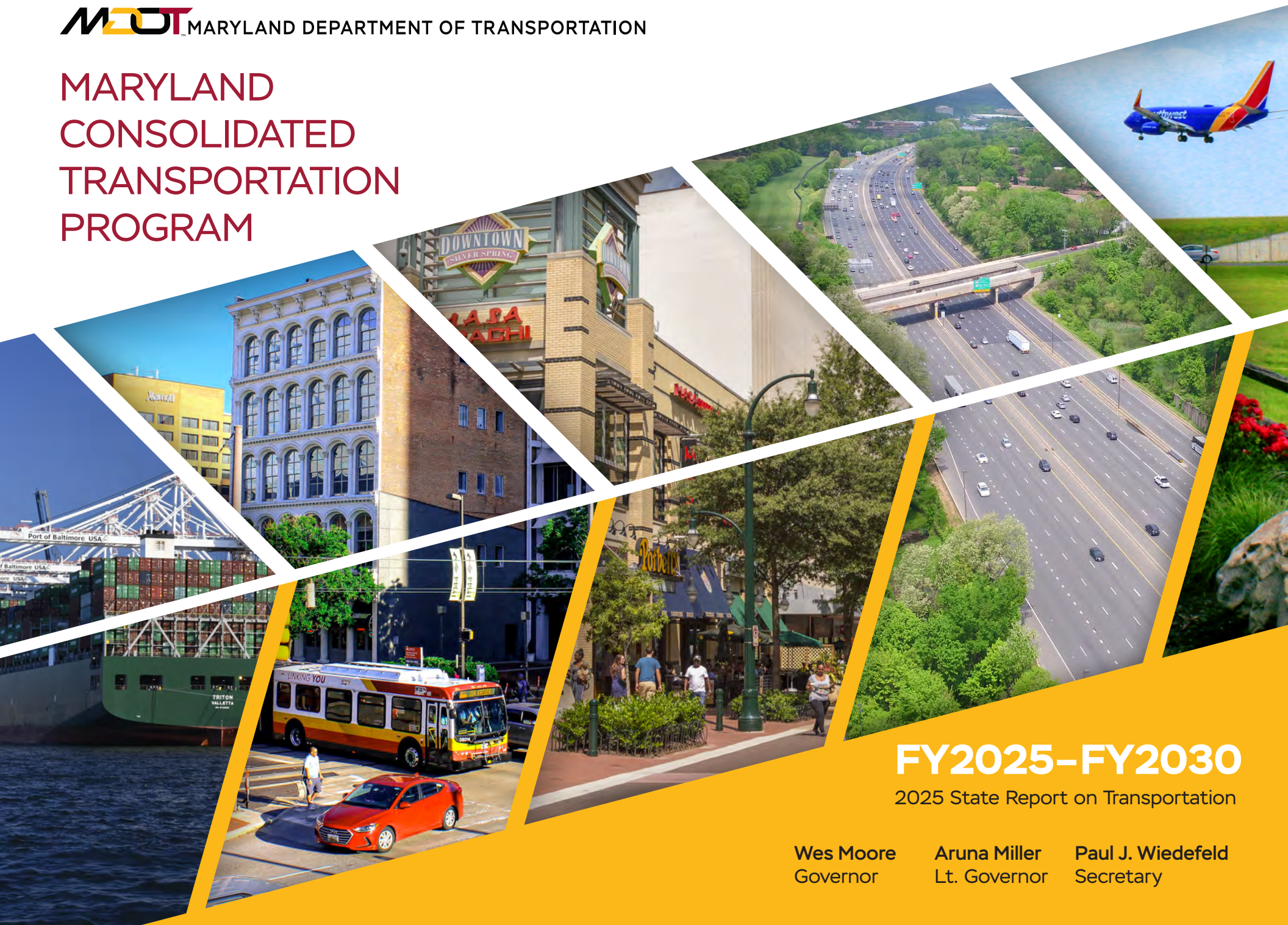


MARYLAND CONSOLIDATED TRANSPORTATION PROGRAM



FY2025–FY2030

2025 State Report on 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.

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CTP HIGHLIGHTS

The Consolidated Transportation Program (CTP) is Maryland's six-year capital budget for transportation projects and programs, meant to advance Maryland's goals in the State Plan and provide a safe, dependable transportation system that connects Marylanders to economic opportunities across the State.

MDOT, like our counterparts across the Country, has continued to face significant budgetary challenges due to increased costs of materials and labor, historic levels of inflation, changes to commute and personal travel behavior, and the reduced effectiveness of the gas tax. During the COVID era, significant federal funds made available to the Department masked these underlying trends. With those federal funds winding down, these inherited structural issues have come to the fore. These challenges impacted the Draft FY 2025 - FY 2030 CTP, released in September, which reflected deep cuts in system preservation and maintenance investments and deferrals of key projects and programs.

The Moore-Miller Administration, recognizing the importance of stabilizing the transportation system to better serve Marylanders and the economy throughout the entire State, has proposed an infusion of \$420 million per year in the Transportation Trust Fund annually, beginning in FY 2026. This investment will secure proper debt service coverage, meet critical operating budget needs, ensure the protection of Highway User Revenue (HUR) and Locally Operated Transit Systems (LOTS) funding for our local partners and enable significant investments in the capital program. Together, these funds will improve the safety and reliability of our transportation network, ensure that all federal funds are fully leveraged and that no money is left on the table in order to drive economic growth across the State. This CTP reflects that additional revenue.

This CTP describes essential investments in all parts of the State, investments that keep Maryland's transportation system running safely and efficiently for all who use it. Key to fulfilling this promise are the new revenues proposed by the Governor. The proposed increase in revenues fills critical holes in MDOT's operating, debt service and capital program. The capital funding described in this CTP will support a variety of crucial investments and advance MDOT priorities in every jurisdiction in the

State. The projects and programs *prioritize* the safety and reliability of the current system and make strategic investments to advance the economy.

This new funding is contingent on approval by the Maryland General Assembly and is crucial to tackling safety issues across the State, which is the Department's number one priority. Funding will then be focused on maintaining our existing State transportation system prior to strategic investments in new projects and programs. It is important to note that in the absence of this additional funding, pressures on the capital program will increase as required investments have grown since the release of the Draft CTP, along with increasing operating costs and revenue adjustments.

The additional State funds are critical to ensure the existing transportation system is safe, reliable and in good condition for all Marylanders. More information about the budget and federal aid assumptions is provided later in this CTP.

MDOT is pleased to present a CTP with a balanced budget. Major areas of investment are described below.

1. Unplanned, but mission critical, **rebuilding of the Francis Scott Key bridge** on I-695 is a primary focus of the CTP, with MDOT doing all it can to expedite the reopening of this important transportation connection while improving transportation options to lessen the impact to the roadway network from the bridge being unavailable.
2. **Safety** is a primary focus in all of the projects and grants MDOT pursues, including implementation of the Strategic Highway Safety Plan, significant investments in the State's bridges, pedestrian safety projects, all in support of implementing the Department's new Complete Streets Policy.
3. Investments in **maintaining the State transportation system** are managed through a comprehensive and integrated asset management program that guides transportation decision-making and investments. Maryland has a history of success with very few bridges in poor condition and the majority of its highway pavement in good condition. Still, there exists a backlog of state of good repair needs, so MDOT has prioritized key assets and structures first, as identified in

this CTP, with **38 percent** of the capital budget dedicated to state of good repair:

- The \$1.38 billion investment in the Light Rail system in Baltimore will result in the rehabilitation and modernization of the 32-year-old system. This overhaul includes new Light Rail vehicles, important communication and electrification service upgrades and new track and catenary repair equipment – which will prevent indefinite service disruptions and increase reliable service across the network. The funding plan for this critical project relies on a proposed change during the 2025 legislative session that would authorize the use of Grant Anticipation Revenue Vehicle (GARVEE) bonds for this project. Absent this change, the Department may need to delay the start of this project.
- The additional funding will also support significant repairs to the Baltimore Metro system – including station repairs, communications systems projects and platform rehabilitation.
- Taken together, these investments will allow the Department to meet investment requirements under the Transit Safety and Investment Act (TSIA) for FY 2026, a threshold that was not met in the Draft CTP.
- Major investments in the maintenance of the State’s roads and bridges, to continue our record of well-maintained roadways and structurally sound bridges across Maryland. This program invests **\$8.0 billion** in critical state of good repair initiatives such as resurfacing and drainage and resilience needs.
- The long-needed rehab and enhancements to the Howard Street Tunnel that will bring this 129-year-old tunnel up to modern standards and allow for the most efficient double stacked container movement into and out of the Port of Baltimore.
- Critical runway rehabilitations and enhanced A & B Concourses and baggage systems at BWI Marshall Airport, as well as replacement of the existing tower at Martin State Airport.
- MVA facilities receiving repair and upgrades, along with one-stop shops at 12 branch locations throughout the State. MVA continues to support increased customer service.

4. The bar for investing in **new infrastructure** is necessarily high. The new resources in the CTP allow for a **focused** approach on projects that grow the State’s economy.

- This CTP continues to invest in the Red Line as a generational investment that positions the project to leverage substantial federal money and provide new access to jobs and housing, creating economic development opportunities that can renew communities.
- This CTP includes full funding for construction of safety and capacity improvements to I-81 and US 15 to address bottlenecks and reduce the number of crashes in those corridors, and also advances the design of US 1 phases 2 and 3 in Prince George’s County.
- The additional funds allow MTA to fund the National Environmental Policy Act (NEPA) process for the Southern Maryland Rapid Transit Study (SMRT).
- This CTP also continues MDOT’s commitment to the completion of the Purple Line, which will improve access and economic growth in the Washington region.
- Investments in I-695 transportation system maintenance and operational improvements will deploy the use of peak-hour shoulder use to reduce congestion.
- Work on a new interchange at MD 4 and Suitland Parkway will assist with improving safety and mobility.
- MDOT’s enhanced Transit-Oriented Development (TOD) Program with a soon-to-launch \$5 million grant and loan program for localities, as well as investments at Reisterstown Plaza, including a RAISE grant, and other transit centers will advance the development of inclusive and thriving communities.
- While this funding level is sufficient to make meaningful investments to address safety and state of good repair needs at MTA, funding and current market conditions make it infeasible to also provide additional investments in the MTA zero-emission bus program beyond the 2026 bus purchase.



5. **Federal discretionary grants** are a core element of MDOT's strategy to leverage State dollars, advance State goals and meet federal priorities.

- Through a \$248.9 million grant from the federal government, MDOT, alongside the Maryland Department of the Environment, is investing in a transportation system that is more climate friendly, including electric charging network for trucks to use along the I-95 corridor between Maryland and New Jersey.
- The Maryland Port Administration was awarded a \$30.91 million federal grant at the Port's largest cargo facility to advance Berth 11 phase 1 and remains committed to fully fund the State's obligations under the Mid-Bay dredging program.
- MPA was awarded \$145.6 million under the EPA Clean Ports Program for the Equipment Electrification and Terminal Decarbonization Application Project and \$1.9 million for the Air Quality Improvement Strategy and Comprehensive Community Engagement Plan Development Project.
- More MDOT federal grant applications and awards can be found at www.mdot.maryland.gov/grants.

6. In addition to these major investments, this CTP includes important **strategic, programmatic and innovative investments** that provide significant rewards and leverage other public and private commitments.

- MDOT's Kim Lamphier Bikeways Network Program provides grants to local jurisdictions and targeted Pedestrian Safety Action Plan investments deliver complete streets projects that are important to address the unacceptable crisis in pedestrian and bicycle safety. The Final CTP provides an additional \$3 million for this program.

- New investments in solar at MDOT facilities, carbon reduction projects and Electric Vehicle (EV) charging will help to address transportation's role as the largest source of greenhouse gas emissions in the State.
- With this CTP, MDOT also makes targeted increases in funding for transportation demand management strategies, including incentives and outreach, focusing especially on the Baltimore region to mitigate the congestion that has increased with the Key Bridge collapse.

State funds are critical for MDOT to stay competitive and provide match for highway, transit and aviation federal formula program dollars, as well as federal discretionary grants to all MDOT modes. More information about the budget and federal aid assumptions are addressed in this CTP.



NEW REVENUE HIGHLIGHTS

The distribution of the new revenues and the projects they support can be seen in the graphic and tables below.

NEW REVENUE HIGHLIGHTS



This CTP describes investments in all parts of the State that are essential to keep Maryland’s transportation system running safely and efficiently for all Marylanders. Key to fulfilling this promise are the new revenues proposed by the Governor. The proposed increase of \$420 million annually fills critical holes in MDOT’s operating, debt service and capital programs, providing essential stability across MDOT’s operations and capacity to deliver for the State. Specifically, the funds will be directed as follows: \$65 million to fund operations, \$155 million to meet debt service commitments, and \$200 million to the capital budget.

Funding for the operating budget ensures that the Department can continue to deliver the transportation services that Maryland citizens expect and rely on, despite the depletion of federal COVID relief funds that have been sustaining transit operations since FY 2020. In FY 2024, MTA utilized the last of its COVID relief funds and in FY 2025, WMATA utilized the last of its COVID relief funds. With these funds fully depleted, increased State revenues are required just to maintain current operations.

Last year, the Department made significant reductions to its operating budget to meet available funding. Due to actions taken by the General Assembly last session and the Governor’s proposed revenue enhancement this session, the most impactful reductions are restored. This includes eliminating planned hiring freezes and reductions to key contracts for security, information technology, and building services; maintaining commuter bus services despite previous plans to reduce services; increased funding for MTA Mobility to meet rising demand and increased contract costs; increased funding for MARC and commuter bus

and for MARC to meet increased contract costs; and continuing SHA’s Operation Clean Sweep initiatives that began in 2023 to target roadside litter.

In addition to maintaining current services, the operating budget also makes strategic investments in communities. Increased funding is provided to locally operated transit systems to support transit services for seniors and people with disabilities and to launch a new grant program for small businesses impacted by the construction of the Purple Line.

Finally, the operating budget invests in the State employee workforce that are critical to delivering transportation services and protecting Maryland citizens. Two hundred new positions are added to the MTA in FY 2025 and 2026 to improve delivery of transit services; 78 new positions are added to MTA to build out the MTA Police in preparation for the opening of the Purple Line in late 2027; and 26 positions are added across the Department for the critical areas of cybersecurity, asset management, and project delivery.

The additional revenues also ensure that the Department continues to meet its commitment to the Department’s bondholders. MDOT issues debt to help fund its capital program and must demonstrate to its bondholders and to credit rating agencies that it can continue to meet its repayment requirements now and in the future. As evidence of MDOT’s strong financial management practices, in September 2024, Moody’s upgraded MDOT’s credit rating to its top AAA rating. In addition, in November 2024, Fitch Ratings upgraded bonds at BWI Marshall Airport to A+. These represent the Department’s first credit ratings upgrades since 2010 and ensure that the Department enjoys the best possible financing terms.

For the capital budget enhancements, the \$200 million annually will be allocated among the State’s road, transit, port and airport assets to ensure that critical safety projects advance; that the State meets its obligations to maintain and take care of its existing facilities; and that key strategic projects move forward. This crucial funding is going first to the greatest needs – taking care of the existing transportation system to ensure its **ongoing reliability** and **tackling safety issues** across the State. The safety of all who use our transportation system remains the Department’s

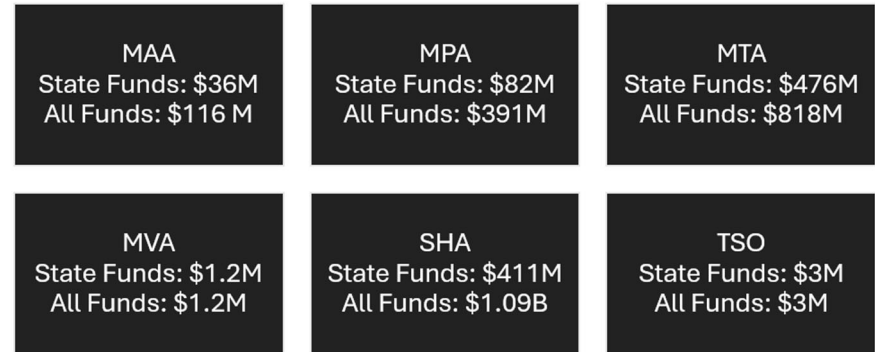
number one priority – and under the leadership of the Moore-Miller Administration, the Department is committed to leading the way on safety. Importantly, the new capital funding allows MDOT to fully match and utilize its federal transportation funding. Without this new State funding, roughly \$900 million in federal funding would go unspent during the CTP’s six-year period.

The types of the projects and programs that these additional resources support address **safety and reliability**, leverage **federal** funds to maximize jobs and economic growth as can be seen in the graphic below.

Slow **economic growth** is a challenge that Maryland is facing head-on. Through these targeted and strategic investments, the Department is doing its part to drive strong economic results, create good-paying jobs for Marylanders and support the services Marylanders care about most.

As a result of the \$1 billion in increased State capital funding for transportation over FY 26-FY 30, each MDOT mode saw increases in State and total resources. Modes were able to leverage State resources with federal formula and discretionary dollars and financing capacity, as shown in the diagram below.

Modal Investment Breakdown from Additional Revenues



Addressing Safety

- Reinvesting millions of dollars in SHA safety programs to make our roads safer, build complete streets, and address our highest crash corridors.
- A generational investment in the Light Rail system resulting in a full rehabilitation and modernization of the system.
- Reinvesting in maintenance needs across the MTA system to meet funding levels under the Transit Safety and Investment Act.
- Fully funding long-promised highway projects on I-81 and US 15.

Maintaining the System

- Reinvesting in major SHA system activities such as bridge rehabilitation, resurfacing, and drainage needs.
- Restoring design and implementation fund in for major highway projects throughout the State, to rebuild the bench or projects that support access to opportunity and community enhancements.
- The Port will provide the State match for the Mid-Bay program to maintain the 50-foot channel.
- MTA will deploy MARC federal funds to address critical state of good repair projects for the system.

Leveraging Federal Funds

- Light Rail Rehabilitation and Modernization program will fully match \$213M FTA grant. Additionally, MDOT will flex \$16M of federal highway funds in the program period to support this critical transit investment, with an annual flex of \$60M FY 31 through FY35.
- The Port will fully match recent grants for Clean Ports grant and the rehabilitation of Berth 11 at Dundalk Marine Terminal.
- The additional State dollars will bring in \$900M more in federal funds relative to the Draft CTP.
- Investing additional State dollars to match federal earmarks and complete NEPA on SMRT.
- MAA will leverage federal funding and passenger facility charges (PFCs) to maintain and enhance Maryland’s airport system.



MARYLAND'S CONSOLIDATED TRANSPORTATION PROGRAM

Marylanders deserve a transportation system that provides access to jobs, affordable housing, food, healthcare, amenities, recreation and other critical services needed for everyday living. Maryland's communities are changing, jobs are growing, and MDOT needs to make sure that everyone can access opportunities. From rural towns on the Eastern Shore, Southern Maryland and Western Maryland to the urban areas of Baltimore and the Washington, DC region, and everywhere in between, Maryland needs a transportation system that provides accessible, equitable and sustainable options across the entire State, connecting people to quality jobs and training and opening doors to economic opportunity and prosperity.

MDOT has released its capital budget, the FY 2025 - FY 2030 CTP, which is aligned with the State transportation vision, principles and goals outlined in the Playbook (www.mdot.maryland.gov/MTP) – the State's long-range transportation plan – and aligned with the Moore-Miller Administration's State Plan. The \$21.2 billion program outlines capital investments planned for each mode.

This CTP was developed with a focus on safety, fiscal sustainability, maintaining the existing system, and strategic investments that grow the economy.



Key Bridge

MDOT, a Department overseeing six different modes of transportation, including transit, highways, airports, the port, bridges and tunnels and motor vehicles, expects to face plenty of challenges. Still, the tragic events that occurred March 26, 2024, when the Francis Scott Key Bridge was struck by a cargo ship and collapsed were exceptional. This tragedy sadly cost the lives of six construction crew members who were working on the bridge at the time and presented unique and unprecedented challenges as the main shipping channel to the Port of Baltimore was blocked.

Under the guidance and leadership of Governor Wes Moore, Maryland has come together during this crisis – Maryland Tough and Baltimore Strong. The Unified Command, which included the U.S. Coast Guard and the U.S. Army Corps of Engineers, worked around the clock to recover the six individuals who were lost, lift thousands of tons of wreckage out of the water and cleared the Port's 50-foot-deep channel.

Thanks to the unwavering support of agencies across the State, including the Maryland General Assembly and our Federal Delegation, the Moore-Miller Administration was able to respond quickly as one Maryland to the families, port workers, first responders, small businesses and surrounding communities most affected by this crisis. Working together short-term responses have been executed and plan to quickly rebuild the bridge with 100 percent federal funding is already moving forward. The support from MDOT's partners has been critical during this

unprecedented time, Maryland will continue to see transportation congestion and challenges with the loss of the Key Bridge. MDOT will continue to promote and incentivize the use of transportation alternatives around the region. MDOT is working with local, regional and federal partners to increase funding for transportation demand management strategies, including incentives, marketing and outreach, to mitigate roadway congestion in the Baltimore region, which has increased with the Key Bridge collapse.



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.

GOALS AND PROGRAM PRIORITIES

The State's long-range transportation plan (the "Playbook") goals align with the Moore-Miller Administration's priorities and provide the guidance to meet federal and State requirements; address local government needs, interests, and concerns; and serve MDOT's customers and the critical supply chain.



MDOT knows that Marylanders want a transportation system that meets multiple goals. It should be an efficient and accessible transportation system that creates not just access to opportunity but also economic

mobility. It should connect Marylanders to jobs, schools, parks, health care, amenities and to each other. It should operate cleanly and help to achieve environmental goals. It should support the creation of community and deliver a high-quality experience for the traveling public. And above all it should be safe and secure. These goals and important investments are discussed further below.

Enhance Safety and Security:

Consistent with a commitment to Vision Zero, this goal prioritizes efforts to end traffic deaths among all users of Maryland's roadways, including our roadway workers, while also providing a safe workplace and riding experience for transit workers and riders. Alongside that overarching theme, MDOT specifically intends to 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 reverse the current trend of increasing injuries on Maryland's roadways. Recent activities to advance safety and enhance security include:

- In June 2024, MDOT adopted a new policy to promote safer, Complete Streets for all Maryland transportation facilities.
- In September 2024, Governor Moore announced \$13.3 million in federal highway safety grants to 87 organizations across Maryland as part of a Statewide focus to prevent motor vehicle crashes and eliminate roadway fatalities.

- In September 2024, Governor Moore announced \$16 million in grants for 36 bicycle, pedestrian and trail projects across Maryland. FY 2025 grants include \$13.9 million in federal funding for 26 projects through the Transportation Alternatives Program and the Recreational Trails Program, and \$2.1 million awarded in State funding for 10 projects through the MDOT Kim Lamphier Bikeways Network Program.
- The Maryland Highway Safety Office also worked with the metropolitan planning organizations (MPO) to promote the pedestrian and bicycle safety high visibility enforcement campaigns, Look Alive (Baltimore Metro) and Street Smart (Washington Metro).
- Eleven (11) projects throughout Maryland were awarded a total of nearly **\$4 million** under the US DOT Safe Streets and Roads for All (SS4A) in Federal Fiscal Year (FFY) 24.



- MDOT will continue to facilitate rail safety education efforts through the Maryland Operation Lifesaver Program and continue to implement at-grade safety projects using federal formula and discretionary funding. In FY 2025, MDOT received a \$800,000 grant from the Federal Railroad Administration (FRA) to complete a Statewide Railroad Trespass Study and will continue to seek other grant funding opportunities for rail safety across the State.
- MDOT invested \$6.9 million in FY 2024 to design and construct new sidewalks and pedestrian facilities, including the construction of new directional miles of sidewalk along MD 214 (Central Avenue) in Anne Arundel County, US 1 (Washington

Boulevard) in Howard County and MD 7 (Delaware Avenue) in Elkton. In addition, more than 17 miles are being constructed by MTA as part of the Purple Line project. SHA continues to partner with local governments to maximize federal funding opportunities utilizing local participation as a match. SHA also has been exploring additional ways to identify and prioritize gaps in the system via initiatives like Pedestrian Safety Action Plan and focusing on a context driven approach to achieve better pedestrian connectivity on corridor projects.

Deliver System Quality:

Marylanders expect a transportation system that provides a reliable, high-quality, and integrated experience. To deliver on this goal, MDOT seeks to maintain infrastructure in a state of good repair, improve reliability in the transportation system, create a truly resilient transportation system and effectively deliver projects on-time and on-budget.

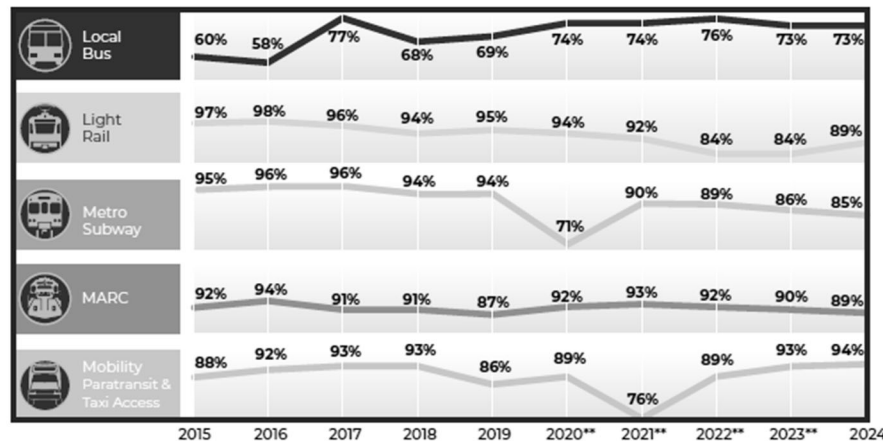
In implementing this goal, MDOT will be working strategically to address more system preservation needs, ensure the State's multimodal transportation system is reliable, safe, and convenient, and to improve project delivery. Recent activities to deliver a high-quality system include:

- MDOT established an inventory of assets susceptible to flooding and storm surge to manage and monitor the prospective risks and take proactive actions to mitigate hazards.
- MDOT received an \$11.9 million grant from the Federal Highway Administration aimed to reduce congestion on the US 50 corridor for deploying cutting edge software, sensors, traffic cameras and message signs.
- In November 2023, the Federal Railroad Administration awarded \$16.4 billion for 25 passenger rail projects along the Northeast Corridor from the Federal-State Partnership for Intercity Passenger Rail Program. Approximately \$7 billion in awards were made to projects in Maryland in CY 2023, including the Frederick Douglass Tunnel, the Susquehanna River Bridge and Penn Station in Baltimore City. We have fully obligated these dollars.

PERCENT OF ALL MDOT TRANSIT SERVICE PROVIDED ON TIME

PERCENT OF ALL MDOT TRANSIT SERVICE PROVIDED ON-TIME

HIGHER IS BETTER ↑



TARGET: 2030: 99% FOR ALL EXCEPT LOCAL BUS; 2050: 90%

* MARC and Metro data have been revised from previous report.

** 2020, 2021, 2022 and 2023 data have been revised from previous report.

Serve Communities and Support the Economy:

To ensure transportation is doing all it can to support communities and the economy, MDOT seeks 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. Activities to serve communities and support the economy include:

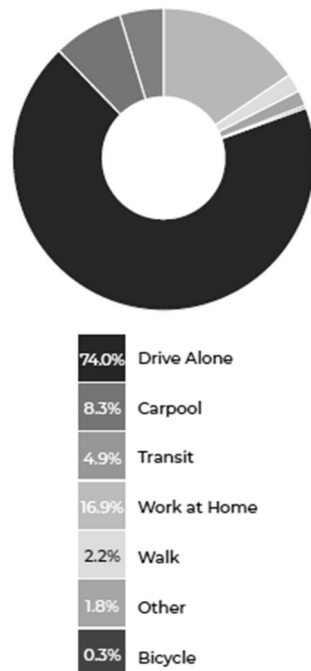
- Full funding for construction of safety and capacity improvements to I-81 and US 15 to address bottlenecks and reduce the number of crashes in those corridors. The long-needed rehab and enhancements to the Howard Street Tunnel that will bring this 129-year-old tunnel up to modern standards and allow for the most efficient double stacked container movement into and out of the Port of Baltimore.

Critical runway rehabilitations at BWI Marshall Airport along with enhanced A & B Concourses and baggage systems. The Maryland Port Administration was awarded a \$31 million federal grant at the Port's largest cargo facility to advance Berth 11 rehabilitation.

- MDOT's new 2050 long-range transportation plan, the Playbook, includes equity as a guiding principle to ensure no one is left behind. It emphasizes the importance of access to affordable and accessible transit for overburdened and underserved communities, particularly for individuals who rely on it as their primary means of travel.
- MDOT's enhanced Transit-Oriented Development (TOD) Program with a soon-to-launch \$5 million grant and loan program for localities, as well as investments at Reisterstown Plaza, including a RAISE grant, and other transit centers will advance the development of inclusive and thriving communities.
- In coordination with Montgomery County and the WMATA, MDOT and SHA have agreed to make almost seven miles of bus-only lanes on MD 97 (Georgia Avenue) between Silver Spring and Glenmont permanent.
- MTA has been focused on enhancing the customer experience by improving real-time vehicle predictions, upgrading signals and signage around stations and launching a Customer Experience Office.
- Governor Moore re-launched the Red Line project, a proposed quality transit corridor between Woodlawn, downtown Baltimore and Bayview. The Light Rail Mode Choice was selected in 2024. A detailed environmental study is underway, and MTA will ultimately apply to enter the Federal Transit Administration (FTA) Capital Investments Grants program.
- Following the positive momentum of construction of the Purple Line in 2024, approximately 75 percent of the 16-mile light rail line from New Carrollton to Bethesda is now complete. Important milestones during 2024 include completion of major construction on Campus Drive at the University of Maryland, College Park; nearly one-third of the track has been laid; 18 of 21 stations are under construction; the Talbot Avenue Bridge opened, re-connecting the Lyttonsville and North Woodside neighborhoods; and light rail vehicles have started to arrive in Maryland. The Purple Line will open in late 2027 and transform the region by providing a new east-west connection between homes, job centers, schools, medical facilities, and life's opportunities.

- BWI Marshall Airport continues to upgrade the customer experience through infrastructure and service improvements, such as recent restroom upgrades (voted America’s Best Restroom by the public) and baggage handling improvements, as well as continuing to provide more non-stop destinations and expanded airline service. Ongoing investment in these improvements will be offset by the additional customers that BWI Marshall Airport will attract, thereby continuing to attract low-cost airlines.
- MDOT continues advancing initiatives to implement the Maryland Statewide Truck Parking Study.
- MDOT supports Transportation Demand Management (TDM) through its Commuter Choice Maryland program and partnerships with the Metropolitan Washington Council of Governments and other regional, state and local agencies, as well as collaborating with other TDM program managers. MDOT strives towards the target of 500 employers statewide in the free Employer Partner Program.

COMMUTE MODE SHARE (CY2023*)



Promote Environmental Stewardship:

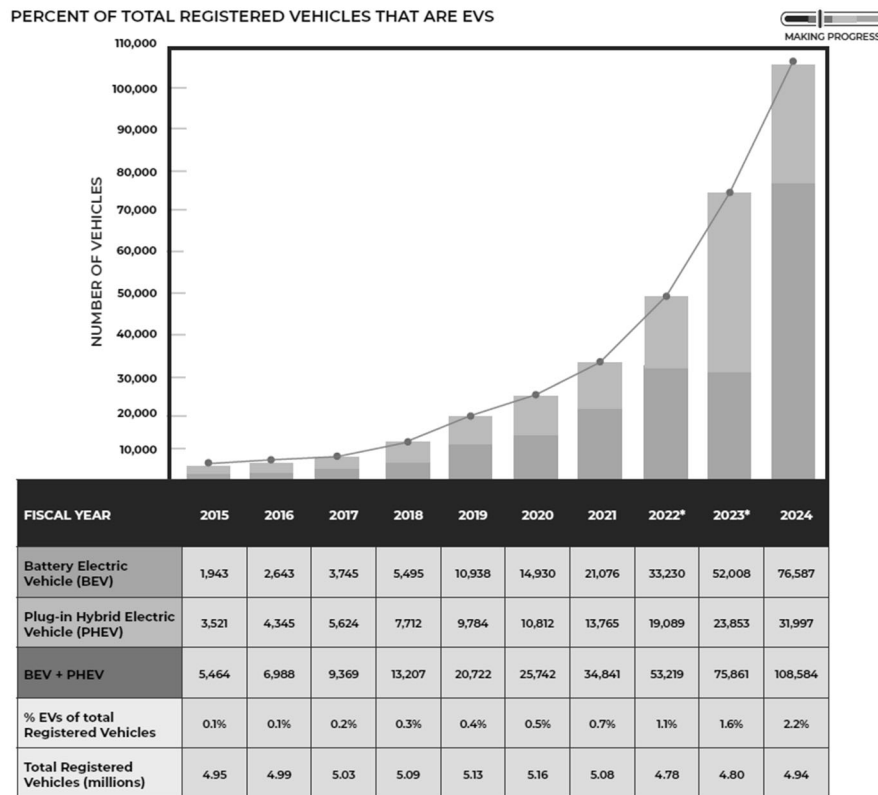
The transportation sector is the leading contributor to greenhouse gas emissions and climate change. The Moore-Miller Administration is committed to leading the nation to combat climate change and MDOT is doing its part seeking fundamental shifts in the environmental impacts of the transportation system. MDOT is working to meet emission reduction goals consistent with the transportation sector’s targets under Maryland’s Climate Solutions Now Act.

MDOT’s most recent long-range transportation plan, the Playbook focuses on minimizing fossil fuel consumption and improving air quality, supporting the widespread adoption of zero-emission vehicles, protecting the environment through avoidance and mitigation activities, and protecting transportation assets through resource protection and conservation approaches. Recent activities to promote environmental stewardship include:

- Through the Urban Tree Program, MDOT supports Maryland’s goal to plant five million trees by 2031, awarding over \$120,000 in grants during the program’s first three years. These funds have enabled the planting of nearly 2,000 trees across 40+ communities, advancing statewide reforestation efforts under the Tree Solutions Now Act of 2021.
- SHA conditionally awarded \$12 million of National Electric Vehicle Infrastructure (NEVI) funding for 22 charging sites with 126 ports on highway corridors and has requested proposals for additional investment of as much as \$30 million for more sites.
- MPA received a game-changing \$147 million grant from the Environmental Protection Agency to upgrade scores of clean vehicles, equipment, and charging infrastructure.
- In 2024, MDOT issued more than \$20 million in funding from the national Carbon Reduction Program for a variety of strategic investments including electric vehicle chargers, energy-efficient lighting, and bicycle and pedestrian projects.
- MDOT is also implementing the national Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) formula program, informed by our recently approved Transportation Resilience Improvement Plan.

- SHA's Pedestrian Safety Action Plan implementation sped up in 2024, with 5 of the 23 road corridors entering the design stage and 8 more to follow, delivering safer streets for Marylanders who walk, ride, or roll.
- MVA's \$3000 electric vehicle tax credit remains oversubscribed as Marylanders drove up the number of EVs on our roads past the 100,000 mark for the first time in 2024.

PERCENT OF ELECTRIC VEHICLES (EVs) REGISTERED FROM TOTAL REGISTERED VEHICLES*



TARGET: 1.1 MILLION EVs IN 2030

Note: MVA EV registration data (PHEV, BEV, and total) reported as of June 30 each year.

* Total registered vehicles and percent of EVs registered from total registered vehicles for 2022 and forward have been updated from previous report.

Project Prioritization

MDOT is committed to achieving its safety, economic, connectivity and environmental goals as effectively as possible within finite resources. It is important that every dollar spent does as much as possible to achieve the State's goals. MDOT is taking a fresh look at its system for scoring and prioritizing capital projects for new capacity. Maryland maintains an existing project prioritization process, known as Chapter 30, which has been in effect since 2017. MDOT has conducted project scoring via Chapter 30 since its implementation, and, over time, has identified opportunities for improvement.

To ensure MDOT's investments do the most to meet the State's goals and objectives, MDOT is developing a new project prioritization process that will be used to evaluate surface transportation capacity projects, building upon efforts established by Chapter 30. This work is responsive to recommendations from the Maryland Transportation Revenue and Investment Needs Commission ("TRAIN Commission") established by Chapter 455 of the 2023 Acts of Assembly. The Commission's interim report recommended that "MDOT develop a new draft prioritization process to present to the commission during the 2024 interim, with the goal of implementing the new prioritization process for the 2026-2031 [CTP]" starting in 2025 with the next CTP update.

Through this initiative, MDOT has developed draft legislation to implement an improved process to: (i) identify and prioritize key needs; (ii) evaluate and prioritize candidate projects for funding; (iii) create accessible transparency and accountability tools; and (iv) enable continuous public feedback and input to ensure the project prioritization objectives remain current and impactful to all Marylanders. The improved process will seek to align prioritization goals and measures with Maryland's long-range transportation plan to more effectively achieve the State's strategic goals. MDOT will involve the public as part of the development of the project prioritization process. This will improve transparency in the project evaluation selection process.

This open and transparent project prioritization process will deliver a clear and structured framework for decision-making. By utilizing detailed, public criteria and measures, each project's selection will be

*Note: BEV are Battery Electric Vehicles and PHEVs are Plug-in hybrid electric vehicles.

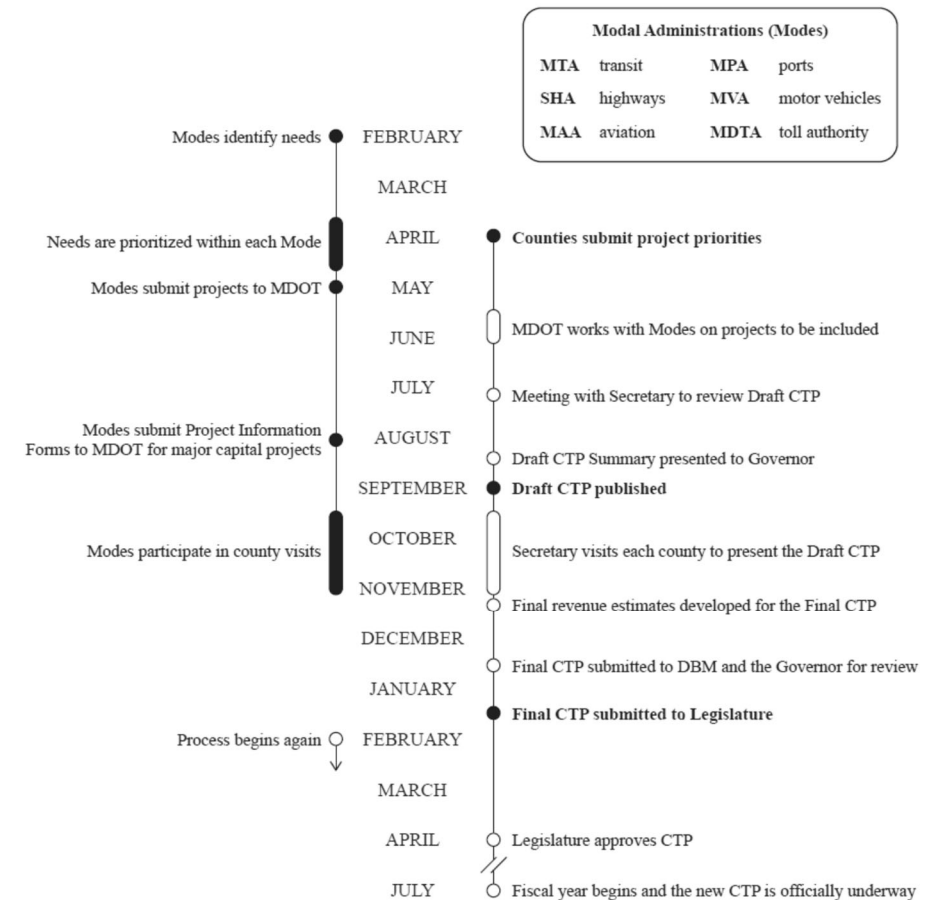
based on objective and measurable factors such as safety, accessibility, environmental impact and economic development. With access to comprehensive information and open channels of communication, the public and stakeholders will be kept informed at every stage. This transparency allows for public input and scrutiny, fostering trust and demonstrating a commitment to using resources responsibly and effectively. Working with local partners, MDOT is piloting this new prioritization system (with no dollars committed), to test how it performs and learn how to make it successful for stakeholders across Maryland. For more information, visit: www.mdot.maryland.gov/Prioritization.

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 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 and maximizes 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 MPO's long-range plan (if the project is located within an MPO boundary).

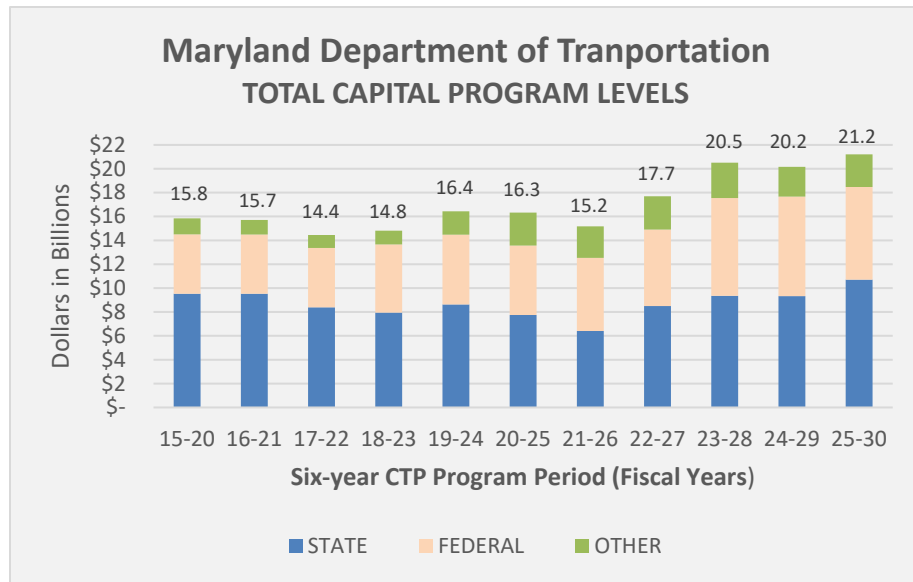
CTP Development Process



It is important for MDOT to hear from local jurisdictions to facilitate collaboration on state and local needs. To ensure that every dollar available for transportation in Maryland is spent efficiently, MDOT employs a strategic decision-making process, using established priorities and criteria to prioritize programs and projects under consideration for inclusion in the CTP and through the annual CTP Tour meetings.

FINANCING MARYLAND'S TRANSPORTATION PRIORITIES

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 CTP, MDOT is classifying General Funds as State funds (in addition to State Transportation Trust Fund funds), whereas in prior CTPs, these funds were classified as Other funds.*

STATE REVENUE PROJECTIONS

The Transportation Trust Fund benefits from a diverse set of revenues. Total projected State-sourced revenues, federal aid, and bond issuances amount to \$41.3 billion for the six-year period to support MDOT's operating, capital, and debt payment expenses. Although some of MDOT's revenues are inflation-sensitive, the Transportation Trust Fund's largest single source of revenue, the Motor Fuel Tax, is expected to decline over time as improved vehicle fuel economy, increased ownership of electric

and hybrid vehicles, and changes in driver behavior, reduce consumer demand for motor fuel. Transportation revenues are also affected by slow growth in the Maryland economy with little to no growth expected for most revenue sources through the six-year period.

Over the last several years, the federal government provided U.S. transit agencies with billions of dollars of relief funds to mitigate the negative impacts on ridership and revenue from the COVID-19 pandemic. The Transportation Trust Fund is unique in providing significant funding for two major metropolitan area transit systems, the Maryland Transit Administration (MTA) and the Washington Metropolitan Area Transit Authority (WMATA). MTA spent the last of these federal relief funds in FY 2024 and WMATA will do so in FY 2025. With transit ridership and revenue still below pre-pandemic levels, depletion of federal relief funds requires additional funding from the Transportation Trust Fund just to maintain current services. Minimal revenue growth, the depletion of federal relief dollars, and the recent period of high inflation that drove up labor, contract, and bid costs creates a fiscally constrained environment for MDOT. MDOT prioritizes the safety and reliability of the current system and making strategic investments to advance the economy when making investment decisions.

Chapter 717 of 2024, the Budget Reconciliation and Financing Act of 2024 (BRFA of 2024), increased transportation revenues by approximately \$233 million annually. New and increased revenue sources include increased vehicle registration fees, an annual registration surcharge for electric vehicles, a transportation network company impact fee, sales and use tax attributable to electricity at electric vehicle charging stations, and an increase in the dealer processing fee paid on vehicle sales. Additional fee increases are proposed for the 2025 legislative session, totaling approximately \$420 million, and are included in the Department's FY 2025 – 2030 Financial Plan. If these fee increases and statutory changes are not approved, reductions will be required for MDOT to present a balanced six-year plan.

Increased transportation funding through the BRFA of 2024 and the 2025 proposal allows MDOT to invest in delivering the core transportation services that Maryland citizens rely on, enhancing the safety and reliability of the current system, and making strategic investments to advance the economy. While this funding level is not sufficient to

significantly enhance the transportation network, it ensures that core needs are addressed and that planning and design activities continue for key projects like the Red Line.

Additional information about MDOT's revenue sources is as follows:

- Motor Fuel Tax is the largest source of State revenue for the Transportation Trust Fund, comprising 19 percent of all funding. Revenues are projected to total \$8.0 billion over the six-year period after certain statutory deductions. The motor fuel tax rate includes a base rate on gasoline (23.5 cents per gallon) and diesel fuel (24.25 cents per gallon), plus a Consumer Price Index (CPI) component, and a sale and use tax equivalent component. Per State law, the rate is set annually by the Comptroller's Office based on a calculation that includes inflation and average gas prices over the prior year. For FY 2025, the gas tax rate declined from the prior year from 47.0 cents per gallon to 46.1 cents per gallon. The tax rate is expected to increase moderately over the six-year program; however, moderate but steady declines in the number of gallons sold will offset the revenue impact of this higher tax rate.
- Motor Vehicle Titling Tax revenues are projected to yield \$6.9 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. Titling tax revenues largely follow the normal business cycles of auto sales with periods of growth and decline. The amount of revenues generated is a function of the number of vehicles sold and vehicle prices. Both the number of units sold, and vehicle prices are generally declining over the last several years as consumers delay purchases due to high interest rates and vehicle prices decline as supply increases. During the 2024 legislative session, the BRFA of 2024 increased dealer processing fees to \$800, which increases vehicle price and thus the titling tax generated. A change to the trade-in allowance is proposed during the 2025 session that would increase revenues to the Transportation Trust Fund. This additional funding is currently included in Other Revenues.
- Revenues from Motor Vehicle Registration and Miscellaneous Motor Vehicle Fees are projected to generate \$5.3 billion. During the 2024 legislative session, Chapter 717 implemented phased-in increases to the vehicle registration fees over three years, established an additional weight classification, and implemented an add-on registration fee for electric vehicles. Vehicle registration in Maryland is paid every two years. To offset the impact to drivers of the fee increases, Chapter 717 also required the Motor Vehicle Administration (MVA) to offer payment plans to all drivers. Nearly half of all drivers have switched to a payment plan, which is more than what was expected. This change is impacting the timing of when revenues are received. Additional changes to vehicle registration fees are proposed during the 2025 session. This additional funding is currently included in Other Revenues. In addition, State law requires the MVA to recover between 95 and 100 percent of certain expenses from certain fees. To meet this cost recovery requirement, the MVA increased certain vehicle and driver fees, effective September 1, 2024.
- Operating Revenues are projected to provide a six-year total of \$3.1 billion. Operating revenues include charges for airport operations, including flight activities, rent and user fees, parking, and concessions (\$2.12 billion over the six-year period); transit fares (\$612 million); and fees for port terminal operations and rent (\$334 million). Parking rates at BWI Marhsall Airport and the cruise terminal at the Port of Baltimore increased during FY 2025. Parking rates at BWI Marshall Airport had previously not been increased since 2009.
- Corporate Income Tax revenues are estimated to be \$2.9 billion over the six-year period. Corporate income tax revenues are shared between the Transportation Trust Fund, the Higher Education Investment Fund, and the State's General Fund. In accordance with State law, the share of revenue distributed to the Transportation Trust Fund from the corporate income tax will decline in FY 2028 from 22 percent to 20 percent. The State's Board of Revenue Estimates prepares independent forecasts of for this revenue source.
- MDOT issues bonds to help fund its capital program. Bond issuances are estimated at \$2.2 billion during the six-year period. MDOT maintains credit ratings of AAA from Standard and Poor's and Moody's and AA+ from Fitch Ratings. State law, bond covenants, and MDOT's debt practices place various limits on MDOT's debt issuances. MDOT's bond covenants include two debt coverage ratios – net

income and pledged taxes – that must be met. Although the legal requirement is 2.0 for each of these requirements, MDOT maintains a management practice of maintaining a 2.5 ratio to ensure a breach of the legal limit never occurs. The net income test, which compares debt service to prior year revenues less operating expenses, imposes the greatest constraint on MDOT's debt issuances. To continue to meet debt coverage requirements throughout the six-year period without additional significant reductions to MDOT's services and projects, certain fee increases are proposed for the 2025 legislative session. With passage of these fee increases, MDOT's bond coverage requirements are met throughout the six-year period.

- Federal Aid is projected to contribute \$8.6 billion for operating and capital programs. Most funding received from the federal government for transportation is for capital projects. The Infrastructure Investment and Jobs Act (IIJA) is the current multi-year federal transportation authorization legislation and provides increased levels of funding to established federal formula programs and new discretionary grant programs. Potential funding from discretionary grant programs is not included in MDOT's financial plan until an award is made. Most formula and discretionary grant programs include a funding match requirement. Match requirements vary by program and are typically higher for discretionary grant programs. Federal funds are provided on a reimbursable basis, requiring the use of Transportation Trust Fund dollars to pay expenses until reimbursements are received months, or sometimes years, later. The resulting impact on MDOT's cashflow require MDOT to maintain a fund balance of \$400 million to offset these timing differences.
- MDOT also receives funding from a number of other funding sources. Chapter 717 implemented a statewide fee on services provided by transportation network companies. This fee is projected to generate \$0.3 billion over the six-year period. MDOT also receives certain sales and use tax revenues. Specifically, a portion of the sales and use tax for rental vehicles and the sales and use tax generated from electric vehicle charging stations. Together, these sales and use tax revenues are projected to total \$0.3 billion over the six-year period. Other sources of revenue include a proposed retail delivery fee, transfers from the State's General Fund transfers, reimbursements, interest income, and other miscellaneous revenues.



FEDERAL AID ASSUMPTIONS

The current federal authorization is the Infrastructure Investment and Jobs Act, which provides a historic level of federal funding for highway, transit, and other multimodal projects. The IIJA was signed by President Biden on November 15, 2021, and provides authorization for FFY 2022 through 2026.

This Act is more expansive in scope than prior transportation authorization bills and much of the discretionary funding was both authorized and appropriated in the legislation. Formula funds are currently being distributed based on FFY 2024 appropriations.

GRANTS

The IIJA provides a significant increase in federal funding for formula and 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. To best leverage State transportation dollars, MDOT continues to pursue relevant federal discretionary grants to maximize federal transportation funding opportunities.

The State also supports local jurisdictions, non-profits and private sector partners applying for federal grants through technical assistance, letters of support, grant match support, and engagement with Maryland's Federal Delegation.

Recent Grant Awards include, but are not limited to:

Local Awards:

- **Martin State Airport** was awarded **\$1 million** under the Federal Aviation Administration (FAA) Airport Terminal Program (ATP) for partial funding towards Air Traffic Control Tower Reconstruction.
- **Hagerstown Regional Airport** was awarded **\$5.25 million** under the FAA ATP to enhance operational efficiency and expand to provide necessary space to better accommodate needs of airlines, their personnel, and essential equipment.
- **Wicomico County** was awarded **\$800,000** under the US DOT Small Communities Air Service Development Program (SCASDP) to support a new flight route from Salisbury Regional Airport to Orlando International Airport.
- Eleven (11) projects throughout Maryland were awarded a total of nearly **\$4 million** under the US DOT Safe Streets and Roads for All (SS4A).
- **Montgomery County** was awarded **\$25 million** under the US DOT Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant in partnership with **WMATA** and **MDOT** to fund a new WMATA rail entrance at the North Bethesda Station.
- **Baltimore City** was awarded **\$85.5 million** under the US DOT Reconnecting Communities Program for the West Baltimore United Construction Phase 1 in the Baltimore in partnership with **MDOT**.

Amtrak Awards:

- **Amtrak** was awarded a total of **\$237.2 million** under the Federal Railroad Administration (FRA) Federal-State Partnership for Intercity Passenger Rail Program for the Northeast Corridor (FSP-NEC) for three (3) projects in Maryland, including the Baltimore Penn Station: Master Plan Completion Project, the Bridge to Burgos Catenary Renewal Project, and the Mid-Atlantic South Signal System Upgrades to 562 Project.

MDOT Awards:

- The **MDOT – The Secretary's Office (MDOT TSO)** and the Maryland Department of the Environment were awarded **\$81.1 million** under the EPA Climate Pollution Reduction Act for the Clean Corridor Coalition – A Proposal for Zero Emission Medium and Heavy-Duty Vehicle Infrastructure along the I-95 Corridor.
- The **MDOT TSO** was awarded **\$2 million** under the FHWA Project Prioritization Process Pilot (PPPP) Grant for the Maryland Surface Transportation Project Prioritization Process.
- The **MDOT TSO** was awarded **\$800,000** under the FRA Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program for the Maryland State Trespassing Safety Study.
- The **MDOT TSO** was awarded **\$1 million** under the Build America Bureau (BAB) Innovative Finance and Asset Concession Grant Program for the Baltimore Region Asset Scan for Springboarding Transit-Oriented Development (TOD) Project.
- The **MDOT TSO** was awarded **\$3 million** in the FRA Railroad Crossing Elimination (RCE) Grant Program to improve rail safety conditions at the Rosedale Grade Crossing for the CSX Line in Baltimore County.



- The **MTA and the University of Maryland (UMD)** were awarded **\$1.65 million** under the Federal Transit Administration (FTA) Transit-Oriented Development (TOD) Planning Pilot Program for Preparing for the Purple Line: An Anti-Displacement Plan.
- The **MTA** was awarded **\$213.69 million** under the Rail Vehicle Replacement Program for the Light Rail Vehicle Fleet Replacement Project.

- The **MTA** was awarded **\$1.39 million** for the Federal Transit Administration All Stations Accessibility Program for the College Park MARC Station 30 percent Design and NEPA Project.
- The **MTA** was awarded **\$4.69 million** under the US DOT RAISE Grant Program for the Opportunities for Access and Connectivity at Reisterstown Plaza Station.
- The **MTA** was awarded **\$150,000** in the US DOT Reconnection Communities Program to plan safe conditions at the MARC Kensington Station.
- The **MDTA** was awarded **\$80 million** under the US DOT Multimodal Project Discretionary Grant (Mega) in the State's first ever Mega grant for the I-895 at Frankfort Avenue Interchange Improvement project.
- The **MDTA** was awarded **\$7.5 million** under the US DOT Multimodal Project Discretionary Grant (INFRA) for the Curtis Creek Drawbridge Rehabilitation and Resiliency Project.
- The **SHA** was awarded **\$31.9 million** under the Federal Highway Administration (FHWA) Low-Carbon Transportation Materials (LCTM) Grant Program for the Material Progress: Advancing Maryland's Carbon Reduction Strategy Through Low-Carbon Transportation Materials Project.
- The **SHA** was awarded **\$1.6 million** under the FHWA Bridge Investment Program (BIP) (Planning) Grant for Rethinking the I-68 Viaduct: A Plan to Reconnect Cumberland.
- The **SHA** was awarded **\$12 million** in the US DOT RAISE Grant Program to fund design and construction for a 2.3-mile shared use path along the MD 210 corridor.
- The **SHA** was awarded **\$18.6 million** in the FHWA Charging and Fueling Infrastructure (CFI) Grant Program for Medium Heavy-Duty Vehicle Charging and Fueling Deployment Infrastructure along I-81 and I-78 corridors across Maryland, Pennsylvania, New Jersey and West Virginia.
- The **SHA** and technical partner Maryland Department of Natural Resources (DNR) were awarded **\$387,000** under the Wildlife Crossings Pilot Program (WCPP) for the Reducing Wildlife-Vehicle Collisions in Maryland Through Planning, Design, and Technology project. This funding will support development of a comprehensive plan designed to reduce wildlife-vehicle collisions in the State.

- The **MVA** was awarded **\$13.2 million** under the National Highway Traffic Safety Administration (NHTSA) State Electronic Data Collection (SEDC) Program for the Automated Crash Reporting System.
- The **MAA** was awarded **\$19.35 million** under the Federal Aviation Administration (FAA) Airport Improvement Program – Supplemental for the DX-DY Apron Reconstruction Project.
- The **MAA** was awarded **\$617,763** under the Federal Aviation Administration (FAA) Airport infrastructure Grant Program for the DX/DY Apron Reconstruction & Taxiway T Rehabilitation Project.
- The **MAA** was awarded **\$2.37 million** under the Federal Aviation Administration (FAA) Airport Infrastructure Grant Program for the Easton/Newman Field.
- The **MAA** was awarded **\$800,000** under the US DOT RAISE Grant Program for the BWI Marshall Airport Multi-Modal Ground Transportation Center and Automated People Mover Planning Study.
- The **MPA** was awarded **\$30.9 million** under the US DOT Multimodal Project Discretionary Grant (INFRA) for the Dundalk Marine Terminal Berth 11 Reconstruction Project.
- The **MPA** was awarded **\$3.4 million** under the U.S. Environmental Protection Agency (EPA) Diesel Emissions Reduction Act (DERA) Grant for Port of Baltimore - Reducing Emissions for a Sustainable Future Project.
- The **MPA** was awarded **\$145.6 million** under the EPA Clean Ports Program for the Equipment Electrification and Terminal Decarbonization Application Project and **\$1.9 million** for the Air Quality Improvement Strategy and Comprehensive Community Engagement Plan Development Project.
- The **MPA** was awarded **\$489,000** under the Federal Emergency Management Agency (FEMA) Port Security Grant Program for the Implementation of Cybersecurity Resilience Enhancements for Critical Services.

Highways and Transit

The MDOT's 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 \$828.0 million in highway formula funding and \$353.4 million in transit formula funding in FFY 2024 for MDOT projects.

Federal highway program funds authorized and apportioned to the states are subject to annual ceilings, which determine how much of the appropriated money can be obligated in any given year. This ceiling is referred to as obligation authority and is imposed by Congress annually in response to prevailing economic policy. This CTP assumes an obligation authority level of 91.3 percent for FFY 2023 and 86.8 percent FFY 2024 through FFY 2027.

Washington Metropolitan Area Transit Authority — WMATA



In FFY 2025, WMATA anticipates receiving \$470 million in FTA formula grants and \$7.4 million in other federal grants for bus and rail preservation activities. The Passenger Rail Improvement and Investment Act (PRIIA) of 2008 was reauthorized within the IIJA and will provide funding of \$143.5 million annually through FFY 2030. These funds are subject to annual appropriations and requires that \$5 million of the federal funds be directed each year toward the operating budget of WMAATA's Office of the Inspector General. In total, WMATA expects to receive \$620.9 million in federal capital funding in FFY 2025. WMATA intends to pursue competitive federal grant funding for qualified

programs. No such funds are included in WMATA's capital budget until they are awarded.



Established in law in 2018 and with funding beginning in FFY 2020, WMATA's annual Dedicated Capital Funding Grant supports the agency's capital program. WMATA uses this guaranteed \$500 million from Maryland, the District of Columbia, and Virginia to generate capital resources through bond sales. Maryland provides a \$167 million share annually. This funding has allowed WMATA to proactively address its multi-billion-dollar deferred capital needs. In addition to this funding commitment, this CTP includes a total of \$300 million (\$50 million each year in FY 2025 through FY 2030) as Maryland's matching contribution to the newly reauthorized federal PRIIA grant. Additionally, Maryland and its other WMATA funding partners, the District of Columbia and Virginia continue to fulfill their obligation by providing formula funds to match federal grants.

Beyond the federal capital funding, WMATA will exhaust its remaining federal pandemic relief funding of \$95 million in FY 2025. To avoid drastic service cuts, WMATA's jurisdictional partners committed to additional funding for FY 2025 in a combined amount of \$463 million. The Maryland General Assembly amended State law to remove the three percent cap on growth in Maryland's contribution to WMATA's operating budget until

FY 2028. Maryland is providing an additional subsidy of \$143.3 million above the three percent cap for FY 2025.

Overall, WMATA's six-year capital budget is \$13.3 billion in FY 2025 through 2030. This includes \$6 billion in state/local funding, \$3.4 billion in debt (including debt generated from bond sales utilizing the jurisdictional dedicated capital funding), \$4 billion from federal sources. In FY 2025, MDOT's total annual operating subsidy requirement is \$631.3 million to WMATA, including the base subsidy of \$488 million and the additional contribution of \$143.3 million.

Aviation

The FAA, through AIP, is authorized to provide federal entitlement and discretionary funding for airport projects. MAA estimates annual AIP entitlement funding is \$4.9 million for BWI Marshall Airport during the six-year period, which is expected to increase to \$6.9 million as a result of the FAA Reauthorization Act and \$150,000 for Martin State Airport (MTN), a Non-Hub Reliever Airport.



MAA also competes for various AIP Discretionary Programs each year, which provides additional federal funding opportunities.

In addition to the AIP Program, IIJA provides five years of additional federal funding for airport infrastructure. IIJA apportions roughly \$25

million annually in entitlement funding to BWI Marshall Airport and \$750,000 to Martin State Airport, through the Airport Infrastructure Grant (AIG) program. In addition, IIJA provided competitive grant funding through the Airport Terminal Program and the Federal Contract Tower Program.



In FY 2024, MAA administered \$2.8 million in grants 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 \$29 million in FAA funds and \$4.3 million in airport owner investment. This level of combined funding is expected to be \$20-\$25 million a year for the next six years.

The recently passed FAA 2024 reauthorization bill created an EPA Per- and Polyfluoroalkyl Substances (PFAS) grant program. This program will reimburse eligible airports for the costs incurred after September 12, 2023, for the following activities:

- initial acquisition of MILSPEC F3 foams for twice the quantity for all required aircraft rescue and firefighting equipment;
- disposal of firefighting foams that contain PFAS, such as Airport Firefighting Foam; cleaning or disposal of existing equipment or their relevant components to ensure the complete absence of PFAS residue; and

- acquisition or replacement of any equipment necessary to ensure the transition to nonfluorinated firefighting foams.

The PFAS Replacement Program establishes grants of up to \$2 million each for 14 C.F.R. Part 139-certified airports that do not have existing capabilities to produce non-fluorinated firefighting foam to make the transition away from traditional Airport Firefighting Foam. MAA expects to submit a grant in FFY 2025.



Maryland's Port of Baltimore

MPA received \$5.7 million through the Energy Transfer Port program for maintenance dredging through the U.S. Army Corps of Engineers (USACE) in the FY 2024 USACE Work Plan.

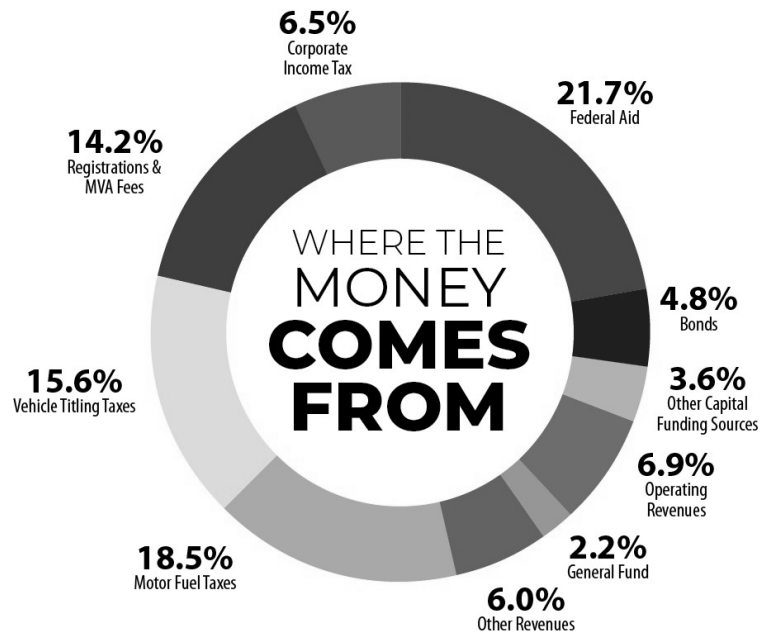
In 2024, the Federal Highway Administration awarded a \$642,000 Reduction of Truck Emissions at Port Facilities grant to MPA for the MPA's Reduction of Heavy-Duty Emissions – Equipment Replacement and Planning project. With the award, MPA is purchasing an electric stream sweeper and dedicating funding to promote and increase participation from car carriers moving toward electrification.



