<u>Howard County FY 2024 and 2025</u>		
2 30' Heavy Duty Replacement Buses - 9545 & 9547 (FY22 5339)	\$ 834	FY24
2 Sedan Replacements - 14 & 15 (FY22 ARPA SWAP)	\$ 55	FY24
Bus Stop Annunciators (FY20 5339 Discretionary)	\$ 225	FY24
1 Heavy Duty Bus Replacement - 200 (FY23 5339)	\$ 524	FY25
1 Heavy Duty Bus Replacement - 203 (FY23 5339)	\$ 524	FY25
1 Heavy Duty Bus Replacement - 204 (FY23 5339)	\$ 524	FY25
3 Heavy Duty Bus Replacements (FY21 5339)	\$ 1,232	FY25
4 Medium Replacement Buses - 9540-9543 (FY22 ARPA SWAP)	\$ 1,600	FY25
Preventive Maintenance (FY21)	\$ 53	Ongoing
Preventive Maintenance (FY22)	\$ 115	Ongoing
Ridesharing (FY23)	\$ 131	Ongoing
Transportation Development Plan (FY21)	\$ 95	Underway
<u>Montgomery County FY 2023 Completions</u>		
Ridesharing (FY21)	\$ 372	Complete
Ridesharing (FY22)	\$ 372	Complete
<u>Montgomery County FY 2024 and 2025</u>		
Bus Replacement (FY21 WAG)	\$ 2,000	FY24
Bus Replacement (FY22 WAG)	\$ 2,000	FY24
Bus Replacement (FY23 WAG)	\$ 2,000	FY24
Ridesharing (FY23)	\$ 372	Ongoing

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 68

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Ocean City FY 2023 Completions</u>		
Facility Construction Oversight (FY20 5311)	\$ 200	Complete
Preventive Maintenance (FY21)	\$ 675	Complete
Preventive Maintenance (FY22)	\$ 675	Complete
<u>Ocean City FY 2024 and 2025</u>		
2 40' HD Articulated Replacement Buses - 2125 & 2126 (FY22 5311)	\$ 1,600	FY24
Preventive Maintenance (FY23)	\$ 675	Ongoing
Transportation Development Plan	\$ 90	Underway
<u>Prince George's County FY 2023 Completions</u>		
5 Clean Diesel Expansion Buses (FY19 5339 LowNo)	\$ 2,588	Complete
Bus Replacement (FY19 WAG)	\$ 500	Complete
Bus Replacement (FY20 WAG)	\$ 500	Complete
Ridesharing (FY21)	\$ 269	Complete
Ridesharing (FY22)	\$ 269	Complete
<u>Prince George's County FY 2024 and 2025</u>		
15 - Battery Electric Expansion Buses/Delivery (FY22 5339)	\$ 12,218	FY24
20-Data Access Tools (FY22 5339)	\$ 50	FY24
4 Charging Infrastructures (FY21 5339 LoNo Discretionary)	\$ 260	FY24
5 - Battery Electric Expansion Buses/Delivery (FY22 5339)	\$ 4,258	FY24
5-On-Route Charges (Equipment Only) (FY22 5339)	\$ 1,075	FY24
6 Electric Battery Expansion Buses (FY21 5339 LoNo Discretionary)	\$ 5,799	FY24
Apprenticeship Program (FY22 5339)	\$ 500	FY24
Bus OEM Operating, Maint, First Responders (FY22 5339)	\$ 250	FY24
Bus Replacement (FY22 WAG)	\$ 500	FY24
Bus Replacement (FY23 WAG)	\$ 500	FY24
Configurables/Options (FY22 5339)	\$ 1,080	FY24
Data Collection, Existing Cond Doc & Eval (FY22 Persist Poverty)	\$ 217	FY24
Depot Chargers (Equipment Only) (FY22 5339)	\$ 557	FY24
Depot Construction (FY22 5339)	\$ 1,378	FY24

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 68

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Prince George's County FY 2024 and 2025 (cont'd)</u>		
Develop Project Design & Tech Eng Document (FY22 Persist Poverty)	\$ 363	FY24
Infrastructure Training (FY22 5339)	\$ 100	FY24
Meetings & Project Management (FY22 Persist Poverty)	\$ 87	FY24
Microgrid (FY22 5339)	\$ 6,000	FY24
NTI Training (FY22 5339)	\$ 150	FY24
On-Route Construction (FY22 5339)	\$ 2,450	FY24
PPE, Tools, and Equipment (FY22 5339)	\$ 213	FY24
Project Mangement & Tech Support (FY22 5339)	\$ 503	FY24
Spare Parts (FY22 5339)	\$ 120	FY24
Training Aids, Simulators, Components, Equip (FY22 5339)	\$ 350	FY24
Ridesharing (FY23)	\$ 372	Ongoing
Bus Replacement (FY21 WAG)	\$ 500	Underway
<u>Queen Anne's County FY 2023 Completions</u>		
2 Small Cutaway Replacement Buses - 259 & 330 (FY22 5339)	\$ 138	Complete
3 Small Bus Replacements (FY21 5339)	\$ 204	Complete
Preventive Maintenance (FY20 5311 & LU)	\$ 85	Complete
<u>Queen Anne's County FY 2024 and 2025</u>		
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
Alignment, Tire Changer, & AC Freon Machines (FY22 ARPA SWAP)	\$ 93	FY24
Bus Camera System Replacement (FY22 ARPA SWAP)	\$ 197	FY24
Computers (FY22 ARPA SWAP)	\$ 11	FY24
Fleet Ipads (20) (FY22 ARPA SWAP)	\$ 20	FY24
Office Furniture (FY22 ARPA SWAP)	\$ 25	FY24
Parking Curbs (FY22 ARPA SWAP)	\$ 1	FY24
Preventive Maintenance (FY22 5311 & LU)	\$ 92	FY24
Preventive Maintenance (FY21 5311 & LU)	\$ 92	Ongoing
Preventive Maintenance (FY23 5311 & LU)	\$ 80	Ongoing

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 68

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Southern MD Non-Profits FY 2023 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 2024 and 2025</u>		
Tri-County Council of Southern Maryland - Ridesharing (FY23)	\$ 109	Ongoing
<u>St. Mary's County FY 2023 Completions</u>		
2 Small Replacement Buses 42-6168 & 52-6204 (FY22 5339)	\$ 136	Complete
Preventive Maintenance (FY20 5307 & 5311)	\$ 124	Complete
Transportation Development Plan (FY18)	\$ 95	Complete
<u>St. Mary's County FY 2024 and 2025</u>		
1 Medium Replacement Bus - 12-6291 (FY23 5339)	\$ 161	FY24
2 Small Replacement Buses - 48-6176 & 18-6297 (FY23 5339)	\$ 229	FY24
Bus Stop Signs (FY21)	\$ 4	FY24
Routing Software (FY20 5307 & 5311)	\$ 446	FY24
Preventive Maintenance (FY21 5307 & 5311)	\$ 175	Ongoing
Preventive Maintenance (FY22 5307 & 5311)	\$ 175	Ongoing
Preventive Maintenance (FY23 5307 & 5311)	\$ 100	Ongoing
<u>Talbot County FY 2023 Completions</u>		
1 Small Replacement Minivan - 1117 (FY19 5339 added)	\$ 71	Complete
2 Small Replacement Buses - 2193 & 902 (FY18 5339) (changed fr Med)	\$ 175	Complete
6 Computers/Monitors (FY21 5311)	\$ 7	Complete
Preventive Maintenance (FY21 5311)	\$ 30	Complete
Preventive Maintenance (FY22 5311)	\$ 30	Complete
<u>Talbot County FY 2024 and 2025</u>		
Preventive Maintenance (FY23 5311)	\$ 30	FY23

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

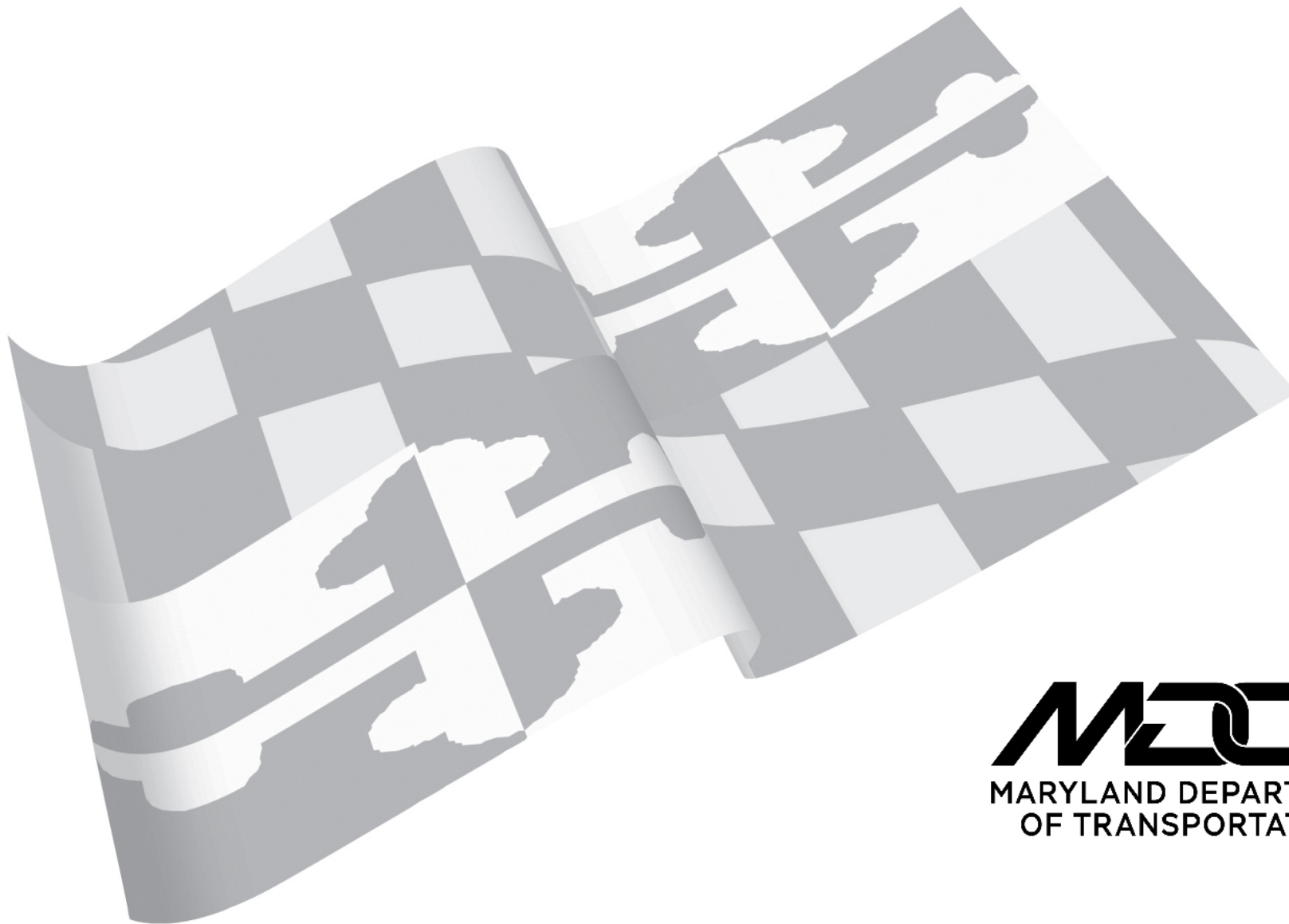
Maryland Transit Administration - Locally Operated Transit Systems - LINE 68

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Talbot County FY 2024 and 2025 (cont'd)</u>		
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 (FY23 5311)	\$ 30	Ongoing
<u>Tri-County Council for Lower Eastern Shore FY 2023 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
1 Medium Replacement Bus - 406 (FY19 5339)	\$ 165	Complete
1 Support Vehicle (partial) (FY22 5339)	\$ 18	Complete
2 Medium Bus Replacements - 260 & 411 (FY22 5339)	\$ 219	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
3 Small Bus Replacements - 231; 245; 97 (FY22 5339)	\$ 241	Complete
Disinfectant Module (FY20 CARES)	\$ 2	Complete
Mobility Management (FY22 5307)	\$ 143	Complete
Preventive Maintenance (FY21 5307)	\$ 800	Complete
Preventive Maintenance (FY22 5307)	\$ 800	Complete
Transportation Development Plan (FY21)	\$ 95	Complete
<u>Tri-County Council for Lower Eastern Shore FY 2024 and 2025</u>		
1 Small Replacement Bus (FY23 5307)	\$ 85	FY24
2 Medium Replacement Buses - 274, 275 (FY23 5339)	\$ 279	FY24
2 Small Replacement Buses - 100 & 101 (FY23 5339)	\$ 225	FY24
Bus Security Cameras (FY20 CARES)	\$ 400	FY24
Mobility Management (FY23 5307)	\$ 143	FY24
Preventive Maintenance (FY23 5307)	\$ 800	FY24
6 Propane Conversions (FY19 5339 Discret.)	\$ 100	Underway
Fixed Route Management System	\$ 590	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 68

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Washington County FY 2023 Completions</u>		
1 Heavy Duty Bus Replacement - 710 (FY21 5339)	\$ 392	Complete
1 Medium Replacement Bus - 705 (FY19 5339)	\$ 249	Complete
1 Medium Replacement Bus - 706 (FY19 5339)	\$ 249	Complete
1 Medium Replacement Bus - 707 (FY20 5339)	\$ 401	Complete
1 Minivan Replacement - S-2 (FY21 5339)	\$ 49	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
2 Small Replacement Buses - 506 & 507 (FY20 CARES)	\$ 178	Complete
3 Medium Replacement Buses - 711, 713, 714 (FY20 CARES)	\$ 1,205	Complete
Preventive Maintenance (FY21 5307)	\$ 375	Complete
<u>Washington County FY 2024 and 2025</u>		
1 Support Vehicles Replacement - N-1 (FY20 CARES)	\$ 49	FY24
Forklift (FY23 5307)	\$ 35	FY24
Vehicle Wash Machine (FY23 5307)	\$ 45	FY24
WCT Roof Replacement (FY23 5339)	\$ 56	FY24
Preventive Maintenance (FY20 CARES)	\$ 1,352	Ongoing



**WASHINGTON METROPOLITAN AREA
TRANSIT AUTHORITY**

<p style="text-align: center;">WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY CAPITAL PROGRAM SUMMARY (\$ MILLIONS)</p>
--

	<u>FY 2024</u>	<u>FY 2025</u>	<u>FY 2026</u>	<u>FY 2027</u>	<u>FY 2028</u>	<u>FY 2029</u>	<u>SIX - YEAR TOTAL</u>
<u>Major Construction Program</u>	509.0	514.3	523.3	531.7	539.7	547.6	3,165.6
Local Funding	509.0	514.3	523.3	531.7	539.7	547.6	3,165.6
<u>Major Development & Evaluation Program</u>	-	-	-	-	-	-	-
<u>Minor Program</u>	-	-	-	-	-	-	-
<u>Capital Salaries, Wages & Other Costs</u>	-	-	-	-	-	-	-
TOTAL	509.0	514.3	523.3	531.7	539.7	547.6	3,165.6
Special Funds	348.8	353.3	358.0	362.8	367.7	372.8	2,163.3
Federal Funds	-	-	-	-	-	-	-
Other Funds	160.3	161.0	165.3	168.9	171.9	174.8	1,002.3
<u>Special Funds Breakdown</u>							
General Fund	167.0	167.0	167.0	167.0	167.0	167.0	1,002.0
Transportation Trust Fund	181.8	186.3	191.0	195.8	200.7	205.8	1,161.3
Reimbursement from Counties for TTF Expenditure	-	-	-	-	-	-	-
State GO Bonds	-	-	-	-	-	-	-
Reimbursable Funds	-	-	-	-	-	-	-
SPECIAL FUNDS TOTAL	348.8	353.3	358.0	362.8	367.7	372.8	2,163.3



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 2024 - 2029 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 2024 - 2029 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 2024 - 2029 CIP was adopted by the WMATA Board of Directors on April 14, 2023.

<div>POTENTIAL FUNDING SOURCE:</div> <div><input checked="" type="checkbox"/> SPECIAL<input type="checkbox"/> FEDERAL<input type="checkbox"/> GENERAL<input checked="" type="checkbox"/> OTHER</div>											
PHASE	TOTAL		PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2026...	...2027...	...2028...	...2029...		
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	4,714,255	3,044,209	213,082	259,809	265,083	274,052	282,414	290,375	298,314	1,670,046	0
Total	4,714,255	3,044,209	213,082	259,809	265,083	274,052	282,414	290,375	298,314	1,670,046	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	1,834,619	1,166,850	34,996	99,542	104,059	108,710	113,502	118,437	123,520	667,769	0
Other	2,879,636	1,877,359	178,086	160,267	161,024	165,342	168,912	171,938	174,794	1,002,277	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: The estimated cost allocation increased by \$504.2M due to the addition of FY 2029 and the increase in Federal Funds for FY 2024 - FY 2029 increasing Maryland's 34% funding match for FY 2024 - FY 2029 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. This project supports Joint Development activities through planning for potential residential or commercial real estate projects to increase ridership and support transit-oriented development. Joint Development projects have been identified across all jurisdictions that still need support to clarify transit facility needs or resolve site issues. Phase 1 of these Joint Development studies cover concept design and feasibility; phase 2 studies advance due diligence and preliminary designs. In addition to Joint Development, the program consists of ADA and other Access Improvements identifying stations not meeting WMATA access standards, including additional elevators, weather protected ramps and other access standards.

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:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2026...	...2027...	...2028...	...2029...		
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	28,760	22,760	1,000	1,000	1,000	1,000	1,000	1,000	1,000	6,000	0
Total	28,760	22,760	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	28,760	22,760	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 2023 - 28 CTP: The total estimated cost allocation increased \$1.0M due to the addition of funding for FY 2029.



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 2030. 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 2024 is \$150.0M. Maryland will provide \$50.0M due to the addition of funding for FY 2029.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPENDED									
	COST	THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR				...2026...	...2027...	...2028...	...2029...		
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	950,000	650,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	300,000	0
Total	950,000	650,000	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	911,500	611,500	24,500	50,000	50,000	50,000	50,000	50,000	50,000	300,000	0
Other	38,500	38,500	25,500	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: The total estimated cost increased \$50.0M due to the addition of funding in FY 2029.



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

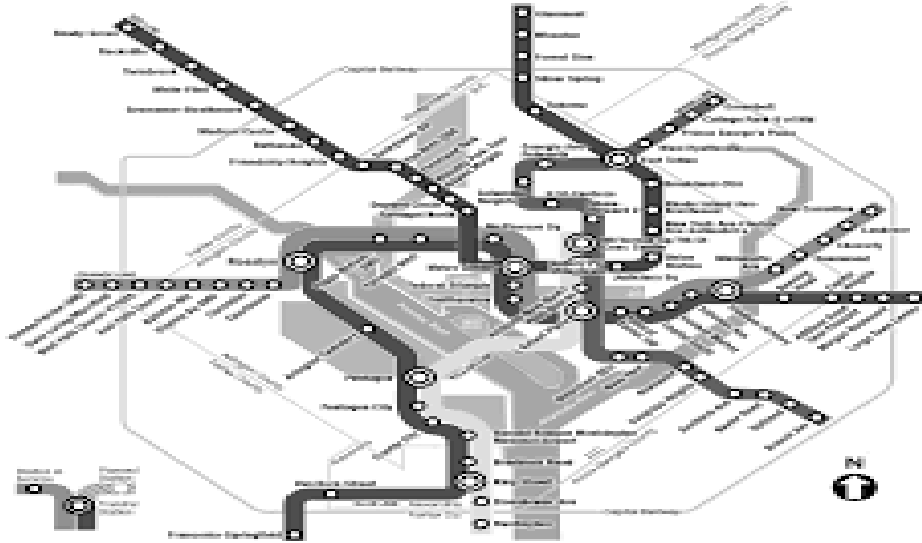
STATUS: Maryland's share of WMATA debt payment with programmed funding beginning in FY 2020 and continuing through FY 2024 - 2029. Effective FY 2022, debt service has been consolidated into one project in the MDOT Consolidated Transportation Program to reflect WMATA's refinance of debt into a consolidated debt service amount.

SIGNIFICANT CHANGE FROM FY 2023 - 28 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 2029 funding.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2026...	...2027...	...2028...	...2029...		
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	416,469	228,895	31,229	31,236	31,246	31,257	31,266	31,278	31,292	187,574	0
Total	416,469	228,895	31,229	31,236	31,246	31,257	31,266	31,278	31,292	187,574	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	416,469	228,895	31,229	31,236	31,246	31,257	31,266	31,278	31,292	187,574	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.

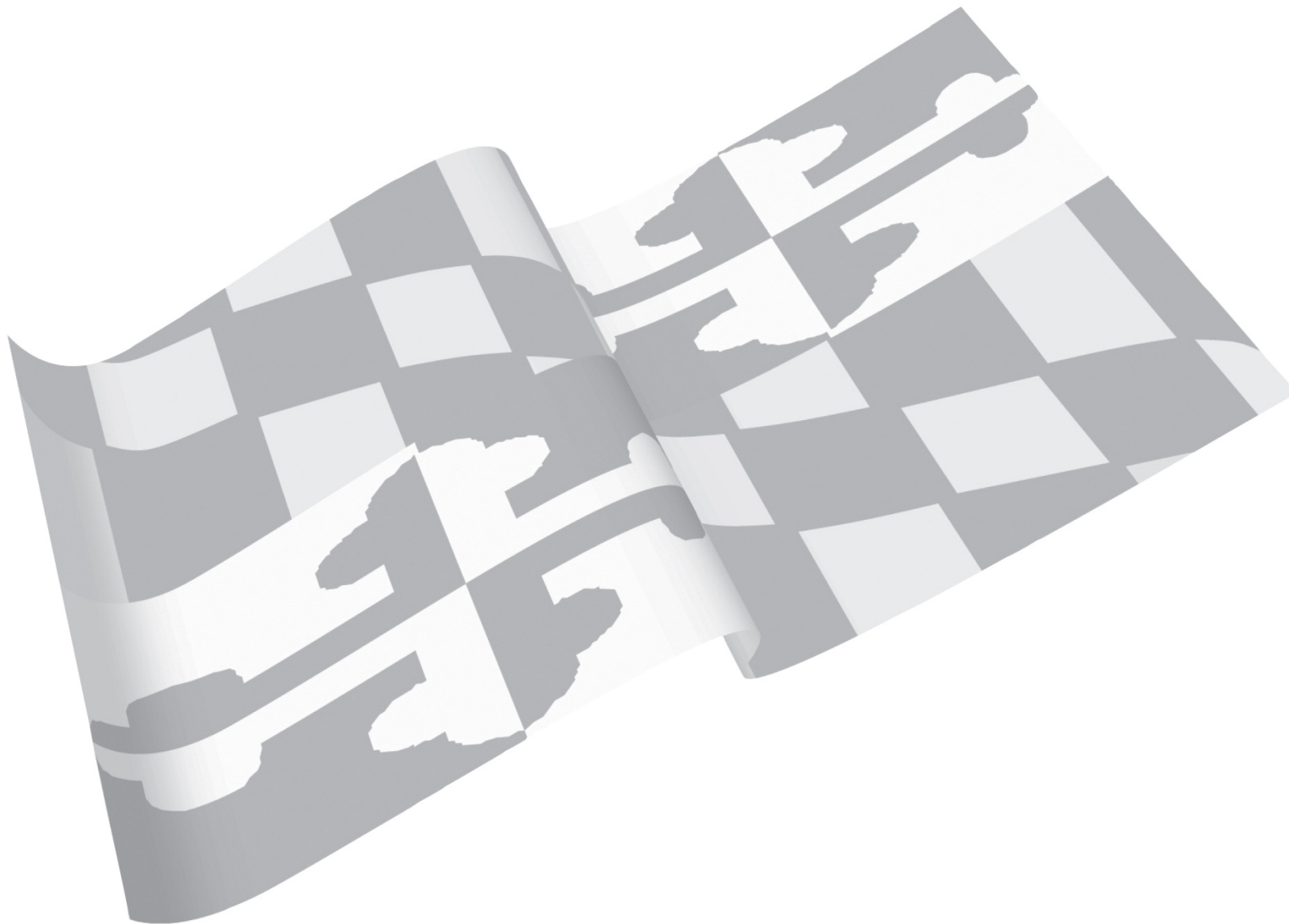
PURPOSE & NEED SUMMARY STATEMENT: The funding is mandated by state legislation. Maryland will provide \$167M annually to WMATA's CIP beginning in FY 2020.

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 type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2026...	...2027...	...2028...	...2029...		
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	1,670,000	668,000	167,000	167,000	167,000	167,000	167,000	167,000	167,000	1,002,000	0
Total	1,670,000	668,000	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	1,670,000	668,000	167,000	167,000	167,000	167,000	167,000	167,000	167,000	1,002,000	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: The total estimated cost allocation increased \$167.0M due to the addition of funding in FY 2029.

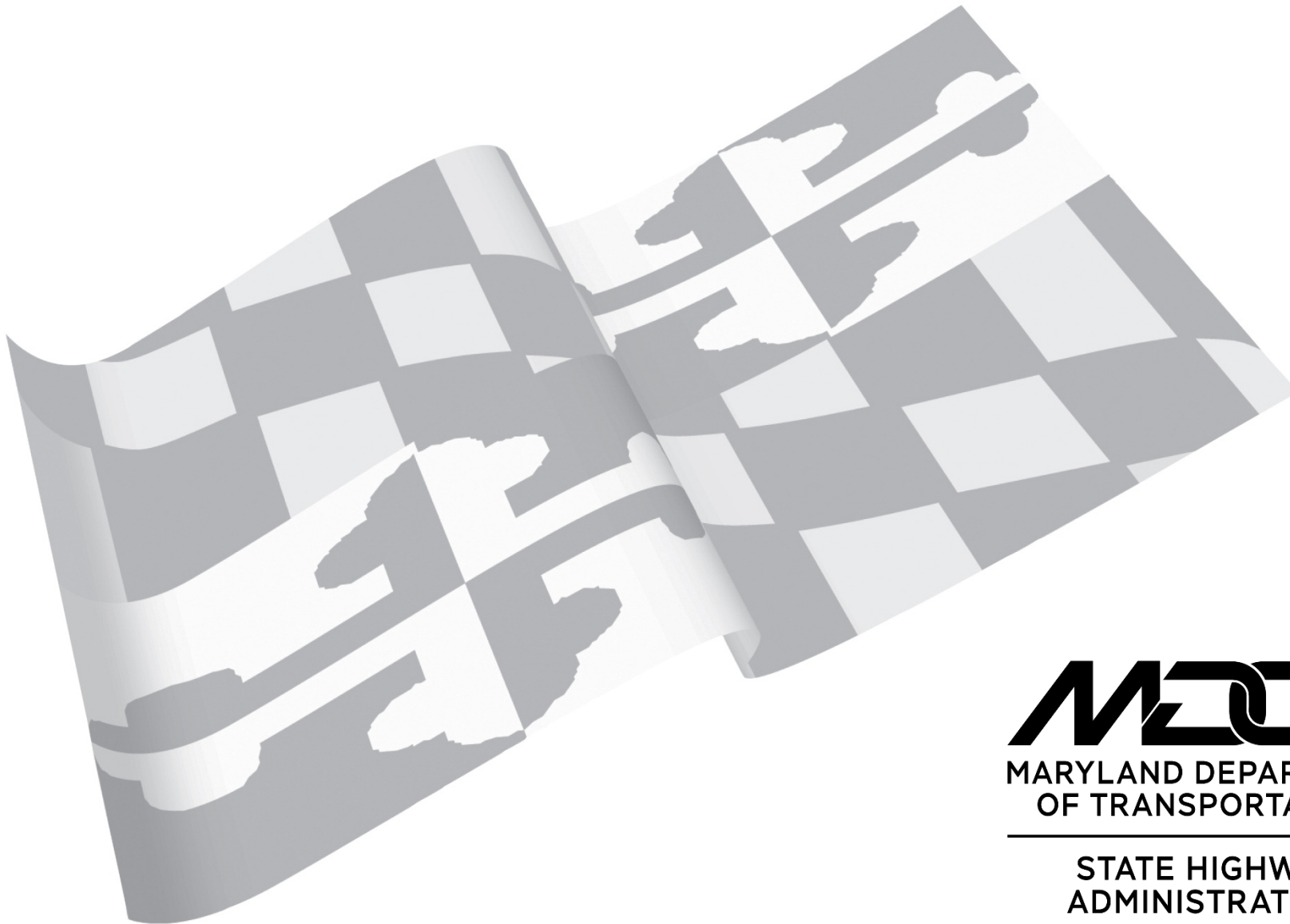


MDOT MARYLAND DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY ADMINISTRATION

**STATE HIGHWAY ADMINISTRATION
CAPITAL PROGRAM SUMMARY
(\$ MILLIONS)**

	<u>FY 2024</u>	<u>FY 2025</u>	<u>FY 2026</u>	<u>FY 2027</u>	<u>FY 2028</u>	<u>FY 2029</u>	<u>SIX - YEAR TOTAL</u>
<u>Major Construction Program</u>	247.8	200.7	166.6	222.8	184.0	243.2	1,265.2
System Preservation	2.1	2.9	1.9	-	-	-	6.9
Expansion/Efficiency	200.2	167.4	138.7	198.0	166.3	218.0	1,088.6
Safety & Security	21.0	9.2	7.8	5.4	1.6	5.0	50.0
Environment	4.6	0.3	-	-	-	-	4.8
Administration	19.9	21.0	18.2	19.4	16.2	20.2	114.9
<u>Major Development & Evaluation Program</u>	50.3	74.0	89.9	55.1	46.4	42.3	358.1
Expansion/Efficiency	8.8	6.9	20.9	27.7	27.9	34.8	127.0
Safety & Security	40.4	67.1	69.0	27.4	18.5	7.5	230.0
Environment	1.1	-	-	-	-	-	1.1
<u>Minor Program</u>	911.9	1,047.9	1,115.3	1,140.2	1,255.1	1,194.7	6,665.1
System Preservation	540.5	607.6	597.7	621.3	681.7	684.8	3,733.7
Expansion/Efficiency	53.8	66.2	81.0	87.3	95.0	95.2	478.5
Safety & Security	150.1	203.2	214.4	205.6	221.7	207.8	1,202.7
Local Funding	96.4	96.4	102.2	102.2	102.2	102.2	601.5
Environment	27.2	33.0	61.6	59.9	69.7	58.6	310.0
Administration	43.9	41.5	58.4	63.9	84.9	46.0	338.7
<u>Highway User Revenue</u>	331.0	385.9	444.1	455.7	356.5	364.1	2,337.2
<u>Capital Salaries, Wages & Other Costs</u>	-	-	-	-	-	-	-
TOTAL	1,541.0	1,708.4	1,815.9	1,873.9	1,842.1	1,844.3	10,625.6
Special Funds	606.3	714.6	856.1	867.8	900.9	766.3	4,712.1
Federal Funds	919.7	978.8	944.8	991.0	926.2	1,063.1	5,823.6
Other Funds	15.0	15.0	15.0	15.0	15.0	15.0	90.0
<u>Special Funds Breakdown</u>							
General Fund	1.1	1.4	1.5	0.8	-	-	4.8
Transportation Trust Fund	605.2	713.3	854.6	867.0	900.9	766.3	4,707.3
Reimbursement from Counties for TTF Expenditure	-	-	-	-	-	-	-
State GO Bonds	-	-	-	-	-	-	-
Reimbursable Funds	-	-	-	-	-	-	-
SPECIAL FUNDS TOTAL	606.3	714.6	856.1	867.8	900.9	766.3	4,712.1



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.

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.

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 2023 - 28 CTP: The funding decrease of \$27.1 million is due to reflecting the National Electric Vehicle Infrastructure funds separately (Statewide Line 4).

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☒ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	33,659	24,306	1,531	2,473	3,916	716	1,016	616	616	9,353	0
Engineering	42,118	14,008	1,840	3,070	3,800	4,900	5,300	5,520	5,520	28,110	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	754	238	30	0	115	70	131	100	100	516	0
Construction	110,660	28,269	2,740	6,593	9,115	13,782	14,373	19,323	19,205	82,391	0
Total	187,192	66,822	6,141	12,136	16,946	19,468	20,820	25,559	25,441	120,370	0
Federal-Aid	140,530	40,083	3,669	8,681	13,066	15,833	17,281	22,696	22,891	100,448	0
Special	46,661	26,739	2,472	3,455	3,880	3,635	3,539	2,863	2,550	19,923	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
(2023)

PROJECTED N/A
(2043)

**PROJECT:** Sidewalk Program**DESCRIPTION:** This program provides matching funds for the construction of sidewalks adjacent to SHA highways.**PURPOSE & NEED SUMMARY STATEMENT:** Program supports community revitalization efforts and efforts to encourage pedestrian usage of sidewalks along 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 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 2023 - 28 CTP:** The \$75.0 million reflected previously for Pedestrian Safety Action plan implementation is now reflected in the Complete Streets program (Statewide Line 6). FY 29 funding was added to the program.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL
☒ FEDERAL
☐ GENERAL
☐ OTHER

PHASE	TOTAL					PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPENDED	EXPENDED	CURRENT	BUDGET						
	COST	THRU	IN	YEAR	YEAR	FOR PLANNING PURPOSES ONLY					
	(\$000)	2023	2023	2024	2025	...2026...	...2027...	...2028...	...2029...		
Planning	2,059	799	320	100	100	265	265	265	265	1,260	0
Engineering	21,166	5,707	1,801	1,253	206	3,500	3,500	3,500	3,500	15,459	0
Right-of-way	258	108	80	150	0	0	0	0	0	150	0
Utilities	1,012	462	250	150	400	0	0	0	0	550	0
Construction	58,601	10,427	1,772	7,551	8,730	8,297	7,737	7,903	7,956	48,174	0
Total	83,096	17,503	4,223	9,204	9,436	12,062	11,502	11,668	11,721	65,593	0
Federal-Aid	45,165	8,459	2,330	6,731	7,025	6,506	5,449	5,491	5,504	36,706	0
Special	37,932	9,045	1,893	2,473	2,411	5,556	6,053	6,177	6,217	28,887	0
Other	0	0	0	0	0	0	0	0	0	0	0

STIP REFERENCE #State3 8/01/2023

Classification:

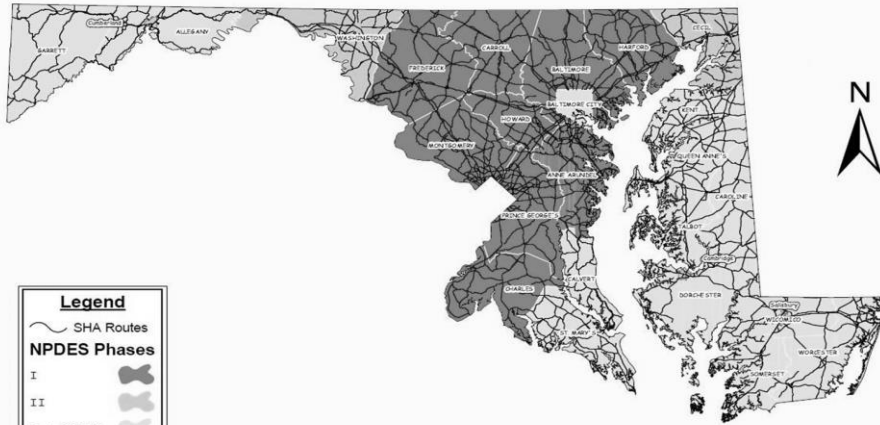
STATE - N/A

FEDERAL - N/A

STATE SYSTEM: N/A

Estimated Annual Average Daily Traffic (vehicles per day)CURRENT N/A
(2023)PROJECTED N/A
(2043)

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 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 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 2023 - 28 CTP: The funding increase of \$44.9 million is primarily due to the addition of FY 29 to the program.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	43,415	30,815	1,546	1,600	1,500	2,000	2,500	2,500	2,500	12,600	0
Engineering	169,225	148,625	3,281	1,850	2,250	3,000	4,500	4,500	4,500	20,600	0
Right-of-way	10,278	6,028	415	250	500	500	1,000	1,000	1,000	4,250	0
Utilities	33	33	12	0	0	0	0	0	0	0	0
Construction	480,447	328,653	6,205	12,175	17,558	34,476	27,019	30,249	30,317	151,794	0
Total	703,397	514,153	11,459	15,875	21,808	39,976	35,019	38,249	38,317	189,244	0
Federal-Aid	229,149	132,896	3,677	8,718	12,520	27,619	15,755	15,812	15,829	96,253	0
Special	474,248	381,257	7,782	7,157	9,288	12,357	19,264	22,437	22,488	92,991	0
Other	0	0	0	0	0	0	0	0	0	0	0

STIP REFERENCE #State5 8/01/2023

Classification:

STATE - N/A

FEDERAL - N/A

STATE SYSTEM: N/A

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT N/A
(2023)

PROJECTED N/A
(2043)

**PROJECT:** NEVI Program

DESCRIPTION: The National Electric Vehicle Infrastructure (NEVI) Program provides funding to States to strategically deploy electric vehicle (EV) charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability.

PURPOSE & NEED SUMMARY STATEMENT: The NEVI Program funding will be used to develop and build out an EV charging network to support the transition to electric vehicles across the State of Maryland. Eligible activities include development of a statewide plan to use NEVI funds, acquisition and installation of EV charging infrastructure, and operating assistance for operating and maintaining EV charging infrastructure deployed through the NEVI 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: Program development underway.

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

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

EXPLANATION: The new NEVI funds will help build out the electric charging network for the growing numbers of electric vehicles in the State of Maryland.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: The \$62.8 million was previously shown in the FY 23-28 Final CTP under the CHART Program (Statewide Line 1). New program added to the Construction program.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
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	62,819	0	0	16,750	16,750	12,000	12,000	5,319	0	62,819	0
Total	62,819	0	0	16,750	16,750	12,000	12,000	5,319	0	62,819	0
Federal-Aid	62,819	0	0	16,750	16,750	12,000	12,000	5,319	0	62,819	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 - N/A

FEDERAL - N/A

STATE SYSTEM: N/A

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT N/A
(2023)

PROJECTED N/A
(2043)

**PROJECT:** Carbon Reduction Program

DESCRIPTION: The Carbon Reduction Program (CRP) will reduce transportation emissions through the development of State carbon reduction strategies and by funding projects designed to reduce transportation emissions.

PURPOSE & NEED SUMMARY STATEMENT: CRP funding may be used on a wide range of projects that support the reduction of transportation emissions. Examples include, but are not limited to, public transportation facilities, congestion management technologies, energy-efficient traffic control devices and street lighting, and efforts to reduce the environmental and community impacts of freight movement.

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

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 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 the development and implementation of strategies, activities and projects that will reduce transportation emissions.

STATUS: This represents a summary of available Carbon Reduction Program funding. Individual projects will be included in the System Preservation Minor Projects Program of each respective MDOT modal agency as they advance. Initial project development activities are underway.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: This newly added program provides \$94.4M in federal funding from the Infrastructure Investment and Jobs Act, which will be programmed over the FY 2024-2029 CTP period.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023				...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	18,876	0	0	1,510	3,020	3,020	3,775	3,775	3,775	18,876	0
Right-of-way	4,719	0	0	378	755	755	944	944	944	4,719	0
Utilities	4,719	0	0	378	755	755	944	944	944	4,719	0
Construction	66,064	0	0	5,285	10,570	10,570	13,213	13,213	13,213	66,064	0
Total	94,378	0	0	7,550	15,100	15,100	18,876	18,876	18,876	94,378	0
Federal-Aid	94,378	0	0	7,550	15,100	15,100	18,876	18,876	18,876	94,378	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 - N/A

FEDERAL - N/A

STATE SYSTEM: N/A

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT N/A
(2023)

PROJECTED N/A
(2043)



PROJECT: Complete Streets Program

DESCRIPTION: Building on SHA's Context Driven initiative that has established a contextually nuanced approach to designing and deploying engineering countermeasures and on SHA's Pedestrian Safety Action Plan that identified priority locations in which to focus vulnerable user safety investments, this program delivers active transportation improvements to support Maryland's safety (Vision Zero), equity, and mode-shift goals.

PURPOSE & NEED SUMMARY STATEMENT: This program will invest in prioritized corridors to reduce deaths and serious injuries for vulnerable users while also supporting the statewide safety, equity, and mode-shift goals.

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 program supports active transportation and community revitalization. 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 Major or System Preservation Minor Projects Programs within each county.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: \$75.0M of the funding was previously shown in the FY 23-28 Final CTP under the Sidewalk Program (Statewide Line 2). An additional \$22.5M was added for FY 29. A new program in the Construction program.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	6,000	0	0	500	500	500	2,500	1,000	1,000	6,000	0
Engineering	32,500	1,000	1,000	6,500	5,000	5,000	5,000	5,000	5,000	31,500	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	59,000	0	0	3,000	2,500	7,750	12,750	16,500	16,500	59,000	0
Total	97,500	1,000	1,000	10,000	8,000	13,250	20,250	22,500	22,500	96,500	0
Federal-Aid	87,750	900	900	9,000	7,200	11,925	18,225	20,250	20,250	86,850	0
Special	9,750	100	100	1,000	800	1,325	2,025	2,250	2,250	9,650	0
Other	0	0	0	0	0	0	0	0	0	0	0

STIP REFERENCE #State6 8/01/2023

Classification:

STATE - N/A

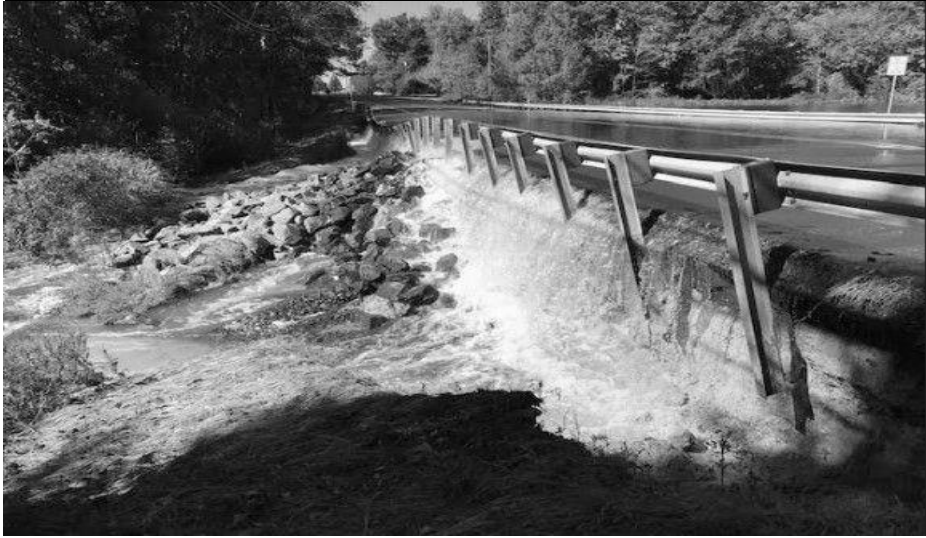
FEDERAL - N/A

STATE SYSTEM: N/A

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT N/A
(2023)

PROJECTED N/A
(2043)

**PROJECT:** PROTECT Program

DESCRIPTION: The Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program will help make surface transportation systems more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters.

PURPOSE & NEED SUMMARY STATEMENT: PROTECT Program funding may be used to support resilience planning and design activities, resilience-related infrastructure improvements, community resilience and evacuation route activities, and efforts that address at-risk coastal infrastructure.

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 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 program supports the planning, design and implementation of activities and projects that will make surface transportation systems and affected communities more resilient to extreme weather events and other natural hazards.

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: This represents a summary of available PROTECT Program funding. Individual projects will be included in the System Preservation Minor Projects Program of each respective MDOT modal agency as they advance. Initial project development activities are underway.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: This newly added program provides \$107.3M in federal funding from the Infrastructure Investment and Jobs Act, which will be programmed over the FY 2024-2029 CTP period.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	10,731	0	0	859	1,717	1,717	2,146	2,146	2,146	10,731	0
Right-of-way	5,366	0	0	429	859	859	1,073	1,073	1,073	5,366	0
Utilities	5,366	0	0	429	859	859	1,073	1,073	1,073	5,366	0
Construction	85,851	0	0	6,868	13,736	13,736	17,170	17,170	17,170	85,851	0
Total	107,314	0	0	8,585	17,170	17,170	21,463	21,463	21,463	107,314	0
Federal-Aid	107,314	0	0	8,585	17,170	17,170	21,463	21,463	21,463	107,314	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 - N/A

FEDERAL - N/A

STATE SYSTEM: N/A

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT N/A
(2023)

PROJECTED N/A
(2043)



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 2023 - 28 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			CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023			FOR PLANNING PURPOSES ONLY					
						...2026...	...2027...	...2028...	...2029...		
Planning	3,071	1,261	92	100	570	570	570	0	0	1,810	0
Engineering	4,601	1,874	230	434	1,146	803	344	0	0	2,727	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	396	50	3	68	111	127	40	0	0	346	0
Construction	42,281	8,862	193	6,845	11,132	12,653	2,789	0	0	33,419	0
Total	50,349	12,047	518	7,447	12,959	14,153	3,743	0	0	38,302	0
Federal-Aid	42,605	6,545	458	7,010	12,206	13,325	3,519	0	0	36,060	0
Special	7,695	5,453	60	437	753	828	224	0	0	2,242	0
Other	48	48	0	0	0	0	0	0	0	0	0



PROJECT: Washington Region - Stream and Wetland Mitigation

DESCRIPTION: Stream and wetland mitigation services in multiple watersheds.

PURPOSE & NEED SUMMARY STATEMENT: The purpose is to develop and provide stream and wetland mitigation credits to support SHA projects in the watersheds. Projects may include those developed under the American Legion Bridge and I-270 corridors or other SHA projects requiring 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 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	9,538	8,473	0	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	0	1,065	0	0	0	0	0	1,065	0
Federal-Aid	6,484	6,015	0	469	0	0	0	0	0	469	0
Special	3,054	2,458	0	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
(2023)

PROJECTED N/A
(2043)



PROJECT: I-270, Eisenhower Memorial Highway and I-495 Capital Beltway - Phase 1 South

DESCRIPTION: This project includes improvements outlined in the Federal Highway Administration's Record of Decision for the I-495 and I-270 Study. As recently announced, MDOT is planning to phase the project with an emphasis on the southern section including transit, transportation demand management options, as well as transit-oriented development.

PURPOSE & NEED SUMMARY STATEMENT: The project will address congestion, improve trip reliability, and enhance existing and planned multimodal connectivity.

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 is underway.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: The funding decrease of \$70.5 million is primarily due to breaking out the I-270 from I-370 to I-70 study (Statewide Line 11).