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, BWI Marshall Airport, and Martin State Airport.

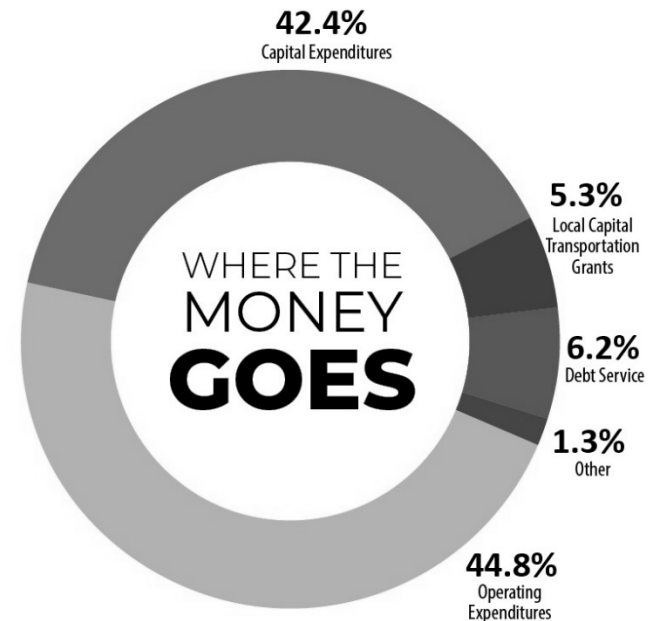
In addition to these State-sourced revenues and federal aid, MDOT utilizes other capital funding sources to fund its capital program. These other capital funding sources include funding from State General Obligation bonds, direct federal aid received by WMATA, Grant Anticipation Revenue Vehicle (GARVEE) bonds, airport revenue bonds, airport passenger facility charge revenues, airport rental car customer facility charge revenues, and local contributions.



In total, MDOT's operating and capital spending from all fund sources, including nonbudgeted capital funding, is \$44.5 billion over the six-year period. MDOT continually looks for opportunities to maximize its financial resources by leveraging alternative financing sources such as alternative forms of debt, partnering with local jurisdictions and private entities, and applying for competitive federal grants. Funding programmed in the current six-year program are shown in the Where the Money Comes From pie chart.

WHERE THE MONEY GOES...

The Transportation Trust Fund supports the planning, development, operation, maintenance, construction, and rehabilitation of the State's transportation network, including transit, roads, bridges, ports and airport; transportation grants to local governments; and debt service. Per Maryland law, a portion of certain transportation revenues are directed for General Fund purposes, including environmental, fuel tax collection, and state police programs.



Total operating budget spending over the six-year period is \$20.0 billion. The Transportation Trust Fund is unique in providing funding for two major metropolitan area transit agencies, MTA and WMATA. Nearly two-thirds of operating budget spending is dedicated to transit operations.

While Maryland receives immense economic, societal, and environmental benefit from its transit operations, this funding responsibility, and the lack of a dedicated funding source for transit, places significant pressure on the Transportation Trust Fund. This pressure is increased by the depletion of federal COVID aid relief funds that previously helped to offset declines in transit ridership that were initially associated with COVID but now appear to be a longer-term trend. In FY 2025, Maryland increased its operating grant to WMATA by \$143 million annually to partially address WMATA's fiscal cliff. This amount was proportionally matched by the Commonwealth of Virginia and the District of Columbia.

Total debt service over the six-year period is \$2.8 billion. Debt service repays the Consolidated Transportation Bonds issued by MDOT to help fund its capital program. Debt service in FY 2025 is \$430 million and will grow over the six-year period as additional debt is issued.



After operating costs and debt service, the remaining funding goes toward capital projects. This CTP totals \$21.2 billion, including \$2.4 billion for capital grants to Maryland's counties, municipalities, and Baltimore City for local transportation needs. The CTP is funded with \$10.8 billion from the Transportation Trust Fund, \$7.8 billion from federal aid, and \$2.6 billion from other capital funding sources.



Planned Capital Expenditures

FY 2025 - FY 2030 CTP SUMMARY *** (\$ MILLIONS)						
MODAL ADMINISTRATIONS		STATE FUNDS	FEDERAL AID	OTHER*	TOTAL	PERCENT OF TOTAL
Service Modes	TSO	153.8	7.7	0.6	162.1	0.9%
	MVA	96.7			96.7	0.5%
	Subtotal	250.4	7.7	0.6	258.8	1.4%
Aviation	MAA **	359.0	269.9	422.4	1,051.3	5.6%
Maritime	MPA	1,262.8	335.9	237.6	1,836.2	9.7%
Transit	MTA	2,936.8	2,372.1	395.9	5,704.8	30.3%
	WMATA	1,844.5		1,388.6	3,233.1	17.2%
	Subtotal	4,781.2	2,372.1	1,784.6	8,937.9	47.4%
Roads and Bridges	SHA	1,700.6	4,768.2	290.0	6,758.9	35.9%
TOTAL		8,354.1	7,753.8	2,735.2	18,843.1	100.0%

Notes: HUR excluded.

Figures may not sum 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

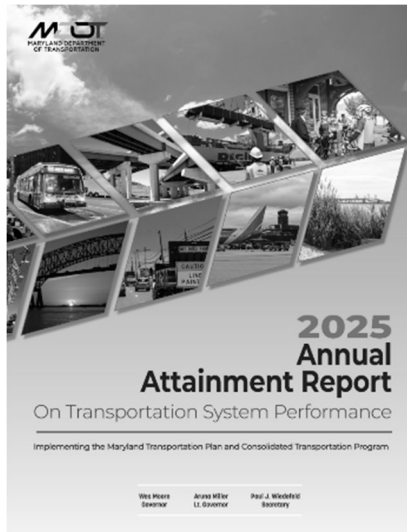
*** Starting with the FY 2024 - FY 2029 CTP, MDOT is classifying State General Funds as State funds (in addition to State TTF funds), in prior CTPs these funds were classified as Other funds.

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 www.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 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 initiated 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 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.

Special – This is the funding coming from the Transportation Trust Fund, including funding from the State's General Fund that is transferred to the TTF.

Other – This is funding from sources that are neither federal nor special. This funding could be from counties, General Obligation bonds, 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 2024-2029 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 10/28 Rehabilitation at BWI Marshall Airport	13.5
Air Traffic Control Tower at Martin State Airport	23.8
Consolidated Rental Car Facility Improvements at BWI Marshall Airport	36.1
Passenger Movement Modernization at BWI Marshall Airport	31.4
Snow Removal Equipment Shelter at BWI Marshall Airport	17.9
Ticket Counter Expansion Program at BWI Marshall Airport	25.5
Multi Use Flight Information Display Systems (MUFIDS) Replacement at BWI Marshall Airport	10.0
Maryland Port Administration	
Interconnector Bridge between Dundalk Marine Terminal and Seagirt Marine Terminal	12.0
Maryland Transportation Authority	
I-695 Francis Scott Key Bridge - Key Bridge Rebuild	1,702.0
I-895 Baltimore Harbor Tunnel Thruway - AET Conversion with Frankfurst Avenue	14.7
Interchange Modifications	
I-95 John F. Kennedy Memorial Highway - I-695 Ramps to I-95 Northbound Express Toll Lanes	79.1

PROJECTS ADDED TO THE CONSTRUCTION PROGRAM

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST (\$ MILLIONS)</u>
I-695 Francis Scott Key Bridge - MDTA Police Training Academy	24.3
I-895 Baltimore Harbor Tunnel Thruway - Facility-wide Signing Upgrades	21.2
I-895 Baltimore Harbor Tunnel Thruway - BHT Lane Use Signals (LUS) Extension	10.1
I-95 Fort McHenry Tunnel - MDTA Police Vehicle Storage Garage and Auto Repair Shop	24.3
 State Highway Administration	
I-70, Eisenhower Memorial Highway - Bridge replacement over St. Paul Road	19.8
US 40, National Pike - Bridge rehabilitation over Conococheague Creek	22.4
MD 26, Liberty Road - Bridge deck replacement of Bridge 0600100 and 0600200 over Liberty Reservoir	46.4
 <u>Projects Moved From D&E Program to Construction Program</u>	
 Maryland Transit Administration	
Susquehanna River Bridge Replacement	18.8
Light Rail Modernization Program	1,379.3
 State Highway Administration	
US 15, Frederick Freeway, and US 40, Frederick Freeway - Widening from I-70 to MD 26	161.8
I-81, Maryland Veterans Memorial Highway - Widening and upgrades from MD 63/MD 68 to CSX railroad bridges north of Halfway Boulevard	99.1
Total	3,793.5

PROJECTS ADDED TO THE D&E PROGRAM

<u>PROJECT DESCRIPTION</u>	<u>TOTAL FUNDED (\$ MILLIONS)</u>
<u>New D&E Program Projects</u>	
Maryland Aviation Administration	
Roof Replacement Program at BWI Marshall Airport	5.8
Air Traffic Control Tower, Concourse C/D Baggage Handling System and Connector Project at BWI Marshall Airport	4.0
Master Plan and Airport Layout Plan Update for BWI Marshall Airport	7.1
Maryland Transportation Authority	
US 50/301 Bay Bridge - Bay Bridge Protection, Suspension Span Anchorage Concrete and Navigation Lighting Rehabilitation	.6
<hr/>	
Total	17.4

PROJECTS REMOVED FROM THE D&E OR CONSTRUCTION PROGRAMS

PROJECT DESCRIPTION

JUSTIFICATION

Removed from D&E Program

Maryland Transportation Authority

MD 695 Francis Scott Key Bridge - FSK Deck Replacement

Due to the collapse of the Francis Scott Key Bridge, a deck replacement is no longer needed as the bridge will be built anew.

New Additions to the FY25 - FY30 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							
Restroom Improvement Program at BWI Marshall Airport							Reference : MAA A-25
BWI Restroom Improvement Program	53	-	53	-	-	53	-
Regional Aviation Assistance Program							Reference : MAA A-1
25-002 HGR Rwy9-27 Lighting/Signage	25	-	25	25	-	-	-
25-011 FME Terminal Bldg-const	592	-	592	592	-	-	-
25-005 DMW Land Acquisition	11	-	11	11	-	-	-
25-004 2G4 Terminal Apron Rehab-const	41	-	41	41	-	-	-
25-009 ESN Rwy 4/22 safety area improve-ph2	259	-	259	259	-	-	-
25-003 ESN Rwy 4/22 extension ph 1b-const	132	-	132	132	-	-	-
25-007 SBY Rwy 32 extension ph2-const	366	-	366	366	-	-	-
25-010 HGR Land Acquisition	80	-	80	80	-	-	-
25-006 HGR Txwy C Improvements	28	-	28	28	-	-	-
25-016 ESN Obstruction Removal	29	-	29	29	-	-	-
25-008 HGR Security Training Program	9	-	9	9	-	-	-
25-013 SBY Security System Improvements-ph2	488	-	488	488	-	-	-
25-014 W48 Terminal Building Rehabilitation-Ph 2	199	-	199	199	-	-	-
Taxiway F Relocation at BWI Marshall Airport							Reference : MAA A-5
Taxiway F Relocation - Phase 2 (incl ALSF)	237	-	237	237	-	-	-
Consolidated Rental Car Facility Improvements at BWI Marshall Airport							Reference : MAA A-2
CRCF Facility Improvements (Estimate_not RAC approved yet)	4,064	6,141	10,205	-	-	10,205	-
CRCF Electrical Infrastructure for EV	-	2,000	2,000	-	-	2,000	-
CRCF Reallocation (RAC Approved)	1,820	1,800	3,620	-	-	3,620	-
CRCF Fire Alarm & Fire Suppression System (RAC Approved)	533	533	1,065	-	-	1,065	-
CRCF Wayfinding Signage (RAC Approved)	533	533	1,065	-	-	1,065	-
Passenger Movement Modernization at BWI Marshall Airport							Reference : MAA A-20
Airport Elevator, Escalator and Moving Walkway Rehab	170	170	340	340	-	-	-
Passenger Boarding Bridges	1,337	5,678	7,015	2,771	4,244	-	-

Project Description	Current Year	Budget Year	Total Cost	Total Cost Breakdown			
				STA	FED	OTH	TOLL
Snow Removal Equipment Shelter at BWI Marshall Airport							Reference : MAA A-18
BWI Snow Removal Equipment Shelter	-	2,702	2,702	2,702	-	-	-
Ticket Counter Expansion Program at BWI Marshall Airport							Reference : MAA A-26
Concourse E Ticket Counter Expansion	-	6,108	6,108	1,108	-	5,000	-
Concourse A/B Ticket Counter Expansion	-	900	900	-	-	900	-
Multi Use Flight Information Display Systems (MUFIDS) Replacement at BWI Marshall Airport							Reference : MAA A-27
MUFIDS - Flight Information Display Systems Replacement	-	5,000	5,000	2,000	-	3,000	-
<u>Maryland Transportation Authority</u>							
I-95 John F. Kennedy Memorial Highway - Express Toll Lanes (ETL) Northern Extension							Reference : MDTA A-01
I-95 ETL NBE - MD 152 Park and Ride Relocation	1,439	5,299	6,738	-	-	-	6,738
I-895 Baltimore Harbor Tunnel Thruway - AET Conversion with Frankfurst Avenue Interchange Modifications							Reference : MDTA A-20
AET Conversion with Frankfurst Avenue Interchange Modifications	8,100	-	8,100	-	-	-	8,100
I-95 John F. Kennedy Memorial Highway - I-695 Ramps to I-95 Northbound Express Toll Lanes							Reference : MDTA A-05
I-695 Ramps to I-95 Northbound Express Toll Lanes	-	20,750	20,750	-	-	-	20,750
I-895 Baltimore Harbor Tunnel Thruway - Facility-wide Signing Upgrades							Reference : MDTA A-21
BHT Facility-wide Signing Upgrades	-	3,968	3,968	-	-	-	3,968
I-895 Baltimore Harbor Tunnel Thruway - BHT Lane Use Signals (LUS) Extension							Reference : MDTA A-22
BHT Lane Use Signals (LUS) Extension	624	3,561	4,185	-	-	-	4,185
<u>Maryland Port Administration</u>							
South Locust Point Cruise Maryland Terminal							Reference : MPA A-16
Cruise Terminal HVAC & Ceiling Upgrades	-	1,500	1,500	1,500	-	-	-
Masonville Dredged Material Containment Facility Expansion and Related Projects							Reference : MPA A-5
Masonville Operations & Maintenance	3,858	3,400	7,258	7,258	-	-	-
Dundalk Marine Terminal Electrification							Reference : MPA A-14
Agency Wide Utility Upgrades	-	705	705	705	-	-	-
Climate Solutions Now Act and Related Projects							Reference : MPA A-23
Electric Sweeper	-	803	803	305	497	-	-
Clean Ports Program: Zero Emission Deployment	-	7,625	7,625	1,525	6,100	-	-
Interconnector Bridge							Reference : MPA A-18
Interconnector Colgate Creek Bridge Repairs	-	12,000	12,000	12,000	-	-	-
Zero Emission Locomotives for CSX Curtis Bay Yard							Reference : MPA A-2
Zero Emission Electric Locomotives for CSX Curtis Bay Yard	4,484	1,314	5,797	-	2,899	2,899	-

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 Riverside Heavy Maintenance Building (RHMB)	16	-	16	16	-	-	-
MARC Riverside Upgrades - Wayside Power, Yard Air, Environmental	-	2,000	2,000	400	1,600	-	-
MARC Improvements on Camden and Brunswick Lines						Reference : MTA A-3	
MARC - Joint Benefits - Program Management	136	-	136	32	104	-	-
MARC Positive Train Control						Reference : MTA A-6	
MARC - PTC - LDRS-V Replacement	0	757	757	151	606	-	-
MARC - PTC - GPS PNM/Antenna GNSS Upgrade	-	915	915	183	732	-	-
MARC - PTC - I-ETMS Emergency Functionality	0	493	493	99	394	-	-
Howard Street Rail Replacement						Reference : MTA A-16	
LTR Howard Street Rail Replacement	-	500	500	500	-	-	-
Metro Railcar and Signal System Overhauls and Replacement						Reference : MTA A-19	
MTR Railcar Vehicle Sub-System Overhaul	-	1,458	1,458	1,458	-	-	-
Metro Interlocking Renewals						Reference : MTA A-17	
MTR Interlockings - Reisterstown Plaza East	202	1,360	1,562	320	1,242	-	-
Mobility Vehicle Procurement						Reference : MTA A-34	
MOL FY 2022 Vehicle Procurement	3	-	3	3	-	-	-
MOL FY26 Vehicle Procurement	-	6,122	6,122	1,956	4,166	-	-
Locally Operated Transit Systems Capital Procurement Projects (Local Jurisdictions)						Reference : MTA A-42	
LOTS City of Annapolis Vehicles and Facilities	807	-	807	90	717	-	-
LOTS Harford County	333	-	333	-	333	-	-
LOTS Queen Anne's County	-	118	118	13	105	-	-
LOTS Allegany County	396	-	396	44	352	-	-
LOTS Anne Arundel County	1,063	-	1,063	118	945	-	-
LOTS Baltimore County	409	-	409	44	365	-	-
LOTS Carroll County	249	-	249	49	199	-	-
LOTS Calvert County	551	-	551	61	490	-	-
LOTS Charles County	713	713	1,425	158	1,267	-	-
LOTS Dorchester County	244	-	244	27	217	-	-
LOTS Frederick County	272	1,053	1,325	147	1,177	-	-
LOTS Garrett County	256	-	256	28	227	-	-

Project Description	Current Year	Budget Year	Total Cost	Total Cost Breakdown			
				STA	FED	OTH	TOLL
LOTS Howard County	78	1,293	1,371	292	1,079	-	-
LOTS Ocean City	1,215	495	1,710	250	1,460	-	-
LOTS St. Mary's County	476	-	476	44	431	-	-
LOTS Talbot County	27	199	226	25	201	-	-
LOTS Tri-County Council - Lower Eastern Shore	515	-	515	187	328	-	-
LOTS Washington County	276	36	312	40	272	-	-
LOTS Baltimore City	270	-	270	30	240	-	-
Montgomery County Local Bus Program						Reference : MTA A-44	
LOTS Montgomery County Fixed Route Bus Replacement	-	1,600	1,600	-	1,600	-	-
Prince George's County Local Bus Program						Reference : MTA A-45	
LOTS Prince George's Co. Capital Assistance	1,600	-	1,600	1,200	400	-	-
Fare Collection System and Equipment Replacement						Reference : MTA A-35	
AGY Fare Systems Next Generation Planning and Implementation	100	-	100	-	-	100	-
AGY Fare Collection Point of Sale Terminals	0	13	13	13	-	-	-
AGY Fare Collection Ticket Dispensing Machines	245	155	400	400	-	-	-
AGY Money Room Office Renovation	5	-	5	5	-	-	-
Agencywide Elevator and Escalator Rehabilitation						Reference : MTA A-37	
MTR Mondawmin Elevators	10	-	10	1	9	-	-
AGY MDOT-MTA Replacement and Modernization of 40 Elevators	15	-	15	15	-	-	-
AGY MDOT MTA Replacement of 81 Escalators, RFP	-	1,835	1,835	1,835	-	-	-
Purple Line						Reference : MTA A-39	
NS PURPLE LINE	-	30,500	30,500	30,500	-	-	-
Transit Innovation Grant						Reference : MTA A-46	
AGY Transit Innovation Grant	626	668	1,294	1,294	-	-	-
Metro Station Rehabilitation and Lighting Program						Reference : MTA A-18	
MTR Repairs at 6 Metro Stations	-	68	68	68	-	-	-
Beyond the Bus Stop						Reference : MTA A-25	
BUS Beyond the Stop	249	-	249	223	26	-	-
Bus Facilities Preservation and Improvements						Reference : MTA A-24	
BUS Phillips Bldg Site Improvements	-	4,000	4,000	800	3,200	-	-
Light Rail Systems Overhauls and Replacements						Reference : MTA A-14	
LTR Catenary System Rehabilitation	-	440	440	-	440	-	-

Project Description	Current Year	Budget Year	Total Cost	Total Cost Breakdown			
				STA	FED	OTH	TOLL
Light Rail Trackwork Overhauls and Replacement							Reference : MTA A-15
LTR Group 2N - Rehabilitation of Light Rail System	-	580	580	116	464	-	-
LTR Group 2S - Rehabilitation of Light Rail System	-	199	199	40	160	-	-
Metro Systems Overhauls and Replacements							Reference : MTA A-21
MTR TC&C Room Power Distribution	-	800	800	-	800	-	-
MARC Laurel Platform Replacement							Reference : MTA A-9
MARC Laurel Platform Replacement	175	-	175	63	112	-	-
Zero Emission Bus Procurement							Reference : MTA A-28
BUS Zero Emission Bus Procurement	66	-	66	-	66	-	-
Fast Forward							Reference : MTA A-33
BUS BaltimoreLink Bus Shelter	-	115	115	115	-	-	-
BUS Fast Forward ADA Funding	-	12	12	12	-	-	-
AGY Fast Forward Bicycle Initiatives	3	-	3	3	-	-	-
Metro Tunnel Repairs and Improvements							Reference : MTA A-22
MTR Tunnel and Station Door Repair/Replacement	1,179	-	1,179	117	1,063	-	-
MTR Tunnel Cleaning and Preservation Program	20	100	120	120	-	-	-
Metro and Light Rail Maintenance of Way							Reference : MTA A-12
LTR Light Rail Maintenance of Way Improvements	0	300	300	296	4	-	-
Light Rail Modernization Program							Reference : MTA A-50
LTR Low Floor Light Rail Fleet Transition	-	1,224	1,224	1,224	-	-	-
State Highway Administration							
I-695, Baltimore Beltway							Reference : SHA A-3
BALTIMORE BELTWAY-INTERCHANGE RECONSTRUCT-AT I-70	-	1,500	1,500	1,387	113	-	-
The Secretary Office							
Transportation Emission Reduction Program							Reference : TSO A-2
Commuter Connections Washington Region Guaranteed Ride Home	173	-	173	173	-	-	-
Kim Lamphier Bikeways Network Program							Reference : TSO A-3
North Laurel Connections Construction	490	20	510	510	-	-	-
Bike Counter Installation Program	98	-	98	98	-	-	-
MLK Jr Sidepath Final Design	50	71	121	121	-	-	-
Rockville Bike Ped Counters	42	-	42	42	-	-	-
Salisbury Bike Ped Counters	49	-	49	49	-	-	-

Project Description	Current Year	Budget Year	Total Cost	Total Cost Breakdown			
				STA	FED	OTH	TOLL
Naylor Mill Connector	100	-	100	100	-	-	-
Bluewater Blvd SUP Construction Match Funding	-	100	100	100	-	-	-
Safe Crossing for the Levee Trail	-	75	75	75	-	-	-
St. Michaels Nature Trail Extension	-	237	237	237	-	-	-
Transit Oriented Development Planning & Implementation						Reference : TSO A-4	
TOD - On Call Contract	-	250	250	250	-	-	-
MDOT Asset Management Program						Reference : TSO A-6	
Maximo Enhancements	35	-	35	35	-	-	-
Transit Oriented Development Grant Program						Reference : TSO A-5	
Transit Oriented Development Grant Program	5,000	-	5,000	5,000	-	-	-

Projects Added to Development and Evaluation							
Project Description	Current Year	Budget Year	Total Cost	Total Cost Breakdown			
				STA	FED	OTH	TOLL
Maryland Aviation Administration							
Residential Sound Insulation Program							Reference : MAA A-21
Residential Sound Insulation Program	139	-	139	-	111	28	-
Concourse A/B Connector and Baggage Handling System Replacement at BWI Marshall Airport							Reference : MAA A-4
CMAR Conc A/B Connector - LL Road	81	-	81	81	-	-	-
Taxiway F Relocation at BWI Marshall Airport							Reference : MAA A-5
Taxiway F Relocation - Phase 2 (incl ALSF)	165	-	165	165	-	-	-
Concourse A/B Bag Claim 0-5 Reconfiguration at BWI Marshall Airport							Reference : MAA A-14
Concourse A/B Bag Claim 0-5 Reconfiguration	2,564	2,568	5,132	-	-	5,132	-
Runway Improvement Program at Martin State Airport							Reference : MAA A-29
MTN Runway Planning Initiatives	730	50	780	780	-	-	-
Runway 10/28 Rehabilitation at BWI Marshall Airport							Reference : MAA A-19
Runway 10/28 Rehabilitation	368	-	368	368	-	-	-
Consolidated Rental Car Facility Improvements at BWI Marshall Airport							Reference : MAA A-2
CRCF Facility Improvements (Estimate_not RAC approved yet)	500	-	500	-	-	500	-
CRCF Reallocation (RAC Approved)	177	-	177	-	-	177	-
CRCF Fire Alarm & Fire Suppression System (RAC Approved)	82	82	165	-	-	165	-
CRCF Wayfinding Signage (RAC Approved)	82	82	165	-	-	165	-
Passenger Movement Modernization at BWI Marshall Airport							Reference : MAA A-20
Passenger Boarding Bridges	3	3	5	5	-	-	-
Terminal Vestibule Door Replacement/Refurbishment	39	-	39	39	-	-	-
Ticket Counter Expansion Program at BWI Marshall Airport							Reference : MAA A-26
Concourse A/B Ticket Counter Expansion	435	-	435	435	-	-	-
Air Traffic Control Tower, Concourse C/D Baggage Handling System and Connector Project at BWI Marshall Airport							Reference : MAA A-32
BWI ATCT and C/D Connector Planning	11	-	11	11	-	-	-
Master Plan and Airport Layout Plan Update for BWI Marshall Airport							Reference : MAA A-31
BWI Master Plan & ALP Update	1,904	1,875	3,779	29	3,750	-	-
Maryland Port Administration							
South Locust Point Cruise Maryland Terminal							Reference : MPA A-16
Cruise Terminal HVAC & Ceiling Upgrades	260	-	260	260	-	-	-
Howard Street Tunnel Project							Reference : MPA A-1
Upgrades to Howard Street Tunnel	2,014	18	2,032	89	1,943	-	-

Project Description	Current Year	Budget Year	Total Cost	Total Cost Breakdown			
				STA	FED	OTH	TOLL
Seagirt Marine Terminal Modernization - Loop Channel Improvements							Reference : MPA A-24
Seagirt Loop Channel	452	309	761	761	-	-	-
St Helena Property							Reference : MPA A-27
Dundalk - St Helena Property	25	-	25	25	-	-	-
Dundalk Marine Terminal Electrification							Reference : MPA A-14
DMT Electrical System Inspection and Engineering	325	225	550	550	-	-	-
Climate Solutions Now Act and Related Projects							Reference : MPA A-23
Feasibility Study of Electrifying Car Carrier Fleet	180	-	180	180	-	-	-
Clean Ports Program: Zero Emission Deployment	1,125	13,324	14,449	225	11,558	2,666	-
Clean Ports Program: Air Quality Improvement and Engagement	90	1,500	1,590	-	1,590	-	-
Electric Vehicle Acquisition	-	558	558	558	-	-	-
Maryland Transit Administration							
MARC Maintenance, Layover, & Storage Facilities							Reference : MTA A-1
MARC Martin State Airport Improvements	10	189	199	40	159	-	-
MARC Martins Yard Power Switch	153	-	153	130	19	3	-
MARC Riverside Pavement Repairs	2	-	2	0	1	-	-
MARC Improvements on Camden and Brunswick Lines							Reference : MTA A-3
MARC Brunswick Line Silver Spring Turnback Facility	-	500	500	100	400	-	-
Freight Rail Program							Reference : MTA A-10
FRT MTA Review of Frederick County and City Trail Plans	0	25	25	25	-	-	-
Metro Railcar and Signal System Overhauls and Replacement							Reference : MTA A-19
MTR - Revenue Vehicles - Program Management	5	145	150	150	-	-	-
Locally Operated Transit Systems Capital Procurement Projects (Local Jurisdictions)							Reference : MTA A-42
LOTS Harford County	88	-	88	-	88	-	-
LOTS Allegany County	122	-	122	-	122	-	-
LOTS Anne Arundel County	-	197	197	-	197	-	-
LOTS Frederick County	124	-	124	-	124	-	-
LOTS Howard County	-	131	131	-	131	-	-
LOTS Baltimore City	97	82	178	-	178	-	-
LOTS Tri-County Council - Southern MD	-	109	109	-	109	-	-
Montgomery County Local Bus Program							Reference : MTA A-44
LOTS Montgomery County Fixed Route Bus Replacement	0	-	0	0	-	-	-

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-45
LOTS Prince George's Co. Capital Assistance	269	-	269	-	269	-	-
Fare Collection System and Equipment Replacement							Reference : MTA A-35
AGY Fare Systems Next Generation Planning and Implementation	313	-	313	20	-	293	-
Agencywide Elevator and Escalator Rehabilitation							Reference : MTA A-37
AGY Elevator Rehabilitation - Program Management	130	-	130	-	130	-	-
AGY Elevator and Escalator Rehabilitation - RFP	102	83	185	185	-	-	-
Southern Maryland Rapid Transit							Reference : MTA A-58
AGY Southern Maryland Rapid Transit Study	0	6,250	6,250	1,250	5,000	-	-
Metro Station Rehabilitation and Lighting Program							Reference : MTA A-18
MTR Station Rehabilitation & Lighting Program	26	-	26	5	21	-	-
MTR Platform Rehabilitation & Snow Melt System	1	-	1	1	-	-	-
Beyond the Bus Stop							Reference : MTA A-25
BUS Beyond the Stop	99	-	99	20	79	-	-
Zero Emission Bus Infrastructure and Program Management							Reference : MTA A-30
BUS Zero Emission Vehicle Transition: Kirk and Northwest Retrofit	50	-	50	-	50	-	-
BUS ZEB Program Management	-	12	12	12	-	-	-
Zero Emission Bus Pilots							Reference : MTA A-29
BUS Kirk ZEB Pilot Facilities and Utilities Construction	74	-	74	74	-	-	-
Regional Transit Plan Corridor Studies							Reference : MTA A-53
AGY RTP North/South Corridor Design	219	-	219	219	-	-	-
MARC Penn-Camden Connector							Reference : MTA A-55
MARC Penn-Camden Connector	756	557	1,313	237	1,076	-	-
Bus Facilities Preservation and Improvements							Reference : MTA A-24
BUS Washington Blvd Bldgs 1-8 Windows	10	-	10	10	-	-	-
Light Rail Trackwork Overhauls and Replacement							Reference : MTA A-15
LTR Group 2N - Rehabilitation of Light Rail System	-	280	280	-	280	-	-
LTR Group 3N - Rehabilitation of Light Rail System	8	262	270	-	270	-	-
LTR Group 4N - Rehabilitation of Light Rail System	0	0	0	-	0	-	-
LTR Group 2S - Rehabilitation of Light Rail System	145	465	610	-	610	-	-
LTR Group 5S - Rehabilitation of Light Rail System	1	-	1	1	-	-	-

Project Description	Current Year	Budget Year	Total Cost	Total Cost Breakdown			
				STA	FED	OTH	TOLL
Metro Systems Overhauls and Replacements							Reference : MTA A-21
AGY Electric Systems Upgrade	-	80	80	-	80	-	-
Frederick Douglass Tunnel							Reference : MTA A-47
MARC Frederick Douglass Tunnel	400	-	400	400	-	-	-
East-West Priority Corridor							Reference : MTA A-32
BUS RAISE Project	4	-	4	4	-	-	-
MARC Stations and Service Studies							Reference : MTA A-56
MARC Cornerstone Plan Update	20	-	20	20	-	-	-
MARC Elkton Station	15	-	15	15	-	-	-
MARC Bayview Station	3	-	3	1	2	-	-
Fast Forward							Reference : MTA A-33
AGY Fast Forward Wayfinding	20	-	20	20	-	-	-
MTR Charles Center Wayfinding - Fast Forward	32	-	32	32	-	-	-
BUS Fast Forward CBP Custom Shelter	38	-	38	38	-	-	-
Metro Tunnel Repairs and Improvements							Reference : MTA A-22
MTR Tunnel Standpipe Inspection & Repair	17	-	17	17	-	-	-
MTR Tunnel Cleaning and Preservation Program	253	-	253	-	253	-	-
Metro and Light Rail Maintenance of Way							Reference : MTA A-12
MTR- Maintenance of Way (MOW)- Program Management	316	219	535	535	-	-	-
Red Line							Reference : MTA A-60
NS Red Line	17,660	46,846	64,506	3,256	61,251	-	-
Light Rail Modernization Program							Reference : MTA A-50
LTR Low Floor Light Rail Fleet Transition	2,850	4,607	7,457	241	7,215	-	-
LTR LRFT Cromwell Maintenance Facility Improvements	221	160	381	-	381	-	-
LTR LRFT Stations Improvement	190	200	390	78	312	-	-
<u>State Highway Administration</u>							
I-270, Eisenhower Memorial Highway and I-495 Capital Beltway - Phase 1 South							Reference : SHA A-10
Montgomery County BRT Coordination	500	500	1,000	1,000	-	-	-
Washington Region - Stream and Wetland Mitigation							Reference : SHA A-9
FULL DELIVERY STREAM AND WETLAND MITIGATION SERVICES	1,065	-	1,065	465	600	-	-
MD 214, Central Avenue							Reference : SHA A-10
MD214-FROM MD 468 TO CAMP LETTS ROAD	592	-	592	-	-	592	-

Project Description	Current Year	Budget Year	Total Cost	Total Cost Breakdown			
				STA	FED	OTH	TOLL
<u>The Secretary Office</u>							
Kim Lamphier Bikeways Network Program				Reference : TSO A-3			
H&F Trail, Northern Branch	400	-	400	400	-	-	-
Poplar Trail Extension	224	-	224	224	-	-	-
Monocacy MARC Shared-Use Path Feasibility Study	72	-	72	72	-	-	-
East Street Rails with Trails Phase 4	200	-	200	200	-	-	-
Salisbury Rail Trail Phases 2 & 3	140	-	140	140	-	-	-
MD 611 Shared-Use Path Feasibility Study	24	-	24	24	-	-	-
Oxford Park Connectors	24	-	24	24	-	-	-
Harford Road Phase II	-	96	96	96	-	-	-
BGE Connector Trail	200	-	200	200	-	-	-
New Connecting Bike Paths	-	40	40	40	-	-	-
Indian Head Rail Trail Extension - Phase 1 Engineering	-	240	240	240	-	-	-
Hanover Parkway Bikeway Final Design	-	320	320	320	-	-	-
MD 611 Shared Used Path	-	247	247	247	-	-	-

FY 2024 MAJOR PROJECT COMPLETIONS

The Department completed 11 major projects in FY 2024, at a total cost of 476.1 million. These projects are listed below:

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST (\$ MILLIONS)</u>
Maryland Aviation Administration	
Shuttle Bus Service Fleet Replacement and Electric Bus Infrastructure at BWI Marshall Airport	36.2
Concourse D HVAC Replacement at BWI Marshall Airport	23.5
Restroom Improvement Program at BWI Marshall Airport	69.8
Maryland Transit Administration	
Beyond the Bus Stop	3.5
State Highway Administration	
US 40, Pulaski Highway - replacement and widening of bridge decks and superstructures over Little Gunpowder Falls and Big Gunpowder Falls	40.2
I-270, Eisenhower Highway - innovative congestion management (ICM) on I-270 including the east and west I-270 spurs (31.5 miles)	127.7
MD 500, Queens Chapel Road - MD 208 (Hamilton Street) to Eastern Avenue, construction of landscaped median with sidewalk and crosswalk improvements	28.2
US 1, Baltimore Avenue - College Avenue to MD 193 (Segment 1), roadway reconstruction including bicycle and pedestrian improvements	65.4
I-70, Eisenhower Memorial Highway - replacement and widening of dual bridge decks and superstructures over MD 65 and CSX	36.7
MD 151/MD151B, Sparrows Point Boulevard - replacement of bridges on MD 151 and MD 151B	32.2
MD 100, Paul T. Pitcher Memorial Highway - Howard County Line to MD 170, roadway safety and resurfacing improvements	12.7
TOTAL	476.1

AWARDS

Highlights of projects awarded by the Department during FY 2025 are listed below:

<u>PROJECT DESCRIPTION</u>		<u>TOTAL COST (\$ MILLIONS)</u>
MDTA	I-95 ETL NBE MD 24 to Bynum Run (PIN 2492)	66.3
MDTA	I-95 ETL NB Transition - MD 24 Interchange Reconstruction (PIN 2493)	286.9
MDTA	ICC & JFK Data Center Hardware Replacement (PIN 2633)	2.0
MDTA	BB On-Call Structural Repairs and Modification (PIN 2593)	25.7
MDTA	FMT Facility-wide Zone Paint Program (PIN 0217)	26.5
MDTA	On-Call Signs, Sign Lights, and Sign Structures (PIN 2630)	6.3
MDTA	On-Call Facility/Building Repairs (PIN 2634)	4.9
MDTA	Key Bridge Rebuild (PIN 2655)	1,702.0
Total		2,120.6

DEPARTMENT OF TRANSPORTATION
FY 2026 CAPITAL PROGRAM AND BUDGET
(\$MILLIONS)

THE SECRETARY'S OFFICE

Construction Program				
Major Projects	10.7	Facilities and Capital Equipment	J01A0103	31.7
System Preservation Minor Projects	22.6	The Secretary's Office	J01A0101	-
Development and Evaluation Program	-	Operating Grants-in Aid	J01A0102	-
Capital Salaries, Wages and Other Support Costs	2.9	Major IT Development	J01A0108	4.5
		TSO - Other Funds	Other	-
TSO - TOTAL	36.2			36.2

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

Construction Program				
Major Projects	523.6	WMATA Capital	J01A0105	184.7
System Preservation Minor Projects	-	WMATA Capital - Other Funds	J01A0105	338.9
Development and Evaluation Program	-	WMATA Operating	J01A0104	-
Capital Salaries, Wages and Other Support Costs	-			
WMATA - TOTAL	523.6			523.6

MOTOR VEHICLE ADMINISTRATION

Construction Program				
Major Projects	-	Motor Vehicle Operations	J04E0001	-
System Preservation Minor Projects	24.6	Motor Vehicle Highway Safety Program	J04E0004	-
Development and Evaluation Program	-	Major IT Development	J04E0008	
Capital Salaries, Wages and Other Support Costs	0.9	Facilities and Capital Equipment	J04E0003	25.5
MVA - TOTAL	25.5			25.5

MARYLAND AVIATION ADMINISTRATION

Construction Program				
Major Projects	264.8	Airport Operations	J06I0002	-
System Preservation Minor Projects	29.1	Facilities and Equipment	J06I0003	125.0
Development and Evaluation Program	21.8	Major IT	J06I0008	-
Capital Salaries, Wages and Other Support Costs	6.4	Other Funds	Other	197.1
MAA - TOTAL	322.1			322.1

MARYLAND PORT ADMINISTRATION

Construction Program				
Major Projects	374.2	Port Operations	J03D0001	-
System Preservation Minor Projects	19.4	Port Facilities and Capital Equipment	J03D0002	364.2
Development and Evaluation Program	27.8	Other Funding	Other	64.1
Capital Salaries, Wages and Other Support Costs	7.0			
MPA - TOTAL	428.4			428.3

MARYLAND TRANSIT ADMINISTRATION

Construction Program				
Major Projects	509.4	Transit Administration	J05H0101	-
System Preservation Minor Projects	46.0	Capital Equipment (Includes MARC)	J05H0105	753.8
Development and Evaluation Program	81.0	Bus Operations	J05H0102	-
Capital Salaries, Wages and Other Support Costs	138.8	Rail Operations (Includes MARC)	J05H0104	-
		Statewide Programs Operations	J05H0106	-
		Major IT Development	J05H0108	-
		Other	Other	21.5
MTA - TOTAL	775.2			775.3

STATE HIGHWAY ADMINISTRATION

Construction Program				
Major Projects	172.1	State System Maintenance	J02B0102	-
System Preservation Minor Projects	860.0	State System Construction and Equipment	J02B0101	965.8
Development and Evaluation Program	40.4	County and Municipality Capital Program	J02B0103	78.3
Highway User Revenue	445.8	County and Municipality Program	J02B0103	-
		Highway Safety Operating Program	J02B0104	-
		County and Municipality Program HUR	J02B0105	445.8
		Major IT Development	J02B0108	5.0
		SHA Other Funds	Other	23.5
SHA - TOTAL	1,518.3			1,518.4

DEPARTMENT TOTAL

Construction Program			
Major Projects	1,850.4		
System Preservation Minor Projects	1,006.2		
Development and Evaluation Program	171.0		
Capital Salaries, Wages and Other Support Costs	156.0		
Highway User Revenue	445.8		
GRAND TOTAL	3,629.4		3,629.4

FY 2026 ALLOWANCE - SUMMARY BY BUDGET PROGRAM

(\$MILLIONS)

	<u>OPERATIONS</u>	<u>STATE CAPITAL</u>	<u>OTHER CAPITAL</u>	<u>REVENUES</u>	<u>DEBT SERVICE</u>	<u>TOTAL</u>
<u>THE SECRETARY'S OFFICE (J01A01)</u>						
The Secretary's Office	106.8					106.8
Operating Grants-in-Aid	20.6					20.6
Facilities and Capital Equipment		31.7				31.7
WMATA Operating Grants	679.5					679.5
WMATA Capital Costs		184.7	338.9			523.6
Major IT Capital		4.5				4.5
<u>Subtotal</u>	<u>806.9</u>	<u>220.9</u>	<u>338.9</u>	<u>0</u>	<u>0</u>	<u>1366.7</u>
<u>DEBT SERVICE (J01A04)</u>					<u>427.5</u>	<u>427.5</u>
<u>STATE HIGHWAY ADMINISTRATION (J02B01)</u>						
State System Construction and Equipment		965.8				965.8
State System Maintenance	366.6					366.6
County and Municipality Capital Program		6.0	23.6	72.3		101.9
Highway Safety Operating Program	18.1					18.1
County and Municipality Program				445.8		445.8
Major IT Development		5.0				5.0
<u>Subtotal</u>	<u>384.7</u>	<u>976.8</u>	<u>23.6</u>	<u>518.1</u>	<u>0.0</u>	<u>1903.2</u>
<u>MARYLAND PORT ADMINISTRATION (J03D00)</u>						
Port Operations	58.9					58.9
Port Facilities and Cap Equip.		364.2	64.1			428.3
<u>Subtotal</u>	<u>58.9</u>	<u>364.2</u>	<u>64.1</u>	<u>0.0</u>	<u>0.0</u>	<u>487.2</u>

FY 2026 ALLOWANCE - SUMMARY BY BUDGET PROGRAM

(\$MILLIONS)

	OPERATIONS	STATE CAPITAL	OTHER CAPITAL	REVENUES	DEBT SERVICE	TOTAL
<u>MOTOR VEHICLE ADMINISTRATION (J04E00)</u>						
Motor Vehicle Operations	247.6					247.6
Facilities and Cap. Equip.		25.5				25.5
Motor Vehicle Highway Safety	16.1					16.1
Major IT Development						0.0
<u>Subtotal</u>	<u>263.7</u>	<u>25.5</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>289.2</u>
<u>MARYLAND TRANSIT ADMINISTRATION (J05H00)</u>						
Transit Administration	161.0					161.0
Bus Operations	683.7					683.7
Rail Operations (Includes MARC)	337.7					337.7
Capital Equipment (Includes MARC)		753.8	21.5			775.3
Statewide Programs Operations	135.1					135.1
Major IT Development						0.0
<u>Subtotal</u>	<u>1317.5</u>	<u>753.8</u>	<u>21.5</u>	<u>0.0</u>	<u>0.0</u>	<u>2092.8</u>
<u>MARYLAND AVIATION ADMINISTRATION (JO6I00)</u>						
Airport Operations	253.3					253.3
Facilities and Cap Equip.		125.0	197.1			322.1
Major IT Development						0.0
<u>Subtotal</u>	<u>253.3</u>	<u>125.0</u>	<u>197.1</u>	<u>0.0</u>	<u>0.0</u>	<u>575.4</u>
<u>DEPARTMENTAL TOTAL</u>	<u>3085.0</u>	<u>2466.2</u>	<u>645.2</u>	<u>518.1</u>	<u>427.5</u>	<u>7142.0</u>

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

	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING YEARS				SIX-YEAR TOTAL
			2027	2028	2029	2030	
<u>OPERATING PROGRAM</u>							
The Secretary's Office	122.6	127.4	131.9	136.5	141.3	146.2	805.8
WMATA Grant	641.8	679.5	699.9	720.9	742.5	764.8	4,249.4
Motor Vehicle Admin.	259.7	263.8	273.0	282.6	292.5	302.7	1,674.3
Maryland Aviation Admin	246.9	253.3	272.2	281.7	291.5	301.7	1,647.3
Maryland Port Admin.	59.0	58.9	61.0	63.1	65.3	67.6	374.9
Maryland Transit Admin.	1,266.1	1,317.5	1,369.6	1,455.4	1,542.2	1,595.3	8,546.1
State Highway Admin.	369.8	384.7	398.2	412.1	426.5	441.5	2,432.7
TOTAL OPERATING	2,965.9	3,085.1	3,205.7	3,352.3	3,501.7	3,619.8	19,730.4
Special Funds	2,825.7	2,944.0	3,064.6	3,211.2	3,360.6	3,478.7	18,884.7
Federal Funds	140.2	141.1	141.1	141.1	141.1	141.1	845.7
General Funds	-	-	-	-	-	-	-
Reimbursable Funds	-	-	-	-	-	-	-
<u>CAPITAL PROGRAM</u>							
The Secretary's Office ^{A,D}	64.1	36.2	25.5	15.2	12.0	9.1	162.1
WMATA Grants ^{C,D}	513.9	523.6	543.5	552.3	545.5	554.2	3,233.0
Motor Vehicle Admin.	21.9	25.5	14.5	12.8	7.8	14.1	96.6
Maryland Aviation Admin ^D	363.0	322.2	173.4	68.7	52.9	71.2	1,051.4
Maryland Port Admin. ^D	445.7	428.3	375.2	298.6	113.1	175.3	1,836.2
Maryland Transit Admin. ^D	778.7	775.2	1,052.3	1,107.1	1,107.0	884.5	5,704.8
State Highway Admin. ^{B,D}	1,482.1	1,518.4	1,502.5	1,664.2	1,388.9	1,563.1	9,119.2
TOTAL CAPITAL	3,669.4	3,629.4	3,687.0	3,718.9	3,227.1	3,271.6	21,203.4
Special Funds	1,707.9	1,666.4	1,951.0	1,892.9	1,717.5	1,778.7	10,714.4
Federal Funds	1,278.1	1,303.0	1,271.5	1,392.1	1,210.3	1,298.8	7,753.8
Other Funds ^E	683.4	660.0	464.5	433.9	299.3	194.1	2,735.2

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

	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING YEARS				SIX-YEAR TOTAL
			2027	2028	2029	2030	
<u>DEBT SERVICE REQUIREMENTS</u>							
Special Funds	429.7	427.7	444.6	468.1	485.4	500.3	2,755.9
<u>DEPARTMENT TOTAL</u>	7,065.0	7,142.2	7,337.3	7,539.3	7,214.2	7,391.7	43,689.7
Special Funds	4,963.3	5,038.1	5,460.2	5,572.2	5,563.5	5,757.7	32,355.0
Federal Funds	1,418.3	1,444.1	1,412.6	1,533.2	1,351.4	1,439.9	8,599.5
Other Funds	683.4	660.0	464.5	433.9	299.3	194.1	2,735.2
Reimbursable Funds	-	-	-	-	-	-	-

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

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

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

D - "Other" funds are included in the totals for TSO, MAA, MPA, MTA, SHA, and WMATA.

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

SUMMARY OF FEDERAL AID OBLIGATIONS
(\$ MILLIONS)

The following listing estimates the annual levels of funds anticipated from individual federal aid categories necessary to support the FY 2025 - FY 2030 CTP/STIP:

	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029 - 2030</u>	<u>TOTAL</u>
<u>Maryland Transit Administration</u>						
New Starts, Fixed Gudeway, Modernization and Bus	252.9	258.0	263.1	268.4	553.0	1,595.3
Elderly and Persons with Disabilites	5.7	5.9	6.0	6.1	12.6	36.2
Rural Area Formula	9.3	9.5	9.7	9.9	20.4	58.8
Subtotal (MTA)	268.0	273.3	278.8	284.4	585.9	1,690.3
<u>State Highway Administration</u>						
Surface Transportation Block Grant	194.3	198.1	198.1	198.1	396.3	1,184.9
Highway Safety Improvement Program	43.0	43.9	43.9	43.9	87.9	262.7
National Highway Peformance Program	399.3	407.3	407.3	407.3	814.6	2,435.7
(PROTECT) Program	19.7	20.1	20.1	20.1	40.2	120.1
Carbon Reduction Program	17.3	17.7	17.7	17.7	35.3	105.7
National Highway Freight Program	19.9	20.3	20.3	20.3	40.6	121.4
Metropolitan Planning	8.7	8.9	8.9	8.9	17.8	53.3
Railway-Highway Crossings - HSIP set-aside	2.3	2.3	2.3	2.3	4.5	13.5
Congestion Mitigation/Air Quality	11.1	12.2	12.2	12.2	24.4	72.1
Subtotal (SHA)	715.6	730.8	730.8	730.8	1,461.6	4,369.5
Grand Total	983.5	1,004.1	1,009.6	1,015.1	2,047.4	6,059.7

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

The following estimates annual levels of federal aid funds, by category, necessary to support system preservation in the FY 2025 - FY 2030 CTP/STIP:

SYSTEM PRESERVATION / TRAFFIC MANAGEMENT CATEGORIES	CURRENT YEAR 2025	BUDGET YEAR 2026	Planning Years			SIX - YEAR TOTAL
			2027	2028	2029 - 2030	
<u>Bridge Replacement and Rehabilitation</u>						
National Highway Performance Program	148.7	152.2	164.0	148.4	261.1	874.4
Surface Transportation Program	9.5	9.7	10.5	9.5	16.7	55.8
<u>Congestion Management</u>						
Congestion Mitigation/ Air Quality	6.5	7.4	3.3	10.6	15.3	43.1
National Highway Performance Program	2.7	3.3	1.5	4.7	6.2	18.4
Surface Transportation Program	5.1	6.9	3.1	9.8	11.7	36.6
<u>Environmental Projects</u>						
Carbon Reduction Program	3.6	4.2	5.0	4.7	3.7	21.2
Highway Safety	4.1	5.9	7.7	6.6	13.7	38.0
National Highway Performance Program	6.4	5.2	5.6	19.2	31.1	67.5
Surface Transportation Program	16.9	27.7	15.1	38.4	69.9	167.9
Transportation Alternative Program	8.2	10.0	12.1	12.4	26.6	69.3
<u>Resurfacing and Rehabilitation</u>						
Highway Safety	1.9	1.5	0.5	1.9	3.6	9.4
National Highway Performance Program	81.2	65.5	21.2	81.3	153.8	402.9
Surface Transportation Program	109.8	89.5	31.7	110.0	208.4	549.3
<u>Safety and Spot Improvements</u>						
Congestion Mitigation/ Air Quality	1.8	2.0	1.7	1.9	3.8	11.2
Highway Safety	19.9	21.1	17.2	22.6	41.6	122.3
National Highway Performance Program	26.3	22.4	15.9	26.0	46.1	136.8
Surface Transportation Program	82.1	86.5	82.5	105.5	198.7	555.3
<u>Urban Reconstruction/Revitalization</u>						
Surface Transportation Program	5.5	3.2	1.4	4.0	5.5	19.6
Grand Total	540.2	524.1	399.9	617.3	1,117.3	3,198.8

Minor Program Summary By Fiscal Year (\$ MILLIONS)

The following provides a summary breakdown of the Minor Program funding levels for FY 2025 through FY 2030. Anticipated projects for FY 2025 and FY 2026 within these totals are listed in the project detail section of this document.

PROGRAM NAME	<u>CURRENT</u>	<u>BUDGET</u>	<u>Planning Years</u>				<u>SIX - YEAR</u>
	<u>YEAR</u>	<u>YEAR</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>	<u>TOTAL</u>
	<u>2025</u>	<u>2026</u>					
MARYLAND AVIATION ADMINISTRATION							
Agency Wide	0.2	0.0	0.0	0.0	0.0	0.0	0.2
Engineering Program Support	0.1	0.0	0.0	0.0	0.0	0.0	0.1
Pre-Construction Project Env, Plan, Eng	0.1	0.0	0.0	0.0	0.0	0.0	0.1
Airport Technology	1.0	0.2	0.0	0.0	0.0	0.7	2.0
Engineering Program Support	0.1	0.0	0.0	0.0	0.0	0.0	0.1
Information Technology CTIPP	0.9	0.2	0.0	0.0	0.0	0.7	1.8
Airside Development	2.5	1.6	1.2	5.0	0.0	1.5	11.8
Environmental Planning	0.0	0.0	0.0	5.0	0.0	1.5	6.5
Operating Facilities	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pavement Mgmt - BWI Airside	2.4	1.6	0.0	0.0	0.0	0.0	4.0
Taxiway F	0.0	0.0	1.2	0.0	0.0	0.0	1.2
Annual	5.1	2.0	0.9	2.2	0.9	1.3	12.4
Annual Fees and Inspection Program	1.2	0.7	0.0	0.5	0.0	0.0	2.3
Engineering Program Support	0.3	0.2	0.0	0.0	0.0	0.0	0.5
GIS	3.1	0.8	0.9	1.6	0.9	1.3	8.5
Misc Office Support	0.2	0.2	0.0	0.2	0.0	0.0	0.5
Planning	0.4	0.1	0.1	0.0	0.0	0.0	0.6
Baltimore/Washington	9.0	2.4	3.9	4.2	3.7	23.8	47.0
Building Permits & Inspections	0.0	0.0	0.0	0.0	0.0	0.0	0.1
CMI-non SBRs	0.5	0.0	0.0	0.0	0.0	0.0	0.6
CMI-SBRs	1.4	0.3	0.8	0.6	0.9	1.0	5.0
Critical Utility	0.5	0.0	0.0	0.0	0.0	0.0	0.5
Engineering Program Support	0.2	0.3	0.0	0.0	0.0	0.0	0.5
Future Development	0.0	0.0	0.0	0.4	0.3	19.8	20.5
Misc Office Support	0.8	0.4	0.4	0.4	0.2	0.0	2.0
Operating Facilities	0.8	0.0	0.0	0.0	0.0	0.0	0.8
Pavement Mgmt -BWI Landside	2.7	0.7	0.8	0.0	0.0	0.0	4.2
Planning	1.5	0.4	1.3	2.8	2.3	3.0	11.4

Minor Program Summary By Fiscal Year (\$ MILLIONS)

The following provides a summary breakdown of the Minor Program funding levels for FY 2025 through FY 2030. Anticipated projects for FY 2025 and FY 2026 within these totals are listed in the project detail section of this document.

PROGRAM NAME	<u>CURRENT</u>	<u>BUDGET</u>	<u>Planning Years</u>				<u>SIX - YEAR</u>
	<u>YEAR</u>	<u>YEAR</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>	<u>TOTAL</u>
	<u>2025</u>	<u>2026</u>					
MARYLAND AVIATION ADMINISTRATION (cont'd)							
Baltimore/Washington (cont'd)							
Pre-Construction Project Env, Plan, Eng	0.1	0.1	0.5	0.1	0.1	0.0	0.8
Program Management	0.1	0.0	0.0	0.0	0.0	0.0	0.1
Real Estate Services	0.4	0.2	0.0	0.0	0.0	0.0	0.6
Conc A/B Improvements	0.5	0.0	0.0	0.7	0.0	0.0	1.1
Consolidated Rental Car Facility	0.2	0.0	0.0	0.0	0.0	0.0	0.2
Critical Airport Systems	6.7	7.7	7.3	0.2	0.0	0.0	21.8
Critical Technology	5.3	5.4	5.0	0.0	0.0	0.0	15.7
Critical Utility	0.6	2.3	2.3	0.2	0.0	0.0	5.3
Engineering Program Support	0.2	0.0	0.0	0.0	0.0	0.0	0.2
Operating Facilities	0.7	0.0	0.0	0.0	0.0	0.0	0.7
Environmental Compliance	4.3	1.5	1.7	0.6	1.8	2.0	11.8
Environmental Compliance	1.2	0.8	1.7	0.6	1.8	2.0	8.0
Environmental Planning	2.8	0.7	0.0	0.0	0.0	0.0	3.5
Future Development	0.3	0.0	0.0	0.0	0.0	0.0	0.3
Equipment	3.9	1.2	2.8	1.5	1.6	1.3	12.3
Information Technology	2.7	1.3	1.0	1.3	0.9	2.3	9.4
Critical Technology	2.2	1.0	0.8	0.9	0.9	2.3	8.2
GIS	0.3	0.3	0.2	0.4	0.0	0.0	1.1
Information Technology CTIPP	0.2	0.0	0.0	0.0	0.0	0.0	0.2
LAN	1.5	0.7	0.0	0.0	0.0	0.0	2.2
Information Technology CTIPP	0.3	0.0	0.0	0.0	0.0	0.0	0.3
Operating Facilities	0.6	0.7	0.0	0.0	0.0	0.0	1.3
Roofs and Windows	0.4	0.0	0.0	0.0	0.0	0.0	0.4
Terminal Facilities	0.2	0.0	0.0	0.0	0.0	0.0	0.2
Landside	1.1	0.0	0.0	0.0	0.0	0.0	1.1
Future Development	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 2025 through FY 2030. Anticipated projects for FY 2025 and FY 2026 within these totals are listed in the project detail section of this document.

PROGRAM NAME	<u>CURRENT</u>	<u>BUDGET</u>	<u>Planning Years</u>				<u>SIX - YEAR</u>
	<u>YEAR</u>	<u>YEAR</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>	<u>TOTAL</u>
	<u>2025</u>	<u>2026</u>					
MARYLAND AVIATION ADMINISTRATION (cont'd)							
Landside (cont'd)							
Operating Facilities	0.7	0.0	0.0	0.0	0.0	0.0	0.7
Pavement Mgmt -BWI Landside	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Planning	0.2	0.0	0.0	0.0	0.0	0.0	0.2
Protective Land Acquisition	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Terminal Facilities	0.2	0.0	0.0	0.0	0.0	0.0	0.2
Martin State	2.3	1.9	1.5	0.2	1.1	1.3	8.3
MTN Facilities	0.8	1.5	0.9	0.2	0.2	0.0	3.5
MTN Runway Improvement Program	0.2	0.2	0.0	0.0	0.0	0.0	0.3
Security	0.8	0.0	0.0	0.0	0.0	0.0	0.8
Vehicles and Equipment	0.6	0.2	0.6	0.0	1.0	1.3	3.7
PMP Airfield Improvement	0.8	1.1	4.1	9.8	2.1	0.0	17.8
Pavement Mgmt - BWI Airside	0.6	0.5	2.2	4.2	0.0	0.0	7.5
Pavement Mgmt -BWI Landside	0.2	0.5	1.8	5.6	2.1	0.0	10.3
RSA Improvements	1.5	0.1	0.0	0.0	0.0	0.0	1.6
Security	4.1	7.3	0.0	0.0	0.0	0.0	11.4
Security	1.4	3.4	0.0	0.0	0.0	0.0	4.8
Terminal Facilities	2.7	3.9	0.0	0.0	0.0	0.0	6.6
Sound Mitigation	2.6	0.0	0.0	0.0	0.4	0.0	3.0
Noise Support	2.3	0.0	0.0	0.0	0.4	0.0	2.7
Real Estate Services	0.3	0.0	0.0	0.0	0.0	0.0	0.3
Terminal Development	1.6	0.3	0.4	0.3	0.3	0.2	3.0
Commercial Management	0.7	0.2	0.3	0.3	0.3	0.0	1.7
D/E Connector	0.4	0.0	0.0	0.0	0.0	0.0	0.4
Engineering Program Support	0.1	0.0	0.0	0.0	0.0	0.0	0.1
Future Development	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Planning	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 2025 through FY 2030. Anticipated projects for FY 2025 and FY 2026 within these totals are listed in the project detail section of this document.

PROGRAM NAME	<u>CURRENT</u>	<u>BUDGET</u>	<u>Planning Years</u>				<u>SIX - YEAR</u>
	<u>YEAR</u>	<u>YEAR</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>	<u>TOTAL</u>
	<u>2025</u>	<u>2026</u>					
MARYLAND AVIATION ADMINISTRATION (cont'd)							
Terminal Development (cont'd)							
Tenant Facilities	0.1	0.1	0.1	0.0	0.0	0.2	0.5
Terminal Facilities	0.2	0.0	0.0	0.0	0.0	0.0	0.2
Terminal Modernization	0.1	0.0	0.0	0.0	0.0	0.0	0.1
Engineering Program Support	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Environmental Planning	0.1	0.0	0.0	0.0	0.0	0.0	0.1
Total	51.7	29.1	24.7	25.9	12.8	34.4	178.7
MARYLAND PORT ADMINISTRATION							
All Terminals	21.5	17.2	16.9	16.4	25.5	48.7	146.2
Agency Wide Building Repairs	2.8	2.8	4.0	2.7	3.4	8.0	23.6
Comprehensive Paving Program	2.2	1.5	2.0	1.3	4.5	2.5	14.0
Engineering A&E and Open Ended Contracts	6.6	6.5	4.9	6.0	6.6	8.2	38.7
Environment	0.2	0.2	0.2	0.2	0.2	0.2	1.0
Facility and Capital Equipment	1.9	0.8	0.8	0.7	0.8	0.8	5.7
Information Systems Division	1.9	0.7	0.5	0.8	0.3	0.9	5.1
Landside Major Projects	0.6	0.0	0.0	0.0	1.0	1.0	2.6
Other System Preservation	0.0	0.0	0.0	0.0	0.0	10.9	10.9
Planning and Finance	0.6	0.1	0.0	0.0	0.1	1.2	2.0
Waterfront Structures Program	4.8	4.7	4.7	4.7	8.6	15.0	42.5
Dredging - General	1.1	1.1	1.0	1.0	0.9	1.0	6.1
Dredging - Innovative Reuse	0.4	0.0	0.0	0.0	0.0	0.0	0.4
Dundalk Marine Terminal	2.5	0.7	0.2	0.2	6.0	6.0	15.6
Landside Major Projects	1.3	0.7	0.2	0.2	6.0	6.0	14.4
Security Enhancements	1.2	0.0	0.0	0.0	0.0	0.0	1.2
Hawkins Point Marine Terminal	0.4	0.4	0.5	0.5	0.5	0.8	3.0

Minor Program Summary By Fiscal Year (\$ MILLIONS)

The following provides a summary breakdown of the Minor Program funding levels for FY 2025 through FY 2030. Anticipated projects for FY 2025 and FY 2026 within these totals are listed in the project detail section of this document.