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	61,010	61,010	7,592	0	0	0	0	0	0	0	0
Engineering	207,500	32,000	17,442	36,000	56,500	58,500	16,000	8,500	0	175,500	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	268,510	93,010	25,034	36,000	56,500	58,500	16,000	8,500	0	175,500	0
Federal-Aid	154,800	0	0	29,250	50,850	52,650	14,400	7,650	0	154,800	0
Special	113,710	93,010	25,034	6,750	5,650	5,850	1,600	850	0	20,700	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

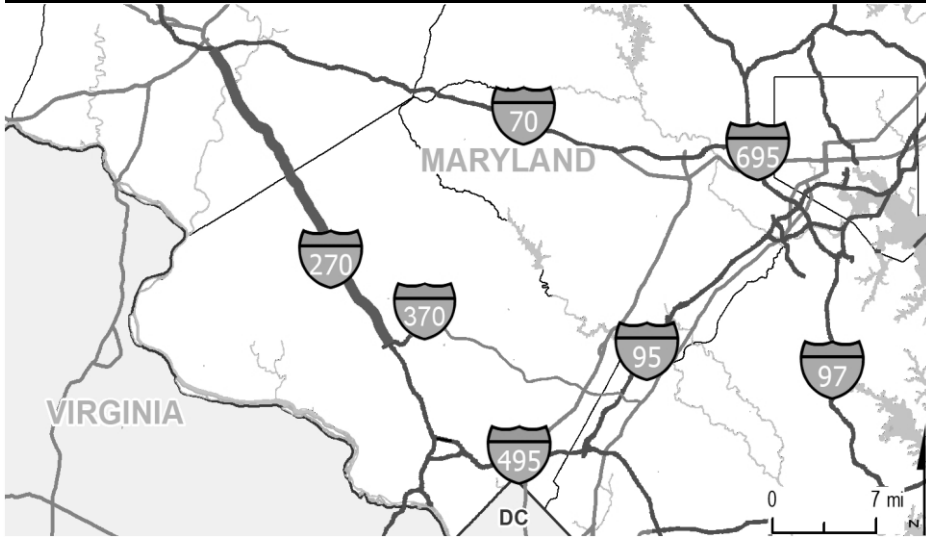
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT N/A
(2023)

PROJECTED N/A
(2043)



PROJECT: I-270, Eisenhower Memorial Highway and I-495 Capital Beltway - Phase 1 North

DESCRIPTION: An environmental study along I-270 from I-370 to I-70 in Frederick and Montgomery Counties that identifies the needs of the corridor and will consider a range of concepts that could include transit, transportation demand management, and highway improvements to provide and support multimodal travel choices.

PURPOSE & NEED SUMMARY STATEMENT: This study will support the overall strategy of the American Legion Bridge and I-270 corridors to support equitable access, stimulate economic growth, and reduce congestion.

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 2023 - 28 CTP: Previously funding was included in the I-270 and I-495 Phase 1 project.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

	TOTAL										
PHASE	ESTIMATED	EXPENDED	EXPENDED	CURRENT	BUDGET	PROJECTED CASH REQUIREMENTS				SIX	BALANCE
	COST	THRU	IN	YEAR	YEAR	FOR PLANNING PURPOSES ONLY				YEAR	TO
	(\$000)	2023	2023	2024	2025	...2026...	...2027...	...2028...	...2029...	TOTAL	COMPLETE
Planning	50,500	0	0	3,000	10,000	10,000	10,000	10,000	7,500	50,500	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	50,500	0	0	3,000	10,000	10,000	10,000	10,000	7,500	50,500	0
Federal-Aid	45,500	0	0	2,750	9,000	9,000	9,000	9,000	6,750	45,500	0
Special	5,000	0	0	250	1,000	1,000	1,000	1,000	750	5,000	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
(2023)

PROJECTED N/A
(2043)

**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 2023 - 28 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 from December 2023.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
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	4,118,600	1,055,044	278,408	330,974	385,853	444,052	455,720	356,528	364,122	2,337,249	726,307
Total	4,118,600	1,055,044	278,408	330,974	385,853	444,052	455,720	356,528	364,122	2,337,249	726,307
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	4,118,600	1,055,044	278,408	330,974	385,853	444,052	455,720	356,528	364,122	2,337,249	726,307
Other	0	0	0	0	0	0	0	0	0	0	0

STIP REFERENCE #State13 8/01/2023

Classification:

STATE - N/A

FEDERAL - N/A

STATE SYSTEM: N/A

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT N/A
(2023)

PROJECTED N/A
(2043)

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Statewide - LINE 13

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Bridge Replacement/Rehabilitation				
AX4144	-	STATEWIDE BRIDGE INSPECTION	\$ 4,183	Completed
AZ0292	-	STATEWIDE BRIDGE INSPECTION	\$ 4,028	Completed
XX163S	-	PRESERVATION AND MINOR REHAB OF FIXED BRIDGES, CULVERTS, AND RETAINING WALLS	\$ 16,097	Completed
XX163X	-	PRESERVATION AND MINOR REHAB OF MOVABLE & FIXED BRIDGES, CULVERTS, & RETAINING WALLS	\$ 18,304	FY 2024
XX163Y	-	PRESERVATION AND MINOR REHAB OF MOVABLE & FIXED BRIDGES, CULVERTS, & RETAINING WALLS	\$ 17,157	FY 2024
XX163Z	-	PRESERVATION AND MINOR REHAB OF MOVABLE & FIXED BRIDGES, CULVERTS, & WALLS IN DISTRICT 6	\$ 5,720	FY 2024
AZ2221	-	CLEANING AND PAINTING OF BRIDGES 2200301, 2200302, 2204500, 2301300, 2303100, AND 2303300	\$ 4,942	Under Construction
AZ2561	-	AREAWIDE BRIDGE INSPECTION	\$ 5,655	Under Construction
AZ2571	-	BRIDGE INSPECTION AT VARIOUS LOCATIONS	\$ 5,291	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
XX163W	-	BRIDGE REHABILITATION-PRESERVATION AND MINOR REHAB OF FIXED BRIDGES, CULVERTS, AND RETAINING WALLS	\$ 16,428	Under Construction
C.H.A.R.T. Projects				
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				
XX3681	-	LANDSCAPE-AT VARIOUS LOCATIONS IN WICOMICO AND WORCESTER COUNTIES	\$ 687	FY 2025
AT0442	-	LANDSCAPE-AT VARIOUS LOCATIONS IN DISTRICT 5	\$ 1,963	Under Construction
AT3132	-	LANDSCAPE INSTALLATION AND ESTABLISHMENT AT VARIOUS LOCATIONS IN KENT, QUEEN ANNE'S, AND TALBOT COUNTIES	\$ 417	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
AZ0791	-	LANDSCAPE AT VARIOUS LOCATIONS IN ALLEGANY AND WASHINGTON COUNTIES	\$ 152	Under Construction

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Statewide - LINE 13

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Environmental Preservation</u>				
XX3687	-	LANDSCAPE-AT VARIOUS LOCATIONS IN CARROLL, FREDERICK, AND HOWARD COUNTIES	\$ 308	Under Construction
<u>Noise Barriers</u>				
AX685A	-	NOISE BARRIER PROGRAM ENGINEERING AND ASSET MANAGEMENT FOR FY 23 STATEWIDE	\$ 1,700	FY 2024
<u>Resurface/Rehabilitate</u>				
XX112A	-	VARIOUS INTERSTATES IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES	\$ 5,499	Completed
XX1535	-	AT VARIOUS LOCATIONS IN CAROLINE, TALBOT, KENT, AND QUEEN ANNE'S COUNTIES	\$ 1,930	Completed
XX1795	-	MICRO-SURFACING AT VARIOUS LOCATIONS IN AA, CA, CH, AND SM COUNTIES	\$ 2,611	Completed
XX2522	-	AT VAR LOCATIONS IN CE, KE, QA, CO, AND TA COUNTIES	\$ 2,322	Completed
XX3861	-	AREAWIDE PATCHING AND RESURFACING IN BALTIMORE AND HARFORD COUNTIES	\$ 11,839	Completed
XY237B	-	W-BEAM UPGRADES AT VARIOUS LOCATIONS IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES	\$ 2,128	Completed
XY243B	-	TRAFFIC BARRIER UPGRADES AT VARIOUS LOCATIONS IN AA, CA, CH, AND SM COUNTIES	\$ 1,722	Completed
XY246A	-	AT VARIOUS LOCATIONS IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES	\$ 4,629	Completed
XY2509	-	AT VARIOUS LOCATIONS IN CE, KE, QA, CO, AND TA COUNTIES	\$ 864	Completed
XY250A	-	THERMOPLASTIC THINLINE STRIPING IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES	\$ 1,903	Completed
XY251E	-	ROADWAY LINE STRIPING IN CARROLL, FREDERICK, AND HOWARD COUNTIES	\$ 2,659	Completed
XY2543	-	LINE STRIPING AT VARIOUS LOCATIONS IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES	\$ 1,614	Completed
XY2545	-	WATERBORNE PAINT STRIPING AT VARIOUS LOCATIONS; AA, CA, CH, AND SM COUNTIES	\$ 719	Completed
XX153B	-	PATCHING-AT VARIOUS LOCATIONS IN KENT, CAROLINE, QUEEN ANNE'S, AND TALBOT COUNTIES	\$ 5,296	FY 2024
XX2338	-	PAVEMENT MARKINGS-VARIOUS LOCATIONS IN DORCHESTER, SOMERSET, WICOMICO AND WORCESTER COUNTIES	\$ 2,734	FY 2024
XX2529	-	PAVEMENT MARKINGS-VARIOUS LOCATIONS IN CECIL, CAROLINE, KENT, QUEEN ANNE'S, AND TALBOT COUNTIES	\$ 5,966	FY 2024

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Statewide - LINE 13

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Resurface/Rehabilitate				
XX3722	-	SIDEWALK UPGRADE-AT VARIOUS LOCATIONS IN CAROLINE, CECIL, KENT, QUEEN ANNE'S AND TALBOT COUNTIES	\$ 1,341	FY 2024
XX5383	-	SURFACE TREATMENT AT VARIOUS LOCATIONS IN MONTGOMERY AND PRINCE GEORGE'S COUNTY	\$ 7,386	FY 2024
XY247C	-	GUARDRAIL-AT VARIOUS LOCATIONS IN CAROLINE, CECIL, KENT, QUEEN ANNE'S AND TALBOT COUNTIES	\$ 772	FY 2024
XY250G	-	PAVEMENT MARKINGS-AT VARIOUS LOCATIONS IN CECIL, CAROLINE, KENT, QUEEN ANNE'S, AND TALBOT COUNTIES	\$ 2,414	FY 2024
AZ2271	IS68	NATIONAL FREEWAY - WEST OF MD 546 IN GARRETT COUNTY TO EAST OF ALLEGANY COUNTY LINE	\$ 4,193	Under Construction
XX127A	-	VARIOUS LOCATIONS IN CARROLL AND FREDERICK COUNTY	\$ 3,505	Under Construction
XX1325	-	AT VARIOUS LOCATIONS IN ANNE ARUNDEL, CALVERT, CHARLES, AND ST. MARY'S COUNTIES	\$ 1,665	Under Construction
XX1385	-	AT VARIOUS LOCATIONS IN CALVERT, CHARLES, AND ST. MARY'S COUNTIES	\$ 1,016	Under Construction
XX1781	-	AT VARIOUS LOCATIONS - STATEWIDE	\$ 3,848	Under Construction
XX179C	-	AT VARIOUS LOCATIONS IN ANNE ARUNDEL, CALVERT, CHARLES AND ST. MARY'S COUNTIES	\$ 4,089	Under Construction
XX1935	-	AT VARIOUS LOCATIONS IN ANNE ARUNDEL, CALVERT, CHARLES, AND ST MARY'S COUNTIES	\$ 1,784	Under Construction
XX2323	-	VARIOUS LOCATIONS IN DORCHESTER, SOMERSET, WICOMICO, AND WORCESTER COUNTIES	\$ 738	Under Construction
XX2324	-	ADA SIDEWALK UPGRADES IN VARIOUS LOCATIONS IN DORCHESTER, SOMERSET, WICOMICO, AND WORCESTER COUNTIES	\$ 1,375	Under Construction
XX2331	-	VARIOUS LOCATIONS IN DORCHESTER, SOMERSET, WICOMICO, AND WORCESTER COUNTIES	\$ 1,114	Under Construction
XX3764	-	SAFETY AND RESURFACE-AT VARIOUS LOCATIONS ON NHS IN BALTIMORE AND HARFORD COUNTIES	\$ 12,619	Under Construction
XX3864	-	AT VARIOUS LOCATIONS IN BALTIMORE AND HARFORD COUNTIES ON NHS	\$ 14,450	Under Construction
XX386B	-	SAFETY AND RESURFACE-AT VARIOUS LOCATIONS ON IS ROUTES IN BALTIMORE AND HARFORD COUNTIES	\$ 13,439	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
XY229N	-	JOINT AND CRACK SEALING-AT VARIOUS LOCATIONS IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES	\$ 2,815	Under Construction
XY233M	-	AT VARIOUS LOCATIONS IN CARROLL, FREDERICK, AND HOWARD COUNTIES	\$ 2,219	Under Construction

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Statewide - LINE 13

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Resurface/Rehabilitate				
XY233T	-	SIDEWALK IMPROVEMENTS-AT VARIOUS LOCATIONS IN CARROLL, FREDERICK, AND HOWARD COUNTIES	\$ 4,483	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
XY241U	-	AT VARIOUS LOCATIONS IN CARROLL, FREDERICK, AND HOWARD COUNTIES	\$ 2,509	Under Construction
XY244F	-	AT VARIOUS LOCATIONS IN CARROLL, FREDERICK, AND HOWARD COUNTIES	\$ 3,991	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
XY2464	-	CONCRETE SIDEWALK AND PEDESTRIAN IMPROVEMENTS IN BALTIMORE AND HARFORD COUNTIES	\$ 3,260	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
XY2508	-	PAVEMENT MARKINGS CORRIDOR LINE STRIPING, ALLEGANY AND GARRETT COUNTIES	\$ 3,725	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
XY250L	-	PAVEMENT MARKING AT VARIOUS LOCATIONS IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES	\$ 2,008	Under Construction
XY251C	-	AT VARIOUS LOCATIONS IN BALTIMORE AND HARFORD COUNTIES	\$ 1,164	Under Construction
XY251M	-	PAVEMENT MARKING AT VARIOUS LOCATIONS IN CARROLL, FREDERICK, AND HOWARD COUNTIES	\$ 2,581	Under Construction
XY254A	-	PAVEMENT MARKING-AT VARIOUS LOCATIONS IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES	\$ 3,124	Under Construction
XY2551	-	AT VARIOUS LOCATIONS IN DORCHESTER, SOMERSET, WICOMICO, AND WORCESTER COS	\$ 1,819	Under Construction
XY2601	-	PATCHING AT VARIOUS LOCATIONS IN DORCHESTER, SOMERSET, WICOMICO AND WORCESTER COUNTIES	\$ 2,764	Under Construction
XY3419	-	AT VARIOUS LOCATIONS IN CECIL, KENT, QUEEN ANNE'S, CAROLINE, AND TALBOT COUNTIES	\$ 1,299	Under Construction

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Statewide - LINE 13

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Safety/Spot Improvement				
XX1911	-	AT VARIOUS LOCATIONS IN DORCHESTER, SOMERSET, WICOMICO, AND WORCESTER COUNTIES	\$ 721	Completed
XX228C	-	RAISED PAVEMENT MARKERS AT VARIOUS LOCATIONS IN ANNE ARUNDEL, CALVERT, CHARLES, AND ST. MARY'S COUNTY	\$ 1,264	Completed
XX228D	-	RAISED PAVEMENT MARKERS AT VARIOUS LOCATIONS IN ALLEGANY, GARRETT, AND WASHINGTON COUNTIES	\$ 906	Completed
XX228E	-	RAISED PAVEMENT MARKERS AT VARIOUS LOCATIONS IN FREDERICK, CARROLL, AND HOWARD COUNTIES	\$ 1,379	Completed
XX1825	-	DRAINAGE IMPROVEMENTS-AT VARIOUS LOCATIONS IN ANNE ARUNDEL, CALVERT, CHARLES, AND ST. MARY'S COUNTIES	\$ 2,299	FY 2024
XX229A	-	GEOMETRIC IMPROVEMENTS-AT VARIOUS LOCATIONS IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES	\$ 16,338	FY 2024
XY245P	-	GUARDRAIL AT VARIOUS LOCATIONS IN ALLEGANY, GARRETT AND WASHINGTON COUNTIES	\$ 4,833	FY 2024
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
XX1674	-	DRAINAGE IMPROVEMENT-AT VARIOUS LOCATIONS IN DISTRICT 1	\$ 4,580	Under Construction
XX1851	-	AT VARIOUS LOCATIONS IN MO, PG, AA, CA, CH, AND SM COUNTIES	\$ 4,118	Under Construction
XX1861	-	AT VARIOUS LOCATIONS IN BALTIMORE, HARFORD, CARROLL, FREDERICK, AND HOWARD COS	\$ 4,041	Under Construction
XX1924	-	SAFETY-AT VARIOUS LOCATIONS IN BALTIMORE AND HARFORD COUNTIES	\$ 7,929	Under Construction
XX2283	-	RPM-AT VARIOUS LOCATIONS IN PRINCE GEORGE'S AND MONTGOMERY COUNTIES	\$ 4,607	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
XX228P	-	RPM-AT VARIOUS LOCATIONS IN BALTIMORE AND HARFORD COUNTIES	\$ 988	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

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Statewide - LINE 13

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Safety/Spot Improvement</u>				
XX2411	-	DRAINAGE IMPROVEMENT-AT VARIOUS LOCATIONS IN DO, SO, WI, WO, CO, CE, KE, QA, AND TA COUNTIES	\$ 5,834	Under Construction
XX3674	-	ADA SIDEWALK UPGRADES IN BALTIMORE AND HARFORD COUNTIES	\$ 3,516	Under Construction
XX3691	-	AT VARIOUS LOCATIONS IN DORCHESTER, SOMERSET, WICOMICO, AND WORCESTER COUNTIES	\$ 3,245	Under Construction
XX3717	-	AT VARIOUS LOCATIONS IN CARROLL, FREDERICK, AND HOWARD COUNTIES	\$ 5,482	Under Construction
XX536C	-	AT VARIOUS LOCATIONS IN ANNE ARUNDEL, CALVERT, CHARLES, AND ST. MARY'S COUNTIES	\$ 2,910	Under Construction
XX668G	-	RUMBLE STRIPS-AT VARIOUS LOCATIONS IN BALTIMORE AND HARFORD COUNTIES	\$ 359	Under Construction
XY253B	-	AT VARIOUS LOCATIONS IN BALTIMORE AND HARFORD COUNTIES	\$ 7,038	Under Construction
<u>Traffic Management</u>				
AXSPR1	-	MORGAN STATE UNIVERSITY SMARTER CENTER	\$ 800	FY 2024
XX1692	-	SIGNALIZATION AT VARIOUS LOCATIONS IN CECIL, CAROLINE, DORCHESTER, KENT, QUEEN ANNE'S, SOMERSET, TALBOT, WICOMICO, WORCE	\$ 10,144	FY 2024
XX3881	-	MOD/INSTALL/RECON OF SIGNING IN MO, PG, BA, HA, AA, CA, CH, AND SM COUNTIES	\$ 14,839	FY 2024
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
XX1425	-	SIGNALIZATION-AT VARIOUS LOCATIONS IN ANNE ARUNDEL, CALVERT, CHALES AND ST MARY'S COUNTIES	\$ 8,750	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
XX1842	-	SIGNALIZATION-AT VAR LOCATIONS IN ALLEGANY, CARROLL, FREDERICK, GARRETT, HOWARD, WASHINGTON COUNTIES	\$ 8,407	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
XX6602	-	MOD/INSTALL/RECON OF LIGHTING - DO, SO, WI, WO, CO, CE, KE, QA, TA, BA, HA COUNTIES	\$ 2,219	Under Construction
XY1722	-	LIGHTING-AT VARIOUS LOCATIONS IN MO, PG, AL, GA, WA, CL, FR, AND HO COUNTIES	\$ 5,166	Under Construction

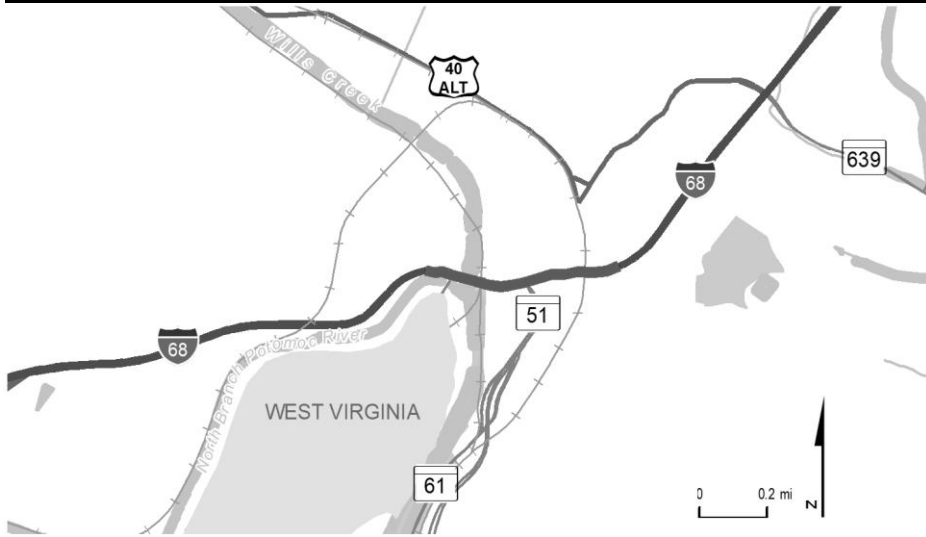
MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Statewide - LINE 13

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Traffic Management</u>					
XY1813	-	MOD/INSTALL/RECON OF SIGNALS-MONTGOMERY AND PRINCE GEORGE'S COUNTIES	\$	8,514	Under Construction
XY1814	-	MOD/INSTALL/RECON OF SIGNALS-IN BALTIMORE AND HARFORD COUNTIES	\$	9,542	Under Construction
XY1851	-	MOD/INSTALL/RECON OF SIGNING - DISTRICTS 3, 4 & 5	\$	8,683	Under Construction
<u>Transportation Alternatives Program</u>					
AZ3251	-	WESTERN REGION STATE TRAIL MAINTENANCE PROGRAM	\$	154	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, built in 1968, 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 |

STATUS: Engineering underway.**EXPLANATION:** The existing structure's bridge deck is in need of replacement.**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:** None**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,574	828	257	1,164	582	0	0	0	0	1,746	0
Right-of-way	1,000	0	0	0	1,000	0	0	0	0	1,000	0
Utilities	1,500	0	0	0	0	682	818	0	0	1,500	0
Construction	45,000	0	0	0	0	0	4,650	22,050	18,300	45,000	0
Total	50,074	828	257	1,164	1,582	682	5,468	22,050	18,300	49,246	0
Federal-Aid	47,242	496	109	1,164	1,482	614	5,154	20,948	17,385	46,746	0
Special	2,832	332	148	0	100	68	314	1,103	915	2,500	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** 30,200 - 47,700
(2023)**PROJECTED** 33,200 - 52,500
(2043)

**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: Engineering and right-of-way acquisition underway.**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:** The cost increase of \$1.2 million is primarily due to additional roadway and drainage design needed for the project.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	32	32	30	0	0	0	0	0	0	0	0
Engineering	3,000	350	350	1,200	800	650	0	0	0	2,650	0
Right-of-way	1,553	0	0	1,035	518	0	0	0	0	1,553	0
Utilities	500	0	0	0	500	0	0	0	0	500	0
Construction	6,980	0	0	0	0	2,366	3,490	1,124	0	6,980	0
Total	12,065	382	380	2,235	1,818	3,016	3,490	1,124	0	11,683	0
Federal-Aid	11,179	315	315	2,012	1,636	2,833	3,316	1,068	0	10,864	0
Special	885	67	65	224	182	183	174	56	0	818	0
Other	0	0	0	0	0	0	0	0	0	0	0

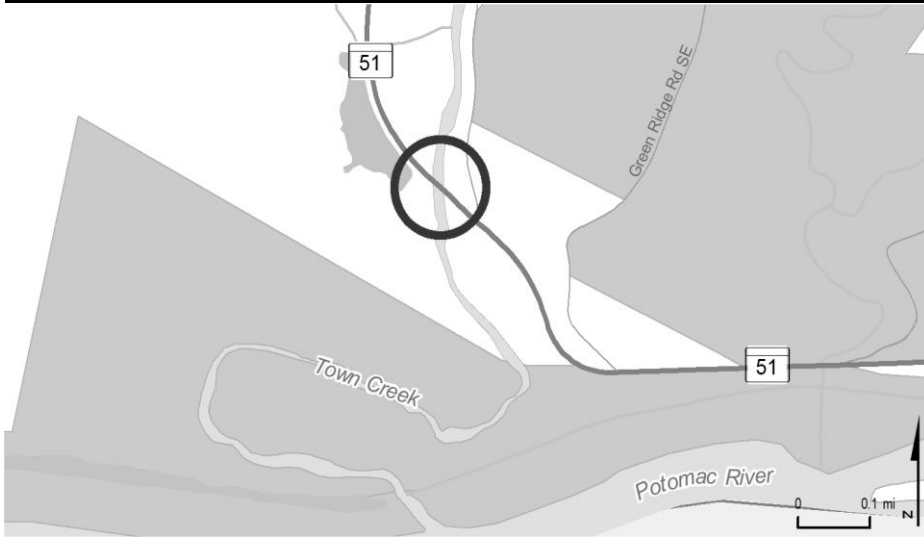
Classification:

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary and Secondary

Estimated Annual Average Daily Traffic (vehicles per day)CURRENT 11,100
(2023)PROJECTED 14,000
(2043)

**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 | |

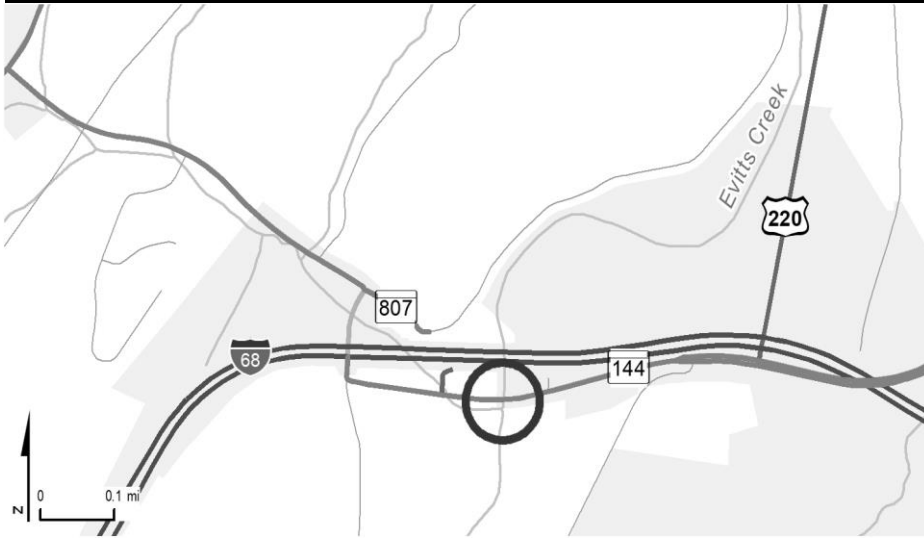
SMART GROWTH STATUS: ☐ Project Not Location Specific ☒ Not Subject to PFA Law

- | | |
|--|---|
| <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. Construction to begin in current fiscal year.**SIGNIFICANT CHANGE FROM FY 2023 - 28 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 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	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	2,483	821	94	1,662	0	0	0	0	0	1,662	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	1,251	5,807	3,285	0	0	0	10,343	0
Total	12,826	821	94	2,913	5,807	3,285	0	0	0	12,005	0
Federal-Aid	11,947	463	39	2,846	5,517	3,121	0	0	0	11,484	0
Special	879	358	55	67	290	164	0	0	0	521	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 2,300
(2023)PROJECTED 2,500
(2043)

**PROJECT:** MD 144, Naves Cross Road**DESCRIPTION:** Replacement of Bridge No. 0109100 over Evitts Creek.**PURPOSE & NEED SUMMARY STATEMENT:** The existing structure, built in 1966, 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 1966, is nearing the end of its useful service life.**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:** New project added to the construction program.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,202	872	170	132	132	66	0	0	0	329	0
Right-of-way	12	1	1	4	4	4	0	0	0	11	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	7,757	0	0	0	0	1,629	6,128	0	0	7,757	0
Total	8,971	874	171	135	135	1,698	6,128	0	0	8,097	0
Federal-Aid	7,879	235	27	109	109	1,604	5,822	0	0	7,644	0
Special	1,092	639	144	27	27	94	306	0	0	453	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** 3,950
(2023)**PROJECTED** 4,350
(2043)



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
☐ Project Outside PFA
☐ PFA Status Yet to Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

STATUS: Project on hold. Advanced Cresaptown improvements to construction (Allegany County Line 2).

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
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 and Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (US 220) 16,600
(2023) (MD 53) 6,400 - 13,300

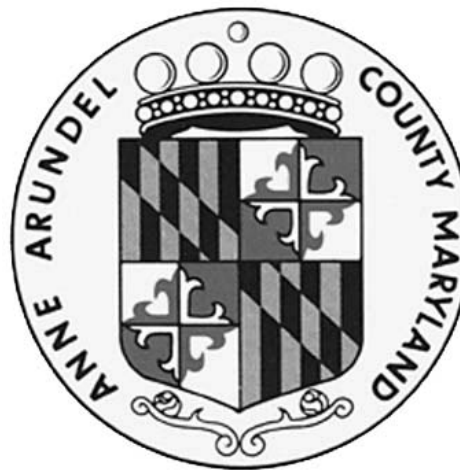
PROJECTED (US 220) 19,500
(2043) (MD 53) 7,500 - 16,700

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

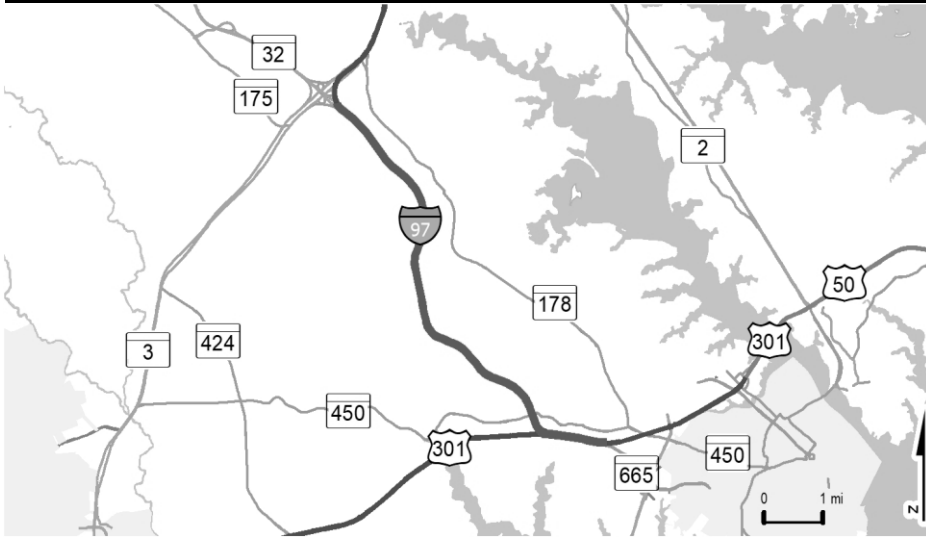
STATE HIGHWAY ADMINISTRATION - Allegany County - LINE 6

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Bridge Replacement/Rehabilitation</u>				
AL2221	-	CLEANING AND PAINTING OF BRIDGES 0111600, 0111703, 0111704, 0112000, 0112100, AND 0117700	\$ 2,374	Under Construction
AL2511	MD36	NEW GEORGES CREEK ROAD-DECK REPLACEMENT-BRIDGE 0107800 OVER NORTH BRANCH	\$ 4,169	Under Construction
AL2631	MD51	INDUSTRIAL BOULEVARD - BRIDGE NO. 0104800 ON MD51 OVER C&O CANAL	\$ 5,478	Under Construction
AL5261	-	CLEANING AND PAINTING OF BRIDGES 0114003, 0114004, 0114103, 0114104, AND 0014700	\$ 2,773	Under Construction
<u>Resurface/Rehabilitate</u>				
AL2191	IS68	NATIONAL FREEWAY - ROCKY GAP ROAD TO STREET ROAD	\$ 6,456	Completed
AL2431	IS68	NATIONAL FREEWAY - MV SMITH ROAD TO EAST OF ORLEANS ROAD	\$ 5,753	Completed
AL4461	MD36	MAIN STREET-DRAINAGE IMPROVEMENT-SELDOM SEEN ROAD TO CLICKS CROSSING ROAD	\$ 489	Completed
XY7011	-	AT VARIOUS LOCATIONS IN ALLEGANY COUNTY	\$ 5,499	Completed
XY8011	-	SAFETY AND RESURFACE-AT VARIOUS LOCATIONS IN ALLEGANY COUNTY	\$ 11,092	Under Construction
<u>Safety/Spot Improvement</u>				
AL2011	IS68	NATIONAL FREEWAY - MV SMITH ROAD TO EAST OF ORLEANS ROAD	\$ 2,046	Completed
<u>Transportation Alternatives Program</u>				
AL1021	-	GAP BORDEN TUNNEL LINING RESTORATION	\$ 3,833	Design Underway
ALNEW2	-	SRTS - BEL AIR ELEMENTARY SCHOOL PEDESTRIAN BRIDGE	\$ 320	FY 2025
ALNEW3	-	TOWPATH REHABILITATION PHASE V	\$ 1,855	FY 2025
AL6241	-	BICYCLE-PEDESTRIAN ROUTE-BALTIMORE STREET ACCESS - CITY OF CUMBERLAND	\$ 9,709	Under Construction

* Project funding enabled by IJIA increases.



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 2023 - 28 CTP: The decrease of \$1.3 million is due to revised design estimate.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,250	1,000	1,000	800	800	400	250	0	0	2,250	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	44,931	0	0	0	0	0	2,930	8,110	11,478	22,518	22,413
Total	48,181	1,000	1,000	800	800	400	3,180	8,110	11,478	24,768	22,413
Federal-Aid	45,063	550	550	720	720	360	3,008	7,705	10,804	23,317	21,196
Special	3,118	450	450	80	80	40	172	405	674	1,451	1,217
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

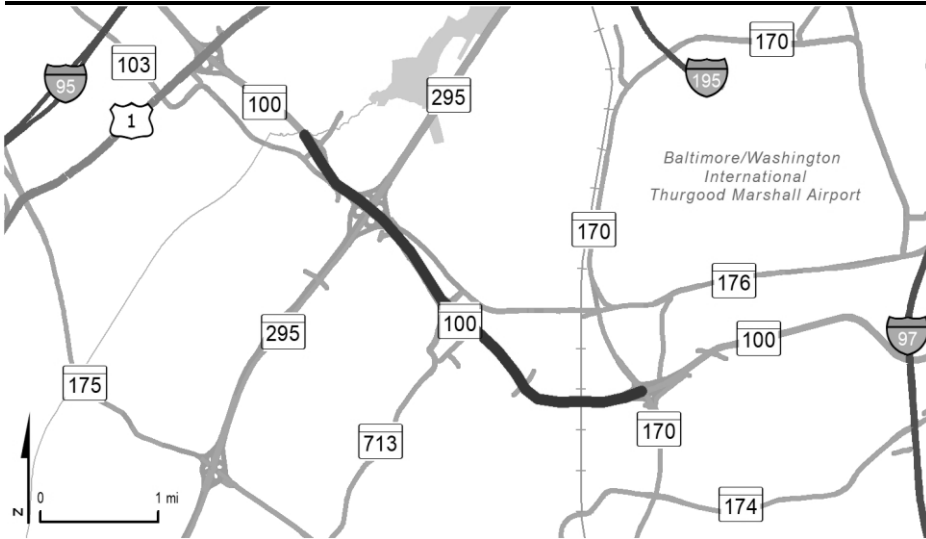
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 92,500 - 111,500
(2023)

PROJECTED 110,500 - 133,000
(2043)



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.

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.

EXPLANATION: The resurfacing will extend the useful lifespan of the roadway, while enhancing the quality of travel along the corridor.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: The cost decrease of \$1.4 million is due to a favorable bid on the construction contract.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	295	295	92	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	11,542	125	125	9,807	1,610	0	0	0	0	11,417	0
Total	11,837	420	217	9,807	1,610	0	0	0	0	11,417	0
Federal-Aid	11,809	392	192	9,807	1,610	0	0	0	0	11,417	0
Special	28	28	25	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Intermediate Arterial

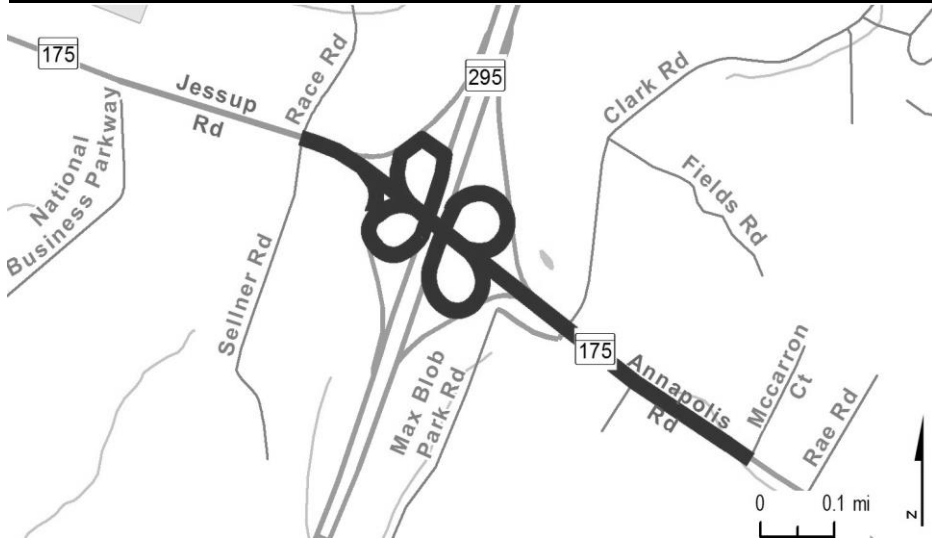
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 91,400 - 116,100
(2023)

PROJECTED 109,700 - 139,300
(2043)

**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 | |

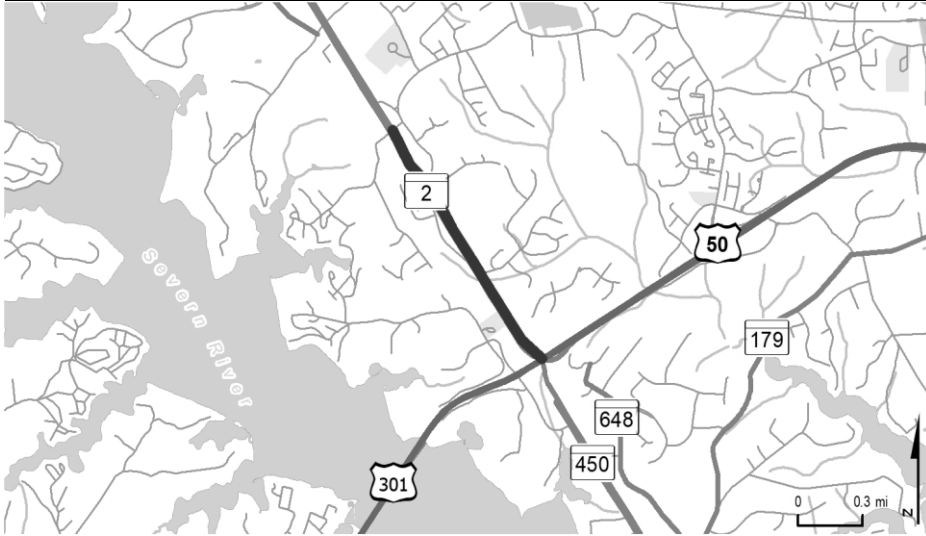
SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- | | |
|--|---|
| <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 2023 - 28 CTP:** None**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,811	5,811	89	0	0	0	0	0	0	0	0
Right-of-way	17,567	16,269	11	712	122	464	0	0	0	1,298	0
Utilities	3,094	2,374	646	720	0	0	0	0	0	720	0
Construction	50,997	13,070	10,351	15,458	16,748	5,721	0	0	0	37,927	0
Total	77,470	37,525	11,097	16,890	16,870	6,185	0	0	0	39,945	0
Federal-Aid	53,091	14,734	10,530	15,966	16,690	5,701	0	0	0	38,357	0
Special	23,201	21,613	567	924	180	484	0	0	0	1,588	0
Other	1,178	1,178	0	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
(2023)**PROJECTED** 53,800 - 68,000
(2043)



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 for design.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,000	675	645	325	0	0	0	0	0	325	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	675	645	325	0	0	0	0	0	325	0
Federal-Aid	760	500	476	260	0	0	0	0	0	260	0
Special	40	40	40	0	0	0	0	0	0	0	0
Other	200	135	129	65	0	0	0	0	0	65	0

Classification:

STATE - Principal Arterial

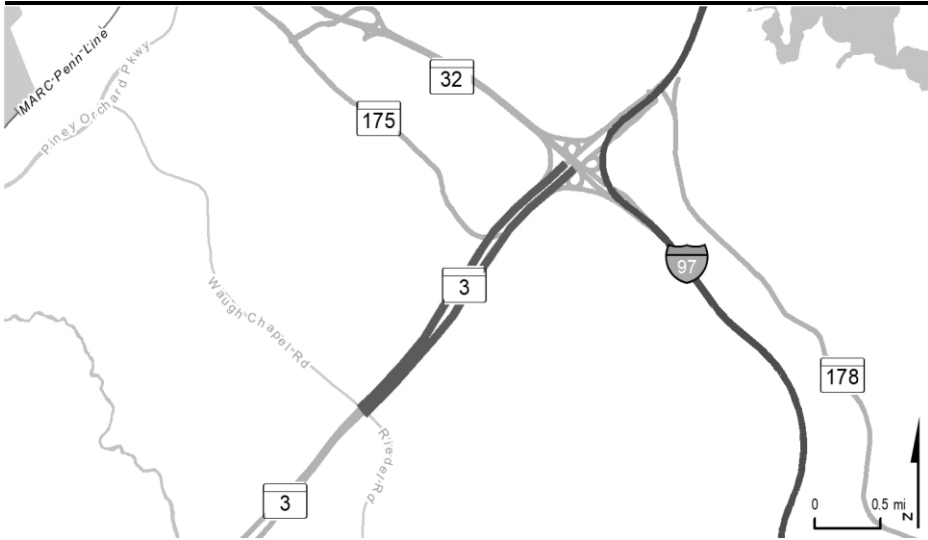
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 60,600
(2023)

PROJECTED 71,200
(2043)



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 2023 - 28 CTP: None

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	800	615	500	185	0	0	0	0	0	185	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	615	500	185	0	0	0	0	0	185	0
Federal-Aid	609	461	369	148	0	0	0	0	0	148	0
Special	31	31	8	0	0	0	0	0	0	0	0
Other	160	123	123	37	0	0	0	0	0	37	0

Classification:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 76,700
(2023)

PROJECTED 88,100
(2043)



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

STATUS: Planning complete. Project on-hold.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
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

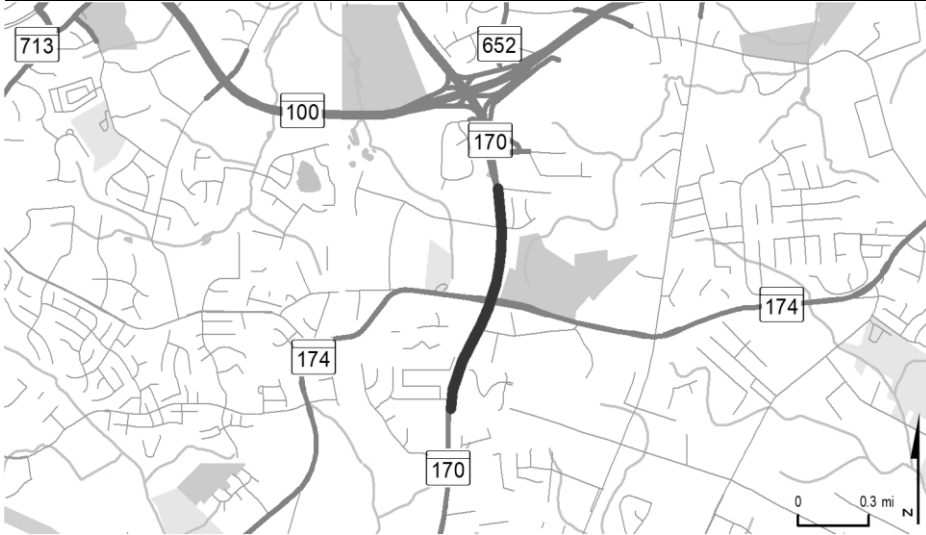
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 100,100
(2023)

PROJECTED 149,300
(2043)



PROJECT: MD 170, Telegraph Road

DESCRIPTION: A project to widen and update the median and signals along MD 170 from Norcross Lane to Wieker Road.

PURPOSE & NEED SUMMARY STATEMENT: This project will improve safety and operations along MD 170 from Norcross Lane to Wieker Road, to include the intersection of MD 170 and MD 174.

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. Working in partnership with Anne Arundel County to advance utilities and construction.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,597	2,029	384	284	284	0	0	0	0	568	0
Right-of-way	571	3	0	284	284	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	3,169	2,032	384	568	568	0	0	0	0	1,137	0
Federal-Aid	1,664	613	382	526	526	0	0	0	0	1,051	0
Special	1,504	1,419	2	43	43	0	0	0	0	85	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Intermediate Arterial

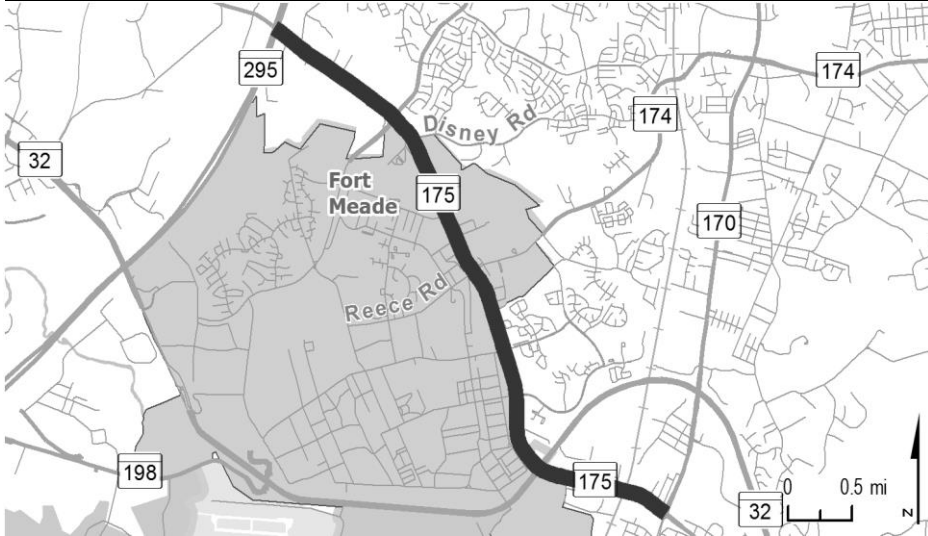
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT MD 170: 25,600 MD 174: 19,500 (2023)

PROJECTED MD 170: 34,500 MD 174: 26,400 (2043)



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 2023 - 28 CTP: None

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	2,660	2,660	4	0	0	0	0	0	0	0	0
Engineering	5,568	5,568	1	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	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	8,237	8,237	5	0	0	0	0	0	0	0	0
Federal-Aid	6,266	6,266	4	0	0	0	0	0	0	0	0
Special	1,972	1,972	1	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

STIP REFERENCE #AA4361 8/01/2023

Classification:

STATE - Minor Arterial

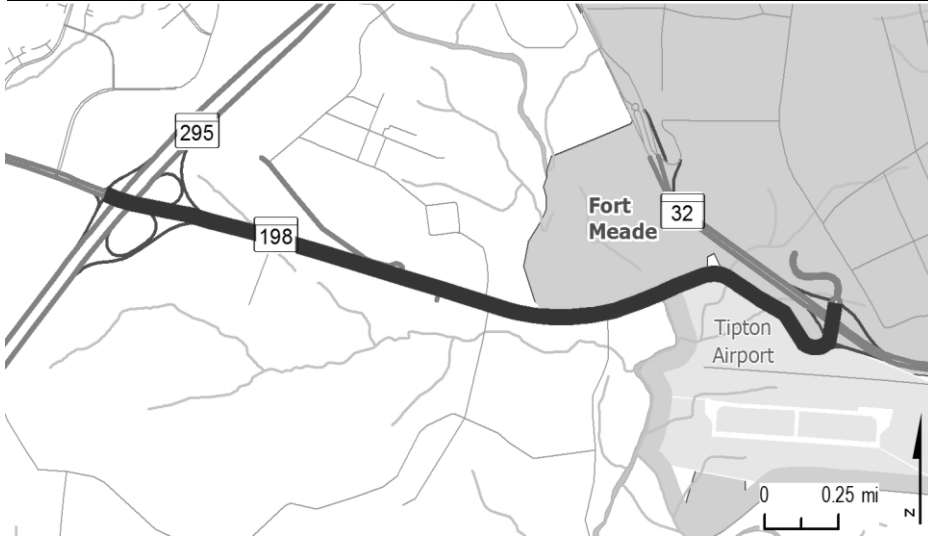
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 25,300 - 38,600
(2023)

PROJECTED 54,500 - 64,400
(2043)



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 2023 - 28 CTP: None

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☐ FEDERAL
 ☐ GENERAL
 ☒ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
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

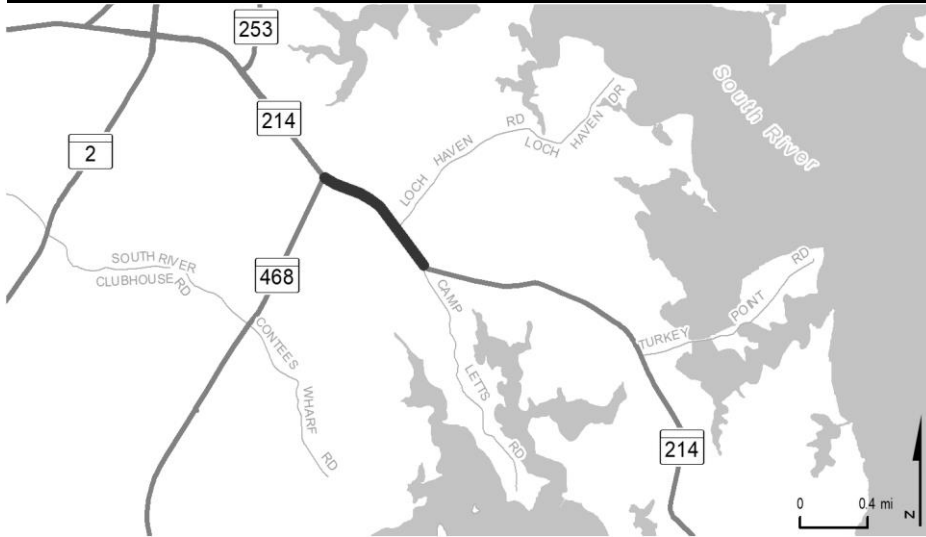
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 27,000
(2023)

PROJECTED 48,800
(2043)



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 2023 - 28 CTP: None

POTENTIAL FUNDING SOURCE:

☐ SPECIAL
 ☐ FEDERAL
 ☐ GENERAL
 ☒ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,585	1,137	1,000	448	0	0	0	0	0	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	1,137	1,000	448	0	0	0	0	0	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	1,137	1,000	448	0	0	0	0	0	448	0

Classification:

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 19,300
(2023)

PROJECTED 31,200
(2043)

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Anne Arundel County - LINE 11

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Bridge Replacement/Rehabilitation				
AA0731	-	BRIDGE NUMBERS 0200405, 0200406, 0206100, 0213400, 0216100, AND 0217700	\$ 3,447	Completed
AA1241	MD468	MUDDY CREEK ROAD-SMALL STRUCTURE REPLACEMENT-STRUCTURE 02016X0 OVER LERCH CREEK	\$ 3,838	Completed
AA0271	-	CLEANING AND PAINTING OF BRIDGES 0203400, 0203500, 0210400, 0210500, 0212700, 0214500, AND 0222000	\$ 2,793	Under Construction
Resurface/Rehabilitate				
XX1715	-	ASPHALT PATCHING AT VARIOUS LOCATIONS IN ANNE ARUNDEL COUNTY	\$ 2,004	Completed
XX171A	-	AT VARIOUS LOCATIONS IN ANNE ARUNDEL COUNTY	\$ 6,648	FY 2024
AA0441	MD2	MD2-FROM IS 695 TO BALTIMORE COUNTY LINE	\$ 1,322	Under Construction
AA8991	MD2	SOLOMONS ISLAND ROAD - FROM SOUTH RIVER BRIDGE TO MD 214	\$ 4,121	Under Construction
XX5375	-	ASPHALT PATCHING/BRIDGE APPROACHES AT VARIOUS LOCATIONS IN ANNE ARUNDEL COUNTY	\$ 2,478	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
XY9022	-	AT VARIOUS LOCATIONS IN SOUTHERN ANNE ARUNDEL COUNTY	\$ 13,140	Under Construction
Safety/Spot Improvement				
XX1721	-	ANNE ARUNDEL COUNTY STORMWATER MANAGEMENT REMEDIATION	\$ 3,178	Completed
AA8851	MD450	DEFENSE HIGHWAY; MD 424 TO CROWNSVILLE ROAD	\$ 546	Design Underway
AA8921	-	DRAINAGE IMPROVEMENT-HARRY S TRUMAN PARK AND RIDE POND RESTORATION	\$ 904	FY 2024
AA9121	MD100	MD100-GUARD RAIL-MD 174 TO MD 10	\$ 2,024	Under Construction
XX1918	-	PAVEMENT MARKING-AT VARIOUS LOCATIONS IN ANNE ARUNDEL COUNTY	\$ 1,278	Under Construction
Sidewalks				
AA1722	MD214	CENTRAL AVENUE-SIDEWALKS-MD 2 (SOLOMONS ISLAND ROAD) TO MD 253 (MAYO ROAD)	\$ 3,769	FY 2024
Transportation Alternatives Program				
AA0611	-	SRTS - ANNE ARUNDEL COUNTY BICYCLE SAFETY TRAINING	\$ 145	Design Underway
AATAP1	-	HAMMONS FERRY SCHOOL SIDEWALK - SRTS	\$ 450	Design Underway
AA0261	-	BICYCLE-PEDESTRIAN ROUTE-SOUTH SHORE TRAIL - PHASE II	\$ 2,200	FY 2024

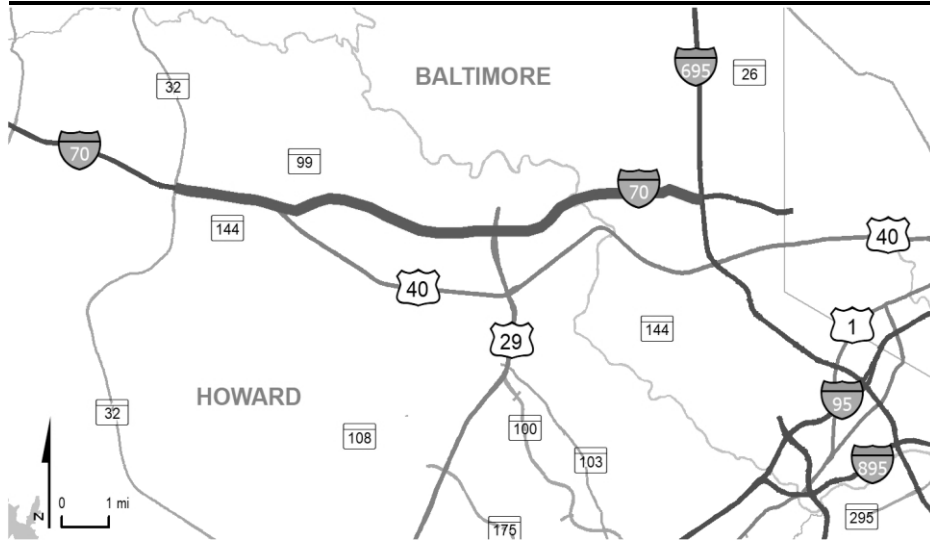
MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Anne Arundel County - LINE 11

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Transportation Alternatives Program				
AATAP2	-	BAYBROOK CONNECTOR TRAIL	\$ 750	FY 2024
AANEW4	-	SO-GLEBE BRANCH STREAM RESTORATION PHASES B&C	\$ 1,818	FY 2025
AA0891	-	WB&A TRAIL - BRIDGE AT PATUXENT	\$ 4,536	Under Construction



BALTIMORE COUNTY

**PROJECT:** I-70, MD 32 to I-695**DESCRIPTION:** Intelligent transportation system and geometric improvements to address safety and operations along I-70 from MD 32 to I-695.**PURPOSE & NEED SUMMARY STATEMENT:** This project will improve safety and operations along I-70.**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 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: Planning underway.**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:** Formally part of larger TSMO System 1 project. TSMO System 1 improvements to I-70, US 29, and US 40 now are proceeding in design separately. The decrease of \$3.8 million is due to a revised engineer's construction estimate.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	400	400	234	0	0	0	0	0	0	0	0
Engineering	8,265	0	0	1,626	1,626	1,626	1,626	1,626	135	8,265	0
Right-of-way	300	0	0	0	0	88	106	106	0	300	0
Utilities	230	0	0	0	0	30	100	100	0	230	0
Construction	63,738	0	0	0	0	0	0	0	8,618	8,618	55,120
Total	72,933	400	234	1,626	1,626	1,744	1,832	1,832	8,753	17,413	55,120
Federal-Aid	67,484	0	0	1,268	1,268	1,375	1,458	1,458	8,292	15,120	52,364
Special	5,449	400	234	358	358	369	374	374	461	2,293	2,756
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** 71,700 - 112,000
(2023)**PROJECTED** 89,600 - 128,000
(2043)



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

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

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

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

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

EXPLANATION: 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.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,253	2,797	75	249	207	0	0	0	0	456	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	36,953	11,787	11,774	9,886	9,900	5,380	0	0	0	25,166	0
Total	40,206	14,584	11,849	10,135	10,107	5,380	0	0	0	25,622	0
Federal-Aid	39,675	14,059	11,776	10,132	10,106	5,378	0	0	0	25,616	0
Special	530	524	73	3	1	2	0	0	0	6	0
Other	0	0	0	0	0	0	0	0	0	0	0

STIP REFERENCE #BA3532 8/01/2023

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
(2023)

PROJECTED I-95: 207,300 I-695: 106,700
(2043)

**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 for the adjacent communities and the greater Baltimore region.

PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Innovative capacity solutions to improve operations 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 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,877	5,877	5	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	42,254	13,302	81,248	43,644	5,600	0	0	0	130,492	0
Total	178,623	48,131	13,307	81,248	43,644	5,600	0	0	0	130,492	0
Federal-Aid	177,144	46,843	13,300	81,133	43,577	5,591	0	0	0	130,301	0
Special	1,479	1,288	7	115	67	9	0	0	0	191	0
Other	0	0	0	0	0	0	0	0	0	0	0

STIP REFERENCE #BA0061 8/01/2023

Classification:

STATE - Principal Arterial

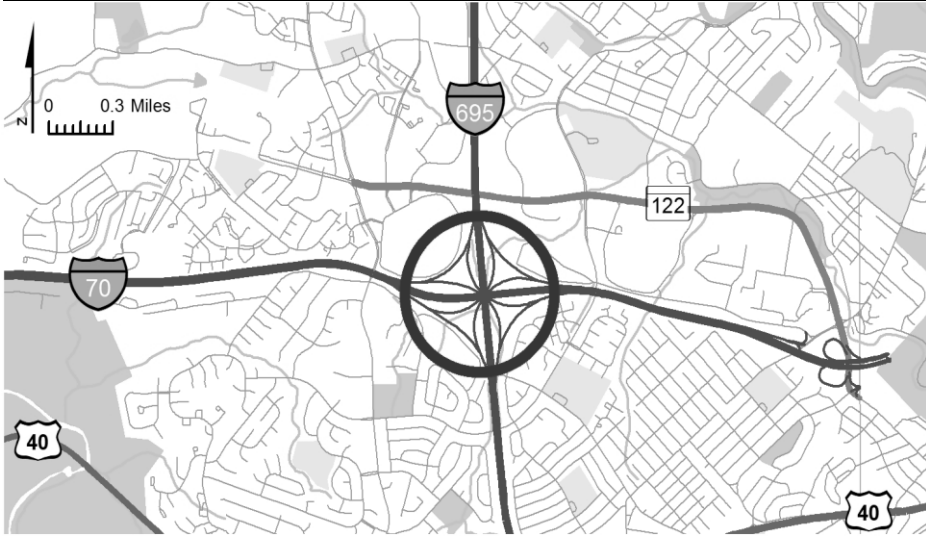
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 148,500 - 200,800
(2023)

PROJECTED 174,150 - 236,200
(2043)

**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.**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 | |

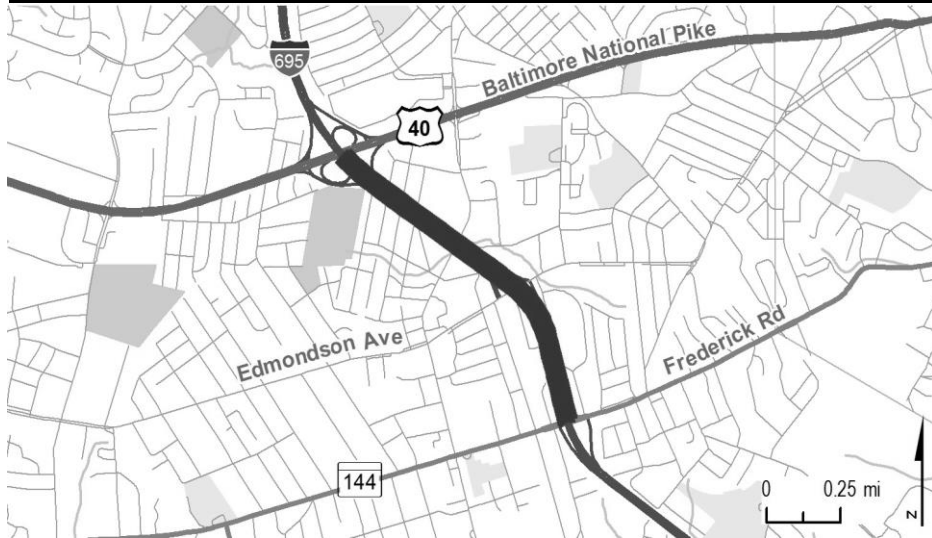
SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- | | |
|--|---|
| <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: Engineering and procurement underway.**EXPLANATION:** This project will address mobility and state of good repair needs in the vicinity of the I-695/I-70 interchange.**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	10,624	7,208	1,192	1,952	1,464	0	0	0	0	3,416	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	264,814	0	0	0	0	15,782	46,566	67,317	70,797	200,462	64,352
Total	275,438	7,208	1,192	1,952	1,464	15,782	46,566	67,317	70,797	203,878	64,352
Federal-Aid	261,571	6,815	1,171	1,825	1,369	14,983	44,237	63,951	67,257	193,622	61,134
Special	13,867	393	21	127	95	799	2,329	3,366	3,540	10,256	3,218
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
(2023)**PROJECTED** 193,900 - 232,800
(2043)

**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 2023 - 28 CTP: The cost decrease of \$3.1 million is due to project closeout costs associated with the roadway widening.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	13,636	13,636	(58)	0	0	0	0	0	0	0	0
Right-of-way	2,739	2,739	12	0	0	0	0	0	0	0	0
Utilities	753	753	0	0	0	0	0	0	0	0	0
Construction	107,342	102,518	7,438	4,570	254	0	0	0	0	4,824	0
Total	124,470	119,646	7,392	4,570	254	0	0	0	0	4,824	0
Federal-Aid	79,478	79,478	1,759	0	0	0	0	0	0	0	0
Special	44,993	40,169	5,633	4,570	254	0	0	0	0	4,824	0
Other	0	0	0	0	0	0	0	0	0	0	0

STIP REFERENCE #BA7271 8/01/2023

Classification:

STATE - Principal Arterial

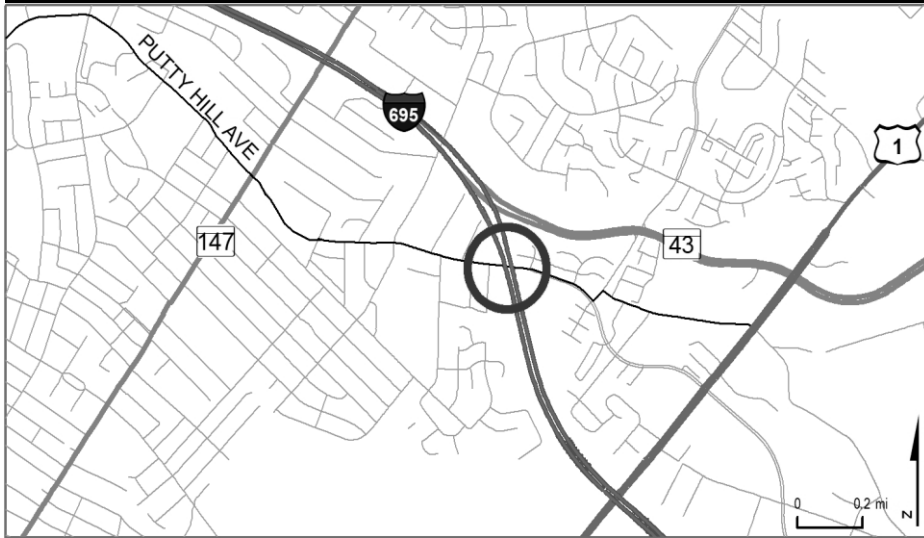
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 190,800
(2023)

PROJECTED 207,500
(2043)



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: Utility relocations anticipated to start in the current fiscal year.

EXPLANATION: The existing structure is rated poor.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,927	2,820	224	107	0	0	0	0	0	107	0
Right-of-way	884	884	4	0	0	0	0	0	0	0	0
Utilities	4,438	434	369	4,004	0	0	0	0	0	4,004	0
Construction	10,343	5,043	5,043	2,300	3,000	0	0	0	0	5,300	0
Total	18,592	9,181	5,640	6,411	3,000	0	0	0	0	9,411	0
Federal-Aid	15,313	6,621	5,109	5,872	2,820	0	0	0	0	8,692	0
Special	3,279	2,561	531	539	180	0	0	0	0	719	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

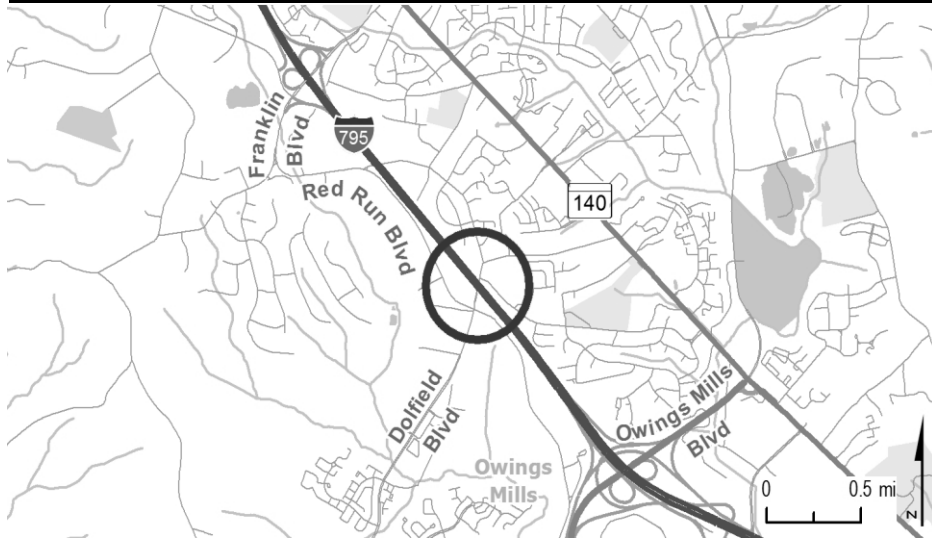
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 14,800
(2023)

PROJECTED 18,600
(2043)



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 2023 - 28 CTP: The cost decrease of \$3.5 million is primarily due to updated engineering costs for the project.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	3,475	3,475	1	0	0	0	0	0	0	0	0
Engineering	10,923	5,823	2,000	1,500	1,500	1,500	300	300	0	5,100	0
Right-of-way	15,992	0	0	0	3,998	3,998	3,998	3,998	0	15,992	0
Utilities	1,000	0	0	0	0	0	455	545	0	1,000	0
Construction	114,023	0	0	0	0	0	0	0	25,332	25,332	88,691
Total	145,413	9,298	2,001	1,500	5,498	5,498	4,753	4,843	25,332	47,424	88,691
Federal-Aid	131,273	2,973	218	1,350	4,948	4,948	4,278	4,359	24,065	43,947	84,352
Special	13,515	5,700	1,783	150	550	550	475	484	1,267	3,477	4,339
Other	625	625	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

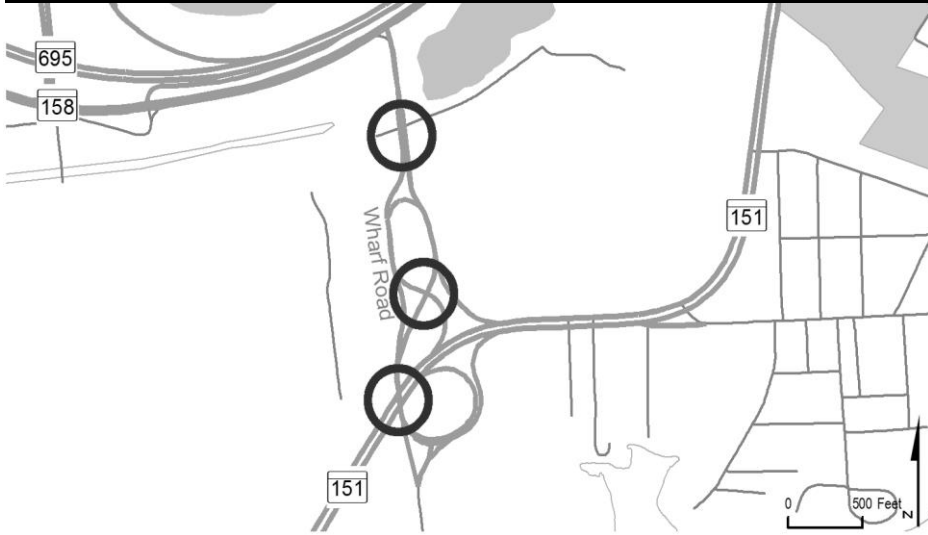
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 73,900
(2023)

PROJECTED 105,700
(2043)

**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 previous bridges, built in the mid-1950s by Bethlehem Steel, were nearing the end of their useful service life. Bridge No. 0309900 was 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

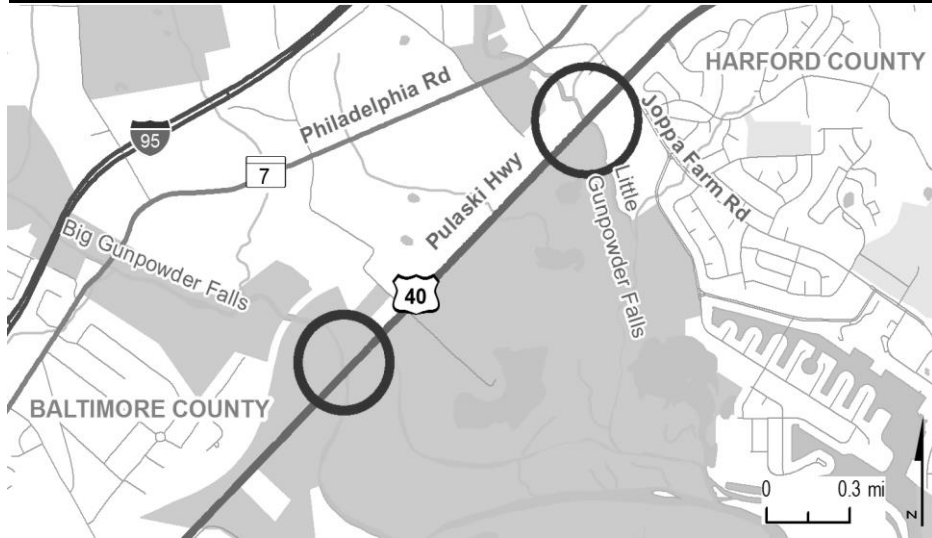
STATUS: Construction underway.**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:** None.**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

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

EXPLANATION: The existing structures were nearing the end of their useful service life and were rated fair or poor.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
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	350	186	117	94	70	0	0	0	0	164	0
Construction	30,421	25,525	7,656	4,896	0	0	0	0	0	4,896	0
Total	34,209	29,149	7,773	4,990	70	0	0	0	0	5,060	0
Federal-Aid	29,661	24,601	7,148	4,990	70	0	0	0	0	5,060	0
Special	4,548	4,548	625	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** 11,300 (MD 151) - 11,300 (MD 151B) (2023)**PROJECTED** 22,100 (MD 151) - 22,100 (MD 151B) (2043)

**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 previous bridges, built in 1935, were nearing the end of their useful service life. The bridges over Little Gunpowder Falls were 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 | |

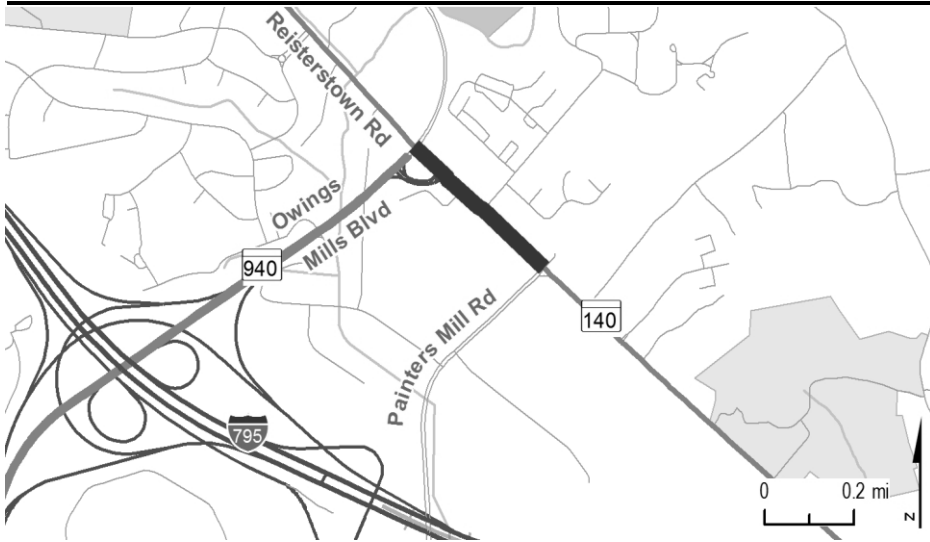
EXPLANATION: The previous structures over Little Gunpowder Falls were rated poor. The structures over Big Gunpowder Falls were rated fair.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- | | |
|--|---|
| <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: Open to service.**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
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	26,926	4,370	980	0	0	0	0	0	980	0
Total	32,017	30,733	4,370	1,284	0	0	0	0	0	1,284	0
Federal-Aid	27,407	26,172	3,753	1,235	0	0	0	0	0	1,235	0
Special	4,610	4,561	617	49	0	0	0	0	0	49	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** 29,300
(2023)**PROJECTED** 44,000
(2043)



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 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☐ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,566	3,566	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	3,566	3,566	0	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	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: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 38,200 (MD 140)
(2023)

PROJECTED 54,300 (MD 140)
(2043)

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Baltimore County - LINE 11

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Bridge Replacement/Rehabilitation</u>				
BAA391	IS70	BRIDGE 0323900 OVER INGLESIDE AVENUE	\$ 6,336	FY 2024
BAB211	-	CLEANING AND PAINTING OF BRIDGES 0303000, 0314500 AND 0306500	\$ 3,316	FY 2024
BAB212	-	CLEANING AND PAINTING OF BRIDGES 0331600, 0333401, 0333402 AND 0333600	\$ 2,275	FY 2024
BA5022	MD144	FREDERICK ROAD-RETAINING WALLS-RETAIN WALL 03623R0 BETWEEN DUNGARRIE ROAD AND ENJAY AVENUE	\$ 1,450	Under Construction
BAA361	-	CLEANING AND PAINTING BRIDGE NUMBERS 0304300, 0324400, 0327605, 0327606, 03417X0	\$ 4,418	Under Construction
BAA781	-	CLEANING AND PAINTING OF BRIDGES 0327103, 3027104, 0319100, AND 0328600	\$ 3,925	Under Construction
BAA791	-	BRIDGES 0305801, 0305802, 0317000, 0329301, AND 0329302	\$ 1,845	Under Construction
<u>Environmental Preservation</u>				
AZ0714	-	LANDSCAPING INSTALLATION AND ESTABLISHMENT AT VARIOUS LOCATIONS IN BALTIMORE COUNTY	\$ 305	Under Construction
<u>Resurface/Rehabilitate</u>				
BAA381	IS70	IS70- FROM HOWARD COUNTY LINE TO I-695	\$ 4,670	Completed
BAA341	MD542	LOCH RAVEN BOULEVARD-SAFETY AND RESURFACE-SOUTH OF TAYLOR AVENUE TO JOPPA ROAD	\$ 4,026	FY 2024
BA2621	MD140	REISTERSTOWN ROAD - WATER TRANSMISSION MAIN AND RESURFACING AT EAST PLEASANT HILL ROAD TO STOCKSDALE AVENUE	\$ 6,569	Under Construction
XY7031	-	AT VARIOUS LOCATIONS IN BALTIMORE COUNTY EAST OF I-83	\$ 12,531	Under Construction
XY7032	-	MILL AND RESURFACE-AT VARIOUS LOCATIONS WEST OF I-83 IN BALTIMORE COUNTY	\$ 10,028	Under Construction
<u>Safety/Spot Improvement</u>				
BA0242	MD139	CHARLES STREET-INTERSECTION RECONSTRUCT-AT BELLONA AVENUE	\$ 5,310	FY 2024
BA9031	MD43	WHITE MARSH BOULEVARD-WIDEN AND RESURFACE-AT HONEYGO BOULEVARD	\$ 7,956	Under Construction
<u>Transportation Alternatives Program</u>				
BANEW1	-	PEDESTRIAN IMPROVEMENTS & CONNECTION FOR EDGEMERE ELEMENTARY SCHOOL, SPARROWS MIDDLE/HIGH SCHOOL	\$ 160	FY 2025

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Baltimore County - LINE 11

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Urban Reconstruction				
BA5151	US1	BELAIR ROAD - BALTIMORE CITY LINE TO I-695 (FUNDED FOR DESIGN ONLY)	\$ 1,600	Design Underway



BALTIMORE CITY

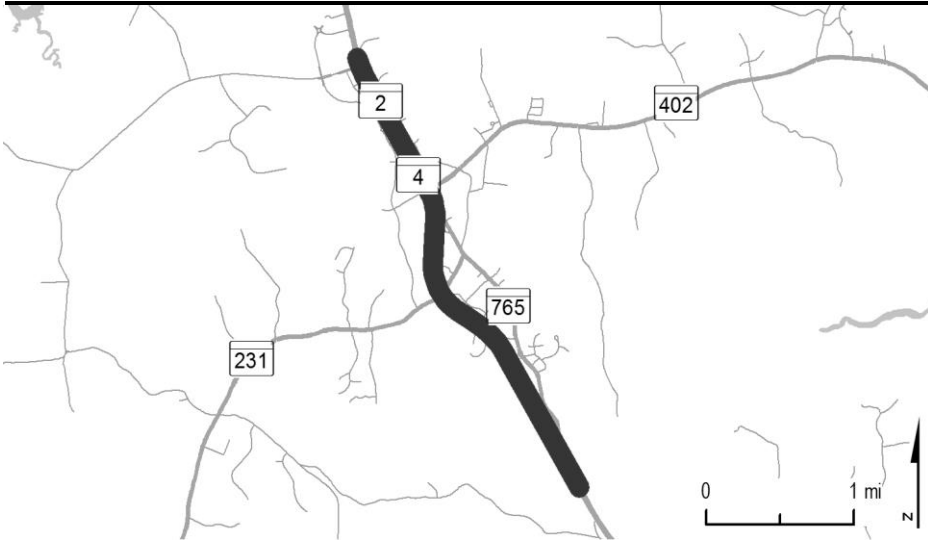
MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Baltimore City - LINE 1

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Bridge Replacement/Rehabilitation				
SHAPRJ000718	-	HANOVER STREET BRIDGE - REPAIR & RESURFACE (BALTIMORE CITY PROJECT)	\$ 3,000	FY 2024
Transportation Alternatives Program				
BCTAP6	-	REHABILITATION OF THE MARC CAMDEN STATION	\$ 4,165	Completed
BCNEW1	-	POTOMAC STREET CYCLE TRACK - PHASE II	\$ 418	Deferred
AZ0301	-	IMPROVING THE FIRST MILE OF AMERICAN RAILROADING	\$ 1,184	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
BCTAP3	-	PASSERELLE REPLACEMENT AT ROGERS AVENUE METRO STATION	\$ 600	Design Underway
BCTAP4	-	PATAPSCO PEDESTRIAN AND BICYCLE CONNECTION	\$ 624	Design Underway
BCTAP5	-	PEDESTRIAN ACCESS IMPROVEMENTS AT SHARP-LEADENHALL & HAMBURG STREET LIGHT RAIL STATION	\$ 240	Design Underway
BCTAP7	-	TRANSIT PRIORITY INITIATIVE - BELAIR ROAD	\$ 880	Design Underway
BCTAP8	-	TRANSIT PRIORITY INITIATIVE - GARRISON BOULEVARD	\$ 880	Design Underway
BCTAP2	-	MARTIN LUTHER KING JR. BOULEVARD SIDEPATH - SRTS	\$ 400	FY 2024
AXA141	-	INNER HARBOR CROSSWALKS AND BICYCLE WAYFINDING ENHANCEMENTS	\$ 1,050	FY 2025
AZ2611	-	BALTIMORE GREENWAY TRAILS NETWORK: MIDDLE BRANCH SEGMENT	\$ 250	FY 2025



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 2023 - 28 CTP: None

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
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

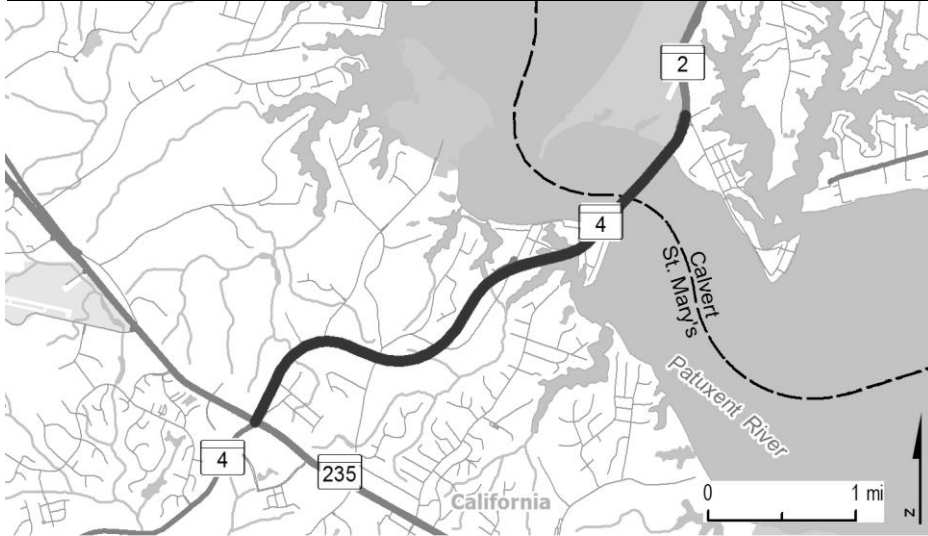
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 37,300 - 44,900
(2023)

PROJECTED 47,600 - 59,200
(2043)



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 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	4,942	4,942	0	0	0	0	0	0	0	0	0
Engineering	2,919	1,919	1,000	1,000	0	0	0	0	0	1,000	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	6,860	1,000	1,000	0	0	0	0	0	1,000	0
Federal-Aid	1,802	902	(2,830)	900	0	0	0	0	0	900	0
Special	6,058	5,958	3,830	100	0	0	0	0	0	100	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 29,700
(2023)

PROJECTED 39,300
(2043)

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>					
CA5111	MD261	BAYSIDE ROAD-CHESAPEAKE VILLAGE BOULEVARD TO 1ST STREET	\$	2,439	Under Construction
XY8041	-	AT VARIOUS LOCATIONS IN CALVERT COUNTY	\$	5,794	Under Construction
<u>Safety/Spot Improvement</u>					
CA2361	MD4	SOLOMONS ISLAND RD - IMPROVEMENTS AT HARMONY ROAD	\$	2,585	Completed
CA3461	MD231	HALLOWING POINT ROAD - SAFETY IMPROVEMENTS AT SKIPJACK/SIXES ROAD *	\$	6,651	FY 2025
CA1181	MD231	HALLOWING POINT ROAD - GEOMETRIC IMPROVEMENTS FROM MASON ROAD TO TOYE LANE *	\$	10,693	FY 2026
CA2761	MD231	HALLOWING POINT ROAD - GEOMETRIC IMPROVEMENTS AT MD 508 *	\$	12,517	FY 2026
CA2421	MD2	SOLOMONS ISLAND ROAD - GUARD RAIL IMPROVEMENTS AT VARIOUS LOCATIONS ALONG MD 2	\$	5,364	Under Construction
<u>Transportation Alternatives Program</u>					
CA5101	MD261	BAYSIDE ROAD - SIDEWALKS - SRTS SAFETY UPGRADES	\$	130	Completed
CA5191	MD261	BAYSIDE ROAD - SIDEWALKS - SRTS SAFETY UPGRADES	\$	160	FY 2024
CANEW1	-	APPEAL LANE SIDEWALK	\$	462	FY 2025

* 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
<u>Bridge Replacement/Rehabilitation</u>				
CO1281	MD16	HARMONY ROAD-SUPERSTRUCTURE REPLACEMENT-BRIDGE 0500100 OVER MILL CREEK	\$ 4,328	FY 2024
CO3621	MD306	HOUSTON BRANCH ROAD - STRUCTURE NUMBER 0503100 OVER HOUSTON BRANCH	\$ 2,000	FY 2024
<u>Intersection Capacity Improvements</u>				
CO2191	MD404	SHORE HIGHWAY – HARMONY ROAD TO GREENWOOD ROAD – PEL STUDY*	\$ 500	Study Underway
<u>Resurface/Rehabilitate</u>				
XY9051	-	MILL AND RESURFACE-AT VARIOUS LOCATIONS IN CAROLINE COUNTY	\$ 3,068	Completed
XY9052	-	AT VARIOUS LOCATIONS IN CAROLINE COUNTY	\$ 8,321	Under Construction
<u>Safety/Spot Improvement</u>				
CO1111	MD404	SHORE HIGHWAY - GEOMETRIC IMPROVEMENTS AT MD 328	\$ 1,147	FY 2024

* Project funding enabled by IIJA increases.



CARROLL COUNTY



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.

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: Engineering underway.