PROGRAM NAME	<u>CURRENT</u>	<u>BUDGET</u>	<u>Planning Years</u>				<u>SIX - YEAR</u>
	<u>YEAR</u>	<u>YEAR</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>	<u>TOTAL</u>
	<u>2025</u>	<u>2026</u>					
MARYLAND PORT ADMINISTRATION (cont'd)							
Port - Wide	0.2	0.0	0.0	0.0	0.0	0.0	0.2
Security Projects	0.7	0.0	0.0	0.0	0.0	0.0	0.7
World Trade Center	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total	26.8	19.4	18.6	18.0	32.8	56.4	172.2
MARYLAND TRANSIT ADMINISTRATION							
Agency Wide	27.4	13.2	31.4	33.9	40.1	6.4	152.4
AGY - ADA Compliance	0.6	0.2	0.0	0.0	0.9	0.0	1.6
AGY - Bicycle Initiatives	0.0	0.0	0.0	0.0	0.0	0.4	0.4
AGY - Capital Program Support	(0.4)	0.0	20.0	20.1	9.5	5.0	54.3
AGY - CMD Support Costs	0.4	0.0	0.0	1.0	1.7	0.0	3.1
AGY - Communications Systems	0.2	0.1	0.0	0.1	1.0	0.0	1.3
AGY - Corrosion Control	0.3	0.3	0.7	0.4	0.8	0.0	2.5
AGY - Energy Savings Initiatives	0.4	0.1	0.0	0.0	1.0	0.0	1.5
AGY - Engineering Initiatives	1.5	0.2	0.0	1.2	0.1	0.0	3.0
AGY - Environmental Compliance	1.6	0.5	0.0	1.0	1.5	0.0	4.5
AGY - Environmental Planning	1.1	0.1	0.1	0.6	1.2	0.0	3.1
AGY - Facilities	0.6	0.3	0.2	0.2	0.2	0.0	1.6
AGY - Facilities - Pavement	0.2	1.0	0.1	0.8	1.6	0.0	3.8
AGY - Facilities - Roof	0.4	0.7	0.5	2.1	1.2	0.0	5.0
AGY - Guideway - T&S	3.0	3.0	0.0	0.0	3.8	0.0	9.8
AGY - Non-Revenue Vehicles	1.9	0.0	0.0	0.8	3.2	0.0	5.9
AGY - Operating to Capital	0.0	0.0	0.0	0.0	0.0	0.0	0.0
AGY - Owner Controlled Insurance Program	1.3	0.0	0.0	0.7	1.5	0.0	3.4
AGY - Planning Initiatives	4.6	2.0	0.8	0.8	0.2	0.8	9.1
AGY - Program Management Office	1.1	0.3	0.1	0.8	1.4	0.0	3.6
AGY - Safety Initiatives	1.2	0.1	0.3	1.3	1.4	0.0	4.3

Minor Program Summary By Fiscal Year (\$ MILLIONS)

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PROGRAM NAME	<u>CURRENT</u>	<u>BUDGET</u>	<u>Planning Years</u>				<u>SIX - YEAR</u>
	<u>YEAR</u>	<u>YEAR</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>	<u>TOTAL</u>
	<u>2025</u>	<u>2026</u>					
MARYLAND TRANSIT ADMINISTRATION (cont'd)							
Agency Wide (cont'd)							
AGY - Stations	(0.0)	0.0	0.0	0.0	0.9	0.0	0.9
AGY - Stormwater Management	1.1	0.7	0.0	0.7	1.1	0.0	3.6
AGY - Systems	1.9	0.5	1.0	0.1	1.9	0.0	5.4
AGY - Telecommunications	0.2	0.1	0.0	0.0	0.9	0.0	1.3
AGY - TMDL Compliance	0.6	0.0	0.0	0.6	1.3	0.0	2.5
AGY - Transit Asset Management	1.8	0.1	0.0	0.3	1.3	0.0	3.4
AGY - Transit Innovation	0.0	0.1	0.0	0.0	0.2	0.0	0.3
AGY - Utility Infrastructures Mapping	0.6	0.8	0.0	0.0	0.1	0.0	1.6
BUS - Revenue Vehicles	0.1	0.1	0.2	0.2	0.0	0.0	0.6
LTR - Safety Initiatives	0.0	0.0	0.3	0.1	0.0	0.0	0.4
MAG-LEV	0.5	0.0	0.0	0.0	0.0	0.0	0.5
Major Projects	0.1	0.0	0.0	0.0	0.2	0.2	0.5
MTR - Facilities Maintenance	0.0	0.0	0.1	0.0	0.0	0.0	0.1
NS - Purple Line	0.3	1.0	1.5	0.0	0.0	0.0	2.8
POL - Systems	0.1	1.0	5.6	0.1	0.0	0.0	6.8
Bus	13.9	12.6	39.2	17.7	15.4	2.3	101.0
AGY - Facilities - Pavement	0.4	4.0	2.5	2.5	1.5	0.0	10.9
AGY - Facilities - Roof	0.1	0.0	0.0	0.0	1.4	2.3	3.8
AGY - Planning Initiatives	2.5	0.0	0.0	0.0	0.0	0.0	2.5
AGY - Safety Initiatives	0.1	0.0	0.0	0.0	0.1	0.0	0.1
AGY - TMDL Compliance	0.0	0.0	0.0	0.0	0.0	0.0	0.0
BUS - Equipment	2.0	1.0	0.6	0.6	1.1	0.0	5.2
BUS - Facilities	3.9	1.8	21.1	12.9	10.4	0.0	50.2
BUS - Facilities - FE	0.4	2.3	1.1	0.5	0.9	0.0	5.2
BUS - Revenue Vehicles	4.4	3.5	13.8	1.2	0.0	0.0	23.0
BUS - Systems	0.2	0.0	0.0	0.0	0.0	0.0	0.2

Minor Program Summary By Fiscal Year (\$ MILLIONS)

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PROGRAM NAME	CURRENT YEAR	BUDGET YEAR	Planning Years				SIX - YEAR TOTAL
	2025	2026	2027	2028	2029	2030	
MARYLAND TRANSIT ADMINISTRATION (cont'd)							
Information Technology	5.6	3.7	1.0	0.0	0.2	0.1	10.6
Light Rail	9.6	1.8	4.5	5.0	8.0	0.0	28.9
AGY - Communications Systems	0.0	0.0	0.1	0.1	0.0	0.0	0.2
AGY - Facilities - Pavement	0.1	0.0	0.0	0.0	0.0	0.0	0.1
AGY - Facilities - Roof	0.1	0.0	1.8	0.0	0.0	0.0	1.9
AGY - Stormwater Management	0.8	0.1	0.1	0.1	0.0	0.0	1.1
AGY - Systems	0.1	0.0	0.0	0.0	0.0	0.0	0.1
AGY - TMDL Compliance	0.2	0.0	0.0	0.0	0.0	0.0	0.2
LTR - Bridge Preservation - T&S	0.2	0.0	0.9	2.0	0.6	0.0	3.7
LTR - Catenary Preservation	1.1	0.0	0.2	0.6	1.0	0.0	2.9
LTR - Drainage	1.8	0.4	0.1	0.8	1.4	0.0	4.3
LTR - Facilities Maintenance	0.6	0.0	0.1	0.2	1.4	0.0	2.3
LTR - Guideway - Ops	0.9	0.2	0.0	0.7	1.3	0.0	3.1
LTR - Guideway - T&S	0.5	0.4	0.0	0.0	0.0	0.0	0.9
LTR - Revenue Vehicles	0.1	0.0	0.0	0.1	0.0	0.0	0.2
LTR - Safety Initiatives	0.5	0.0	0.1	0.3	1.0	0.0	1.9
LTR - Systems Maintenance	2.6	0.7	1.2	0.1	1.3	0.0	6.0
MARC	5.1	8.8	9.8	6.9	14.8	1.2	46.6
AGY - Planning Initiatives	0.1	0.0	0.0	0.0	0.0	0.0	0.1
AGY - TMDL Compliance	0.3	0.4	0.0	0.0	0.0	0.0	0.7
MARC - Facilities - FE	0.4	0.1	0.0	0.5	0.9	0.0	1.9
MARC - Facilities - Ops	3.0	0.6	0.0	0.1	1.5	0.0	5.1
MARC - Facilities - T&S	0.3	1.3	0.5	0.0	0.0	0.0	2.1
MARC - Guideway	0.4	2.2	2.9	2.8	0.3	0.2	8.7
MARC - Revenue Vehicles	0.5	2.3	1.4	0.5	2.2	1.0	7.9
MARC - Systems	0.2	2.0	5.0	3.0	10.0	0.0	20.2
Metro	12.9	5.1	10.3	5.9	6.5	30.8	71.4
AGY - Communications Systems	0.5	0.0	0.0	0.0	0.0	0.0	0.5

Minor Program Summary By Fiscal Year (\$ MILLIONS)

The following provides a summary breakdown of the Minor Program funding levels for FY 2025 through FY 2030. Anticipated projects for FY 2025 and FY 2026 within these totals are listed in the project detail section of this document.

PROGRAM NAME	<u>CURRENT</u>	<u>BUDGET</u>	<u>Planning Years</u>				<u>SIX - YEAR</u>
	<u>YEAR</u>	<u>YEAR</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>	<u>TOTAL</u>
	<u>2025</u>	<u>2026</u>					
MARYLAND TRANSIT ADMINISTRATION (cont'd)							
Metro (cont'd)							
AGY - Facilities - Roof	4.2	0.3	2.0	1.4	1.4	2.8	12.0
AGY - Guideway - T&S	0.0	0.1	0.0	0.0	0.0	0.0	0.2
AGY - Stations	0.0	0.0	0.0	0.0	0.0	0.0	0.0
AGY - Systems	1.0	0.6	0.5	0.0	0.0	0.0	2.2
AGY - TMDL Compliance	(0.0)	0.0	0.0	0.0	0.0	0.0	(0.0)
MTR - Bridge & Elevated Structures - T&S	2.1	0.7	0.0	0.0	1.4	0.0	4.2
MTR - Facilities Maintenance	1.0	1.4	3.5	1.4	0.9	0.0	8.2
MTR - Facilities Maintenance - MPMO	0.6	0.0	0.0	0.0	0.9	0.0	1.5
MTR - Guideway - Ops	1.0	0.4	0.2	0.0	0.0	0.0	1.5
MTR - Guideway - T&S	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MTR - Revenue Vehicles	0.1	0.1	0.1	0.0	0.0	0.0	0.2
MTR - Safety Initiatives	0.4	0.2	2.3	1.7	0.7	0.0	5.3
MTR - Systems Maintenance	1.5	1.4	1.8	1.4	0.9	0.0	6.9
MTR - Tunnel Preservation - T&S	0.4	0.0	0.0	0.0	0.3	28.0	28.8
Mobility	0.9	0.5	0.4	0.3	2.2	0.2	4.5
AGY - Safety Initiatives	0.1	0.0	0.2	0.0	0.0	0.0	0.3
MOL - Facilities	0.5	0.2	0.0	0.0	1.1	0.0	1.9
MOL - Systems	0.3	0.1	0.0	0.1	1.0	0.0	1.4
MOL - Vehicles	(0.0)	0.2	0.2	0.2	0.2	0.2	0.9
New Starts	1.1	0.3	0.0	0.0	0.0	0.0	1.4
Total	76.5	46.0	96.4	69.8	87.2	40.9	416.8

Minor Program Summary By Fiscal Year (\$ MILLIONS)

The following provides a summary breakdown of the Minor Program funding levels for FY 2025 through FY 2030. Anticipated projects for FY 2025 and FY 2026 within these totals are listed in the project detail section of this document.

PROGRAM NAME	<u>CURRENT</u> <u>YEAR</u> <u>2025</u>	<u>BUDGET</u> <u>YEAR</u> <u>2026</u>	<u>Planning Years</u>				<u>SIX - YEAR</u> <u>TOTAL</u>
			<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>	
MOTOR VEHICLE ADMINISTRATION							
Agency Wide	0.8	2.3	0.6	0.7	0.9	2.0	7.3
Comprehensive Planning	0.3	0.0	0.0	0.2	0.2	1.2	1.9
Departmental Services	0.1	1.8	0.0	0.0	0.2	0.3	2.4
Safety and Security	0.4	0.6	0.5	0.4	0.5	0.5	3.0
Building Improvements	6.4	16.3	9.9	5.8	3.1	4.3	45.7
Comprehensive Planning	0.1	1.2	0.0	0.0	0.0	0.0	1.3
Environmental	0.6	0.4	0.5	0.2	0.2	0.7	2.5
Facility	5.4	11.6	8.0	5.3	2.1	2.5	35.0
VEIP	0.3	3.1	1.4	0.4	0.8	1.2	7.0
Information Technology	6.1	6.0	3.1	5.2	2.8	6.7	29.9
IT Hardware/Equipment	2.3	2.9	0.1	2.5	1.5	2.0	11.4
IT Software/System Enhancements	3.6	2.8	3.0	2.7	1.3	4.7	17.9
Major Projects	0.2	0.3	0.0	0.0	0.0	0.0	0.5
Safety	0.1	0.1	0.1	0.1	0.1	0.1	0.4
Total	13.3	24.6	13.6	11.9	6.8	13.1	83.4
STATE HIGHWAY ADMINISTRATION							
Safety, Congestion Relief, Highway and Bridge	743.2	713.1	562.4	810.3	657.2	883.4	4,369.6
ADA Retrofit	5.2	9.4	9.5	10.0	10.3	10.0	54.4
Bicycle Retrofit	10.1	12.6	15.4	13.5	13.7	13.3	78.6
Bridge Replacement/Rehabilitation	209.8	199.7	191.5	214.9	154.5	215.3	1,185.6
C.H.A.R.T.	11.9	15.6	6.2	21.4	14.4	13.6	83.1
Commuter Action Improvements	5.6	5.2	2.2	6.8	4.9	7.8	32.6
Drainage Improvements	18.5	14.8	20.5	31.9	26.9	38.4	151.1
Emergency	6.6	6.5	7.1	6.1	6.3	6.1	38.6
Environmental Projects	2.8	3.9	1.9	6.9	7.2	4.9	27.7
General System Preservation	0.0	44.0	6.0	10.0	10.0	10.0	80.0

Minor Program Summary By Fiscal Year (\$ MILLIONS)

The following provides a summary breakdown of the Minor Program funding levels for FY 2025 through FY 2030. Anticipated projects for FY 2025 and FY 2026 within these totals are listed in the project detail section of this document.

PROGRAM NAME	CURRENT	BUDGET	Planning Years				SIX - YEAR
	YEAR	YEAR					TOTAL
	2025	2026	2027	2028	2029	2030	
STATE HIGHWAY ADMINISTRATION (cont'd)							
Safety, Congestion Relief, Highway and Bridge (cont'd)							
Intersection Capacity	6.5	2.0	0.0	0.0	0.0	0.0	8.5
Neighborhood Conservation	6.7	4.1	1.7	4.7	2.6	4.1	23.9
Quick Response	22.9	29.8	25.5	28.0	28.8	28.7	163.8
Resurfacing And Rehabilitation	231.0	176.6	99.4	242.3	178.4	311.3	1,240.2
RR Crossings	5.9	6.5	8.5	5.6	5.7	5.5	37.7
Safety And Spot Improvement	67.9	66.3	54.9	62.6	60.6	62.6	374.9
Sidewalk Program	22.2	22.3	32.8	35.2	35.5	34.4	182.4
Statewide Planning And Research	68.3	62.9	63.6	62.5	64.0	67.8	389.2
Traffic Management	36.6	26.5	11.1	43.3	29.0	45.7	192.1
Workforce Development	4.5	4.5	4.6	4.5	4.5	4.0	26.6
Communications	1.1	0.4	2.8	2.3	2.5	3.1	12.3
Environmental Compliance	2.4	2.6	3.6	5.5	4.0	5.0	23.1
Facilities	22.2	8.2	24.9	29.9	19.6	30.5	135.3
Equipment	12.7	0.9	15.9	28.5	8.8	24.3	91.1
Truck Weight	8.4	3.5	1.6	4.8	2.8	5.4	26.5
SPP Reimbursables	14.0	14.3	15.0	15.0	12.6	12.5	83.4
Program 3/ Includes State in Aid in Lieu	78.3	78.3	78.3	78.3	78.3	78.3	469.8
Major IT Projects	4.9	5.0	5.1	5.2	5.3	5.4	31.0
Noise Barriers	4.9	1.9	1.8	6.4	3.4	6.4	24.8
TMDL Compliance	18.7	20.0	27.3	36.1	27.4	32.4	161.8
Transportation Enhancements	9.6	11.4	15.4	13.7	14.4	15.8	80.3
Total	920.5	859.8	754.0	1,035.9	836.2	1,102.6	5,510.2

Minor Program Summary By Fiscal Year (\$ MILLIONS)

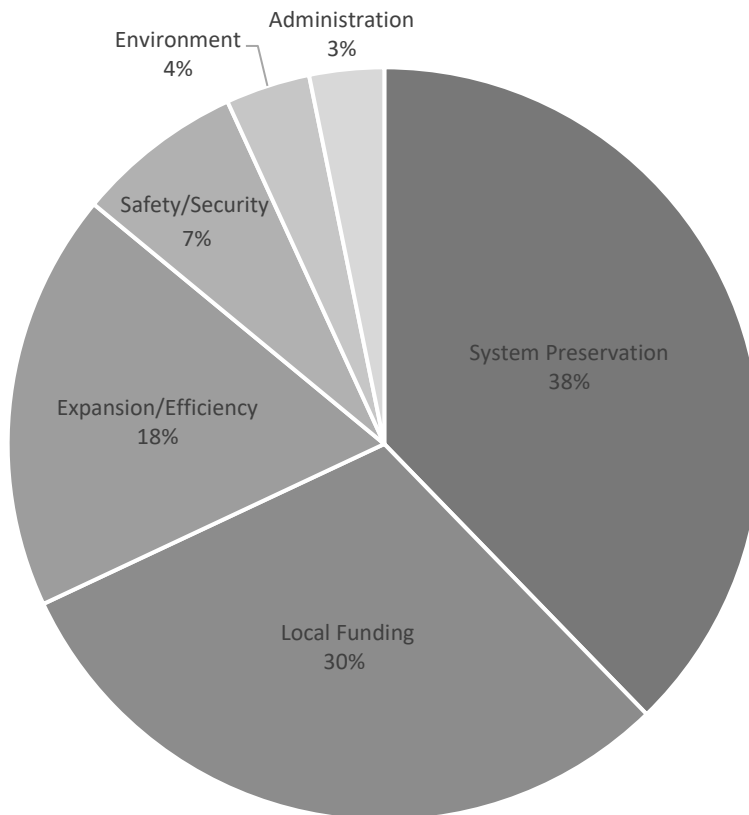
The following provides a summary breakdown of the Minor Program funding levels for FY 2025 through FY 2030. Anticipated projects for FY 2025 and FY 2026 within these totals are listed in the project detail section of this document.

PROGRAM NAME	<u>CURRENT</u>	<u>BUDGET</u>	<u>Planning Years</u>				<u>SIX - YEAR</u>
	<u>YEAR</u>	<u>YEAR</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>	<u>TOTAL</u>
	<u>2025</u>	<u>2026</u>					
THE SECRETARY'S OFFICE							
Agency Wide	0.2	0.2	0.0	0.0	0.0	0.0	0.5
Grants	2.5	2.5	2.1	1.5	1.3	1.3	11.4
Airport Citizens Committee Grant Program	0.6	0.2	0.2	0.2	0.0	0.0	1.2
Secretary Grants	1.9	2.3	1.9	1.3	1.3	1.3	10.1
Information Technology Project	14.5	6.8	2.5	2.8	0.0	0.0	26.6
MDOT IT Enhancement Program	10.3	3.7	2.0	1.6	0.0	0.0	17.6
MDOT IT Preservation Program	4.2	3.0	0.5	1.3	0.0	0.0	9.0
Program 8 - Major IT Projects	0.5	0.7	0.0	0.0	0.0	0.0	1.2
The Secretary's Office	18.8	12.4	12.2	2.6	1.7	0.1	47.9
CMAPS Preservation	0.7	0.2	0.2	0.0	0.0	0.0	1.1
Environmental Service Funds	4.3	3.0	3.0	0.0	0.0	0.0	10.3
Freight & Intermodal Program	0.0	0.0	1.4	0.0	0.0	0.0	1.4
Homeland Security & Rail Safety	1.4	1.8	1.5	1.6	1.6	0.0	7.9
MBE Disparity Studies	2.3	0.8	0.2	0.0	0.0	0.0	3.3
MDOT HQ Building Preservation	1.7	0.7	0.1	0.1	0.1	0.0	2.5
Planning Services & Studies	8.0	5.8	5.8	0.9	0.0	0.0	20.6
Real Estate Services	0.1	0.1	0.1	0.1	0.1	0.1	0.5
TOD Implementation	0.2	0.0	0.0	0.0	0.0	0.0	0.2
Total	36.6	22.6	16.8	7.0	3.1	1.4	87.5
CTP Minor Program Total	1,125.5	1,001.7	924.2	1,168.5	978.9	1,248.7	6,447.6

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
8.0B



Local Funding
6.4B



Expansion/Efficiency
3.8B



Safety/Security
1.5B



Environment
769.7M



Administration
679.9M

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 on MD 144 over Evitts Creek.	3
MD 51, Old Town Road	Replacement of Bridge No. 0104700 on MD 51 over Town Creek.	2
Baltimore County		
<u>Interstate Construction Program</u> I-695, Baltimore Beltway	Replacement of Bridge No. 0317400 on Putty Hill Avenue over I-695.	4
I-95 and I-695, Baltimore Beltway	Latex modified concrete bridge deck overlays on I-95 at the I-695 interchange (10 bridges).	1
Carroll		
<u>Secondary Construction Program</u> MD 26, Liberty Road	Bridge Deck Replacement of Bridge 0600100 and 0600200 over Liberty Reservoir.	2
Charles		
<u>Secondary Construction Program</u> MD 225, Hawthorne Road	Replacement of Bridge No. 0802100 on MD225 over Mattawoman Creek.	1

MAJOR BRIDGE PROJECTS

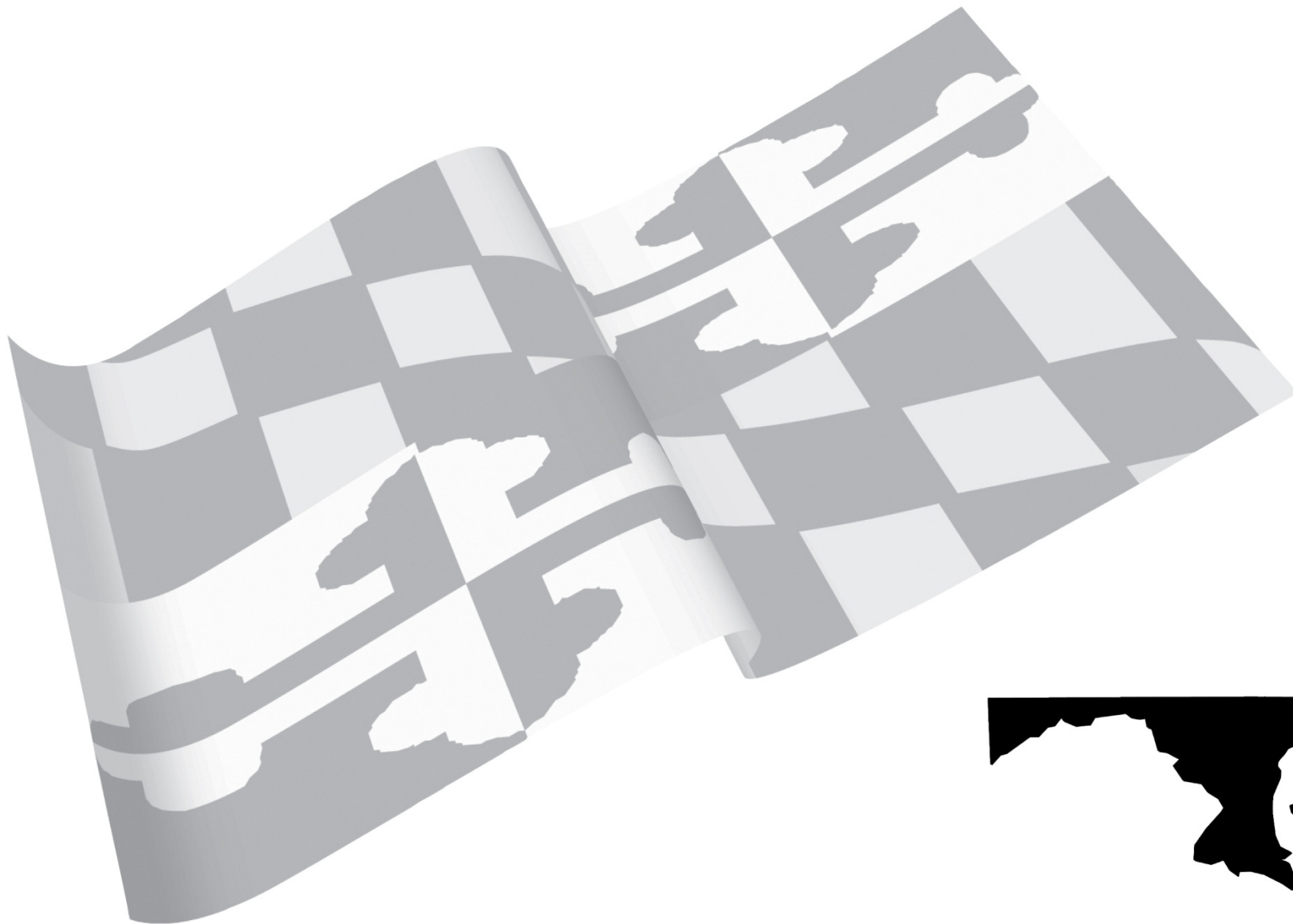
<u>PROGRAM/PROJECT</u>	<u>DESCRIPTION</u>	<u>PIF LINE #</u>
Frederick		
<u>Secondary Construction Program</u>		
MD 75, Green Valley Road	Deck replacement and rehabilitation of Bridge No.1015600 on MD 75 over I-70.	4
MD 77, Rocky Ridge Road	Replacement of Bridge No. 1005400 on MD 77 over Beaver Branch.	5
Garrett		
<u>Secondary Construction Program</u>		
MD 42, Friendsville Road	Replacement of Bridge No. 1101000 on MD 42 over Buffalo Run.	2
US 219, Garrett Highway	Replacement of Bridge No. 1102400 over the Youghiogheny River (0.04 miles).	1
Harford		
<u>Secondary Construction Program</u>		
US 1, Belair Road	Replacement of Bridge No. 1206600 on US 1 over Tollgate Road and Bridge No. 1206500 on US 1 over Winters Run.	2
Prince George's		
<u>Interstate Construction Program</u>		
I-95, Capital Beltway	Replacement of Bridge Nos. 1615905 and 1615906 on I-495 over MD 4. This project is being considered for inclusion of a Project Labor Agreement (PLA).	2
<u>Primary Construction Program</u>		
MD 4, Pennsylvania Avenue and MD 717, Water Street	Replacement of Bridge Nos. 1609903 and 1609904 on MD 4 over MD 717, Bridge Nos. 1610803 and 1610804 on MD 4 over Race Track Road, and Bridge No. 1610900 on MD 717 over Water Street. This project is being considered for inclusion of a Project Labor Agreement (PLA).	4

MAJOR BRIDGE PROJECTS

<u>PROGRAM/PROJECT</u>	<u>DESCRIPTION</u>	<u>PIF LINE #</u>
Prince George's (cont'd)		
<u>Secondary Construction Program</u> MU 227, Riverdale Road	Replacement of Bridge No. 1609000 on Riverdale Road over Northeast Branch Anacostia River.	5
Queen Anne's		
<u>Primary Construction Program</u> US 301, Blue Star Memorial Highway	Replacement of Bridge No. 1701401 on US 301 Northbound over the Chester River.	1
Saint Mary's		
<u>Secondary Construction Program</u> MD 5, Point Lookout Road	Replace bridge No. 1800700 on MD 5 over Hilton Run.	1
Washington		
<u>Interstate Construction Program</u> I-68, National Freeway	Replacement of Bridge Nos. 2107603 and 2107604 on I-68 over Creek Road.	1
I-70, Eisenhower Memorial Highay	Replacement of Bridge Nos. 2110203 and 21102014 on I-70 over St. Paul Road.	4
I-70, Eisenhower Memorial Highway	Deck replacement and rehabilitation of Bridge Nos. 2107303 and 2114100 on I-70 over I-81 and Bridge Nos. 2111303 and 2111304 on I-70 over Norfolk Southern Railroad. Replacement of Bridge Nos. 2111203 and 2111204 on I-70 over US 11.	3

MAJOR BRIDGE PROJECTS

<u>PROGRAM/PROJECT</u>	<u>DESCRIPTION</u>	<u>PIF LINE #</u>
<hr/>		
Washington (cont'd)		
<u>Interstate Construction Program (cont'd)</u> I-70, Eisenhower Memorial Highway	Replacement of Bridge Nos. 2113503 and 2113504 on I-70 over Crystal Falls Drive.	2
<u>Secondary Construction Program</u> US 40, National Pike	Rehabilitation of Bridge No. 2101200 over Conococheague Creek.	6
<hr/>		
Wicomico		
<u>Primary Construction Program</u> US 13 Business, Salisbury Boulevard	Replacement of Bridge No. 2200400 over East Branch Wicomico River.	1
<hr/>		
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 draw span structure. New bridge/roadway improvements to include median and sidewalks where appropriate.	2



PROJECTS WITH RESTORED FUNDING

Summary of Projects With Restored Funding

The Secretary's Office

Project Name	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Total 6 Year	Comments
Bikeways	\$ 8,656,000	\$ 4,646,000	\$ 1,542,000	\$ 1,000,000	\$ 3,000,000	\$ 2,000,000	\$ 20,844,000	Makes significant investments in bike infrastructure
Totals - The Secretary's Office	\$ 8,656,000	\$ 4,646,000	\$ 1,542,000	\$ 1,000,000	\$ 3,000,000	\$ 2,000,000	\$ 20,844,000	

Maryland Port Administration (MPA)

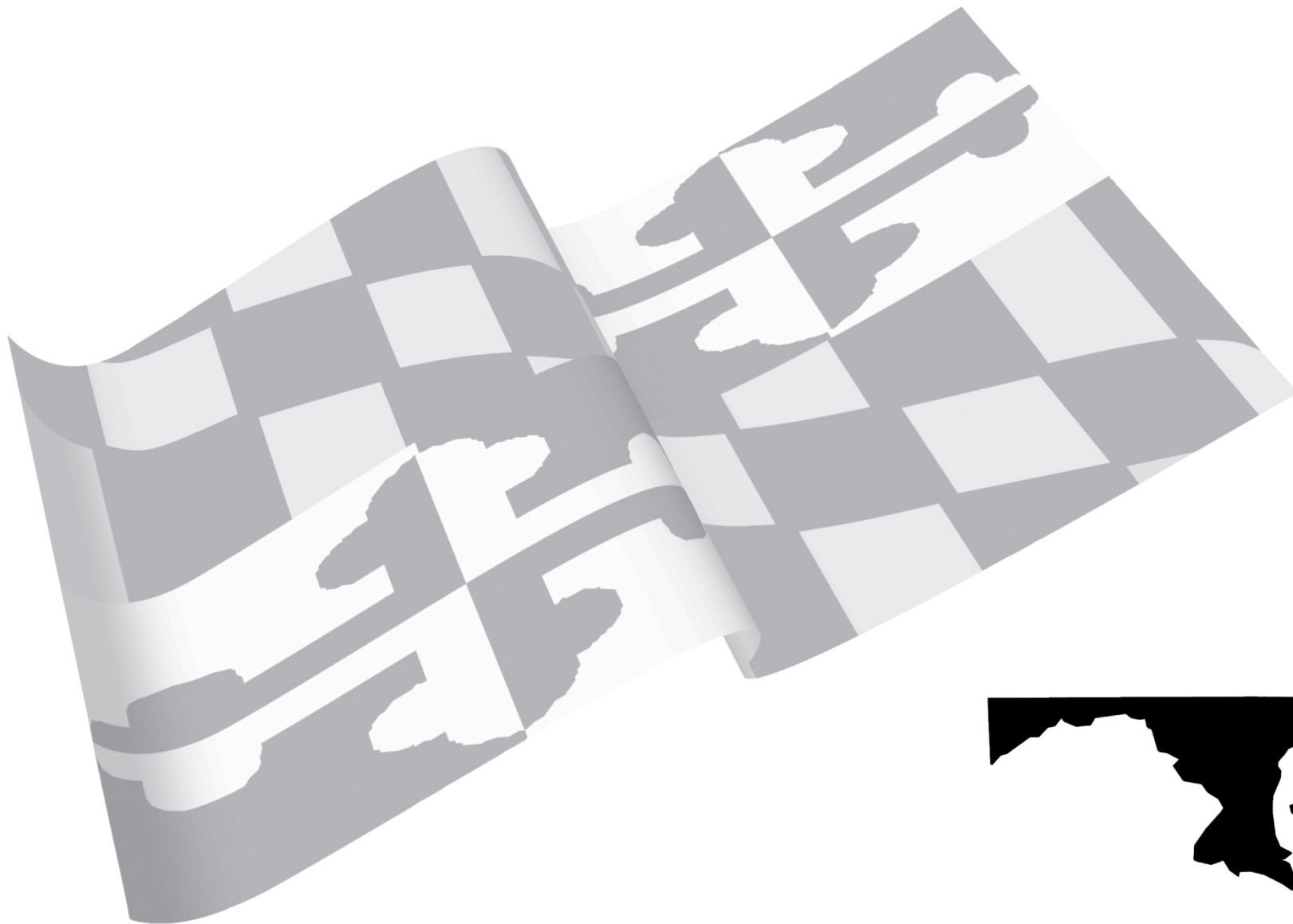
Project Name	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Total 6 Year	Comments
Mid-Chesapeake Bay Island Ecosystem Restoration Project	\$ -	\$ -	\$ 24,200,000	\$ 15,300,000	\$ -	\$ -	\$ 39,500,000	Fully funds program to maintain 50' channel, matches federal contribution
Totals - Maryland Port Administration	\$ -	\$ -	\$ 24,200,000	\$ 15,300,000	\$ -	\$ -	\$ 39,500,000	

Maryland Transit Administration (MTA)

Project Name	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Total 6 Year	Comments
MARC Riverside Upgrades: Wayside Power, Yard Air, Environmental	\$ 19,470	\$ 2,000,000	\$ 5,500,000	\$ -	\$ -	\$ -	\$ 7,519,470	Funds significant progress towards upgrades to Wayside Power Yard Air and Env. Compliance
MARC BWI Bus Loop Repairs	\$ -	\$ 922,735	\$ 425,000	\$ -	\$ -	\$ -	\$ 1,347,735	Completes repairs to BWI Bus Loop
LTR Group 1N - Rehabilitation of Light Rail System	\$ 39,887	\$ -	\$ 1,508,131	\$ 10,741,696	\$ 10,851,892	\$ 2,121,490	\$ 25,263,096	Part of a package of LR repairs including track sections, turnouts, crossovers and other repairs.
LTR Group B2 - Rehabilitation of Light Rail System	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Part of a package of LR repairs including track sections, turnouts, crossovers and other repairs.
LTR Group 1S - Rehabilitation of Light Rail System	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Part of a package of LR repairs including track sections, turnouts, crossovers and other repairs.
LTR Group 3S - Rehabilitation of Light Rail System	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Part of a package of LR repairs including track sections, turnouts, crossovers and other repairs.
LTR Group 4S - Rehabilitation of Light Rail System	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Part of a package of LR repairs including track sections, turnouts, crossovers and other repairs.
LTR Group 5S - Rehabilitation of Light Rail System	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Part of a package of LR repairs including track sections, turnouts, crossovers and other repairs.
LTR Group B1 - Rehabilitation of Light Rail System	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Part of a package of LR repairs including track sections, turnouts, crossovers and other repairs.
LTR Group B3 - Rehabilitation of Light Rail System	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Part of a package of LR repairs including track sections, turnouts, crossovers and other repairs.
LTR Group P1 - Rehabilitation of Light Rail System	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Part of a package of LR repairs including track sections, turnouts, crossovers and other repairs.
LTR Howard Street Rail Replacement	\$ 69,424	\$ 500,000	\$ 500,000	\$ 5,000,000	\$ 16,608,884	\$ 16,410,000	\$ 39,088,308	Project fully funded
MTR Platform Rehabilitation & Snow Melt System	\$ 162,115	\$ -	\$ 500,000	\$ 6,405,080	\$ 6,000,000	\$ 1,000,000	\$ 14,067,195	Project fully funded
MTR Repairs at 6 Metro Stations	\$ 5,180	\$ 67,671	\$ 1,599,731	\$ 4,197,000	\$ -	\$ -	\$ 5,869,582	Project fully funded to address aerial structures and joints and spalling, station platforms.
MTR Rail and Switch Heater System Replacement	\$ 136,516	\$ -	\$ -	\$ 120,000	\$ 300,000	\$ 1,680,000	\$ 2,236,516	Project fully funded
MTR Avtec Replacement	\$ 165,600	\$ 165,600	\$ -	\$ -	\$ -	\$ -	\$ 331,200	Takes project through design
Zero Emission Bus Procurement	\$ 29,924,012	\$ 80,357,717	\$ 50,353,717	\$ 34,355,454	\$ -	\$ -	\$ 194,990,900	Funding for two years of bus buys that contain a mix of hybrid and battery electric buses.
AGY MDOT MTA Replacement of 81 Escalators, RFP	\$ -	\$ 1,835,001	\$ 2,816,000	\$ 15,000,765	\$ 15,000,000	\$ 15,000,000	\$ 49,651,766	Project fully funded
AGY Elevator and Escalator Rehabilitation - RFP	\$ 102,426	\$ 82,605	\$ -	\$ -	\$ -	\$ -	\$ 185,031	Project fully funded
MARC IV Railcar Mid-Life Overhaul (54 Railcars)	\$ -	\$ -	\$ -	\$ 1,000,000	\$ -	\$ -	\$ 1,000,000	Project fully funded
LTR Traction Power Substation Major Rehabilitation	\$ 772,228	\$ -	\$ 8,890,278	\$ 15,000,000	\$ 20,500,000	\$ 18,000,000	\$ 63,162,506	Project fully funded
AGY Southern Maryland Rapid Transit Study	\$ 6,764,550	\$ 8,000,000	\$ 736,569	\$ 1,998,140	\$ 1,950,000	\$ -	\$ 19,449,259	Project fully funded
Totals - Maryland Transit Administration	\$ 38,161,408	\$ 93,931,329	\$ 72,829,426	\$ 93,818,135	\$ 71,210,776	\$ 54,211,490	\$ 424,162,564	

Summary of Projects With Restored Funding

State Highway Administration (SHA)															
Project Name	FY 25		FY 26		FY 27		FY 28		FY 29		FY 30	Total 6 Year	Comments		
I-97 - US 50 to MD 32	\$	550,000	\$-		\$	242,000	\$	500,000	\$	350,000	\$-	\$	1,642,000	Partial PE phase funding restored	
US 220, Cresaptown	\$	150,000	\$	1,966,000	\$	868,000	\$	50,000	\$-		\$-	\$	3,034,000	Funding for PE, R/W & UT phases fully restored; CO phase not funded	
I-70 - I-695 to MD 32	\$	152,000	\$-		\$	1,674,000	\$	1,826,000	\$	1,826,000	\$	7,304,000	7,304,000	Partial PE phase funding restored	
I-695 at I-70 (Triple Bridges)	\$-		\$	1,500,000	\$	4,000,000	\$	4,000,000	\$	4,000,000	\$	15,000,000	15,000,000	This funding represents the re-scoped SOGR project; Draft CTP deferral was interchange reconstruction project	
I-795 at Dolfield Blvd	\$	800,000	\$-		\$	771,000	\$	1,500,000	\$	750,000	\$	4,498,000	8,319,000	Full PE phase and partial R/W phase funding restored	
US 15 - I-70 to MD 26, and US 40	\$	450,000	\$	7,350,000	\$	4,445,000	\$	2,000,000	\$	32,000,000	\$	32,000,000	78,245,000	Fully funded through construction; there is funding in BTC beyond the 6-yr CTP	
MD 22 - MD 462 to Mount Royal Ave.	\$	200,000	\$-		\$	54,000	\$-		\$-		\$-	\$	254,000	PE phase funding restored	
MD 32 (Linden Church Rd - I-70) noise mitigation	\$	226,000	\$-		\$-		\$-		\$	208,000	\$	43,000	477,000	PE phase funding restored	
MD 97 - MD 192 to MD 390 (Montgomery Hills)	\$	8,551,000	\$	6,500,000	\$	2,776,000	\$	2,200,000	\$	100,000	\$-	\$	20,127,000	Funding for PE, R/W & UT phases fully restored; CO phase not funded	
MD 5 - north of Auth Way to I-95/I-495	\$	250,000	\$-		\$	367,000	\$-		\$-		\$-	\$	617,000	PE phase funding restored	
MD 197 - Kenhill Dr. to MD 450	\$	100,000	\$-		\$	900,000	\$-		\$-		\$-	\$	1,000,000	PE phase funding partially restored	
I-95/I-495 @ Medical Center Dr reconstruction	\$	500,000	\$-		\$	3,380,000	\$	4,672,000	\$	1,191,000	\$-	\$	9,743,000	Funding for PE, R/W & UT phases fully restored; CO phase not funded	
MD 5 - MD 471 to MD 246 (Great Mills)	\$	373,000	\$-		\$	886,000	\$	286,000	\$-		\$-	\$	1,545,000	UT phase funding restored	
I-81 - MD 63/MD 68 to Halfway Blvd. (Ph. 2)	\$	1,000,000	\$	3,779,000	\$	2,517,000	\$	20,000,000	\$	20,000,000	\$	20,000,000	67,296,000	Fully funded through construction; there is funding in BTC beyond the 6-yr CTP	
MD 90 (US 50 - MD 528)	\$	150,000	\$-		\$	2,500,000	\$	2,260,000	\$	3,000,000	\$	3,000,000	10,910,000	Partial PE phase funding restored	
Facilities and Equipment	\$	22,214,800	\$	8,249,000	\$	24,893,000	\$	29,879,000	\$	19,585,000	\$	30,479,000	135,299,800	Funding fully restored	
Crash Prevention	\$	22,906,000	\$	29,831,000	\$	25,478,000	\$	28,022,000	\$	28,838,000	\$	28,685,694	163,760,694	Funding fully restored	
ADA Retrofit	\$	5,167,000	\$	9,427,000	\$	9,458,000	\$	9,990,000	\$	10,333,000	\$	9,999,986	54,374,986	Funding fully restored	
Workforce Development	\$	4,506,000	\$	4,469,000	\$	4,586,000	\$	4,472,000	\$	4,527,000	\$	4,000,000	26,560,000	Funding fully restored (assumed to be federal)	
Capital Equipment	\$	12,652,503	\$	901,760	\$	15,896,000	\$	28,516,203	\$	8,800,000	\$	24,300,000	91,066,466	Partial funding restored	
Railroad Safety	\$	5,920,000	\$	6,531,000	\$	8,454,000	\$	5,635,000	\$	5,678,000	\$	5,492,892	37,710,892	Funding fully restored	
Drainage	\$	18,545,000	\$	14,819,752	\$	20,494,737	\$	31,926,339	\$	26,888,502	\$	38,416,525	151,090,855	Partial funding restored	
Safety & Spot	\$	67,922,000	\$	66,279,000	\$	54,854,000	\$	62,611,000	\$	60,620,000	\$	62,573,802	374,859,802	Funding fully restored	
Resurfacing & Rehabilitation	\$	231,031,000	\$	176,612,399	\$	99,419,197	\$	242,323,586	\$	178,351,268	\$	311,329,756	1,239,067,206	Partial funding restored	
Sidewalks	\$	22,236,000	\$	22,314,000	\$	32,799,000	\$	35,214,000	\$	35,480,000	\$	34,355,974	182,398,974	Funding fully restored	
Bridge Replacement & Rehabilitation	\$	209,801,000	\$	199,659,567	\$	191,524,106	\$	214,852,238	\$	154,453,375	\$	215,291,154	1,185,581,440	Partial funding restored	
TMDL	\$	18,657,000	\$	20,034,753	\$	27,319,914	\$	36,108,708	\$	27,374,988	\$	32,353,631	161,848,994	Partial MS-4 permit maintenance and compliance funding restored	
Bicycle Retrofit	\$	10,057,000	\$	12,638,000	\$	15,444,000	\$	13,507,000	\$	13,669,000	\$	13,303,694	78,618,694	Funding fully restored	
Totals - State Highway Administration	\$	765,763,693	\$	669,866,844	\$	604,346,138	\$	898,087,356	\$	723,104,237	\$	985,372,743	\$	4,646,541,011	



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>FY2025-2030 CTP BIKE/PED FUNDING^</u>
<u>State Highway Administration</u>		
ADA Program	18,249,025	54,374,986
Retrofit Bicycle Program	31,422,000	78,618,694
Neighborhood Conservation*	766,590	23,874,633
Primary/ Secondary Program**	1,011,528	1,011,528
Retrofit Sidewalk Program	19,390,530	182,398,974
Recreational Trails Program***	21,093,677	26,262,332
Transportation Alternatives Program***	56,446,790	80,287,000
<u>The Secretary's Office</u>		
Kim Lamphier Bikeways Network Program	22,227,477	20,844,000
Total	170,607,617	467,672,147

^ Includes planning, design and construction funds

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

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

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

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

BICYCLE AND PEDESTRIAN RELATED PROJECTS

<u>PROJECT NAME</u>	<u>MILES</u>	<u>ESTIMATED BIKE/PED COST</u>
STATE HIGHWAY ADMINISTRATION		
<u>ADA Program</u>		
<u>Frederick County</u> ADA Sidewalk Upgrades in Frederick County		\$ 1,776,962
<u>Prince George's County</u> MD 223, Woodyard Road - South of Victoria Drive to North of Sherwood Drive		\$ 7,270,000
MD 725, Main Street - West of Service Lane to East of Governor Oden Bowie Drive		\$ 1,620,000
<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		\$ 4,066,000
	Total	\$ 18,249,025
<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)		\$ 9,605,000
<u>Somerset County</u> MD 413 Trail - Marion Station to Westover		\$ 21,817,000
	Total	\$ 31,422,000

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
	Total	\$ 766,590
<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
<u>Garrett County</u>		
MD 219, Garrett Highway - Bridge over the Youghiogheny River		
Shoulders	0.1	\$ 15,000
<u>Harford County</u>		
US 1, Belair Road - Bridge over Tollgate Road and Winters Run		
Side Walk	0.8	\$ 102,960

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>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
<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
MD 4, Pennsylvania Avenue, MD 717, Water Street - Bridge over Race Track Road and Water Street Shoulders	0.4	\$ 60,000
Side Walk	0.4	\$ 54,912
MU 227, Riverdale Road - Bridge over Northeast Branch Anacostia River Shoulders	0.1	\$ 18,000
Side Walk	0.1	\$ 16,474
US 1, Baltimore Avenue - College Avenue to MD 193 Side Walk	1.5	\$ 205,920
Wide Curb Lanes	1.5	\$ 225,000
<u>Washington County</u>		
I-70, Eisenhower Memorial Hwy Bridge over Crystal Falls Drive Shoulders	0.1	\$ 7,500

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 (cont'd)</u>		
I-70, Eisenhower Memorial Hwy Bridges over Norfolk Southern Railroad Shoulders	0.1	\$ 7,500
<u>Wicomico County</u>		
US 13 Bus, Salisbury Boulevard Bridge over East Branch Wicomico River Side Walk	0.2	\$ 24,710
	Total	\$ 1,011,528
<u>Retrofit Sidewalk Program</u>		
<u>Anne Arundel County</u>		
MD 173, Fort Smallwood Road - Duval Highway to Kenton Drive		\$ 2,735,273
MD 214, Central Avenue - MD 2 to MD 253		\$ 4,376,000
<u>Carroll County</u>		
MD 27, Manchester Road - West of MD 140 to Hahn Road		\$ 4,229,000
<u>Cecil County</u>		
MD 222, Perryville Road - Cedar Corner Road to St. Marks Church Road		\$ 2,314,000
MD 7, Delaware Avenue - MD 281 to South of Big Elk Creek Bridge		\$ 2,476,000
<u>Statewide</u>		
Concrete Sidewalk and Pedestrian Improvements in Baltimore and Harford Counties		\$ 3,260,257
	Total	\$ 19,390,530

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</u>		
<u>Allegany County</u>		
Bear Ridge Trail Construction		\$ 277,800
Borden Tunnel Lining Restoration		\$ 3,833,000
<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>Carroll County</u>		
Wakefield Valley Park Trail		\$ 2,000,000
<u>Charles County</u>		
Popes Creek Rail Trail		\$ 1,779,280
<u>Frederick County</u>		
Hill Street Park Revitalization		\$ 150,000
<u>Garrett County</u>		
Potomac Garrett SF 5.5 Mile Trail		\$ 125,000
Western Region State Forest Trail Maintenance Program		\$ 420,000

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
	Total	\$ 21,093,677
<u>Transportation Alternatives Program</u>		
<u>Allegany County</u>		
Baltimore Street Access		\$ 9,709,000
Bel Air Elementary School Pedestrian Bridge Replacement		\$ 320,000
<u>Anne Arundel County</u>		
Hammons Ferry School Sidewalk		\$ 450,000
South Shore Trail Phase II		\$ 2,572,420
WB&A Trail Bridge at Patuxent		\$ 4,807,000
<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

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>Carroll County</u> Washington Road Sidewalks		\$ 143,000
<u>Charles County</u> La Plata Bikeways		\$ 1,442,589
Mill Hill Road - Homecoming Lane to Davis Road		\$ 515,457
<u>Dorchester County</u> Bayly Road Sidewalk		\$ 192,000
<u>Frederick County</u> East Street Rails with Trails		\$ 479,000
<u>Garrett County</u> Casselman River Bridge Rehabilitation		\$ 4,132,164
<u>Harford County</u> Ma & Pa Trail, Segment III		\$ 3,759,586
<u>Howard County</u> Patuxent Branch Trail		\$ 1,655,000
<u>Montgomery County</u> MD 188, Wilson Lane at Cordell Avenue		\$ 46,664
MD 355 Clarksburg Shared Use Path		\$ 3,673,267
North Branch Hiker Biker Trail		\$ 2,000,000

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>Montgomery County (cont'd)</u>		
North Stonestreet Avenue		\$ 280,000
<u>Prince George's County</u>		
Chamber Avenue and Capitol Heights Boulevard		\$ 250,000
Greenbelt Station/WMATA Hiker - Biker Trail		\$ 1,530,000
Laurel MARC Station Platform and Pedestrian Safety Improvements		\$ 960,000
MD 650, New Hampshire Avenue - Metzert Road Pedestrian Safety		\$ 4,603,167
Oxon Cove Trail		\$ 1,228,000
Signal Modification, Pedestrian Safety and Access Improvement		\$ 1,455,922
<u>St. Mary's County</u>		
Three Notch Trail, Phase VII		\$ 3,510,803
<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
South Potomac and Baltimore Street Improvement		\$ 555,000
Total		\$ 56,446,790

BICYCLE AND PEDESTRIAN RELATED PROJECTS

<u>PROJECT NAME</u>	<u>MILES</u>	<u>ESTIMATED BIKE/PED COST</u>
THE SECRETARY'S OFFICE		
<u>Kim Lamphier Bikeways Network Program</u>		
<u>Anne Arundel</u>		
Bay Ridge Avenue Bikeway		\$ 224,000
Bluewater Blvd SUP Construction Match Funding		\$ 141,600
Broadneck Peninsula Trail (Phase 1B)		\$ 800,000
BWI Trail Spur Extension to Nursery Road		\$ 600,000
College Creek Connector		\$ 240,000
Poplar Trail Extension		\$ 224,000
Protected Bicycle Lane Delineators		\$ 340,000
South Shore B&A Trail Gaps		\$ 153,320
<u>Baltimore City</u>		
BGE Connector Trail		\$ 200,000
Bike Counter Installation Program		\$ 98,400
Boston Street Connector		\$ 300,000
Harford Road Phase Two		\$ 96,000
MLK Jr Sidepath Final Design		\$ 120,800
<u>Cecil</u>		
New Connecting Bike Paths		\$ 40,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

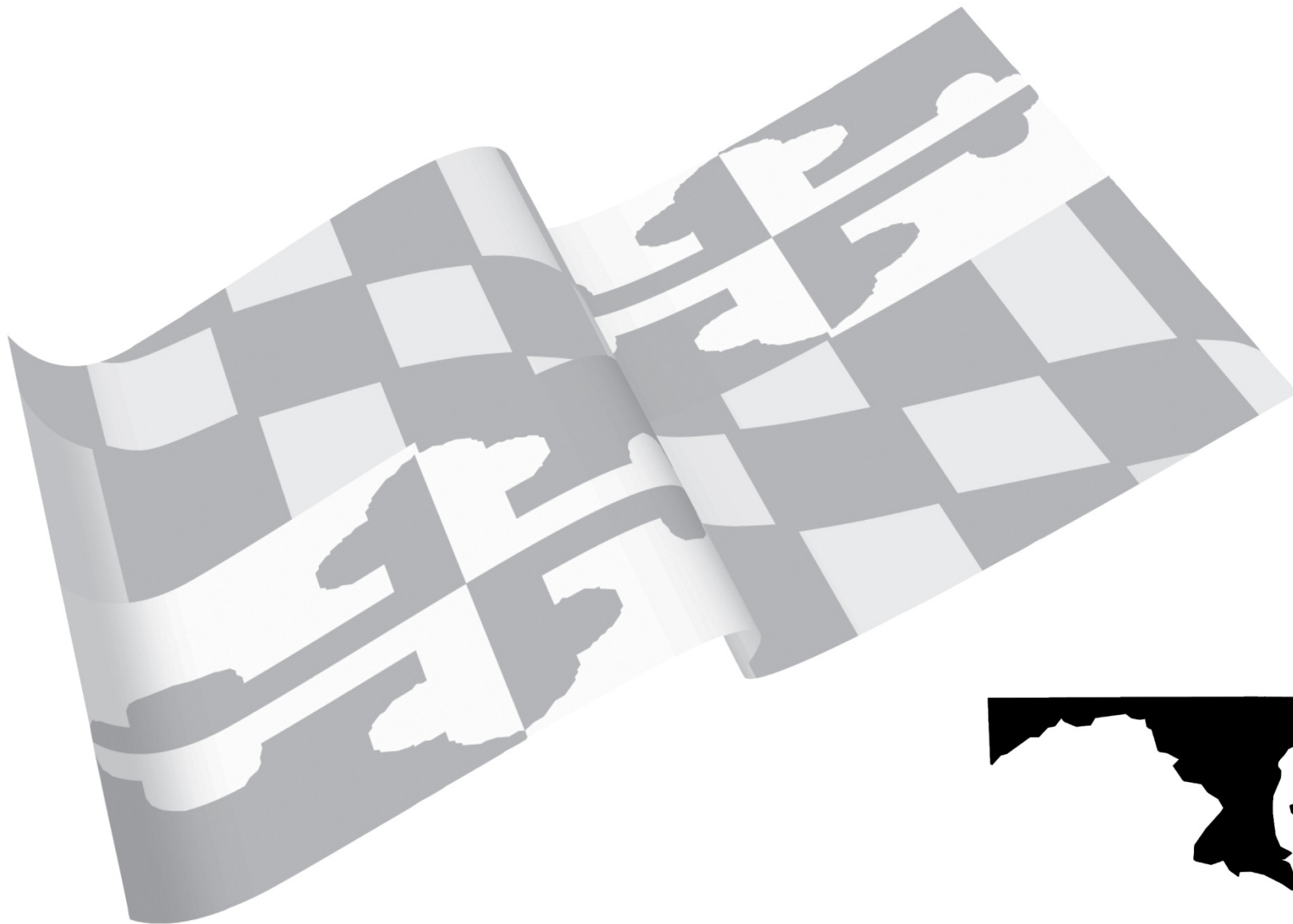
<u>PROJECT NAME</u>	<u>MILES</u>	<u>ESTIMATED BIKE/PED COST</u>
THE SECRETARY'S OFFICE (cont'd)		
<u>Kim Lamphier Bikeways Network Program (cont'd)</u>		
<u>Charles</u>		
Indian Head Rail Trail Extension - Phase 1 Engineering		\$ 240,000
La Plata Bikeway Construction		\$ 385,517
Smallwood Drive Path Design		\$ 158,234
<u>Frederick</u>		
East Street Rails with Trails Phase 4		\$ 200,000
Frederick and Pennsylvania Line Trail , Phase 1		\$ 208,000
Frederick Pennsylvania Railroad Trail Phases 2 & 3		\$ 360,000
H&F Trail, Northern Branch		\$ 400,000
Monocacy MARC Shared-Use Path Feasibility Study		\$ 72,151
<u>Garrett</u>		
Connecting Towns along MD 135		\$ 52,310
Oakland to Herrington Manor State Park Trail Feasibility Study		\$ 68,800
<u>Harford</u>		
Havre de Grace Feasibility Study and Design		\$ 52,000
Havre de Grace Quick Build and Bike Path Design		\$ 160,000
<u>Howard</u>		
MD 32 Alternate Bike Route/Clarksville Pike Streetscape		\$ 1,100,000
North Laurel Connections Construction		\$ 509,828

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>Kent</u>		
Galena Shared Use Path Study		\$ 160,000
<u>Montgomery</u>		
Good Hope Road Shared Use Path Extension		\$ 128,000
Halpine Road & East Jefferson Street Bicycle Lanes		\$ 88,000
I-270/NIST East Shared Use Path - Phase II Design		\$ 176,000
I-270/NIST Shared Use Path Design		\$ 200,000
Maple Avenue Complete Street Redesign		\$ 304,000
Martins Lane Bike Lane Study		\$ 52,000
Metropolitan Branch Trail Upgrade		\$ 465,000
New Hampshire Avenue Bikeway Section A		\$ 473,173
New Hampshire Avenue Sec B Final Design		\$ 254,000
Rockville Bike Ped Counters		\$ 41,940
<u>Prince George's</u>		
Hanover Parkway Bikeway Final Design		\$ 320,000
Safe Crossing for the Levee Trail		\$ 75,000
University of Maryland Bike Enhancements		\$ 160,000
<u>Saint Mary's</u>		
Three Notch Trail Phase Seven		\$ 1,200,000
<u>Statewide</u>		
Undesignated Funds		\$ 9,715,783

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>Talbot</u>		
Oxford Park Connectors		\$ 23,962
St. Michaels Bicycle Trail - Final Construction Drawings		\$ 48,361
St. Michaels Nature Trail Extension		\$ 237,384
<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		\$ 246,771
MD 611 Shared-Use Path Feasibility Study		\$ 24,109
Total		\$ 22,227,477



REGIONAL AVIATION GRANTS

REGIONAL AVIATION GRANTS
Fiscal Year 2025
(\$ 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

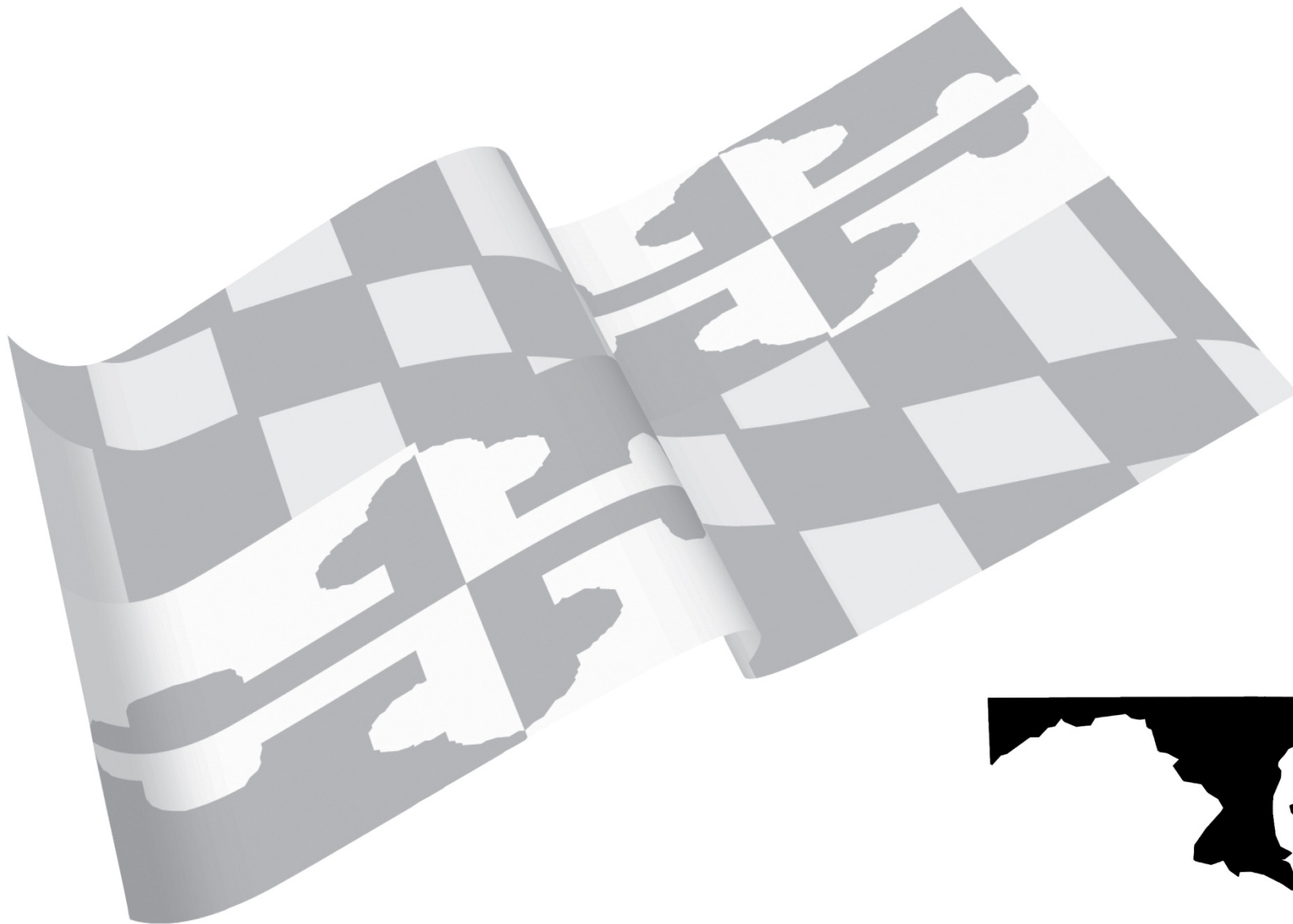
<u>COUNTY</u>	<u>AIRPORT</u>	<u>PROJECT NAME</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>LOCAL</u>	<u>TOTAL</u>
Anne Arundel	Tipton Airport	25-011 FME Terminal Bldg-const	\$ 2,945	\$ 592	\$ 592	\$ 4,128
Baltimore County	Essex Skypark	25-014 W48 Terminal Building Rehabilitation-Ph 2	\$ -	\$ 199	\$ 22	\$ 221
Carroll	Carroll County Regional	25-005 DMW Land Acquisition	\$ 283	\$ 11	\$ 20	\$ 314
Frederick	Frederick Municipal Airport	25-012 FDK Perimeter Fence	\$ -	\$ 197	\$ 66	\$ 263
Garrett	Garrett County Airport	25-004 2G4 Terminal Apron Rehab-const	\$ 920	\$ 41	\$ 61	\$ 1,022
Prince George's	College Park Airport	25-015 CGS Airfield Electrical Improvements	\$ -	\$ 250	\$ 2,452	\$ 2,702
Talbot	Easton Airport	25-009 ESN Rwy 4/22 safety area improve-ph2	\$ 5,063	\$ 259	\$ 303	\$ 5,625
Talbot	Easton Airport	25-003 ESN Rwy 4/22 extension ph 1b-const	\$ 2,370	\$ 132	\$ 132	\$ 2,633
Talbot	Easton Airport	25-016 ESN Obstruction Removal	\$ -	\$ 29	\$ 10	\$ 38
Washington	Hagerstown Regional	25-002 HGR Rwy9-27 Lighting/Signage	\$ 677	\$ 25	\$ 50	\$ 752
Washington	Hagerstown Regional	25-010 HGR Land Acquisition	\$ 1,536	\$ 80	\$ 91	\$ 1,707
Washington	Hagerstown Regional	25-006 HGR Txwy C Improvements	\$ 915	\$ 28	\$ 73	\$ 1,017
Washington	Hagerstown Regional	25-008 HGR Security Training Program	\$ -	\$ 9	\$ 3	\$ 12

REGIONAL AVIATION GRANTS
Fiscal Year 2025
(\$ 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	25-017 HGR Terminal Parking Improvements	\$ -	\$ 265	\$ 88	\$ 353
Wicomico	Salisbury Regional	25-007 SBY Rwy 32 extension ph2-const	\$ 6,595	\$ 366	\$ 1,510	\$ 8,471
Wicomico	Salisbury Regional	25-013 SBY Security System Improvements-ph2	\$ -	\$ <u>488</u>	\$ 488	\$ 976
Total				\$ 2,971		



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 and the tragic collapse of the Francis Scott Key bridge 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, port, air and rail 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

While the tragic collapse of the Francis Scott Key Bridge in 2024 tested the resiliency of freight and goods movement in Maryland, the Port is fully back open to business and past and future investments will continue to make intermodal transportation crucial to the economic vitality of Maryland. 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.

To accommodate the increasing number of ultra-large container vessels calling on the Port, Ports America Chesapeake and the MPA completed Seagirt Berth 3 Modernization P3 project in August 2023; adding a second 50-foot-deep berth and installing four new Neo-Panamax container cranes, additional yard equipment and dredging to widen the entrance channel and turning basin. Upgrades to the terminal infrastructure, hardware, and cargo handling equipment are also planned to service the larger vessels. The Berth 3 Modernization project was made possible in part by a \$6.6 million grant from the USDOT Better Utilizing Investments to Leverage Development (BUILD) Grant program. In the past year, Ports America Chesapeake has added 15 new RTG's into service, resulting in a 3-minute reduction of transaction times since June 2023, and helping achieve an average import delivery rate of 1,370 per day as compared to 1,253 a day previously. They have also completed improvements to their inbound lanes on Broening Highway, increasing their available lanes by 40 percent; improving efficiencies and allowing for single stop transactions.

Together, with support from USDOT and CSX Transportation, the Maryland Port Administration continues reconstruction of 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.

In 2025, MDOT will continue efforts towards the establishment of a Public Private Partnership (P3) for the long-term operations, maintenance, and state of good repair of the state owned freight railroad lines on the Eastern Shore. This partnership will increase opportunity for job growth and economic growth for Eastern Shore Counties and the rail dependent customers along these lines.

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 continue to work with our State Freight Advisory Committee to ensure that we work with all of our stakeholders on freight projects, policies and programs.

On the Eastern Shore in 2024, the Maryland Department of Transportation completed a \$5 million construction project in Kent County, Maryland to improve drainage, track, and switches on state owned Chestertown freight rail line. This project leveraged Federal Rail Administration CRISI grant funds along with funds from the Department of Commerce, Kent County, two private

railroads, and one of the largest employers in Kent County to complete the project on schedule and on budget. Rail transportation continues to be a safe and environmentally friendly way to move freight in Maryland.

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 \$4.0 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)

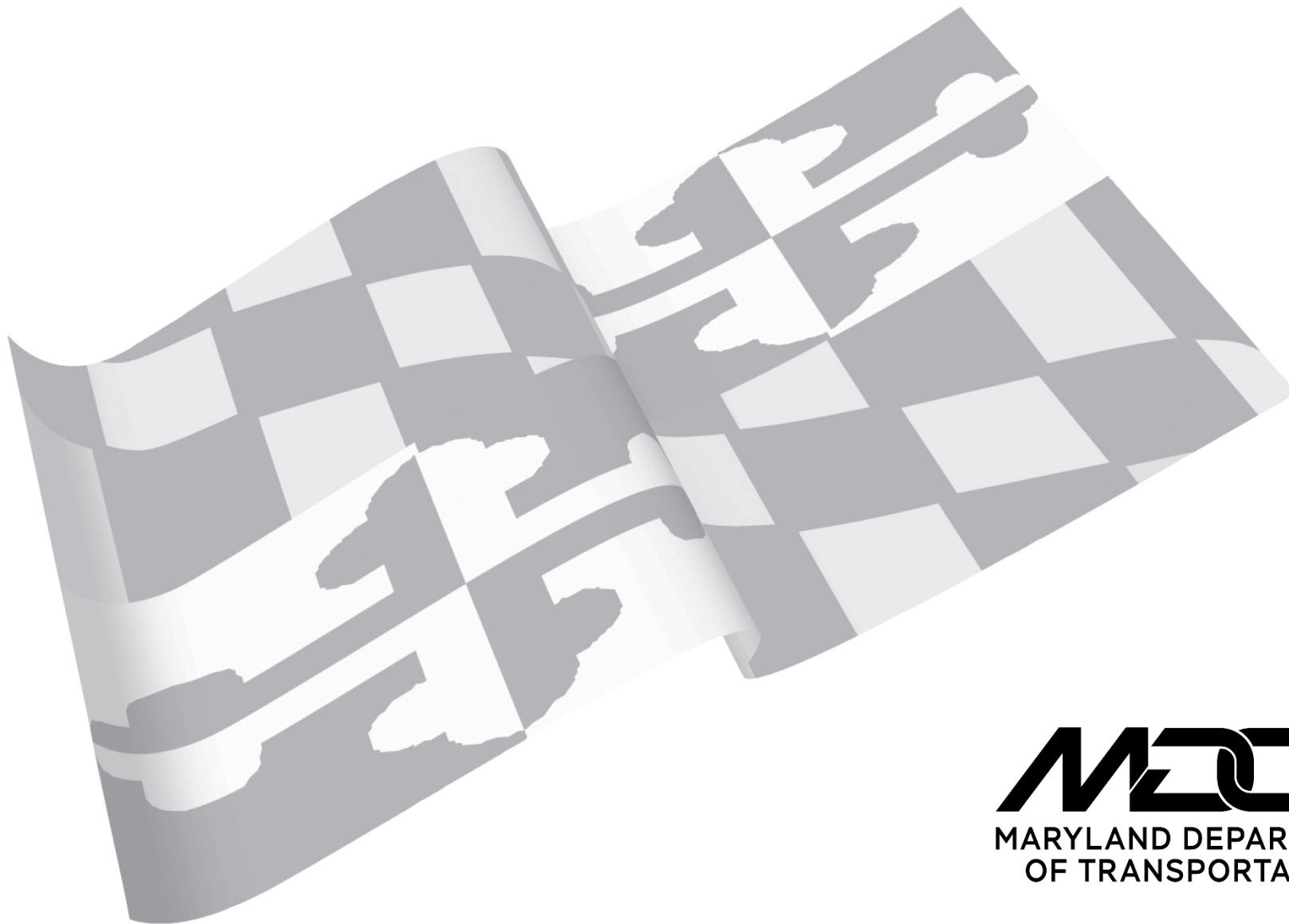
<u>PROJECT NAME</u>		<u>SIX YEAR TOTAL</u>
<u>Maryland Port Administration</u>		
Dredged Material Placement and Monitoring	\$	65,152
Dundalk Marine Terminal Berth 3 Reconstruction	\$	-
Chrome Ore Processing Residue Remediation (COPR)	\$	27,435
Cox Creek Dredged Material Containment Facility Expansion and Related Projects	\$	45,269
Dredged Material Management Program	\$	-
Howard Street Tunnel Project	\$	462,071
Seagirt Marine Terminal Modernization - Loop Channel Improvements	\$	761
Mid-Chesapeake Bay Island Ecosystem Restoration Project	\$	329,658
Paul S. Sarbanes Ecosystem Restoration Project at Poplar Island	\$	45,830
Masonville Dredged Material Containment Facility Expansion and Related Projects	\$	81,577
Seagirt Marine Terminal Modernization - Terminal Improvements	\$	0
Dundalk Marine Terminal Resiliency and Flood Mitigation	\$	71,452
Port of Baltimore Rail Capacity Modernization Project	\$	22,400
Fairfield Marine Terminal Pier 4 Reconstruction	\$	7,180
Zero Emission Locomotives for CSX Curtis Bay Yard	\$	23,169
Hart-Miller Island Related Projects	\$	13,384
<u>Maryland Transit Administration</u>		
Freight Rail Program	\$	14,619
Frederick Douglass Tunnel	\$	201,226
MARC NEC Susquehanna River Bridge Replacement	\$	18,845
<u>Maryland Transportation Authority</u>		
I-95 John F. Kennedy Memorial Highway - Construct Interchange at Belvidere Road	\$	56,110
I-95 Fort McHenry Tunnel - Convert to Cashless Tolling	\$	817
US 50/301 Bay Bridge - Convert to Cashless Tolling	\$	25
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	\$	18,538
I-95 John F. Kennedy Memorial Highway - Express Toll Lanes (ETL) Northern Extension	\$	467,314

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	\$	3,585
ANNE ARUNDEL		
MD 175, Annapolis Road; from Sellner Road/Race Road to McCarron Court (MD 295 Interchange)	\$	37,816
I-97 - Geometric and ITS improvements from US 50 to MD 32	\$	1,642
BALTIMORE COUNTY		
I-695, Baltimore Beltway, Bridge on Putty Hill Avenue	\$	16,350
I-695, Baltimore Beltway, US 40 to MD 144 - Widening	\$	355
I-695, Baltimore Beltway. Traffic Management	\$	105,349
I-695, Baltimore Beltway - Interchange reconstruction at I-70	\$	15,000
Bridge deck overlays at I-95/I-695 Interchange	\$	10,195
FREDERICK		
US 15, Frederick Freeway, and US 40, Frederick Freeway - Widening from I-70 to MD 26	\$	78,245
GARRETT		
US 219, Chestnut Ridge Road - Relocation of US 219 from Old Salisbury Rd to PA State line	\$	16,083
HOWARD		
I-70, Geometric and ITS improvements from MD 32 to I-695	\$	7,304
MONTGOMERY		
I-270, Eisenhower Highway - innovative congestion management (ICM) on I-270 including the east and west I-270 spurs (31.5 miles)	\$	4,000

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	\$	57,638
STATEWIDE		
Highway Safety Facilities and Equipment	\$	26,535
Railroad Crossing	\$	37,711
Traffic Relief Plan (Phase 2) Smart Traffic Signals	\$	34,968
WASHINGTON		
MARYLAND VETERANS MEMORIAL HIGHWAY – MD 63/MD 68 TO CSX BRIDGES	\$	67,296
I-70, Eisenhower Memorial Highway - replacement and widening of dual bridge decks and superstructures over MD 65 and CSX	\$	-
I-81, Maryland Veterans Memorial Highway - Widening and upgrades from MD 63/MD 68 to CSX railroad bridges north of Halfway Boulevard	\$	67,296
I-70 Bridge rehabilitation over I-81 and Norfolk Southern Railroad and Bridge replacement over US 11	\$	55,417
Bridge replacement on I-70 over Crystal Falls Drive	\$	6,292
I-68, National Freeway - Bridge replacement over Creek Road	\$	11,029
<u>The Secretary's Office</u>		
Port of Baltimore Incentive Pilot Program	\$	1,026
Rosedale Grade Crossing Improvement Grant	\$	1,400
Centreville & Chestertown Lines Track Work	\$	9



THE SECRETARY'S OFFICE

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

	<u>FY 2025</u>	<u>FY 2026</u>	<u>FY 2027</u>	<u>FY 2028</u>	<u>FY 2029</u>	<u>FY 2030</u>	<u>SIX - YEAR TOTAL</u>
<u>Major Construction Program</u>	25.3	10.7	6.7	6.2	6.9	5.7	61.5
System Preservation	0.0	-	-	-	-	-	0.0
Expansion/Efficiency	9.3	3.4	1.6	1.6	2.4	2.4	20.7
Safety & Security	3.7	3.1	2.0	2.0	-	-	10.8
Local Funding	7.9	2.6	2.5	2.0	4.0	3.0	22.0
Environment	0.7	0.3	0.3	0.3	0.3	0.3	2.3
Administration	3.6	1.2	0.3	0.3	0.2	-	5.6
<u>Major Development & Evaluation Program</u>	-	-	-	-	-	-	-
<u>Minor Program</u>	36.6	22.6	16.8	7.0	3.1	1.4	87.5
System Preservation	2.6	0.5	0.2	-	-	-	3.3
Expansion/Efficiency	2.4	0.7	0.7	-	-	-	3.7
Safety & Security	1.5	1.8	1.5	1.6	1.6	-	8.0
Local Funding	0.6	0.2	1.6	0.2	-	-	2.6
Environment	5.5	4.9	4.3	1.2	1.2	1.2	18.2
Administration	24.1	14.5	8.6	4.0	0.3	0.2	51.7
<u>Capital Salaries, Wages & Other Costs</u>	2.1	2.9	2.0	2.0	2.0	2.0	13.1
TOTAL	64.1	36.2	25.5	15.2	12.0	9.1	162.1
Special Funds	63.0	34.8	22.9	13.2	10.7	9.1	153.8
Federal Funds	1.1	1.4	1.9	2.0	1.3	-	7.7
Other Funds	-	-	0.6	-	-	-	0.6
<u>Special Funds Breakdown</u>							
General Fund	2.3	2.0	2.0	2.0	-	-	8.3
Transportation Trust Fund	60.7	32.8	20.9	11.2	10.7	9.1	145.5
SPECIAL FUNDS TOTAL	63.0	34.8	22.9	13.2	10.7	9.1	153.8



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: TAP provides Transportation Alternative Set-Aside from the Surface Transportation Block Grant Program under the Infrastructure Investment and Jobs Act (IIJA). These local-state partnership projects are important to providing safer and connecting transportation options for all users of the transportation system. The program includes eligibility of projects for the Safe Routes to School (SRTS) and Recreational Trails Programs (RTP).

<input checked="" type="checkbox"/>	Enhance Safety and Security	<input checked="" type="checkbox"/>	Serve Communities and Support the Economy
<input checked="" type="checkbox"/>	Deliver System Quality	<input checked="" type="checkbox"/>	Promote Environmental Stewardship

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: Transportation Alternatives projects will serve communities, improve system quality, and enhance safety by enhancing pedestrian and bicycle mobility. In addition to environmental improvements such as treatment of roadway runoff, tree planting, and preservation of historic transportation buildings.

STATUS: Projects approved for funding appear in the Bicycle and Pedestrian Related Projects section.

[illegible]

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: Funding was added for FY 30.

PAGE TSO--1



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. 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 help reduce Greenhouse Gas emissions.

SMART GROWTH STATUS:
☐ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet to Be Determined

☐ Project Not Location Specific
☒ Not Subject to PFA Law

☐ Grandfathered
☐ Exception Will Be Required
☐ 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 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2027...	...2028...	...2029...	...2030...		
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	78,570	62,233	3,227	5,304	1,787	1,860	1,964	2,710	2,710	16,336	0
Total	78,570	62,233	3,227	5,304	1,787	1,860	1,964	2,710	2,710	16,336	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	78,570	62,233	3,227	5,304	1,787	1,860	1,964	2,710	2,710	16,336	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: No significant change. Funding has been fully restored from the Draft CTP.



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 2050 Maryland Bicycle and Pedestrian Master Plan.

PURPOSE & NEED SUMMARY STATEMENT: The program helps implement MDOT's Bicycle and Pedestrian Master 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.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:
☐ Enhance Safety and Security
☒ Deliver System Quality
☐ Serve Communities and Support the Economy
☒ Promote Environmental Stewardship

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

EXPLANATION:

STATUS: The Kim Lamphier Bikeways Network Program has helped local jurisdictions complete 160 bicycle transportation projects over 14 grant cycles. With 37 active projects, MDOT has awarded additional projects for the FY 25 grant cycle.

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 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
Planning	1,651	409	238	593	649	0	0	0	0	1,242	0
Engineering	7,075	1,715	861	4,142	1,218	0	0	0	0	5,360	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	27,556	13,314	672	3,922	2,779	1,542	1,000	3,000	2,000	14,242	0
Total	36,282	15,438	1,771	8,656	4,646	1,542	1,000	3,000	2,000	20,844	0
Federal-Aid	1,295	1,295	0	0	0	0	0	0	0	0	0
Special	34,987	14,143	1,771	8,656	4,646	1,542	1,000	3,000	2,000	20,844	0
Other	0	0	0	0	0	0	0	0	0	0	0

Fund Program # 00434

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: No significant change. Funding has been fully restored from the Draft CTP.



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 such as Reisterstown Plaza Metro, Bowie State, and Odenton Marc Station. MDOT is using \$1.2M for initial, key TOD initiatives. This includes the Penn Line TOD Strategy which will develop station area plans for strategic MARC stations on the Penn Line and the Baltimore Investment Study which will identify investment and incentive programs to encourage significant TOD in the Baltimore metro area.

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:

- ☐ Enhance Safety and Security
- ☒ Serve Communities and Support the Economy
- ☐ Deliver System Quality
- ☒ Promote Environmental Stewardship

- 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

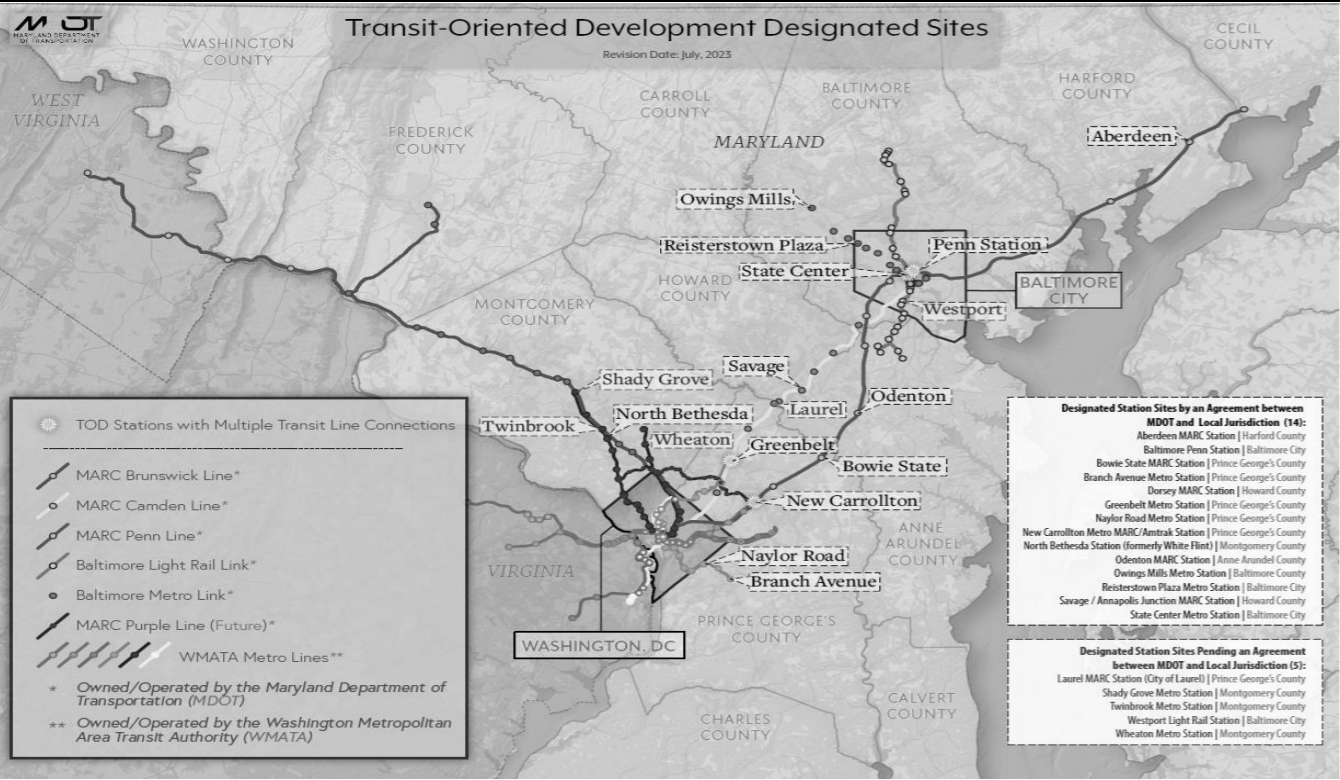
EXPLANATION: TOD will encourage dense development which will provide connected employment and enhanced tax revenue opportunities around transit hubs while also increasing transit ridership. This development will create better transportation choice by developing mixed-use communities around transit that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

STATUS: The first round of initiatives for the State’s TOD program includes the Penn Line Initiative and the Baltimore Investment Strategy Initiative. Upcoming work includes developing a parking policy framework as well as transactional support for ongoing joint developments. Out years include site feasibility studies and TOD planning.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: Increased funding in FY26 - FY29 (\$961K) for construction support.

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
TOTAL											
PHASE	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
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	86	86	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	6,560	4,402	1,057	1,197	250	250	250	211	0	2,158	0
Total	6,647	4,489	1,057	1,197	250	250	250	211	0	2,158	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	6,647	4,489	1,057	1,197	250	250	250	211	0	2,158	0
Other	0	0	0	0	0	0	0	0	0	0	0

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PROJECT: Transit Oriented Development Grant Program

DESCRIPTION: The Transit-Oriented Development (TOD) Capital Grant and Revolving Loan Fund is a special, non-lapsing fund; requiring interest earnings of the Fund to be credited to the Fund; authorizing MDOT to use the fund to provide financial assistance to local jurisdictions to be used for certain purposes within a TOD; and generally relating to TOD within the State.

PURPOSE & NEED SUMMARY STATEMENT: The purpose of the fund is to promote the equitable and inclusive development of TOD developments throughout the State. The fund aims to maximize local-state partnerships for the potential of land proximate to transit in a manner that results in quality-of-life improvements, increased ridership, and expanded access to resources, such as health, education, and employment.

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

- ☐ Enhance Safety and Security
- ☒ Serve Communities and Support the Economy
- ☐ Deliver System Quality
- ☒ Promote Environmental Stewardship

- 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

EXPLANATION: This fund emphasizes a preference toward supporting projects that enhance access to transit for low-income and minority residents; enhance access to transit in areas with affordable housing and a diversity of job and educational opportunities; or encourage development around underdeveloped and underutilized transit stations in transit-oriented developments. This serves communities and supports the economy, while also promoting environmental stewardship by supporting transportation options that reduce emissions.

STATUS: New program with expected launch of first funding round in winter 2025.

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL					PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	FOR PLANNING PURPOSES ONLY					
						...2027...	...2028...	...2029...	...2030...		
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	5,000	0	0	5,000	0	0	0	0	0	5,000	0
Total	5,000	0	0	5,000	0	0	0	0	0	5,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	5,000	0	0	5,000	0	0	0	0	0	5,000	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: None



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:

- ☒ Enhance Safety and Security
- ☒ Deliver System Quality
- ☒ Serve Communities and Support the Economy
- ☐ Promote Environmental Stewardship

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.

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

STATUS: MDOT has completed its new Strategic Asset Management Plan. This plan establishes the department's new goals for growing how MDOT leverages its critical asset classes and operationalizes asset management practices.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
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	5,332	3,464	849	1,868	0	0	0	0	0	1,868	0
Total	5,332	3,464	849	1,868	0	0	0	0	0	1,868	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	5,332	3,464	849	1,868	0	0	0	0	0	1,868	0
Other	0	0	0	0	0	0	0	0	0	0	0

000276, 121310



PROJECT: MDOT RSTARS Refactoring Project

DESCRIPTION: The project is to modernize RSTARS for MDOT into a modern programing 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 modal administrations. Modernizing RSTARS will enhance the user experience, improve system and process functionality, lessen the number of applications on the mainframe and allow for future integration with systems.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:
☐ Enhance Safety and Security
☒ Deliver System Quality
☐ Serve Communities and Support the Economy
☐ Promote Environmental Stewardship

EXPLANATION: This project will enhance the system quality and efficiency of RSTARS.

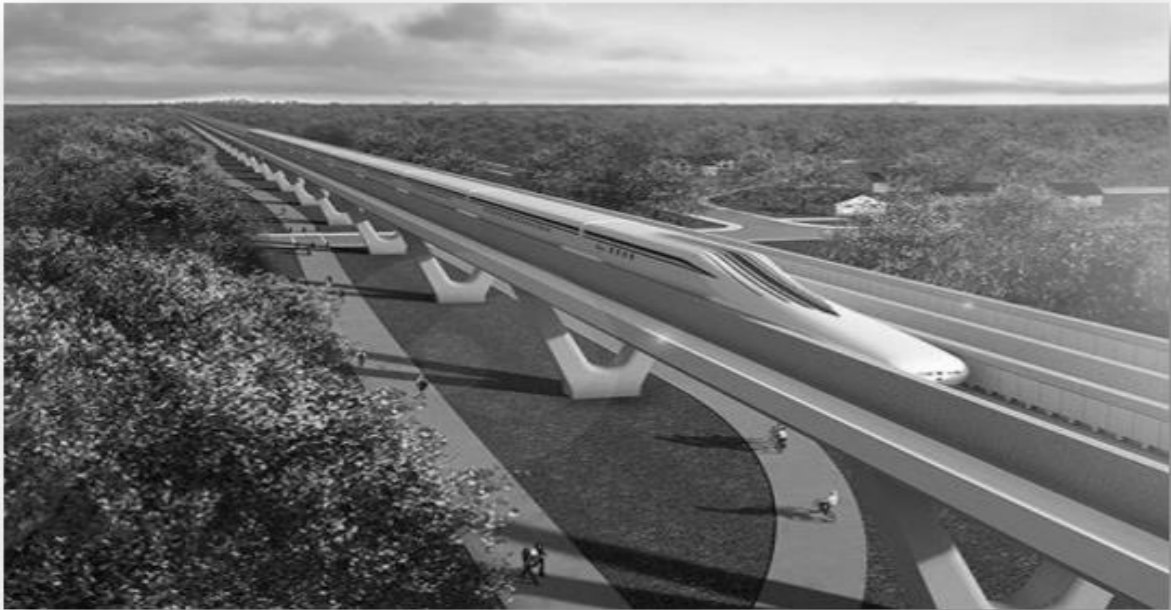
SMART GROWTH STATUS: ☒ Project Not Location Specific ☐ Not Subject to PFA Law
☐ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet to Be Determined
☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

STATUS: Project is now live.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
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	21,421	17,767	8,112	2,679	975	0	0	0	0	3,654	0
Total	21,421	17,767	8,112	2,679	975	0	0	0	0	3,654	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	21,421	17,767	8,112	2,679	975	0	0	0	0	3,654	0
Other	0	0	0	0	0	0	0	0	0	0	0

TSOPRJ000299

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: Increased funding by \$2.375 million for required enhancements related to new technical requirements of the new MSTARs application.



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

☐ Project Not Location Specific
☐ Not Subject to PFA Law
☐ Grandfathered
☐ Exception Will Be Required
☐ 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: <input type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
Planning	35,072	35,072	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	0	0	0	0	0	0	0	0	0	0	0
Total	35,072	35,072	0	0	0	0	0	0	0	0	0
Federal-Aid	28,123	28,123	0	0	0	0	0	0	0	0	0
Special	0	0		0	0	0	0	0	0	0	0
Other	6,949	6,949	0	0	0	0	0	0	0	0	0

TSO0220

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

- | | | | |
|-------------------------------------|-----------------------------|-------------------------------------|---|
| <input checked="" type="checkbox"/> | Enhance Safety and Security | <input checked="" type="checkbox"/> | Serve Communities and Support the Economy |
| <input checked="" type="checkbox"/> | Deliver System Quality | <input type="checkbox"/> | Promote Environmental Stewardship |

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: ADA Street and Sidewalks Improvements in Baltimore City grant agreement with significant improvements expected in FY 2025 - 2027.

[illegible]

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: None.

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

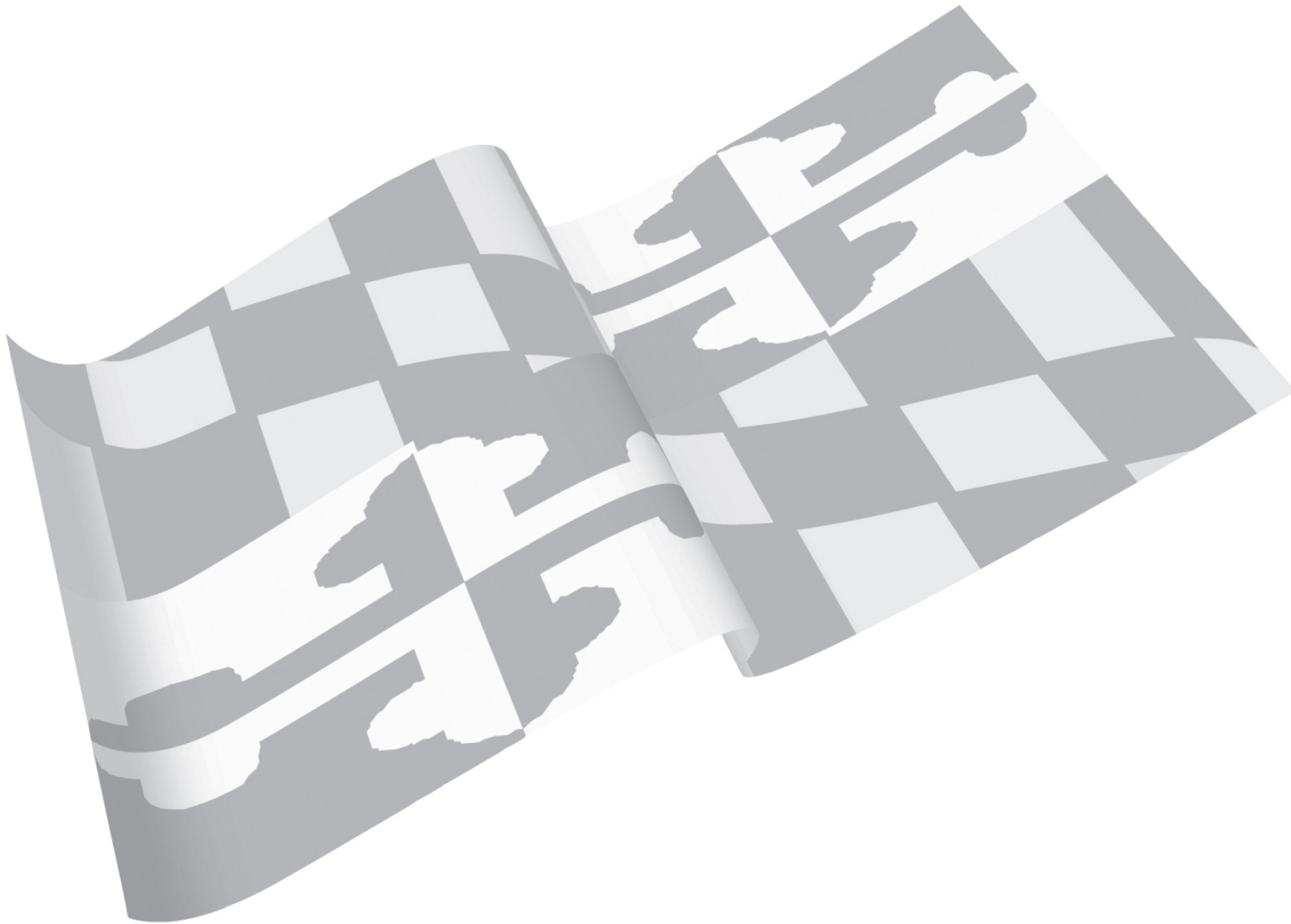
THE SECRETARY'S OFFICE - LINE 10

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Environmental Service Funds</u>				
TSO0237	USACE Feasibility Study	\$	1,488	Completed
TSOGRT000280	Urban Tree Program	\$	344	Ongoing
TSOPRJ000260	Support for Stream Gauge Monitoring by USGS	\$	1,199	Ongoing
TSOPRJ000301	Office of Environment Consultant Services Contract	\$	10,499	Underway
<u>Freight & Intermodal Program</u>				
TSO0206	Port of Baltimore Incentive Pilot Program	\$	6,573	Ongoing
TSO0219	Rosedale Grade Crossing Improvement Grant	\$	1,400	Underway
TSOGRT000336	Centreville & Chestertown Lines Track Work	\$	1,150	Completed
TSOGRT000396	MDOT Freight Rail Grant Program	\$	5,000	Ongoing
<u>MBE Disparity Studies</u>				
TSO0234	2021 MBE Disparity Study	\$	2,950	Underway
<u>MDOT HQ Building Preservation</u>				
TSO008104	Painting and Replacement Carpeting in MDOT HQ Building	\$	497	Underway
TSO008115	TSO Exterior LED lighting	\$	501	Completed
TSOPRJ000244	Caulking, Sealing and Pressure Washing MDOT HQ Building	\$	235	Underway
TSOPRJ000261	TSO Interior LED Lighting	\$	343	Underway
TSOPRJ000290	TSO HQ Building - New Roof	\$	679	Underway
<u>MDOT IT Enhancement Program</u>				
TSO121307	MBE Software Project	\$	635	Completed
TSO121319	RFID Initiative	\$	2,715	Underway
TSO121335	CCM - Multiple Modes	\$	1,479	Completed
TSOPRJ000341	Enterprise Data Platform – Design & Implementation	\$	959	Ongoing
<u>Planning Services & Studies</u>				
TSOPRJ000282	OPCP - 23 Transportation Planning Services Contract	\$	31,600	Ongoing

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

THE SECRETARY'S OFFICE - LINE 10

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Secretary Grants</u>				
TSO0066	Transportation Related Air Pollution Projects (TRAPP)	\$	30,967	Ongoing
TSO0148	UMD - NCSG Agreement	\$	3,247	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

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

	<u>FY 2025</u>	<u>FY 2026</u>	<u>FY 2027</u>	<u>FY 2028</u>	<u>FY 2029</u>	<u>FY 2030</u>	<u>SIX - YEAR TOTAL</u>
<u>Major Construction Program</u>	7.7	-	-	-	-	-	7.7
System Preservation	6.4	-	-	-	-	-	6.4
Expansion/Efficiency	1.3	-	-	-	-	-	1.3
<u>Major Development & Evaluation Program</u>	-	-	-	-	-	-	-
<u>Minor Program</u>	13.3	24.6	13.6	11.9	6.8	13.1	83.4
System Preservation	9.4	19.7	10.9	10.3	5.2	10.0	65.4
Expansion/Efficiency	1.2	3.4	1.6	0.9	0.8	1.8	9.7
Safety & Security	2.2	1.2	0.6	0.5	0.6	0.6	5.8
Environment	0.6	0.4	0.5	0.2	0.2	0.7	2.5
<u>Capital Salaries, Wages & Other Costs</u>	0.9	0.9	0.9	1.0	1.0	1.0	5.6
TOTAL	21.9	25.5	14.5	12.8	7.8	14.1	96.7
Special Funds	21.8	25.5	14.5	12.8	7.8	14.1	96.6
Federal Funds	0.0	-	-	-	-	-	0.0
Other Funds	-	-	-	-	-	-	-
<u>Special Funds Breakdown</u>							
Transportation Trust Fund	21.8	25.5	14.5	12.8	7.8	14.1	96.6
SPECIAL FUNDS TOTAL	21.8	25.5	14.5	12.8	7.8	14.1	96.6



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:

- ☒ Enhance Safety and Security
- ☒ Deliver System Quality
- ☐ Serve Communities and Support the Economy
- ☐ Promote Environmental Stewardship

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.

- 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 is in the operating and maintenance phase.

POTENTIAL FUNDING SOURCE:											
<div><input checked="" type="checkbox"/> SPECIAL<input type="checkbox"/> FEDERAL<input type="checkbox"/> GENERAL<input type="checkbox"/> OTHER</div>											
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
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	82,931	81,681	6,985	1,250	0	0	0	0	0	1,250	0
Total	98,159	96,909	6,985	1,250	0	0	0	0	0	1,250	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	98,159	96,909	6,985	1,250	0	0	0	0	0	1,250	0
Other	0	0	0	0	0	0	0	0	0	0	0

MVA0688

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: None.



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.

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

<input checked="" type="checkbox"/>	Enhance Safety and Security	<input checked="" type="checkbox"/>	Serve Communities and Support the Economy
<input checked="" type="checkbox"/>	Deliver System Quality	<input checked="" type="checkbox"/>	Promote Environmental Stewardship

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: None.

[illegible]

PAGE MVA--2

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

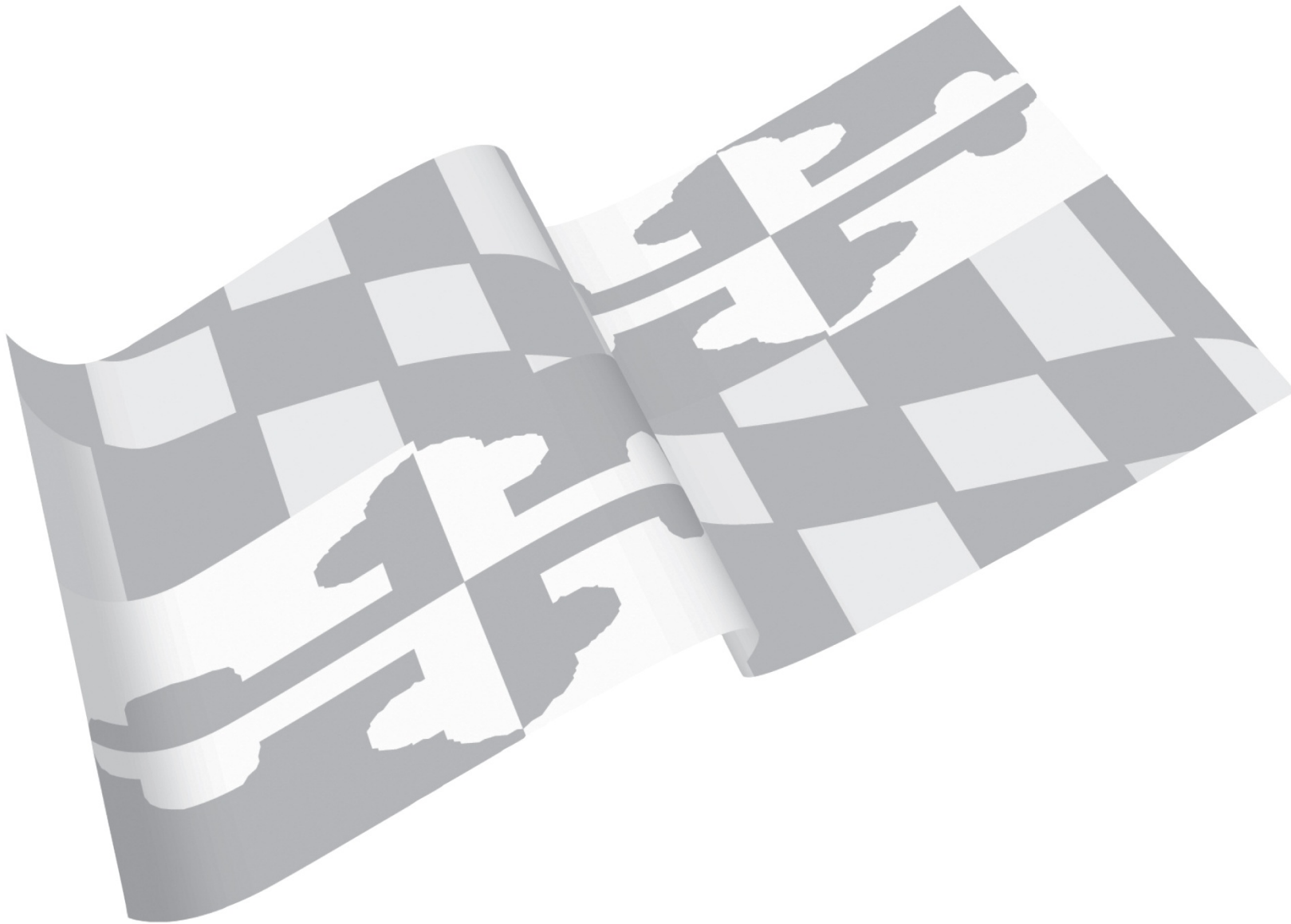
MOTOR VEHICLE ADMINISTRATION - LINE 3

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Departmental Services</u>				
MVA0651	Central Document Processing System Preservation	\$	2,399	FY 2026
<u>Facility</u>				
MVA0598	Building and Interior Modification	\$	7,127	Ongoing
MVAPRJ000189	OIR Facade	\$	1,005	Completed
MVAPRJ000193	OIR Computer Room Upgrades	\$	1,261	Underway
MVAPRJ000195	Waldorf Roof	\$	695	Completed
MVAPRJ000204	Largo Remodel	\$	4,751	Design Completed
MVAPRJ000209	Pavement Rehabilitation	\$	870	Underway
MVAPRJ000211	Power Distribution Systems	\$	1,154	FY 2026
MVAPRJ000212	Fire Detection & Suppression Systems	\$	960	Underway
MVAPRJ000214	Glen Burnie Print Shop Relocation	\$	352	Completed
MVAPRJ000216	Glen Burnie Boiler Replacement	\$	2,638	Design Completed
MVAPRJ000218	Glen Burnie Chiller Replacement	\$	1,705	Design Completed
MVAPRJ000220	Data Center Fire Protection Replacement	\$	2,349	Design Completed
MVAPRJ000221	Generator Replacement	\$	8,516	Design Underway
MVAPRJ000223	Computer Room HVAC	\$	2,400	Design Underway
<u>IT Hardware/Equipment</u>				
MVA0645	Computer Equipment System Preservation	\$	8,626	Ongoing
MVA0649	Network Switch System Preservation	\$	1,752	FY 2025
MVAPRJ000184	MDOT MVA Digital Mail	\$	1,016	Underway
<u>IT Software/System Enhancements</u>				
MVA0545	Telecommunication System Preservation & Improvement	\$	1,973	Ongoing
MVA0597	System Preservation	\$	6,213	Ongoing
MVAPRJ000185	Law Test Project	\$	1,039	Underway
MVAPRJ000208	IT Innovation and Security	\$	3,672	Ongoing
MVAPRJ000210	OIR System Software Enhancement	\$	6,079	Underway

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MOTOR VEHICLE ADMINISTRATION - LINE 3

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>MHSO</u>				
MVA0777	Maryland Highway Safety Office Bicycle Programs	\$	438	Ongoing
<u>Vehicle and Fleet</u>				
MVA0799	Mobile Office	\$	1,407	FY 2026
<u>VEIP</u>				
MVA0686	VEIP Preservation	\$	3,425	Ongoing
MVAPRJ000183	VEIP RFP Transition	\$	3,580	FY 2026



MDOT MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND AVIATION ADMINISTRATION

<p style="text-align: center;">MARYLAND AVIATION ADMINISTRATION CAPITAL PROGRAM SUMMARY (\$ MILLIONS)</p>
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	<u>FY 2025</u>	<u>FY 2026</u>	<u>FY 2027</u>	<u>FY 2028</u>	<u>FY 2029</u>	<u>FY 2030</u>	<u>SIX - YEAR TOTAL</u>
<u>Major Construction Program</u>	293.5	264.8	111.2	21.7	33.0	30.4	754.7
System Preservation	91.8	65.1	34.4	5.4	19.2	17.4	233.3
Expansion/Efficiency	176.8	170.3	50.8	2.4	3.0	3.0	406.3
Safety & Security	20.1	23.2	7.6	10.4	7.4	6.5	75.2
Local Funding	3.6	3.0	3.5	3.5	3.5	3.5	20.6
Environment	0.0	0.0	-	-	-	-	0.0
Administration	1.2	3.3	14.8	-	-	-	19.3
<u>Major Development & Evaluation Program</u>	11.4	21.8	31.1	14.6	0.6	-	79.6
System Preservation	2.6	6.8	10.6	7.0	-	-	26.9
Expansion/Efficiency	2.3	7.0	13.9	2.2	-	-	25.5
Safety & Security	4.6	6.1	6.6	4.8	-	-	22.1
Administration	1.9	1.9	-	0.6	0.6	-	5.0
<u>Minor Program</u>	51.7	29.1	24.7	25.9	12.8	34.4	178.7
System Preservation	26.9	14.8	20.5	16.4	8.4	27.2	114.2
Expansion/Efficiency	5.5	5.6	0.1	0.2	0.1	-	11.4
Safety & Security	9.9	4.1	-	-	-	0.3	14.4
Environment	5.1	3.1	2.5	6.1	1.9	3.5	22.3
Administration	4.2	1.5	1.7	3.2	2.4	3.4	16.5
<u>Capital Salaries, Wages & Other Costs</u>	6.4	6.4	6.4	6.4	6.4	6.4	38.4
TOTAL	363.0	322.2	173.4	68.7	52.9	71.2	1,051.3
Special Funds	96.9	64.7	63.5	39.4	31.4	63.1	359.0
Federal Funds	94.1	60.3	63.4	22.4	21.5	8.2	269.9
Other Funds	172.0	197.1	46.4	6.9	0.0	-	422.4
<u>Special Funds Breakdown</u>							
Transportation Trust Fund	91.5	64.5	63.5	38.7	31.4	63.1	352.7
Reimbursement Funds	5.4	0.2	0.0	0.7	-	-	6.4
SPECIAL FUNDS TOTAL	96.9	64.7	63.5	39.4	31.4	63.1	359.0



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 seventeen (17) active projects at the start of FY25 and expects to award 13 new projects at various airports across the State in FY25.

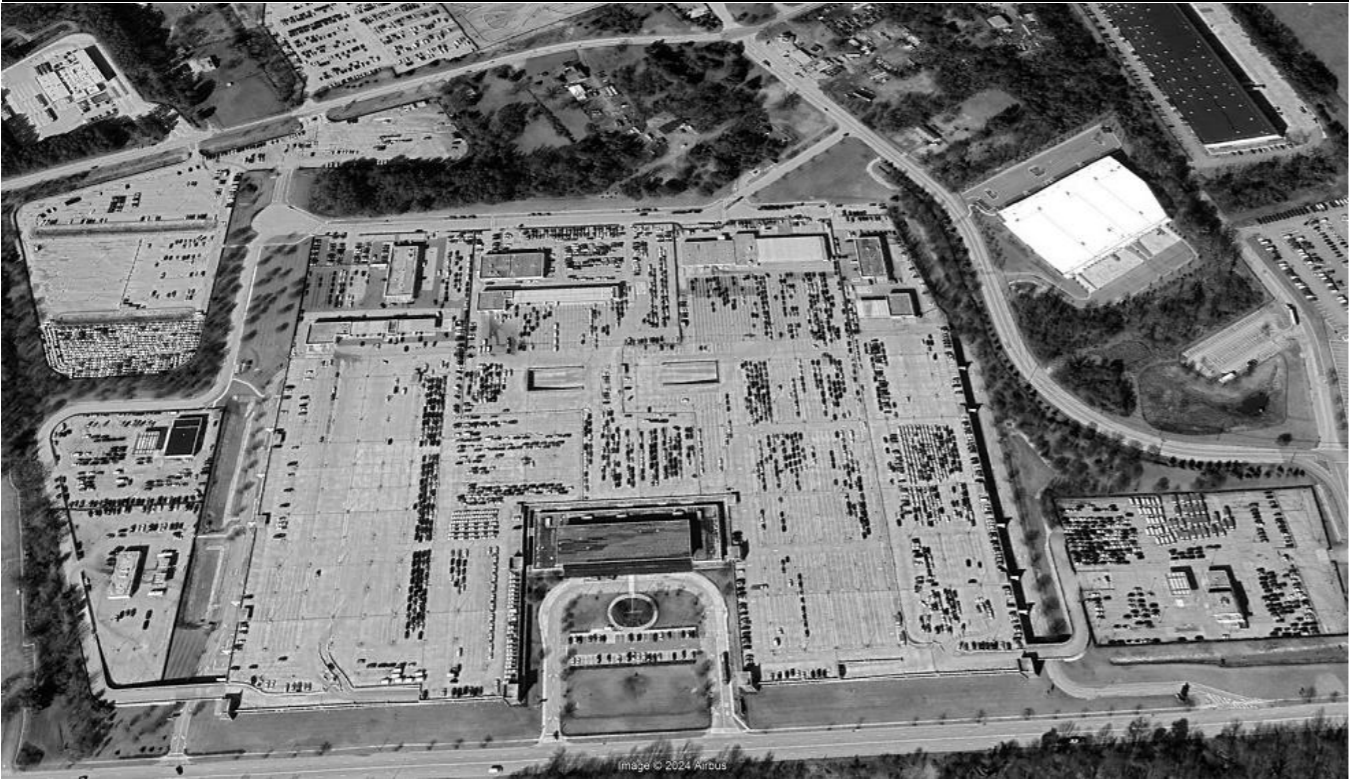
POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
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	95,470	74,904	6,301	3,567	3,000	3,500	3,500	3,500	3,500	20,567	0
Total	95,699	75,132	6,301	3,567	3,000	3,500	3,500	3,500	3,500	20,567	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	95,699	75,132	6,301	3,567	3,000	3,500	3,500	3,500	3,500	20,567	0
Other	0	0	0	0	0	0	0	0	0	0	0

1105, 1106, 1107

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:
\$14 million added to Program including allocation for FY 2030.

USAGE: N/A

OPERATING COST IMPACT: N/A



PROJECT: Consolidated Rental Car Facility Improvements at BWI Marshall Airport

DESCRIPTION: Improvements will be phased over multiple years and include the Consolidated Rental Car Facility's Parking Garage, Customer Service Building and Bus Maintenance Facility. Recommended improvements include mechanical, electrical, architectural, plumbing and fire protection. Also included is a reallocation study for the facility, new wayfinding/signage, infrastructure for electric vehicles and a new fire alarm & fire suppression system.

PURPOSE & NEED SUMMARY STATEMENT: A Facility Condition Assessment was completed for the Consolidated Rental Car Facility outlining the need for these improvements.

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

☒ Enhance Safety and Security

☒ Deliver System Quality

☐ Serve Community and Support the Economy

☐ Promote Environmental Stewardship

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

☒ Project Inside PFA

☐ Project Outside PFA

☐ PFA Status Yet to Be Determined

☐ Grandfathered

☐ Exception Will Be Required

☐ Exception Granted

EXPLANATION: This project will replace aging infrastructure to maintain current and future levels of service.

STATUS: Design started in July 2024.

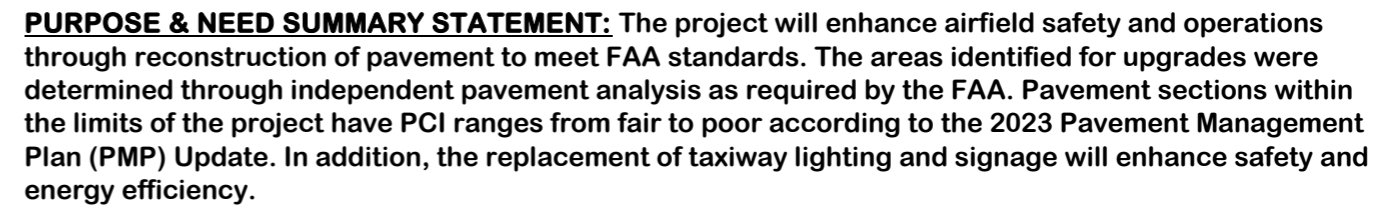
POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,606	0	0	1,441	165	0	0	0	0	1,606	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	34,450	0	0	6,950	11,006	9,573	6,921	0	0	34,450	0
Total	36,056	0	0	8,391	11,171	9,573	6,921	0	0	36,056	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	36,056	0	0	8,391	11,171	9,573	6,921	0	0	36,056	0

0486, 0487, 0509, 0516, 0662 Other funding source is Customer Facility Charge (CFC) revenue.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:
Added to Primary Construction Program.

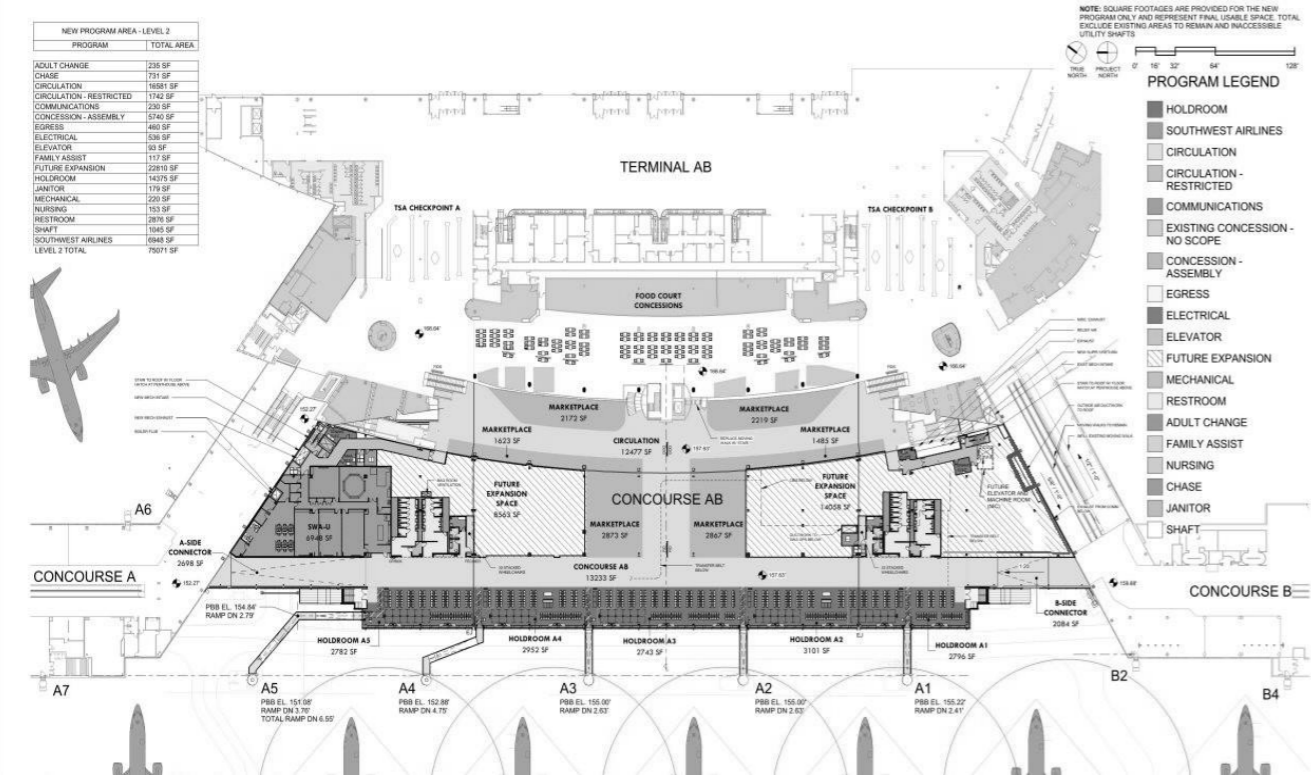
USAGE: Accommodate projected annual rental car operations.

OPERATING COST IMPACT: Operating cost recovered through airport fees.



STATUS: Design completed. Construction began in May 2024; expected completion in December 2025.

PAGE MAA--3



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"/> Enhance Safety and Security	<input checked="" type="checkbox"/> Serve Community and Support the Economy
<input checked="" type="checkbox"/> Deliver System Quality	<input type="checkbox"/> Promote Environmental Stewardship

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

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

STATUS: Construction is underway 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						
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	...2027...	...2028...	...2029...	...2030...	0	0
Engineering	94,800	61,905	7,274	19,090	13,805	0	0	0	0	32,895	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	396,122	161,688	107,823	121,309	112,029	1,096	0	0	0	234,434	0
Total	490,922	223,593	115,097	140,399	125,834	1,096	0	0	0	267,329	0
Federal-Aid	38,469	13,008	12,623	25,461	0	0	0	0	0	25,461	0
Special	27,468	27,227	128	241	0	0	0	0	0	241	0
Other	424,985	183,358	102,346	114,697	125,834	1,096	0	0	0	241,627	0

0232, 0233, 0234 Other funding source is Special Transportation Project Revenue Bonds. Federal funding is past CARES stimulus and current Bipartisan Infrastructure Law Airport Terminal Program Grant.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: Cost increased by \$28.8 million due to the addition of Automated Exit Lanes and associated improvements to the project scope.

USAGE: Accommodate projected annual passenger growth.

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



PAGE MAA--5



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:

- ☒ Enhance Safety and Security
- ☒ Serve Community and Support the Economy
- ☒ Deliver System Quality
- ☐ Promote Environmental Stewardship

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:**

☐ 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: Construction started December 2021. Construction of hangar and apron is underway. Project completion anticipated June 2025.

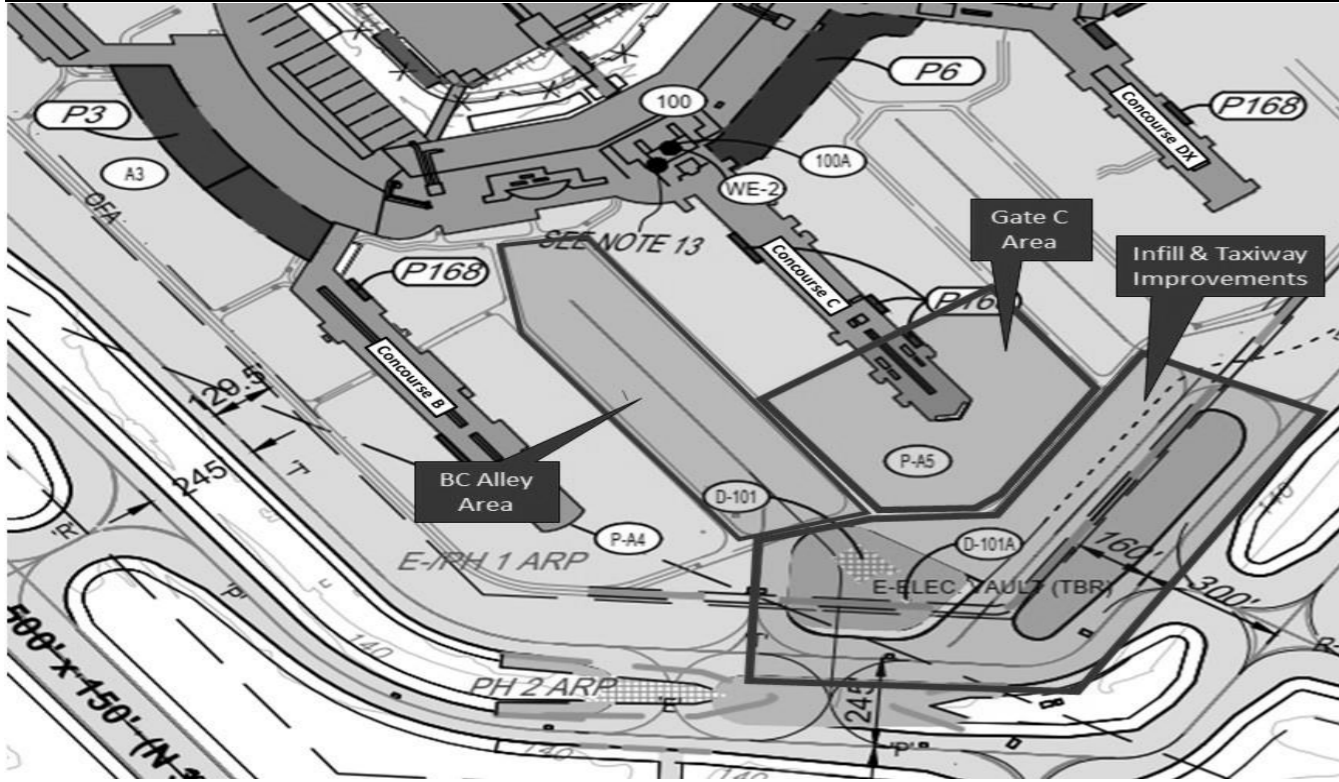
POTENTIAL FUNDING SOURCE:			<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER					
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,792	5,762	742	30	0	0	0	0	0	30	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	41,962	36,299	5,537	5,663	0	0	0	0	0	5,663	0
Total	47,754	42,061	6,279	5,693	0	0	0	0	0	5,693	0
Federal-Aid	3,211	2,947	2,524	264	0	0	0	0	0	264	0
Special	44,543	39,114	3,755	5,429	0	0	0	0	0	5,429	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 2024 - 29 CTP: Project funding decreased \$3.5M due to cost savings as the project nears completion.

USAGE: Accommodate projected airline maintenance needs.

OPERATING COST IMPACT: Cost responsibility of Southwest Airlines.



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 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.

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

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 for Airfield Lighting Vault Relocation - Phase 1 complete in July 2024. Phase 2 is anticipated to begin July 2026.

[illegible]

USAGE: Improve standards and accommodate projected annual flight operations.

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 with adequate reserves to promote operational resiliency.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:
☒ Enhance Safety and Security ☒ Serve Community and Support the Economy
☐ Deliver System Quality ☐ Promote Environmental Stewardship

EXPLANATION: This project will expand the fuel capacity at BWI Marshall Airport to meet the future demands of flight operations and provide sufficient reserves to maintain operational resiliency. BWI Marshall Airport supports the movement of people, goods, and the State's economy.

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

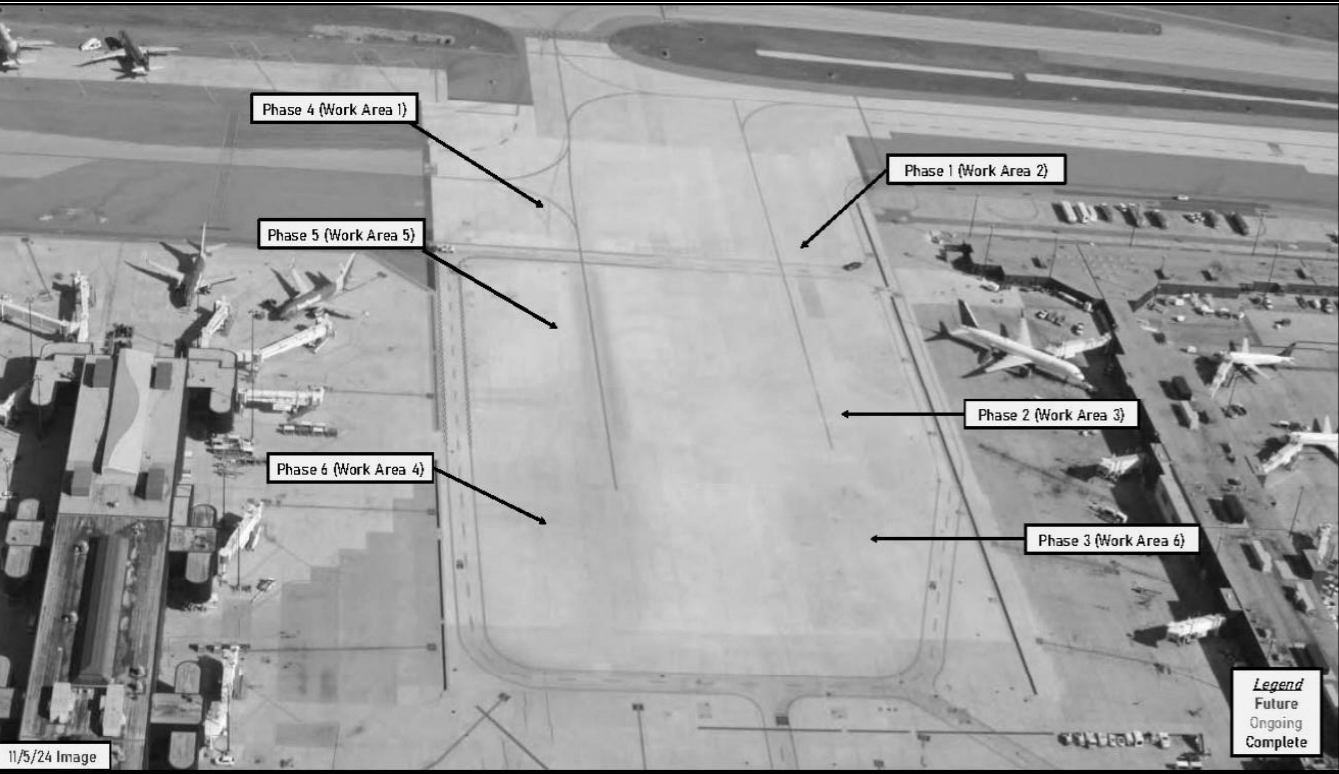
STATUS: Project is nearing substantial completion. Testing in progress.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
Planning	14	14	0	0	0	0	0	0	0	0	0
Engineering	1,437	1,065	165	372	0	0	0	0	0	372	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	13,835	13,797	8,186	2,602	0	0	0	0	10,788	0
Total	26,074	14,913	13,962	8,559	2,602	0	0	0	0	11,161	0
Federal-Aid	58	58	0	0	0	0	0	0	0	0	0
Special	26,016	14,855	13,962	8,559	2,602	0	0	0	0	11,161	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:
None.

USAGE: Accommodate projected annual flight operations.

OPERATING COST IMPACT: Cost responsibility of Baltimore Fuel Farm Consortium.



PROJECT: TaxiLANES N and N1 Reconstruction at BWI Marshall Airport

DESCRIPTION: TaxiLANES 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 2023 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:

- ☒ Enhance Safety and Security
- ☒ Deliver System Quality
- ☒ Serve Community and Support the Economy
- ☐ Promote Environmental Stewardship

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 Foreign Object Debris (FOD) that could impact the aircraft. BWI Marshall Airport supports the movement of people, goods and the State's economy.

- 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: Construction is substantially complete with only punch list items remaining.

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 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,508	604	127	1,903	0	0	0	0	0	1,903	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	16,805	13,753	4,804	0	0	0	0	0	4,804	0
Total	24,117	17,410	13,880	6,707	0	0	0	0	0	6,707	0
Federal-Aid	15,584	12,576	10,310	3,008	0	0	0	0	0	3,008	0
Special	8,533	4,834	3,570	3,699	0	0	0	0	0	3,699	0
Other	0	0	0	0	0	0	0	0	0	0	0

0252 Federal funding is Bipartisan Infrastructure Law Airport Improvement Grant.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:
None.

USAGE: Improve standards and accommodate projected annual flight operations.