EXPLANATION: This project will relieve traffic congestion and address safety concerns along MD 32 from 2nd Street to Main Street.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	703	703	0	0	0	0	0	0	0	0	0
Engineering	899	56	56	337	337	169	0	0	0	843	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	5,933	0	0	0	4,415	1,518	0	0	0	5,933	0
Total	7,535	759	56	337	4,752	1,687	0	0	0	6,776	0
Federal-Aid	6,536	56	56	337	4,532	1,611	0	0	0	6,480	0
Special	999	703	0	0	220	76	0	0	0	296	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
(2023)

PROJECTED 37,200 - 42,400
(2043)

**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: Construction underway.**EXPLANATION:** The existing structures are nearing the end of its useful service life.**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:** The cost increase of \$2.2 million is due to an unfavorable bid on the construction contract.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,281	1,281	301	0	0	0	0	0	0	0	0
Right-of-way	83	81	54	1	1	0	0	0	0	2	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	13,162	9	9	7,964	5,189	0	0	0	0	13,153	0
Total	14,526	1,371	364	7,965	5,190	0	0	0	0	13,155	0
Federal-Aid	13,402	249	218	7,964	5,189	0	0	0	0	13,153	0
Special	1,124	1,122	146	1	1	0	0	0	0	2	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 4,900
(2023)PROJECTED 6,750
(2043)



PROJECT: MD 26, Liberty Road

DESCRIPTION: A project to provide access, operational, and safety improvements along the MD 26 corridor between the Liberty Reservoir and MD 32 (2.6 miles). Bicycle and pedestrian facilities will be provided where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: This project will 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 engineering. In 2020, County and State collaborated to revise project scope.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	496	496	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	1,862	1,862	0	0	0	0	0	0	0	0	0
Federal-Aid	228	228	0	0	0	0	0	0	0	0	0
Special	1,634	1,634	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 15,700 - 31,700
(2023)

PROJECTED 19,300 - 41,800
(2043)

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Carroll County - LINE 4

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Intersection Capacity Improvements</u>				
CL3771	MD97	LITTLESTOWN PIKE - BACHMANS VALLEY ROAD TO MD 140 IN WESTMINSTER - PEL STUDY	\$ 504	FY 2025
<u>Resurface/Rehabilitate</u>				
CL4052	MD851	SPRINGFIELD AVENUE - DRAINAGE IMPROVEMENTS - MAIN STREET TO WARFIELD ROAD	\$ 2,492	FY 2024
XY8062	-	AT VARIOUS LOCATIONS IN CARROLL COUNTY	\$ 12,378	Under Construction
XY9061	-	SAFETY AND RESURFACE AT VARIOUS LOCATIONS IN CARROLL COUNTY	\$ 17,172	Under Construction
<u>Safety/Spot Improvement</u>				
CL3941	MD27	MANCHESTER ROAD-BICYCLE-PEDESTRIAN-TUC ROAD TO HAHN ROAD	\$ 3,463	FY 2024
CL1751	MD140	TANEYTOWN PIKE; AT MAYBERRY ROAD	\$ 4,799	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>				
CLNEW3	-	SRTS - WASHINGTON ROAD SIDEWALKS	\$ 143	FY 2024
CLTAP1	-	MT. AIRY OLD MAIN LINE TRAIL	\$ 321	Under Construction



CECIL COUNTY

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

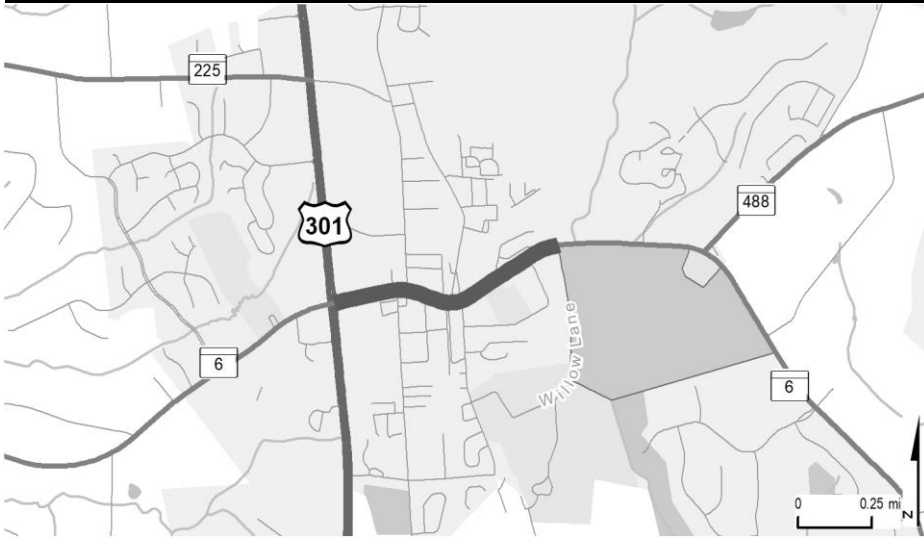
STATE HIGHWAY ADMINISTRATION - Cecil County - LINE 1

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	\$ 974	Under Construction
<u>Resurface/Rehabilitate</u>				
XX153A	-	PATCHING-AT VARIOUS LOCATIONS IN CECIL COUNTY	\$ 3,425	Completed
XY9071	-	AT VARIOUS LOCATIONS IN CECIL COUNTY	\$ 4,022	Completed
XY9072	-	AT VARIOUS LOCATIONS IN CECIL COUNTY	\$ 9,616	Under Construction
<u>Safety/Spot Improvement</u>				
CE1381	US301	US301-GEOMETRIC IMPROVEMENTS-AT MD 299 J-TURN IMPROVEMENT	\$ 3,112	FY 2025
CE2661	US40	PULASKI HIGHWAY-GEOMETRIC IMPROVEMENTS-AT NOTTINGHAM ROAD	\$ 3,417	Under Construction
<u>Sidewalks</u>				
CE4091	MD7	DELAWARE AVENUE - MD 281 TO SOUTH OF BIG ELK CREEK BRIDGE	\$ 2,836	Under Construction
<u>Transportation Alternatives Program</u>				
CENEW3	-	SRTS – SIDEWALK INSTALLATION AT JETHRO STREET AND NORTH EAST MIDDLE SCHOOL	\$ 38	Design Underway
<u>Truck Weight</u>				
CE4002	US301	BLUE STAR MEMORIAL HWY-WEIGH STATION-CECILTON TRUCK WEIGH INSPECTION STATION	\$ 2,631	FY 2024
<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 | |

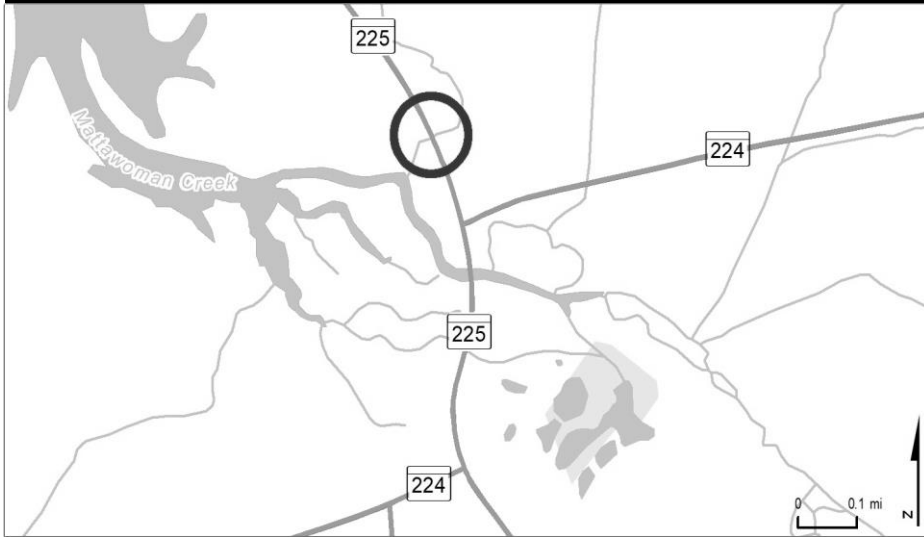
SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- | | |
|--|---|
| <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 2023 - 28 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,408	112	112	311	311	311	311	52	0	1,296	0
Right-of-way	500	0	0	0	250	250	0	0	0	500	0
Utilities	2,499	0	0	0	0	735	882	882	0	2,499	0
Construction	7,000	0	0	0	0	0	0	583	1,762	2,344	4,656
Total	11,407	112	112	311	561	1,296	1,193	1,516	1,762	6,639	4,656
Federal-Aid	10,744	99	99	311	536	1,198	1,105	1,399	1,673	6,222	4,423
Special	663	13	13	0	25	99	88	117	88	417	233
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** 22,400
(2023)**PROJECTED** 28,500
(2043)

**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 | |

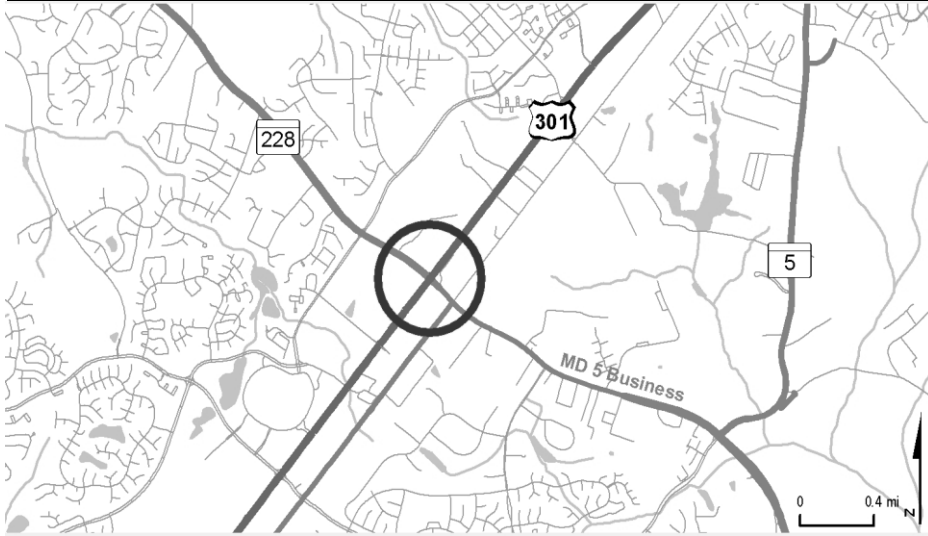
SMART GROWTH STATUS: ☐ Project Not Location Specific ☒ Not Subject to PFA Law

- | | |
|--|---|
| <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 2023 - 28 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 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,198	1,142	178	56	0	0	0	0	0	56	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	2,069	0	0	0	993	1,007	69	0	0	2,069	0
Total	3,267	1,142	178	56	993	1,007	69	0	0	2,125	0
Federal-Aid	2,395	393	176	37	943	956	66	0	0	2,002	0
Special	871	749	2	19	50	50	3	0	0	122	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 11,300
(2023)PROJECTED 13,400
(2043)

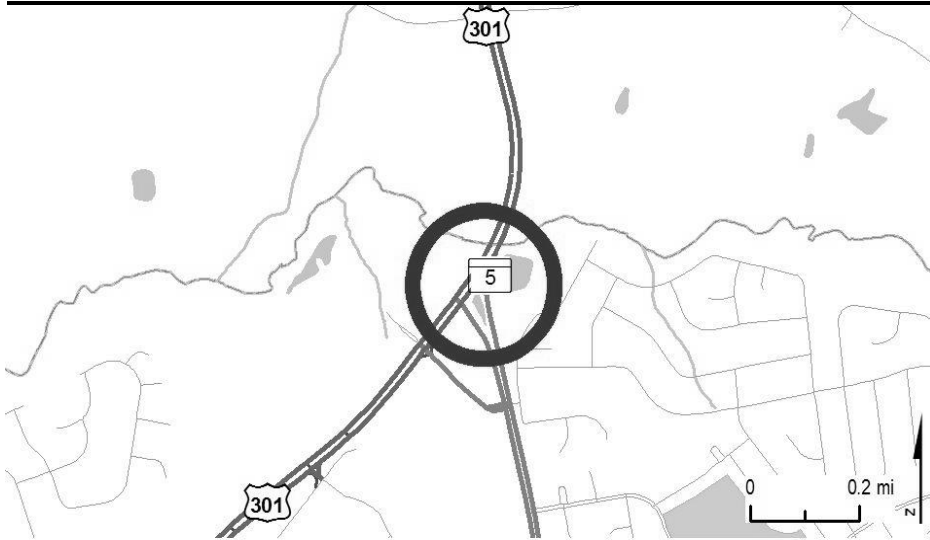
**PROJECT:** US 301, Crain Highway**DESCRIPTION:** Study to upgrade US 301 intersection at MD 228/MD 5 Business.**PURPOSE & NEED SUMMARY STATEMENT:** Project will improve safety and mobility for planned development.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law

<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 2023 - 28 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
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)
(2023)**PROJECTED** 82,100 (Charles)
(2043)

**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 2023 - 28 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
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)
(2023)**PROJECTED** 130,100 (US 301)
(2043)

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Charles County - LINE 5

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Resurface/Rehabilitate</u>					
XY8081	-	MILL AND RESURFACE PAVEMENTS AT VARIOUS LOCATIONS IN CHARLES COUNTY	\$	7,486	Under Construction
XY9081	-	AT VARIOUS LOCATIONS IN CHARLES COUNTY	\$	8,774	Under Construction
<u>Safety/Spot Improvement</u>					
CH1861	MD228	BERRY ROAD; LEFT TURN AT WESTERN PARKWAY	\$	1,404	Under Construction
CH2411	MD225	HAWTHORNE ROAD-DRAINAGE IMPROVEMENT-EAST OF PRESWICKE LANE	\$	1,502	Under Construction
<u>Transportation Alternatives Program</u>					
CH2571	-	INDIAN HEAD TRAILHEAD RESTROOM	\$	360	FY 2024
CHNEW3	-	MILL HILL ROAD - PEDESTRIAN IMPROVEMENTS - FROM HOMECOMING LANE TO DAVIS ROAD	\$	515	FY 2024

* Project funding enabled by IIJA increases.



DORCHESTER COUNTY

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

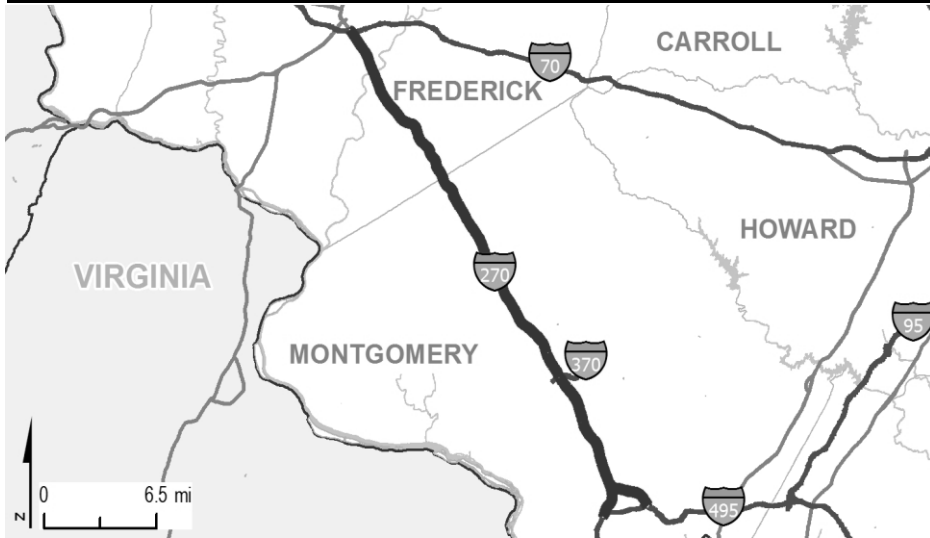
STATE HIGHWAY ADMINISTRATION - Dorchester County - LINE 1

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Bridge Replacement/Rehabilitation</u>					
DO3871	US50	US50 - SMALL STRUCTURE NO. 09002X0 CARRYING TRIBUTARY TO OTTER POND BRANCH	\$	2,633	Completed
<u>Environmental Preservation</u>					
DO3881	MD392	DELAWARE AVENUE-BICYCLE PEDESTRIAN ROUTE-MD 331 TO WEST OF TAYLOR AVENUE	\$	1,266	FY 2024
<u>Intersection Capacity Improvements</u>					
DO1871	MD343	WASHINGTON STREET - GEOMETRIC IMPROVEMENTS AT CRUSADER STREET *	\$	100	Deferred
<u>Resurface/Rehabilitate</u>					
XY7091	-	AT VARIOUS LOCATIONS IN DORCHESTER COUNTY	\$	7,923	Under Construction
XY8091	-	AT VARIOUS LOCATIONS IN DORCHESTER COUNTY	\$	9,474	Under Construction
<u>Transportation Alternatives Program</u>					
DO3051	-	SRTS - BAYLY ROAD SIDEWALK	\$	192	Under Construction

* Project funding enabled by IIJA increases.



FREDERICK 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 reduced congestion and improved safety and reliability.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

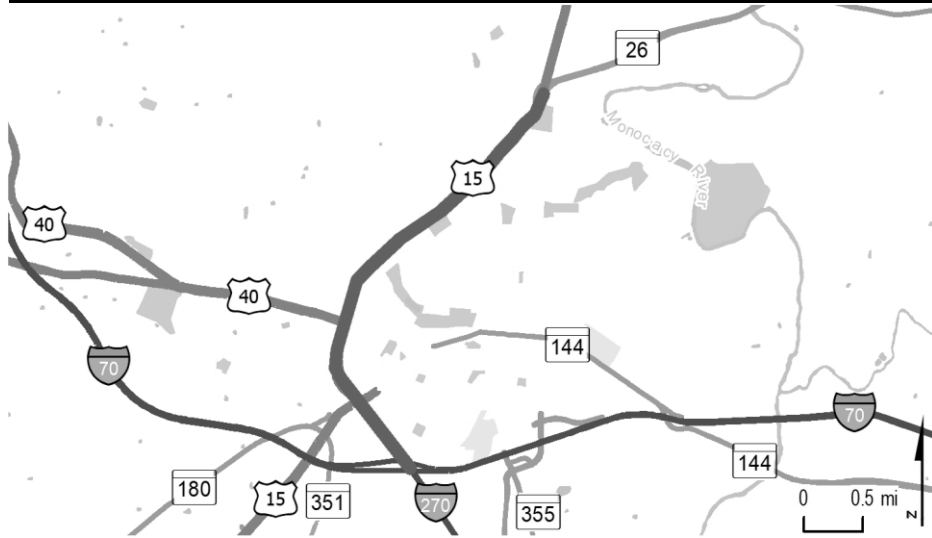
<input checked="" type="checkbox"/> Safe, Secure, and Resilient	<input checked="" type="checkbox"/> Quality & Efficiency
<input type="checkbox"/> Maintain & Modernize	<input type="checkbox"/> Environmental Protection
<input checked="" type="checkbox"/> Economic Opportunity & Reduce Congestion	<input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

<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.**EXPLANATION:** As one of Maryland's most heavily traveled roadways, I-270 congestion affects both motorist safety and the economy. The improvements will reduced congestion and improved safety and reliability for all roadway users.**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
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	118,987	3,000	0	4,043	8,625	0	0	0	12,668	0
Total	131,655	118,987	3,000	0	4,043	8,625	0	0	0	12,668	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	131,655	118,987	3,000	0	4,043	8,625	0	0	0	12,668	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
(2023)**PROJECTED** 107,000 - 303,000
(2043)



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

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

STATUS: Engineering and right-of-way acquisition underway.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: The funding decrease of \$4.4 million is due a revised engineering cost for the project.

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.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	3,608	3,608	0	0	0	0	0	0	0	0	0
Engineering	5,946	1,246	500	1,750	1,600	1,350	0	0	0	4,700	0
Right-of-way	7,245	0	0	1,811	1,811	1,811	1,811	0	0	7,245	0
Utilities	3,500	0	0	0	1,591	1,909	0	0	0	3,500	0
Construction	156,154	0	0	0	0	0	50,189	24,110	31,259	105,558	50,596
Total	176,452	4,854	500	3,561	5,002	5,070	52,000	24,110	31,259	121,003	50,596
Federal-Aid	163,011	530	475	3,293	4,582	4,631	49,310	22,904	29,696	114,415	48,066
Special	13,441	4,324	25	269	420	440	2,690	1,206	1,563	6,587	2,530
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

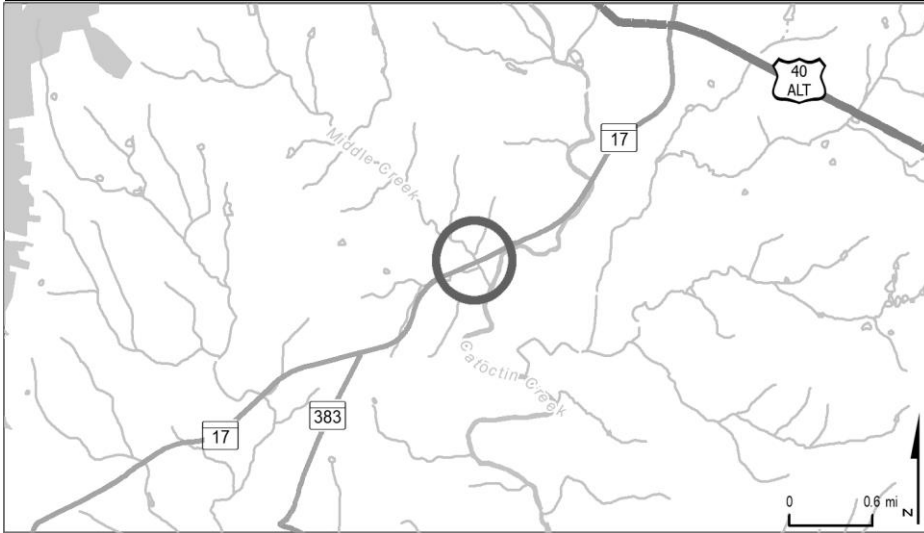
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 87,000 - 110,000 (US 15)
(2023) 87,000 - 110,000 (US 40)

PROJECTED 121,400 - 182,100 (US 15)
(2043) 121,400 - 182,100 (US 40)

**PROJECT:** MD 17, Burkittsville Middletown Road**DESCRIPTION:** Replacement of Bridge No. 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 | |

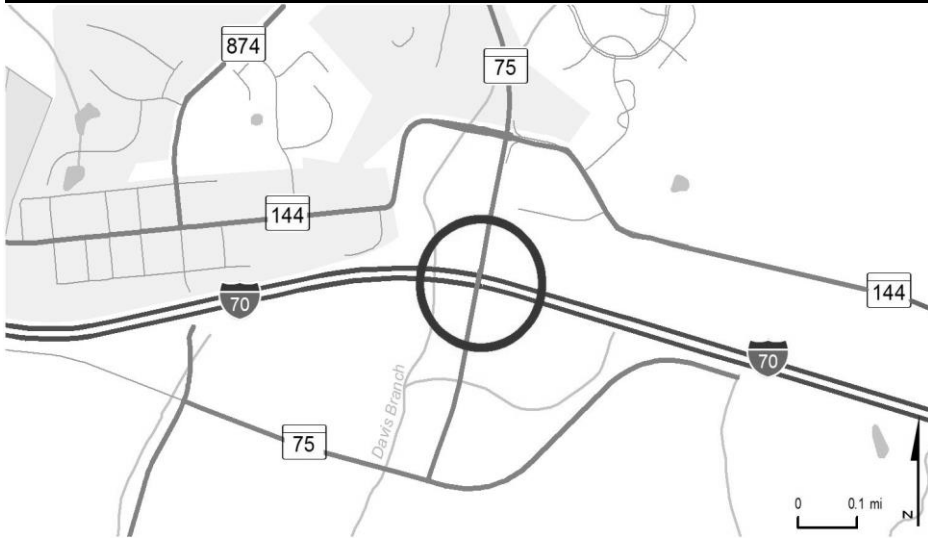
SMART GROWTH STATUS: ☐ Project Not Location Specific ☒ Not Subject to PFA Law

- | | |
|--|---|
| <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: Construction underway.**EXPLANATION:** The existing structure, built in 1923, is nearing the end of its useful service life.**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:** The cost decrease of \$1.1 million is due to a favorable bid on the construction contract.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	717	717	50	0	0	0	0	0	0	0	0
Right-of-way	54	51	14	2	1	0	0	0	0	3	0
Utilities	87	3	3	39	39	6	0	0	0	84	0
Construction	3,079	11	11	1,751	1,317	0	0	0	0	3,068	0
Total	3,937	782	78	1,792	1,357	6	0	0	0	3,155	0
Federal-Aid	3,203	66	56	1,782	1,349	6	0	0	0	3,137	0
Special	734	716	22	10	8	0	0	0	0	18	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** 2,900
(2023)**PROJECTED** 3,500
(2043)

**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 | |

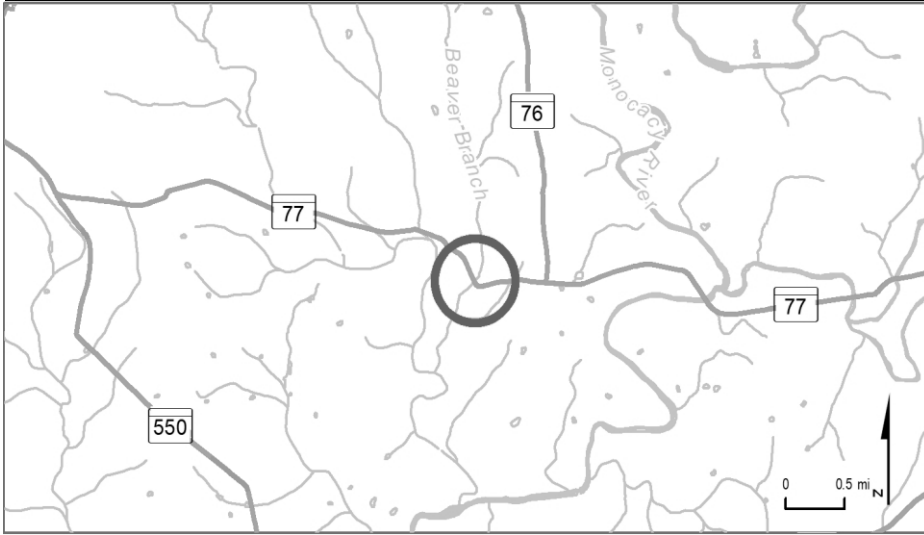
SMART GROWTH STATUS: ☐ Project Not Location Specific ☒ Not Subject to PFA Law

- | | |
|--|---|
| <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.**SIGNIFICANT CHANGE FROM FY 2023 - 28 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 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	528	528	23	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	4,466	1,898	1,527	2,568	0	0	0	0	0	2,568	0
Total	4,994	2,426	1,550	2,568	0	0	0	0	0	2,568	0
Federal-Aid	4,559	1,995	1,537	2,564	0	0	0	0	0	2,564	0
Special	435	431	13	4	0	0	0	0	0	4	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 18,500
(2023)PROJECTED 22,300
(2043)

**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 | |

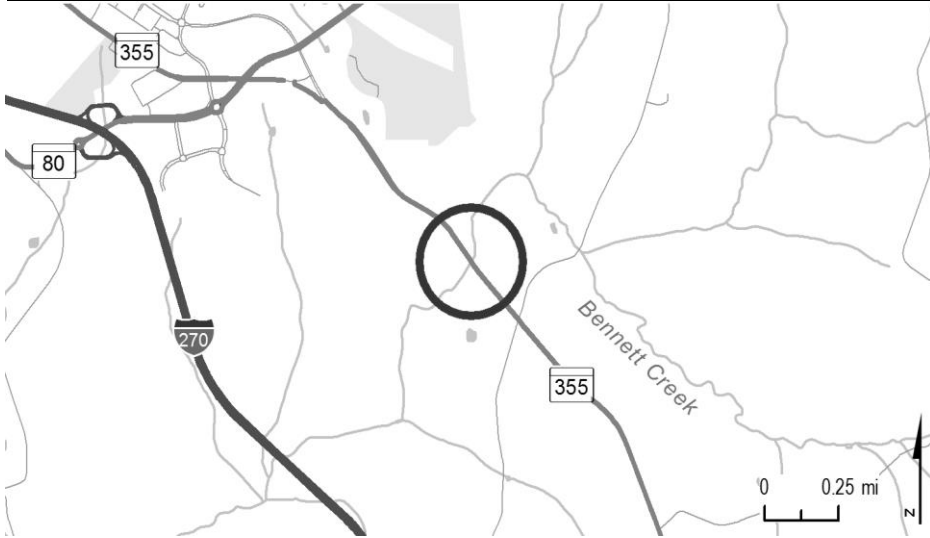
EXPLANATION: The existing structure, built in 1932, is nearing the end of its useful service life.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☒ Not Subject to PFA Law

- | | |
|--|---|
| <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, right-of-way acquisition, and utility work underway. Construction will begin in the current fiscal year.**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:** None**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,779	1,418	370	361	0	0	0	0	0	361	0
Right-of-way	94	87	16	7	0	0	0	0	0	7	0
Utilities	35	2	2	20	13	0	0	0	0	33	0
Construction	5,171	0	0	1,928	3,243	0	0	0	0	5,171	0
Total	7,079	1,507	388	2,316	3,256	0	0	0	0	5,572	0
Federal-Aid	5,695	496	350	2,108	3,091	0	0	0	0	5,199	0
Special	1,384	1,011	38	208	165	0	0	0	0	373	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
(2023)**PROJECTED** 1,200
(2043)

**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 | |

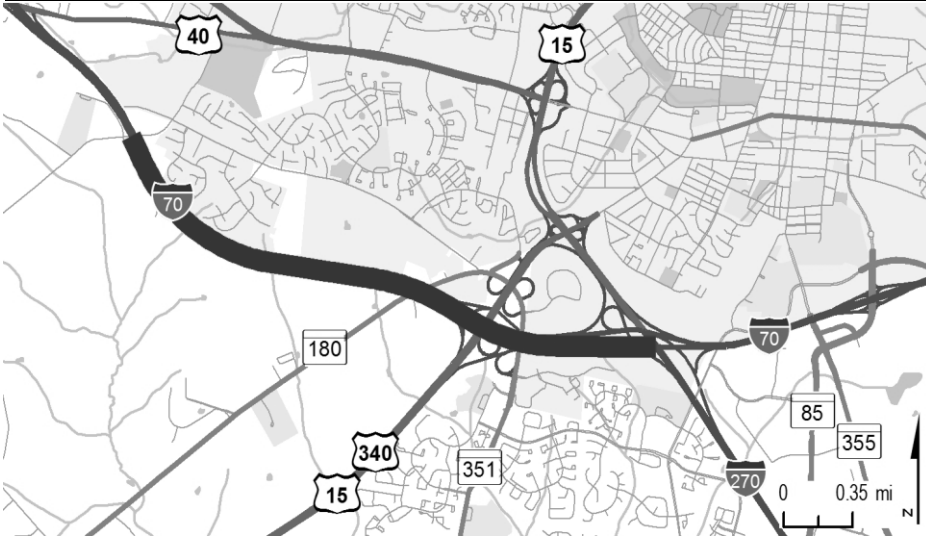
SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- | | |
|--|---|
| <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: Open to service.**SIGNIFICANT CHANGE FROM FY 2023 - 28 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 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
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	939	(37)	723	0	0	0	0	0	723	0
Utilities	3	3	1	0	0	0	0	0	0	0	0
Construction	16,455	16,455	3,385	0	0	0	0	0	0	0	0
Total	20,658	19,935	3,349	723	0	0	0	0	0	723	0
Federal-Aid	17,197	17,197	3,354	0	0	0	0	0	0	0	0
Special	3,461	2,738	(5)	723	0	0	0	0	0	723	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 8,700
(2023)PROJECTED 14,200
(2043)



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 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
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 98,200
(2023)

PROJECTED 151,800
(2043)



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 (MD 85 from Spectrum Drive to Crestwood Blvd.) is open to service.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
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
(2023)

PROJECTED 28,100 - 81,000
(2043)

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

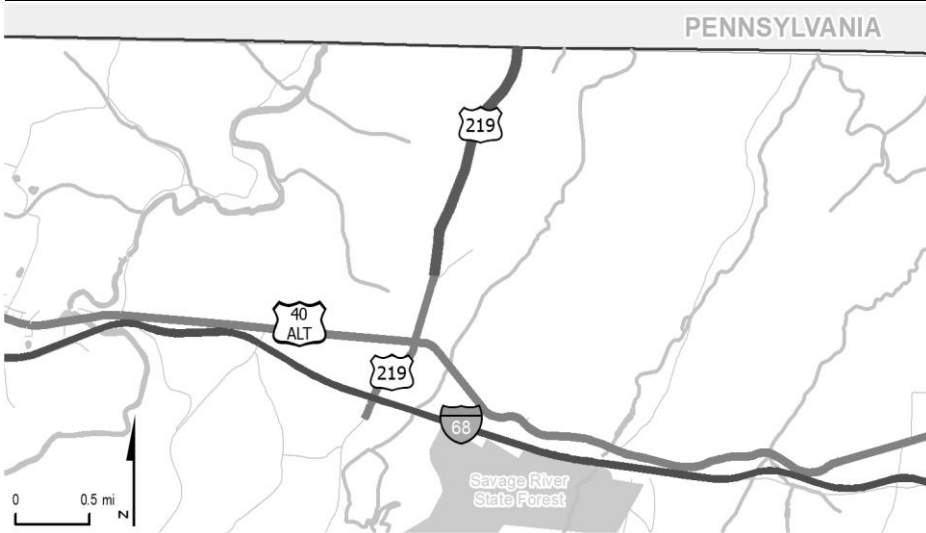
STATE HIGHWAY ADMINISTRATION - Frederick County - LINE 9

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Bridge Replacement/Rehabilitation</u>				
FR7621	-	CLEANING AND PAINTING BRIDGES-1010300, 1010700, 1012100, 1013900, 1015400, 1016900, 1017900, 1018200	\$ 3,032	FY 2024
FR6871	US15	CATOCTIN MOUNTAIN HIGHWAY; BRIDGE 1010900 OVER MD 77 AND HUNTING CREEK	\$ 7,037	Under Construction
<u>Intersection Capacity Improvements</u>				
FR0671	MD75	GREEN VALLEY ROAD - MD 355 TO I-70 (COUNTY FUNDED)	\$ 200	Study Underway
<u>Resurface/Rehabilitate</u>				
XY8101	-	AT VARIOUS LOCATIONS IN FREDERICK COUNTY	\$ 11,626	Under Construction
XY9101	-	AT VARIOUS LOCATIONS IN FREDERICK COUNTY	\$ 16,000	Under Construction
<u>Sidewalks</u>				
XY5371	-	ADA SIDEWALK UPGRADES IN FREDERICK COUNTY	\$ 1,777	Under Construction
<u>Transportation Alternatives Program</u>				
FRTAP1	-	FREDERICK AND PENNSYLVANIA LINE RAILROAD TRAIL	\$ 4,800	Design Underway
FR7571	-	BICYCLE-PEDESTRIAN – NEW DESIGN ROADSIDE PATH PHASE I	\$ 500	FY 2024
FR0731	-	EAST STREET RAILS WITH TRAILS	\$ 479	FY 2025
FR0761	US40	WEST PATRICK STREET – BICYCLE-PEDESTRIAN FROM BAUGHMAN'S LANE TO WAVERLY DRIVE	\$ 687	FY 2025

* Project funding enabled by IIJA increases.



GARRETT COUNTY

**PROJECT:** US 219, Chestnut Ridge Road**DESCRIPTION:** A project to 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 2023 - 28 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	5,998	5,998	450	0	0	0	0	0	0	0	0
Engineering	11,050	15	15	1,035	2,489	2,986	2,986	1,539	0	11,035	0
Right-of-way	5,464	0	0	0	0	1,821	1,821	1,822	0	5,464	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	62,118	0	0	0	0	0	0	3,994	21,938	25,932	36,186
Total	84,630	6,013	465	1,035	2,489	4,807	4,807	7,355	21,938	42,431	36,186
Federal-Aid	76,642	2,578	15	1,035	2,340	4,326	4,326	6,819	20,841	39,688	34,377
Special	7,988	3,435	450	0	149	481	481	536	1,097	2,744	1,809
Other	0	0	0	0	0	0	0	0	0	0	0

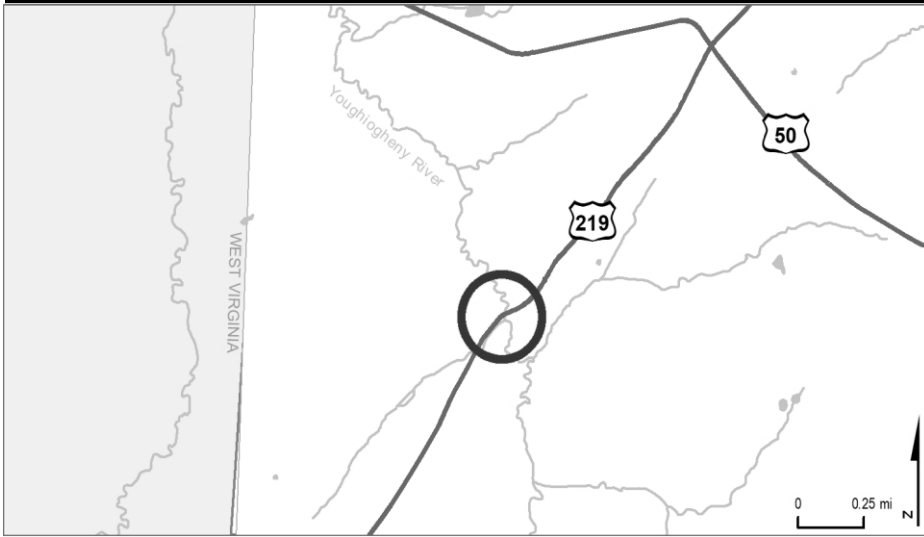
Classification:

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)CURRENT 4,900
(2023)PROJECTED 5,500
(2043)

**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 | |

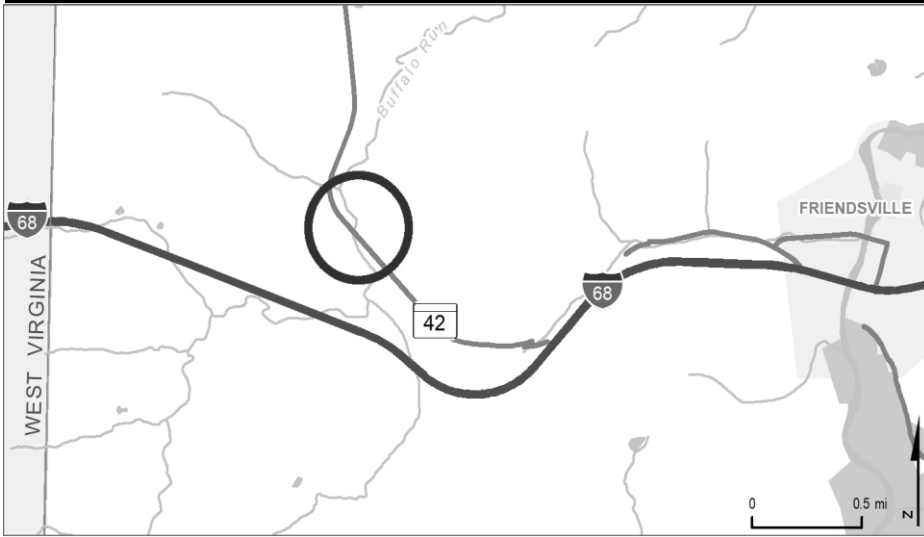
SMART GROWTH STATUS: ☐ Project Not Location Specific ☒ Not Subject to PFA Law

- | | |
|--|---|
| <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 and utility work underway.**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:** The funding increase of \$2.6 million is due to an updated engineer's estimate.

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 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,042	1,795	553	148	99	0	0	0	0	247	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	260	0	0	142	118	0	0	0	0	260	0
Construction	9,466	0	0	0	644	2,228	2,445	2,313	1,836	9,466	0
Total	11,768	1,795	553	290	861	2,228	2,445	2,313	1,836	9,973	0
Federal-Aid	10,261	819	532	259	802	2,116	2,323	2,197	1,745	9,442	0
Special	1,507	976	21	31	59	112	122	116	91	531	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** 1,500
(2023)**PROJECTED** 1,700
(2043)

**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 | |

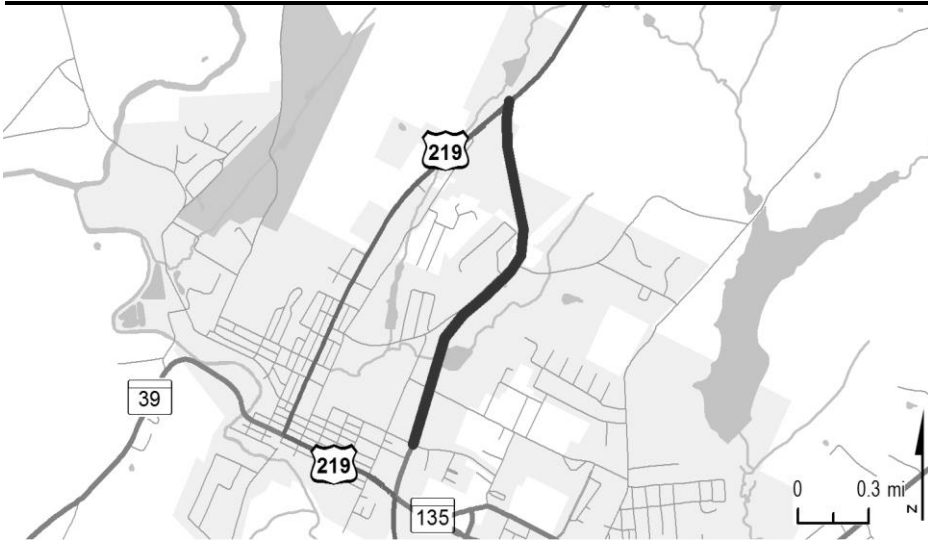
SMART GROWTH STATUS: ☐ Project Not Location Specific ☒ Not Subject to PFA Law

- | | |
|--|---|
| <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: Construction underway.**EXPLANATION:** The existing structure, built in 1933, is nearing the end of its useful service life.**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:** The cost increase of \$2.9 million is due to an unfavorable bid on the construction contract.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,367	1,329	316	38	0	0	0	0	0	38	0
Right-of-way	12	12	3	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	6,290	1	1	2,607	2,988	694	0	0	0	6,289	0
Total	7,669	1,342	320	2,645	2,988	694	0	0	0	6,327	0
Federal-Aid	6,782	493	242	2,607	2,988	694	0	0	0	6,289	0
Special	887	849	78	38	0	0	0	0	0	38	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** 2,600
(2023)**PROJECTED** 2,900
(2043)



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 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
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 10,800
(2023)

PROJECTED 14,300
(2043)

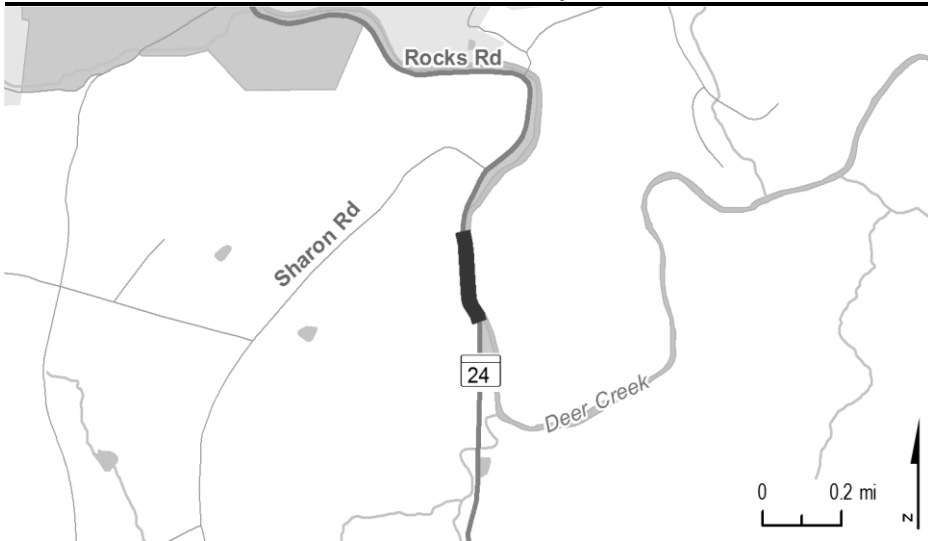
MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Garrett County - LINE 5

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Bridge Replacement/Rehabilitation</u>				
GA4221	MD135	MARYLAND HWY-BRIDGE DECK REPLACEMENT-BRIDGE NO. 1101400 OVER LITTLE YOUGHIOGHEY RIVER	\$ 5,258	FY 2025
GA1951	US219	GARRETT HIGHWAY; SMALL STRUCTURE 11010X0 OVER TRIBUTARY OF YOUGHIOGHENY RIVER	\$ 2,403	Under Construction
GA4601	-	CLEANING AND PAINTING OF BRIDGES 1101100, 1102600, 1104003, 1104004, 1104603, 1104604, 1104900, 1104200, 1105003, AND 11	\$ 2,664	Under Construction
<u>Resurface/Rehabilitate</u>				
GA1521	IS68	NATIONAL FREEWAY-SAFETY AND RESURFACE-1.01 MILE WEST OF MD 546 TO ALLEGANY COUNTY LINE	\$ 4,534	Completed
GA1641	MD42	FRIENDSVILLE ROAD-SAFETY AND RESURFACE-BUFFALO RUN STRUCTURE 11010 TO PA STATE LINE	\$ 4,755	Completed
GA6871	MD39	HUTTON ROAD; ASHBY ELLIS ROAD TO US 219	\$ 4,224	Completed
XY7111	-	VARIOUS LOCATIONS IN GARRETT COUNTY	\$ 3,745	Completed
GA2521	US219	CHESTNUT RIDGE ROAD-SAFETY AND RESURFACE-US 40 ALT TO PA STATE LINE	\$ 4,111	Under Construction
XY8111	-	RESURFACE-AT VARIOUS LOCATIONS IN GARRETT COUNTY	\$ 4,882	Under Construction
<u>Transportation Alternatives Program</u>				
GA1281	-	CASSELMAN RIVER BRIDGE RESTORATION	\$ 4,085	Design Underway
<u>Truck Weight</u>				
GA4301	IS68	UPGRADE/INSTALLATION OF SCALE EQUIPMENT FINZEL TRUCK WEIGH & INSPECTION STATIONS (TWIS)	\$ 2,289	Under Construction



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 strengthening 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: Construction to begin in the current fiscal year.

SIGNIFICANT CHANGE FROM FY 2023 - 28 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 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,989	2,847	361	142	0	0	0	0	0	142	0
Right-of-way	90	76	40	14	0	0	0	0	0	14	0
Utilities	445	0	0	445	0	0	0	0	0	445	0
Construction	6,015	2	2	1,351	2,796	1,866	0	0	0	6,013	0
Total	9,540	2,926	403	1,952	2,796	1,866	0	0	0	6,614	0
Federal-Aid	8,377	1,909	242	1,806	2,796	1,866	0	0	0	6,468	0
Special	1,163	1,017	161	146	0	0	0	0	0	146	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Major Collector

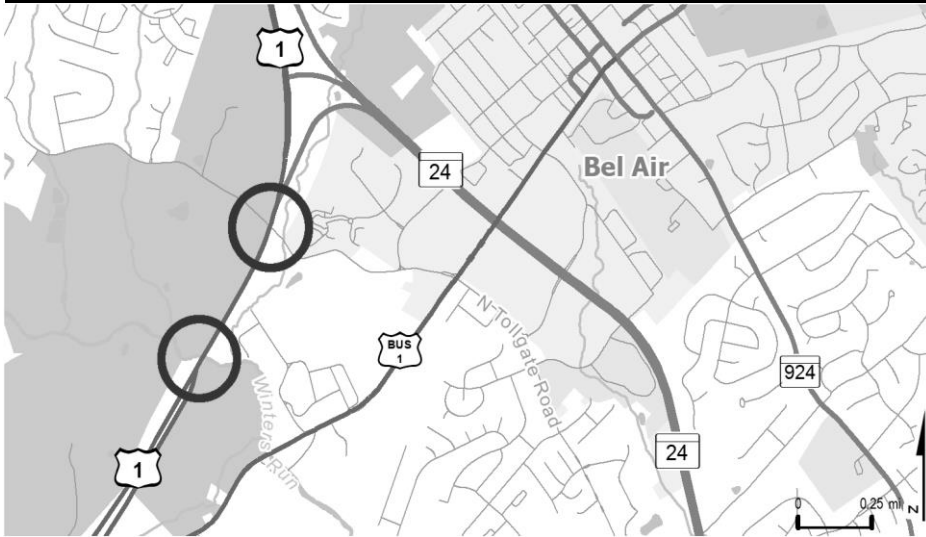
FEDERAL - Major Collector

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 3,700
(2023)

PROJECTED 8,000
(2043)

**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).**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 2023 - 28 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 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	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	2,402	1,537	429	865	0	0	0	0	0	865	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	15,514	0	0	0	7,540	7,974	0	0	0	15,514	0
Total	17,916	1,537	429	865	7,540	7,974	0	0	0	16,379	0
Federal-Aid	16,130	530	126	861	7,163	7,576	0	0	0	15,600	0
Special	1,786	1,007	303	4	377	398	0	0	0	779	0
Other	0	0	0	0	0	0	0	0	0	0	0

STIP REFERENCE #HA1051 8/01/2023

Classification:**STATE -** Principal Arterial**FEDERAL -** Freeway/Expressway**STATE SYSTEM:** Secondary**Estimated Annual Average Daily Traffic (vehicles per day)****CURRENT** 43,200
(2023)**PROJECTED** 64,500
(2043)

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Harford County - LINE 3

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	\$ 2,685	Under Construction
<u>Intersection Capacity Improvements</u>				
HA0941	MD24	EMMORTON ROAD - ADDITIONAL LANE ON US 1 BYPASS SOUTH TO BOULTON STREET *	\$ 4,800	FY 2025
<u>Resurface/Rehabilitate</u>				
HA0911	US1	CONOWINGO ROAD-RESURFACING-MOORES MILL ROAD TO THE US 1 BYPASS	\$ 3,618	FY 2024
XY8122	-	MILL AND RESURFACE-AT VARIOUS LOCATIONS WEST OF US 1 IN HARFORD COUNTY	\$ 18,048	FY 2024
XY7121	-	MILL AND RESURFACE-AT VARIOUS LOCATIONS EAST OF US 1 IN HARFORD COUNTY	\$ 9,336	Under Construction
XY7122	-	MILL AND RESURFACE PAVEMENTS AT VARIOUS LOCATIONS WEST OF US 1 IN HARFORD COUNTY	\$ 7,428	Under Construction
<u>Safety/Spot Improvement</u>				
HA4481	US1	BELAIR ROAD-REHAB WEIGH STATION-CONOWINGGO TRUCK WEIGH AND INSPECTION STATION FACILITY	\$ 8,557	Completed
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	\$ 4,059	FY 2024
<u>Transportation Alternatives Program</u>				
HA0921	-	ABERDEEN STATION CONNECTIVITY ENHANCEMENTS	\$ 688	Completed
HA3213	-	MA & PA TRAIL, SEGMENT 3	\$ 2,757	FY 2025

* Project funding enabled by IIJA increases.



HOWARD COUNTY

**PROJECT:** I-70, MD 32 to I-695**DESCRIPTION:** Intelligent transportation system and geometric improvements to address safety and operations along I-70 from MD 32 to I-695.**PURPOSE & NEED SUMMARY STATEMENT:** This project will improve safety and operations along I-70.**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	

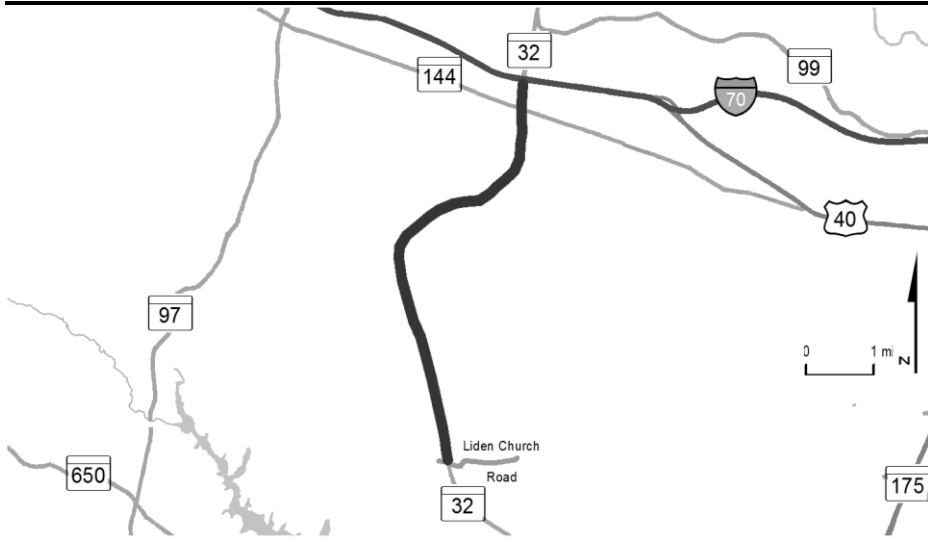
SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

<input type="checkbox"/> Project Inside PFA	<input type="checkbox"/> Grandfathered
<input 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: Planning underway.**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:** Formally part of larger TSMO System 1 project. TSMO System 1 improvements to I-70, US 29, and US 40 now are proceeding in design separately. The decrease of \$3.8 million is due to a revised engineer's construction estimate.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	400	400	234	0	0	0	0	0	0	0	0
Engineering	8,265	0	0	1,626	1,626	1,626	1,626	1,626	135	8,265	0
Right-of-way	300	0	0	0	0	88	106	106	0	300	0
Utilities	230	0	0	0	0	30	100	100	0	230	0
Construction	63,738	0	0	0	0	0	0	0	8,618	8,618	55,120
Total	72,933	400	234	1,626	1,626	1,744	1,832	1,832	8,753	17,413	55,120
Federal-Aid	67,484	0	0	1,268	1,268	1,375	1,458	1,458	8,292	15,120	52,364
Special	5,449	400	234	358	358	369	374	374	461	2,293	2,756
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** 71,700 - 112,000
(2023)**PROJECTED** 89,600 - 128,000
(2043)

**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 addressed congestion and safety as a result of increasing traffic volumes on the previous 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 relieves traffic congestion and addresses safety concerns along MD 32 in Howard County.**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:** The cost increase of \$4.5 million is for the construction of an earthen berm for noise abatement.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	2,234	2,234	0	0	0	0	0	0	0	0	0
Engineering	9,433	9,248	905	185	0	0	0	0	0	185	0
Right-of-way	12,863	12,761	520	22	22	22	22	14	0	102	0
Utilities	4,771	24	0	4,747	0	0	0	0	0	4,747	0
Construction	105,209	101,667	14,104	808	1,897	837	0	0	0	3,542	0
Total	134,509	125,933	15,529	5,762	1,919	859	22	14	0	8,576	0
Federal-Aid	114,363	108,039	14,392	3,726	1,802	796	0	0	0	6,324	0
Special	20,146	17,894	1,137	2,036	117	63	22	14	0	2,252	0
Other	0	0	0	0	0	0	0	0	0	0	0

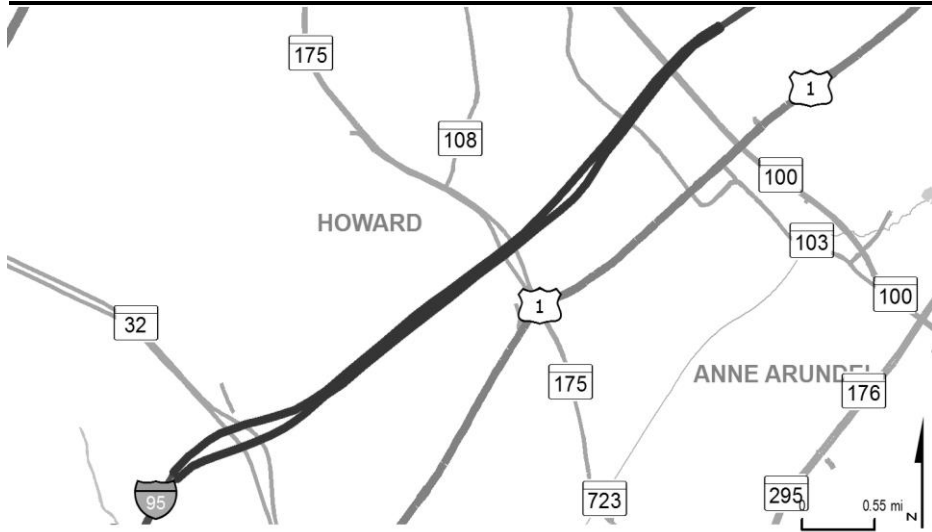
Classification:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)CURRENT 23,500
(2023)PROJECTED 41,100
(2043)



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 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☐ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
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

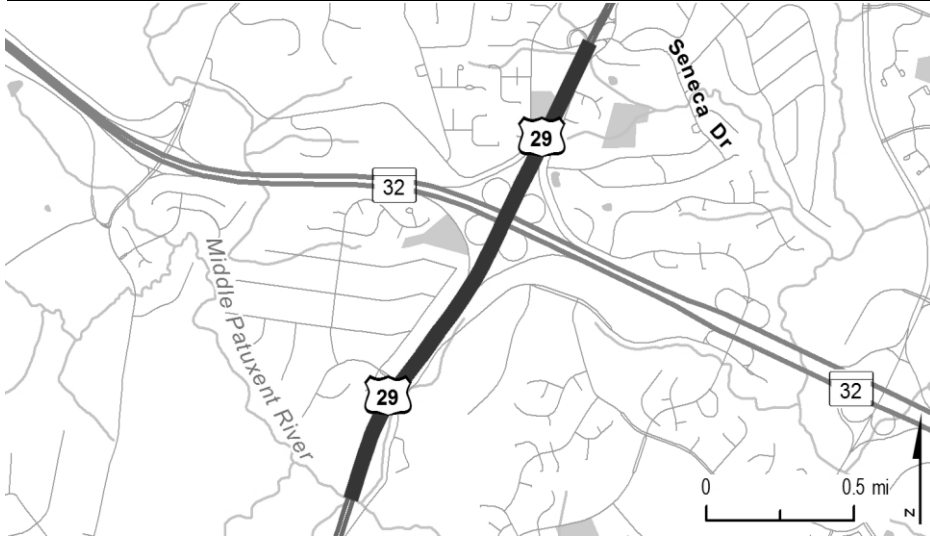
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 200,000 - 207,500
(2023)

PROJECTED 228,900 - 240,900
(2043)



PROJECT: US 29, Columbia Pike

DESCRIPTION: Widen northbound US 29 from two to three lanes 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 ☐ Grandfathered
☐ Project Outside PFA ☐ Exception Will Be Required
☐ PFA Status Yet to Be Determined ☐ Exception Granted

STATUS: Conducting feasibility study for improving bicycle and pedestrian access to the River's Edge community.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,230	1,030	344	200	0	0	0	0	0	200	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	1,230	1,030	344	200	0	0	0	0	0	200	0
Federal-Aid	390	234	234	156	0	0	0	0	0	156	0
Special	840	796	110	44	0	0	0	0	0	44	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

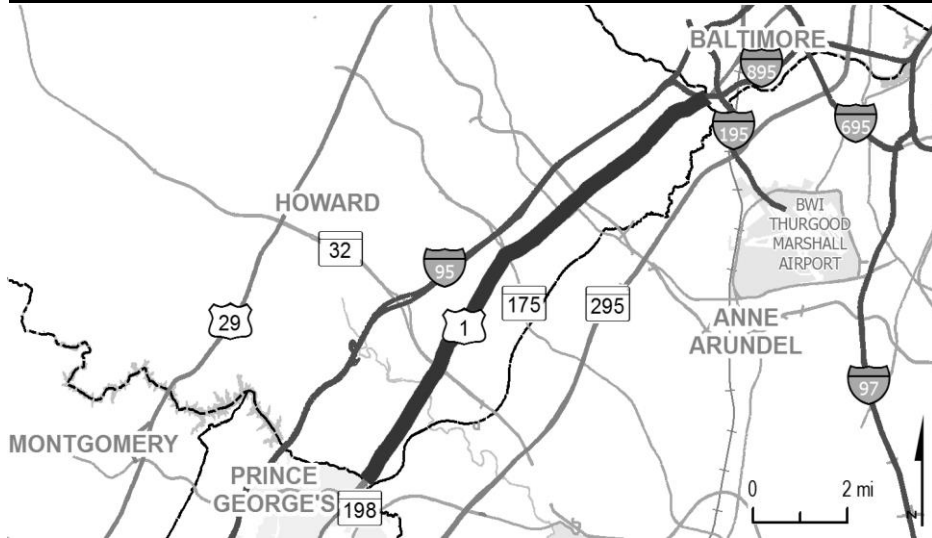
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 44,700
(2023)

PROJECTED 68,000
(2043)



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 and improvements throughout the corridor to protect the vulnerable users (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, including vulnerable 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. Project on-hold.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
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
(2023)

PROJECTED 38,200 - 64,800
(2043)

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Howard County - LINE 6

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Bridge Replacement/Rehabilitation</u>				
HO5561	-	CLEANING AND PAINTING BRIDGES-1300200, 1300400, 1300900, 1306700, 1309900, 1311503, 1311504	\$ 2,928	FY 2024
HO1511	MD94	WOODBINE ROAD; BRIDGE 1309400 OVER I-70	\$ 5,591	Under Construction
HO5131	-	CLEANING AND PAINTING OF BRIDGES 1301202, 1301301, 1301302, 1301500, 1312800, AND 1212900	\$ 2,090	Under Construction
<u>Intersection Capacity Improvements</u>				
HO2271	MD103	MONTGOMERY ROAD; US 29 TO LONG GATE SHOPPING CENTER ENTRANCE	\$ 10,321	Under Construction
<u>Resurface/Rehabilitate</u>				
XY7131	-	VARIOUS LOCATIONS IN HOWARD COUNTY	\$ 12,411	Completed
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	Completed
HO2151	US1	WASHINGTON BOULEVARD; AT FOUR LOCATIONS BETWEEN PG COUNTY LINE AND DOCTOR PATEL DRIVE	\$ 4,744	Under Construction
<u>Sidewalks</u>				
HO1401	US1	WASHINGTON BOULEVARD-SIDEWALKS-CRESTMOUNT ROAD TO CEDAR AVENUE	\$ 2,226	Under Construction
<u>Transportation Alternatives Program</u>				
HO105C	-	DOBBIN AND MCGAW ROAD BIKEPED IMPROVEMENTS	\$ 220	FY 2024
HO5531	-	OELLA PATAPSCO RIVER BIKE AND PEDESTRIAN BRIDGE	\$ 147	Study Underway
HO4901	-	PATUXENT BRANCH TRAIL - PAVING FROM OLD GUILFORD ROAD TO VOLLMERHAUSEN ROAD	\$ 714	Under Construction

* Project funding enabled by IJIA 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 2023 - 28 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 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	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	2,143	2,143	50	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	10,047	5,333	5,327	4,714	0	0	0	0	0	4,714	0
Total	12,190	7,476	5,377	4,714	0	0	0	0	0	4,714	0
Federal-Aid	10,771	6,064	5,364	4,707	0	0	0	0	0	4,707	0
Special	1,419	1,412	13	7	0	0	0	0	0	7	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 13,200
(2023)PROJECTED 17,200
(2043)

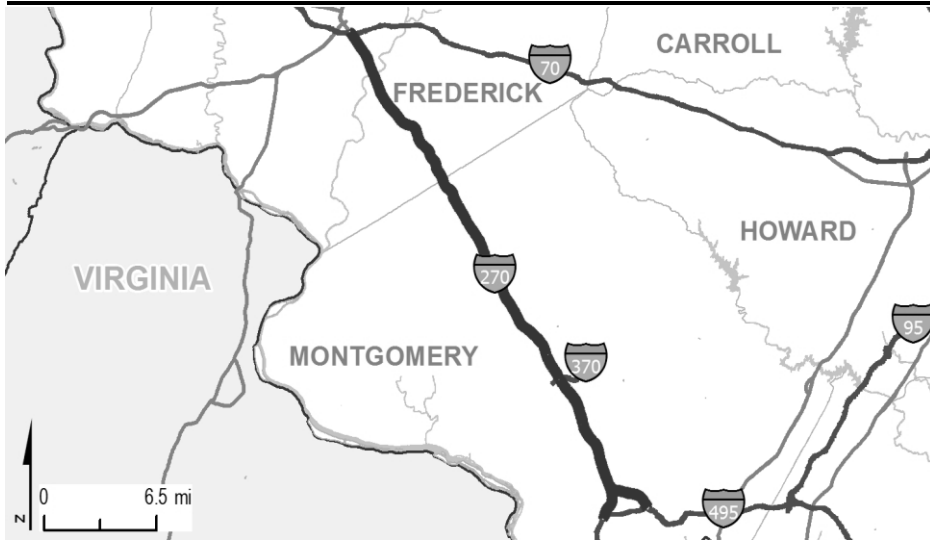
MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Kent County - LINE 2

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Resurface/Rehabilitate</u>					
XY9141	-	MILL AND RESURFACE-AT VARIOUS LOCATIONS IN KENT COUNTY	\$	3,902	Completed
XY9142	-	AT VARIOUS LOCATIONS IN KENT COUNTY	\$	7,344	Under Construction
<u>Sidewalks</u>					
KE3831	MD514	FLATLAND RD-SIDEWALKS-CHESTERTOWN ROAD TO SUTTON WAY	\$	3,688	FY 2024
<u>Transportation Alternatives Program</u>					
KENEW1	-	SRTS - TOWN OF ROCK HALL	\$	1	Completed



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 reduced congestion and improved safety and reliability.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

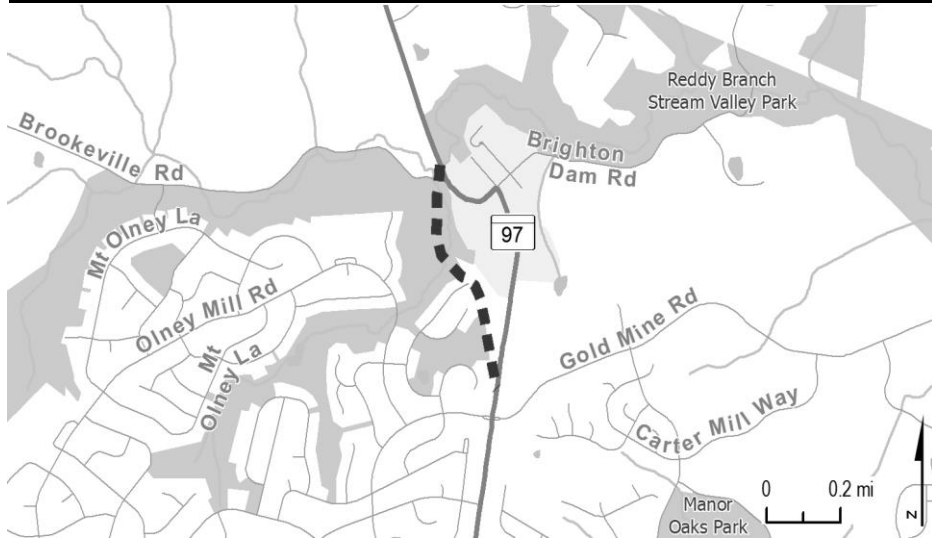
<input checked="" type="checkbox"/> Safe, Secure, and Resilient	<input checked="" type="checkbox"/> Quality & Efficiency
<input type="checkbox"/> Maintain & Modernize	<input type="checkbox"/> Environmental Protection
<input checked="" type="checkbox"/> Economic Opportunity & Reduce Congestion	<input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

<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.**EXPLANATION:** As one of Maryland's most heavily traveled roadways, I-270 congestion affects both motorist safety and the economy. The improvements will reduced congestion and improved safety and reliability for all roadway users.**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
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	118,987	3,000	0	4,043	8,625	0	0	0	12,668	0
Total	131,655	118,987	3,000	0	4,043	8,625	0	0	0	12,668	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	131,655	118,987	3,000	0	4,043	8,625	0	0	0	12,668	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
(2023)**PROJECTED** 107,000 - 303,000
(2043)



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 accommodate bicycles.

PURPOSE & NEED SUMMARY STATEMENT: This project reduced traffic congestion in the Town of Brookeville and improved traffic operations and safety on existing MD 97.

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 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 improves safety and operations for both through and local roadway users.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: The cost increase of \$3.5 million is due to additional design costs for the removal of the bridge over the Reddy Branch and compensatory time delays.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	1,391	1,391	0	0	0	0	0	0	0	0	0
Engineering	10,151	9,762	9	389	0	0	0	0	0	389	0
Right-of-way	1,193	1,193	0	0	0	0	0	0	0	0	0
Utilities	271	177	37	94	0	0	0	0	0	94	0
Construction	37,272	37,272	7,274	0	0	0	0	0	0	0	0
Total	50,279	49,796	7,320	483	0	0	0	0	0	483	0
Federal-Aid	1,509	1,120	9	389	0	0	0	0	0	389	0
Special	48,450	48,356	7,311	94	0	0	0	0	0	94	0
Other	320	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 10,800
(2023)

PROJECTED 15,200
(2043)



PROJECT: MD 97, Georgia Avenue

DESCRIPTION: Safety and accessibility improvements to MD 97 in Montgomery Hills, between MD 192 and MD 390. Bicycle and pedestrian accommodations will be included.

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	

EXPLANATION: This project will address safety and accessibility for vulnerable users in the study 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: Engineering and right-of-way acquisition underway. County contributed \$3.0 million towards planning.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: The decrease of \$6.8 million is due to an updated right of way estimate.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	3,044	3,044	0	0	0	0	0	0	0	0	0
Engineering	7,544	5,294	1,000	750	500	500	500	0	0	2,250	0
Right-of-way	17,492	101	101	4,743	4,743	4,743	3,162	0	0	17,391	0
Utilities	4,899	0	0	0	1,441	1,729	1,729	0	0	4,899	0
Construction	17,254	0	0	0	0	0	0	1,553	4,969	6,522	10,732
Total	50,233	8,439	1,101	5,493	6,684	6,972	5,391	1,553	4,969	31,062	10,732
Federal-Aid	42,591	2,204	1,036	5,475	6,527	6,786	5,206	1,476	4,721	30,191	10,196
Special	4,642	3,235	65	18	157	186	185	77	248	871	536
Other	3,000	3,000	0	0	0	0	0	0	0	0	0

STIP REFERENCE #MO2241 8/01/2023

Classification:

STATE - Intermediate Arterial

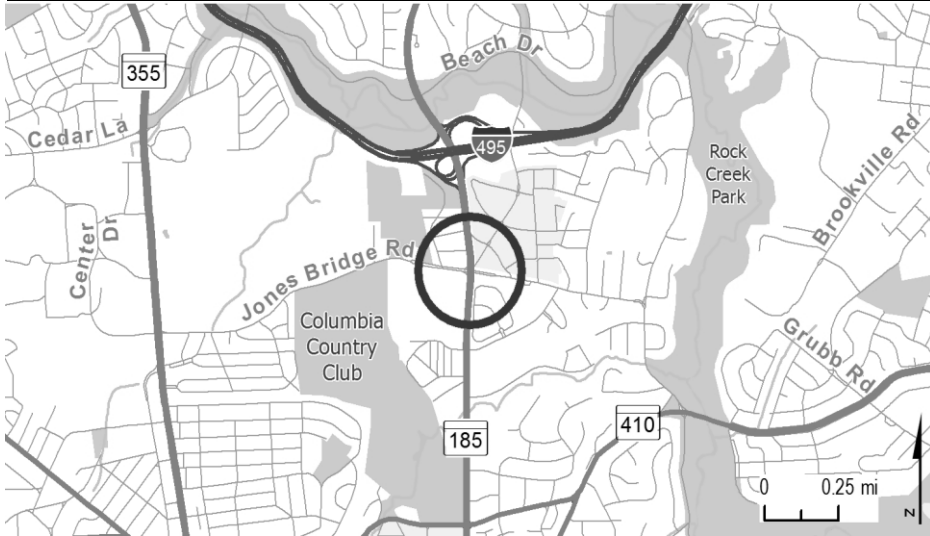
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 78,500
(2023)

PROJECTED 93,600
(2043)



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.

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 | |

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: 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.

STATUS: Construction is underway. This project is funded by the U.S. Department of Defense Office of Economic Adjustment.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
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	5,408	80	0	0	0	0	0	0	0	0
Utilities	4,414	848	0	3,566	0	0	0	0	0	3,566	0
Construction	8,284	6,464	2,458	1,820	0	0	0	0	0	1,820	0
Total	18,792	13,406	2,538	5,386	0	0	0	0	0	5,386	0
Federal-Aid	17,849	12,480	2,497	5,369	0	0	0	0	0	5,369	0
Special	553	536	41	17	0	0	0	0	0	17	0
Other	390	390	0	0	0	0	0	0	0	0	0

Classification:

STATE - Minor Arterial

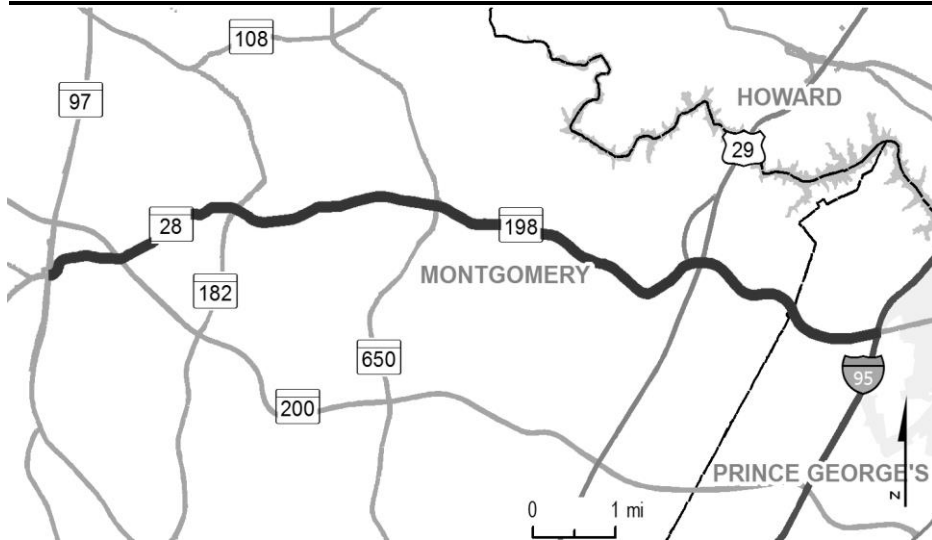
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 75,000
(2023)

PROJECTED 83,800
(2043)



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 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	9,200	9,150	628	50	0	0	0	0	0	50	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	9,152	628	50	0	0	0	0	0	50	0
Federal-Aid	3,206	3,206	0	0	0	0	0	0	0	0	0
Special	5,996	5,946	628	50	0	0	0	0	0	50	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Intermediate Arterial

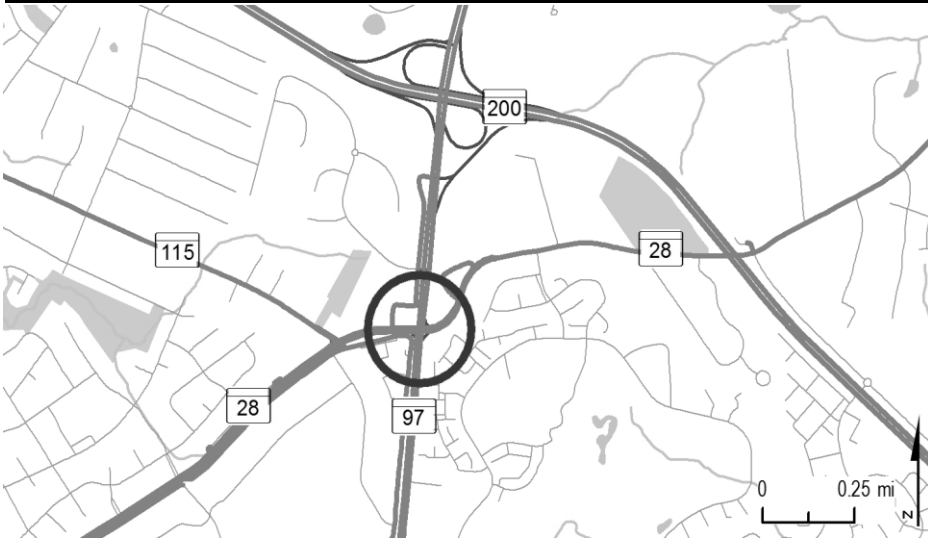
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 19,900 - 36,900 (MD 28)
(2023) 17,100 - 45,500 (MD 198)

PROJECTED 29,900 - 51,900 (MD 28)
(2043) 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

☒ 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 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
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

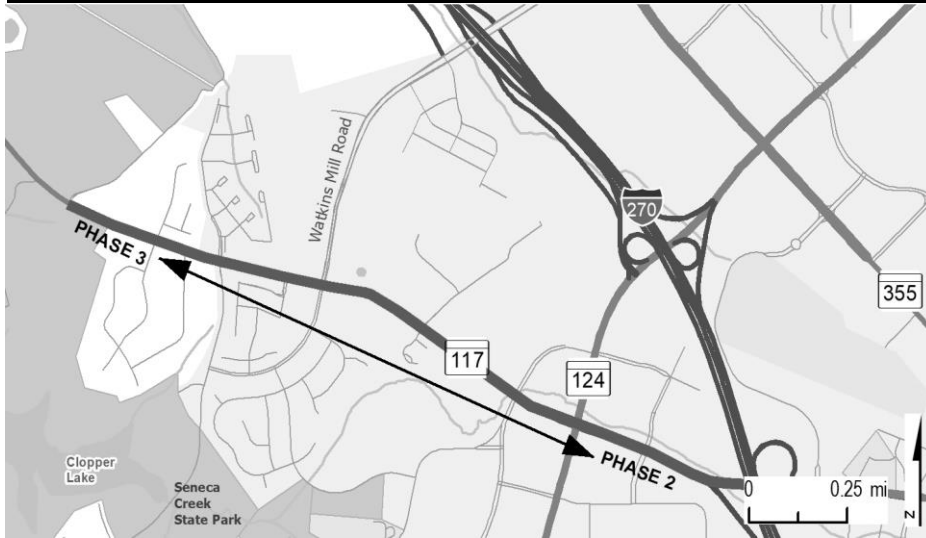
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 48,400
(2023)

PROJECTED 58,600
(2043)



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 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	1,030	1,030	0	0	0	0	0	0	0	0	0
Engineering	1,910	1,910	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	2,940	2,940	0	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	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 - Minor Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 24,000 - 42,200 (Phase 2)
 (2023) 29,100 - 48,800 (Phase 3)

PROJECTED 31,600 - 52,500 (Phase 2)
 (2043) 39,100 - 54,900 (Phase 3)

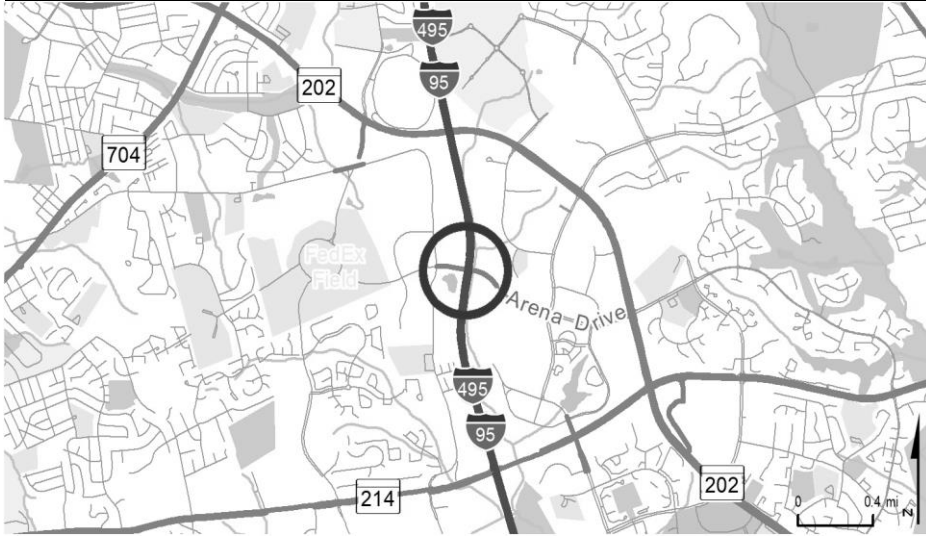
MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Montgomery County - LINE 8

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	\$ 4,996	Under Construction
Resurface/Rehabilitate				
MO0521	US29	COLESVILLE ROAD -SAFETY AND RESURFACE ST. ANDREWS WAY TO STEWARTS LANE	\$ 8,475	Completed
MO0291	MD108	MAIN STREET; OLNEY MILL ROAD TO BROOKE ROAD	\$ 4,849	Under Construction
MO0311	MD195	CARROLL AVE-SAFETY AND RESURFACE-FROM DC LINE TO MD 193	\$ 3,251	Under Construction
MO1831	MD650	NEW HAMPSHIRE AVENUE-SAFETY AND RESURFACE-MILESTONE DRIVE TO SHAW AVENUE	\$ 4,666	Under Construction
XX131D	-	PATCHING VARIOUS LOCATIONS IN MONTGOMERY COUNTY	\$ 5,594	Under Construction
XY7151	-	MILL AND RESURFACE VARIOUS LOCATIONS IN MONTGOMERY COUNTY	\$ 16,932	Under Construction
XY8151	-	RESURFACING AT VARIOUS LOCATIONS IN MONTGOMERY COUNTY	\$ 21,389	Under Construction
TMDL Compliance				
MO0321	-	TMDL STREAM RESTORATION OF WATTS BRANCH TRIBUTARY AT PLYMOUTH WOODS	\$ 1,774	FY 2024
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 2024
MO0991	-	TAKOMA PARK IMPROVEMENT 2020	\$ 86	FY 2025
MO0992	-	ENHANCING BIKING AND BIKE SAFETY IN TAKOMA PARK PROJECT	\$ 50	FY 2025
MO9561	-	NORTH STONESTREET AVENUE - SIDEWALK IMPROVEMENTS	\$ 329	FY 2025
MOTAP2	-	TWINBROOK SAFE ROUTES TO SCHOOL AND TRANSIT ACCESS FEASIBILITY STUDY	\$ 312	FY 2025
MO0221	-	NORTH BRANCH HIKER-BIKER TRAIL	\$ 2,000	FY 2026
MOA151	-	FALLS ROAD SHARED USE PATH	\$ 1,230	FY 2026
MOA161	MD187	OLD GEORGETOWN ROAD AT CORDELL AVENUE	\$ 20	FY 2026
MONEW8	MD188	WILSON LANE; AT CORDELL AVENUE PEDESTRIAN SAFETY IMPROVEMENTS	\$ 47	FY 2026
MONEW9	-	MD 355 CLARKSBURG SHARED USE PATH	\$ 3,673	FY 2026



PRINCE GEORGE'S COUNTY



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.

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.

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 acquisition underway.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: The cost decrease of \$5.3 million is due to reduced design costs and inflationary adjustments.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	6,788	1,538	1,350	2,000	2,000	1,250	0	0	0	5,250	0
Right-of-way	4,968	0	0	1,242	1,863	1,863	0	0	0	4,968	0
Utilities	2,000	0	0	0	0	909	1,091	0	0	2,000	0
Construction	85,466	0	0	0	0	0	12,328	20,140	22,776	55,244	30,222
Total	99,222	1,538	1,350	3,242	3,863	4,022	13,419	20,140	22,776	67,462	30,222
Federal-Aid	94,292	1,527	1,340	3,118	3,677	3,745	12,694	19,133	21,687	64,054	28,711
Special	4,930	11	10	124	186	277	725	1,007	1,089	3,408	1,511
Other	0	0	0	0	0	0	0	0	0	0	0

STIP REFERENCE #PGA201 8/01/2023

Classification:

STATE - Principle Arterial

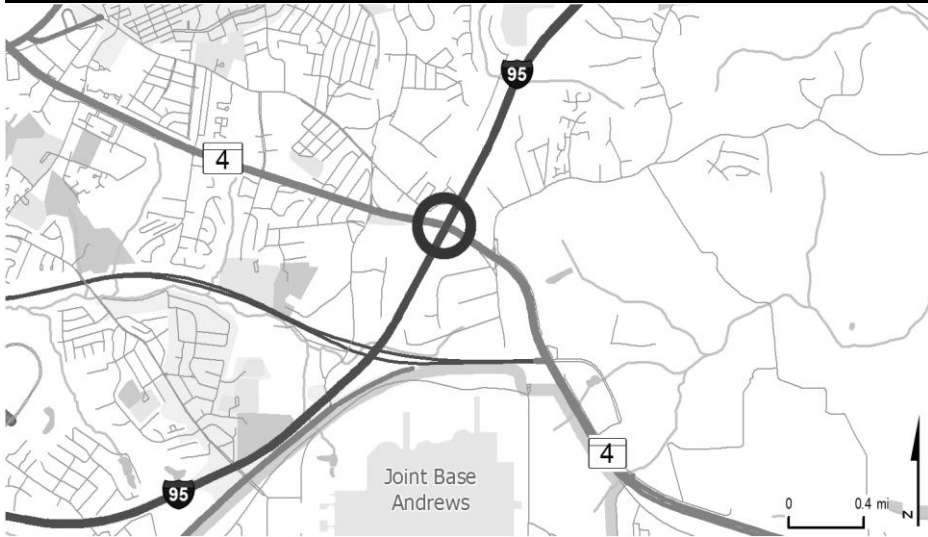
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 216,000
(2023)

PROJECTED 249,100
(2043)

**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 | |

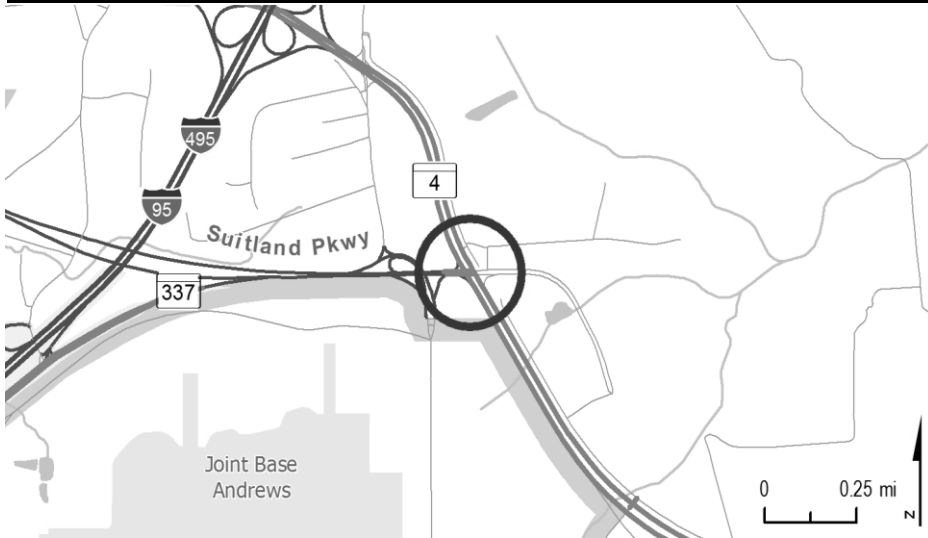
SMART GROWTH STATUS: ☐ Project Not Location Specific ☒ Not Subject to PFA Law

- | | |
|--|---|
| <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 2023 - 28 CTP:** The increase in funding of \$2.8M is due to an increase in engineering costs for the project.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,035	645	257	1,937	1,453	0	0	0	0	3,390	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	2,000	0	0	1,500	500	0	0	0	0	2,000	0
Construction	34,999	0	0	0	2,423	12,142	12,546	7,888	0	34,999	0
Total	41,034	645	257	3,437	4,376	12,142	12,546	7,888	0	40,389	0
Federal-Aid	38,804	501	243	3,209	4,146	11,535	11,919	7,494	0	38,303	0
Special	2,230	144	14	228	230	607	627	394	0	2,086	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** 207,700
(2023)**PROJECTED** 236,600
(2043)

**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.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

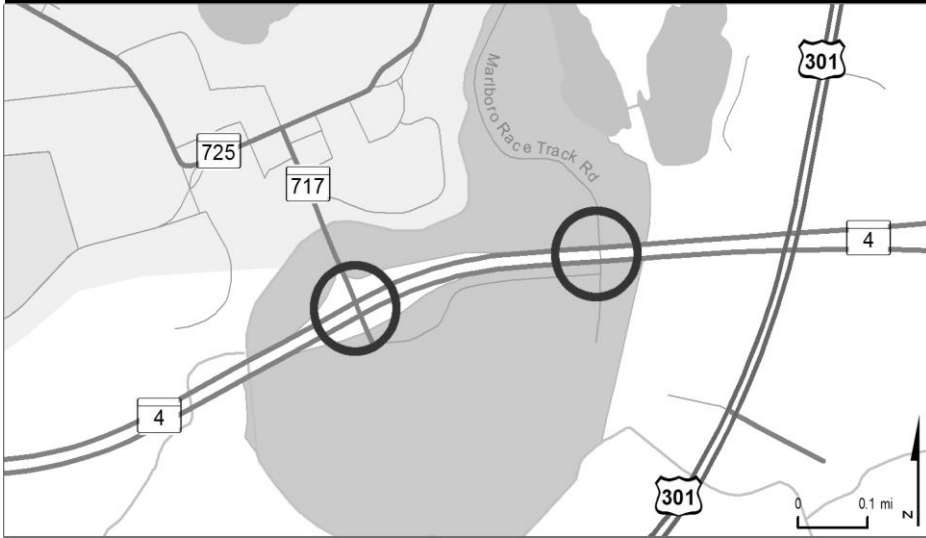
<input type="checkbox"/> Safe, Secure, and Resilient	<input checked="" type="checkbox"/> Quality & Efficiency
<input checked="" type="checkbox"/> Maintain & Modernize	<input checked="" type="checkbox"/> Environmental Protection
<input checked="" type="checkbox"/> Economic Opportunity & Reduce Congestion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

<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 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.**STATUS:** Utility work underway. Construction to begin this current fiscal year.**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:** The cost increase of \$2.4 million is due to additional engineering costs and the latest engineer's construction estimate.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	21,435	20,935	3,500	500	0	0	0	0	0	500	0
Right-of-way	12,063	10,050	50	1,723	290	0	0	0	0	2,013	0
Utilities	15,535	8,674	0	6,861	0	0	0	0	0	6,861	0
Construction	236,002	37,511	121	30,000	50,000	50,000	50,000	18,491	0	198,491	0
Total	285,036	77,171	3,671	39,084	50,290	50,000	50,000	18,491	0	207,865	0
Federal-Aid	230,441	40,265	156	29,878	47,732	47,500	47,500	17,566	0	190,176	0
Special	52,432	34,743	3,515	9,206	2,558	2,500	2,500	925	0	17,689	0
Other	2,163	2,163	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** 72,900
(2023)**PROJECTED** 110,000
(2043)

**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 | |

EXPLANATION: The existing structures, built in 1960, are nearing the end of their useful service lives.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law

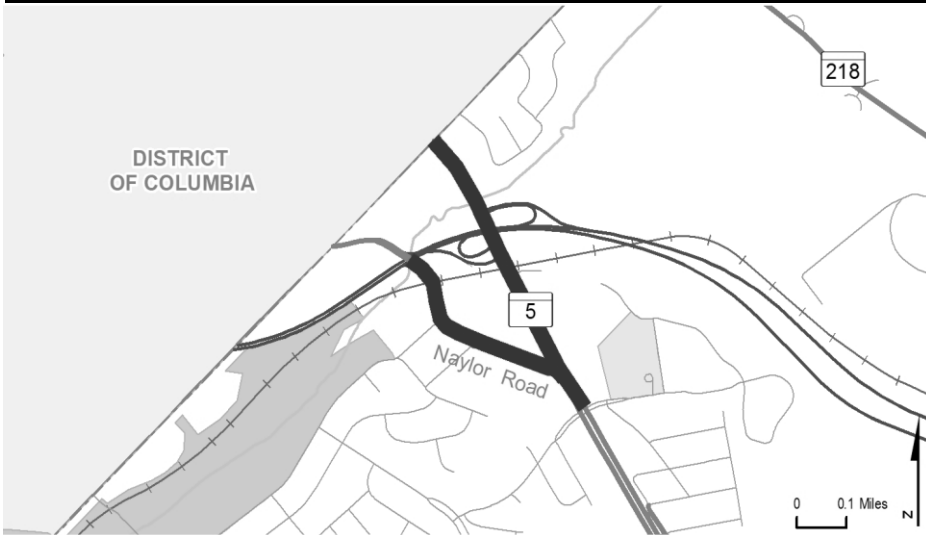
- | | |
|--|---|
| <input checked="" type="checkbox"/> Project Inside PFA | <input type="checkbox"/> Grandfathered |
| <input type="checkbox"/> Project Outside PFA | <input type="checkbox"/> Exception Will Be Required |
| <input type="checkbox"/> PFA Status Yet to Be Determined | <input type="checkbox"/>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

STATUS: Engineering underway.**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL				PROJECTED CASH REQUIREMENTS					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPENDED	EXPENDED	CURRENT	BUDGET						
	COST	THRU	IN	YEAR	YEAR	FOR PLANNING PURPOSES ONLY					
	(\$000)	2023	2023	2024	2025	...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,187	1,928	847	259	0	0	0	0	0	259	0
Right-of-way	72	0	0	13	13	13	13	13	7	72	0
Utilities	27	0	0	27	0	0	0	0	0	27	0
Construction	20,686	0	0	3,048	11,264	6,374	0	0	0	20,686	0
Total	22,972	1,928	847	3,347	11,277	6,387	13	13	7	21,044	0
Federal-Aid	21,309	1,432	835	3,075	10,711	6,065	10	10	5	19,877	0
Special	1,663	496	12	271	566	322	3	3	2	1,167	0
Other	0	0	0	0	0	0	0	0	0	0	0

STIP REFERENCE #PG2582 8/01/2023

Classification:**STATE -** Intermediate Arterial**FEDERAL -** Freeway/Expressway**STATE SYSTEM:** Primary**Estimated Annual Average Daily Traffic (vehicles per day)****CURRENT** 60,600
(2023)**PROJECTED** 65,400
(2043)



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: Open to service.

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 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
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	1,043	3	0	0	0	0	0	0	0	0
Utilities	183	183	0	0	0	0	0	0	0	0	0
Construction	18,644	18,644	1,198	0	0	0	0	0	0	0	0
Total	24,300	24,300	1,202	0	0	0	0	0	0	0	0
Federal-Aid	9,861	9,861	1,185	0	0	0	0	0	0	0	0
Special	14,440	14,440	16	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

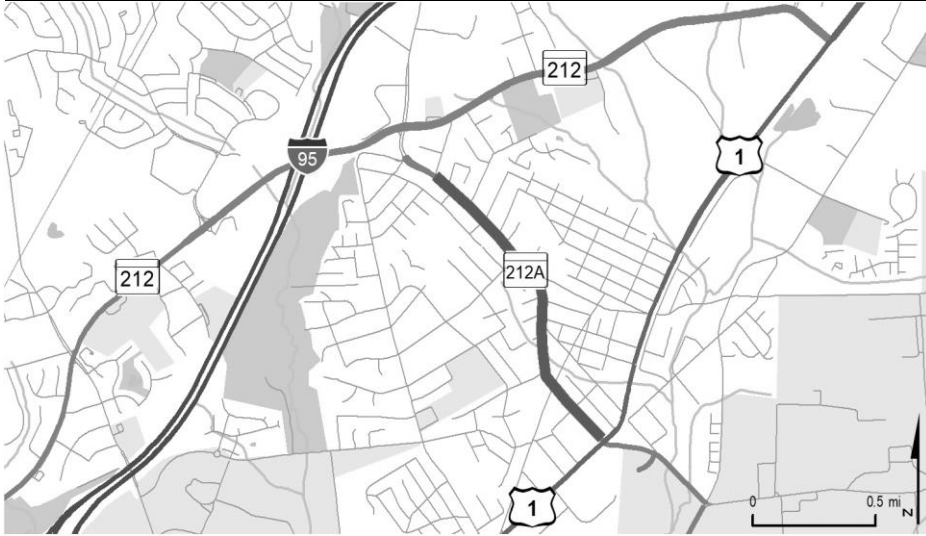
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 34,400 (MD 5)
(2023) 21,000 (MD 637)

PROJECTED 41,300 (MD 5)
(2043) 25,000 (MD 637)



PROJECT: MD 212A, Powder Mill Road

DESCRIPTION: Reconstruction of MD 212A from Pine Street to US 1 intersection. Project included sidewalk and crosswalk improvements (1.6 miles).

PURPOSE & NEED SUMMARY STATEMENT: The project provided traffic calming and enhanced 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: Open to service.