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



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.

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

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

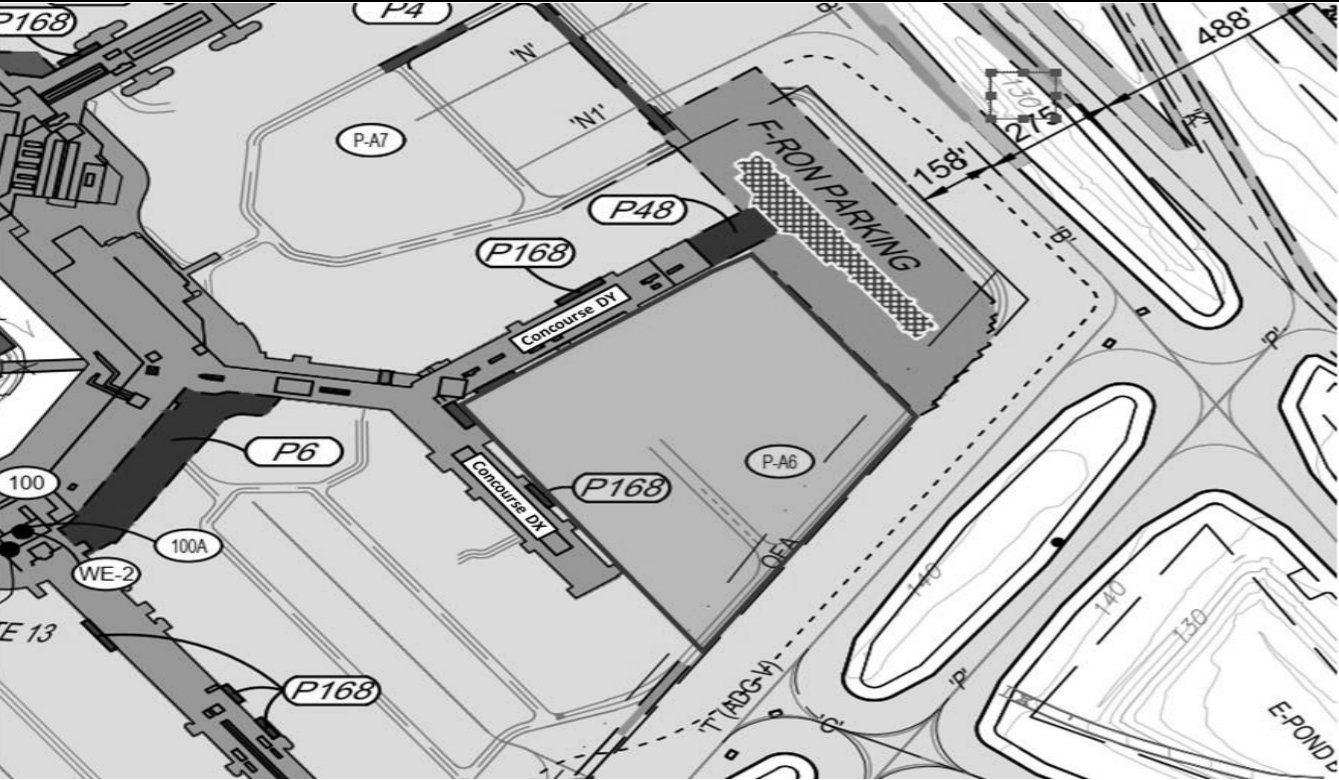
STATUS: Construction began in August 2024.

[illegible]

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:
Cost decreased by \$1.8 million due to favorable bids.

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:
- ☒ Enhance Safety and Security

☒ Deliver System Quality

☒ Serve Community and Support the Economy

☐ Promote Environmental Stewardship

- 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: Design completed. Construction start anticipated Spring 2025.

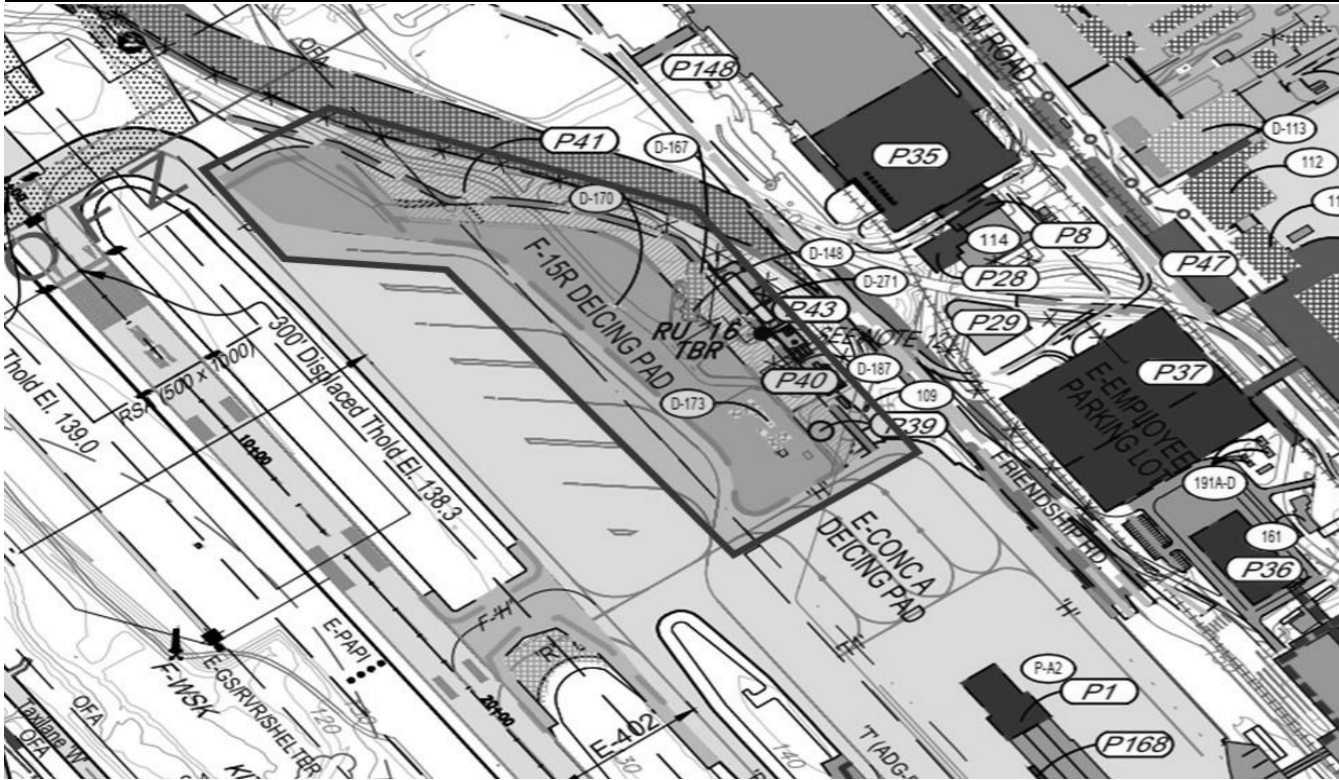
EXPLANATION: This project provides for compliance with Public Law 109-115 and FAA Part 139 regulations. The improvements enhance safety by reducing the risk of aircraft damage in the apron area. Pavement improvements and FAA standards ensure airfield pavement is free of cracks and minimize Foreign Object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

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 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,274	683	676	563	15	14	0	0	0	591	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	34,983	0	0	3,745	14,982	16,255	0	0	0	34,983	0
Total	36,257	683	676	4,308	14,997	16,269	0	0	0	35,574	0
Federal-Aid	26,869	501	501	2,916	11,249	12,203	0	0	0	26,368	0
Special	9,388	182	176	1,392	3,748	4,066	0	0	0	9,206	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:
Cost increased by \$23.4 million due to increased scope and revised engineer's estimate.

USAGE: Improve standards and accommodate projected annual flight operations.

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



DESCRIPTION: 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.

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

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

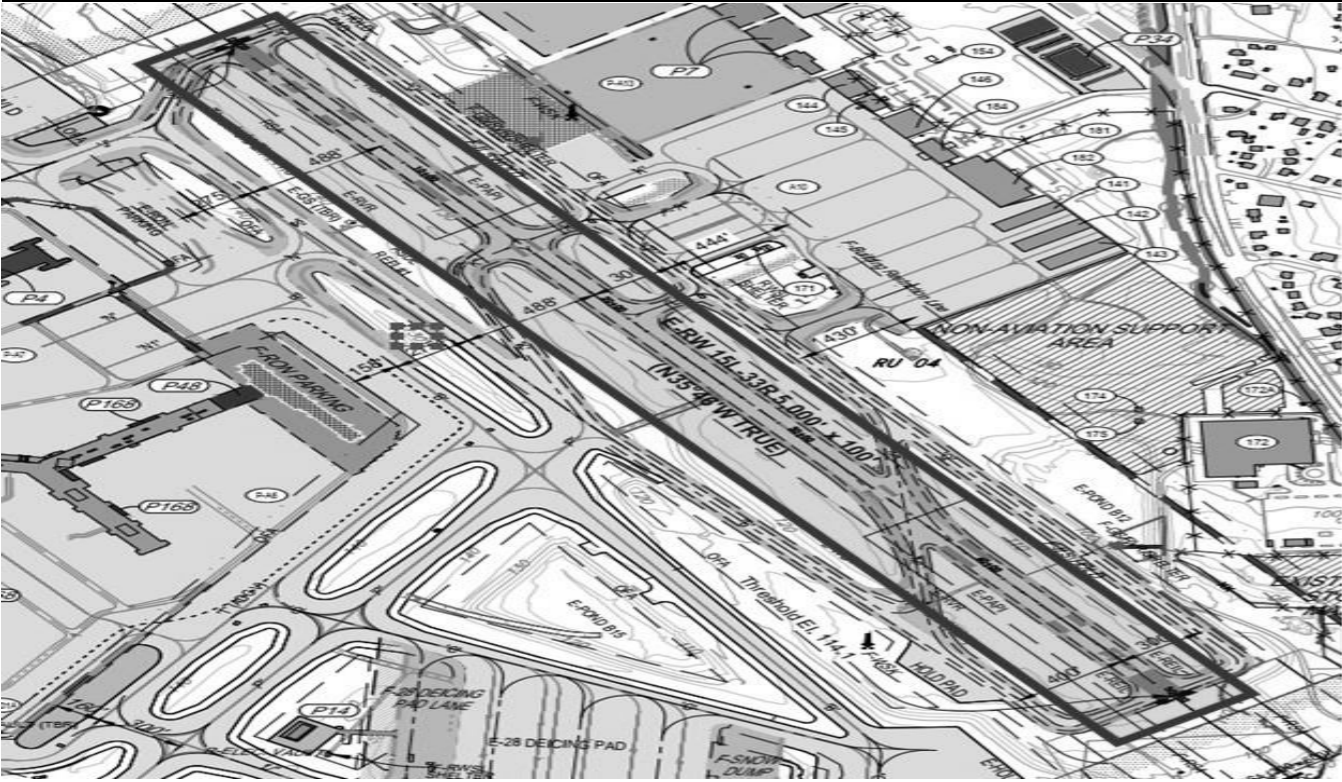
<input checked="" type="checkbox"/>	Project Inside PFA	<input type="checkbox"/>	Grandfathered
<input type="checkbox"/>	Project Outside PFA	<input type="checkbox"/>	Exception Will Be Required
<input type="checkbox"/>	PFA Status Yet to Be Determined	<input type="checkbox"/>	Exception Granted

STATUS: Project deferred due to reprioritization of Federal projects and programs.

[illegible]

USAGE: Accommodate projected annual flight operations.

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



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

DESCRIPTION: This project will provide a comprehensive pavement rehabilitation to Runway 15L-33R and connecting taxiways. The 2023 Pavement Management Plan (PMP) Pavement Condition Index (PCI) for these pavements ranges from 54 to 84 (out of 100). The pavement distresses include alligator cracking, block cracking and weathering. The Project will include all grading, pavement, lighting, signage and all related infrastructure.

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

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

- ☒ Enhance Safety and Security
- ☒ Serve Community and Support the Economy
- ☒ Deliver System Quality
- ☐ Promote Environmental Stewardship

- 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

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 on the airfield. Pavement improvements 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.

STATUS: Design and engineering expected to start in 2026.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,502	0	0	329	768	303	101	0	0	1,502	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	12,705	0	0	0	0	9,529	3,176	0	0	12,705	0
Total	14,207	0	0	329	768	9,832	3,277	0	0	14,207	0
Federal-Aid	10,655	0	0	247	576	7,374	2,458	0	0	10,655	0
Special	3,552	0	0	82	192	2,458	819	0	0	3,552	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:
None.

USAGE: Improve standards and accommodate projected annual flight operations.

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



PROJECT: Concourse E Baggage Handling System Expansion at BWI Marshall Airport

DESCRIPTION: The project includes replacement of the existing legacy outbound baggage conveyors dating from the original opening of Concourse E in 1997 and is nearing the end of its useful life. Also included is the installation of one additional baggage make-up belt and one additional explosive detection system (EDS) machine on Concourse E.

PURPOSE & NEED SUMMARY STATEMENT: The replacement of the legacy conveyors is needed to preserve the capacity of the outbound baggage handling system in Concourse E to get checked baggage to the outgoing aircraft from the ticket counters and Federal Inspection Services recheck area. The installation of the third explosive detection system machine and baggage makeup unit is needed to enhance the capacity of the outbound baggage handling system to meet current demand. The third explosive detection system machine will also enhance the security of the airport by ensuring all outbound baggage is screened in a timely manner.

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

- | | |
|---|--|
| <input checked="" type="checkbox"/> Enhance Safety and Security | <input type="checkbox"/> Serve Community and Support the Economy |
| <input checked="" type="checkbox"/> Deliver System Quality | <input type="checkbox"/> Promote Environmental Stewardship |

EXPLANATION: This project replaces infrastructure that supports airport operations and enhances security. 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: Design is complete. Construction Notice to Proceed anticipated February 2025.

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 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	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	4,253	1,913	878	1,736	508	96	0	0	0	2,340	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	39,248	0	0	7,998	13,760	17,490	0	0	0	39,248	0
Total	43,501	1,913	878	9,734	14,268	17,586	0	0	0	41,588	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	1,035	1,035	0	0	0	0	0	0	0	0	0
Other	42,466	878	878	9,734	14,268	17,586	0	0	0	41,588	0

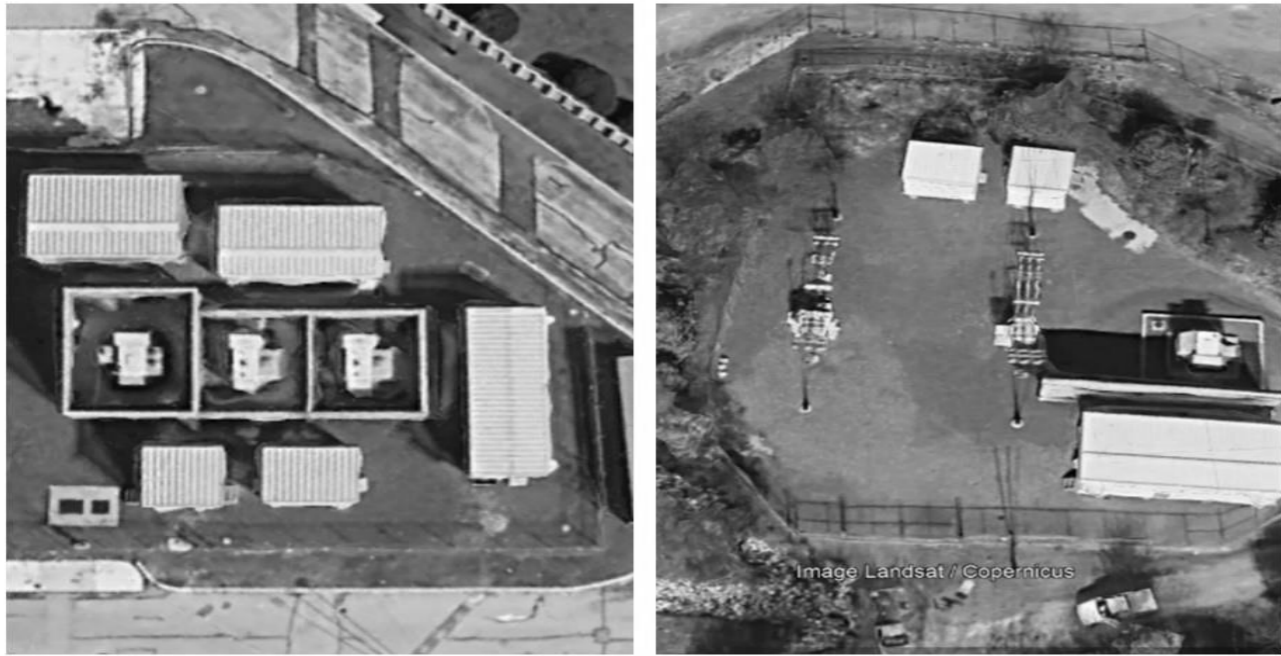
0251 Other funding source is Passenger Facility Charge (PFC) revenue.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:

Cost increased \$8.4 million due to unfavorable bids.

USAGE: Accommodate existing and projected annual passenger demand.

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



PROJECT: Electrical Substations Reconstruction at BWI Marshall Airport

DESCRIPTION: This project replaces 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 replacement of the substations will consolidate equipment into one location and provide connections to the BGE sources. In addition, the replacement of switchgear and transformer equipment will increase reliability of the electrical distribution system and maintain operational resiliency.

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

- ☒ Enhance Safety and Security
- ☒ Serve Community and Support the Economy
- ☒ Deliver System Quality
- ☐ Promote Environmental Stewardship

EXPLANATION: This project improves utility infrastructure that supports airport operations. BWI Marshall Airport supports the movement of people, goods and State economy.

- 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 for North/South BGE Substations and replacement of Substation ST-AB.

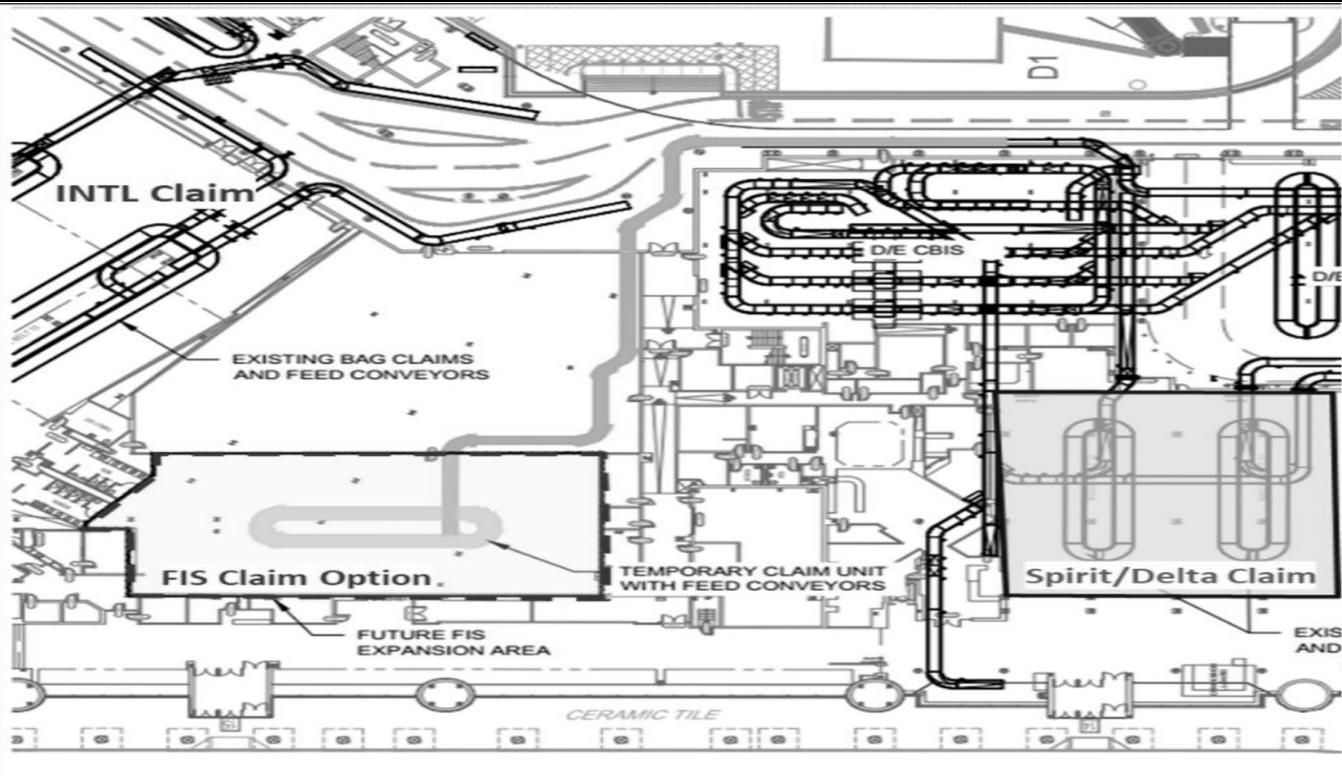
POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,772	1,439	222	2,239	74	19	0	0	0	2,332	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	25,619	9,230	7,597	8,165	6,100	2,125	0	0	0	16,390	0
Total	29,391	10,669	7,819	10,404	6,174	2,144	0	0	0	18,722	0
Federal-Aid	1	1	0	0	0	0	0	0	0	0	0
Special	11,135	5,798	2,948	2,427	2,170	740	0	0	0	5,337	0
Other	18,255	4,870	4,870	7,976	4,004	1,404	0	0	0	13,385	0

0170, 0254 Federal funding was CARES stimulus; Other funding source is Passenger Facility Charge (PFC) revenue.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:
Cost decreased by \$1.2 million due to favorable bids.

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 one new baggage claim carousel along with the associated bag feed belt for Concourse D/E.

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

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

- ☐ Enhance Safety and Security
- ☒ Deliver System Quality
- ☒ Serve Community and Support the Economy
- ☐ Promote Environmental Stewardship

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

EXPLANATION: This project expands capacity by providing two additional bag claim carousels. BWI Marshall Airport supports the movement of people, goods and State economy.

STATUS: Construction of Phase I, MDTA Police Relocation, deferred. Design for Phase II is underway.

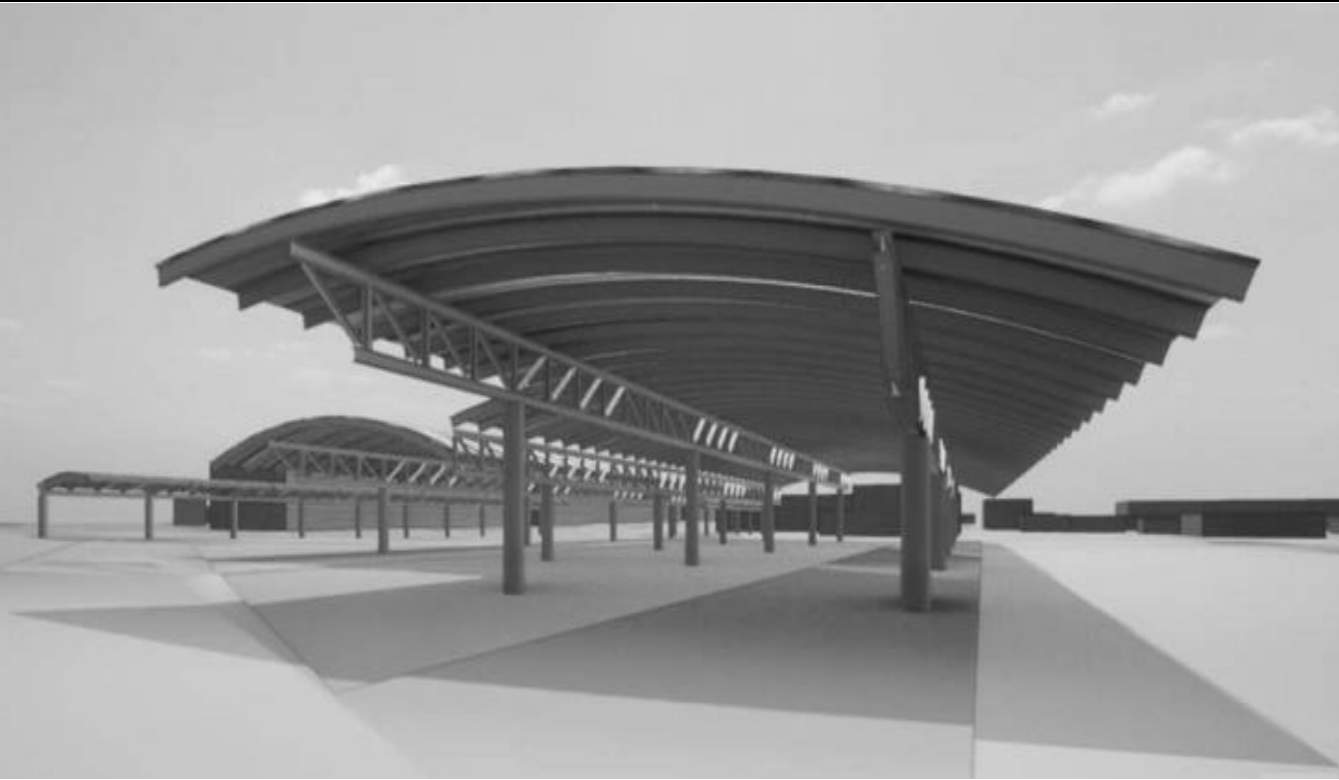
POTENTIAL FUNDING SOURCE:											
				<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER				
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,619	1,759	429	1,860	0	0	0	0	0	1,860	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	6,008	1	1	7	0	0	0	3,001	3,000	6,008	0
Total	9,628	1,760	430	1,867	0	0	0	3,001	3,000	7,868	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	7,803	1,614	284	189	0	0	0	3,001	3,000	6,189	0
Other	1,825	146	146	1,679	0	0	0	0	0	1,679	0

0236, 0342; Other funding source is Passenger Facility Charge (PFC) revenue.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:
Phase 1 of project (MDTA Police Relocation \$17.8M) deferred due to other funding obligations.

USAGE: Accommodate projected annual passenger growth.

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



PROJECT: Snow Removal Equipment Shelter at BWI Marshall Airport

DESCRIPTION: Construction of a new, free-standing Snow Removal Equipment (SRE) shelter building in the existing uncovered equipment storage yard adjacent to the BWI Marshall fuel farm. This site is also being considered solar panel installation.

PURPOSE & NEED SUMMARY STATEMENT: Snow removal equipment is expensive and critical to maintaining airfield operations during snow and inclement weather events. Currently the equipment is stored outside subject to the elements, which lessens the usable life and increases maintenance cost of the equipment. A covered storage area will extend the life and protect the investment in the equipment, ensuring operational resiliency.

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

☐ Enhance Safety and Security

☒ Deliver System Quality

☐ Serve Community and Support the Economy

☐ Promote Environmental Stewardship

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

☒ Project Inside PFA

☐ Project Outside PFA

☐ PFA Status Yet to Be Determined

☐ Grandfathered

☐ Exception Will Be Required

☐ Exception Granted

EXPLANATION: This project will ensure that snow removal equipment is properly maintained throughout its useful life.

STATUS: Design underway. Construction expected in early 2026.

POTENTIAL FUNDING SOURCE:											
<div><input checked="" type="checkbox"/> SPECIAL<input checked="" type="checkbox"/> FEDERAL<input type="checkbox"/> GENERAL<input type="checkbox"/> OTHER</div>											
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,783	197	197	200	0	1,386	0	0	0	1,586	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	16,117	0	0	0	2,702	13,415	0	0	0	16,117	0
Total	17,900	197	197	200	2,702	14,801	0	0	0	17,703	0
Federal-Aid	12,000	0	0	0	0	12,000	0	0	0	12,000	0
Special	5,900	197	197	200	2,702	2,801	0	0	0	5,703	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:
Added to Construction Program.

USAGE: Preserve snow removal equipment to maintain its useful life.

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



DESCRIPTION: Resurfacing the longest runway at BWI Marshall. The project will include additional pavement repairs as needed, tie-ins to adjacent taxiways and runway. The runway edge lights, centerline lights, threshold lights and touchdown zone lights will all be updated to the latest LED lights. The runway surface sensors will also be replaced.

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

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 deferred to FY 2030 due to other funding obligations.

[illegible]

USAGE: Improve standards and accommodate projected annual flight operations.

442



PROJECT: Passenger Movement Modernization at BWI Marshall Airport

DESCRIPTION: The Passenger Movement Modernization Program is a multiyear program to replace aging infrastructure related to improving the efficiency and movement of passengers in the terminal building. The program will address replacing Passenger Boarding Bridges (PBBs), terminal vestibule doors, elevators, escalators and moving walkways to improve the movement of travelers and their bags between aircraft and ground transportation. Phase I will replace fourteen (14) PBBs, upgrade six (6) escalators and upgrade four (4) elevators. Phase II will include replacement of forty (40) terminal vestibule doors on the upper and lower levels of the terminal building.

PURPOSE & NEED SUMMARY STATEMENT: BWI Marshall Airport's infrastructure has exceeded their useful life of 15-20 years and have become difficult to maintain and keep in service due to availability of parts and materials. The project will ensure that passengers with disabilities and reduced mobility continue to have equal access to the terminal building while boarding aircraft comfortably and safely. Passenger Boarding Bridges will come equipped with wheelchair lifts, ramps and handrails to ensure all passengers can board safely.

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

- | | |
|---|--|
| <input checked="" type="checkbox"/> Enhance Safety and Security | <input type="checkbox"/> Serve Community and Support the Economy |
| <input checked="" type="checkbox"/> Deliver System Quality | <input type="checkbox"/> Promote Environmental Stewardship |

EXPLANATION: Passenger ease of movement is a primary focus of the airport. BWI Marshall Airport supports the movement of people, goods and the State's economy.

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 for PBBs with bids due September 2024 and construction expected to start in early 2025.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
TOTAL											
PHASE	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,138	893	446	1,364	880	0	0	0	0	2,244	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	28,267	0	0	2,207	8,652	9,458	7,951	0	0	28,267	0
Total	31,405	893	446	3,571	9,532	9,458	7,951	0	0	30,512	0
Federal-Aid	14,574	0	0	1,044	3,200	4,168	6,163	0	0	14,574	0
Special	16,831	893	446	2,527	6,332	5,290	1,788	0	0	15,937	0
Other	0	0	0	0	0	0	0	0	0	0	0

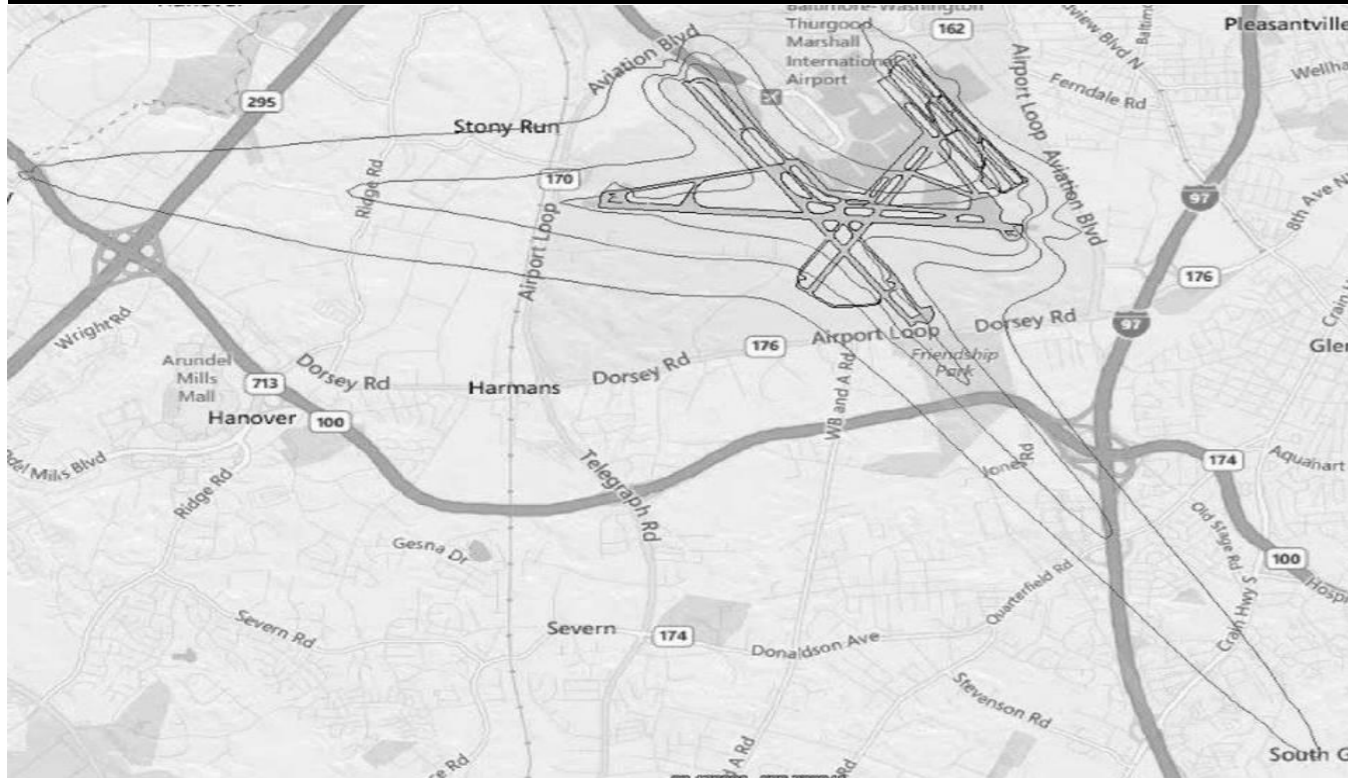
0261, 0269, 0511 Federal funding is Bipartisan Infrastructure Law Airport Terminal Program Grant.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:

Added to Primary Construction Program.

USAGE: Accommodate projected annual passenger growth.

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

**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) contour 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"/> Enhance Safety and Security | <input checked="" type="checkbox"/> Serve Community and Support the Economy |
| <input type="checkbox"/> Deliver System Quality | <input checked="" type="checkbox"/> Promote Environmental Stewardship |

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.

- 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: This is a multi-phase program. Five-year program manager contract awarded January 2020. Four Federal AIP grants have been received to date for program planning, design and construction. One phase is complete, two phases are in construction, the fourth phase (construction) to begin early 2025, and the fifth phase is in design. Additional phases and additional 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 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	8,999	2,985	1,054	4,026	1,988	0	0	0	0	6,014	0
Right-of-way	1,263	727	370	536	0	0	0	0	0	536	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	24,117	1,144	1,144	12,056	10,139	778	0	0	0	22,973	0
Total	34,379	4,856	2,568	16,617	12,127	778	0	0	0	29,523	0
Federal-Aid	27,796	4,023	1,779	13,449	9,702	623	0	0	0	23,773	0
Special	0	0	0	0	0	0	0	0	0	0	0
Other	6,583	833	789	3,169	2,425	156	0	0	0	5,750	0

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

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:

None.

USAGE: This is a community-based program.

OPERATING COST IMPACT: N/A



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

DESCRIPTION: This project purchased 25 40-foot and 15 60-foot buses 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"/> Enhance Safety and Security	<input checked="" type="checkbox"/> Serve Community and Support the Economy
<input checked="" type="checkbox"/> Deliver System Quality	<input checked="" type="checkbox"/> Promote Environmental Stewardship

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: 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.

STATUS: Project completed Spring 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		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	391	375	57	16	0	0	0	0	0	16	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	35,797	35,654	8,997	143	0	0	0	0	0	143	0
Total	36,187	36,029	9,054	158	0	0	0	0	0	158	0
Federal-Aid	95	95	0	0	0	0	0	0	0	0	0
Special	2,837	2,770	1,839	66	0	0	0	0	0	66	0
Other	33,256	33,164	7,214	92	0	0	0	0	0	92	0

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

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:
None.

USAGE: 5.4 million public parking and BWI train station riders in FY 2024.

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:

- ☐ Enhance Safety and Security
- ☒ Deliver System Quality
- ☒ Serve Community and Support the Economy
- ☐ Promote Environmental Stewardship

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.

- 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 completed Spring 2024.

POTENTIAL FUNDING SOURCE:			<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER					
TOTAL											
PHASE	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,994	2,994	101	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	20,516	20,516	1,008	0	0	0	0	0	0	0	0
Total	23,510	23,510	1,109	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	6,300	6,300	179	0	0	0	0	0	0	0	0
Other	17,210	17,210	929	0	0	0	0	0	0	0	0

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

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:
None.

USAGE: Accommodate projected annual passenger growth.

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



PROJECT: Restroom Improvement Program at BWI Marshall Airport

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

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

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

- ☐ Enhance Safety and Security
- ☒ Deliver System Quality
- ☒ Serve Community and Support the Economy
- ☐ Promote Environmental Stewardship

- 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

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

STATUS: Project completed Spring 2024.

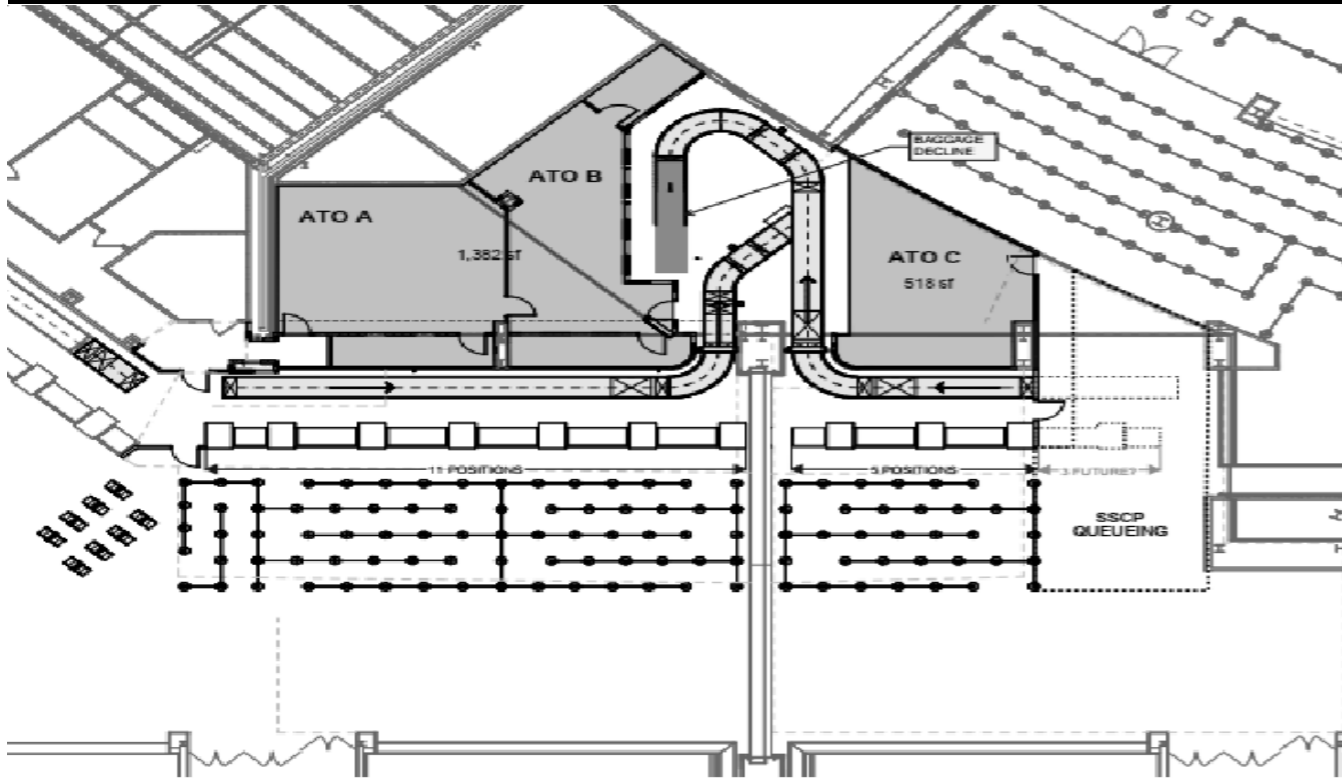
POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	7,455	7,319	318	136	0	0	0	0	0	136	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	62,333	61,525	19,127	808	0	0	0	0	0	808	0
Total	69,788	68,844	19,445	944	0	0	0	0	0	944	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	69,274	68,329	19,445	944	0	0	0	0	0	944	0

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

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: None.

USAGE: Accommodate projected annual passenger growth.

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



PROJECT: Ticket Counter Expansion Program at BWI Marshall Airport

DESCRIPTION: This program includes ticket counter expansions for Concourse A/B and Concourse E. Concourse A/B ticket counter expansion to accommodate airline growth and new market entrants. Concourse A/B ticket counter expansion will provide a new baggage takeaway belt extension. Concourse E ticket counter expansion develops new ticket counter facilities for other airlines to relocate and expand.

PURPOSE & NEED SUMMARY STATEMENT: Capacity improvements are needed primarily in check-in facilities. The intent of these projects is to address passenger demand growth with facility enhancements that maximize the use of the existing facility before a major terminal expansion project would be required.

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

- ☐ Enhance Safety and Security
☒ Deliver System Quality
☒ Serve Community and Support the Economy
☐ Promote Environmental Stewardship

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

STATUS: Design 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 YEAR	PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	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	2,301	399	317	1,903	0	0	0	0	0	1,903	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	23,160	0	0	0	7,008	13,922	2,231	0	0	23,160	0
Total	25,461	399	317	1,903	7,008	13,922	2,231	0	0	25,063	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	8,977	399	317	1,903	1,108	3,338	2,231	0	0	8,579	0
Other	16,484	0	0	0	5,900	10,584	0	0	0	16,484	0

0235, 0340 Other funding source is Passenger Facility Charge (PFC) revenue.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:

Added to Primary Construction Program.

USAGE: Accommodate projected annual passenger growth.

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



PROJECT: Multi Use Flight Information Display Systems (MUFIDS) Replacement at BWI Marshall Airport

DESCRIPTION: Replacing Multi Use Flight Information Display Systems (MUFIDS) and associated Airport Operational Database (AODB). The equipment being replaced is Flight Information Display System (FIDS), Baggage Information Display System (BIDS), Gate Information Display System (GIDS), Digital Wayfinding Displays, and Ticket counter LED signage.

PURPOSE & NEED SUMMARY STATEMENT: The existing MUFIDS equipment is 10-15 years old and was installed between 2010 and 2015. The existing hardware is reaching the end of support and sales life. Most parts are no longer manufactured, system software and cyber security is no longer offered or supported and there is limited overall systemwide engineering support available.

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

<input checked="" type="checkbox"/> Enhance Safety and Security	<input type="checkbox"/> Serve Community and Support the Economy
<input checked="" type="checkbox"/> Deliver System Quality	<input type="checkbox"/> Promote Environmental Stewardship

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: Passenger ease of movement and travel options is a primary focus of the airport. BWI Marshall Airport supports the movement of people, goods and the State's economy.

STATUS: Design efforts ongoing.

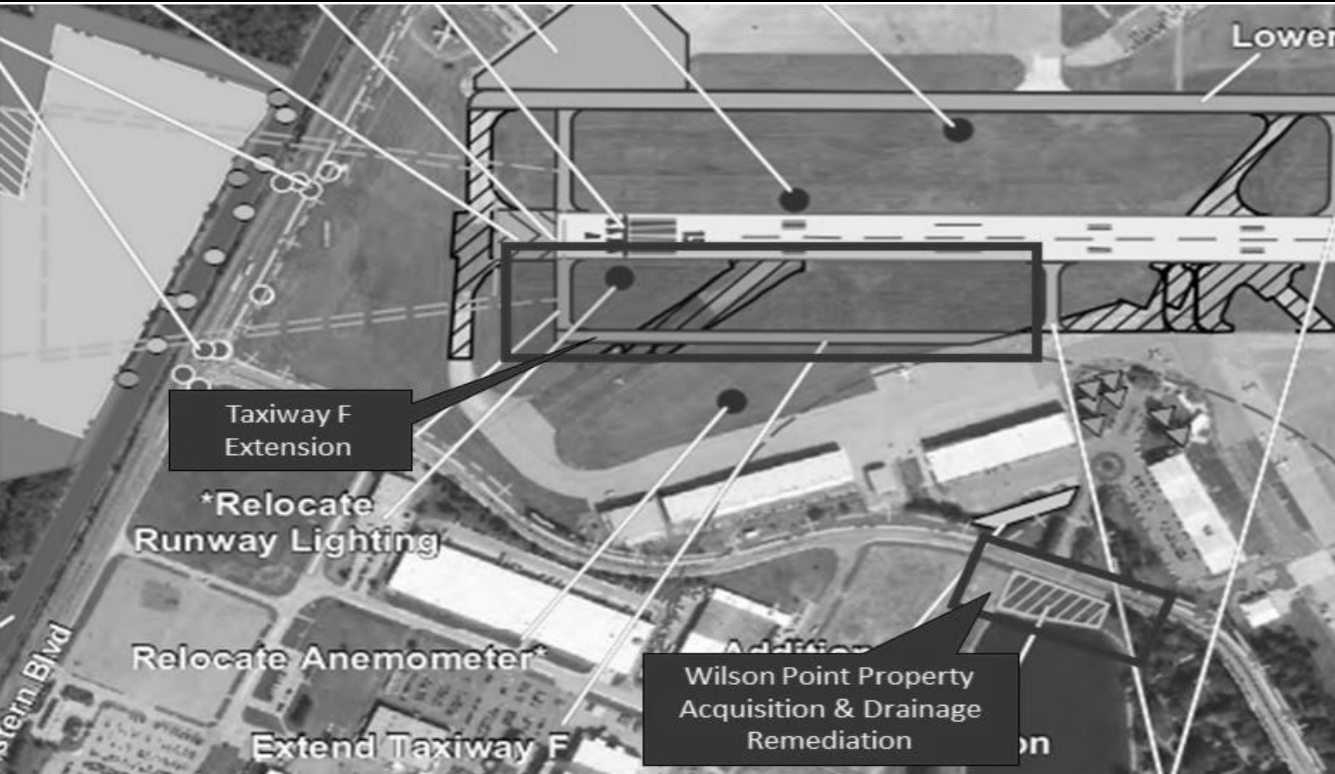
POTENTIAL FUNDING SOURCE:											
				<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER				
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
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	10,000	0	0	0	5,000	5,000	0	0	0	10,000	0
Total	10,000	0	0	0	5,000	5,000	0	0	0	10,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	4,000	0	0	0	2,000	2,000	0	0	0	4,000	0
Other	6,000	0	0	0	3,000	3,000	0	0	0	6,000	0

0447 Other funding source is Passenger Facility Charge (PFC) revenue.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:
Added to Primary Construction Program.

USAGE: Preservation of airport infrastructure.

OPERATING COST IMPACT: Operating cost 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 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.

PURPOSE & NEED SUMMARY STATEMENT: The project will enhance airfield safety and operations through provision of clear line of sight from the existing and planned 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:

- ☒ Enhance Safety and Security
- ☒ Deliver System Quality
- ☒ Serve Community and Support the Economy
- ☒ Promote Environmental Stewardship

EXPLANATION: This project provides for compliance with Public Law 109-115. 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:**

☐ 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: Design and engineering expected to start in 2025.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	419	24	24	295	40	60	0	0	0	394	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	4,919	0	0	0	1,572	3,347	0	0	0	4,919	0
Total	5,338	24	24	295	1,612	3,407	0	0	0	5,314	0
Federal-Aid	4,638	0	0	256	1,290	3,093	0	0	0	4,638	0
Special	700	24	24	39	322	314	0	0	0	676	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:
Cost decreased \$1.2 million due to favorable bid.

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:

- ☒ Enhance Safety and Security
- ☒ Serve Community and Support the Economy
- ☒ Deliver System Quality
- ☐ Promote Environmental Stewardship

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:**

☐ 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: Construction underway with target completion by end of 2024. Amtrak catenary lowering is in design. Obstruction removal is in advanced planning and permitting phase. NAVAID relocation is in preliminary design.

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 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
Planning	1,580	0	0	980	600	0	0	0	0	1,580	0
Engineering	2,673	1,740	708	933	0	0	0	0	0	933	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	47,126	11,502	11,502	22,624	1,295	9,305	2,400	0	0	35,624	0
Total	51,379	13,242	12,210	24,537	1,895	9,305	2,400	0	0	38,137	0
Federal-Aid	34,467	10,760	10,734	21,706	195	1,399	407	0	0	23,707	0
Special	16,912	2,482	1,476	2,832	1,701	7,905	1,993	0	0	14,431	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 2024 - 29 CTP:
\$1M increase due to revised cost estimate.

USAGE: Accommodate current and future civilian and military flight operations. Standards compliance, improved utility, enhanced operational safety and level of service.

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



PROJECT: Air Traffic Control Tower at Martin State Airport

DESCRIPTION: This project replaces the 82-year-old Airport Traffic Control Tower (ATCT) built in 1942, one of the nation's oldest, greatly improving overall controller line-of-sight, depth perception, ADA compliance, and working environment. The new tower will be a stand-alone facility located near the airfield midpoint, on an elevated site providing climate change and operational resiliency.

PURPOSE & NEED SUMMARY STATEMENT: A relocated tower with its midpoint location and 36-foot higher elevation provides controllers with greater visibility of the Airport Operations Area and non-movement areas and ability to track aircraft and ground operations. It will also include modern equipment with enhanced safety measures and ADA compliant access. By elevating the tower site, the design provides resiliency against weather and flooding in this coastal location.

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

- | | |
|---|---|
| <input checked="" type="checkbox"/> Enhance Safety and Security | <input type="checkbox"/> Serve Community and Support the Economy |
| <input checked="" type="checkbox"/> Deliver System Quality | <input checked="" type="checkbox"/> Promote Environmental Stewardship |

EXPLANATION: This project provides for funding to replace aging infrastructure that supports airport and flight operations. Martin State Airport supports the movement of people, goods and the State's economy.

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: Bids received in September 2024, BPW anticipated in January 2025 and construction anticipated to start in Spring 2025.

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 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,571	2,189	1,163	379	3	0	0	0	0	382	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	21,249	1	0	1,000	6,624	9,624	4,000	0	0	21,248	0
Total	23,820	2,190	1,163	1,379	6,627	9,624	4,000	0	0	21,630	0
Federal-Aid	10,140	950	543	430	2,848	4,192	1,720	0	0	9,190	0
Special	13,680	1,240	620	949	3,778	5,432	2,280	0	0	12,440	0
Other	0	0	0	0	0	0	0	0	0	0	0

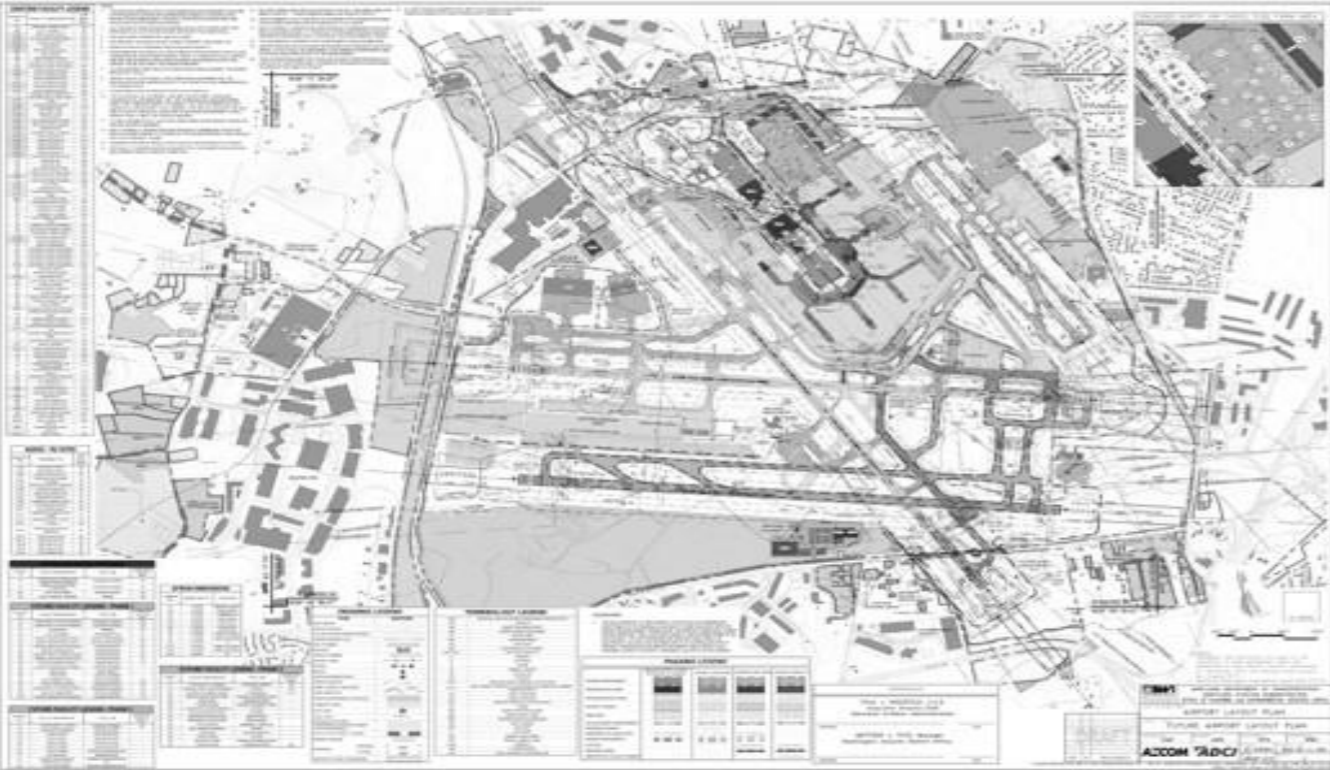
1121 Federal funding is Bipartisan Infrastructure Law Airport Terminal Program Grant.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:

Added to Primary Construction Program.

USAGE: Accommodate current and future flight operations.

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



PROJECT: Master Plan and Airport Layout Plan Update for BWI Marshall Airport

DESCRIPTION: Develop an updated, comprehensive Airport Master Plan and Airport Layout Plan for BWI Marshall Airport following Federal Aviation Administration (FAA) guidance and airport industry best practices.

PURPOSE & NEED SUMMARY STATEMENT: The last full Master Plan was completed in 2011. Most of the identified early phase capital projects are completed or underway. Market, industry and socio-economic conditions have changed since 2011. This project will identify and validate the path forward for BWI Marshall to meet the growing air travel needs of the region, provide operational resiliency, and promote compatible land within the surrounding areas.

- STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:
- ☒ Enhance Safety and Security

☒ Deliver System Quality

☒ Serve Community and Support the Economy

☒ Promote Environmental Stewardship

EXPLANATION: BWI Marshall Airport supports the movement of people, goods and the State's economy.

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

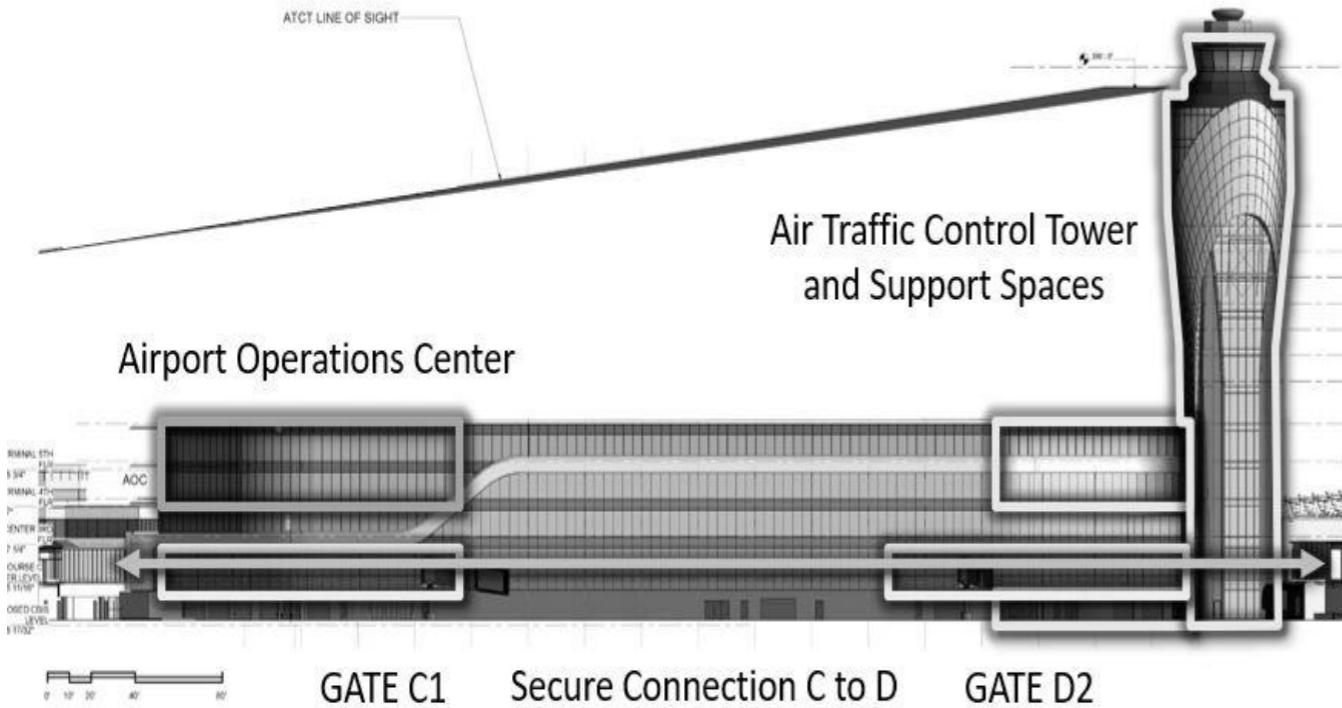
STATUS: Scope of work and funding coordination with the FAA is underway.

POTENTIAL FUNDING SOURCE:											
<div><input checked="" type="checkbox"/> SPECIAL<input checked="" type="checkbox"/> FEDERAL<input type="checkbox"/> GENERAL<input type="checkbox"/> OTHER</div>											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
Planning	7,073	2,044	1,778	1,904	1,875	0	625	625	0	5,029	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	7,073	2,044	1,778	1,904	1,875	0	625	625	0	5,029	0
Federal-Aid	3,750	0	0	1,875	1,875	0	0	0	0	3,750	0
Special	3,323	2,044	1,778	29	0	0	625	625	0	1,279	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:
Added to Primary Development & Evaluation Program.

USAGE: Accommodate projected annual passenger growth.

OPERATING COST IMPACT: N/A



PROJECT: Air Traffic Control Tower, Concourse C/D Baggage Handling System and Connector Project at BWI Marsh

DESCRIPTION: The "capstone" element of the 2009 BWI Terminal Modernization Plan, this project will construct the final post-security passenger connector between concourses C and D. It will also replace the existing 70+ year old Airport Traffic Control Tower (ATCT). Additional elements of the project include expanded baggage handling capability, right-sizing two passenger holdrooms, additional security screening lanes, consolidated Airport Operations Center, expanded concessions space, improved restrooms and consolidated airport and FAA operational spaces.

PURPOSE & NEED SUMMARY STATEMENT: Provides a secure connector allowing uninhibited passenger flow between all gates and concourses while decreasing walking distances particularly for connecting passengers. Replaces an outdated ATCT and accommodates ADA access and equipment modernization while improving controller line of sight to the airfield. Provides terminal facilities and amenities to meet current and growing passenger travel demands and replaces aging infrastructure and systems some over 74 years old.

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

- | | |
|---|---|
| <input checked="" type="checkbox"/> Enhance Safety and Security | <input checked="" type="checkbox"/> Serve Community and Support the Economy |
| <input checked="" type="checkbox"/> Deliver System Quality | <input type="checkbox"/> Promote Environmental Stewardship |

EXPLANATION: Passenger ease of movement is a primary focus of the airport. BWI Marshall Airport supports the movement of people, goods and the State's economy.

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 planning underway.

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 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
Planning	2,305	1,884	383	401	20	0	0	0	0	421	0
Engineering	1,699	1,679	142	21	0	0	0	0	0	21	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	4,004	3,563	525	421	20	0	0	0	0	441	0
Federal-Aid	71	71	0	0	0	0	0	0	0	0	0
Special	3,934	3,493	525	421	20	0	0	0	0	441	0
Other	0	0	0	0	0	0	0	0	0	0	0

2216 Federal funding was CARES stimulus.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:

Added to Primary Development & Evaluation Program.

USAGE: Accommodate projected annual passenger growth.

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



PROJECT: Roof Replacement Program at BWI Marshall Airport

DESCRIPTION: This project replaces the terminal roof, skylights and drainage systems. The existing roof exhibits significant wear, deterioration, delamination, ponding, sealant failures and underlying moisture. The skylights at Concourse A/B are metal framed with fiberglass panels. The fiberglass panels and sealants are in fair to poor condition requiring replacement. Concourse A/B skylights be replaced with metal-framed glass skylights utilizing insulating laminated low-e glazing panels.

PURPOSE & NEED SUMMARY STATEMENT: The overall roof system for the Main Terminal B-E is in poor condition requiring replacement in the near term. The overall roof system for Concourse A/B is in fair condition, however, it is quickly nearing the end of its estimated useful life. The fiberglass panels in the skylights are delaminating and clouded and the sealants between panels and at the perimeters have failed in many locations.

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

☐ Enhance Safety and Security

☒ Deliver System Quality

☐ Serve Community and Support the Economy

☐ Promote Environmental Stewardship

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: Design started in June 2024.

<div>POTENTIAL FUNDING SOURCE:<div><input checked="" type="checkbox"/> SPECIAL<input type="checkbox"/> FEDERAL<input type="checkbox"/> GENERAL<input type="checkbox"/> OTHER</div></div>											
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,758	448	262	1,254	132	962	2,962	0	0	5,310	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	5,758	448	262	1,254	132	962	2,962	0	0	5,310	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	5,758	448	262	1,254	132	962	2,962	0	0	5,310	0
Other	0	0	0	0	0	0	0	0	0	0	0

0259, 0490, 0708

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:
Added to Primary Development & Evaluation Program.

USAGE: Preservation of airport infrastructure.