EXPLANATION: This project enhanced pedestrian safety with the provision of sidewalk and crosswalk improvements.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
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	3,412	3,386	144	26	0	0	0	0	0	26	0
Utilities	2,432	674	220	1,758	0	0	0	0	0	1,758	0
Construction	19,954	19,954	7,575	0	0	0	0	0	0	0	0
Total	30,945	29,161	7,939	1,784	0	0	0	0	0	1,784	0
Federal-Aid	22,065	20,372	5,778	1,693	0	0	0	0	0	1,693	0
Special	5,473	5,382	175	91	0	0	0	0	0	91	0
Other	3,407	3,407	1,986	0	0	0	0	0	0	0	0

Classification:

STATE - Minor Arterial

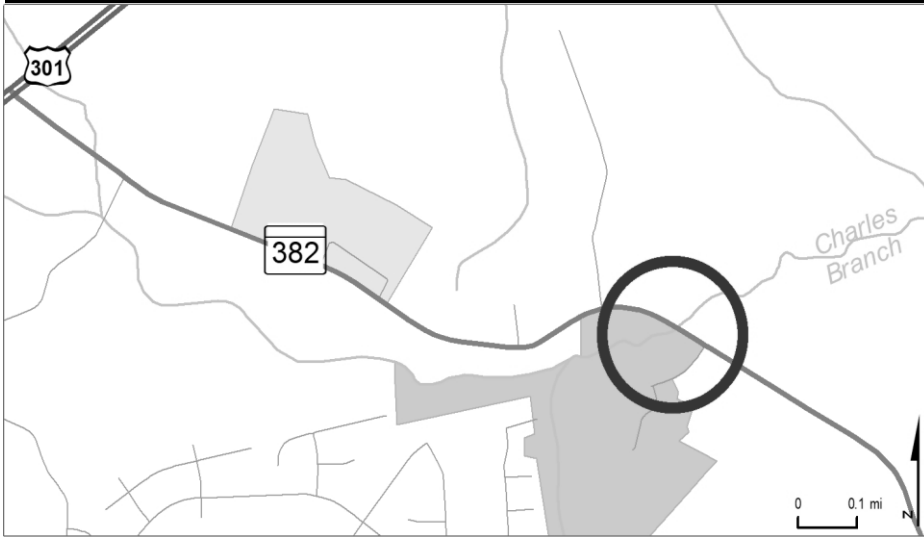
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 19,900
(2023)

PROJECTED 25,000
(2043)

**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 | |

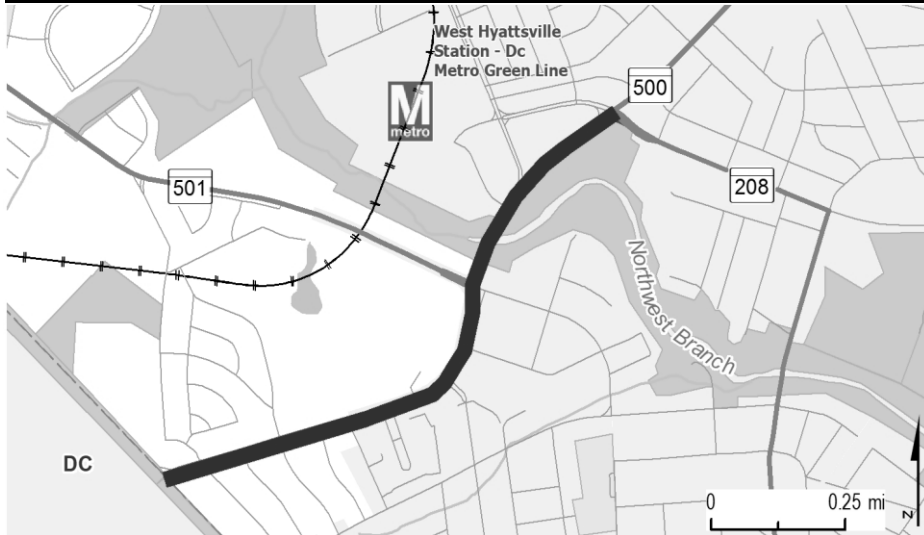
SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- | | |
|--|---|
| <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: Construction underway.**SIGNIFICANT CHANGE FROM FY 2023 - 28 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 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,075	1,075	77	0	0	0	0	0	0	0	0
Right-of-way	86	22	4	48	16	0	0	0	0	64	0
Utilities	335	19	19	223	93	0	0	0	0	316	0
Construction	3,565	28	28	2,455	1,082	0	0	0	0	3,537	0
Total	5,061	1,144	128	2,726	1,191	0	0	0	0	3,917	0
Federal-Aid	4,138	225	102	2,723	1,190	0	0	0	0	3,913	0
Special	923	919	26	3	1	0	0	0	0	4	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** 1,300
(2023)**PROJECTED** 5,200
(2043)



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 | |

EXPLANATION: The landscaped median, sidewalks, and crosswalk improvements will provide traffic calming and enhance pedestrian safety along the roadway. The project also reduces impervious surface area and adds landscaping that will increase stormwater management capacity.

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 2023 - 28 CTP: The cost increase of \$3.3 million is due to utility coordination issues and related construction delays.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,456	4,456	0	0	0	0	0	0	0	0	0
Right-of-way	1,838	1,838	8	0	0	0	0	0	0	0	0
Utilities	1,088	1	0	1,087	0	0	0	0	0	1,087	0
Construction	19,023	19,014	4,747	9	0	0	0	0	0	9	0
Total	26,405	25,309	4,755	1,096	0	0	0	0	0	1,096	0
Federal-Aid	18,553	18,117	4,644	436	0	0	0	0	0	436	0
Special	7,852	7,192	111	660	0	0	0	0	0	660	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Minor Arterial

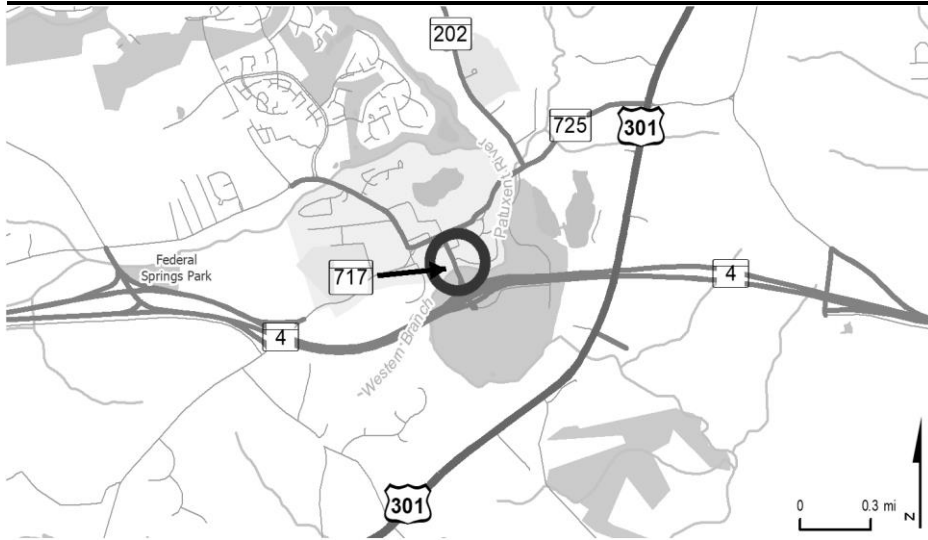
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 34,700
(2023)

PROJECTED 42,200
(2043)

**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.

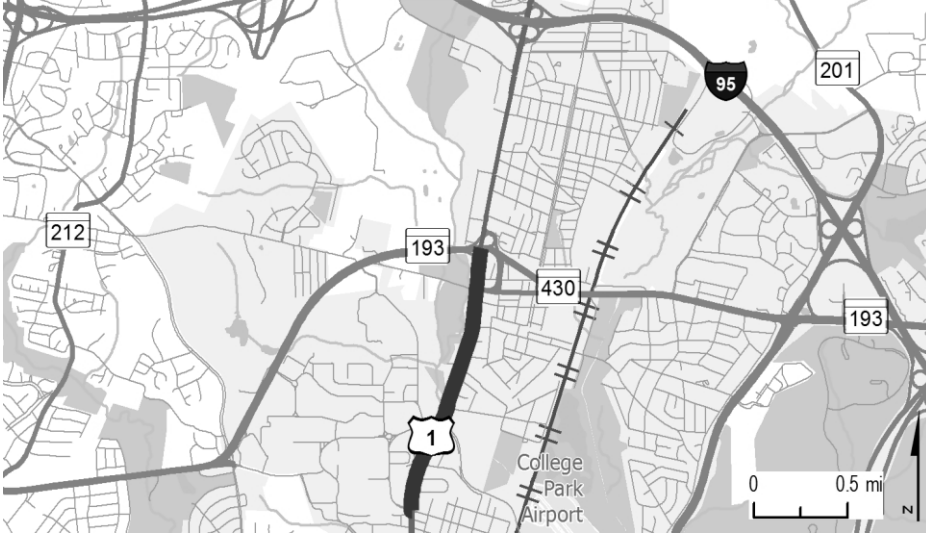
EXPLANATION: The existing structure, built in 1900, is nearing the end of its useful service life. The project will reduce the frequency of flooding in this area and provide improved pedestrian facilities.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,090	2,049	280	41	0	0	0	0	0	41	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	608	2,408	2,789	2,599	1,939	0	10,343	0
Total	12,433	2,049	280	649	2,408	2,789	2,599	1,939	0	10,384	0
Federal-Aid	10,351	484	153	618	2,288	2,650	2,469	1,842	0	9,867	0
Special	2,082	1,565	127	30	120	139	130	97	0	517	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 7,700
(2023)PROJECTED 9,400
(2043)



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 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	9,647	9,647	(25)	0	0	0	0	0	0	0	0
Right-of-way	6,615	6,564	1,508	51	0	0	0	0	0	51	0
Utilities	4,080	2,242	1,834	1,838	0	0	0	0	0	1,838	0
Construction	34,245	26,319	7,959	7,926	0	0	0	0	0	7,926	0
Total	54,586	44,771	11,276	9,815	0	0	0	0	0	9,815	0
Federal-Aid	41,749	32,181	9,606	9,568	0	0	0	0	0	9,568	0
Special	10,364	10,117	1,670	247	0	0	0	0	0	247	0
Other	2,473	2,473	0	0	0	0	0	0	0	0	0

Classification:

STATE - Intermediate Arterial

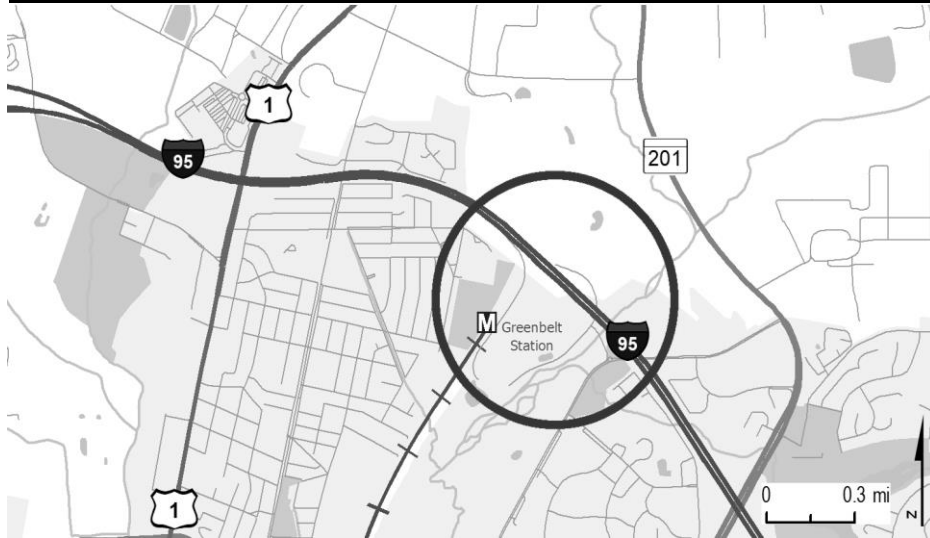
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 35,800
(2023)

PROJECTED 55,800
(2043)



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

STATUS: Engineering pending FBI relocation decision.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	1,561	1,561	0	0	0	0	0	0	0	0	0
Engineering	13,772	10,876	100	500	500	500	1,396	0	0	2,896	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	13,391	100	500	500	500	1,396	0	0	2,896	0
Federal-Aid	1,426	1,426	0	0	0	0	0	0	0	0	0
Special	14,861	11,965	100	500	500	500	1,396	0	0	2,896	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

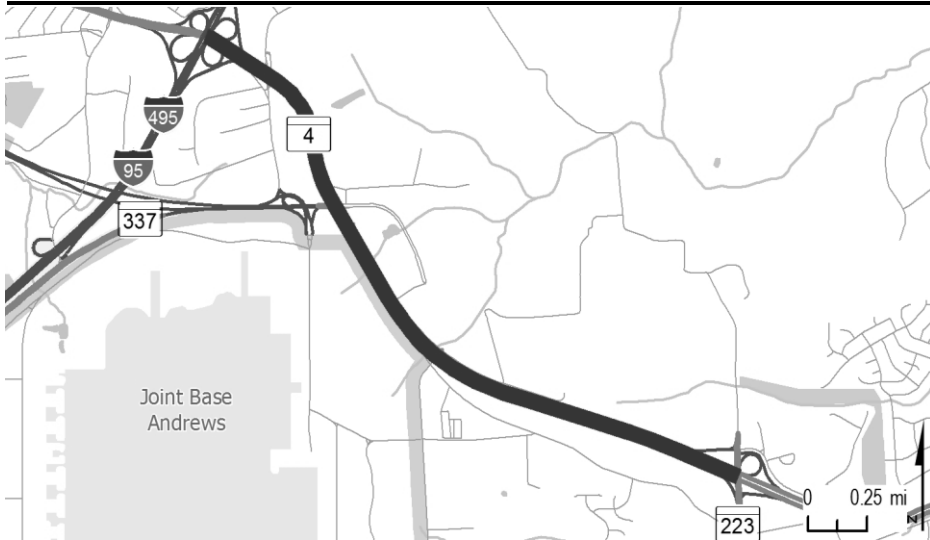
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 216,900
(2023)

PROJECTED 246,200
(2043)



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

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

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

STATUS: Planning complete. Project on-hold.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
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

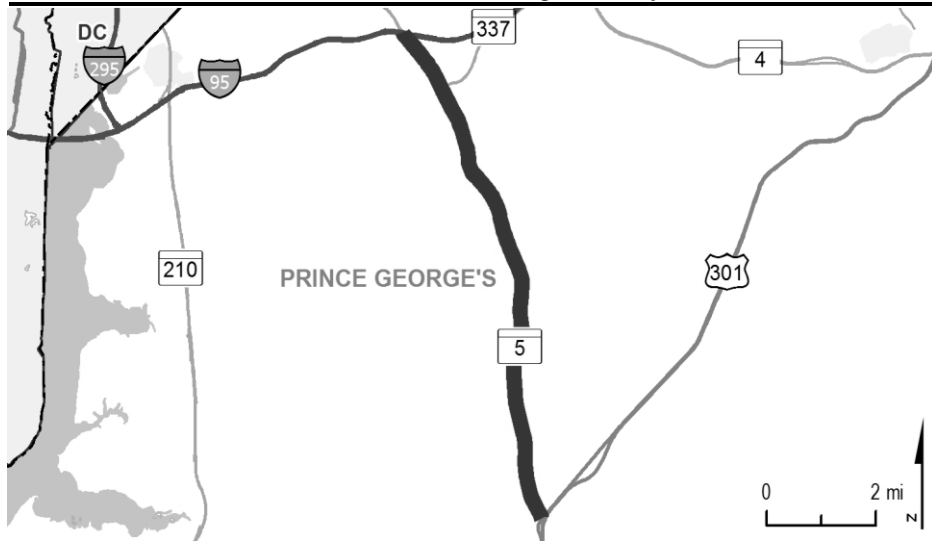
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 73,700
(2023)

PROJECTED 110,100
(2043)

**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 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
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

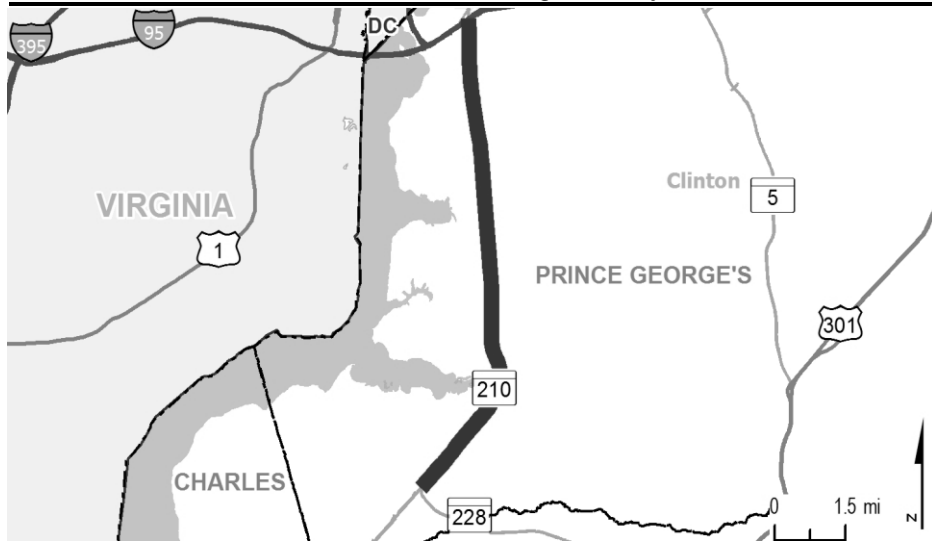
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 125,000
(2023)

PROJECTED 146,800
(2043)



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

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

☐ Grandfathered
☐ Exception Will Be Required
☐ 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 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☒ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	2,523	2,523	0	0	0	0	0	0	0	0	0
Engineering	12,015	501	500	1,250	1,250	5,100	3,914	0	0	11,514	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	4,005	500	1,250	1,250	5,100	3,914	0	0	11,514	0
Federal-Aid	11,014	400	400	1,000	1,000	4,700	3,914	0	0	10,614	0
Special	3,505	3,505	0	0	0	0	0	0	0	0	0
Other	1,000	100	100	250	250	400	0	0	0	900	0

Classification:

STATE - Intermediate Arterial

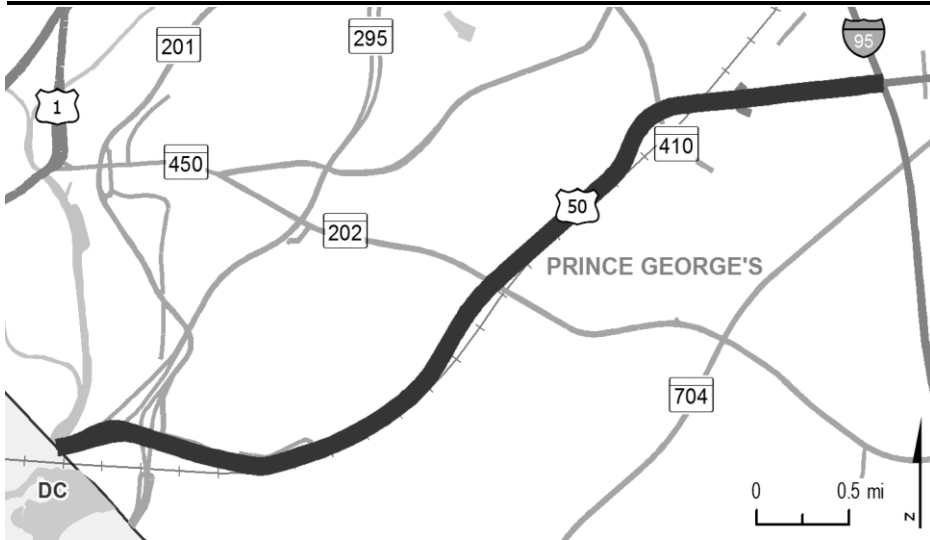
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 81,300
(2023)

PROJECTED 122,000
(2043)



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. Project on-hold.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☐ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
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

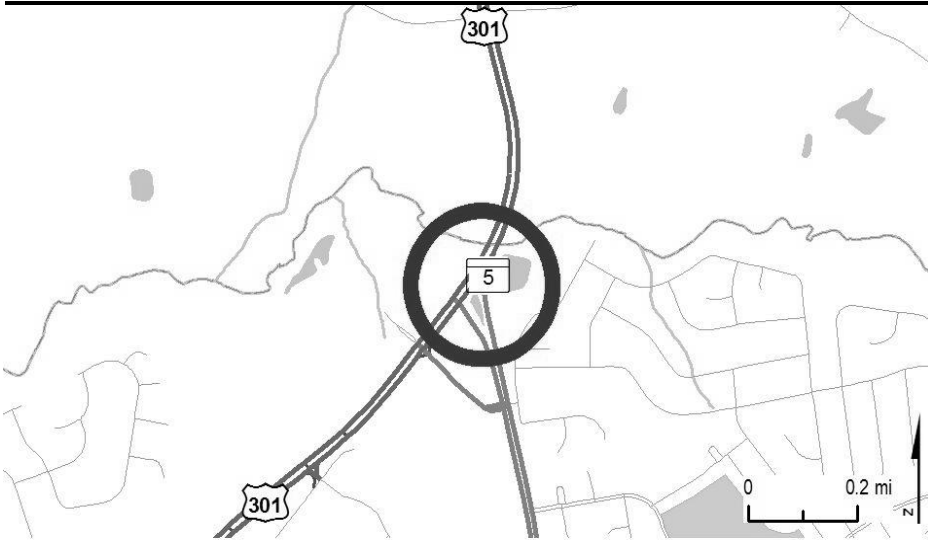
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 76,700 - 147,300
(2023)

PROJECTED 86,400 - 160,300
(2043)

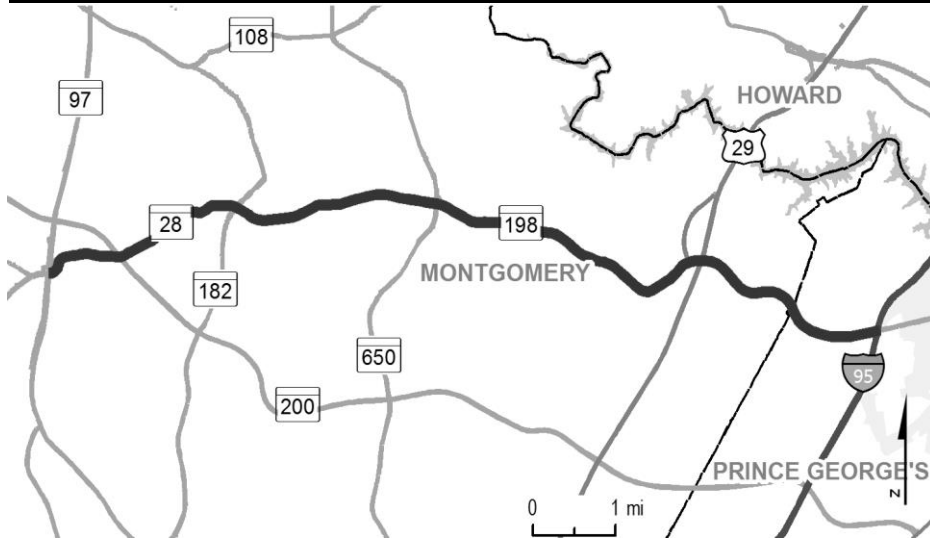
**PROJECT:** US 301, Crain Highway**DESCRIPTION:** Construct a new flyover from southbound US 301 to MD 5 (Mattawoman Beantown Road).**PURPOSE & NEED SUMMARY STATEMENT:** Project will improve safety and mobility for planned development.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject 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 2023 - 28 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
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)
(2023)**PROJECTED** 130,100 (US 301)
(2043)



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 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	9,200	9,150	628	50	0	0	0	0	0	50	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	9,152	628	50	0	0	0	0	0	50	0
Federal-Aid	3,206	3,206	0	0	0	0	0	0	0	0	0
Special	5,996	5,946	628	50	0	0	0	0	0	50	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Intermediate Arterial

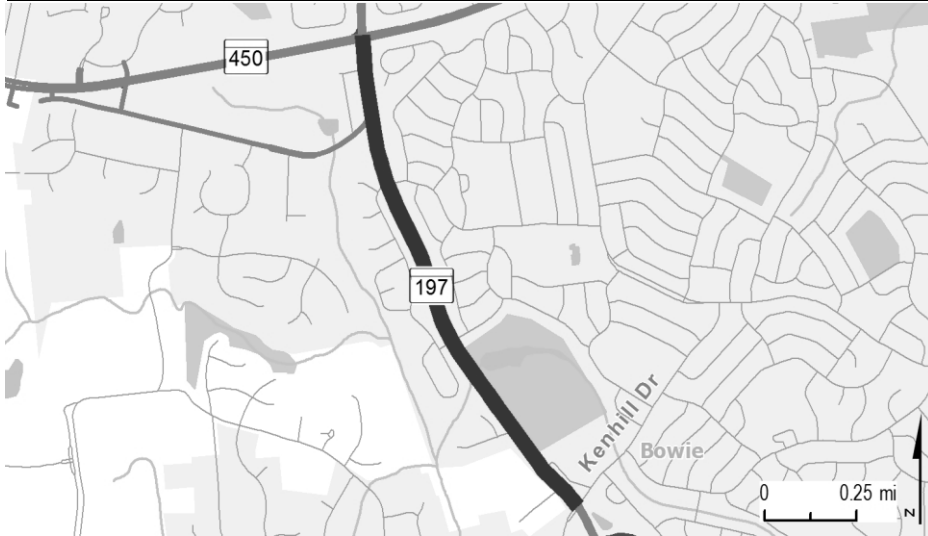
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 19,900 - 36,900 (MD 28)
(2023) 17,100 - 45,500 (MD 198)

PROJECTED 29,900 - 51,900 (MD 28)
(2043) 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 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☒ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	1,767	1,767	5	0	0	0	0	0	0	0	0
Engineering	6,416	3,616	800	1,000	1,000	800	0	0	0	2,800	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	8,182	5,382	805	1,000	1,000	800	0	0	0	2,800	0
Federal-Aid	3,747	1,087	760	950	950	760	0	0	0	2,660	0
Special	3,436	3,296	45	50	50	40	0	0	0	140	0
Other	1,000	1,000	0	0	0	0	0	0	0	0	0

Classification:

STATE - Intermediate Arterial

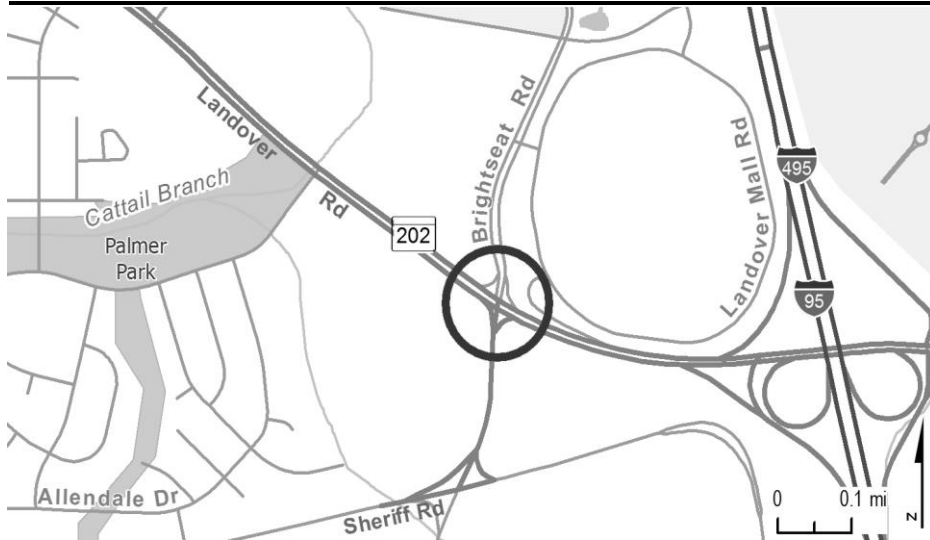
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 34,000
(2023)

PROJECTED 43,800
(2043)

**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

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

STATUS: Project on hold.**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	474	474	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	474	474	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	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 -** Minor Arterial**FEDERAL -** Other Principal Arterial**STATE SYSTEM:** Secondary**Estimated Annual Average Daily Traffic (vehicles per day)**CURRENT 51,100
(2023)PROJECTED 67,000
(2043)



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

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

STATUS: Corridor study complete. Project on-hold.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
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 45,200
(2023)

PROJECTED 54,800
(2043)



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 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
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

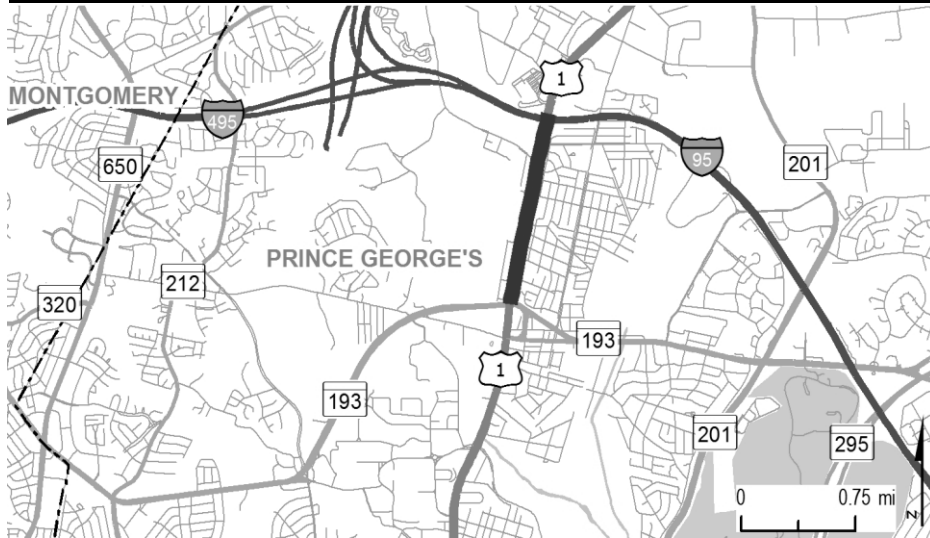
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 24,600
(2023)

PROJECTED 40,700
(2043)



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. Project on-hold.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
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 45,300
(2023)

PROJECTED 53,400
(2043)

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Prince George's County - LINE 24

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)	\$ 7,827	Under Construction
<u>Bridge Replacement/Rehabilitation</u>				
PG4122	-	CLEANING AND PAINTING BRIDGE NUMBERS 1601800,1606500,1614505/06 AND 1623903/04	\$ 2,815	Completed
PG4812	-	BRIDGES 1611700, 1211800, 1612700, 1613000, 1613200 AND 1613400	\$ 2,681	Completed
PGA471	-	CLEANING AND PAINTING BRIDGES-1604400, 1612500, 1619900, 1620500	\$ 5,139	FY 2024
<u>Resurface/Rehabilitate</u>				
PG8511	US1	RHODE ISLAND AVENUE; SUNNYSIDE AVENUE TO MD 212A	\$ 2,572	Completed
XY9131	-	SAFETY AND RESURFACE AT VARIOUS LOCATIONS IN HOWARD COUNTY	\$ 18,030	Completed
PG8501	IS95	CAPITAL BELTWAY-SAFETY AND RESURFACE-FROM LIVINGSTON RD TO SOUTH OF MD 5	\$ 10,705	FY 2024
PG8521	MD5	BRANCH AVE-SAFETY AND RESURFACE-FROM ST BARNABAS ROAD TO CURTIS DRIVE.	\$ 4,258	FY 2024
PG8551	MD704	MARTIN LUTHER KING HWY-SAFETY AND RESURFACE-FROM BARLOW ROAD TO ARDWICK ARDMORE ROAD	\$ 5,532	FY 2024
XX131G	-	PATCHING AT VARIOUS LOCATIONS IN PRINCE GEORGE'S COUNTY	\$ 8,924	FY 2024
PG0351	US301	CRAIN HIGHWAY-SAFETY AND RESURFACE-MD 214 TO 450 FEET SOUTH OF EXCALIBUR ROAD	\$ 3,815	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
XY8161	-	RESURFACING-VARIOUS LOCATIONS IN PRINCE GEORGE'S COUNTY	\$ 22,525	Under Construction
<u>Safety/Spot Improvement</u>				
PG0111	MD201	KENILWORTH AVENUE-INTERSECTION RECONSTRUCT-M SQUARE BETTERMENTS NEAR MD 201/RIVER ROAD	\$ 1,259	FY 2024
PG8901	-	BICYCLE-PEDESTRIAN ROUTE-PURPLE LINE ALIGNMENT	\$ 4,551	FY 2024
<u>Sidewalks</u>				
PG2801	MD223	WOODYARD ROAD-SIDEWALKS-1000 FT SOUTH OF VICTORIA DRIVE TO 265 FT NORTH OF SHERWOOD DRIVE	\$ 4,317	Under Construction
PGA111	MD725	MAIN STREET-WEST OF SERVICE LANE TO EAST OF GOVERNOR ODEN BOWIE DRIVE	\$ 1,242	Under Construction

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Prince George's County - LINE 24

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Transportation Alternatives Program				
PG0202	US1	HOLLYWOOD ROAD SIDEWALK DESIGN COLLEGE PARK - SRTS	\$ 14	Design Underway
PGA101	-	SRTS - CRITTENDEN STREET AND 52ND AVENUE IMPROVEMENTS	\$ 230	Design Underway
PGA381	-	BICYCLE-PEDESTRIAN ROUTE – CENTRAL AVENUE CONNECTOR TRAIL - PHASE I & III	\$ 750	FY 2025
PGA501	MD650	METZEROTT ROAD PEDESTRIAN SAFETY	\$ 4,603	FY 2026
PGA651	-	SIGNAL MODIFICATION, PEDESTRIAN SAFETY AND ACCESS IMPROVEMENT	\$ 1,456	FY 2026
PGNEW2	-	CHAMBERS AVENUE – TRAFFIC CALMING MEASURES ALONG CHAMBER AVENUE AND CAPITOL HEIGHTS BOULEVARD	\$ 250	FY 2026
PGNEW5	-	GREENBELT STATION/WMATA HIKER-BIKER TRAIL	\$ 1,530	FY 2026
PGNEW6	-	LAUREL MARC STATION PLATFORM AND PEDESTRIAN SAFETY IMPROVEMENTS	\$ 960	FY 2026
PGNEW7	-	OXON COVE TRAIL	\$ 1,228	FY 2026

* Project funding enabled by IJIA 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 | |

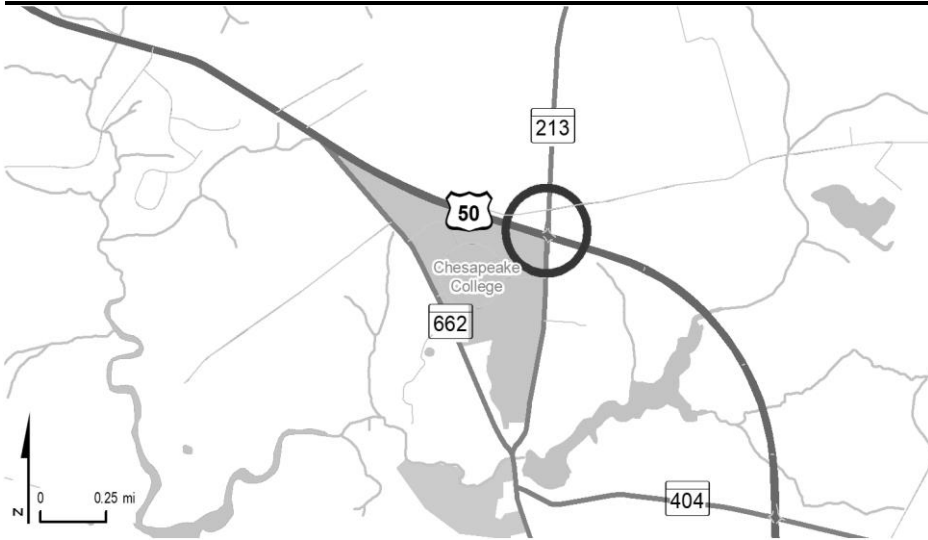
SMART GROWTH STATUS: ☐ Project Not Location Specific ☒ Not Subject to PFA Law

- | | |
|--|---|
| <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 2023 - 28 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 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	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	2,143	2,143	50	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	10,047	5,333	5,327	4,714	0	0	0	0	0	4,714	0
Total	12,190	7,476	5,377	4,714	0	0	0	0	0	4,714	0
Federal-Aid	10,771	6,064	5,364	4,707	0	0	0	0	0	4,707	0
Special	1,419	1,412	13	7	0	0	0	0	0	7	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 13,200
(2023)PROJECTED 17,200
(2043)

**PROJECT:** US 50, Ocean Gateway**DESCRIPTION:** Project to grade-separate the intersection of US 50 and MD 213**PURPOSE & NEED SUMMARY STATEMENT:** This project will improve operations and safety, especially during the peak summer travel season.**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

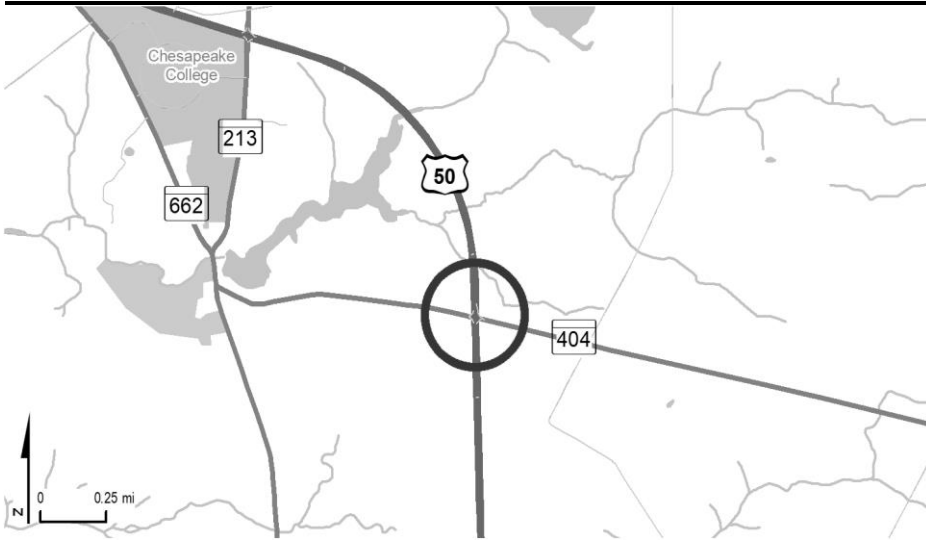
STATUS: Project on hold.**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:** This project previously was part of the US 50 from US 301 to MD 404 project in the FY 23 - FY 28 Final CTP.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	1,557	1,557	0	0	0	0	0	0	0	0	0
Engineering	492	492	0	0	0	0	0	0	0	0	0
Right-of-way	2,523	2,523	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	4,572	4,572	0	0	0	0	0	0	0	0	0
Federal-Aid	745	745	0	0	0	0	0	0	0	0	0
Special	3,827	3,827	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 41,900
(2023) 62,400 (Summer)

PROJECTED 73,700
(2043) 92,600 (Summer)

**PROJECT:** US 50, Ocean Gateway**DESCRIPTION:** Project to grade-separate the intersection of US 50 and MD 404**PURPOSE & NEED SUMMARY STATEMENT:** This project will improve operations and safety, especially during the peak summer travel season.**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: Project on hold.**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:** This project previously was part of the US 50 from US 301 to MD 404 project in the FY 23 - FY 28 Final CTP.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...			
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	570	570	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
Utilities	0	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	570	570	0	0	0	0	0	0	0	0	0	0
Federal-Aid	450	450	0	0	0	0	0	0	0	0	0	0
Special	120	120	0	0	0	0	0	0	0	0	0	0
Other	0	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
(2023) 62,400 (Summer)

PROJECTED 73,700
(2043) 92,600 (Summer)

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

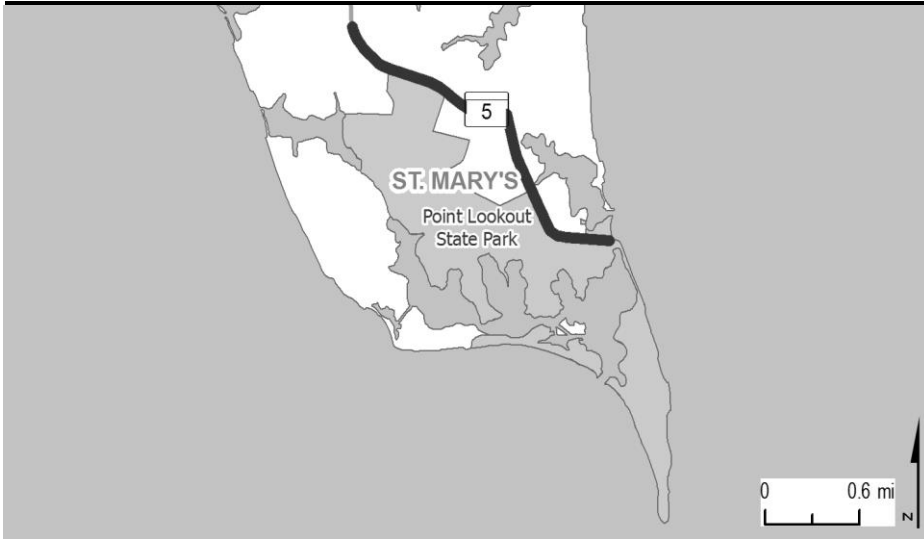
STATE HIGHWAY ADMINISTRATION - Queen Anne's County - LINE 4

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 2024
<u>Intersection Capacity Improvements</u>					
QA3061	MD18	MAIN STREET - FROM CASTLE MARINA ROAD TO KENT NARROWS*	\$	502	FY 2025
<u>Resurface/Rehabilitate</u>					
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

* Project funding enabled by IIJA increases.



SAINT MARY'S COUNTY

**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	

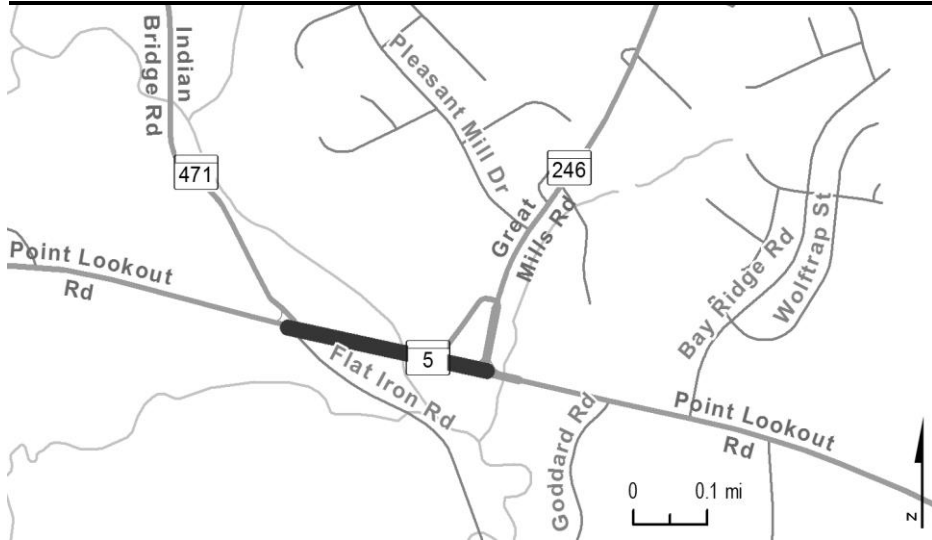
SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

<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: Open to service.**EXPLANATION:** The existing roadway does not meet current design standards.**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL
☒ FEDERAL
☐ GENERAL
☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	469	469	0	0	0	0	0	0	0	0	0
Engineering	4,204	4,204	65	0	0	0	0	0	0	0	0
Right-of-way	1,054	1,054	32	0	0	0	0	0	0	0	0
Utilities	862	862	206	0	0	0	0	0	0	0	0
Construction	24,728	20,034	7,498	4,418	276	0	0	0	0	4,694	0
Total	31,318	26,624	7,801	4,418	276	0	0	0	0	4,694	0
Federal-Aid	25,092	20,445	7,554	4,374	273	0	0	0	0	4,647	0
Special	6,226	6,179	247	44	3	0	0	0	0	47	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)
(2023)**PROJECTED** 4,600 (Summer Peak)
(2043)

**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 | |

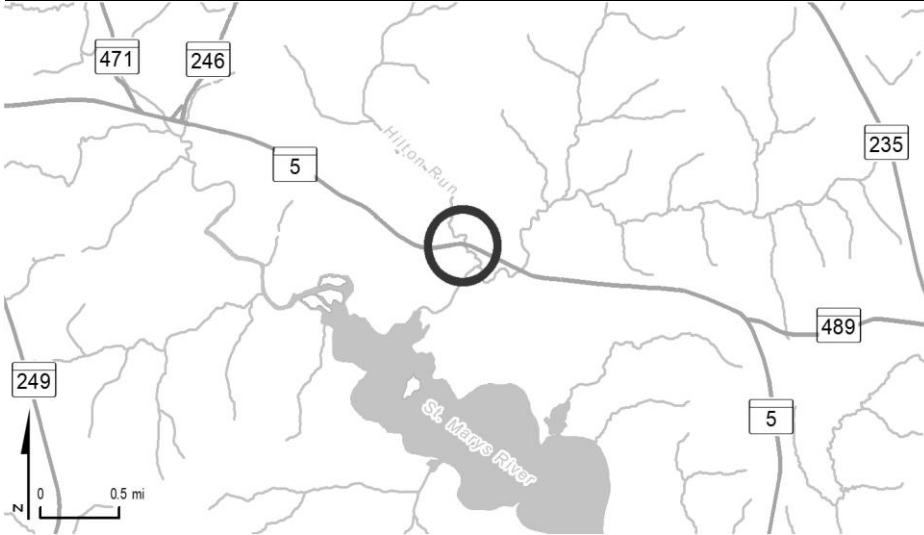
EXPLANATION: Improvements will address mobility, accessibility and state of good repair needs while providing capacity for planned development.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- | | |
|--|---|
| <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, right-of-way acquisition, and utility work underway.**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL
☒ FEDERAL
☐ GENERAL
☒ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	1,632	1,632	0	0	0	0	0	0	0	0	0
Engineering	4,578	3,998	624	480	100	0	0	0	0	580	0
Right-of-way	4,541	3,965	1,169	476	100	0	0	0	0	576	0
Utilities	827	1	1	400	426	0	0	0	0	826	0
Construction	14,964	0	0	0	1,054	4,242	5,300	4,368	0	14,964	0
Total	26,542	9,596	1,794	1,356	1,680	4,242	5,300	4,368	0	16,946	0
Federal-Aid	18,530	2,361	1,255	1,332	1,622	4,030	5,035	4,150	0	16,169	0
Special	7,474	6,697	1	24	58	212	265	218	0	777	0
Other	538	538	538	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 21,300
(2023)PROJECTED 27,700
(2043)

**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 | |

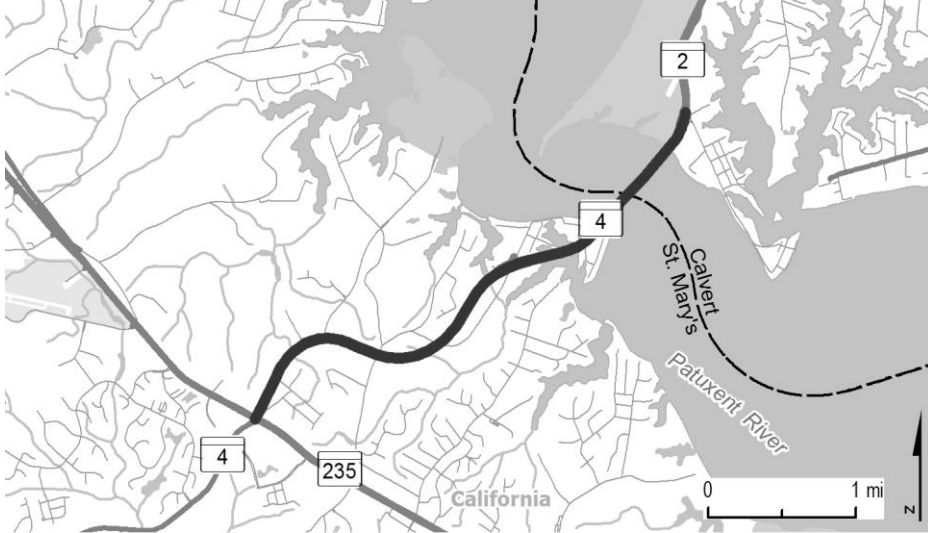
SMART GROWTH STATUS: ☐ Project Not Location Specific ☒ Not Subject to PFA Law

- | | |
|--|---|
| <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 and right-of-way acquisition 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 2023 - 28 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,750	1,564	311	186	0	0	0	0	0	186	0
Right-of-way	50	18	18	7	7	7	7	4	0	32	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	4,138	0	0	0	1,413	1,862	863	0	0	4,138	0
Total	5,938	1,582	329	193	1,420	1,869	870	4	0	4,356	0
Federal-Aid	4,515	489	258	70	1,349	1,776	827	4	0	4,026	0
Special	1,423	1,093	71	123	71	93	43	0	0	330	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** 8,300
(2023)**PROJECTED** 10,800
(2043)



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 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	4,942	4,942	0	0	0	0	0	0	0	0	0
Engineering	2,919	1,919	1,000	1,000	0	0	0	0	0	1,000	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	6,860	1,000	1,000	0	0	0	0	0	1,000	0
Federal-Aid	1,802	902	(2,830)	900	0	0	0	0	0	900	0
Special	6,058	5,958	3,830	100	0	0	0	0	0	100	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 29,700
(2023)

PROJECTED 39,300
(2043)

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

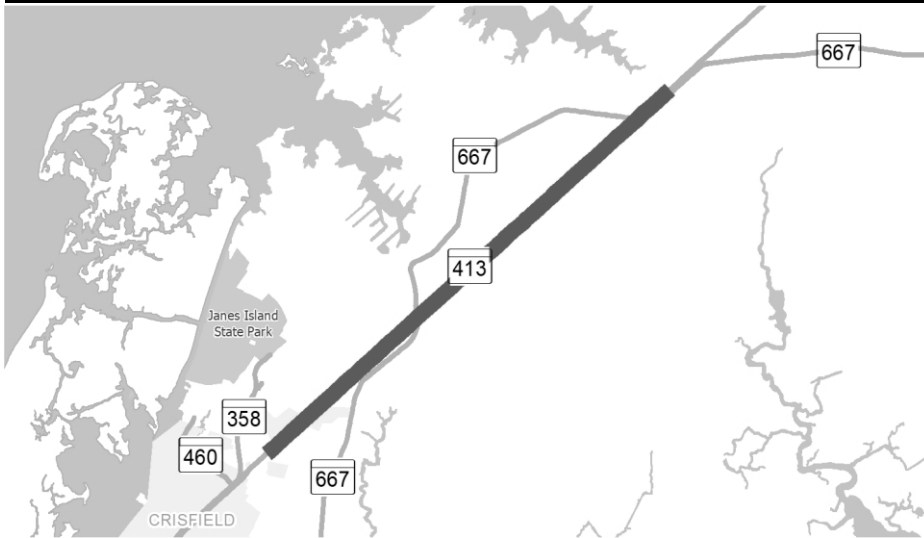
STATE HIGHWAY ADMINISTRATION - Saint Mary's County - LINE 5

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	\$ 1,290	Under Construction
<u>Resurface/Rehabilitate</u>				
XY8181	-	MILL AND RESURFACE PAVEMENTS AT VARIOUS LOCATIONS IN ST. MARY'S COUNTY	\$ 6,564	Completed
XY9181	-	AT VARIOUS LOCATIONS IN ST. MARY'S COUNTY	\$ 7,688	Under Construction
<u>Sidewalks</u>				
SM2052	MD245	HOLLYWOOD ROAD-SIDEWALKS-BALDRIDGE STREET TO LEONARDS GRANT PARKWAY - PHASE 2	\$ 3,243	FY 2025
<u>Transportation Alternatives Program</u>				
SMNEW1	-	BICYCLE-PEDESTRIAN ROUTE - THREE NOTCH TRAIL, PHASE VII	\$ 3,600	Design Underway
SM1931	-	BICYCLE-PEDESTRIAN ROUTE - MD 5 PEDESTRIAN AND BICYCLE TRAIL	\$ 2,814	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 the current fiscal year. Engineering for Phases 2A (Davis Lane to Lover's Lane) and 2B (Lover's Lane to south of Sheriff's Office) is underway. Phase 2C design was funded through Transportation Alternative and Kim Lamphier Bikeway program grants.**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:** None.**POTENTIAL FUNDING SOURCE:**☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,652	1,023	743	615	507	507	0	0	0	1,629	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	122	0	0	10	12	47	53	0	0	122	0
Construction	18,478	0	0	393	3,492	3,761	6,863	3,969	0	18,478	0
Total	21,252	1,023	743	1,018	4,011	4,315	6,916	3,969	0	20,229	0
Federal-Aid	19,585	342	115	957	3,825	4,122	6,568	3,771	0	19,243	0
Special	1,556	570	517	61	186	193	348	198	0	986	0
Other	111	111	111	0	0	0	0	0	0	0	0

Classification:

STATE - N/A

FEDERAL - N/A

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)CURRENT 5,800
(2023)PROJECTED 6,400
(2043)

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>					
XY7191	-	AT VARIOUS LOCATIONS IN SOMERSET COUNTY	\$	8,380	Under Construction
XY8191	-	AT VARIOUS LOCATIONS IN SOMERSET COUNTY	\$	9,420	Under Construction



TALBOT COUNTY

**PROJECT:** Easton Shop**DESCRIPTION:** Renovation of the vacant laboratory building to become the new maintenance shop and overall site improvements to the Easton Shop facility.**PURPOSE & NEED SUMMARY STATEMENT:** The existing Easton shop no longer meets SHA's District needs to effectively maintain the roads in Easton and Talbot County, including proper equipment storage needs.**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 to begin in the current fiscal year.**EXPLANATION:** The aging Easton Shop facility buildings are in need of replacement and renovation.**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:** New project added to the construction program.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,264	3,264	467	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	99	64	51	34	0	0	0	0	0	34	0
Construction	14,803	8	0	9,591	5,203	0	0	0	0	14,795	0
Total	18,165	3,337	519	9,626	5,203	0	0	0	0	14,829	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	18,165	3,337	519	9,626	5,203	0	0	0	0	14,829	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
(2023)PROJECTED N/A
(2043)

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

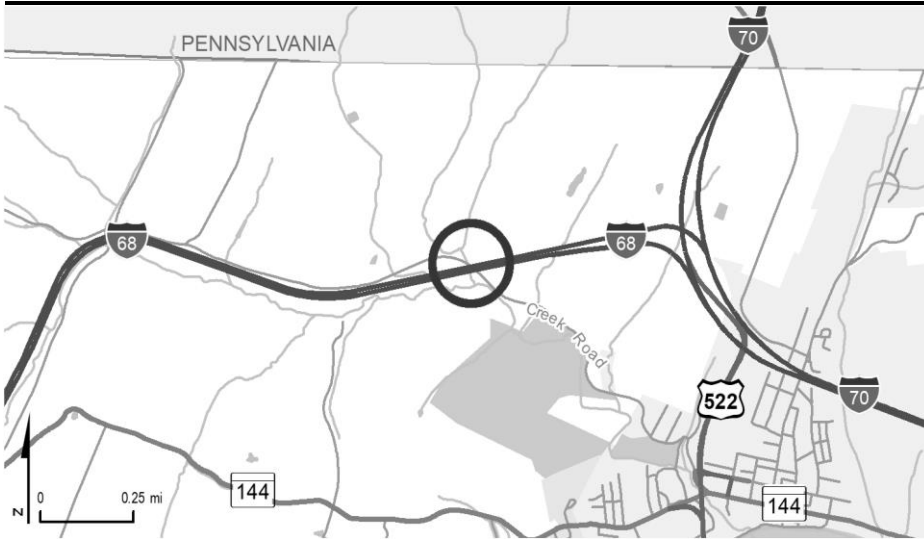
STATE HIGHWAY ADMINISTRATION - Talbot County - LINE 2

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 2024
<u>Resurface/Rehabilitate</u>				
XY9201	-	AT VARIOUS LOCATIONS IN TALBOT COUNTY	\$ 3,747	Completed
XY9202	-	AT VARIOUS LOCATIONS IN TALBOT COUNTY	\$ 9,200	Under Construction
<u>Safety/Spot Improvement</u>				
TA2891	US50	OCEAN GATEWAY; LOMAX STREET TO DUTCHMAN'S LANE	\$ 5,583	Design Underway
TA2851	MD322	EASTON PARKWAY-GEOMETRIC IMPROVEMENTS-AT GLENWOOD AVENUE	\$ 4,691	FY 2024
TA2241	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

**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.**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 | |

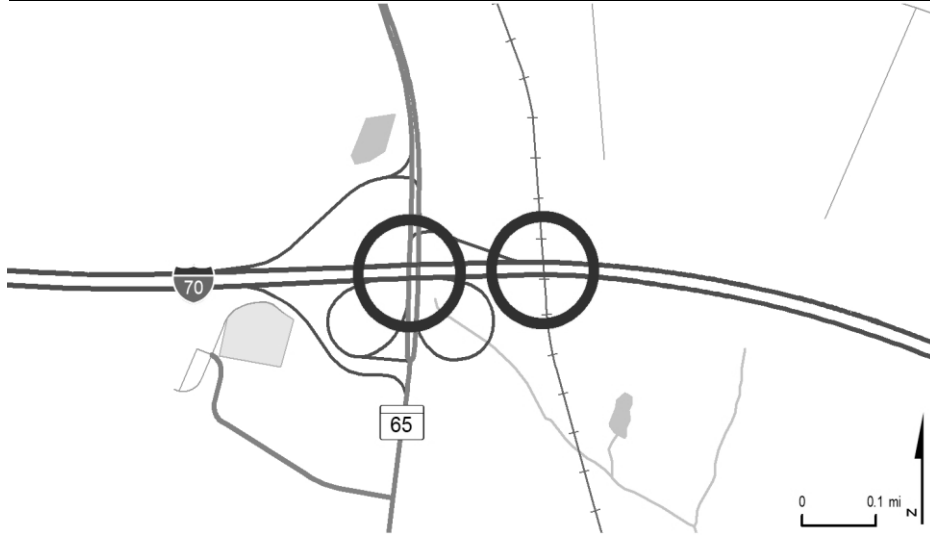
EXPLANATION: The existing structures, built in 1978, are nearing the end of their useful service lives.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☒ Not Subject to PFA Law

- | | |
|--|---|
| <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 2023 - 28 CTP:** The cost decrease of \$3.7 million is due to an updated engineer's estimate.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,689	1,689	1,063	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	16,544	0	0	6,932	7,836	1,776	0	0	0	16,544	0
Total	18,233	1,689	1,063	6,932	7,836	1,776	0	0	0	16,544	0
Federal-Aid	17,783	1,239	967	6,932	7,836	1,776	0	0	0	16,544	0
Special	451	451	97	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 20,800
(2023)PROJECTED 25,000
(2043)



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: Open to service.

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 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
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	14	14	1	0	0	0	0	0	0	0	0
Construction	30,034	28,899	11,201	1,135	0	0	0	0	0	1,135	0
Total	32,101	30,966	11,202	1,135	0	0	0	0	0	1,135	0
Federal-Aid	29,195	28,133	10,788	1,062	0	0	0	0	0	1,062	0
Special	2,906	2,833	414	73	0	0	0	0	0	73	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 70,700
(2023)

PROJECTED 84,800
(2043)

**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 | |

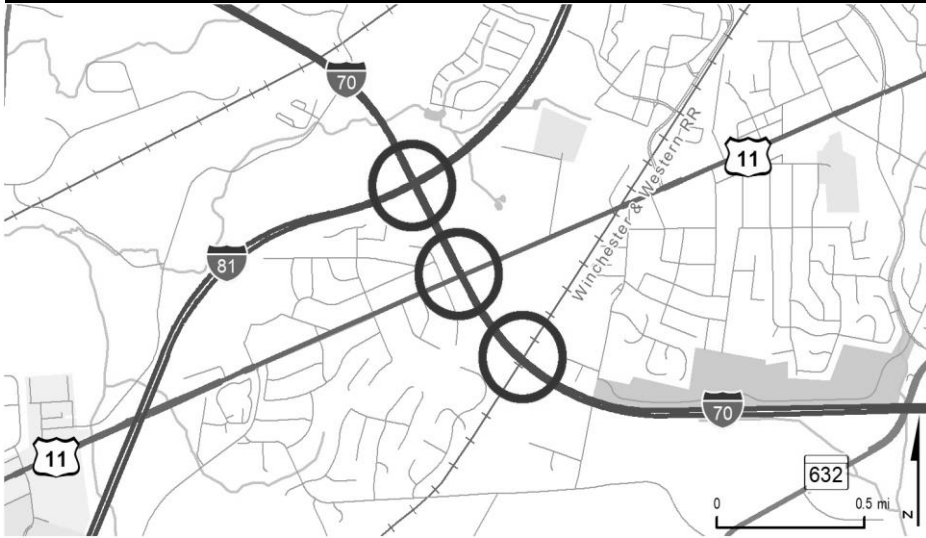
SMART GROWTH STATUS: ☐ Project Not Location Specific ☒ Not Subject to PFA Law

- | | |
|--|---|
| <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 2023 - 28 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,740	1,740	3	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	21,649	9,191	9,171	6,796	5,662	0	0	0	0	12,458	0
Total	23,389	10,931	9,174	6,796	5,662	0	0	0	0	12,458	0
Federal-Aid	21,971	9,516	9,125	6,793	5,662	0	0	0	0	12,455	0
Special	1,418	1,415	49	3	0	0	0	0	0	3	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 71,600
(2023)PROJECTED 84,800
(2043)



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. Construction is anticipated to begin in the current fiscal year.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,373	1,982	205	391	0	0	0	0	0	391	0
Right-of-way	202	202	24	0	0	0	0	0	0	0	0
Utilities	1,141	104	104	1,037	0	0	0	0	0	1,037	0
Construction	37,235	0	0	2,547	12,749	13,241	8,698	0	0	37,235	0
Total	40,951	2,288	333	3,975	12,749	13,241	8,698	0	0	38,663	0
Federal-Aid	37,173	512	298	3,708	12,112	12,579	8,263	0	0	36,661	0
Special	3,778	1,776	35	267	637	662	435	0	0	2,002	0
Other	0	0	0	0	0	0	0	0	0	0	0

STIP REFERENCE #WA4431 8/01/2023

Classification:

STATE - Principal Arterial

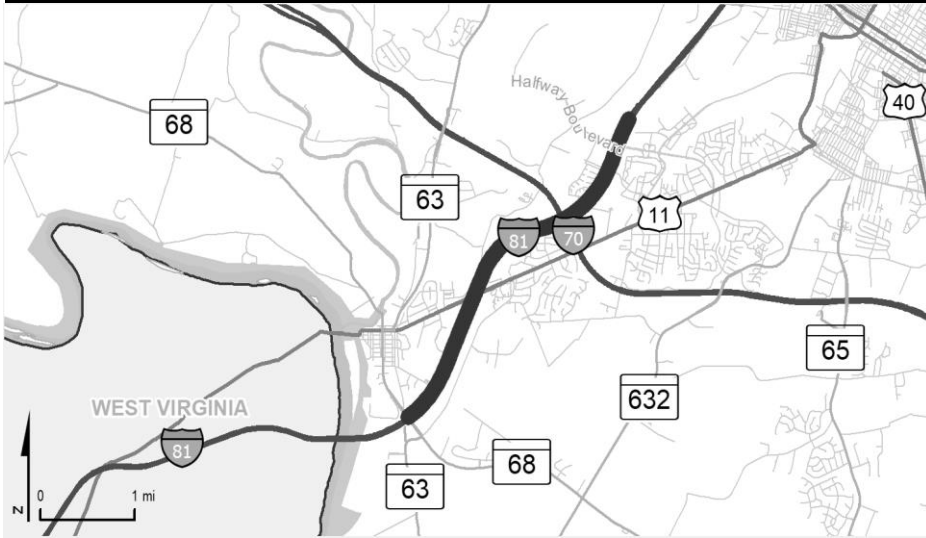
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 67,300
(2023)

PROJECTED 89,200
(2043)



PROJECT: I-81, Maryland Veterans Memorial Highway

DESCRIPTION: Project to upgrade and widen I-81 to a six-lane divided highway from MD 63/MD 68 to the CSX railroad bridges north of Halfway Boulevard (4.0 miles).

PURPOSE & NEED SUMMARY STATEMENT: I-81 corridor improvements improve mobility, accommodate a high truck volume, and provide capacity for planned development.

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.

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 is open to service. This is Phase 2, which has been extended to the CSX bridges, and has engineering underway.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: The cost decrease of \$4.4 million is due to an updated engineer's estimate.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	8,672	5,522	1,000	1,500	1,500	150	0	0	0	3,150	0
Right-of-way	879	0	0	672	207	0	0	0	0	879	0
Utilities	2,017	0	0	0	0	672	672	672	0	2,017	0
Construction	85,260	0	0	0	0	12,370	20,140	21,846	29,305	83,661	1,599
Total	96,828	5,522	1,000	2,172	1,707	13,192	20,812	22,518	29,305	89,707	1,599
Federal-Aid	87,117	1,058	780	1,775	1,356	12,472	19,738	21,359	27,840	84,540	1,519
Special	9,711	4,464	220	397	351	720	1,074	1,159	1,465	5,167	80
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

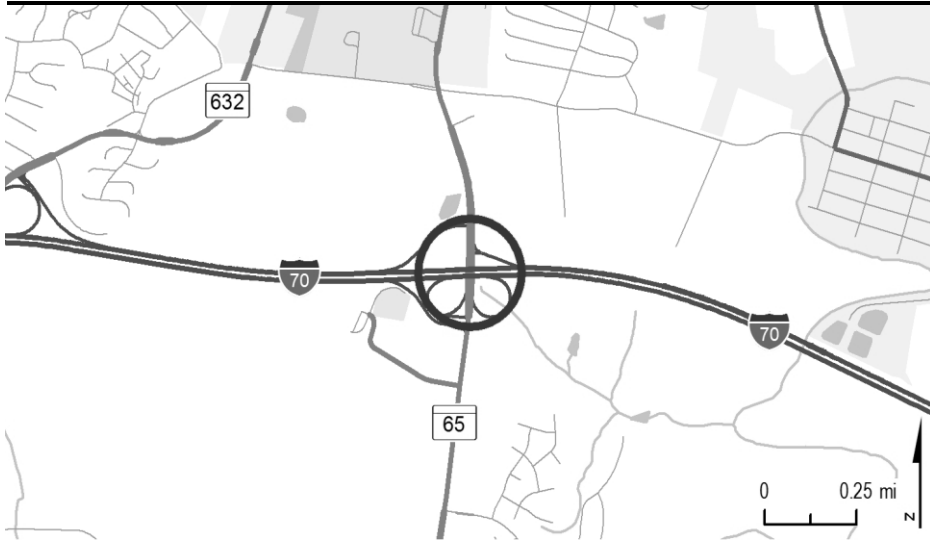
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 65,200 - 82,700
(2023)

PROJECTED 75,800 - 91,000
(2043)

**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

<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

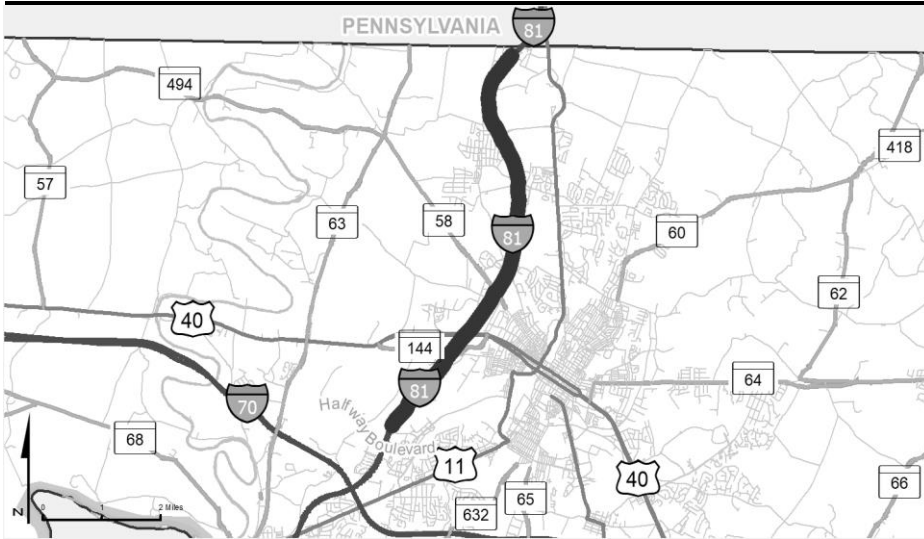
STATUS: Project on hold.**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
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)
(2023) 24,000 (MD 65)

PROJECTED 86,100 (I-70)
(2043) 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 from the CSX railroad bridges north of Halfway Boulevard 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).

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
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
(2023)

PROJECTED 59,200 - 82,400
(2043)

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>				
WA2631	US522	WARFORDSBURG ROAD-BRIDGE DECK OVERLAY-BRIDGE 2109000 OVER I-70 EASTBOUND	\$ 8,777	FY 2024
WA4831	-	CLEANING AND PAINTING BRIDGES-2101900, 2102100, 2105000, 2108300, 2112603/04, 2112703/04, 2113103/04, 2114500	\$ 2,843	FY 2024
WA8971	MD56	BIG POOL ROAD-SMALL STRUCTURE REPLACEMENT-STRUCTURE 21004X0 OVER TOMS RUN	\$ 2,654	FY 2024
WA0781	-	CLEANING AND PAINTING OF BRIDGE NUMBERS 2100300,2103400,2103600,2107100,2109103	\$ 1,777	Under Construction
WA1582	US40	NATIONAL PIKE-BRIDGE DECK OVERLAY-BRIDGE 2112303 AND 2112304 OVER I-70	\$ 8,990	Under Construction
WA2881	MD491	RAVEN ROCK ROAD-SMALL STRUCTURE REPLACEMENT-STRUCTURE 21073X0 OVER DRAINAGE DITCH	\$ 618	Under Construction
<u>Intersection Capacity Improvements</u>				
WA4481	MD64	NORTH CLEVELAND AVENUE - GEOMETRIC IMPROVEMENTS AT EASTERN BOULEVARD	\$ 3,399	FY 2024
WA2221	IS81	MARYLAND VETERANS MEMORIAL HIGHWAY-INTERCHANGE CONSTRUCT-TO MAUGANS ROAD	\$ 4,550	Under Construction
XX2296	-	VARIOUS LOCATIONS IN WASHINGTON COUNTY	\$ 555	Under Construction
<u>Resurface/Rehabilitate</u>				
WA4551	IS68	NATIONAL FREEWAY-SAFETY AND RESURFACE-MOUNTAIN ROAD BRIDGE TO MD 144	\$ 8,547	Under Construction
XY249J	-	AT VARIOUS LOCATIONS IN WASHINGTON COUNTY	\$ 3,619	Under Construction
XY250Q	-	PAVEMENT MARKING AT VARIOUS LOCATIONS IN WASHINGTON COUNTY	\$ 1,644	Under Construction
XY7211	-	MILL, PATCH AND RESURFACE ROADWAY PAVEMENTS – VARIOUS LOCATIONS IN WASHINGTON COUNTY (EAST)	\$ 2,913	Under Construction
XY7212	-	MILL, PATCH AND RESURFACE ROADWAY PAVEMENTS – VARIOUS LOCATIONS IN WASHINGTON COUNTY (WEST)	\$ 2,577	Under Construction
XY8211	-	SAFETY AND RESURFACE – VARIOUS ROADWAYS IN EASTERN WASHINGTON COUNTY	\$ 5,641	Under Construction
XY8212	-	MILL, PATCH AND RESURFACE – VARIOUS ROADWAYS IN WESTERN WASHINGTON COUNTY	\$ 6,412	Under Construction
XY9211	-	RESURFACING VARIOUS ROADWAYS IN EASTERN WASHINGTON COUNTY	\$ 7,147	Under Construction
XY9212	-	RESURFACING VARIOUS ROADWAYS IN WESTERN WASHINGTON COUNTY	\$ 8,355	Under Construction

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

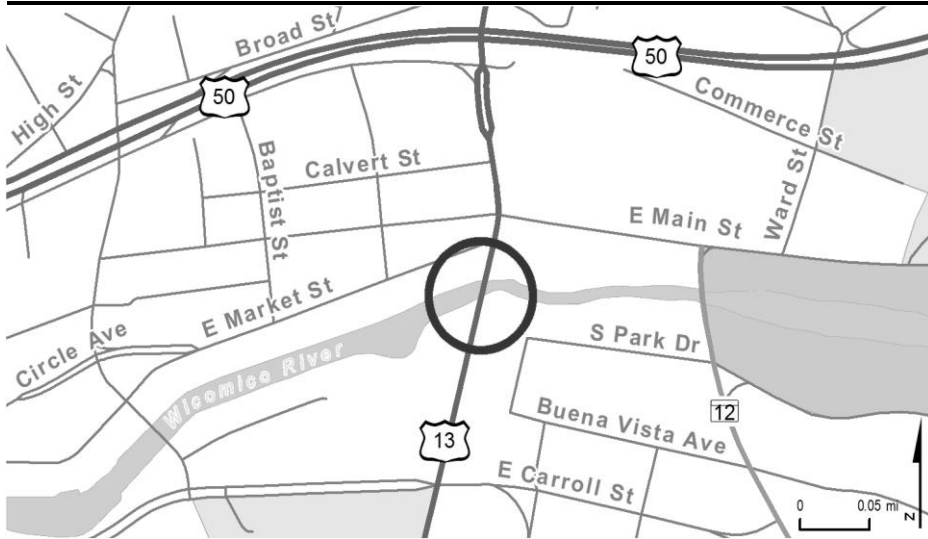
STATE HIGHWAY ADMINISTRATION - Washington County - LINE 8

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Safety/Spot Improvement</u>				
WA9342	IS68	NATIONAL FREEWAY-SLOPE PROTECTION-0.9 MILES EAST OF MOUNTAIN ROAD TO THE SIDELING HILL REST AREA	\$ 4,324	Under Construction
<u>Transportation Alternatives Program</u>				
WA0611	-	CITY PARK TRAIN HUB LOCOMOTIVE REFURBISHMENT AND PAVILION REPLACEMENT	\$ 632	Design Underway
WA0871	-	BICYCLE-PEDESTRIAN ROUTE-MARSH RUN MULTI-USE TRAIL	\$ 200	Design Underway
WA5711	-	TOWN OF BOONSBORO SAFE ROUTE TO SCHOOL COMPLEX – ORCHARD DRIVE, FORD AVENUE, AND CENTER STREET	\$ 1,193	Design Underway
WA5741	-	TOWN OF WILLIAMSPORT SAFE ROUTE TO SCHOOL – EAST SUNSET AVENUE, SOUTH ARTIZAN STREET, AND SOUTH CLIFTON DRIVE	\$ 387	Design Underway
WANEW6	-	SRTS - SOUTH POTOMAC AND BALTIMORE STREET INTERSECTION IMPROVEMENTS	\$ 550	Design Underway
WANEW5	-	BYRON BRIDGE ACCESS IMPROVEMENT	\$ 2,414	FY 2025
WA2991	-	SRTS HAGERSTOWN MISCELLANEOUS SAFETY IMPROVEMENTS	\$ 196	Under Construction
WA4751	-	SRTS TRAFFIC SIGNAL REPLACEMENT FREDERICK STREET AND EASTERN BOULEVARD	\$ 355	Under Construction
WANEW4	-	TOWPATH REHABILITATION PHASE IV	\$ 1,148	Under Construction

* Project funding enabled by IIJA increases.



WICOMICO COUNTY

**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.**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.**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 relocation underway. Construction is anticipated to begin in the current fiscal year.**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,268	2,169	321	99	0	0	0	0	0	99	0
Right-of-way	1,550	1,550	0	0	0	0	0	0	0	0	0
Utilities	1,227	990	865	237	0	0	0	0	0	237	0
Construction	8,500	0	0	1,450	4,504	2,546	0	0	0	8,500	0
Total	13,545	4,709	1,186	1,786	4,504	2,546	0	0	0	8,836	0
Federal-Aid	9,722	1,373	1,144	1,651	4,279	2,419	0	0	0	8,349	0
Special	3,822	3,335	42	135	225	127	0	0	0	487	0
Other	0	0	0	0	0	0	0	0	0	0	0

STIP REFERENCE #WI2221 8/01/2023

Classification:**STATE -** Principal Arterial**FEDERAL -** Other Principal Arterial**STATE SYSTEM:** Primary**Estimated Annual Average Daily Traffic (vehicles per day)**CURRENT 29,500
(2023)PROJECTED 35,300
(2043)

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

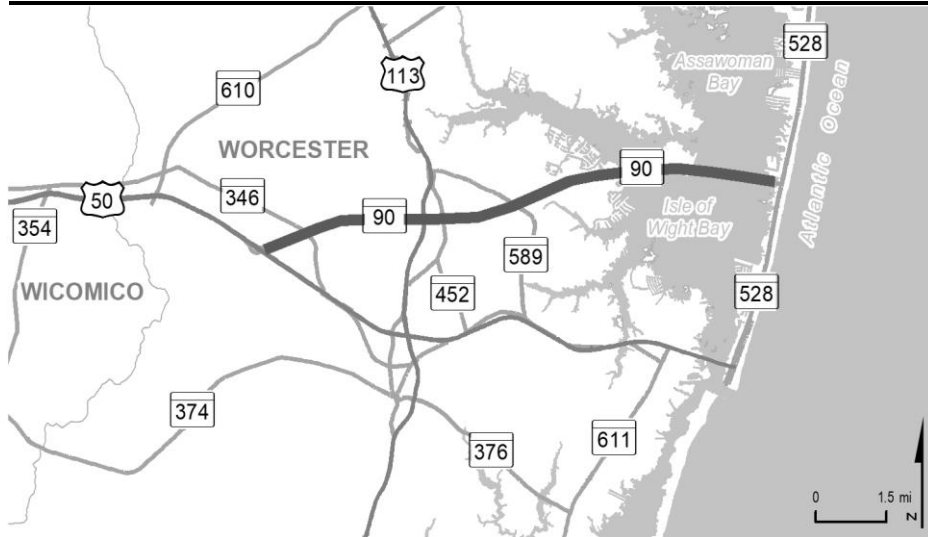
STATE HIGHWAY ADMINISTRATION - Wicomico County - LINE 2

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Resurface/Rehabilitate</u>					
XY8222	-	AT VARIOUS LOCATIONS IN WICOMICO COUNTY	\$	8,381	Under Construction
XY9221	-	AT VARIOUS LOCATIONS IN WICOMICO COUNTY	\$	9,810	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
WI1441	MD12	SNOW HILL ROAD-GEOMETRIC IMPROVEMENTS-AT ROBINS AVENUE	\$	3,422	FY 2024
<u>Transportation Alternatives Program</u>					
WI1361	-	CITYWIDE BIKE NETWORK DESIGN	\$	597	FY 2025

* 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: Preliminary engineering underway.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	1,300	1,300	825	0	0	0	0	0	0	0	0
Engineering	14,550	0	0	1,700	2,000	1,850	3,000	3,000	3,000	14,550	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	15,850	1,300	825	1,700	2,000	1,850	3,000	3,000	3,000	14,550	0
Federal-Aid	14,268	1,173	724	1,530	1,800	1,665	2,700	2,700	2,700	13,095	0
Special	1,583	128	101	170	200	185	300	300	300	1,455	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

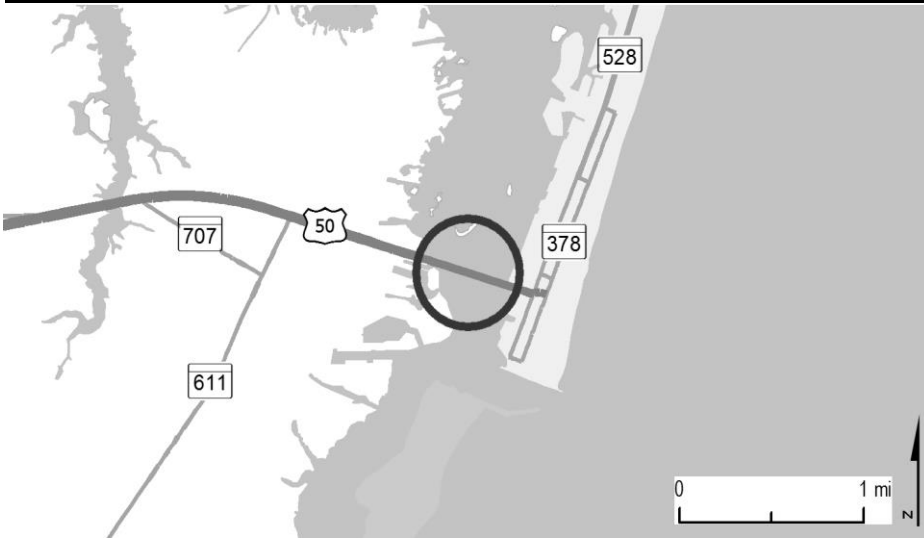
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 24,700
(2023) 34,700 (Summer)

PROJECTED 29,900
(2043) 41,900 (Summer)



PROJECT: US 50, Ocean Gateway

DESCRIPTION: Study to replace Bridge No. 2300700 over the Sinepuxent Bay. The study investigated 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. Project on-hold.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
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

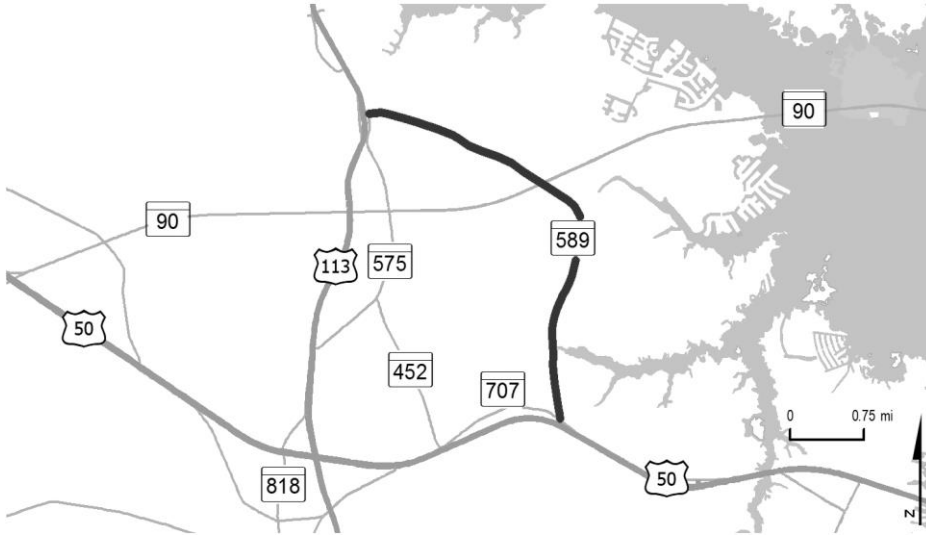
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 21,600
(2023) 32,900 (Summer)

PROJECTED 35,500
(2043) 58,600 (Summer)



PROJECT: MD 589, Racetrack Road

DESCRIPTION: Study of 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

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

☐ Grandfathered
☒ Exception Will Be Required
☐ Exception Granted

STATUS: Feasibility study complete. Project is on-hold.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
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
 (2023) 19,700 (Summer)

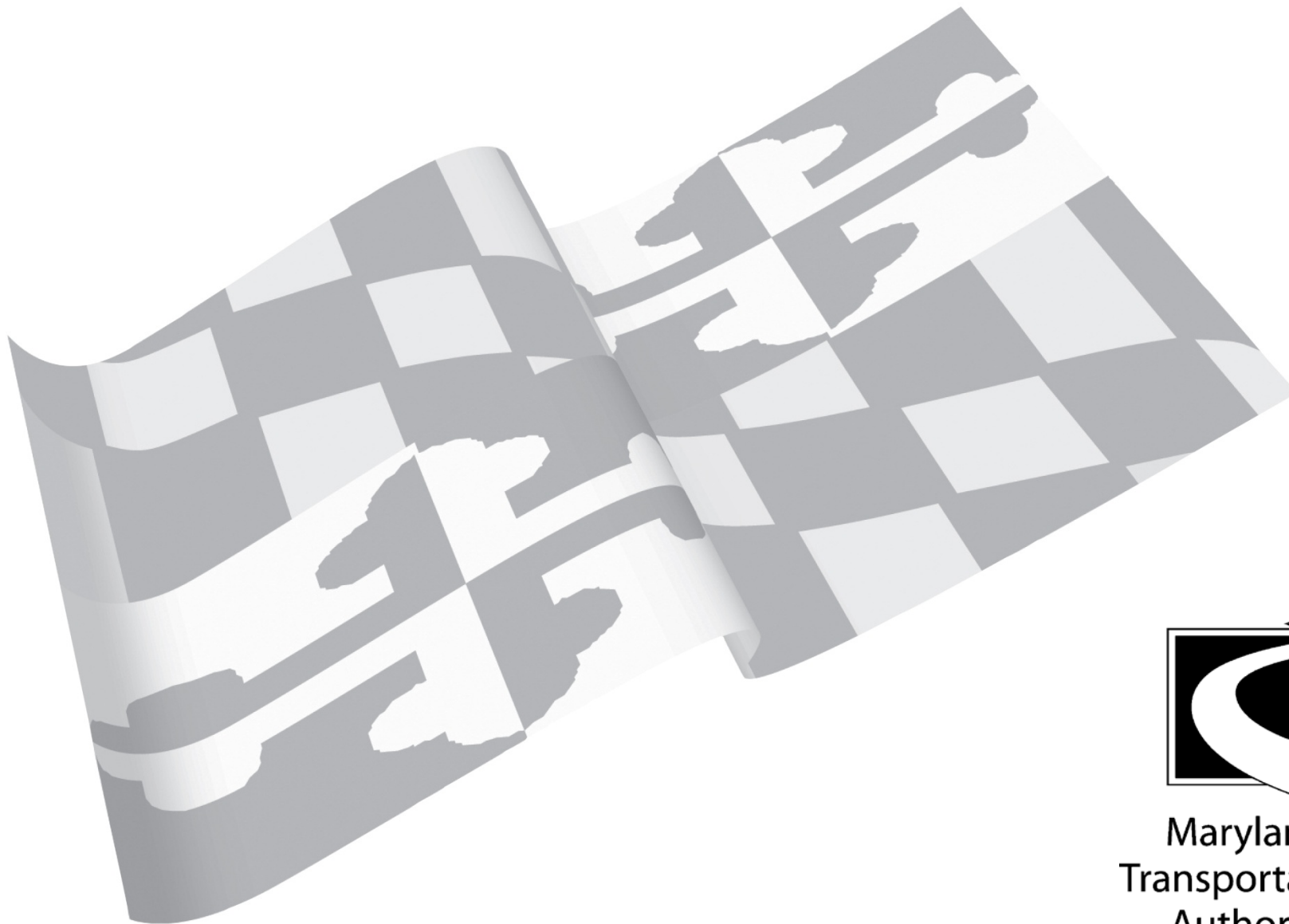
PROJECTED 22,400
 (2043) 29,000 (Summer)

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Worcester County - LINE 4

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Bridge Replacement/Rehabilitation</u>					
WO1961	MD346	OLD OCEAN CITY BOULEVARD-SMALL STRUCTURE REPLACEMENT-SMALL STRUCTURE 23019X0 OVER WHALEYVILLE BRANCH	\$	1,292	FY 2024
<u>Resurface/Rehabilitate</u>					
XY8231	-	AT VARIOUS LOCATIONS IN WORCESTER COUNTY	\$	8,293	Under Construction
XY9231	-	AT VARIOUS LOCATIONS IN WORCESTER COUNTY	\$	9,750	Under Construction
<u>Transportation Alternatives Program</u>					
WO5111	MD611	STEPHEN DECATUR HIGHWAY – BICYCLE - PEDESTRIAN ROUTE – SHARED USE PATH FEASIBILITY STUDY	\$	109	FY 2025

* Project funding enabled by IIJA increases.



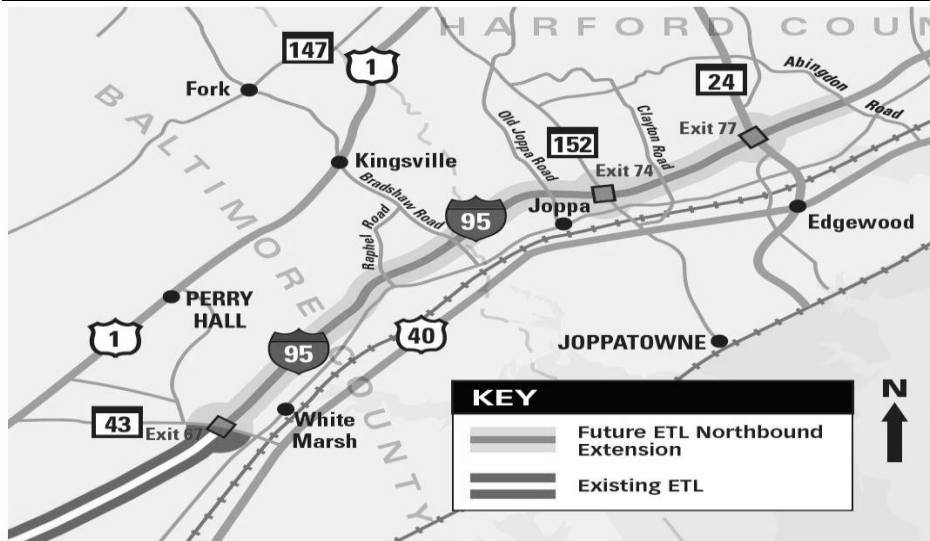
Maryland
Transportation
Authority

MDOT
MARYLAND DEPARTMENT
OF TRANSPORTATION

MARYLAND TRANSPORTATION AUTHORITY

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

	<u>FY 2024</u>	<u>FY 2025</u>	<u>FY 2026</u>	<u>FY 2027</u>	<u>FY 2028</u>	<u>FY 2029</u>	<u>SIX - YEAR TOTAL</u>
<u>Major Construction Program</u>	428.6	432.1	242.9	122.7	50.1	20.6	1,297.2
System Preservation	148.3	225.3	64.4	20.5	2.0	2.0	462.5
Expansion/Efficiency	257.4	195.2	160.4	88.4	43.5	17.5	762.3
Environment	17.4	3.1	0.0	-	-	1.2	21.7
Administration	5.6	8.5	18.1	13.9	4.7	-	50.7
<u>Major Development & Evaluation Program</u>	9.6	8.3	4.6	-	-	-	22.4
Expansion/Efficiency	9.6	8.3	4.6	-	-	-	22.4
<u>Minor Program</u>	101.4	123.8	235.2	210.5	351.3	325.3	1,347.4
System Preservation	88.3	102.6	183.3	150.5	258.1	261.2	1,044.1
Expansion/Efficiency	6.9	16.9	50.1	59.5	92.8	64.0	290.2
Safety & Security	3.8	1.0	0.4	0.4	0.4	-	6.0
Environment	1.6	2.6	1.3	0.1	-	-	5.6
Administration	0.9	0.7	-	-	-	-	1.5
<u>Capital Salaries, Wages & Other Costs</u>	-	-	-	-	-	-	-
TOTAL	539.6	564.1	482.7	333.2	401.4	345.9	2,666.9
Toll Funds	539.6	564.1	482.7	333.2	401.4	345.9	2,666.9



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

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

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	

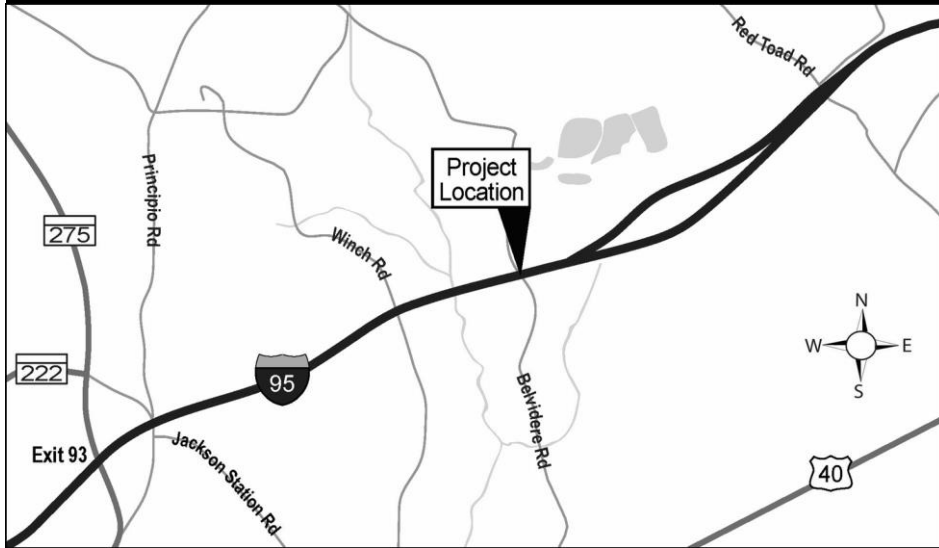
STATUS: Engineering and construction are underway.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	92,801	84,612	9,065	4,815	2,170	1,204	0	0	0	8,189	0
Right-of-way	9,571	7,761	445	1,810	0	0	0	0	0	1,810	0
Utility	10,915	3,499	3,301	7,416	0	0	0	0	0	7,416	0
Construction	937,016	342,514	179,067	186,300	152,606	112,691	81,521	42,739	18,645	594,502	0
Total	1,050,304	438,387	191,878	200,342	154,776	113,895	81,521	42,739	18,645	611,917	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	1,050,304	438,387	191,878	200,342	154,776	113,895	81,521	42,739	18,645	611,917	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Cost decreased by \$20.0 million to reflect actual bid prices.