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

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND AVIATION ADMINISTRATION - LINE 34

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Annual Fees and Inspection Program</u>				
MAA7000	Terminal Spaceframe Inspection	\$	852	Ongoing
<u>Architecture</u>				
MAAPRJ000231	Architect Initiatives	\$	413	Ongoing
<u>Building Permits & Inspections</u>				
MAAPRJ000164	Building Permits and Inspections	\$	1,043	Ongoing
<u>Commercial Management</u>				
MAAPRJ000227	Facility Condition Assessments (OCM)	\$	2,298	Ongoing
<u>Consolidated Rental Car Facility</u>				
MAA2132	CRCF - BMF Equipment Replacement	\$	2,093	Completed Design Underway Planning Underway Study Underway FY 2025
MAAPRJ000242	CRCF – Facility Improvements	\$	429	
MAAPRJ000487	CRCF Electrical Infrastructure for EV	\$	7,700	
MAAPRJ000509	CRCF Reallocation (RAC Approved)	\$	3,797	
MAAPRJ000516	CRCF Fire Alarm & Fire Suppression System (RAC Approved)	\$	1,230	
<u>Construction Management & Inspection</u>				
MAAPRJ000208	Comp CMI SBR AE19-006 (Drive)	\$	4,641	Ongoing
MAAPRJ000209	Comp CMI SBR AE19-002 (Brudis)	\$	518	Ongoing
MAAPRJ000210	Comp CMI SBR AE19-004 (Specialized)	\$	1,148	Ongoing
MAAPRJ000211	Comp CMI SBR AE19-005 (Mimar)	\$	1,354	Ongoing
<u>Critical Technology</u>				
MAAPRJ000166	IT Equipment	\$	9,198	Ongoing
MAAPRJ000225	Comprehensive AIT Master Plan SV22-002	\$	833	Ongoing
MAAPRJ000281	PARCS Maintenance	\$	1,727	Underway

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND AVIATION ADMINISTRATION - LINE 34

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Critical Technology</u>				
MAAPRJ000514	Hand Held radio replacement	\$	3,306	Completed
MAAPRJ000515	Radio System Replacement	\$	4,250	Underway
MAAPRJ000518	Emergency Dispatch CAD	\$	1,407	Underway
<u>Critical Utility</u>				
MAAPRJ000415	Airfield Lighting Cable Replacement	\$	5,199	Design Underway
MAAPRJ000477	Fire Sprinklers for Fleet Maintenance Bldg 137	\$	104	Design Underway
MAAPRJ000508	Bldgs 129 and 111 Code Compliance and Renovations	\$	400	Design Underway
MAAPRJ000537	North Cargo Substation	\$	150	FY 2028
MAAPRJ000539	CUP Cooling Tower Refurbishment	\$	478	Design Underway
MAAPRJ000540	Remediation of Swaying Domestic Water Pipes	\$	665	Design Underway
<u>D/E Connector</u>				
MAAPRJ000371	Concourse D/E Connector Patio Roof Leak Repair	\$	526	Design Underway
<u>Engineering Program Support</u>				
MAAPRJ000538	Construction Management Software	\$	518	Underway
MAAPRJ000694	Environmental, Social, Governance (ESG) Strategy and Reporting	\$	67	Underway
<u>Environmental Compliance</u>				
MAAPRJ000199	Comp Environmental Compliance SV20-007	\$	9,586	Ongoing
MAAPRJ000222	Terminal Environmental Mitigation MC21-006	\$	341	Ongoing
MAAPRJ000523	eGSE Charging	\$	400	Design Underway
<u>Environmental Planning</u>				
MAAPRJ000195	Comp Environmental Planning AE-21-001	\$	2,612	Ongoing
MAAPRJ000214	Stream & Wetland Restoration Mitigation Services MC 20-014	\$	316	Ongoing
MAAPRJ000223	USDA Wildlife Management Services	\$	2,343	Ongoing
MAAPRJ000440	BWI On Airport Obstruction Removal	\$	6,533	Design Underway

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND AVIATION ADMINISTRATION - LINE 34

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Environmental Planning</u>				
MAAPRJ000453	MTN Decarbonization Study	\$	300	Study Underway
MAAPRJ000454	BWI Decarbonization Study	\$	1,271	Study Underway
MAAPRJ000478	Solar Feasibility	\$	221	Study Underway
<u>Future Development</u>				
MAA2044	Airport Road Electronic Signage Repl	\$	993	Deferred
MAA2354	Concourse D/E Ambiance	\$	63	Underway
MAAPRJ000309	Erosion Repairs	\$	401	Design Underway
<u>GIS</u>				
MAA2040	Airport Project Administration System (AirPass)	\$	2,664	Underway
MAA2079	Security and Life Safety Systems CAD Update	\$	1,290	Ongoing
MAA2222	MDOT Asset Management	\$	2,566	Underway
MAA7600	Facility Management Program	\$	2,576	Ongoing
<u>Information Technology CTIPP</u>				
MAA7405	Permanent Noise Monitoring System	\$	2,200	Ongoing
MAAPRJ000479	IT Studies	\$	685	Study Underway
MAAPRJ000522	Daily Garage Parking Guidance System Replacement	\$	0	Design Underway
MAAPRJ000524	Innovation Programs	\$	835	Underway
MAAPRJ000526	MTN CCTV Replacement	\$	300	Underway
<u>Misc Office Support</u>				
MAA2311	Safety Management Support	\$	621	Underway
<u>MTN Facilities</u>				
MAA9431	MTN Tree Obstruction Removal	\$	2,991	Study Underway
MAAPRJ000444	MTN Airport Catenary Lowering - Amtrak Design Agreement	\$	321	Design Underway
MAAPRJ000661	MTN Access Control Upgrade	\$	550	Underway

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND AVIATION ADMINISTRATION - LINE 34

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>MTN Facilities</u>			
MAAPRJ000695	MTN Sanitary Sewage Discharge	\$ 56	Design Underway
<u>Noise Support</u>			
MAA2307	BWI Part 150 / Airport Noise Zone Update	\$ 4,364	Underway
MAA2309	BWI Community Roundtable	\$ 950	Ongoing
MAA2318	Comp Acoustical Services Contract SV 19-001	\$ 2,456	Ongoing
<u>Operating Facilities</u>			
MAA1931	Hourly Garage Parking Guidance System Replacement	\$ 4,104	Under Construction
MAAPRJ000250	ARFF Heating and Vehicle Exhaust Systems Replacement	\$ 1,573	Under Construction
MAAPRJ000338	ARFF Kitchen	\$ 884	Design Underway
MAAPRJ000418	BWI ATCT Refurbishment	\$ 617	Planning Underway
MAAPRJ000423	Replace Parking Signs on Daily Garage (Large "P"sign)	\$ 100	Concepts Underway
MAAPRJ000438	Additional Runway Deicing Tank Loading Facility	\$ 33	Design Completed
MAAPRJ000541	Grounds Maintenance Building Rehab Study	\$ 200	Study Underway
MAAPRJ000653	BWI FRD Third Party Active 911 Responder Application	\$ 15	Underway
MAAPRJ000654	BWI FRD & BWI Dispatch Westnet Computer Aid Dispatch (CAD) System	\$ 100	Underway
MAAPRJ000667	BWI Parking Facility Repairs	\$ 1,300	Design Underway
<u>Pavement Mgmt - BWI Airside</u>			
MAAPRJ000341	Expand Group V Aircraft Parking Position (Convert Manager's Lot)	\$ 4,556	Design Underway
MAAPRJ000441	Cargo Ramp ACC Reconstruction	\$ 6,935	Study Underway
MAAPRJ000696	TWY C Emergency Erosion Repairs	\$ 559	Under Construction
MAAPRJ000705	BWI Runway 10-28 Crack Sealing	\$ 100	Design Underway
<u>Pavement Mgmt -BWI Landside</u>			
MAAPRJ000155	Long Term Lot B Pavement Rehab	\$ 4,309	Under Construction
MAAPRJ000255	Pedestrian Walkway Joint Repairs	\$ 1,002	Completed
MAAPRJ000366	Comprehensive Paving Improvements CO22-005	\$ 2,516	Ongoing
MAAPRJ000404	North Cargo Pavement Mill and Overlay	\$ 9,215	Design Underway

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

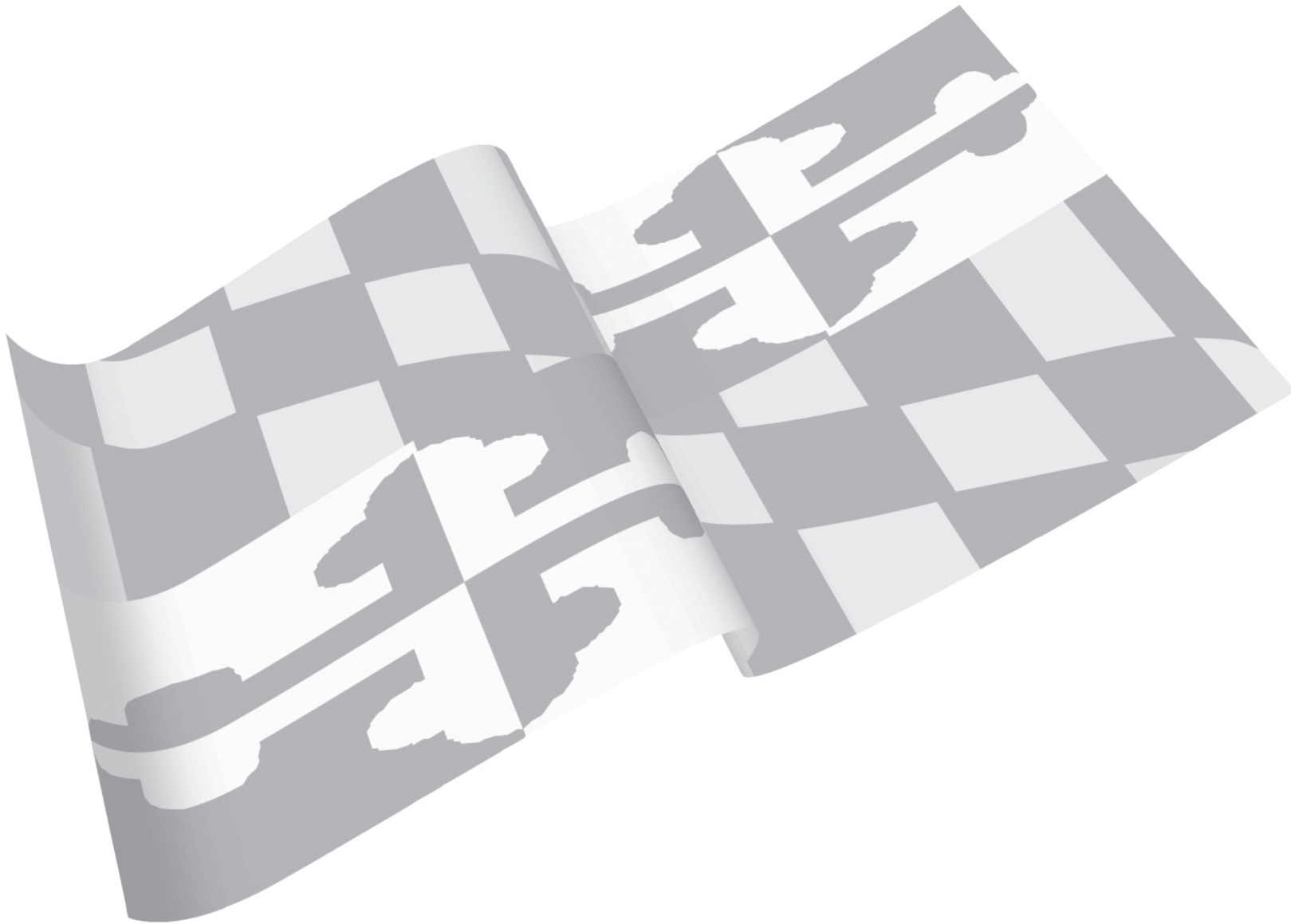
MARYLAND AVIATION ADMINISTRATION - LINE 34

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Planning</u>				
MAA2193	FIS Hall Reconfiguration	\$	354	Study Underway
MAAPRJ000167	Regional Air Passenger Survey	\$	132	Ongoing
MAAPRJ000310	Roadway & Curbside Capacity Analysis	\$	500	Planning Underway
<u>Pre-Construction Project Env, Plan, Eng</u>				
MAA1943	Pavement Management Plan - BWI/MTN	\$	4,419	Ongoing
MAA1959	BWI Aerial Photogrammetry & Airspace Analysis	\$	706	Ongoing
<u>Real Estate Services</u>				
MAA7018	Real Estate Property Services	\$	711	Ongoing
MAA7810	10-01 RPZ Property Acquisition	\$	1,701	Underway
MAAPRJ000163	Real Estate Services SV-20-006	\$	560	Underway
<u>Regional Aviation</u>				
MAAPRJ000181	MD Aviation System Plan Update	\$	346	Underway
<u>Roofs and Windows</u>				
MAAPRJ000703	Roof at Ground Maintenance Complex	\$	440	Design Underway
<u>Security</u>				
MAA2345	MTN AOA Fence Upgrade	\$	2,292	Under Construction
MAAPRJ000374	Integrated Airport Security System (IASS) Replacement - Ph 1	\$	4,800	Underway
<u>Taxiway F</u>				
MAAPRJ000443	Taxiway F Relocation - Phase 2 (Wetland)	\$	1,200	Design Underway

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND AVIATION ADMINISTRATION - LINE 34

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Tenant Facilities</u>				
MAA7500	Terminal Leasehold Modifications	\$	2,624	Ongoing
<u>Terminal Facilities</u>				
MAAPRJ000270	PC Air and 400Hz Electrical Equipment Installation at Four Gates	\$	2,084	Completed
MAAPRJ000279	Checkpoint D/E Expansion	\$	7,554	Design Underway
MAAPRJ000480	Landside Trash Compactor	\$	171	Design Underway
MAAPRJ000517	Concourse B Roof Replacement	\$	-	Design Underway
MAAPRJ000697	BWI Roadway Canopy Fire Damage Repair	\$	1,181	Design Underway
<u>Vehicles and Equipment</u>				
MAA2053	Operating Vehicles	\$	6,117	Ongoing
MAA2198	BWI Mobile Stairs and Medical Lift	\$	1,185	Underway
MAAPRJ000228	BWI Equip Replacement FY 2023	\$	1,881	Underway
MAAPRJ000229	MTN Equip Replacement FY 2023	\$	632	Underway



MDOT MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND PORT ADMINISTRATION

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

	<u>FY 2025</u>	<u>FY 2026</u>	<u>FY 2027</u>	<u>FY 2028</u>	<u>FY 2029</u>	<u>FY 2030</u>	<u>SIX - YEAR TOTAL</u>
<u>Major Construction Program</u>	400.0	374.2	246.4	178.2	55.6	71.5	1,326.0
System Preservation	211.6	244.7	135.3	93.2	52.5	65.5	802.9
Expansion/Efficiency	177.3	120.7	86.0	80.1	-	-	464.2
Environment	11.1	8.7	25.1	4.9	3.1	6.1	58.9
<u>Major Development & Evaluation Program</u>	11.4	27.8	104.5	96.1	16.9	31.0	287.7
System Preservation	3.6	4.0	18.5	26.8	11.9	31.0	95.7
Expansion/Efficiency	5.1	-	-	-	-	-	5.1
Safety & Security	0.3	-	-	-	0.0	-	0.3
Environment	2.4	23.8	86.0	69.4	5.0	-	186.6
<u>Minor Program</u>	26.8	19.4	18.6	18.0	32.8	56.4	172.2
System Preservation	19.9	16.7	16.1	15.2	30.4	51.5	149.8
Expansion/Efficiency	1.2	0.0	-	-	-	-	1.2
Safety & Security	2.5	0.7	0.5	0.5	0.5	0.5	5.1
Environment	1.4	0.9	1.0	0.9	1.0	1.2	6.3
Administration	1.9	1.2	1.1	1.4	1.0	3.3	9.8
<u>Capital Salaries, Wages & Other Costs</u>	7.4	7.0	5.7	6.2	7.7	16.3	50.3
TOTAL	445.7	428.3	375.2	298.6	113.1	175.3	1,836.2
Special Funds	293.4	281.6	237.3	171.5	103.9	175.3	1,262.8
Federal Funds	69.7	82.7	103.3	71.0	9.3	-	335.9
Other Funds	82.6	64.1	34.7	56.2	-	-	237.6
<u>Special Funds Breakdown</u>							
General Fund	54.0	-	-	-	-	-	54.0
Transportation Trust Fund	214.7	253.6	222.6	159.4	95.0	168.9	1,114.3
Reimbursement Funds	24.7	27.9	14.7	12.1	8.9	6.3	94.5
SPECIAL FUNDS TOTAL	293.4	281.6	237.3	171.5	103.9	175.3	1,262.9
<u>Other Funds Breakdown</u>							
GO Bonds	20.0	31.5	-	-	-	-	51.5
Other (Not GO Bonds)	62.6	32.6	34.7	56.2	-	-	186.1
OTHER FUNDS TOTAL	82.6	64.1	34.7	56.2	-	-	237.6



PROJECT: Howard Street Tunnel Project

DESCRIPTION: The project consists of reconstructing the 129-year-old Howard Street Tunnel in Baltimore and improving the vertical clearance at the tunnel and 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:

- ☒ Enhance Safety and Security
- ☒ Deliver System Quality
- ☒ Serve Communities and Support the Economy
- ☒ Promote Environmental Stewardship

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.

- 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: This project is currently under construction with a target completion date in spring 2027.

POTENTIAL FUNDING SOURCE:			<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input checked="" type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER					
TOTAL											
PHASE	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET	PLANNING				SIX	BALANCE
	COST	THRU	YEAR	YEAR	YEAR	FOR PLANNING PURPOSES ONLY				YEAR	TO
	(\$000)	CLOSE YEAR	2024	2025	2026	...2027...	...2028...	...2029...	...2030...	TOTAL	COMPLETE
Planning	2,678	2,588	0	0	0	0	90	0	0	90	0
Engineering	28,626	25,553	12,807	3,056	18	0	0	0	0	3,073	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	534,696	75,788	49,347	173,175	119,718	85,991	80,023	0	0	458,908	0
Total	566,000	103,929	62,154	176,231	119,736	85,991	80,113	0	0	462,071	0
Federal-Aid	125,000	26,101	20,669	52,289	42,110	4,500	0	0	0	98,899	0
Special	196,000	23,801	17,370	43,587	24,082	69,840	34,689	0	0	172,199	0
Other	245,000	54,027	24,115	80,354	53,544	11,651	45,424	0	0	190,973	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: Cash flows were realigned based on an updated project schedule.



PROJECT: Zero Emission Locomotives for CSX Curtis Bay Yard

DESCRIPTION: The project will replace three older, non-regulated emissions diesel-electric switching locomotives with three new zero emissions battery electric locomotives and two battery chargers at the Port of Baltimore. The project, the first such project at an East Coast port, is located at the Port of Baltimore's Curtis Bay Piers, a deep-water port terminal located on the west side of Curtis Bay cove. The project is funded by a Federal Rail Administration Consolidated Rail Infrastructure & Safety Improvements (CRISI) grant with 50% match to be provided by CSX Transportation.

PURPOSE & NEED SUMMARY STATEMENT: The project will provide emission reductions related to operating the locomotives at Curtis Bay Piers.

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

- ☐ Enhance Safety and Security
- ☒ Serve Communities and Support the Economy
- ☐ Deliver System Quality
- ☒ Promote Environmental Stewardship

- 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

EXPLANATION: The project will provide emission reductions related to operating the locomotives at Curtis Bay Piers.

STATUS: MDOT and FRA are still finalizing the grant agreement.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
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	23,169	0	0	4,484	1,314	17,371	0	0	0	23,169	0
Total	23,169	0	0	4,484	1,314	17,371	0	0	0	23,169	0
Federal-Aid	11,584	0	0	2,242	657	8,686	0	0	0	11,584	0
Special	0	0		0	0	0	0	0	0	0	0
Other	11,584	0	0	2,242	657	8,686	0	0	0	11,584	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: Project moved from the TSO program to the MPA program due to the nature of the project.



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. Legislation was passed during the 2024 General Assembly session allowing for the reopening of Hart-Miller Island to dredged material placement from a large redevelopment project within Baltimore County. This will be possible if an enforceable community benefits agreement is executed with Baltimore County in consultation with the Hart-Miller Island Citizen's Oversight Committee. The reopening of Hart-Miller Island per the legislation may impact MPA's further involvement in future operations.

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:

- ☐ Enhance Safety and Security
- ☒ Serve Communities and Support the Economy
- ☐ Deliver System Quality
- ☒ Promote Environmental Stewardship

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.

- 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 facility ceased in-flow operations as of December 31, 2009. Maintenance and monitoring will continue until the North Cell is developed, however MPA's role may change if Hart-Miller Island is reopened to the placement of dredged material.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: Overall costs went up by \$1.2M as \$2M was added in FY30 while spending to date has been less than anticipated.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
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	104,771	91,387	2,070	2,384	2,200	2,200	2,200	2,200	2,200	13,384	0
Total	104,771	91,387	2,070	2,384	2,200	2,200	2,200	2,200	2,200	13,384	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	104,771	91,387	2,070	2,384	2,200	2,200	2,200	2,200	2,200	13,384	0
Other	0	0	0	0	0	0	0	0	0	0	0



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:

- ☐ Enhance Safety and Security
- ☒ Deliver System Quality
- ☒ Serve Communities and Support the Economy
- ☐ Promote Environmental Stewardship

- 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

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 was completed in 2024; dredged material placement is planned to continue during the expansion project. Planning and design for the next phase of dike raising to +80 feet will begin in 2025.

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2027...	...2028...	...2029...	...2030...		
Planning	765	765	0	0	0	0	0	0	0	0	0
Engineering	13,975	6,850	0	1,000	2,000	1,375	1,375	1,375	0	7,125	0
Right-of-way	1,011	1,011	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	199,952	161,808	7,878	13,308	4,855	3,216	3,266	3,000	10,500	38,144	0
Total	215,703	170,434	7,878	14,308	6,855	4,591	4,641	4,375	10,500	45,269	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	215,703	170,434	7,878	14,308	6,855	4,591	4,641	4,375	10,500	45,269	0
Other	0	0	0	0	0	0	0	0	0	0	0

5305, 5308, 5309

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: Cash flows were realigned based on updated project schedules while costs were less than expected for the +60 dike raising phase of construction, which was completed ahead of schedule. Overall costs increased by \$11.1M because engineering costs have been added for the next phase of the project to raise the dikes to +80 feet.



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.

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

- | | | | |
|-------------------------------------|-----------------------------|-------------------------------------|---|
| <input type="checkbox"/> | Enhance Safety and Security | <input checked="" type="checkbox"/> | Serve Communities and Support the Economy |
| <input checked="" type="checkbox"/> | Deliver System Quality | <input type="checkbox"/> | Promote Environmental Stewardship |

<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: Base dike widening construction was completed May 2023. The +30 ft expansion began in FY24 and is expected to be completed by summer of 2026. Planning and design for the next phase of dike raising to +42 feet will occur concurrently with the dike raising to +30 feet.

[illegible]

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: Costs increased \$5.8M, primarily due to \$4.3M added in FY30 to cover operation & maintenance costs.



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:

- ☐ Enhance Safety and Security
- ☒ Deliver System Quality
- ☒ Serve Communities and Support the Economy
- ☒ Promote Environmental Stewardship

- 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

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.

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

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	18,841	15,511	546	1,016	314	500	500	500	500	3,330	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	200,134	157,634	7,412	6,500	7,500	7,500	7,500	6,000	7,500	42,500	0
Total	218,975	173,145	7,958	7,516	7,814	8,000	8,000	6,500	8,000	45,830	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	218,975	173,145	7,958	7,516	7,814	8,000	8,000	6,500	8,000	45,830	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: \$8.0M in funding was added in FY30 to cover ongoing design and construction costs. Overall, estimated costs increased by \$7.2M.



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:

- ☐ Enhance Safety and Security
- ☒ Deliver System Quality
- ☒ Serve Communities and Support the Economy
- ☒ Promote Environmental Stewardship

- SMART GROWTH STATUS:**

☐ Project Not Location Specific

☐ Not Subject to PFA Law

☐ Project Inside PFA

☒ Project Outside PFA

☐ PFA Status Yet to Be Determined

☐ Grandfathered

☐ Exception Will Be Required

☒ Exception Granted

EXPLANATION: The 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 continues on Barren Island.

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 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,518	5,371	98	147	0	0	0	0	0	147	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	351,333	21,822	3,522	96,298	125,575	49,658	32,320	11,160	14,500	329,511	0
Total	356,851	27,193	3,620	96,445	125,575	49,658	32,320	11,160	14,500	329,658	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	356,851	27,193	3,620	96,445	125,575	49,658	32,320	11,160	14,500	329,658	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: Costs increased by \$13.0M mainly due to funding being added to FY30. In addition, funding from the Balance to Complete line was pulled forward to meet current schedule. Project funding fully restored from Draft CTP.



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 into sustainable and resourceful applications while reclaiming capacity at containment facilities to ensure the long-term maintenance of the 50-ft navigation channel system.

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:
☐ Enhance Safety and Security
☒ Deliver System Quality
☒ Serve Communities and Support the Economy
☒ Promote Environmental Stewardship

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

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

STATUS: 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. MPA has awarded contracts to seven companies to test the feasibility of using material dredged from Baltimore's channels for other applications.

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2027...	...2028...	...2029...	...2030...		
Planning	5,997	3,507	115	190	500	500	500	300	500	2,490	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	23,800	4,464	1,985	3,555	3,480	2,215	2,056	4,015	4,015	19,336	0
Total	29,797	7,971	2,100	3,745	3,980	2,715	2,556	4,315	4,515	21,826	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	29,797	7,971	2,100	3,745	3,980	2,715	2,556	4,315	4,515	21,826	0
Other	0	0	0	0	0	0	0	0	0	0	0

5005, 5007, 5241, 000181, 000182, 000311

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: Overall estimated project costs increased by \$1.7M due to \$4.5M being added in FY30.



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:

- ☐ Enhance Safety and Security
- ☒ Serve Communities and Support the Economy
- ☐ Deliver System Quality
- ☒ Promote Environmental Stewardship

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:**

☐ 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: MPA acquired the STAR site property in FY23 and has begun remediation efforts.

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2027...	...2028...	...2029...	...2030...		
Planning	476	476	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	74,524	3,644	2,242	2,430	10,330	18,100	18,140	13,500	6,330	68,830	2,050
Total	75,000	4,120	2,242	2,430	10,330	18,100	18,140	13,500	6,330	68,830	2,050
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	74,524	3,644	2,242	2,430	10,330	18,100	18,140	13,500	6,330	68,830	2,050
Other	476	476	0	0	0	0	0	0	0	0	0

5311

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: None.



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:

- ☐ Enhance Safety and Security
- ☒ Deliver System Quality
- ☒ Serve Communities and Support the Economy
- ☐ Promote Environmental Stewardship

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:**

☐ Project Not Location Specific

☐ Not Subject to PFA Law

☒ Project Inside PFA

☐ Project Outside PFA

☐ PFA Status Yet to Be Determined

☐ Grandfathered

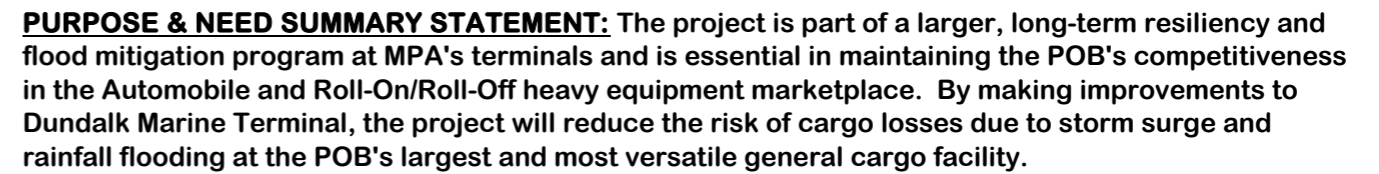
☐ Exception Will Be Required

☐ Exception Granted

STATUS: Completed and closed out FY24.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	35,233	35,233	927	0	0	0	0	0	0	0	0
Total	35,233	35,233	927	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	35,233	35,233	927	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: Overall project cost decreased by \$1.0M as some anticipated work was not needed.



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: In coordination with SHA, MPA has utilizing \$41,438,000 in FHWA PROTECT formula funding to go along with the \$10,000,000 Federal BUILD Grant funding. The balance of \$20,013,737 will come from the Transportation Trust Fund.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: Project start is delayed until 2025 as project costs have increased by \$4.3M.

[illegible]



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 due to structural deterioration.

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:
☒ Enhance Safety and Security ☒ Serve Communities and Support the Economy
☒ Deliver System Quality ☐ Promote Environmental Stewardship

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.

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.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,120	1,778	367	342	0	0	0	0	0	342	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	17,550	10,712	10,712	5,438	1,400	0	0	0	0	6,838	0
Total	19,670	12,490	11,080	5,780	1,400	0	0	0	0	7,180	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	19,670	12,490	11,080	5,780	1,400	0	0	0	0	7,180	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: None.



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 facilitate potential future public private partnerships.

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

- ☐ Enhance Safety and Security
- ☒ Deliver System Quality
- ☒ Serve Communities and Support the Economy
- ☐ Promote Environmental Stewardship

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:**

☐ 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: The engineering of Pier 3 demolition is underway. Construction projects have been deferred due to other funding obligations.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	616	63	63	453	100	0	0	0	0	553	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	2,346	2,346	0	0	0	0	0	0	0	0	0
Total	2,962	2,409	63	453	100	0	0	0	0	553	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	2,962	2,409	63	453	100	0	0	0	0	553	0
Other	0	0	0	0	0	0	0	0	0	0	0

1659, 000204, 000265, 000290

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: None.



PROJECT: Dundalk Marine Terminal Electrification

DESCRIPTION: Upgrading power system into Dundalk Marine Terminal for electric vehicles and shore to ship 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"/> Enhance Safety and Security | <input checked="" type="checkbox"/> Serve Communities and Support the Economy |
| <input checked="" type="checkbox"/> Deliver System Quality | <input checked="" type="checkbox"/> Promote Environmental Stewardship |

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"/> 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: Electrical System inspection is underway with repairs being made as necessary.

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,550	0	0	325	225	0	0	1,000	0	1,550	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	1,118	1,118	808	0	0	0	0	0	0	0	0
Construction	23,358	9,103	13	500	3,255	1,500	1,000	2,000	6,000	14,255	0
Total	26,026	10,222	821	825	3,480	1,500	1,000	3,000	6,000	15,805	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	26,026	10,222	821	825	3,480	1,500	1,000	3,000	6,000	15,805	0
Other	0	0	0	0	0	0	0	0	0	0	0

1837, 000292, 000300,

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: Overall funding decreased as funding was reprogrammed to other areas of need.



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:

- ☒ Enhance Safety and Security
- ☒ Deliver System Quality
- ☐ Serve Communities and Support the Economy
- ☒ Promote Environmental Stewardship

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:**

☐ 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: Construction estimated to begin FY26.

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
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	4,500	0	0	0	2,500	2,000	0	0	0	4,500	0
Total	4,500	0	0	0	2,500	2,000	0	0	0	4,500	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	4,500	0	0	0	2,500	2,000	0	0	0	4,500	0
Other	0	0	0	0	0	0	0	0	0	0	0

2714, 000273

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: None.



PROJECT: South Locust Point Cruise Maryland 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: Cruise lines make decisions on what ports to call based on surveys of their passengers and the MPA must continue to maintain the Cruise Maryland Terminal. It is necessary to enhance the cruise experience and ensure customers continue to want to cruise out of Baltimore.

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

- ☐ Enhance Safety and Security
 ☒ Serve Communities and Support the Economy
 ☒ Deliver System Quality
 ☐ Promote Environmental Stewardship

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:**
☐ 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 for a new HVAC system and ceiling upgrades are programmed to start in FY26.

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 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
Planning	260	0	0	260	0	0	0	0	0	260	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	3,986	1,486	0	0	1,500	1,000	0	0	0	2,500	0
Total	4,246	1,486	0	260	1,500	1,000	0	0	0	2,760	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	4,246	1,486	0	260	1,500	1,000	0	0	0	2,760	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: \$2.3M of additional construction funds for new HVAC system and ceiling upgrades were removed.

1638,1655, 000239



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:

- ☒ Enhance Safety and Security
- ☒ Deliver System Quality
- ☒ Serve Communities and Support the Economy
- ☐ Promote Environmental Stewardship

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

☒ Project Inside PFA

☐ Project Outside PFA

☐ PFA Status Yet to Be Determined

☐ Grandfathered

☐ Exception Will Be Required

☐ Exception Granted

STATUS: Preliminary Engineering is ongoing for various projects. Rehabilitation of the HVAC system is ongoing. Elevator modernization began FY25.

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,233	663	663	567	500	500	500	500	2,003	4,570	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	38,165	25,089	3,301	6,398	2,229	700	1,250	1,250	1,250	13,077	0
Total	43,398	25,752	3,964	6,965	2,729	1,200	1,750	1,750	3,253	17,646	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	43,398	25,752	3,964	6,965	2,729	1,200	1,750	1,750	3,253	17,646	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: \$8.4M in additional funds were added to the overall cost to this project. These funds will cover WTC renovations for a new tenant and future FY30 repairs.



PROJECT: Interconnector Bridge

DESCRIPTION: The Interconnector Bridge structure over Colgate Creek is a nine-span, 718-foot-long prestressed concrete beam bridge built around 1986. The bridge consists of two 79-foot spans and seven 80-foot spans, all simply supported. The reinforced concrete deck carries two lanes of traffic, one lane in each direction, with a clear roadway width of 28-feet between concrete parapets.

PURPOSE & NEED SUMMARY STATEMENT: Around 1994, the prestressed concrete beams were strengthened with external post-tensioning strands installed along the bottom flange within the middle third of each span to increase the load carrying capacity. While the structure is currently in satisfactory condition, repairs and improvements are required to maintain optimal operating conditions.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:
☐ Enhance Safety and Security ☒ Serve Communities and Support the Economy
☒ Deliver System Quality ☐ Promote Environmental Stewardship

EXPLANATION: The Interconnector Bridge allows cargo traffic to flow expeditiously between the two marine terminals without having to exit and re-enter the restricted terminal 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: Construction estimated to begin Summer of 2025.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
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	12,000	0	0	0	12,000	0	0	0	0	12,000	0
Total	12,000	0	0	0	12,000	0	0	0	0	12,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	12,000	0	0	0	12,000	0	0	0	0	12,000	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: Added to the Construction Program.



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:

- ☐ Enhance Safety and Security
 ☒ Serve Communities and Support the Economy
 ☐ Deliver System Quality
 ☒ Promote Environmental Stewardship

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

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

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

POTENTIAL FUNDING SOURCE:											
			<input checked="" type="checkbox"/> SPECIAL			<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER	
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
Planning	906	670	34	30	31	63	31	31	50	236	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	90,459	63,260	6,477	5,786	4,615	4,650	3,985	2,163	6,000	27,199	0
Total	91,365	63,931	6,511	5,816	4,646	4,713	4,016	2,194	6,050	27,435	0
Federal-Aid	15	15	0	0	0	0	0	0	0	0	0
Special	91,350	63,916	6,511	5,816	4,646	4,713	4,016	2,194	6,050	27,435	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: \$6.0M added in FY30 to cover future capital costs.

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:

- ☒ Enhance Safety and Security
- ☒ Deliver System Quality
- ☒ Serve Communities and Support the Economy
- ☒ Promote Environmental Stewardship

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.

- 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: Current project is complete.

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 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
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	36,869	36,869	1,006	0	0	0	0	0	0	0	0
Total	36,869	36,869	1,006	0	0	0	0	0	0	0	0
Federal-Aid	6,555	6,555	247	0	0	0	0	0	0	0	0
Special	8,476	8,476	0	0	0	0	0	0	0	0	0
Other	21,838	21,838	759	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: Project funding decreased by \$46.4M as MPA and PAC were unsuccessful in their attempt to secure an FY23 a PIDP grant.



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.

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

- | | | | |
|-------------------------------------|-----------------------------|-------------------------------------|---|
| <input type="checkbox"/> | Enhance Safety and Security | <input checked="" type="checkbox"/> | Serve Communities and Support the Economy |
| <input checked="" type="checkbox"/> | Deliver System Quality | <input checked="" type="checkbox"/> | Promote Environmental Stewardship |

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

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.

[illegible]

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: The overall cost increased by \$5.6M because cash flows were adjusted, and funding was added to FY30. Also, one project (MPA5218 Environmental Management System Compliance) previously associated with this PIF was moved to PIF MPA-23: Climate Solutions Now Act and Related Projects.



DESCRIPTION: The Intermodal Container Transfer Facility (ICTF) sits adjacent to Seagirt Marine Terminal. The project will replace existing infrastructure with six new working rail tracks and allow the existing diesel-powered equipment to be replaced with electric rubber-tired gantry cranes. 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.

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

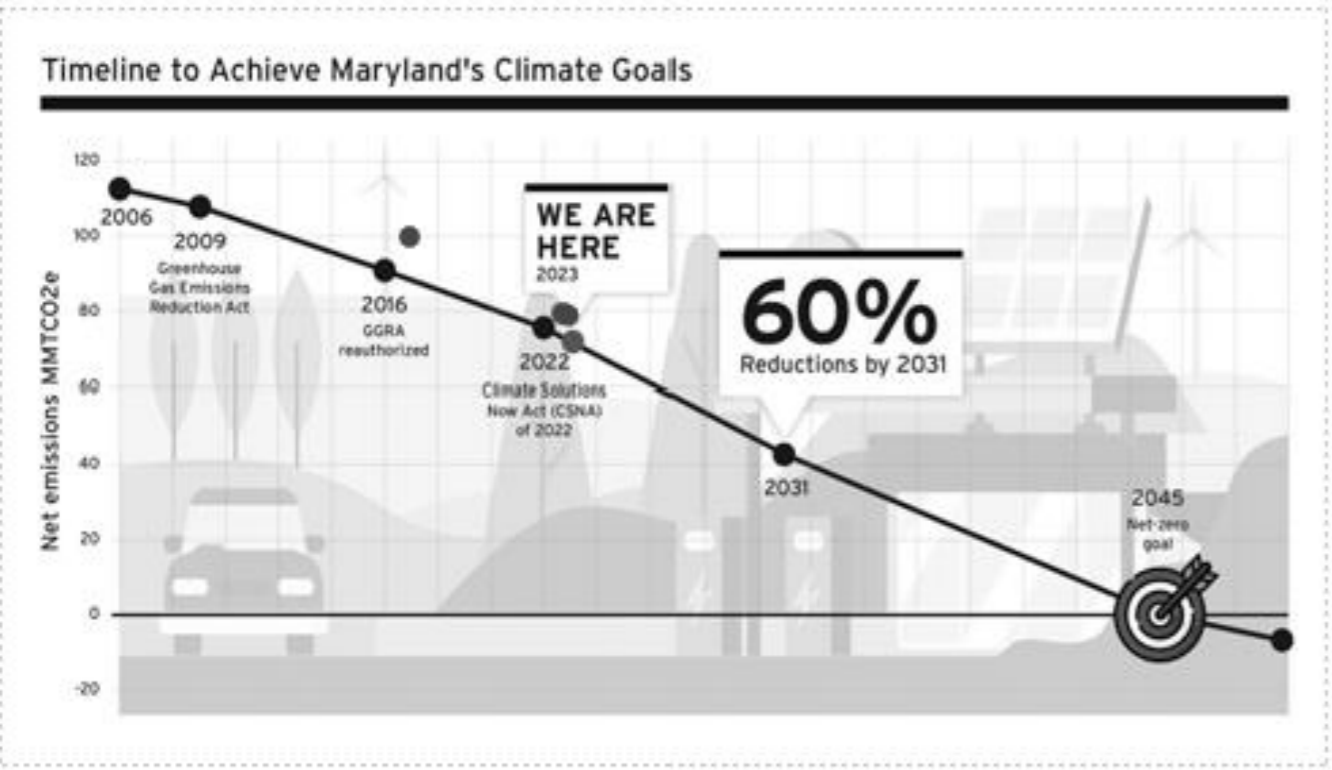
- | | | | |
|-------------------------------------|-----------------------------|-------------------------------------|---|
| <input type="checkbox"/> | Enhance Safety and Security | <input checked="" type="checkbox"/> | Serve Communities and Support the Economy |
| <input checked="" type="checkbox"/> | Deliver System Quality | <input checked="" type="checkbox"/> | Promote Environmental Stewardship |

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 CRISI grant was announced in June 2022. Ports America Chesapeake and MPA are working with FRA to finalize the grant agreement.

POTENTIAL FUNDING SOURCE:											
<input type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
TOTAL											
PHASE	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET	PLANNING				SIX	BALANCE
	COST	THRU	YEAR	YEAR	YEAR	FOR PLANNING PURPOSES ONLY				YEAR	TO
	(\$000)	CLOSE YEAR	2024	2025	2026	...2027...	...2028...	...2029...	...2030...	TOTAL	COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	22,400	0	0	0	16,170	6,230	0	0	0	22,400	0
Total	22,400	0	0	0	16,170	6,230	0	0	0	22,400	0
Federal-Aid	13,320	0	0	0	8,960	4,360	0	0	0	13,320	0
Special	0	0		0	0	0	0	0	0	0	0
Other	9,080	0	0	0	7,210	1,870	0	0	0	9,080	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: Due to delays in finalizing the grant agreement, cash flows were adjusted as the project will not begin until FY26.



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 and installing technologies with the goal of reducing greenhouse 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:

- ☐ Enhance Safety and Security
- ☒ Deliver System Quality
- ☒ Serve Communities and Support the Economy
- ☒ Promote Environmental Stewardship

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

EXPLANATION: This project 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:						<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 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY ...2027... ...2028... ...2029... ...2030...				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	150,809	14,931	1,175	872	15,611	63,845	54,650	900	0	135,878	0
Engineering	1,150	25	0	1,125	0	0	0	0	0	1,125	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	60,460	7,083	4,594	1,049	8,428	23,125	15,625	5,150	0	53,377	0
Total	212,419	22,039	5,769	3,046	24,039	86,970	70,275	6,050	0	190,380	0
Federal-Aid	148,782	651	0	990	18,756	68,885	55,500	4,000	0	148,131	0
Special	37,722	21,388	5,769	2,056	2,617	5,585	4,025	2,050	0	16,333	0
Other	25,916	0	0	0	2,666	12,500	10,750	0	0	25,916	0

0184, 0299, 0310, 0312, 196, 5418, 0372-0374

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: Overall project costs increased by \$203.9M. MPA was awarded two federal grants under the EPA's Clean Ports program for projects totaling \$184.6M. One grant for \$145.7M will be used to replace diesel powered port equipment with Zero Emission Vehicles (ZEV) while the other grant for \$1.9M will be used for Port Planning. Project MPA5418 (Environmental Management System Compliance) was removed from PIF MPA-21 (Dredged Material Placement and Monitoring) and increased overall project cost by \$18.6M.



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:

- ☒ Enhance Safety and Security
- ☒ Deliver System Quality
- ☒ Serve Communities and Support the Economy
- ☐ Promote Environmental Stewardship

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.

- 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: 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:						<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,730	969	276	452	309	0	0	0	0	761	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	969	276	452	309	0	0	0	0	761	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	1,730	969	276	452	309	0	0	0	0	761	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: None.



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:

- ☒ Enhance Safety and Security
- ☒ Deliver System Quality
- ☒ Serve Communities and Support the Economy
- ☐ Promote Environmental Stewardship

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:**

☐ 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. MPA received an FY24 INFRA grant for the partial reconstruction of DMT Berth 11.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER						
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,066	1,398	748	1,668	0	0	0	0	0	1,668	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	76,510	0	0	0	0	17,010	25,750	8,750	25,000	76,510	(0)
Total	79,576	1,398	748	1,668	0	17,010	25,750	8,750	25,000	78,178	(0)
Federal-Aid	30,906	0	0	0	0	10,206	15,450	5,250	0	30,906	0
Special	48,670	1,398	748	1,668	0	6,804	10,300	3,500	25,000	47,272	(0)
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: \$51.5M has been added for the partial reconstruction for DMT Berth 11. This phase of the project received a \$30.9 million Federal INFRA grant to go along with the State match of \$20.6 million. Another \$25 million has been added for the next phase of reconstruction in FY30.



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:

- ☒ Enhance Safety and Security
- ☒ Deliver System Quality
- ☒ Serve Communities and Support the Economy
- ☐ Promote Environmental Stewardship

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:**

☐ 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 and engineering is underway.

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,954	1,169	800	611	174	0	0	0	0	785	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	1,954	1,169	800	611	174	0	0	0	0	785	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	1,954	1,169	800	611	174	0	0	0	0	785	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: None.



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:
☒ Enhance Safety and Security ☒ Serve Communities and Support the Economy
☒ Deliver System Quality ☒ Promote Environmental Stewardship

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

STATUS: MPA has an agreement to acquire the property in FY25.

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2027...	...2028...	...2029...	...2030...		
Planning	25	0	0	25	0	0	0	0	0	25	0
Engineering	119	19	19	100	0	0	0	0	0	100	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	5,144	19	19	5,125	0	0	0	0	0	5,125	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	5,144	19	19	5,125	0	0	0	0	0	5,125	0
Other	0	0	0	0	0	0	0	0	0	0	0

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SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: Current property owner is still working through environmental remediation activities, so closing has been delayed until FY25.

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND PORT ADMINISTRATION - LINE 28

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Agency Wide Building Repairs</u>				
MPA1854	Agency Wide Facility Improvements	\$	34,011	Ongoing
MPAPRJ000305	Fire Protection Systems Replacement	\$	2,600	FY 2025
<u>Comprehensive Paving Program</u>				
MPA1706	Agency Wide Comprehensive Paving XI	\$	15,065	Ongoing
MPA1842	Agency Wide Paving Repairs	\$	15,681	Ongoing
<u>Environment</u>				
MPA1400	Environmental Remediation	\$	1,290	Ongoing
MPA1707	Hawkins Point O&M	\$	17,482	Ongoing
MPAPRJ000315	COASTAL RESILIENCY & ADAPTATION PLAN (BRIC Grant)	\$	200	Underway
<u>Harbor Development - Dredge Material Management</u>				
MPAPRJ000332	Climate Challenge Reimbursement Grant	\$	364	Underway
<u>Harbor Development - General</u>				
MPA5217	Environmental Studies - MERC	\$	10,201	Ongoing
MPA5220	Environmental Initiatives Program	\$	4,609	Completed
MPA5221	Chesapeake Bay PORTS System	\$	9,250	Ongoing
MPA5224	Economic Studies - UMCES	\$	5,110	Ongoing
<u>Information Systems Division</u>				
MPA3124	CTIPP Equipment	\$	6,390	Ongoing
MPA3215	IT Database Infrastructure Implementation Support	\$	2,278	Ongoing
MPA3216	Dundalk Fiber Upgrade and Expansion	\$	0	Deferred
MPAPRJ000186	Enhance Cybersecurity-Portwide Wireless Links - Replace Legacy Wireless Links	\$	803	Ongoing
MPAPRJ000208	Deployment of CCTV Field Distribution Box (FDB) Protection Mechanisms: Phase 1	\$	50	FY 2025

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

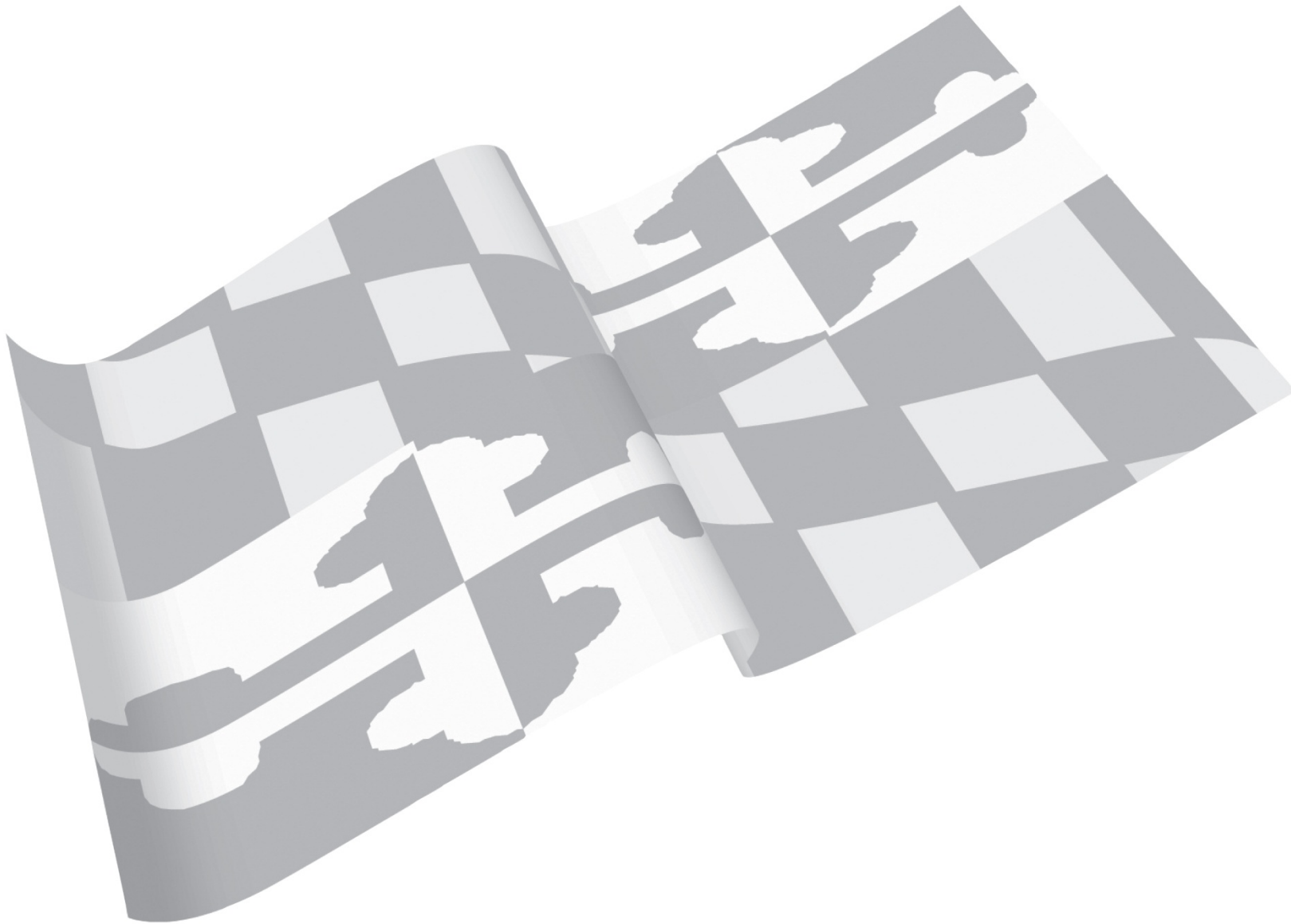
MARYLAND PORT ADMINISTRATION - LINE 28

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Information Systems Division</u>				
MPAPRJ000209	WTC ACS- Replacement - Genetec	\$	390	Completed
MPAPRJ000213	Improve MDOT MPA Access Security Control System Phase 2 (2021 PSGP)	\$	498	Ongoing
MPAPRJ000217	2021 PSGP Submission: Cyber Auto Rem Phase II	\$	530	Ongoing
MPAPRJ000219	2021 PSGP Submission: Cybersecurity Enhancement of Unified Security Platform	\$	572	Ongoing
MPAPRJ000242	CCTV maintenance	\$	641	Ongoing
MPAPRJ000293	CTP FY24-28 ISD Systems Engineer Resource	\$	828	Ongoing
MPAPRJ000307	Application Software Cybersecurity A & R (PSGP22)	\$	450	Underway
MPAPRJ000329	Resource for Grant Management System	\$	242	Underway
MPAPRJ000375	Implement Enhanced Cybersecurity Resilience for Critical Services	\$	653	FY 2026
<u>Landside - Security Enhancements</u>				
MPA1779	CCTV Camera EOL Replacement	\$	489	Completed
MPA1941	Wave Camera System Replacement	\$	356	Ongoing
MPAPRJ000281	One Stop Security Processing at DMT Truck Plaza	\$	1,388	Design Underway
MPAPRJ000296	Mobile TWIC Readers (PSGP22)	\$	15	Completed
MPAPRJ000297	MPA Security FSA and FSP Updates (PSGP22)	\$	53	Completed
<u>Landside Facility and Capital Equipment</u>				
MPA3038	Sprinkler Repairs	\$	2,494	Ongoing
MPA3106	Railroad Inspection and Construction	\$	11,594	Ongoing
MPA3233	Vehicles and Light Trucks (DA-8 eligible)	\$	4,181	Deferred
<u>Landside Major Projects</u>				
MPAPRJ000272	DMT Waterline Rehabilitation Program	\$	13,567	Design Underway
MPAPRJ000371	DMT MAT Trailers	\$	745	Ongoing
<u>Landside Studies and Open Ended Contracts</u>				
MPA1211	Portwide Engineering and Design - Balance	\$	6,196	FY 2029

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND PORT ADMINISTRATION - LINE 28

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Landside Studies and Open Ended Contracts</u>				
MPA1281	Construction Management & Inspection	\$	12,220	Ongoing
MPA1286	Portwide Engineering and Design Contracts	\$	37,376	Ongoing
MPA1827	Surveying	\$	350	Completed
MPAAWC000188	MPA Diving Services	\$	350	Ongoing
MPAAWC000308	CATS/GIS - JMT	\$	2,672	Ongoing
MPAAWC000309	CATS/GIS - KCI	\$	2,559	Ongoing
MPAPRJ000223	Waterfront Structure Inspections	\$	5,434	Ongoing
MPAPRJ000238	Agency Wide Structures Engineering	\$	11,733	Ongoing
<u>Landside System Preservation</u>				
MPA1785	System Preservation - All Terminals - Supplemental	\$	10,948	FY 2030
MPAPRJ000291	DMT Shed 201B Roof Replacement	\$	250	Ongoing
<u>Planning and Finance</u>				
MPA3501	Open Ended Planning Studies JM	\$	2,522	Ongoing
<u>Waterfront Structures Program</u>				
MPA1730	Agency Wide Waterfront Structure Repair	\$	36,000	Ongoing
MPA1865	Agency Wide Substructure Repair	\$	11,899	Completed



MDOT MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION

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

	<u>FY 2025</u>	<u>FY 2026</u>	<u>FY 2027</u>	<u>FY 2028</u>	<u>FY 2029</u>	<u>FY 2030</u>	<u>SIX - YEAR TOTAL</u>
<u>Major Construction Program</u>	646.0	509.3	793.7	938.6	891.6	766.4	4,545.8
System Preservation	286.1	271.0	476.9	591.7	640.5	544.2	2,810.4
Expansion/Efficiency	332.2	189.7	263.7	306.0	221.1	191.3	1,503.9
Safety & Security	2.1	2.3	8.6	-	-	-	13.1
Local Funding	20.0	44.0	42.4	37.0	30.0	30.9	204.4
Environment	1.9	0.8	-	0.1	-	0.0	2.8
Administration	3.7	1.6	2.1	3.8	-	-	11.2
<u>Major Development & Evaluation Program</u>	47.9	81.0	133.7	65.8	98.4	61.8	488.6
System Preservation	2.8	1.5	5.5	4.0	4.0	4.0	21.6
Expansion/Efficiency	43.2	78.3	76.8	10.1	44.1	6.7	259.2
Safety & Security	0.8	0.8	0.9	0.6	0.3	1.1	4.5
Local Funding	0.4	0.2	0.4	1.0	-	-	2.1
Environment	0.7	0.2	50.1	50.2	50.0	50.0	201.2
Administration	(0.0)	-	-	-	-	-	(0.0)
<u>Minor Program</u>	76.5	46.0	96.4	69.8	87.2	40.9	416.8
System Preservation	43.2	30.0	66.3	54.0	62.1	39.4	294.9
Expansion/Efficiency	12.2	8.2	9.1	6.3	12.8	0.6	49.3
Safety & Security	7.1	2.7	9.2	4.6	5.1	-	28.8
Local Funding	0.1	-	-	-	-	-	0.1
Environment	5.6	3.3	10.6	3.6	6.6	-	29.7
Administration	8.3	1.9	1.2	1.2	0.6	0.8	14.0
<u>Capital Salaries, Wages & Other Costs</u>	8.2	138.8	28.4	32.9	29.7	15.4	253.6
TOTAL	778.7	775.2	1,052.3	1,107.1	1,107.0	884.5	5,704.8
Special Funds	383.8	391.1	525.9	621.1	560.1	454.8	2,936.8
Federal Funds	310.1	362.7	437.4	396.4	436.9	428.6	2,372.1
Other Funds	84.8	21.5	89.0	89.6	109.9	1.2	395.9
<u>Special Funds Breakdown</u>							
General Fund	2.0	13.5	63.3	0.4	0.1	-	79.3
Transportation Trust Fund	381.8	377.6	462.6	620.7	560.0	454.8	2,857.5
SPECIAL FUNDS TOTAL	383.8	391.1	525.9	621.1	560.1	454.8	2,936.8
<u>Other Funds Breakdown</u>							
GARVEE	-	-	61.1	83.6	103.2	0.8	248.7
Other (Not GARVEE)	84.8	21.5	27.9	6.0	6.7	0.4	147.3
OTHER FUNDS TOTAL	84.8	21.5	89.0	89.6	109.9	1.2	395.9



MARC

Freight

Light Rail

Baltimore Metro

Bus

Multi-Modal

Locally Operated Transit Systems



**MARYLAND DEPARTMENT
OF TRANSPORTATION**

**MARYLAND TRANSIT
ADMINISTRATION**

MTA CONSTRUCTION PROGRAM



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.

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

- | | | | |
|-------------------------------------|-----------------------------|-------------------------------------|---|
| <input checked="" type="checkbox"/> | Enhance Safety and Security | <input checked="" type="checkbox"/> | Serve Communities and Support the Economy |
| <input checked="" type="checkbox"/> | Deliver System Quality | <input type="checkbox"/> | Promote Environmental Stewardship |

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

STATUS: Construction for Riverside Boilers Dual Burner Conversion was completed in FY 24. Design for pavement repairs is underway. The MARC Riverside Upgrades project is anticipated to begin in FY 25.

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	EXPENDED	PREVIOUS	CURRENT	BUDGET	PLANNING				SIX	BALANCE
	COST	THRU	YEAR	YEAR	YEAR	FOR PLANNING PURPOSES ONLY				YEAR	TO
	(\$000)	CLOSE YEAR	2024	2025	2026	...2027...	...2028...	...2029...	...2030...	TOTAL	COMPLETE
Planning	115	76	0	39	0	0	0	0	0	39	0
Engineering	18,528	7,934	448	1,978	277	3,883	4,455	0	0	10,594	0
Right-of-way	2,033	2,031	0	2	0	0	0	0	0	2	0
Utility	598	561	561	37	0	0	0	0	0	37	0
Construction	104,411	56,728	945	1,599	3,000	38,062	5,022	0	0	47,683	0
Total	125,684	67,331	1,953	3,655	3,277	41,945	9,477	0	0	58,354	0
Federal-Aid	97,759	51,059	1,380	4,719	2,621	32,693	6,666	0	0	46,700	0
Special	26,425	16,271	574	(1,213)	555	8,246	2,565	0	0	10,154	0
Other	1,500	0	0	149	100	1,005	246	0	0	1,500	0

Project cost increased by \$24.5M due to the addition of the Martin State Airport High-Level Station and Platforms project, which won an All Station Accessibility discretionary Grant. Additional funding has also been added to fund the Martins Yard Power Switch project. Project funding allocation increased by \$7.5M to advance the environmental upgrades at the MARC Riverside facility through construction.

USAGE:
MARC annual ridership in FY 24 exceeded 3.9 million.



PROJECT: MARC Improvements on Penn Line

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

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

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

- ☒ Enhance Safety and Security
- ☒ Deliver System Quality
- ☒ Serve Communities and Support the Economy
- ☐ Promote Environmental Stewardship

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

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

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

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 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,572	3,572	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	444,681	232,738	26,894	28,138	28,000	28,000	28,000	67,805	32,000	211,943	0
Total	448,254	236,310	26,894	28,138	28,000	28,000	28,000	67,805	32,000	211,943	0
Federal-Aid	350,346	180,976	21,506	22,473	22,260	22,400	22,400	54,236	25,600	169,370	0
Special	97,908	55,334	5,388	5,665	5,740	5,600	5,600	13,569	6,400	42,574	0
Other	0	0	0	0	0	0	0	0	0	0	0

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SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:
Project funding allocation increased by \$31.9M due to the addition of FY 30 funding and program adjustments.

USAGE:
MARC annual ridership in FY 24 exceeded 3.9 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 that are required in order to provide MARC service on CSX-owned rail corridors. 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:
☒ Enhance Safety and Security
☒ Deliver System Quality
☒ Serve Communities and Support the Economy
☐ Promote Environmental Stewardship

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

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 for the replacement of 4 switches at the Greenbelt interlocking was completed in FY 24. Construction for the installation of new switch panels at various locations to begin in FY 26.

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 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
Planning	114	20	20	93	0	0	0	0	0	93	0
Engineering	5,338	2,343	133	(5)	500	1,000	1,250	250	0	2,995	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	176,439	127,391	1,964	1,480	4,414	16,432	11,509	9,214	6,000	49,048	0
Total	181,910	129,773	2,117	1,568	4,914	17,432	12,759	9,464	6,000	52,137	0
Federal-Aid	141,327	96,701	1,139	4,295	3,931	13,945	10,083	7,571	4,801	44,627	0
Special	40,583	33,073	978	(2,727)	983	3,487	2,676	1,893	1,199	7,510	0
Other	0	0	0	0	0	0	0	0	0	0	0



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:

- ☒ Enhance Safety and Security
- ☒ Deliver System Quality
- ☒ Serve Communities and Support the Economy
- ☐ Promote Environmental Stewardship

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

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

STATUS: Overhaul of 63 MARC III railcars is underway. 57 overhauled railcars are operating in revenue service with all railcars anticipated to be overhauled in FY 25. 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 ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY ...2027... ...2028... ...2029... ...2030...				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,604	614	10	120	200	300	1,200	170	0	1,990	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	207,080	55,008	12,875	8,920	3,562	2,500	17,540	15,950	23,550	72,022	80,050
Total	209,684	55,623	12,885	9,039	3,762	2,800	18,740	16,120	23,550	74,012	80,050
Federal-Aid	178,432	43,375	9,717	7,822	3,009	2,240	17,218	15,153	18,840	64,282	70,775
Special	31,252	12,248	3,168	1,218	752	560	1,522	968	4,710	9,730	9,275
Other	0	0	0	0	0	0	0	0	0	0	0



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. This project will include the procurement of an electric locomotive power solution to allow for electric operations of the Penn Line when required by Amtrak on the NEC, after the completion of the Frederick Douglas Tunnel Project.

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:
☒ Enhance Safety and Security ☒ Serve Communities and Support the Economy
☒ Deliver System Quality ☒ Promote Environmental Stewardship

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

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

STATUS: Conditional acceptance of six overhauled GP-39 locomotives ongoing. MP36PH-3C specification development is complete and will be advertised in FY 25. The SC-44 locomotive overhaul to begin in FY 26/27.

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 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	12,769	1,601	164	200	0	545	500	9,923	0	11,168	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	238,960	12,307	2,041	995	10,035	6,453	22,694	42,087	67,900	150,163	76,489
Total	251,728	13,908	2,205	1,195	10,035	6,998	23,194	52,010	67,900	161,331	76,489
Federal-Aid	149,714	9,952	1,783	1,026	9,454	5,657	21,732	47,381	54,193	139,442	320
Special	102,014	3,956	422	169	581	1,340	1,462	4,629	13,708	21,889	76,169
Other	0	0	0	0	0	0	0	0	0	0	0

1444, 1500, 1501, 1568

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:
Project funding allocation increased by \$67.7M due to the addition of FY 30 funding for new locomotives needed to fulfill the commitment to electrifying the Penn line. Project funding allocation increased by \$9.5M to cover additional costs for the MP36PH-3C Locomotive Mid-Life Overhaul through completion.

USAGE:
MARC annual ridership in FY 24 exceeded 3.9 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:
☒ Enhance Safety and Security
☒ Deliver System Quality
☐ Serve Communities and Support the Economy
☐ Promote Environmental Stewardship

EXPLANATION: Ensure the safe operation of MARC 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: 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. Additional training and installing hardware upgrades will continue through FY 25.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:
Project funding allocation increased by \$6.4M due to the addition of the LDRS-V Replacement, GPS/Antenna GNSS Upgrade, I-ETMS Emergency Functionality, Central Dispatch Unit Replacement, and 5G Cell Modem/Antenna Upgrade projects to the program and miscellaneous program adjustments. The newly added projects are required to maintain regulatory compliance.

USAGE:
MARC annual ridership in FY 24 exceeded 3.9 million.

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 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	652	348	0	282	22	0	0	0	0	304	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	42,491	32,869	84	168	4,211	3,228	0	1,008	1,008	9,623	0
Total	43,143	33,217	84	450	4,234	3,228	0	1,008	1,008	9,927	0
Federal-Aid	34,550	26,228	67	776	2,864	3,069	0	806	806	8,322	0
Special	8,593	6,988	17	(326)	1,369	158	0	202	202	1,605	0
Other	0	0	0	0	0	0	0	0	0	0	0

1380, 2453, 2454, 2455, 2456, 2457



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:
☒ Enhance Safety and Security
☒ Deliver System Quality
☒ Serve Communities and Support the Economy
☐ Promote Environmental Stewardship

EXPLANATION: This project includes inspection and repairs to garages as well as maintenance repairs and passenger improvements to the 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: Design efforts to reconstruct and repair concrete and asphalt bus loop pavement and associated storm water facilities at MARC BWI Station are complete. Construction anticipated to start in FY 26.

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 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
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	8,629	7,151	121	130	923	425	0	0	0	1,478	0
Total	10,853	9,375	121	130	923	425	0	0	0	1,478	0
Federal-Aid	6,735	5,809	177	(152)	738	340	0	0	0	926	0
Special	4,117	3,566	(56)	282	185	85	0	0	0	552	0
Other	0	0	0	0	0	0	0	0	0	0	0

1209, 2059

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:
None.

USAGE:
MARC annual ridership in FY 24 exceeded 3.9 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:

- ☒ Enhance Safety and Security
- ☒ Deliver System Quality
- ☒ Serve Communities and Support the Economy
- ☐ Promote Environmental Stewardship

- 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

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

STATUS: Design is completed and the project was advertised for construction in FY 24. Construction is anticipated to begin in FY 26.

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 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	524	396	36	109	20	0	0	0	0	129	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	2,097	0	0	40	2,057	0	0	0	0	2,097	0
Total	2,621	396	36	149	2,077	0	0	0	0	2,225	0
Federal-Aid	2,049	306	31	82	1,661	0	0	0	0	1,743	0
Special	572	89	5	67	416	0	0	0	0	482	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:
None.

USAGE:
MARC annual ridership in FY 24 exceeded 3.9 million.



PROJECT: MARC Laurel Platform Replacement

DESCRIPTION: This project will replace existing 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:
☒ Enhance Safety and Security ☒ Serve Communities and Support the Economy
☒ Deliver System Quality ☐ Promote Environmental Stewardship

EXPLANATION: This project includes repairs to the station platforms to maintain a state of good repair.

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 efforts will conclude 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 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
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	3,440	2,439	2,415	1,001	0	0	0	0	0	1,001	0
Total	3,440	2,439	2,415	1,001	0	0	0	0	0	1,001	0
Federal-Aid	2,592	1,959	1,939	633	0	0	0	0	0	633	0
Special	848	481	476	367	0	0	0	0	0	367	0
Other	0	0	0	0	0	0	0	0	0	0	0

1880

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:
None.

USAGE:
MARC annual ridership in FY 24 exceeded 3.9 million.

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.

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

<input checked="" type="checkbox"/>	Enhance Safety and Security	<input checked="" type="checkbox"/>	Serve Communities and Support the Economy
<input checked="" type="checkbox"/>	Deliver System Quality	<input checked="" type="checkbox"/>	Promote Environmental Stewardship

EXPLANATION: MTA must continue to comply with FRA standards to support continued safe and efficient operations while providing economic vitality across the state of Maryland.

SMART GROWTH STATUS:

SMART GROWTH STATUS:		<input checked="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: 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 2024 - 29 CTP:

Project funding decreased by \$37.1M as the following projects were removed from the PIF due to their completion: CY2020-2021 Bridge Inspections, Queen Anne Radio Tower Demolition, Valuation of RS3M Locomotives, ROW Surveys, and Design for Grade Crossing Repair/Replacement (2021 Inspections).

USAGE:

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	EXPENDED	PREVIOUS	CURRENT	BUDGET	PLANNING				SIX	BALANCE
	COST	THRU	YEAR	YEAR	YEAR	FOR PLANNING PURPOSES ONLY				YEAR	TO
	(\$000)	CLOSE YEAR	2024	2025	2026	...2027...	...2028...	...2029...	...2030...	TOTAL	COMPLETE
Planning	400	0	0	25	25	250	100	0	0	400	0
Engineering	11,839	8,794	729	1,241	313	993	498	0	0	3,045	0
Right-of-way	225	10	0	48	0	167	0	0	0	215	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	30,423	19,465	4,407	2,244	0	771	5,246	2,697	0	10,959	0
Total	42,888	28,269	5,136	3,558	338	2,182	5,844	2,697	0	14,619	0
Federal-Aid	4,034	2,560	2,559	(40)	20	807	687	0	0	1,474	0
Special	38,251	25,679	2,547	3,309	314	1,224	5,028	2,697	0	12,572	0
Other	603	30	30	289	4	151	129	0	0	573	0

0213, 1661, 1662, 1663, 1744, 1787, 1788, 1789, 1790, 1792, 1793, 1875, 1926, 1929, 1930, 2044, 2045, 2147, 2148, 2149, 2150, 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:

- ☒ Enhance Safety and Security
- ☒ Deliver System Quality
- ☐ Serve Communities and Support the Economy
- ☐ Promote Environmental Stewardship

EXPLANATION: This project enhances MTA's systems, law enforcement resources, and physical infrastructure.

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

STATUS: Activities for FY 21 and FY 22 Homeland Security grants are underway. Activities for FY 19 Homeland Security grant were 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		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,292	1,356	816	436	213	286	0	0	0	936	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	14,170	7,345	300	397	0	6,428	0	0	0	6,825	0
Total	16,462	8,701	1,115	833	213	6,715	0	0	0	7,761	0
Federal-Aid	16,047	8,266	936	853	213	6,715	0	0	0	7,781	0
Special	415	434	180	(20)	0	0	0	0	0	(20)	0
Other	0	0	0	0	0	0	0	0	0	0	0

90708, 2010, 2236

SIGNIFICANT CHANGE FROM FY 2024 - 29 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. This is a Project Labor Agreement candidate project.

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:

- ☒ Enhance Safety and Security
- ☒ Deliver System Quality
- ☒ Serve Communities and Support the Economy
- ☐ Promote Environmental Stewardship

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

☒ Project Inside PFA

☐ Project Outside PFA

☐ PFA Status Yet to Be Determined

☐ Grandfathered

☐ Exception Will Be Required

☐ 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		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	11,048	8,557	496	470	404	485	0	1,132	0	2,491	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	189,646	98,006	14,930	4,400	766	15,779	18,904	19,789	10,326	69,964	21,676
Total	200,694	106,563	15,426	4,870	1,170	16,264	18,904	20,921	10,326	72,455	21,676
Federal-Aid	19,216	11,183	236	2,079	462	287	0	5,205	0	8,033	0
Special	181,477	95,380	15,190	2,792	708	15,977	18,904	15,715	10,326	64,422	21,676
Other	0	0	0	0	0	0	0	0	0	0	0

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

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:
Project funding allocation increased by \$7.8M to support track maintenance and emergency response. The Maintenance of Way Improvement project for the Metro system from Owings Mills to John Hopkins was removed from this PIF due to its completion.

USAGE:



PROJECT: Light Rail Vehicle Overhaul

DESCRIPTION: Perform a mid-life overhaul of Light Rail vehicles. A 15-year inspection and overhaul of the major and sub-assemblies of the vehicles will be performed. The effort will also involve identifying and replacing obsolete parts to improve vehicle performance. This project also supports ongoing overhauls of systems to ensure reliability and safety.

PURPOSE & NEED SUMMARY STATEMENT: Major overhaul of the Light Rail vehicles and upgrades of selected systems will ensure safe operation, reduce ongoing maintenance costs, increase vehicle reliability and availability, and increase passenger comfort and security.

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

- ☒ Enhance Safety and Security
- ☒ Deliver System Quality
- ☒ Serve Communities and Support the Economy
- ☐ Promote Environmental Stewardship

- 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

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 25. Ongoing minor overhauls are underway.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,919	3,154	0	623	0	0	143	0	0	766	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	223,506	203,790	19,584	9,807	7,059	300	300	2,250	0	19,717	0
Total	227,426	206,943	19,584	10,430	7,059	300	443	2,250	0	20,482	0
Federal-Aid	152,847	134,168	10,853	10,838	6,648	0	114	1,080	0	18,680	0
Special	74,578	72,776	8,731	(408)	412	300	329	1,170	0	1,803	0
Other	0	0	0	0	0	0	0	0	0	0	0

1153, 1346, 1630, 1652, 1702, 2099, 2373

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:
Project allocation funding increased by \$6.2M to support extending the life of the original Light Rail fleet until new Light Rail cars are in service.

USAGE:
Light Rail annual ridership in FY 24 exceeded 4.4 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:

- ☒ Enhance Safety and Security
- ☒ Deliver System Quality
- ☒ Serve Communities and Support the Economy
- ☐ Promote Environmental Stewardship

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:**

☐ 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: Design for Catenary Surge Protection was completed in FY 24. Train Control Signals UPS upgrade construction is 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 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	6,261	3,825	647	2,427	0	8	0	0	0	2,435	0
Right-of-way	494	55	45	239	0	200	0	0	0	439	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	147,593	5,557	3,305	4,075	4,532	17,644	26,054	25,700	18,000	96,005	46,031
Total	154,347	9,437	3,997	6,742	4,532	17,852	26,054	25,700	18,000	98,880	46,031
Federal-Aid	73,839	2,029	759	2,529	2,195	9,717	20,065	20,505	14,400	69,410	2,400
Special	80,508	7,407	3,238	4,213	2,336	8,136	5,989	5,195	3,600	29,470	43,631
Other	0	0	0	0	0	0	0	0	0	0	0

1466, 1521, 1522, 1531, 1554, 1555, 1618, 1749, 2091, 2507

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:
Project funding allocation increased by \$5.8M to support overhaul efforts. The Load Break Disconnect Feeder - Tie Switches project was removed due to its completion, and Catenary Poles Procurement project was added to this PIF.

Funding for the LTR Rail and Switch Heater System Replacement project and partial funding for the LTR Traction Power Substation Major Rehabilitation project are being deferred due to other funding obligations.

USAGE:
Light Rail annual ridership in FY 24 exceeded 4.4 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:

- ☒ Enhance Safety and Security
- ☒ Deliver System Quality
- ☒ Serve Communities and Support the Economy
- ☐ Promote Environmental Stewardship

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

☒ Project Inside PFA

☐ Project Outside PFA

☐ PFA Status Yet to Be Determined

☐ Grandfathered

☐ Exception Will Be Required

☐ Exception Granted

STATUS: Design of interlockings, grade crossings, and restraining rail curve replacements at various locations are ongoing.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
Planning	44	13	(1)	31	0	0	0	0	0	31	0
Engineering	12,704	7,968	3,190	1,238	2,564	934	0	0	0	4,736	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	46,744	1,625	54	20	779	7,103	16,402	16,750	4,064	45,118	0
Total	59,492	9,607	3,243	1,288	3,343	8,037	16,402	16,750	4,064	49,885	0
Federal-Aid	17,268	21	21	132	1,630	4,684	4,528	4,719	1,554	17,247	0
Special	42,224	9,586	3,222	1,156	1,713	3,354	11,874	12,032	2,510	32,638	0
Other	0	0	0	0	0	0	0	0	0	0	0

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

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:
Project funding allocation increased by \$16.1M to advance critical Light Rail State of Good Repair projects through construction.

USAGE:
Light Rail annual ridership in FY 24 exceeded 4.4 million.



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:
☒ Enhance Safety and Security ☒ Serve Communities and Support the Economy
☒ Deliver System Quality ☐ Promote Environmental Stewardship

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

STATUS: Design to resume 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 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
Planning	800	800	0	0	0	0	0	0	0	0	0
Engineering	1,673	1,604	0	69	0	0	0	0	0	69	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	39,028	9	0	0	500	500	5,000	16,609	16,410	39,019	0
Total	41,501	2,412	0	69	500	500	5,000	16,609	16,410	39,088	0
Federal-Aid	56	157	0	(101)	0	0	0	0	0	(101)	0
Special	41,445	2,256	0	170	500	500	5,000	16,609	16,410	39,189	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:
Project funding was restored and allocation increased by \$5M overall to advance the Howard Street Rail Replacement project through construction.

USAGE:
Light Rail annual ridership in FY 24 exceeded 4.4 million.



PROJECT: Metro Interlocking Renewals

DESCRIPTION: Complete rebuild of track interlockings on the Metro system, at Charles Center, State Center, Old Court, Milford Mill, Owings Mills, Rogers Avenue, Reisterstown Plaza, and the Northwest Yard.

PURPOSE & NEED SUMMARY STATEMENT: Interlockings allow trains to cross from one track to another using turnouts and are essential for operations. Replacements are necessary to correct general degradation and wear and to ensure safety.

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

- ☒ Enhance Safety and Security
- ☒ Serve Communities and Support the Economy
- ☒ Deliver System Quality
- ☐ Promote Environmental Stewardship

EXPLANATION: Interlocking renewals are needed to assure customer safety, to provide reliable customer service and to keep the system in a state of good repair.

- SMART GROWTH STATUS:**

☐ Project Not Location Specific

☐ Not Subject to PFA Law

☒ Project Inside PFA

☐ Project Outside PFA

☐ PFA Status Yet to Be Determined

☐ Grandfathered

☐ Exception Will Be Required

☐ Exception Granted

STATUS: Construction for the replacement of the Reisterstown Plaza East interlocking is anticipated to begin in FY 25. Design efforts for all other interlockings 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 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	10,808	10,427	467	20	4	357	0	0	0	381	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	101,408	37,993	169	241	2,790	31,096	18,039	0	11,250	63,416	0
Total	112,217	48,420	635	261	2,794	31,453	18,039	0	11,250	63,797	0
Federal-Aid	81,449	31,173	306	(132)	1,972	25,005	14,431	0	9,000	50,276	0
Special	30,767	17,246	329	393	822	6,448	3,608	0	2,250	13,521	0
Other	0	0	0	0	0	0	0	0	0	0	0

1223, 1720, 1772, 1845

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:
Project funding had a net increase of \$2.7M due the addition of FY 30 and cashflow adjustments.

USAGE:
Metro annual ridership in FY 24 exceeded 3.65 million.



PROJECT: Metro Station Rehabilitation and Lighting Program

DESCRIPTION: Rehabilitation of Metro stations. Work will include painting, surface finish upgrades, major plumbing repairs, equipment and lighting upgrades, signage upgrade to include next train arrival display, above ground station platform repairs, staircase repair/replacement, structural repairs, roof replacement, snow melt equipment, and water intrusion abatement.

PURPOSE & NEED SUMMARY STATEMENT: Station repairs/upgrades and equipment replacement are needed to stop leaks, increase energy efficiency, and extend the service life of Metro Subway stations.

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

- ☒ Enhance Safety and Security
- ☒ Deliver System Quality
- ☒ Serve Communities and Support the Economy
- ☐ Promote Environmental Stewardship

- 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

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) were completed in FY 24. Deferred projects include the design to replace snow melting equipment, customer service station booth replacements, and repairs at Owings Mills, Old Court, Milford Mill, Reisterstown Plaza, Rogers Avenue, West Cold Spring stations.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: Project allocation funding decreased by \$27.5M as projects deferred due to other funding obligations. Project funding allocation increased by \$19.8M to advance Repairs to 6 Metro Stations and for the MTR Platform and Rehabilitation and Snow Melt System through construction.

USAGE: Metro annual ridership in FY 24 exceeded 3.65 million.

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 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,350	1,564	1,386	534	0	139	113	0	0	786	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	24,182	1,604	440	208	68	4,700	10,602	6,000	1,000	22,578	0
Total	26,532	3,169	1,826	742	68	4,839	10,715	6,000	1,000	23,363	0
Federal-Aid	2,862	596	596	186	0	2,080	0	0	0	2,266	0
Special	23,670	2,573	1,230	556	68	2,759	10,715	6,000	1,000	21,097	0
Other	0	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. A Communications-Based Train Control system will be installed.

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"/> Enhance Safety and Security | <input checked="" type="checkbox"/> Serve Communities and Support the Economy |
| <input checked="" type="checkbox"/> Deliver System Quality | <input type="checkbox"/> Promote Environmental Stewardship |

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: Overhaul and replacement of Metro vehicles and signals system will ensure safe, reliable service.

STATUS: Projects underway include the Metro Train Control and Vehicle Replacement Project, construction for ongoing overhauls and repairs, and Communications-Based Train Control Installation.

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 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	6,149	5,654	0	5	145	0	346	0	0	496	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	550,552	319,710	44,900	43,228	54,863	66,997	45,799	19,954	0	230,841	0
Total	556,701	325,364	44,900	43,233	55,008	66,997	46,145	19,954	0	231,337	0
Federal-Aid	434,788	234,316	25,831	34,986	45,023	58,037	42,000	20,427	0	200,472	0
Special	121,913	91,048	19,069	8,248	9,985	8,960	4,145	(473)	(0)	30,865	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:

Project funding allocation increased by \$12.3M to support extending the life of the original rail fleet until new railcars are in service.

USAGE:

Metro annual ridership in FY 24 exceeded 3.65 million.

0091, 1281, 1415, 1477, 1642, 1766, 1864



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:

- ☒ Enhance Safety and Security
- ☒ Deliver System Quality
- ☒ Serve Communities and Support the Economy
- ☐ Promote Environmental Stewardship

EXPLANATION: The upgrade, replacement, and installation of maintenance equipment will increase safety for employees by providing fall protection, bring MTA assets to 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

☒ Project Inside PFA

☐ Project Outside PFA

☐ PFA Status Yet to Be Determined

☐ Grandfathered

☐ Exception Will Be Required

☐ Exception Granted

STATUS: Construction of the wheel truing machine, hoists and lifts is underway. The vehicle wash upgrade project is expected 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 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,669	2,622	64	48	0	0	0	0	0	48	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	28,054	7,114	1,133	4,135	887	8,859	5,009	2,050	0	20,940	0
Total	30,723	9,736	1,197	4,183	887	8,859	5,009	2,050	0	20,987	0
Federal-Aid	23,270	7,475	855	3,109	714	6,403	3,929	1,640	0	15,795	0
Special	7,453	2,261	342	1,074	173	2,456	1,080	410	0	5,192	0
Other	0	0	0	0	0	0	0	0	0	0	0

1530, 1795

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:
None.

USAGE:
Metro annual ridership in FY 24 exceeded 3.65 million.



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.

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

- | | | | |
|-------------------------------------|-----------------------------|-------------------------------------|---|
| <input checked="" type="checkbox"/> | Enhance Safety and Security | <input checked="" type="checkbox"/> | Serve Communities and Support the Economy |
| <input checked="" type="checkbox"/> | Deliver System Quality | <input type="checkbox"/> | Promote Environmental Stewardship |

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 |

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:

USAGE:

Metro annual ridership in FY 24 exceeded 3.65 million.

[illegible]

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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, actively cleaning tunnels of corrosive materials and unsightly debris, and street grate replacement at 19 vent shafts.

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:

- ☒ Enhance Safety and Security
- ☒ Deliver System Quality
- ☒ Serve Communities and Support the Economy
- ☒ Promote Environmental Stewardship

- 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

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 and Tunnel Cleaning and Preservation. Construction for the Tunnel Repair project was completed in FY 24. Construction for the Station Door Repair/Replacement project will be completed in FY 25.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: Project funding allocation increased by \$28.9M due to the addition of the Metro Street Grate Rehabilitation project.

USAGE: Metro annual ridership in FY 24 exceeded 3.65 million.

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 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	8,165	3,800	387	489	0	1,209	2,590	77	0	4,365	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	71,610	21,098	2,362	3,083	350	2,178	9,773	6,130	29,000	50,512	0
Total	79,775	24,899	2,750	3,571	350	3,386	12,363	6,207	29,000	54,877	0
Federal-Aid	51,473	9,081	37	4,769	0	1,623	8,309	4,492	23,200	42,392	0
Special	28,303	15,818	2,713	(1,197)	350	1,764	4,054	1,715	5,800	12,485	0
Other	0	0	0	0	0	0	0	0	0	0	0

0529, 1498, 1514, 1532, 1557, 1561, 1848, 2067, 2116



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 is 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. This is a Project Labor Agreement candidate project.

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. 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.

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

- ☒ Enhance Safety and Security
- ☒ Deliver System Quality
- ☒ Serve Communities and Support the Economy
- ☒ Promote Environmental Stewardship

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.

- 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: The project has been deferred.

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 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2027...	...2028...	...2029...	...2030...		
Planning	934	920	13	13	0	0	0	0	0	13	0
Engineering	13,415	10,809	5,489	2,606	0	0	0	0	0	2,606	0
Right-of-way	446	275	91	171	0	0	0	0	0	171	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	14,795	12,004	5,593	2,790	0	0	0	0	0	2,790	0
Federal-Aid	10,114	8,020	4,317	2,095	0	0	0	0	0	2,095	0
Special	4,680	3,985	1,276	695	(0)	(0)	(0)	0	0	695	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:
Project funding allocation decreased by \$491M as the project was deferred due to market conditions and other funding obligations.

USAGE:
Core Bus annual ridership in FY 24 exceeded 47.9 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:

- ☒ Enhance Safety and Security
- ☒ Deliver System Quality
- ☒ Serve Communities and Support the Economy
- ☒ Promote Environmental Stewardship

- 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

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.

STATUS: Paint booth construction was completed in FY 24. Bush Division Building 5 HVAC equipment replacement and vehicular & pedestrian doors replacement are underway. Design for replacing windows at Washington Boulevard Buildings 1-8 is ongoing. Gable window construction anticipated to begin in FY 25. The Bush Division Building 8 HVAC Upgrades project was deferred.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: Project funding allocation increased by \$3.9M as the Phillips Building Site Improvements project was added to this PIF and the Bush Division Building 8 HVAC Upgrades project was deferred due to other funding obligations.

USAGE: Core Bus annual ridership in FY 24 exceeded 47.9 million.

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 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,474	1,064	603	410	0	0	0	0	0	410	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	34,949	9,094	3,520	1,488	7,303	6,779	9,885	400	0	25,855	0
Total	36,423	10,158	4,123	1,898	7,303	6,779	9,885	400	0	26,265	0
Federal-Aid	13,993	2,894	11	(203)	3,200	2,582	5,520	0	0	11,099	0
Special	22,430	7,264	4,112	2,101	4,103	4,197	4,365	400	0	15,166	0
Other	0	0	0	0	0	0	0	0	0	0	0

1518, 1527, 1528, 1529, 1746, 1750, 1831, 2057



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:

- ☒ Enhance Safety and Security
- ☒ Serve Communities and Support the Economy
- ☒ Deliver System Quality
- ☐ Promote Environmental Stewardship

- 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

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.

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

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 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
Planning	100	31	0	69	0	0	0	0	0	69	0
Engineering	431	330	1	101	0	0	0	0	0	101	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	2,987	1,571	7	1,416	0	0	0	0	0	1,416	0
Total	3,518	1,932	7	1,587	0	0	0	0	0	1,587	0
Federal-Aid	2,606	1,206	0	1,400	0	0	0	0	0	1,400	0
Special	912	726	7	186	0	0	0	0	0	186	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:
None.

USAGE:
Core Bus annual ridership in FY 24 exceeded 47.9 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:

- ☒ Enhance Safety and Security
- ☒ Deliver System Quality
- ☒ Serve Communities and Support the Economy
- ☐ Promote Environmental Stewardship

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.

- 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: Design associated with bus-bulb curb extensions at Garrison Boulevard and Belair Road corridors is underway. Planning efforts underway for the Catonsville Transit Hub.

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 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
Planning	4,563	4,086	388	459	18	0	0	0	0	477	0
Engineering	2,853	1,182	127	805	708	158	0	0	0	1,672	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	12,237	12,237	0	0	0	0	0	0	0	0	0
Total	19,653	17,504	515	1,265	726	158	0	0	0	2,149	0
Federal-Aid	7,544	6,045	116	1,141	231	126	0	0	0	1,499	0
Special	12,109	11,459	399	123	495	32	0	0	0	650	0
Other	0	0	0	0	0	0	0	0	0	0	0

1469, 1470, 1537, 1756, 1767, 1768

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:
None.

USAGE:
Core Bus annual ridership in FY 24 exceeded 47.9 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 811 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.

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

- ☒ Enhance Safety and Security
- ☒ Deliver System Quality
- ☒ Serve Communities and Support the Economy
- ☒ Promote Environmental Stewardship

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

EXPLANATION: Replacement buses will reduce emissions, fuel consumption, and noise levels while providing service to communities in need.

STATUS: Seventy (70) 40-foot 2023 series buses were delivered in FY 24. The FY 24 bus delivery will begin in FY 25. Seventy (70) 40 ft. Clean Diesel buses will be in service in FY 25. Lines 27, 28, and 31 are all bus procurements to support MTA operations.

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 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2027...	...2028...	...2029...	...2030...		
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	600,639	371,069	53,006	51,798	0	0	32,276	70,629	74,867	229,570	0
Total	600,979	371,410	53,006	51,798	0	0	32,276	70,629	74,867	229,570	0
Federal-Aid	483,342	303,187	45,107	40,284	0	0	27,435	60,035	52,400	180,154	0
Special	117,638	68,222	7,899	11,513	0	(0)	4,841	10,594	22,467	49,416	0
Other	0	0	0	0	0	0	0	0	0	0	0



PROJECT: Zero Emission Bus Procurement

DESCRIPTION: Annual purchase of zero emission buses to replace those that have been in service for 12 or more years. The MTA has 811 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.

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

- ☒ Enhance Safety and Security
- ☒ Deliver System Quality
- ☒ Serve Communities and Support the Economy
- ☒ Promote Environmental Stewardship

- 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

EXPLANATION: Replacement buses will reduce emissions, fuel consumption, and noise levels while providing service to communities in need.

STATUS: Procurement for 40 battery electric buses (BEB) underway. Lines 27, 28, and 31 are all bus procurements to support MTA operations.

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 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
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	69,789	1,348	1,126	10,503	28,205	17,674	12,059	0	0	68,441	0
Total	69,789	1,348	1,126	10,503	28,205	17,674	12,059	0	0	68,441	0
Federal-Aid	58,197	0	0	8,950	23,974	15,023	10,250	0	0	58,197	0
Special	11,592	1,348	1,126	1,553	4,231	2,651	1,809	(0)	(0)	10,243	(0)
Other	0	0	0	0	0	0	0	0	0	0	0

1923

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:
Project funding allocation decreased \$319.2M due to other funding obligations. MTA will purchase 40 BEBs and 97 Hybrid buses and then clean diesel buses going forward to maintain the fleet due to market considerations and other funding obligations.

USAGE:
Core Bus annual ridership in FY 24 exceeded 47.9 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. The project also includes the purchase and installation of battery electric bus charging equipment at Kirk Storage Building and necessary utility upgrades to support to new 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:
☐ Enhance Safety and Security
☒ Deliver System Quality
☒ Serve Communities and Support the Economy
☒ Promote Environmental Stewardship

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

EXPLANATION: This project will allow MTA to pilot emerging low and/or no emission technologies.

STATUS: All 7-pilot battery electric buses were delivered and began service in FY 24. The design for pilot charging infrastructure is complete.

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 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
Planning	465	340	206	0	125	0	0	0	0	125	0
Engineering	1,105	955	80	100	0	50	0	0	0	150	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	213	213	0	0	0	0	0	0	0	0	0
Construction	14,394	10,391	3,862	629	50	1,161	50	2,113	0	4,003	0
Total	16,177	11,899	4,148	729	175	1,211	50	2,113	0	4,278	0
Federal-Aid	2,553	2,727	17	(174)	0	0	0	0	0	(174)	0
Special	9,999	9,172	4,130	(2,722)	175	1,211	50	2,113	0	826	0
Other	3,626	0	0	3,626	0	0	0	0	0	3,626	0

1706, 1996, 2102

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:
Project funding allocation decreased by \$1.5M is the result of funding reductions due to other funding obligations and charging supplier challenges.

USAGE:
Core Bus annual ridership in FY 24 exceeded 47.9 million.



PROJECT: Zero Emission Bus Infrastructure and Program Management

DESCRIPTION: Plan, design, and construct the infrastructure to support zero emission buses and management of the agency's transition to zero emission buses. Kirk and Northwest bus operations and maintenance facilities will be outfitted to support zero emission fleets.

PURPOSE & NEED SUMMARY STATEMENT: In accordance with the Maryland Zero Emission Bus Act, 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:

- ☒ Enhance Safety and Security
- ☒ Deliver System Quality
- ☒ Serve Communities and Support the Economy
- ☒ Promote Environmental Stewardship

- 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

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: Construction for the retrofitting of Kirk and Northwest bus divisions, the Fuel Cell Electric Buses and Hydrogen Infrastructure, and the Bus Depot Electrification Program Phase I for charging equipment and systems for approximately 200 battery electric buses were deferred.

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 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
Planning	7,441	5,750	1,922	1,571	120	0	0	0	0	1,691	0
Engineering	5,650	5,291	1,244	359	0	0	0	0	0	359	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	444	15	15	429	0	0	0	0	0	429	0
Total	13,535	11,056	3,182	2,359	120	0	0	0	0	2,479	0
Federal-Aid	9,800	1,819	717	7,666	314	0	0	0	0	7,981	0
Special	3,735	9,237	2,465	(5,307)	(194)	0	0	0	0	(5,502)	0
Other	0	0	0	0	0	0	0	0	0	0	0

1757, 2020, 2166, 2136

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:
Project funding allocation decreased by \$117.9M as the project was deferred due to market considerations and due to other funding obligations.

USAGE:
Core Bus annual ridership in FY 24 exceeded 47.9 million.



PROJECT: Hybrid Bus Procurement

DESCRIPTION: The purchase of 97 hybrid buses by FY 27 as replacement buses. The MTA has 811 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.

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

- ☒ Enhance Safety and Security
- ☒ Deliver System Quality
- ☒ Serve Communities and Support the Economy
- ☒ Promote Environmental Stewardship

- 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

EXPLANATION: Replacement buses will reduce emissions, fuel consumption, and noise levels while providing service to communities in need.

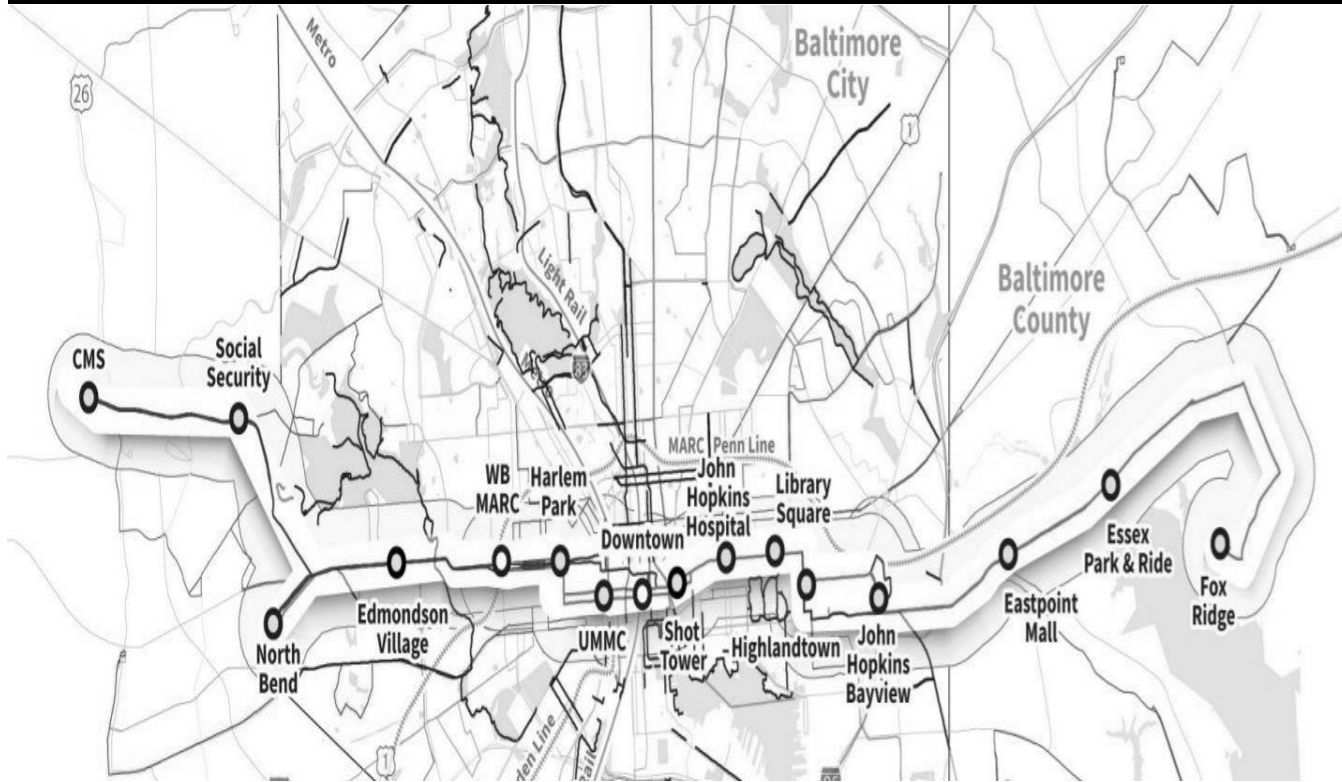
STATUS: MTA is actively procuring nearly 97 hybrid buses for delivery between FY 25 and FY 27. Lines 27, 28, and 31 are all related to MTA's bus procurement.

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 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2027...	...2028...	...2029...	...2030...		
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	126,550	0	0	19,421	52,153	32,680	22,297	0	0	126,550	0
Total	126,550	0	0	19,421	52,153	32,680	22,297	0	0	126,550	0
Federal-Aid	107,610	0	0	16,550	44,330	27,778	18,952	0	0	107,610	0
Special	18,941	0	0	2,871	7,823	4,902	3,345	0	0	18,941	0
Other	0	0	0	0	0	0	0	0	0	0	0

1923

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:
Added to the program as a breakout project from the Zero Emission Bus Procurement project (Line 28). MTA will purchase 40 BEBs and 97 Hybrid buses and then defer further hybrid bus purchases is the result of funding reductions due to other funding obligations.

USAGE: Core Bus annual ridership in FY 24 exceeded 47.9 million.



PROJECT: East-West Priority Corridor

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 run 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. The project received a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant to support the design and construction.

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"/> Enhance Safety and Security | <input checked="" type="checkbox"/> Serve Communities and Support the Economy |
| <input checked="" type="checkbox"/> Deliver System Quality | <input type="checkbox"/> Promote Environmental Stewardship |

EXPLANATION: Dedicated bus lanes, transit signal priority, and additional passenger amenities at bus stops will create an improved customer experience aimed at reducing travel times, improving on time performance, and enhancing the entire customer journey.

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

STATUS: Several rounds of outreach have taken place and design efforts are underway to add transit priority treatments including dedicated bus lanes and curb extensions, bus stop enhancements and amenities, and upgrades to bicycle and pedestrian improvements along the 20-mile corridor. MTA, in partnership with FTA, executed the RAISE grant in FY 25.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:

None.

USAGE:

Core Bus annual ridership in FY 24 exceeded 47.9 million.

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 YEAR	PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
Planning	3,386	2,939	1,535	447	0	0	0	0	0	447	0
Engineering	4,482	1,886	1,886	2,596	0	0	0	0	0	2,596	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	0	1,600	4,950	17,025	26,425	0	50,000	0
Total	57,868	4,825	3,421	3,043	1,600	4,950	17,025	26,425	0	53,043	0
Federal-Aid	23,000	1,103	103	(103)	704	2,178	7,491	11,627	0	21,897	0
Special	24,868	3,722	3,318	3,146	576	1,782	6,129	9,513	0	21,146	0
Other	10,000	0	0	0	320	990	3,405	5,285	0	10,000	0

2017, 2053



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"/> | Enhance Safety and Security | <input checked="" type="checkbox"/> | Serve Communities and Support the Economy |
| <input checked="" type="checkbox"/> | Deliver System Quality | <input type="checkbox"/> | Promote Environmental Stewardship |

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.

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: Light rail wayfinding construction to be completed in FY 25. Construction for wayfinding in Charles Center Metro station to begin in FY 25. Extension of Dedicated Bus Lanes Project at Pratt & Lombard is on hold at Baltimore City request. Construction of ADA improvements at 274 bus stops to continue in FY 25.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:

Project funding allocation decreased by \$3.7M as the Fast Forward bus stops project was partially deferred due to other funding obligations and the Liberty Road Bus Shelters project was removed from the PIF after completion.

USAGE:

Core Bus annual ridership in FY 24 exceeded 47.9 million.

[illegible]

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



DESCRIPTION: Procurement of paratransit services vehicle replacement.

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

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

STATUS: The FY 22 procurement of 75 SUVs were delivered in FY 24. 100 small and 100 large cutaway buses are scheduled to be delivered in FY25.

[illegible]

USAGE:
Demand Response Mobility annual ridership in FY 24 exceeded 2.1 million.



PROJECT: Fare Collection System and Equipment Replacement

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

PURPOSE & NEED SUMMARY STATEMENT: As the existing fare collection system ages it is imperative that 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:

- ☒ Enhance Safety and Security
- ☒ Deliver System Quality
- ☒ Serve Communities and Support the Economy
- ☐ Promote Environmental Stewardship

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

☒ Project Inside PFA

☐ Project Outside PFA

☐ PFA Status Yet to Be Determined

☐ Grandfathered

☐ Exception Will Be Required

☐ Exception Granted

STATUS: Design efforts to upgrade MTA’s current fare collection system currently underway. Instillation of the new point of sale system and ticket dispensing machines will continue throughout FY 25. The Money Room Office Renovation is expected to be completed in FY 25.

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 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY ...2027... ...2028... ...2029... ...2030...				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,701	2,381	84	320	0	0	0	0	0	320	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	93,923	34,240	6,580	12,704	18,951	25,381	2,255	392	0	59,683	0
Total	96,624	36,621	6,663	13,024	18,951	25,381	2,255	392	0	60,003	0
Federal-Aid	6,186	5,946	(0)	240	0	0	0	0	0	240	0
Special	33,079	30,674	6,663	1,699	168	45	100	392	(0)	2,404	0
Other	57,359	0	0	11,085	18,783	25,336	2,155	0	0	57,359	0



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:

- ☐ Enhance Safety and Security
- ☒ Deliver System Quality
- ☒ Serve Communities and Support the Economy
- ☐ Promote Environmental Stewardship

- 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

EXPLANATION: IT infrastructure improvements are needed to ensure that crucial systems and applications are kept in a state of good repair.

STATUS: Various major IT infrastructure orders are currently underway.

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2027...	...2028...	...2029...	...2030...		
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	40,488	21,389	2,527	7,972	2,787	2,169	3,512	1,957	701	19,098	0
Total	40,488	21,389	2,527	7,972	2,787	2,169	3,512	1,957	701	19,098	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	40,488	21,389	2,527	7,972	2,787	2,169	3,512	1,957	701	19,098	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:
Project funding allocation increased by \$1.4M to support the ITP Infrastructure Refresh project offset by the lower cost estimate for the Information Technology Preservation project.

USAGE:



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.

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

- | | | | |
|-------------------------------------|-----------------------------|-------------------------------------|---|
| <input checked="" type="checkbox"/> | Enhance Safety and Security | <input checked="" type="checkbox"/> | Serve Communities and Support the Economy |
| <input checked="" type="checkbox"/> | Deliver System Quality | <input type="checkbox"/> | Promote Environmental Stewardship |

<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 was completed in FY 24. Elevator replacement and modernization program construction is expected to begin FY 25.

[illegible]

USAGE:
Metro annual ridership in FY 24 exceeded 3.65 million.



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:

- ☒ Enhance Safety and Security
- ☒ Serve Communities and Support the Economy
- ☐ Deliver System Quality
- ☐ Promote Environmental Stewardship

- 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

EXPLANATION: MDOT MTA must migrate to the current system to continue the availability of radio communication which is required to ensure safe operation.

STATUS: All MTA users have been migrated to the new MD First radio system and the First 700MHZ Network project will be completed in FY 25. Efforts to decommission the 490 MHz radio system equipment are ongoing.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
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	14,040	692	3,744	1,700	0	0	0	0	5,444	0
Total	19,920	14,475	692	3,744	1,700	0	0	0	0	5,444	0
Federal-Aid	9,000	5,589	20	2,051	1,360	0	0	0	0	3,411	0
Special	10,920	8,886	672	1,694	340	0	0	0	0	2,034	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:
None.

USAGE:



PROJECT: Purple Line

DESCRIPTION: The Purple Line is a 16-mile double track light rail line that will operate between Bethesda in Montgomery County and New Carrollton in Prince George’s County. The Bethesda to Silver Spring segment will include a parallel hiker/biker trail. The line will include direct connections to Metrorail in four locations, all three MARC Train lines, and Amtrak. The project includes track, stations, railcars, and two operation and maintenance facilities. The project is being delivered as a public-private partnership for the design, construction, financing, operation, and maintenance of the facility.

PURPOSE & NEED SUMMARY STATEMENT: The Purple Line will provide faster, more reliable transportation between residential and major employment areas. It will enhance access to existing radial Metrorail lines, increase capacity of congested roadways, support economic development consistent with local master plans, and reduce environmental impacts.

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

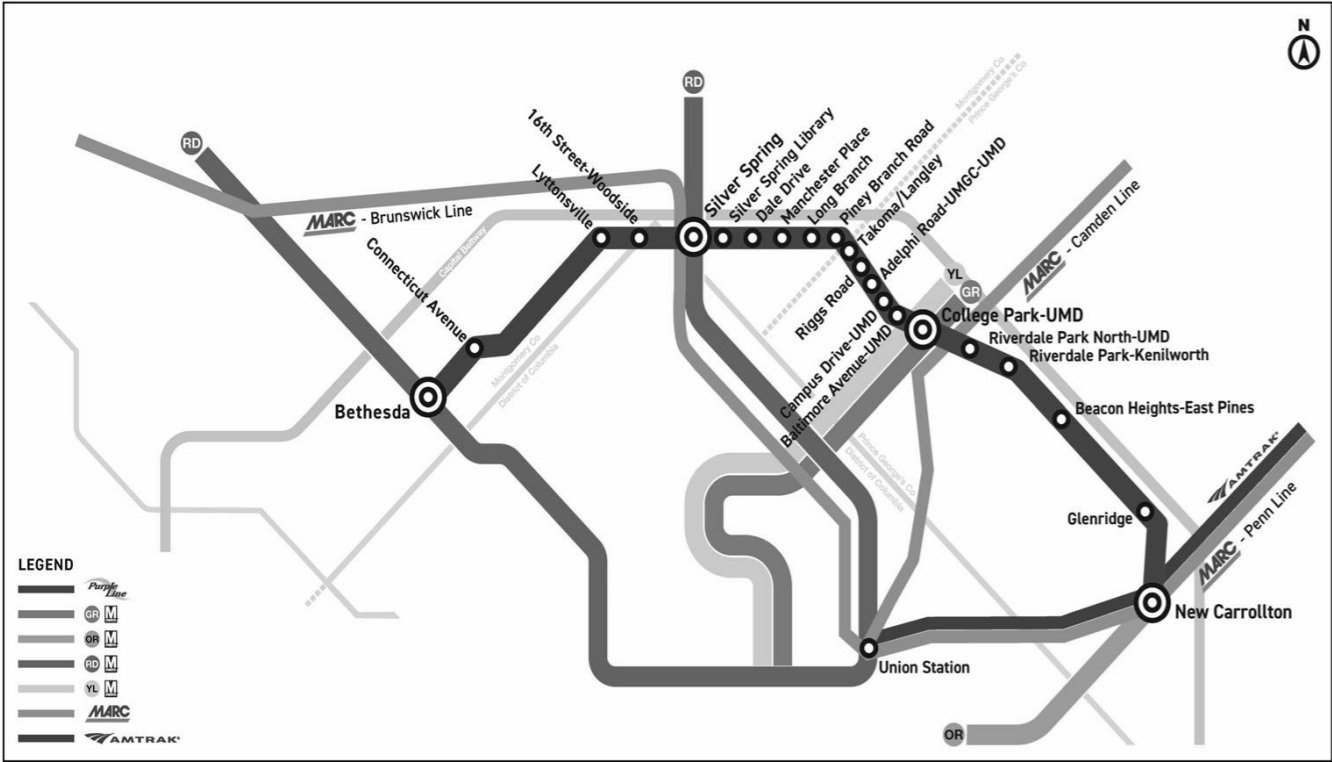
- ☐ Enhance Safety and Security
- ☒ Deliver System Quality
- ☒ Serve Communities and Support the Economy
- ☒ Promote Environmental Stewardship

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:**
- ☐ 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: The Board of Public Works approved Amendment 7 in March 2024 to extend the revenue service availability date to Winter 2027. Major construction will continue through FY 25. Local testing and operator training will begin in FY 25. Delivery of Light Rail Vehicles (LRVs) is underway and all 28 LRVs are scheduled to be delivered by the end of FY 25.

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 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2027...	...2028...	...2029...	...2030...		
Planning	47,371	47,371	0	0	0	0	0	0	0	0	
Engineering	537,060	452,645	49,089	41,039	30,788	12,588	0	0	0	84,415	
Right-of-way	297,280	286,997	14,821	10,283	0	0	0	0	0	10,283	
Utility	2,956	1,142	630	907	907	0	0	0	0	1,814	
Construction	2,518,589	1,795,956	140,296	196,985	137,084	200,344	188,220	0	0	722,633	
Total	3,403,256	2,584,111	204,836	249,214	168,779	212,932	188,220	0	0	819,145	
Federal-Aid	1,091,145	1,061,973	66,443	29,172	0	0	0	0	0	29,172	
Special	2,160,712	1,370,739	138,393	220,042	168,779	212,932	188,220	0	0	789,973	
Other	151,400	151,400	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:

- ☐ Enhance Safety and Security
- ☒ Deliver System Quality
- ☐ Serve Communities and Support the Economy
- ☒ Promote Environmental Stewardship

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:**

☐ 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: The Board of Public Works approved Amendment 7 in March 2024 to extend the revenue service availability date to Winter 2027. Major construction will continue through FY 25. Local testing and operator training will begin in FY 25. Delivery of Light Rail Vehicles (LRVs) is underway and all 28 LRVs are scheduled to be delivered by the end of FY 25.

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 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
Planning	2,730	3,141	0	(411)	0	0	0	0	0	(411)	0
Engineering	193	193	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	113,423	40,451	(49)	70,421	2,196	355	0	0	0	72,972	0
Total	116,346	43,785	(49)	70,010	2,196	355	0	0	0	72,561	0
Federal-Aid	3,000	2,001	0	999	0	0	0	0	0	999	0
Special	(20,707)	(20,383)	(49)	(324)	0	0	0	0	0	(324)	0
Other	134,053	62,167	0	69,335	2,196	355	0	0	0	71,886	0

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



PROJECT: Purple Line Availability Payments

DESCRIPTION: The construction financing portion of the Availability Payments are regular payments to the railroad’s concessionaire for costs related to financing the original construction of the Purple Line and for ongoing lifecycle improvement costs over the 30-year operating period of the concession contract.

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:

- ☐ Enhance Safety and Security
- ☒ Deliver System Quality
- ☒ Serve Communities and Support the Economy
- ☒ Promote Environmental Stewardship

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:**

☐ 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: Availability payments are anticipated to start in FY 28.

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2027...	...2028...	...2029...	...2030...		
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	471,681	0	0	0	0	0	90,291	190,068	191,322	471,681	0
Total	471,681	0	0	0	0	0	90,291	190,068	191,322	471,681	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	471,681	0	0	0	0	0	90,291	190,068	191,322	471,681	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:
This has been broken out of the main Purple Line project (Line 39).

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

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.

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

<input checked="" type="checkbox"/>	Enhance Safety and Security	<input checked="" type="checkbox"/>	Serve Communities and Support the Economy
<input checked="" type="checkbox"/>	Deliver System Quality	<input checked="" type="checkbox"/>	Promote Environmental Stewardship

SMART GROWTH STATUS:

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: Replacement buses will reduce emissions, fuel consumption, and noise levels while providing service to communities in need.

STATUS: Funds are awarded based on an annual 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 ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
Planning	813	343	(40)	470	0	0	0	0	0	470	0
Engineering	43,341	33,458	730	756	2,013	1,951	2,173	1,495	1,495	9,883	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	443,785	234,925	12,756	27,123	37,592	45,670	36,234	32,816	29,425	208,860	0
Total	487,939	268,725	13,445	28,350	39,605	47,621	38,407	34,311	30,920	219,213	0
Federal-Aid	426,803	230,847	12,208	26,288	35,967	40,644	33,797	31,560	27,699	195,956	0
Special	56,633	33,375	1,237	2,061	3,638	6,977	4,610	2,751	3,221	23,257	0
Other	4,503	4,503	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:

Project allocation funding increased by \$31.1M due to the addition of FY 30 funding and other program adjustments.

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.

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

- | | |
|---|---|
| <input checked="" type="checkbox"/> Enhance Safety and Security | <input checked="" type="checkbox"/> Serve Communities and Support the Economy |
| <input checked="" type="checkbox"/> Deliver System Quality | <input checked="" type="checkbox"/> Promote Environmental Stewardship |

- 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: Program supports the State's goal of providing transportation services to the elderly and persons with disabilities. Replacement buses will reduce emissions, fuel consumption, and noise levels while providing service to communities in need.

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											
TOTAL											
PHASE	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET	PLANNING				SIX	BALANCE
	COST	THRU	YEAR	YEAR	YEAR	FOR PLANNING PURPOSES ONLY				YEAR	TO
	(\$000)	CLOSE YEAR	2024	2025	2026	...2027...	...2028...	...2029...	...2030...	TOTAL	COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	81,839	51,957	648	7,005	9,299	8,304	5,180	93	0	29,882	0
Total	81,839	51,957	648	7,005	9,299	8,304	5,180	93	0	29,882	0
Federal-Aid	74,994	45,106	618	7,065	9,245	8,304	5,180	93	0	29,887	0
Special	5,988	5,993	29	(59)	54	0	0	0	0	(5)	0
Other	857	857	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 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.

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

- | | |
|---|---|
| <input checked="" type="checkbox"/> Enhance Safety and Security | <input checked="" type="checkbox"/> Serve Communities and Support the Economy |
| <input checked="" type="checkbox"/> Deliver System Quality | <input checked="" type="checkbox"/> Promote Environmental Stewardship |

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: Replacement buses will reduce emissions, fuel consumption, and noise levels while providing service to communities in need.

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

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 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,805	1,520	161	(217)	339	163	0	0	0	285	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	78,757	61,064	0	(0)	7,379	3,600	3,114	2,000	1,600	17,692	0
Total	80,562	62,585	161	(217)	7,718	3,763	3,114	2,000	1,600	17,978	0
Federal-Aid	36,569	21,884	161	(160)	6,682	3,363	1,600	1,600	1,600	14,685	0
Special	43,993	40,700	0	(57)	1,035	400	1,514	400	0	3,293	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:

Project cost increased by \$1.9M due to the addition of FY 30 funding and other 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.

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

- ☒ Enhance Safety and Security
- ☒ Deliver System Quality
- ☒ Serve Communities and Support the Economy
- ☒ Promote Environmental Stewardship

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

EXPLANATION: Replacement buses will reduce emissions, fuel consumption, and noise levels while providing service to communities in need.

STATUS: Project funding will support annual bus replacements and improvements to bus stops throughout the Prince George's County.

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 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,346	705	177	500	140	0	0	0	0	641	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	49,174	12,831	108	6,380	6,563	9,500	6,700	6,700	500	36,343	0
Total	50,519	13,536	285	6,880	6,703	9,500	6,700	6,700	500	36,984	0
Federal-Aid	42,511	7,230	285	5,528	6,628	9,425	6,650	6,650	400	35,281	0
Special	8,008	6,306	0	1,353	75	75	50	50	100	1,703	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:
Project allocation funding increased by \$1.2M due to the addition of FY 30 funding.

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:

- ☒ Enhance Safety and Security
- ☒ Deliver System Quality
- ☒ Serve Communities and Support the Economy
- ☐ Promote Environmental Stewardship

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

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

STATUS: Projects associated with FY 23 grant funding currently underway.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
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	2,797	1,223	(365)	905	668	0	0	0	0	1,573	0
Total	2,797	1,223	(365)	905	668	0	0	0	0	1,573	0
Federal-Aid	0	0	(60)	0	0	0	0	0	0	0	0
Special	2,797	1,223	(305)	905	668	0	0	0	0	1,573	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:
None.

USAGE:



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. Led by Amtrak, MDOT and MTA are coordinating 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.

<input checked="" type="checkbox"/>	Enhance Safety and Security	<input checked="" type="checkbox"/>	Serve Communities and Support the Economy
<input checked="" type="checkbox"/>	Deliver System Quality	<input checked="" type="checkbox"/>	Promote Environmental Stewardship

☐ Project Not Location Specific ☐ Not Subject to PFA Law

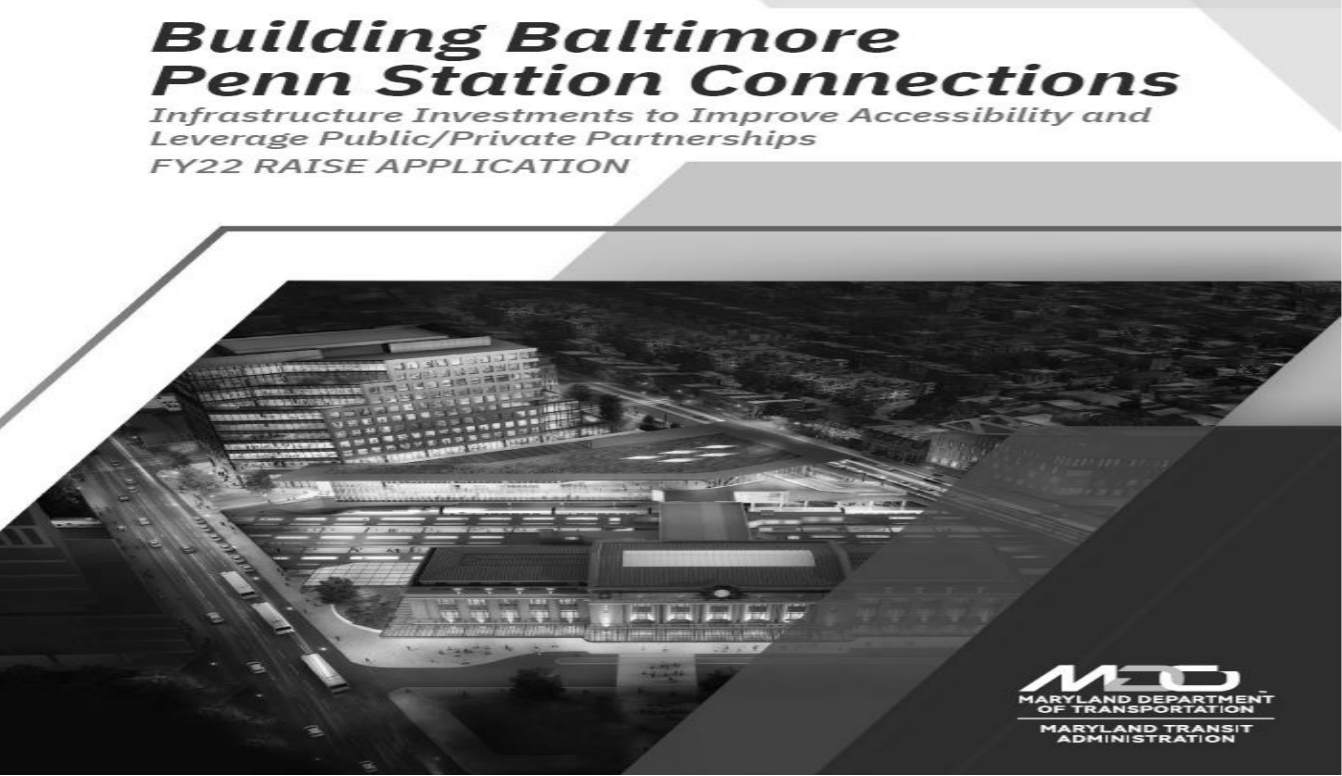
X	Project Inside PFA
	Project Outside PFA
	PFA Status Yet to Be Determined

	Grandfathered
	Exception Will Be Required
	Exception Granted

STATUS: MDOT and MTA are working closely with Amtrak on design and phasing plans. Community outreach is continuing. Design efforts ongoing.

[illegible]

USAGE:



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:
☒ Enhance Safety and Security ☒ Serve Communities and Support the Economy
☐ Deliver System Quality ☐ Promote Environmental Stewardship

EXPLANATION: Customer amenities and improved connections will complement the state of good repair and enhancement work ongoing at the 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: MTA is coordinating with our federal partners FRA and FTA and our project partners Amtrak and PSP to finalize the grant scope and budget. In addition, MTA is working to move NEPA forward, with FTA working as the lead agency.

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 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
Planning	768	231	231	69	0	234	234	0	0	537	0
Engineering	1,407	0	0	0	0	703	704	0	0	1,407	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	12,775	0	0	0	0	0	0	6,406	5,587	11,993	782
Total	14,950	231	231	69	0	937	938	6,406	5,587	13,937	782
Federal-Aid	11,000	0	0	0	0	750	750	5,125	3,454	10,079	922
Special	2,950	231	231	69	0	187	188	769	1,686	2,899	(180)
Other	1,000	0	0	0	0	0	0	512	447	959	41

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:
None.

USAGE:

**PROJECT:** Metro 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. This is a Project Labor Agreement candidate project.

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 and 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"/> Enhance Safety and Security | <input checked="" type="checkbox"/> Serve Communities and Support the Economy |
| <input checked="" type="checkbox"/> Deliver System Quality | <input type="checkbox"/> Promote Environmental Stewardship |

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"/> 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: Federal discretionary RAISE grant awarded. MTA is currently negotiating the grant agreement with USDOT.

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 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2027...	...2028...	...2029...	...2030...		
Planning	1,000	7	7	93	100	400	400	0	0	993	0
Engineering	3,589	0	0	(0)	0	1,077	1,436	1,077	0	3,589	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	29,411	0	0	(0)	0	0	0	29,411	0	29,411	0
Total	34,000	7	7	93	100	1,477	1,836	30,488	0	33,993	0
Federal-Aid	20,000	0	0	0	0	646	861	18,493	0	20,000	0
Special	13,000	7	7	93	100	798	931	11,070	0	12,993	0
Other	1,000	0	0	0	0	32	43	925	0	1,000	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:
None.

USAGE:
Metro annual ridership in FY 24 exceeded 3.65 million.
Core Bus annual ridership in FY 24 exceeded 47.9 million.



PROJECT: Light Rail Modernization Program

DESCRIPTION: The purpose of the project is to replace its entire existing aged fleet of Light Rail vehicles serving the Baltimore region. MTA's existing fleet includes 52 standard, 95-foot rail cars dating back to the system's launch in 1992. All vehicles have reached the end of their useful life or are approaching the end of their useful life.

PURPOSE & NEED SUMMARY STATEMENT: The vehicle replacement with modern, low-floor vehicles will reduce the number of vehicles that are regularly out of service for repairs. The goal for this program is to improve the reliability, safety, and performance level of the Light Rail system to benefit all users. The fleet replacement program will be accompanied by the reconfiguration of two light rail maintenance facilities and the station retrofitting upgrades at each of MTA's existing 33 stations to ensure ADA compatible access with the new vehicle fleet.

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

- ☒ Enhance Safety and Security
 ☒ Serve Communities and Support the Economy
☒ Deliver System Quality
 ☐ Promote Environmental Stewardship

EXPLANATION: The goal for this program is to improve the reliability, safety, and performance level of the Light Rail system to benefit all users.

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

STATUS: The program will include 4 core projects of the fleet transition: new LRV procurement, train control (systems) upgrade/installation, stations upgrades, and maintenance facilities upgrade. Design for the Station Improvement projects and the Cromwell Maintenance Facility is underway. Designs for LRV and train control are underway.

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	EXPENDED	PREVIOUS	CURRENT	BUDGET	PLANNING				SIX	BALANCE
	COST	THRU	YEAR	YEAR	YEAR	FOR PLANNING PURPOSES ONLY				YEAR	TO
	(\$000)	CLOSE YEAR	2024	2025	2026	...2027...	...2028...	...2029...	...2030...	TOTAL	COMPLETE
Planning	9,005	553	219	87	5,150	3,215	0	0	0	8,452	0
Engineering	41,425	1,824	1,531	5,023	6,761	7,048	6,391	6,516	7,861	39,601	0
Right-of-way	4	0	0	4	0	0	0	0	0	4	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	1,328,909	0	0	0	1,224	124,129	193,522	230,077	217,049	766,001	562,907
Total	1,379,343	2,377	1,750	5,115	13,135	134,392	199,913	236,593	224,910	814,059	562,907
Federal-Aid	321,023	0	0	3,558	9,079	32,987	56,312	62,412	156,676	321,023	0
Special	415,319	2,377	1,750	1,557	4,057	40,318	59,974	70,978	67,473	244,356	168,587
Other	643,000	0	0	0	0	61,087	83,627	103,203	761	248,679	394,321

1859, 2157, 2443, 2444

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:

Moved to the Primary Construction Program from the Primary Development & Evaluation Program. Project funding allocation increased by \$1,360.2M as MTA received a \$213.7M Rail Vehicle Replacement grant for replacement of the fleet portion of the project and added additional \$974.4M in funding to advance necessary upgrades to the stations, train control, and the maintenance facilities through construction. Funding sources include GARVEES and requires a legislative change to authorize the use of GARVEES for this project. Without this change, this project will not advance.

USAGE:

Light Rail annual ridership in FY 24 exceeded 4.4 million.



DESCRIPTION: Amtrak will lead design efforts to replace the Susquehanna River Bridge with new East and West Bridges.

PURPOSE & NEED SUMMARY STATEMENT: Built in 1906, the Susquehanna Bridge will need to be rehabilitated or replaced to ensure future improvements to capacity, trip time, and safety for passengers.

<input checked="" type="checkbox"/>	Enhance Safety and Security	<input checked="" type="checkbox"/>	Serve Communities and Support the Economy
<input checked="" type="checkbox"/>	Deliver System Quality	<input type="checkbox"/>	Promote Environmental Stewardship

☐ Project Not Location Specific ☐ Not Subject to PFA Law

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

<input type="checkbox"/>	Grandfathered
<input type="checkbox"/>	Exception Will Be Required
<input type="checkbox"/>	Exception Granted

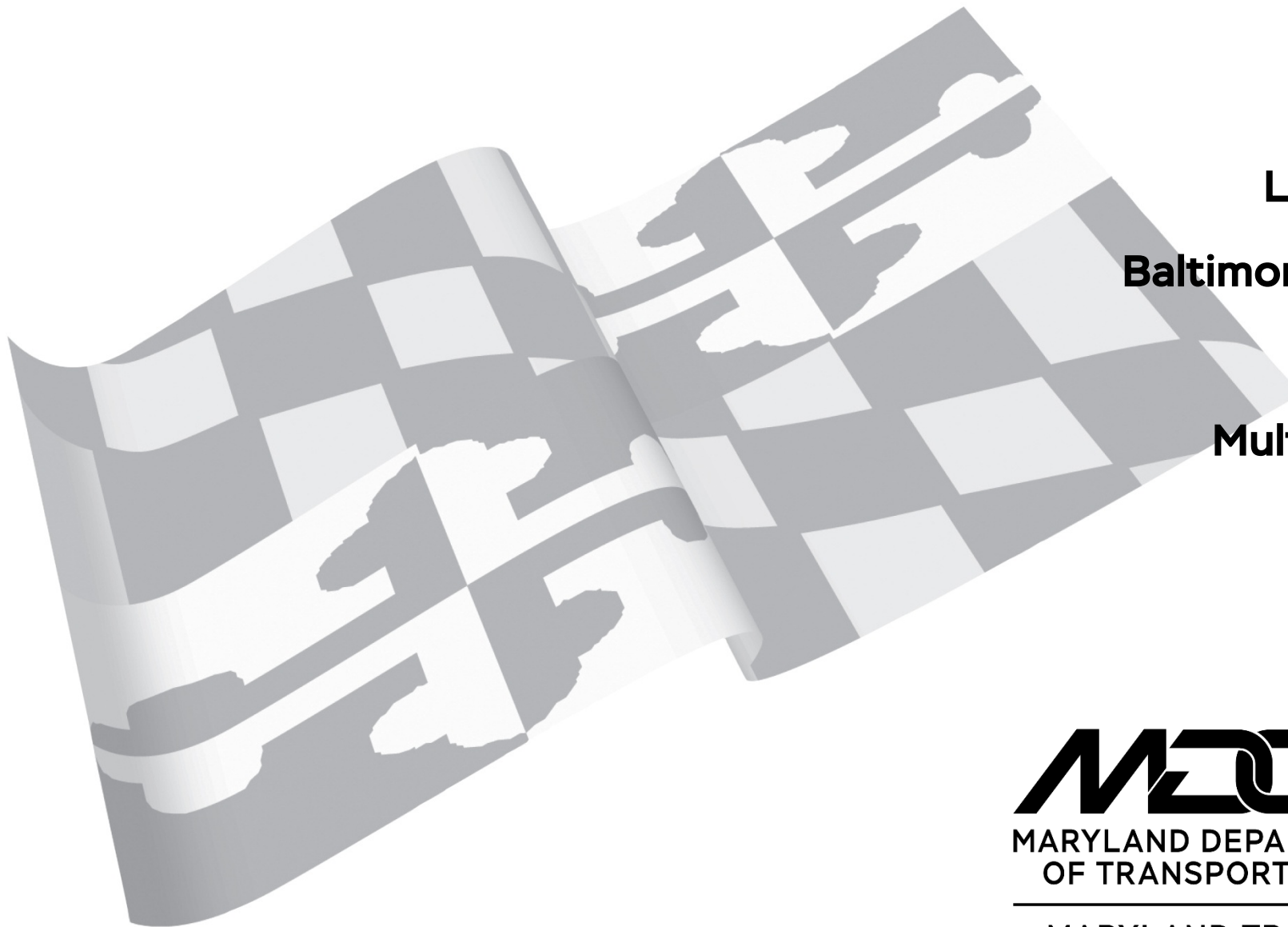
EXPLANATION: The existing Susquehanna River Bridge is approaching end of life and must be replaced to not hinder the Northeast Corridor (NEC).