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 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	6,390	6,390	313	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	74,891	11,329	6,103	30,122	24,476	8,963	0	0	0	63,561	0
Total	81,281	17,719	6,417	30,122	24,476	8,963	0	0	0	63,561	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	81,281	17,719	6,417	30,122	24,476	8,963	0	0	0	63,561	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.



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.

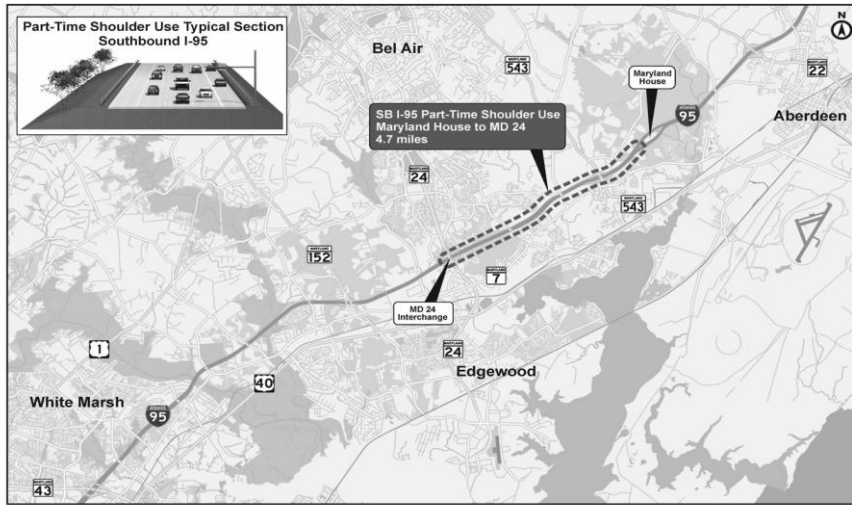
STATUS: Open to service.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2026...	...2027...	...2028...	...2029...		
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	11,392	11,392	3,412	0	0	0	0	0	0	0	0
Total	12,062	12,062	3,412	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	12,062	12,062	3,412	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Cost increased by \$1.1 million for extra work added that was found to be needed during yearly inspections.



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 |

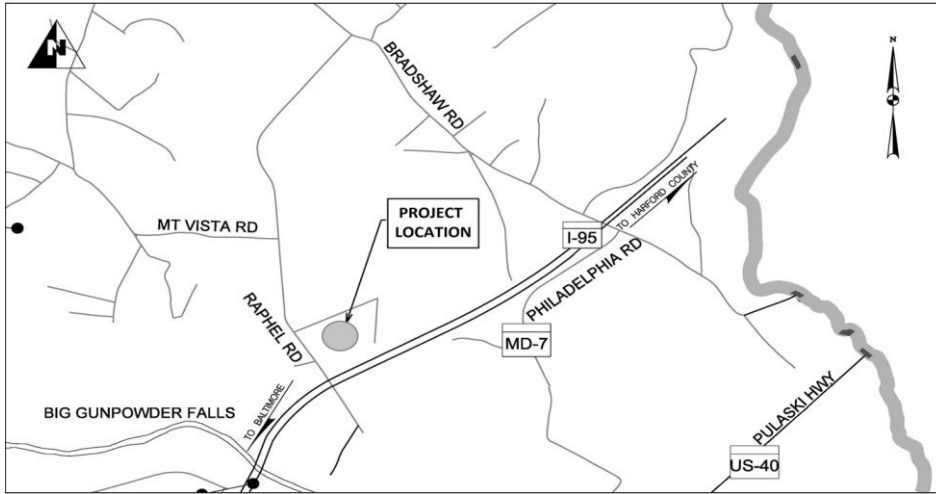
STATUS: Engineering is underway.

POTENTIAL FUNDING SOURCE:

- ☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,730	2,730	1,920	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	32,300	0	0	0	2,248	22,478	6,837	738	0	32,300	0
Total	35,030	2,730	1,920	0	2,248	22,478	6,837	738	0	32,300	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	35,030	2,730	1,920	0	2,248	22,478	6,837	738	0	32,300	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.



PROJECT: I-95 John F. Kennedy Memorial Highway - JFK Maintenance Facility Complex

DESCRIPTION: The complex will include a New Maintenance Building to support office space, common areas, locker/rest rooms, automotive shop/bays, material storage, wash bay, Salt Storage Barns, Fueling Island, Debris Dewatering pad, and Vehicle Storage Structures. Site improvements shall include grading, pavement, drainage, utilities, storm water management, lighting, security, fencing, and landscaping.

PURPOSE & NEED SUMMARY STATEMENT: The JFK thruway and approach roadways require continuous maintenance and safety activities to maintain the JFK highway and Hatem bridge in the highest serviceable condition for safe passage of MDTA customers. The JFK Maintenance Facility Complex will provide work areas for the staff and vehicle safety inspections and full service repair shop bays and parts storage.

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 Maintenance Building will support an environment safe for MDTA employees to perform their work duties and protection for the equipment used by operations staff.

- 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: Design is underway. Construction will begin in FY 2025.

POTENTIAL FUNDING SOURCE:

- ☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,425	2,889	2,112	500	36	0	0	0	0	536	0
Right-of-way	4,000	2,000	2,000	2,000	0	0	0	0	0	2,000	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	38,512	0	0	0	4,594	16,092	13,173	4,653	0	38,512	0
Total	45,937	4,889	4,112	2,500	4,630	16,092	13,173	4,653	0	41,048	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	45,937	4,889	4,112	2,500	4,630	16,092	13,173	4,653	0	41,048	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 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 |

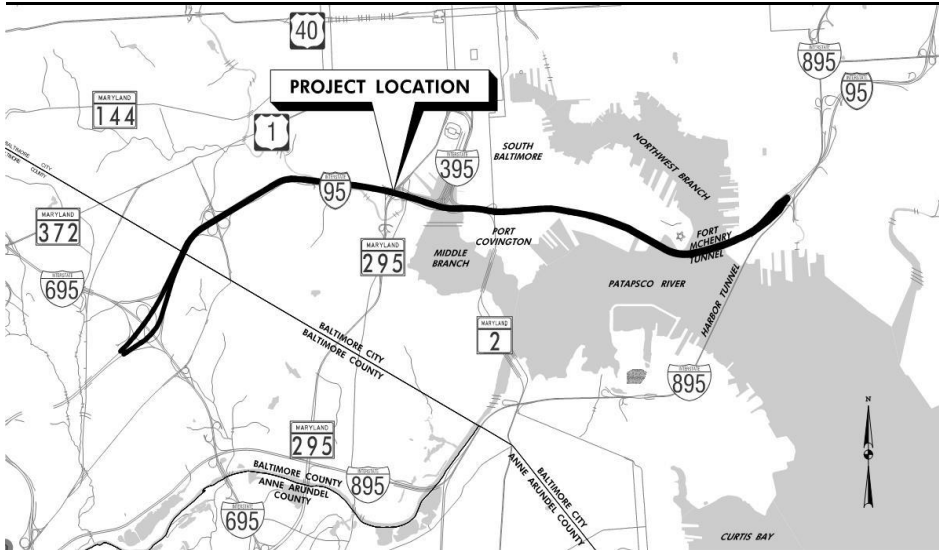
STATUS: Engineering and construction are underway.

POTENTIAL FUNDING SOURCE:

- ☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,149	3,046	710	103	0	0	0	0	0	103	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	39,257	16,552	2,289	0	0	0	0	0	2,289	0
Total	44,695	42,303	17,262	2,392	0	0	0	0	0	2,392	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	44,695	42,303	17,262	2,392	0	0	0	0	0	2,392	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.



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 |

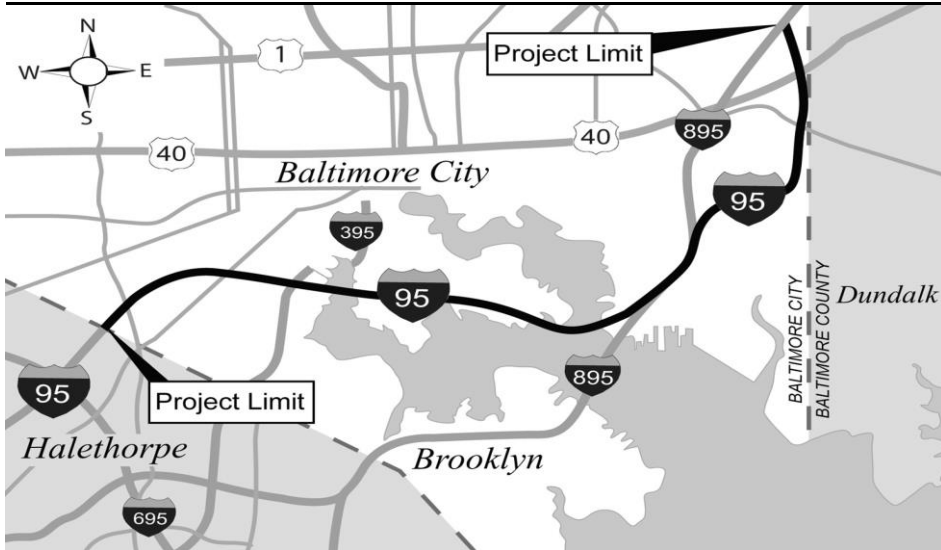
STATUS: Planning is underway. Construction schedule to be determined. Planning funding shown is for MDTA's oversight of the planning phase which is being funded by a private developer. Construction funding shown is MDTA's match for future INFRA Grant.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2026...	...2027...	...2028...	...2029...		
Planning	409	392	3	2	0	0	0	0	0	2	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	398	3	2	0	0	0	0	0	2	33,000
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	33,400	398	3	2	0	0	0	0	0	2	33,000
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 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 |

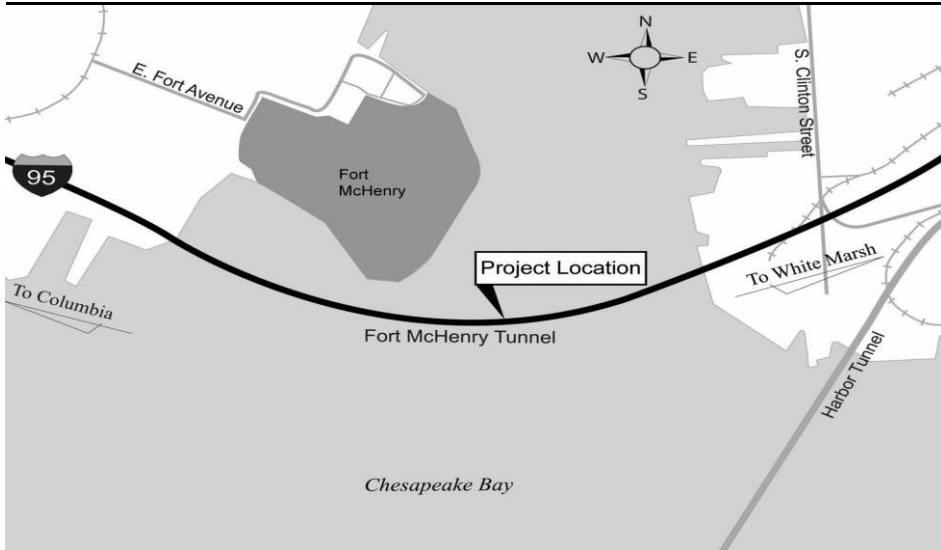
STATUS: Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE:

- ☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,809	4,809	53	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	22,441	13,430	4,566	5,219	3,584	208	0	0	0	9,011	0
Total	27,250	18,238	4,619	5,219	3,584	208	0	0	0	9,011	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	27,250	18,238	4,619	5,219	3,584	208	0	0	0	9,011	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 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 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2026...	...2027...	...2028...	...2029...		
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	10,246	5,634	5,544	11,500	5,518	0	0	0	22,562	0
Total	33,284	10,722	5,634	5,544	11,500	5,518	0	0	0	22,562	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	33,284	10,722	5,634	5,544	11,500	5,518	0	0	0	22,562	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.



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.

<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		

☐ 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 is complete. Construction is underway.

SIGNIFICANT CHANGE FROM FY 2023 - 28 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 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: 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 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,542	2,542	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	20,261	10,304	5,895	8,876	1,081	0	0	0	0	9,957	0
Total	22,802	12,845	5,895	8,876	1,081	0	0	0	0	9,957	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	22,802	12,845	5,895	8,876	1,081	0	0	0	0	9,957	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 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 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 |

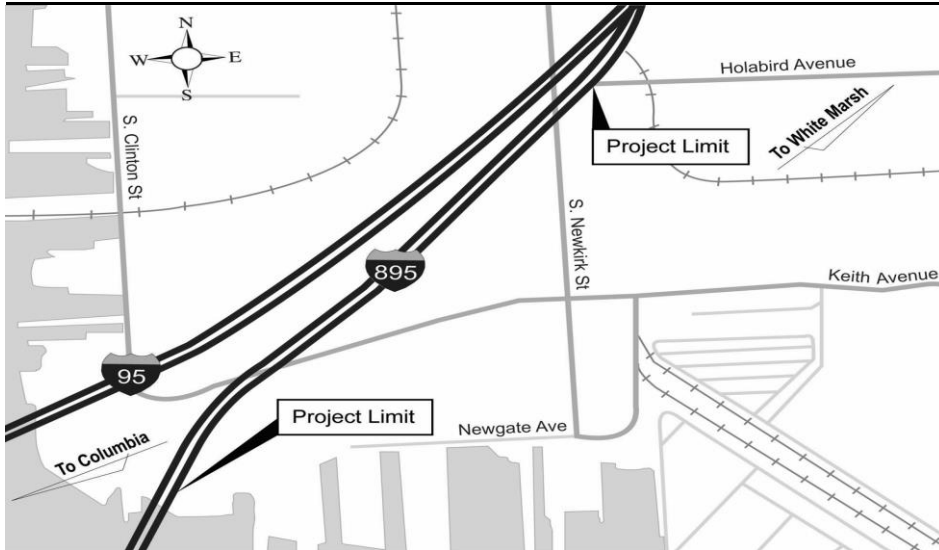
STATUS: Engineering is underway. Construction will begin in FY 2024.

POTENTIAL FUNDING SOURCE:

- ☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,761	3,461	382	133	133	34	0	0	0	300	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	45,000	0	0	13,811	29,468	1,721	0	0	0	45,000	0
Total	48,761	3,461	382	13,945	29,601	1,755	0	0	0	45,300	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	48,761	3,461	382	13,945	29,601	1,755	0	0	0	45,300	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Cost decreased by \$12.8 million due to a scope change.



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 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	24,234	24,234	0	0	0	0	0	0	0	0	0
Right-of-way	2,165	2,165	98	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	213,014	212,176	780	839	0	0	0	0	0	839	0
Total	239,413	238,574	878	839	0	0	0	0	0	839	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	239,413	238,574	878	839	0	0	0	0	0	839	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Cost decreased by \$1.7 million due to revised projections as project nears completion.



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 | |

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.

- 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 |

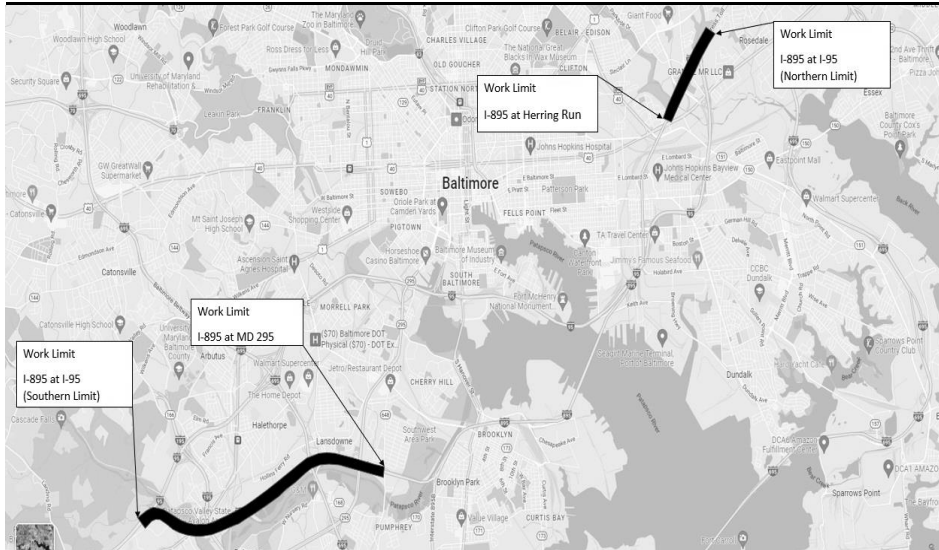
STATUS: Engineering and right-of-way acquisition are complete. Construction is underway.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,148	4,148	45	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	76,061	1,621	1,537	17,640	20,026	21,544	15,230	0	0	74,440	0
Total	80,675	6,235	1,582	17,640	20,026	21,544	15,230	0	0	74,440	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	80,675	6,235	1,582	17,640	20,026	21,544	15,230	0	0	74,440	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.



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.

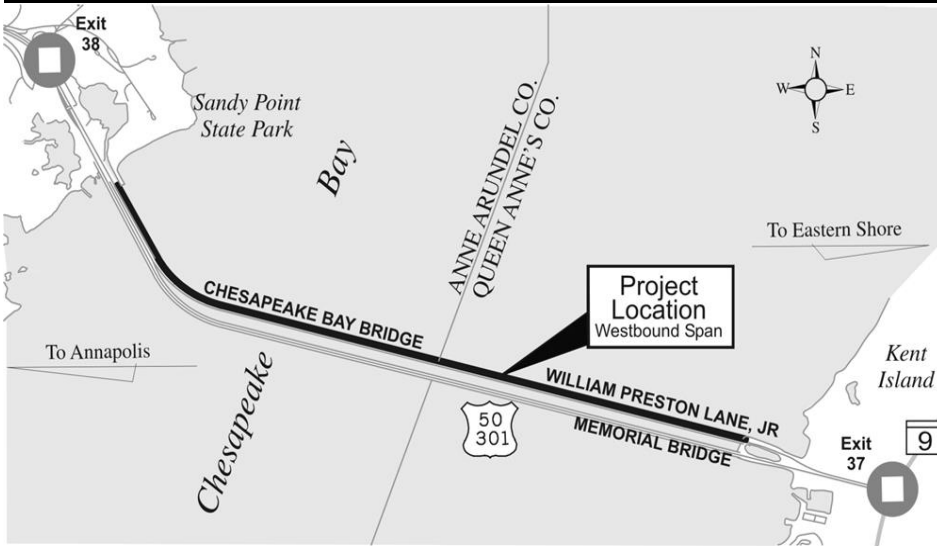
SMART GROWTH STATUS:

- | 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.

[illegible]

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.



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

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

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

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 |

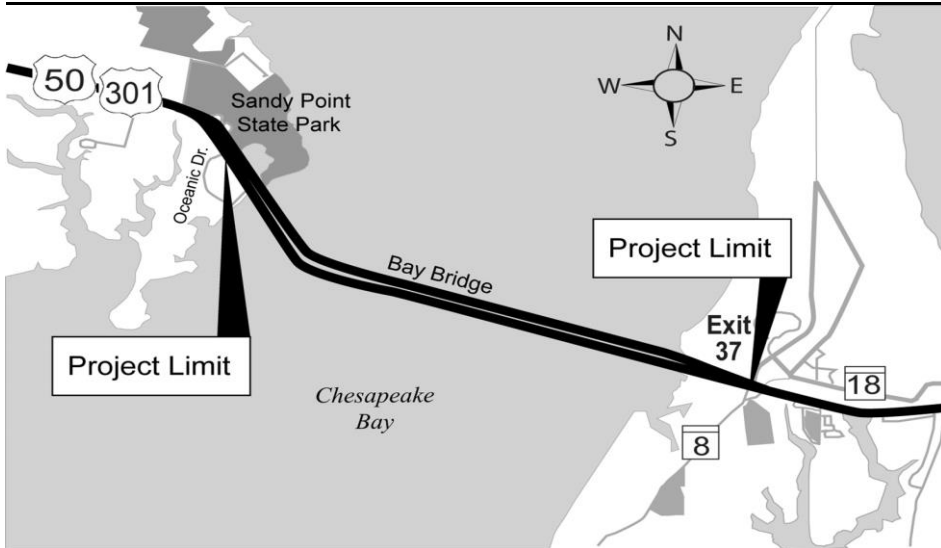
STATUS: Open to service.

POTENTIAL FUNDING SOURCE:

- ☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2026...	...2027...	...2028...	...2029...		
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	38,388	38,388	5,881	0	0	0	0	0	0	0	0
Total	41,042	41,042	5,881	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	41,042	41,042	5,881	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Cost increased by \$1.1 million for Redline Revisions 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 |

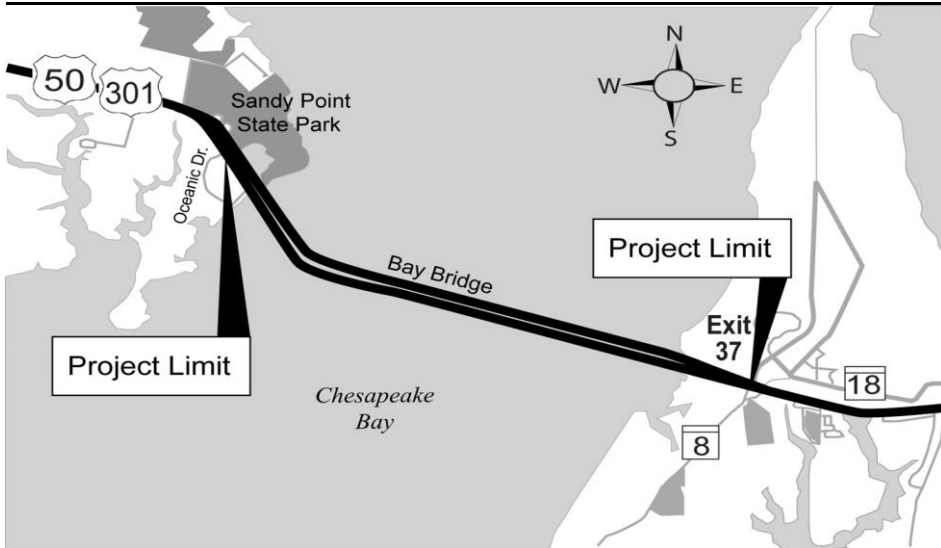
STATUS: Engineering and construction are underway.

POTENTIAL FUNDING SOURCE:

- ☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	13,000	12,400	1,400	600	0	0	0	0	0	600	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	225,949	20,927	20,225	82,778	116,181	6,063	0	0	0	205,022	0
Total	238,949	33,326	21,625	83,378	116,181	6,063	0	0	0	205,623	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	238,949	33,326	21,625	83,378	116,181	6,063	0	0	0	205,623	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.



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.

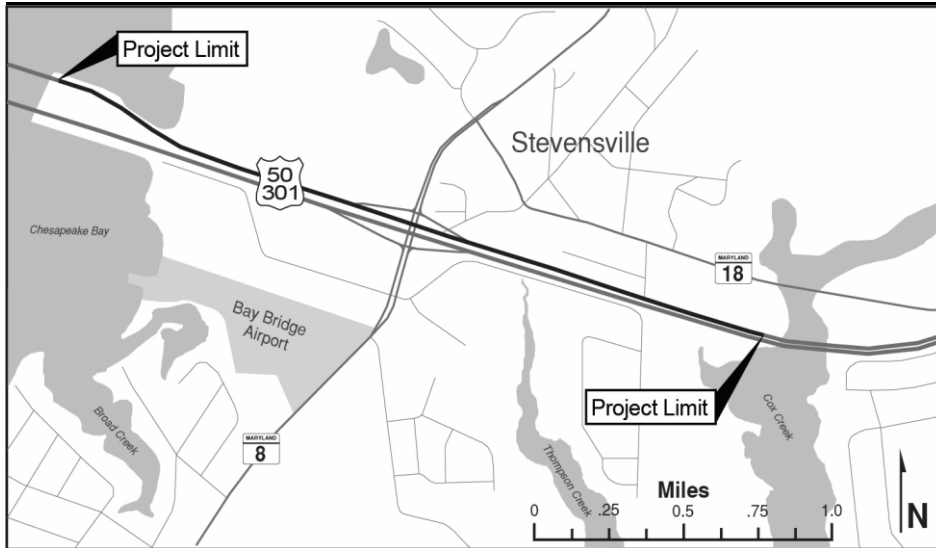
STATUS: Open to service.

POTENTIAL FUNDING SOURCE:

- ☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2026...	...2027...	...2028...	...2029...		
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	48,481	48,481	8,956	0	0	0	0	0	0	0	0
Total	50,812	50,812	8,956	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	50,812	50,812	8,956	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 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 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 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: Open to service.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2026...	...2027...	...2028...	...2029...		
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	19,702	19,702	3,023	0	0	0	0	0	0	0	0
Total	21,299	21,299	3,023	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	21,299	21,299	3,023	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Cost increased by \$1.1 million for extra work and 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 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: 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 |

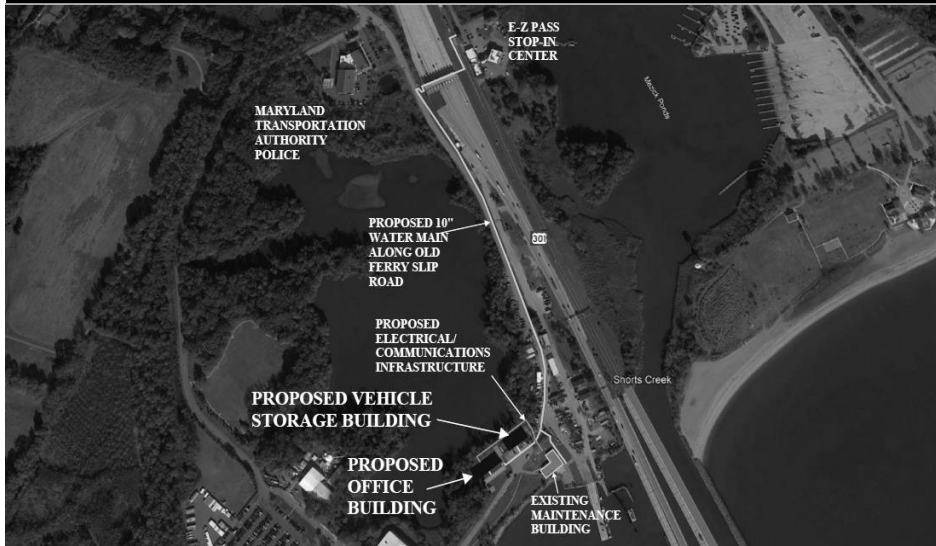
STATUS: Open to service.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2026...	...2027...	...2028...	...2029...		
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	52,531	52,531	9,996	0	0	0	0	0	0	0	0
Total	56,117	56,117	9,996	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	56,117	56,117	9,996	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Cost increased by \$1.8 million for Redline Revisions and 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 and construction are underway.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,500	2,500	436	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	9,660	1	1	3,056	3,868	2,028	707	0	0	9,659	0
Total	12,160	2,501	436	3,056	3,868	2,028	707	0	0	9,659	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	12,160	2,501	436	3,056	3,868	2,028	707	0	0	9,659	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.



PROJECT: US 40 Thomas J. Hatem Memorial Bridge - Cleaning and Painting of the Hatem Bridge

DESCRIPTION: The bi-annual bridge inspection identified rust and peeling paint that need attention. This project will clean and paint the complete bridge. Single lane closures during off-peak traffic periods will be necessary to set-up shielding and equipment and when cleaning and painting over travel lanes.

PURPOSE & NEED SUMMARY STATEMENT: The bi-annual bridge inspection identified rust and peeling paint that need attention. Cleaning and painting will protect the existing superstructure of the Hatem Bridge.

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 |

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

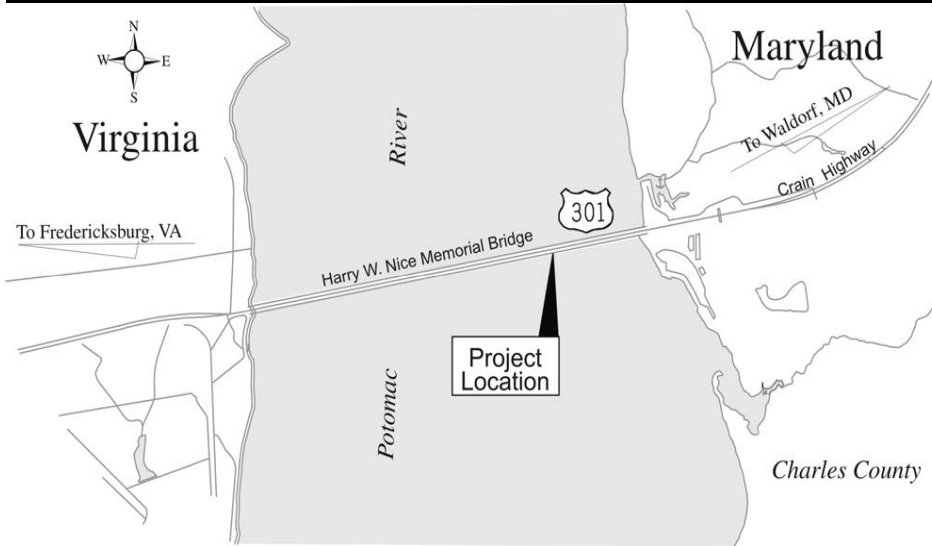
STATUS: Engineering is underway.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	890	839	100	51	0	0	0	0	0	51	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	65,025	0	0	1,911	35,373	25,829	1,912	0	0	65,025	0
Total	65,915	839	100	1,962	35,373	25,829	1,912	0	0	65,076	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	65,915	839	100	1,962	35,373	25,829	1,912	0	0	65,076	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Added to the Construction Program.



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 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2026...	...2027...	...2028...	...2029...		
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	4,907	3,000	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	565,923	499,664	83,218	35,488	15,704	15,068	0	0	0	66,260	0
Total	610,787	544,527	86,218	35,488	15,704	15,068	0	0	0	66,260	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	610,787	544,527	86,218	35,488	15,704	15,068	0	0	0	66,260	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Cost decreased by \$25.0 million due to favorable weather and decreased Construction Management Inspection (CMI).



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.

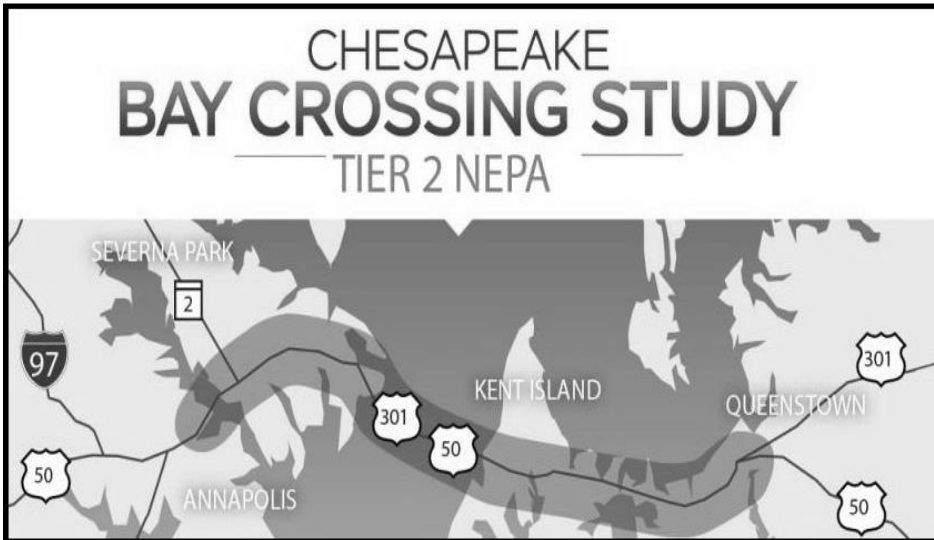
STATUS: Engineering and construction are underway.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	29,783	22,934	3,776	2,290	1,348	873	836	501	501	6,348	501
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	72,682	9,839	6,869	4,044	2,619	2,507	1,502	1,502	19,043	1,502
Total	123,009	95,616	13,616	9,158	5,392	3,493	3,343	2,002	2,002	25,391	2,002
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	123,009	95,616	13,616	9,158	5,392	3,493	3,343	2,002	2,002	25,391	2,002
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 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 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPENDED									
	COST	THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR				...2026...	...2027...	...2028...	...2029...		
Planning	28,000	5,650	5,650	9,550	8,250	4,550	0	0	0	22,350	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	5,650	5,650	9,550	8,250	4,550	0	0	0	22,350	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	28,000	5,650	5,650	9,550	8,250	4,550	0	0	0	22,350	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

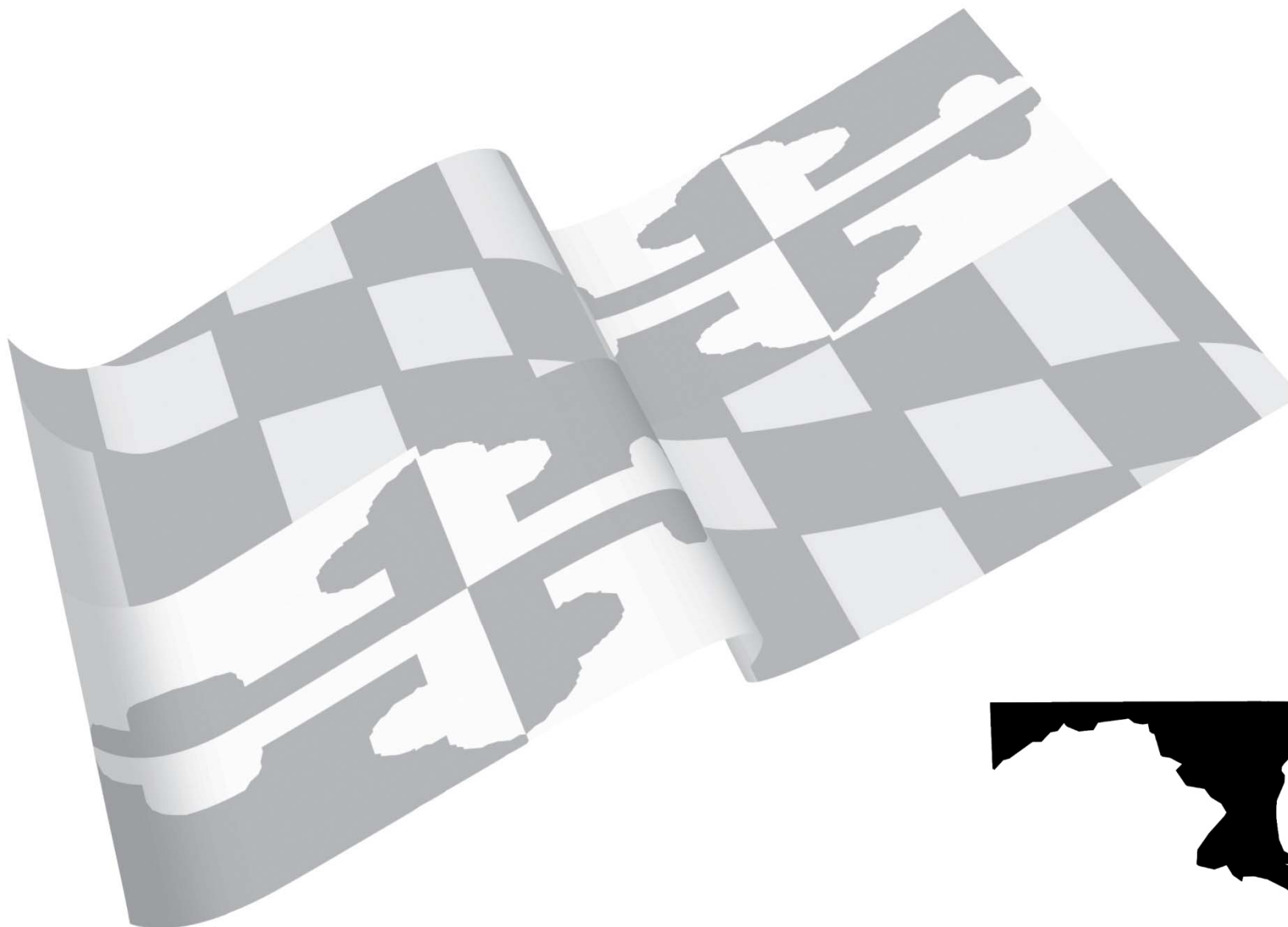
MARYLAND TRANSPORTATION AUTHORITY - LINE 26

PROJECT ID	PROJECT NAME	FACILITY CODE	TOTAL PROGRAMMED COST	STATUS
<u>Building Preservation</u>				
MDTAPRJ002560	BHT Maintenance/Auto Building HVAC and Roof Replacement	HT - HARBOR TUNNEL	\$ 7,038	Design Underway
MDTAPRJ002565	FMT East Vent Building Facade and Roof Replacement (Engineering only)	FT - FORT MCHENRY TUNNEL	\$ 400	Design Underway
<u>Building Renovations/Replacements</u>				
2438	Police Headquarters Building Envelope Renovations	KB - F.S.KEY BRIDGE	\$ 2,693	Design Underway
MDTAPRJ002569	JFK MSP Building Remodeling (Engineering only)	KH - KENNEDY HIGHWAY	\$ 500	Design Underway
<u>Electronic/Cashless Tolling</u>				
2487	AET Conversion with Frankfurst Avenue Interchange Modifications	HT - HARBOR TUNNEL	\$ 6,566	Under Construction
<u>Enhancements</u>				
MDTAPRJ002582	MD 695 Ramps to I-95 Northbound Express Toll Lanes	KH - KENNEDY HIGHWAY	\$ 5,525	Design Underway
<u>Environmental</u>				
2483	Small Drainage Rehabilitation	MA - MULTI-AREA	\$ 7,507	Under Construction
<u>Equipment - System Preservation</u>				
2471	10-Year Equipment Budget - FY 2018 through FY 2027	MA - MULTI-AREA	\$ 58,397	Ongoing
<u>Highway Preservation</u>				
2437	Mill and Overlay Bridge Decks (HOY013 and HOY014)	HT - HARBOR TUNNEL	\$ 9,767	Under Construction
MDTAPRJ000219	FSK Deck Replacement	KB - F.S.KEY BRIDGE	\$ 9,282	Design Underway

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND TRANSPORTATION AUTHORITY - LINE 26

PROJECT ID	PROJECT NAME	FACILITY CODE	TOTAL PROGRAMMED COST	STATUS
<u>ITS/Elec Preservation & Improvements</u>				
2484	JFK Substation and Electrical Equipment Replacement	KH - KENNEDY HIGHWAY	\$ 4,142	Under Construction
2497	Radio Rebroadcast and Radiax in BHT & FMT	MA - MULTI-AREA	\$ 3,410	Under Construction
<u>Safety & Capacity Improvements</u>				
2504	Bay Bridge Queue Detection System	BB - BAY BRIDGE	\$ 2,730	Under Construction
<u>Signage</u>				
MDTAPRJ002584	Replace DMS and TRS at Various Facilities (Engineering only)	MA - MULTI-AREA	\$ 300	Design Underway
<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
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

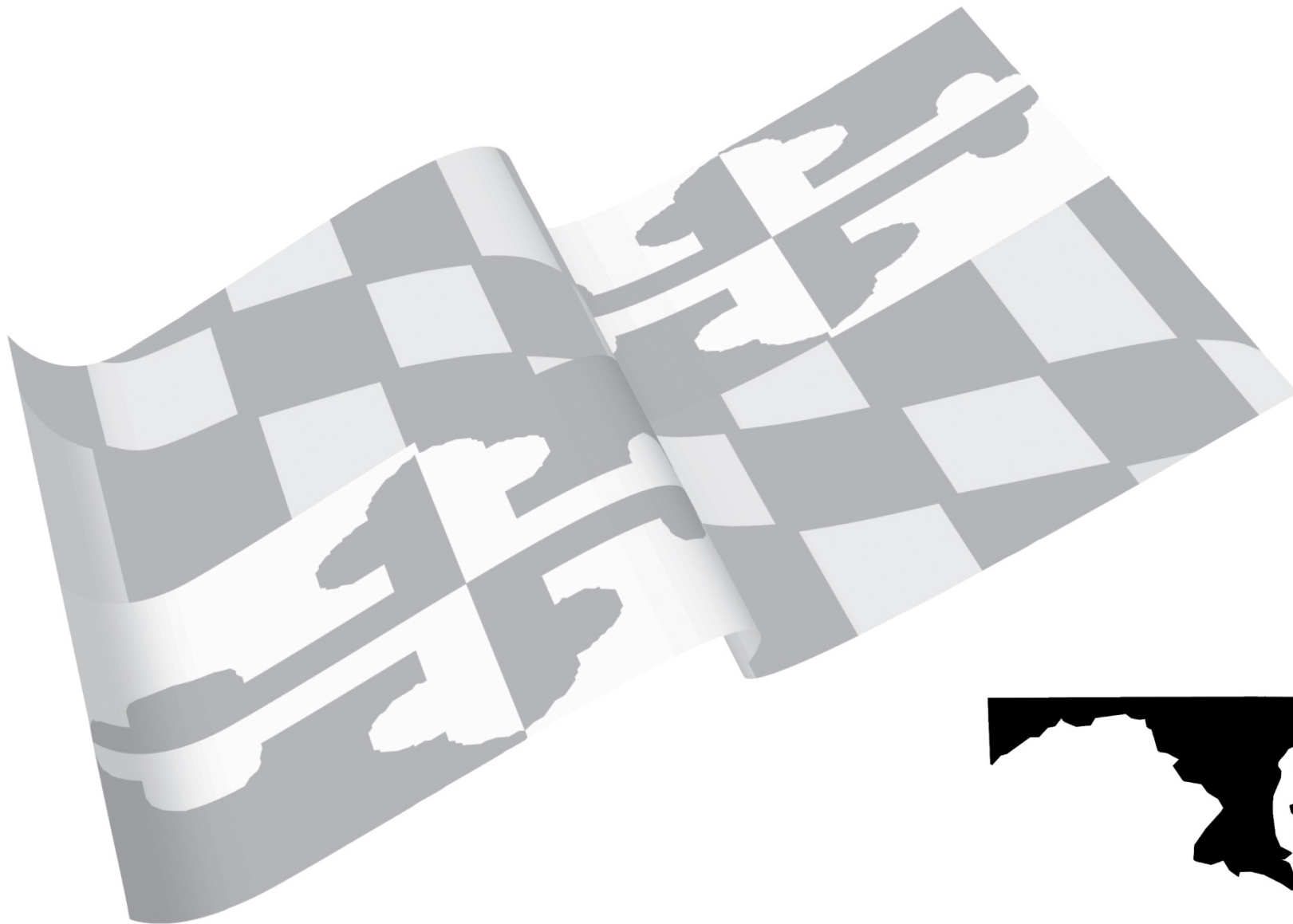
Appendix A: Chapter 30 Project Scores Final FY 2024-29 CTP

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>
MD 3 (MD 32 to St. Stephens Church Road)	Anne Arundel County	1371.92	1
Parole Transportation Center	Anne Arundel County	611.69	2
MD 170 (MD 100 to south of MD 174)	Anne Arundel County	276.08	3
MD 4 (Lous Way to north end of South Patuxent Beach Road)	St. Mary's County	156.71	4
US 40 & Otsego Street/Ohio Street Intersection	Harford County	108.89	5
Odenton MARC Garage	Anne Arundel County	68.65	6
MD 27 (Leishear Road to Penn Shop Road)	Carroll County	68.09	7
MD 214 (MD 468 to Oakford Avenue)	Anne Arundel County	64.01	8
MD 175 (US 1 to Dorsey Run Road)	Howard County	55.14	9
US 50/US 301 (MD 2/MD 450 to Chesapeake Bay Bridge)	Anne Arundel County	54.27	10
MD 194 (MD 26 to Devilbiss Bridge Road)	Frederick County	38.35	11
MD 85 (Guilford Drive to south of Ballenger Creek)	Frederick County	31.07	12
MD 2 (US 50 to Wishing Rock Road)	Anne Arundel County	27.57	13
MD 26 (MD 32 to Liberty Reservoir)	Carroll County	26.81	14
I-95 (MD 32 to MD 100)	MDOT SHA	24.99	15
MD 175 (MD 170 to west of MD 295)	Anne Arundel County	22.14	16
MD 18 (Castle Marina Road to the Kent Narrows)	Queen Anne's County	21.63	17
I-70 (I-270 to Alternate US 40)	Frederick County	18.58	18
US 29 (Seneca Drive to Middle Patuxent River)	Howard County	15.12	19
I-95/I-495 @ Greenbelt Metro Station Interchange	Prince George's County	14.38	20
MD 198 (MD 295 to MD 32)	Anne Arundel County	14.19	21
MD 197 (MD 450 to Kenhill Drive)	Prince George's County	14.04	22
I-81 (north of MD 63/MD 68 to Pennsylvania state line)	Washington County	12.88	23
MD 2/4 (Auto Dr to MD 765A)	Calvert County	10.42	24

Appendix A: Chapter 30 Project Scores Final FY 2024-29 CTP

<u>Project Name</u>	<u>Sponsor</u>	<u>Score</u>	<u>Rank</u>
MD 355 Flash Bus Rapid Transit (Clarksburg to Bethesda)	Montgomery County	6.73	25
I-70 (US 29 to US 40)	Howard County	6.12	26
MD 32 (MD 26 to Howard County line)	Carroll County	6.11	27
BWI Rail Station and Fourth Track (Grove Interlocking to Winans Interlocking)	MDOT MTA	5.87	28
MD 295 (I-195 to MD 100) and Hanover Road (MD 170 to CSX Railroad)	Anne Arundel County	5.87	29
MD 5 (north of I-95/I-495 to US 301)	Prince George's County	4.94	30
MD 210 (MD 228 to Palmer Road)	Prince George's County	4.61	31
MD 4 (I-95/I-495 to MD 223)	Prince George's County	4.29	32
US 29 Bus Rapid Transit (US 40 to Silver Spring Metro)	Howard County	4.22	33
MD 223 (MD 4 to Steed Road)	Prince George's County	4.19	34
South Side Transit (Branch Avenue Metro to King Street Metro)	Prince George's County	3.79	35
MD 4 Governor Thomas Johnson Bridge (MD 2 to MD 235)	St. Mary's County	3.71	36
Southern Maryland Rapid Transit (Branch Avenue Metro to Demarr Road)	Charles & Prince George's Counties	3.14	37
MD 213 Chestertown Bypass (MD 297 to south of MD 544)	Kent County	2.91	38



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