STATUS: MTA is providing support to Amtrak as they work with FRA to obligate grant funding. Project advancing with support of the Federal-State Partnership Intercity Passenger Rail grant program.

[illegible]

Moved to the Primary Construction Program from the Primary Development & Evaluation Program. Project funding allocation increased by \$15.8M to reflect MTA's match for the Federal-State Partnership grant within the six-year program.

USAGE:



MARC

Light Rail

Baltimore Metro

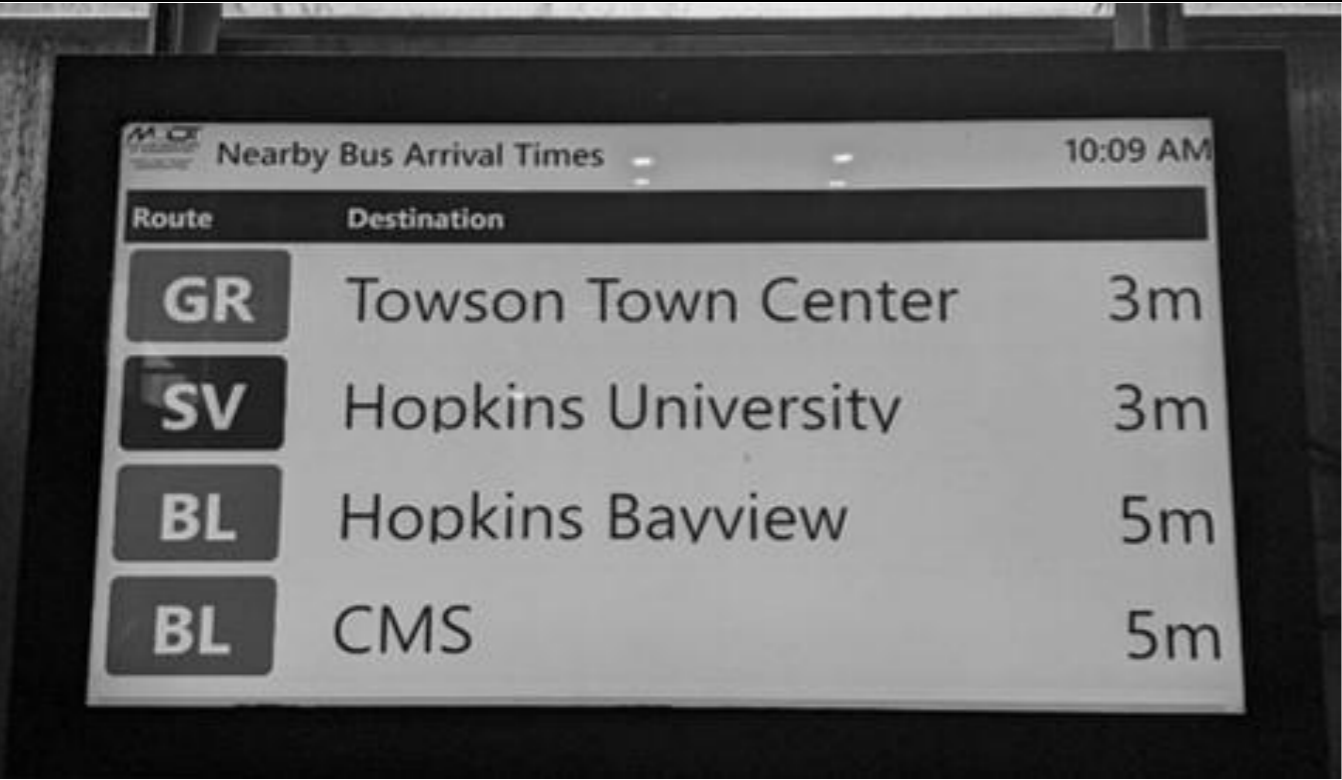
Bus

Multi-Modal



**MARYLAND TRANSIT
ADMINISTRATION**

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.

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

- ☒ Enhance Safety and Security
- ☐ Serve Communities and Support the Economy
- ☒ Deliver System Quality
- ☐ Promote Environmental Stewardship

EXPLANATION: This project will improve safety, reliability, and the overall customer experience.

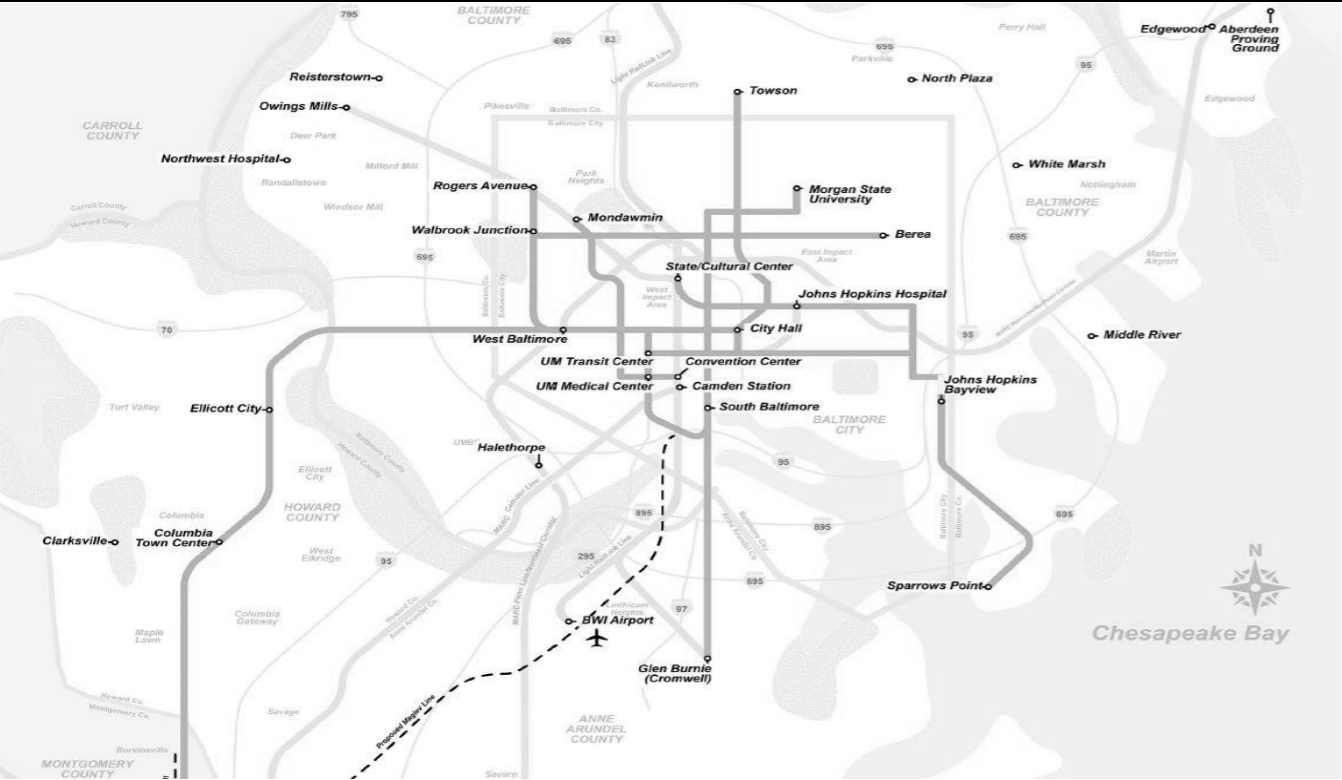
- SMART GROWTH STATUS:** ☒ Project Not Location Specific ☐ Not Subject to PFA Law
- ☐ Project Inside PFA ☐ Grandfathered
- ☐ Project Outside PFA ☐ Exception Will Be Required
- ☐ PFA Status Yet to Be Determined ☐ Exception Granted

STATUS: Activities currently include agency-wide performance management and Business Intelligence programs aimed to improve service delivery, enhancing Real-Time (RT) Passenger Information capabilities to improve service information, and the creation of a rider experience team designed to engage riders where they are at and co-create solutions to issues.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: Project funding allocation increased by \$3.8M to continue to support current activities.

USAGE:

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2027...	...2028...	...2029...	...2030...		
Planning	6,867	2,939	840	425	803	900	580	181	1,038	3,927	0
Engineering	88	88	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	44	44	35	0	0	0	0	0	0	0	0
Total	6,998	3,071	875	425	803	900	580	181	1,038	3,927	0
Federal-Aid	0	0	0	(0)	0	0	0	0	0	(0)	0
Special	6,998	3,071	874	426	803	900	580	181	1,038	3,928	0
Other	0	0	0	0	0	0	0	0	0	0	0



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:

- ☐ Enhance Safety and Security
- ☒ Deliver System Quality
- ☒ Serve Communities and Support the Economy
- ☐ Promote Environmental Stewardship

- 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

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

STATUS: North South Corridor Feasibility study final report was released in December of 2023.

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 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
Planning	4,935	4,378	2,142	557	0	0	0	0	0	557	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	4,935	4,378	2,142	557	0	0	0	0	0	557	0
Federal-Aid	1,020	1,151	51	(131)	0	0	0	0	0	(131)	0
Special	3,915	3,227	2,091	689	0	0	0	0	0	689	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:
Project funding allocation decreased by \$3.3M as the initial design funding for the North South Corridor was deferred as a result of funding reductions due to other funding obligations.

USAGE:



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.

<input checked="" type="checkbox"/>	Enhance Safety and Security	<input checked="" type="checkbox"/>	Serve Communities and Support the Economy
<input checked="" type="checkbox"/>	Deliver System Quality	<input type="checkbox"/>	Promote Environmental Stewardship

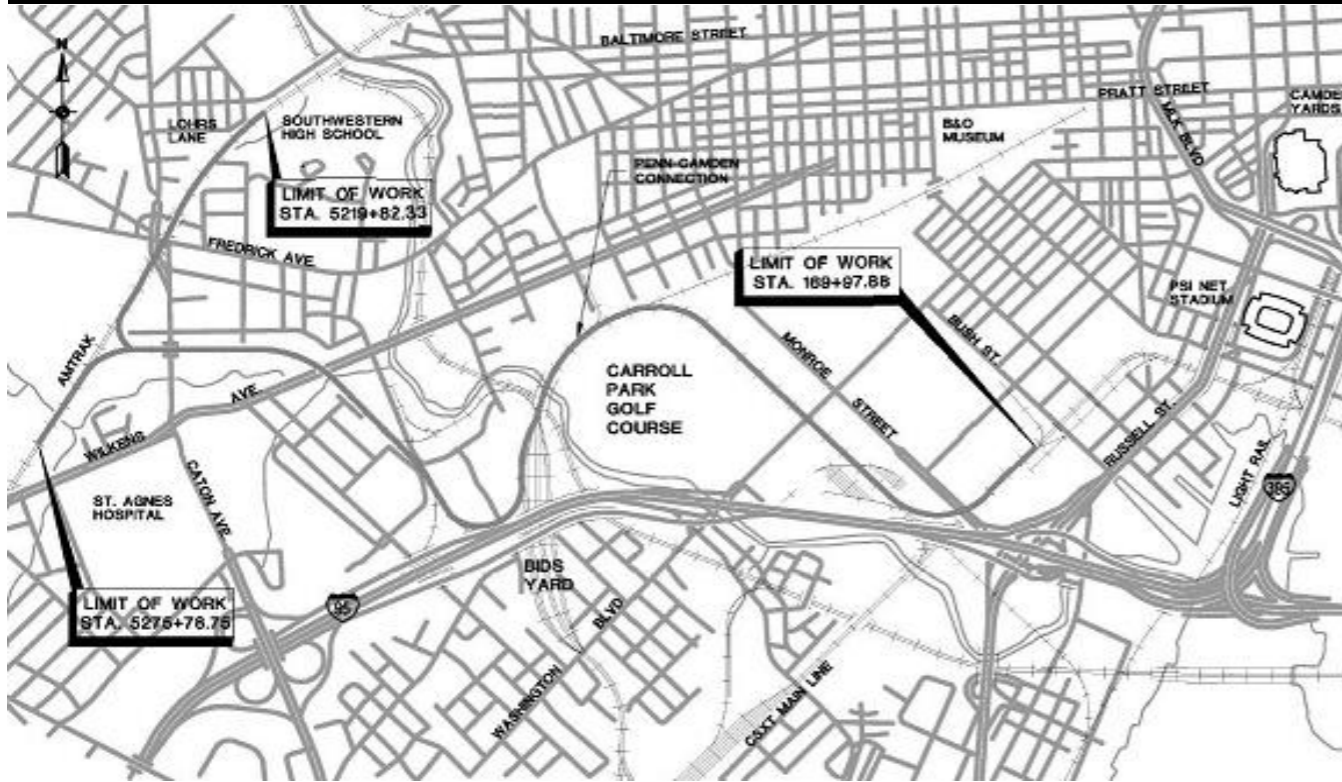
X	Project Inside PFA	<input type="checkbox"/>	Grandfathered
	Project Outside PFA	<input type="checkbox"/>	Exception Will Be Required
	PFA Status Yet to Be Determined	<input type="checkbox"/>	Exception Granted

STATUS: Design underway.

[illegible]

Project funding allocation increased by \$1.25M due to the addition of FY 30 funding to match funds for awarded Congressionally Designated Funding.

USAGE:

**PROJECT:** MARC Penn-Camden Connector

DESCRIPTION: The Penn-Camden Connector project provides a connection track between the Northeast Corridor and the CSX-owned MARC Camden Line, utilizing mostly existing railroad right-of-way north of BWI Marshall Airport to allow Penn Line trains to access storage and maintenance at Riverside Yard. The project includes repurposing CSX-owned Mount Clare Yard into a MARC layover facility.

PURPOSE & NEED SUMMARY STATEMENT: The connection will allow MARC to more efficiently bring its locomotives to MARC's Riverside Maintenance Facility, which is MARC's only backshop for locomotive servicing and maintenance. The connector will also allow MARC to store trainsets at a rail yard (Mt. Clare Yard) adjacent to the Penn-Camden Connector, eliminating the need to store trains overnight at Amtrak's Penn Station. The project will also allow MARC trains to switch between the Penn and Camden Lines in Baltimore instead of deadheading to Union Station in Washington D.C.

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

- ☒ Enhance Safety and Security
 ☐ Serve Communities and Support the Economy
☒ Deliver System Quality
 ☐ Promote Environmental Stewardship

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

SMART GROWTH STATUS:

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

STATUS: Planning activities began in FY 21 and are ongoing. 5% conceptual design completed. Moving forward with survey and R/W impact analysis. CRISI Grant was awarded in FY 24 to perform 30% design and NEPA.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
TOTAL											
PHASE	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET	PLANNING				SIX	BALANCE
	COST	THRU	YEAR	YEAR	YEAR	FOR PLANNING PURPOSES ONLY				YEAR	TO
	(\$000)	CLOSE YEAR	2024	2025	2026	...2027...	...2028...	...2029...	...2030...	TOTAL	COMPLETE
Planning	2	0	0	0	0	2	0	0	0	2	0
Engineering	14,950	1,849	927	1,417	5,681	6,004	0	0	0	13,102	0
Right-of-way	560	7	3	150	403	0	0	0	0	553	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	15,512	1,856	930	1,567	6,083	6,006	0	0	0	13,656	0
Federal-Aid	11,510	650	650	1,235	4,811	4,814	0	0	0	10,860	0
Special	4,002	1,206	280	331	1,272	1,192	0	0	0	2,796	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:

None

USAGE:



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.

<input checked="" type="checkbox"/>	Enhance Safety and Security	<input checked="" type="checkbox"/>	Serve Communities and Support the Economy
<input checked="" type="checkbox"/>	Deliver System Quality	<input type="checkbox"/>	Promote Environmental Stewardship

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: Planning and design efforts are underway.

[illegible]

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:
Project funding allocation decreased by \$3.3M as the MARC Camden and Brunswick Line Modeling projects were deferred and removed from this PIF as a result of funding reductions due to other funding obligations.

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.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:
☒ Enhance Safety and Security ☒ Serve Communities and Support the Economy
☒ Deliver System Quality ☐ Promote Environmental Stewardship

EXPLANATION: These plans are used by individual LOTS to enhance transit within their 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

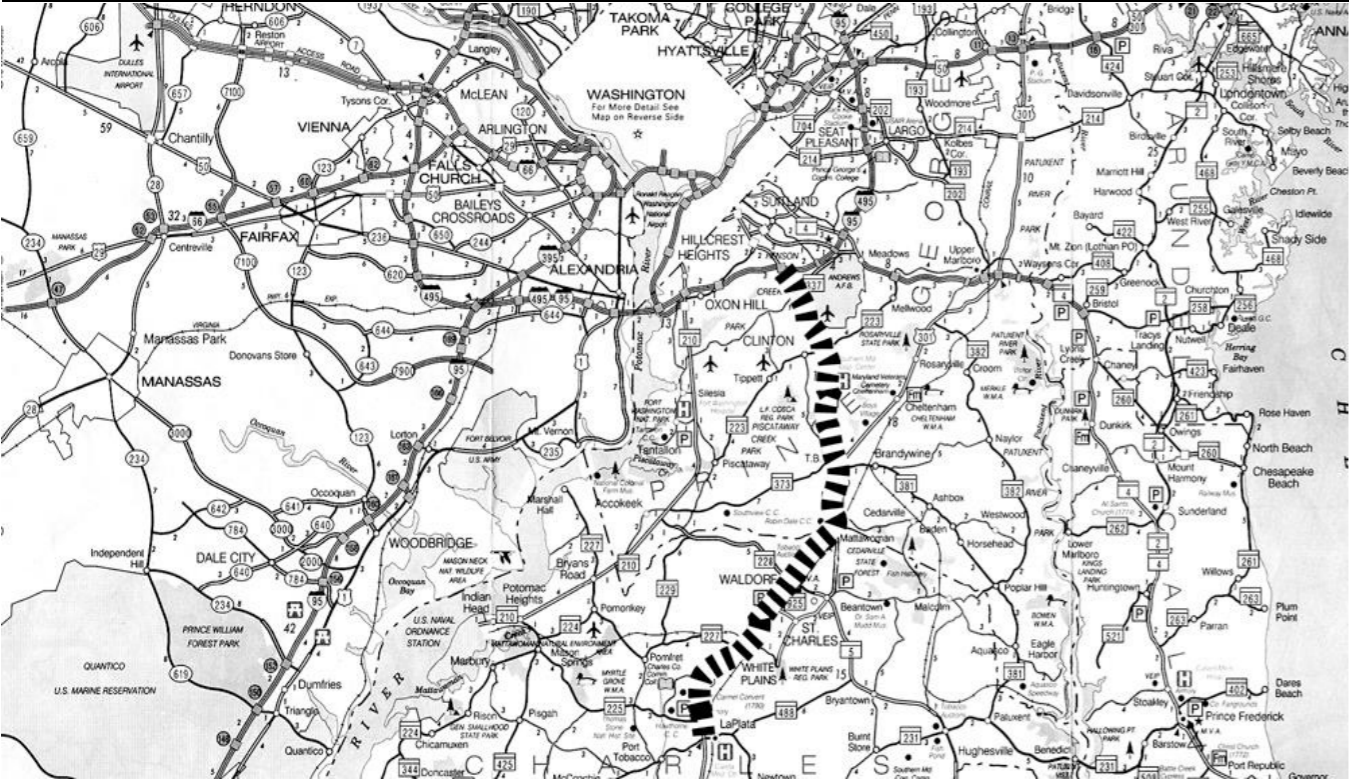
STATUS: Outreach to local jurisdictions throughout the state of Maryland is ongoing. TDP's are provided for LOTS throughout the State of Maryland.

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2027...	...2028...	...2029...	...2030...		
Planning	5,202	3,148	258	431	205	434	983	0	0	2,053	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	3,148	258	431	205	434	983	0	0	2,053	0
Federal-Aid	3,665	1,800	223	464	182	386	834	0	0	1,866	0
Special	1,519	1,332	35	(32)	23	48	149	0	0	188	0
Other	17	17	0	0	0	0	0	0	0	0	0

90202

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:
None.

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:

- ☐ Enhance Safety and Security
- ☒ Serve Communities and Support the Economy
- ☐ Deliver System Quality
- ☒ Promote Environmental Stewardship

- 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

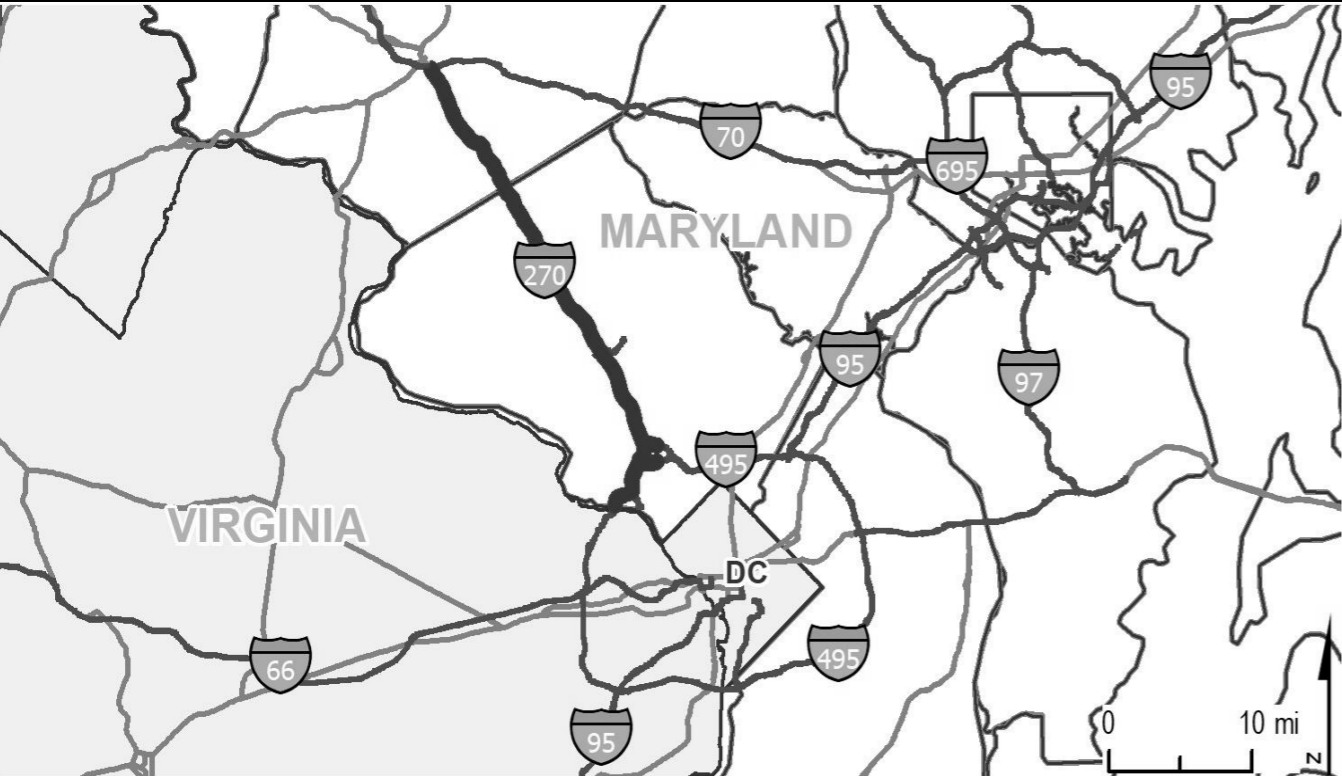
EXPLANATION: The MD 5/US 301 corridor is a major north/south transportation corridor in Maryland for commuting, recreational, and regional travel. The entire corridor is auto dependent and continues to grow, leading to an expected increase in traffic congestion. The SMRT Project is studying rapid transit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

STATUS: MTA is progressing the Planning and Environmental Linkages (PEL) study including evaluating existing conditions; reviewing alternatives for alignments and mode; analyzing capital, operations, and maintenance costs; and conducting stakeholder outreach and engagement activities. A framework agreement was executed between MDOT, MTA, Prince George's County and Charles County in FY 24.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: Project funding allocation increase by \$9.7M overall as the project received a 2nd Congressionally Directed Spending award.

USAGE:

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 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
Planning	34,583	5,450	551	6,765	8,000	737	1,998	1,950	0	19,449	9,684
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	34,583	5,450	551	6,765	8,000	737	1,998	1,950	0	19,449	9,684
Federal-Aid	10,000	296	296	4,204	5,500	0	0	0	0	9,704	0
Special	24,583	5,153	254	2,561	2,500	737	1,998	1,950	0	9,746	9,684
Other	0	0	0	0	0	0	0	0	0	0	0



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 10 - 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:
☐ Enhance Safety and Security
☒ Deliver System Quality
☒ Serve Communities and Support the Economy
☐ Promote Environmental Stewardship

EXPLANATION: Maintain a High Standard and Modernize Maryland’s Multimodal Transportation System.

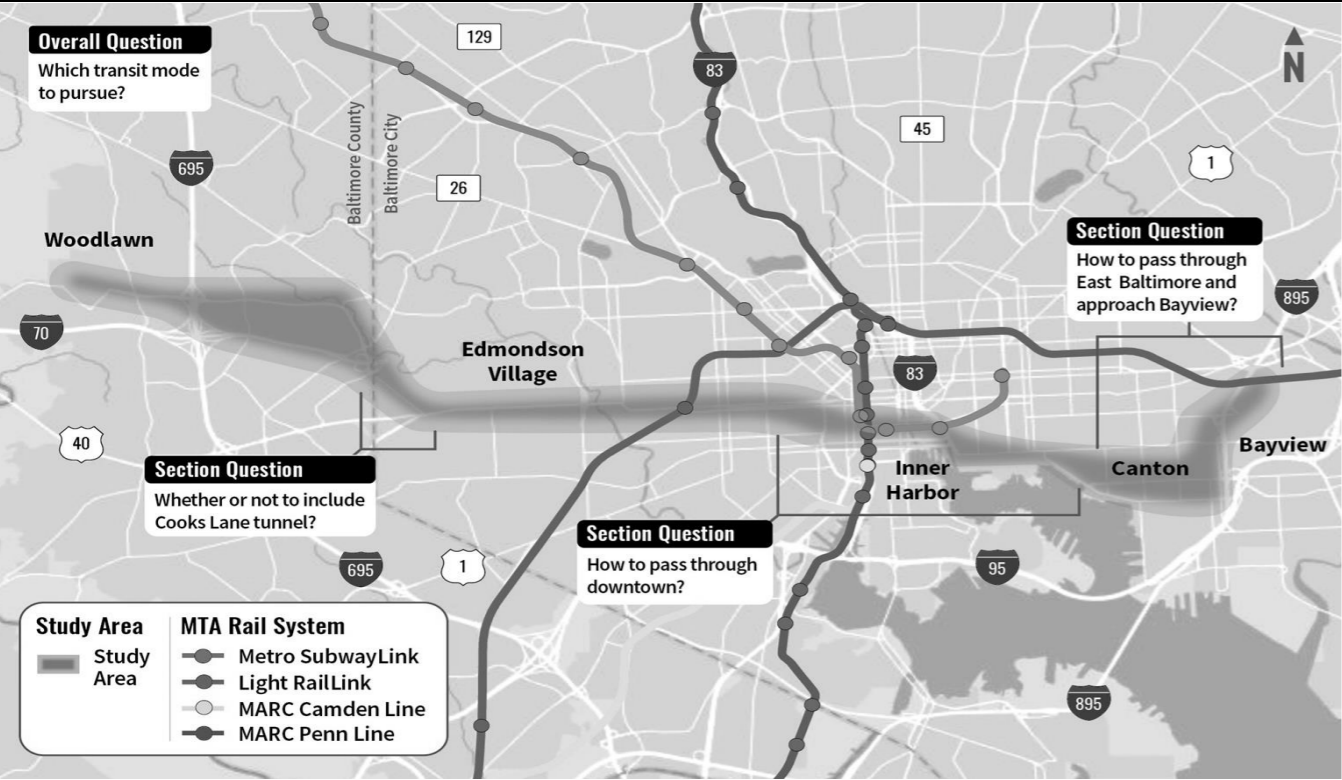
SMART GROWTH STATUS: ☒ Project Not Location Specific ☐ Not Subject to PFA Law
☐ Project Inside PFA ☐ Grandfathered
☐ Project Outside PFA ☐ Exception Will Be Required
☐ PFA Status Yet to Be Determined ☐ Exception Granted

STATUS: I-495 American Legion Bridge Transit/TDM Plan completed in 2021.

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2027...	...2028...	...2029...	...2030...		
Planning	400	169	169	0	231	0	0	0	0	231	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	400	169	169	0	231	0	0	0	0	231	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	400	169	169	0	231	0	0	0	0	231	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: Funding for the next phase of the Transit plan (\$400K) was deferred as a result of funding reductions due to other funding obligations.

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 alternative development, establishing coordination and priorities with jurisdictional and federal partners, and opening engagement/relationships with stakeholders, elected officials, and the public. This is a Project Labor Agreement candidate project.

PURPOSE & NEED SUMMARY STATEMENT: The Red Line project will provide high-frequency, high-capacity transit service in the corridor in a manner that improves transit efficiency; increases access to transit near work and activity centers; enhances connections among existing transit routes; provides transportation choices for east-west commuters; and supports economic development and community revitalization.

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

- ☐ Enhance Safety and Security
- ☒ Deliver System Quality
- ☒ Serve Communities and Support the Economy
- ☒ Promote Environmental Stewardship

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:**
- ☐ 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: Governor Moore announced the mode for the Red Line to be Light Rail on 6/28/2024. Community and stakeholder engagement was consistent through Spring 2024. The project is moving forward with meetings, outreach events, and preparing materials for stakeholder and public feedback. Preliminary analysis is being completed to evaluate future alternatives.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:
Project funding allocation increased by \$126.1M to support planning and engineering efforts.

USAGE:
Light Rail annual ridership in FY 24 exceeded 4.4 million.

POTENTIAL FUNDING SOURCE:			<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input checked="" type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER					
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
Planning	90,678	5,454	5,364	30,225	17,075	37,924	0	0	0	85,224	0
Engineering	133,671	48	48	311	41,827	24,747	287	287	64	67,523	66,100
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	224,348	5,502	5,412	30,535	58,902	62,671	287	287	64	152,747	66,100
Federal-Aid	111,443	0	0	14,882	46,846	49,715	0	0	0	111,443	0
Special	112,905	5,502	5,412	15,654	12,056	12,956	287	287	64	41,304	66,100
Other	0	0	0	0	0	0	0	0	0	0	0



DESCRIPTION: Design and construction of a fourth track and third platform edge at the MARC/Amtrak BWI Station. Phase I will include construction of the third platform edge and fourth track through and adjacent to the station. Phase I will provide capacity for increased Amtrak Acela and regional service, and MARC service enhancement in accordance with the FDT MOU executed with Amtrak in January 2023. Phase II will complete the fourth track per original FRA FONSI.

PURPOSE & NEED SUMMARY STATEMENT: BWI Rail Station has two platform edges and three tracks currently and will be the next major bottleneck for MARC and Amtrak service expansion on the Northeast Corridor (NEC) upon completion of the Frederick Douglass Tunnel. The Federal Railroad Administration (FRA) published a Finding of No Significant Impact (FONSI) for the BWI 4th Track project in January 2016; the FONSI identified a preferred alternative to add a third platform edge and fourth track through BWI Rail Station, along with a significant additional section of fourth track on the NEC. Subsequent to the FONSI, the project has been split into Phase I (third platform edge at the station and a portion of fourth track) and Phase II (remainder of fourth track).

<input type="checkbox"/>	Enhance Safety and Security	<input checked="" type="checkbox"/>	Serve Communities and Support the Economy
<input checked="" type="checkbox"/>	Deliver System Quality	<input type="checkbox"/>	Promote Environmental Stewardship

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

STATUS: Amtrak is preparing 5% conceptual design for BWI 4th Track Phase I, with anticipated completion in FY 26. Amtrak will coordinate with MTA during the design process, and once conceptual design is finalized Amtrak and MTA will identify next steps, including any NEPA updates and potential funding mechanisms.

Project funding allocation increased by \$8.4M to reflect MTA's match per an agreement with Amtrak. This is an associated project with the Frederick Douglass Tunnel Program.

MARC annual ridership in FY 24 exceeded 3.9 million.

[illegible]



MARC

Freight

Light Rail

Baltimore Metro

Bus

Agency Wide

Locally Operated Transit Systems



**MARYLAND DEPARTMENT
OF TRANSPORTATION**

**MARYLAND TRANSIT
ADMINISTRATION**

MTA MINOR PROJECTS

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND TRANSIT ADMINISTRATION - LINE 62

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>AGY - ADA Compliance</u>				
MTAPRJ001983	AGY Technical Accessibility Reviews	\$	824	Underway
<u>AGY - Communications Systems</u>				
MTA1593	AGY Station Communication Cabinet Upgrade	\$	346	Completed
<u>AGY - Elevator Rehabilitation</u>				
MTAPRJ001798	AGY MTA Elevators Structural, Architectural, ADA, Civil, and Equipment Study	\$	414	Completed
<u>AGY - Environmental Compliance</u>				
MTA1592	AGY -EPA/MDE Compliance	\$	1,672	Under Construction
<u>AGY - Facilities - Pavement</u>				
MTAPRJ001821	BUS 1331 S Monroe St Pavement Reconstruction	\$	1,758	FY 2025
MTAPRJ002348	LTR North Ave Yard Replacement Parking (Assoc. Projects)	\$	1,366	Deferred
<u>AGY - Facilities - Roof</u>				
MTAPRJ001865	MTR Rogers Ave and Reisterstown Roof Replacement	\$	5,801	Deferred
MTAPRJ001867	MTR Wabash Systems Maintenance Building Roof Replacement	\$	2,057	FY 2025
MTAPRJ001918	AGY Roof Replacement Milford Mill	\$	1,514	Deferred
MTAPRJ002088	BUS North West Division Transportation Roof Replacement	\$	4,120	Design Underway
MTAPRJ002120	MTR Wabash Main Roof Replacement	\$	3,946	Under Construction
<u>AGY - IT</u>				
MTAPRJ001972	AGY Occupational Health Management System	\$	2,326	Ongoing

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND TRANSIT ADMINISTRATION - LINE 63

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>AGY - Stormwater Management</u>				
MTAPRJ001968	LTR Mount Washington SWM Improvements	\$	945	Design Underway
MTAPRJ001993	AGY Dunkirk & Golden Beach Repair	\$	974	Design Completed
MTAPRJ002214	LTR Cromwell Station Pond Repairs	\$	773	Deferred
<u>AGY - Systems</u>				
MTAPRJ002066	AGY Speaker inspection and replacement	\$	69	Deferred
<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	\$	951	Completed
MTAPRJ001931	MTR TMDL Milford Mill SWM Repair and Retrofit	\$	263	Deferred
MTAPRJ001934	BUS TMDL Northwest Bus SWM Repair and Retrofit	\$	238	Deferred
MTAPRJ001935	MARC TMDL Bowie State SWM Repair and Retrofit	\$	150	Deferred
<u>BUS - Facilities</u>				
MTAPRJ001964	BUS White Marsh Comfort Station	\$	1,752	Underway
MTAPRJ002177	BUS Washington Blvd Bldg 9 Structural Remediation	\$	4,105	Design Underway
MTAPRJ002183	BUS Washington Blvd Bldgs 1-4 Drainage Remediation	\$	583	Design Underway
<u>LTR - Bridge Preservation - T&S</u>				
MTAPRJ001724	LTR Repairs to Bridges and WS Structures	\$	2,820	Design Underway
<u>LTR - Drainage</u>				
MTAPRJ001722	LTR Maple - Twin Oaks Drainage Improvement SW340	\$	891	Design Underway
MTAPRJ001927	LTR Church Lane Drainage NE 724	\$	366	Design Completed
MTAPRJ002164	LTR Camp Meade North Drainage Repairs SW 365	\$	306	Design Underway

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND TRANSIT ADMINISTRATION - LINE 64

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>LTR - Guideway - Ops</u>				
MTAPRJ001896	LTR Operator Simulator	\$	116	Deferred
<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	\$	690	Design Underway
<u>MARC - Guideway</u>				
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 Gunpowder River Bridge Replacement	\$	1,580	FY 2026
<u>MARC - Systems</u>				
MTAPRJ002327	MARC Penn Station Master Plan (Assoc. Projects)	\$	20,000	FY 2025
<u>MTR - Facilities Maintenance</u>				
MTAPRJ001754	MTR Rehabilitation of Deluge Valve Room & Valve Pit	\$	3,505	Under Construction
MTAPRJ002192	MTR Lexington Market Metro Facility	\$	427	Deferred
<u>MTR - Guideway - Ops</u>				
MTAPRJ001897	MTR Operator Simulator	\$	215	Deferred
<u>MTR - Systems Maintenance</u>				
MTA1535	MTR UPS Battery Replacement	\$	5,058	Ongoing
MTAPRJ001745	AGY LED Lighting Replacement	\$	0	Deferred

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND TRANSIT ADMINISTRATION - LINE 65

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<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 66

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Allegany County FY 2024 Completions</u>		
Preventive Maintenance (FY23)	\$ 350	Complete
<u>Allegany County FY 2025 and 2026</u>		
Preventive Maintenance (FY24 5307)	\$ 350	FY24
Computer Equipment (FY22)	\$ 25	FY25
Garage Door Replacement (FY24 5307)	\$ 90	FY25
Transit Development Plan (FY24 5304)	\$ 100	Underway
<u>Annapolis County FY 2024 Completions</u>		
2 Heavy Duty Bus Replacements - 5209 & 5409 (FY21 5339)	\$ 808	Complete
2 Support Vehicle Replacements (FY22 ARPA SWAP)	\$ 70	Complete
Preventive Maintenance (FY23)	\$ 475	Complete
<u>Annapolis County FY 2025 and 2026</u>		
Mobile Life Column (FY24 5339)	\$ 85	FY24
1 Electric Replacement Bus (FY22 ARPA SWAP)	\$ 770	FY25
2 Heavy Duty Replacement - 5311 & 4311 (FY23 5339)	\$ 819	FY25
2 Small Electric Bus Replacements -1803 & 1805 (FY24 5339)	\$ 812	FY25
6 Sm Replacement Buses - 5311 & 4311 (FY23 5339)	\$ 788	FY25
Automatic Vehicle Location System (FY23 5339)	\$ 98	FY25
Passenger Ferry Vesses (FY22 5307)	\$ 3,500	FY25
Preventive Maintenance (FY24 LU)	\$ 475	Ongoing
2 30' Heavy Duty Bus Replacements - 5411 & 5511 (FY22 5339)	\$ 792	Underway
Transit Development Plan - 5304 (FY24)	\$ 105	Underway
<u>Anne Arundel County FY 2024 Completions</u>		
5 Small Expansion Buses (FY23 5339)	\$ 602	Complete
Ridesharing (FY23)	\$ 197	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 66

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Anne Arundel County FY 2025 and 2026</u>		
Ridesharing (FY24)	\$ 197	FY24
2 Electric Expansion Buses (FY22 ARPA SWAP)	\$ 584	FY25
3 Minivan Expansions (FY24 5339)	\$ 213	FY25
3 Small Cutaway Bus Expansions (FY24 5339)	\$ 366	FY25
4 Electric Expansion Buses (FY22 5339)	\$ 2,268	FY25
Mobile Radios (FY19 5339)	\$ 35	FY25
<u>Baltimore City FY 2024 Completions</u>		
Ridesharing (FY23)	\$ 82	Complete
<u>Baltimore City FY 2025 and 2026</u>		
2 Ferry Acquisition (FY22 5307)	\$ 3,965	FY25
8 Heavy Duty Replacement Buses - 1201 - 1210 (FY20 CARES)	\$ 3,400	FY25
Bus Stop Relocation (FY24 5339)	\$ 300	FY25
Ferry Engineering/Design (FY22 5307)	\$ 78	FY25
Ferry Terminal Engineering/Design (FY22 5307)	\$ 146	FY25
Ferry Terminal Renovation (FY22 5307)	\$ 1,687	FY25
Passenger Ferry Vessel (FY23 STATE)	\$ 1,600	FY25
Ridesharing (FY24)	\$ 82	Ongoing
<u>Baltimore County FY 2024 Completions</u>		
BMC Ridesharing (FY23)	\$ 170	Complete
<u>Baltimore County FY 2025 and 2026</u>		
2 Medium Expansion Buses (FY23 5339)	\$ 509	FY25
2 Small Expansion Buses (FY23 5339)	\$ 193	FY25
5 Small Cutaway Bus Expansions (FY24 5339)	\$ 440	FY25
Bus Shelters (FY19 5339 Discretionary)	\$ 120	FY25
Bus Signage (FY19 5339 Discretionary)	\$ 10	FY25
Workforce Development (FY19 5339 Discretionary)	\$ 10	FY25

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
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Maryland Transit Administration - Locally Operated Transit Systems - LINE 66

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Baltimore County FY 2025 and 2026 (cont'd)</u>		
BMC Ridesharing (FY24)	\$ 170	Ongoing
<u>Calvert County FY 2024 Completions</u>		
Electronic Fareboxes (7) (FY22 5339)	\$ 139	Complete
Fare Media Validators (FY20 CARES)	\$ 66	Complete
Preventive Maintenance (FY22 5307)	\$ 32	Complete
Preventive Maintenance (FY22 5311)	\$ 119	Complete
<u>Calvert County FY 2025 and 2026</u>		
2 Small Replacement Buses - 132 & 143 (FY23 5339)	\$ 211	FY25
2 Small Replacement Buses - 142 & 145 (FY24 5339)	\$ 214	FY25
Dispatch Software (FY21 5339)	\$ 81	FY25
DPW Fuel Depot (FY23 5307)	\$ 76	FY25
DPW Fuel Depot (FY23 5311)	\$ 284	FY25
DPW Fuel Depot (FY24 5307)	\$ 16	FY25
DPW Fuel Depot (FY24 5311)	\$ 158	FY25
Station Assessment (FY24 5307)	\$ 42	FY25
Station Assessment (FY24 5311)	\$ 59	FY25
Preventive Maintenance (FY23 5307)	\$ 26	Ongoing
Preventive Maintenance (FY23 5311)	\$ 99	Ongoing
Ridesharing (FY24)	\$ 9	Ongoing
AVL Equipment (FY18 5339)	\$ 4	Underway
Transfer Station Needs Assessment (FY23 5307)	\$ 22	Underway
Transfer Station Needs Assessment (FY23 5311)	\$ 83	Underway
<u>Carroll County FY 2024 Completions</u>		
Preventive Maintenance (FY23)	\$ 150	Complete
<u>Carroll County FY 2025 and 2026</u>		
1 Minivan Replacement - 3322 (FY23 5339)	\$ 61	FY25

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
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Maryland Transit Administration - Locally Operated Transit Systems - LINE 66

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Carroll County FY 2025 and 2026 (cont'd)</u>		
1 Minivan Replacement - 3393 (FY22 5339)	\$ 45	FY25
2 Small Bus Replacements - 3313 & 3319(FY24 5307)	\$ 194	FY25
2 Small Bus Replacements - 3315 & 3316 (FY23 5339)	\$ 184	FY25
Small Bus Replacement-3330 (FY24 5339)	\$ 99	FY25
Preventive Maintenance (FY24 5307)	\$ 80	Ongoing
<u>Cecil County FY 2024 Completions</u>		
Preventive Maintenance (FY23)	\$ 200	Complete
<u>Cecil County FY 2025 and 2026</u>		
Land Acquisition - Transit Hub	\$ 1,000	FY25
Transit Development Plan (FY24 5304)	\$ 90	FY25
Transit Hub D & E (FY23 5307)	\$ 400	FY25
Preventive Maintenance (FY24 5307)	\$ 200	Ongoing
3 Bus Wraps (FY20)	\$ 13	Underway
Transit Hub D & E (FY22 5307)	\$ 400	Underway
<u>Charles County FY 2024 Completions</u>		
Design & Engineering for Facility (FY20)	\$ 500	Complete
Preventive Maintenance (FY23)	\$ 200	Complete
<u>Charles County FY 2025 and 2026</u>		
Construction Oversight (FY23 5307)	\$ 500	FY25
Facility Construction (FY22 5307)	\$ 750	FY25
Facility Construction (FY23 5307)	\$ 4,250	FY25
Facility Construction (FY24 5307)	\$ 5,000	FY25
Facility Construction (FY24 5311)	\$ 2,375	FY25
Transit Development Plan (FY24 5304)	\$ 105	FY25
Preventive Maintenance (FY24 5307)	\$ 215	Ongoing
Design & Engineering for Facility (FY21)	\$ 500	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
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Maryland Transit Administration - Locally Operated Transit Systems - LINE 66

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Charles County FY 2025 and 2026 (cont'd)</u>		
Shelter and Bus Stop Improvements (FY17)	\$ 50	Underway
<u>Dorchester County FY 2024 Completions</u>		
1 Small Bus Replacement - 158 (FY23 5339)	\$ 83	Complete
<u>Dorchester County FY 2025 and 2026</u>		
1 Small Bus Replacement-183 (FY24 5339)	\$ 110	FY25
1 Small Bus Replacement-190 (FY24 5339)	\$ 110	FY25
1 Transit Sedan Replacement - 184 (FY23 5339)	\$ 49	FY25
Fencing Around Facility (FY23 5311)	\$ 100	FY25
Parking Lot Upgrades (FY23 5311)	\$ 150	FY25
Transit Development Plan (FY23 5304)	\$ 90	FY25
Preventive Maintenance (FY24 5311)	\$ 50	Ongoing
<u>Eastern Shore Non-Profits FY 2025 and 2026</u>		
Delmarva Community Svcs - 2 Small Bus Replacements (170 & 195) Type 3A (FY24/25)	\$ 210	FY25
Delmarva Community Svcs - Preventive Maintenance (FY24/25)	\$ 30	Ongoing
Delmarva Community Transit - Mobility Management (FY22/23 5310)	\$ 333	Ongoing
<u>Elderly/ Disabled Non-Profits FY 2024 Completions</u>		
Chesterwye Center - 1 Van Expansion Type 4 (FY22/23)	\$ 67	Complete
Kent Center - Preventive Maintenance (FY16/17)	\$ 15	Complete
Star Community - 1 Van Expansion Type 4 (FY22/23)	\$ 66	Complete
Washington County CAC - Mobility Management (FY22/23)	\$ 239	Complete
Worcester County Comm on Aging - Mobility Management (FY22/23)	\$ 106	Complete
<u>Elderly/ Disabled Non-Profits FY 2025 and 2026</u>		
Allegany County HRDC, Inc. - Mobility Management (FY22/23)	\$ 46	FY24
Allegany County HRDC, Inc. - Preventive Maintenance (FY20/21)	\$ 26	FY24

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
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Maryland Transit Administration - Locally Operated Transit Systems - LINE 66

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Elderly/ Disabled Non-Profits FY 2025 and 2026 (cont'd)		
Kent Center - Preventive Maintenance (FY18/19)	\$ 5	FY24
Action in Maturity - 1 Small Replacement Bus (0903) Type 3A (FY24/25)	\$ 100	FY25
Action in Maturity - Preventive Maintenance (FY24/25)	\$ 24	FY25
Appalachian Parent Association - 1 Small Bus Replacement (X-16) Type 3A (FY24/25)	\$ 92	FY25
Appalachian Parent Association - 1 Small Bus Replacement (X-28) Type 2A (FY24/25)	\$ 92	FY25
Appalachian Parent Association - 1 Van Expansion Type 1 (FY24/25)	\$ 70	FY25
Appalachian Parent Association - Preventive Maintenance (FY24/25)	\$ 17	FY25
Appalachian Parent Association - Tire Changer (FY24/25)	\$ 20	FY25
ARC Northern Chesapeake Region - 2 Minivan Expansion (FY24/25)	\$ 140	FY25
ARC Northern Chesapeake Region - 2 Small Bus Replacements (148 & 166) Type 2A (FY24/25)	\$ 163	FY25
ARC Northern Chesapeake Region - 2 Van Expansions Type 1 (FY24/25)	\$ 140	FY25
ARC Northern Chesapeake Region - 2 Van Replacements (146 & 147) Type 4 (FY24/25)	\$ 132	FY25
ARC of Central Chesapeake - 1 Van Expansion Type 1 (FY24/25)	\$ 70	FY25
ARC of Central Chesapeake - 1 Van Expansion Type 4 (FY24/25)	\$ 66	FY25
ARC of Central Chesapeake - Preventive Maintenance (FY24/25)	\$ 12	FY25
ARC of Central Chesapeake - PPE (FY22/23)	\$ 1	FY25
ARC of Central Chesapeake - Preventive Maintenance (FY22/23)	\$ 3	FY25
ARC of Southern Maryland - 2 Van Expansions Type 4 (FY22/23)	\$ 132	FY25
ARC of Southern Maryland - Preventive Maintenance (FY18/19)	\$ 5	FY25
Associated Catholic Charities - 1 Small Replacement Bus (MW) Type 3A (FY24/25)	\$ 92	FY25
Bayside Community Network - 1 Van Expansion Type 1 (FY24/25)	\$ 70	FY25
Bayside Community Network - Mobility Management (FY24/25)	\$ 29	FY25
Comprehensive Housing Assistance - Mobility Management (FY24/25)	\$ 141	FY25
Comprehensive Housing Assistance - Preventive Maintenance (FY24/25)	\$ 13	FY25
Daybreak Adult Day Services - 1 Small Bus Replacement (3) Type 3A (FY24/25)	\$ 96	FY25
Dove Pointe, Inc. - 1 Van Expansion Type 1	\$ 129	FY25
Dove Pointe, Inc. - Preventive Maintenance (FY22/23)	\$ 130	FY25
Easter Seals Baltimore - Preventive Maintenance (FY20/21)	\$ 30	FY25
Easter Seals Baltimore - Tripspark Software (FY22/23)	\$ 44	FY25
Easter Seals Hagerstown - Tripspark Software (FY22/23)	\$ 44	FY25
Freedom Landing - 1 Small Bus (FY16/17)	\$ 40	FY25
Freedom Landing - Preventive Maintenance (FY18/19)	\$ 3	FY25
Harford Center - 1 Small Bus Expansion Type 3A (FY24/25)	\$ 102	FY25

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
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Maryland Transit Administration - Locally Operated Transit Systems - LINE 66

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Elderly/ Disabled Non-Profits FY 2025 and 2026 (cont'd)</u>		
Harford Center - 1 Small Bus Replacement (15) Type 3A (FY24/25)	\$ 102	FY25
Harford Center - 1 Van Expansion Type 4 (FY24/25)	\$ 66	FY25
Hopkins Elder Plus - 1 Small Bus Replacement (24-015) Type 4A (FY24/25)	\$ 62	FY25
Hopkins Elder Plus - Preventive Maintenance (FY24/25)	\$ 99	FY25
Lifestyles of Maryland - 2 Van Expansions Type 1 (FY24/25)	\$ 140	FY25
Partners in Care - Equipment Q'Straint Security Belts (FY24/25)	\$ 8	FY25
Partners in Care - Equipment Tablets (FY24/25)	\$ 3	FY25
Partners In Care - 1 Van Expansion Type 4 - #PIC Bus 2 (FY22/23)	\$ 66	FY25
Progress Unlimited - Minivan Expansion (FY24/25)	\$ 66	FY25
Progress Unlimited, Inc. - 1 Van Expansion Type 4 (FY24/25)	\$ 66	FY25
Prologue Inc. - Minivan Replacement - 5302 (FY24/25)	\$ 70	FY25
Prologue, Inc. - 1 Small Replacement Bus (5305) Type 3A (FY24/25)	\$ 98	FY25
Prologue, Inc. - 1 Small Replacement Bus (5305) Type 3A (FY24/25)	\$ 98	FY25
Prologue, Inc. - 1 Van Replacement (5302) Type 1 (FY24/25)	\$ 70	FY25
Providence Center - 3 Van Expansions Type 3 (FY24/25)	\$ 210	FY25
Providence Center - 7 Van Expansions Type 1 (FY24/25)	\$ 490	FY25
Providence Center - 10 Minivan Expansion (FY24/25)	\$ 700	FY25
Richcroft, Inc. - 5 Van Expansions Type 1 (FY24/25)	\$ 350	FY25
Sheppard Pratt Health System - 1 Small Bus Replacement (CA2) Type 3A (FY24/25)	\$ 90	FY25
Sheppard Pratt Health System - 1 Small Bus Replacement (D-55) Type 3A (FY24/25)	\$ 90	FY25
Sheppard Pratt Health System - 1 Small Bus Replacement (T-5) Type 3A (FY24/25)	\$ 90	FY25
Sheppard Pratt Health System - 1 Small Bus Replacement (W-360) Type 3A (FY24/25)	\$ 90	FY25
Sheppard Pratt Health System - 1 Van Replacement (1-A) Type 4 (FY24/25)	\$ 66	FY25
Sheppard Pratt Health System - 33 Dual Facing Cameras (FY24/25)	\$ 16	FY25
Sheppard Pratt Health System - License & Subscriptions Fees for Dual Facing Cameras (FY24/25)	\$ 20	FY25
Sheppard Pratt Health System - Preventive Maintenance (FY24/25)	\$ 30	FY25
Shore Up! - Driver Shields (FY22/23)	\$ 2	FY25
Shore Up! - Security Cameras (FY22/23)	\$ 14	FY25
Spring Dell Center - 1 Van Expansion Type 4 (FY24/25)	\$ 66	FY25
Spring Dell Center - 1 Van Replacement (29) Type 1 (FY24/25)	\$ 70	FY25
Spring Dell Center - Preventive Maintenance (FY24/25)	\$ 27	FY25
Spring Dell Center - 1 Small Bus Replacement (70) Type 4A (FY24/25)	\$ 94	FY25
St. Mary's Adult Medical Day Care - 1 Van Expansion Type 4 (FY24/25)	\$ 66	FY25

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
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Maryland Transit Administration - Locally Operated Transit Systems - LINE 66

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Elderly/ Disabled Non-Profits FY 2025 and 2026 (cont'd)</u>		
St. Mary's Adult Medical Day Care 1 Small Bus Replacement (60) Type 3A (FY24/25)	\$ 89	FY25
St. Mary's Adult Medical Day Care - Disinfectant Sprayer (FY22/23)	\$ 1	FY25
Washington County CAC - 1 Small Bus Expansion Type 4 (FY24/25)	\$ 102	FY25
Washington County CAC - 2 Van Expansions Type 4 (FY24/25)	\$ 132	FY25
Washington County CAC - Preventive Maintenance (FY24/25)	\$ 24	FY25
Worcester County Comm On Aging - 1 Small Bus Expansion Type 3A (FY24/25)	\$ 93	FY25
Worcester County Comm On Aging - 1 Van Replacement (1460) Type 1 (FY24/25)	\$ 70	FY25
Worcester County Comm On Aging - Preventive Maintenance (FY24/25)	\$ 33	FY25
Worcester County Development Center - 2 Van Expansions Type 1 (FY24/25)	\$ 140	FY25
ARC Northern Chesapeake Region - Preventive Maintenance (FY22/23)	\$ 45	Ongoing
Associated Catholic Charities - Preventive Maintenance (FY24/25)	\$ 132	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
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 (FY18/19)	\$ 44	Ongoing
Freedom Landing - Preventive Maintenance (FY16/17)	\$ 9	Ongoing
Harford Center - Preventive Maintenance (FY24/25)	\$ 26	Ongoing
Kent Center - Preventive Maintenance (FY17 SS)	\$ 6	Ongoing
Lifestyles of Maryland - Preventive Maintenance (FY24/25)	\$ 28	Ongoing
Partners in Care - Mobility Management (FY24/25)	\$ 792	Ongoing
Partners in Care - Preventive Maintenance (FY24/25)	\$ 40	Ongoing
Partners in Care - Mobility Management (FY20/21)	\$ 202	Ongoing
Partners In Care - Mobility Management (FY22/23)	\$ 663	Ongoing
Partners In Care - Preventive Maintenance (FY20/21)	\$ 40	Ongoing
Progress Unlimited, Inc. - Preventive Maintenance (FY24/25)	\$ 100	Ongoing
Spring Dell Center - Preventive Maintenance (FY22/23)	\$ 42	Ongoing
Star Community - Preventive Maintenance (FY16/17)	\$ 3	Ongoing
Washington County CAC - Mobility Management (FY24/25)	\$ 350	Ongoing
Worcester County Comm On Aging - Mobility Management (FY24/25)	\$ 180	Ongoing
Worcester County Comm on Aging - Preventive Maintenance (FY22/23)	\$ 24	Ongoing

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
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Maryland Transit Administration - Locally Operated Transit Systems - LINE 66

PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Elderly/ Disabled Non-Profits FY 2025 and 2026 (cont'd)</u>			
Worcester County Developmental Center - Preventive Maintenance (FY18/19)	\$	65	Ongoing
LifeBridge Health - Cleaning Supplies (FY22/23)	\$	12	Underway
LifeBridge Health - PPE (FY22/23)	\$	4	Underway
<u>Frederick County FY 2024 Completions</u>			
Facility Construction (FY21)	\$	2,500	Complete
Facility Expansion Construction (FY18)	\$	500	Complete
Preventive Maintenance (FY21 5311)	\$	70	Complete
Preventive Maintenance (FY23 5307)	\$	675	Complete
Preventive Maintenance (FY24 5311)	\$	32	Complete
<u>Frederick County FY 2025 and 2026</u>			
1 Light Duty Bus Replacement-38798 (FY24 5339)	\$	127	FY25
1 Small Replacement Bus - 38624 (FY23 5339)	\$	110	FY25
2 Heavy Duty Bus Replacements - 37983 & 37984 (FY23 5339)	\$	1,054	FY25
2 Heavy Duty Bus Replacements - 37985 & 37986 (FY24 5339)	\$	1,042	FY25
Preventive Maintenance (FY24 5307)	\$	270	Ongoing
Rideshare (FY24)	\$	124	Ongoing
<u>Garrett County FY 2024 Completions</u>			
Preventive Maintenance (FY22)	\$	267	Complete
<u>Garrett County FY 2025 and 2026</u>			
3 Small Bus Replacements - 194, 198 & 199 (FY24 5339)	\$	284	FY25
Bendpak 4-Post Vehicle Lift (FY24 5311)	\$	23	FY25
Bendpak Pipe Bender (FY24 F311)	\$	9	FY25
Preventive Maintenance (FY23)	\$	240	Ongoing

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
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Maryland Transit Administration - Locally Operated Transit Systems - LINE 66

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Harford County FY 2024 Completions (cont'd)</u>		
Bus Shelters (FY18)	\$ 130	Complete
Fare Collection (FY18)	\$ 130	Complete
Feasibility Study (FY20)	\$ 150	Complete
Preventive Maintenance (FY24 5307)	\$ 1,000	Complete
Project Management (FY20 5339)	\$ 13	Complete
Ridesharing (FY23)	\$ 88	Complete
Ridesharing (FY24)	\$ 88	Complete
Transportation Development Plan (FY22 5304)	\$ 105	Complete
<u>Harford County FY 2025 and 2026</u>		
Fuel Infrastructure (FY20 5339)	\$ -	FY24
Rehab 2 Garages (FY20 5339)	\$ -	FY24
Training & Speciality Tools (FY20 5339)	\$ -	FY24
1 30' Heavy Duty Replacement Bus - 8036 (FY22 5339)	\$ 417	FY25
1 Heavy Duty Bus Replacement - 827 (FY21 5307)	\$ 406	FY25
2 Medium-Heavy Replacement Buses - 8035, 818 (FY21 5339)	\$ 1,340	FY25
2 Small Bus Replacments - 8001, 8016 (FY21 5339)	\$ 186	FY25
2 Small Replacement Buses - 8018, 8028 (FY21 5339)	\$ 422	FY25
3 Small Bus Replacements - 8003, 8010, 8012 (FY21 5307)	\$ 464	FY25
4 Heavy Duty Bus Replacments - 8032, 8033, 8034, 8035 (FY20 CARES)	\$ 1,800	FY25
4 Medium Duty Replacement Buses 8029, 8030, 8031, 8032 (FY20 5339)	\$ 3,956	FY25
4 Medium Replacement Buses (FY20 5339)	\$ 3,960	FY25
4 Small Bus Expansions (FY20 CARES)	\$ 400	FY25
4 Small Bus Replacements - 8019, 8023, 8026, 8027 (FY20 CARES)	\$ 400	FY25
4 Small Cutaway Replacement Buses - 8020; 8022; 8024; 8025 (FY22 5307)	\$ 476	FY25
4 Support Vehicles (Vans) Expansion (FY20 CARES)	\$ 216	FY25
Bus Shelter Installation (FY20 CARES)	\$ 239	FY25
Bus Stop Benches (FY20 CARES)	\$ 25	FY25
Facility Roof Replacement (FY20 CARES)	\$ 363	FY25
Generator Replacement (FY20 CARES)	\$ 125	FY25
LCD Annunciation System (FY20 CARES)	\$ 118	FY25
Microtransit Services Study (FY23 5303)	\$ 128	FY25
RouteMatch Hardware (FY20 CARES)	\$ 300	FY25

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
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Maryland Transit Administration - Locally Operated Transit Systems - LINE 66

PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Harford County FY 2025 and 2026 (cont'd)</u>			
RouteMatch Software (FY20 CARES)	\$	300	FY25
Security Camera System (FY20 CARES)	\$	60	FY25
1 Maintenance Support Vehicle Replacement (FY23 5339)	\$	75	Ongoing
<u>Howard County FY 2025 and 2026</u>			
1 35' Heavy Duty Bus Replacement - 9525 (FY22 ARPA SWAP)	\$	-	FY25
1 Heavy Duty Bus Replacement - 200 (FY23 5339)	\$	524	FY25
1 Heavy Duty Bus Replacement - 201 (FY24 5339)	\$	449	FY25
1 Heavy Duty Bus Replacement - 202 (FY24 5339)	\$	449	FY25
1 Heavy Duty Bus Replacement - 9521 (FY24 5339)	\$	449	FY25
1 Heavy Duty Bus Replacment - 203 (FY23 5339)	\$	524	FY25
1 Heavy Duty Bus Replacment - 204 (FY23 5339)	\$	524	FY25
2 Sedan Replacements - 14 & 15 (FY22 ARPA SWAP)	\$	-	FY25
4 Medium Replacement Buses - 9540-9543 (FY22 ARPA SWAP)	\$	2,054	FY25
Preventive Maintenance (FY22)	\$	115	Ongoing
Preventive Maintenance (FY24 LU)	\$	50	Ongoing
Ridesharing (FY24)	\$	131	Ongoing
10 Small Cutaway Bus Replacements - 205 - 214 (FY22 ARPA SWAP)	\$	950	Underway
Bus Stop Annunciators (FY20 5339 Discretionary)	\$	225	Underway
<u>Montgomery County FY 2025 and 2026</u>			
Bus Replacement - 35ft (FY24 5307)	\$	2,000	FY25
Bus Replacement (FY21 WAG)	\$	2,000	FY25
Bus Replacement (FY22 WAG)	\$	2,000	FY25
Bus Replacement (FY23 WAG)	\$	2,000	FY25
Ridesharing (FY24)	\$	372	Ongoing
<u>Ocean City FY 2024 Completions</u>			
2 40' HD Articulated Replacement Buses - 2125 & 2126 (FY22 5311)	\$	1,600	Complete
Preventive Maintenance (FY23)	\$	675	Complete

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PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Ocean City FY 2025 and 2026</u>		
2 60' Articulated Replacement Buses - 3439 & 3733 (FY24 5339)	\$ 1,650	FY25
Preventive Maintenance (FY24 5311)	\$ 725	Ongoing
Transportation Development Plan	\$ 90	Underway
<u>Prince George's County FY 2024 Completions</u>		
Ridesharing (FY23)	\$ 372	Complete
<u>Prince George's County FY 2025 and 2026</u>		
Bus Replacement (FY23 WAG)	\$ 500	FY24
15 - Battery Electric Expansion Buses/Delivery (FY22 5339)	\$ 12,218	FY25
20-Data Access Tools (FY22 5339)	\$ 50	FY25
4 Charging Infrastructures (FY21 5339 LoNo Discretionary)	\$ 260	FY25
5 - Battery Electric Expansion Buses/Delivery (FY22 5339)	\$ 4,258	FY25
5-On-Route Charges (Equipment Only) (FY22 5339)	\$ 1,075	FY25
6 Electric Battery Expansion Buses (FY21 5339 LoNo Discretionary)	\$ 5,799	FY25
Apprenticeship Program (FY22 5339)	\$ 500	FY25
Bus OEM Operating, Maint, First Responders (FY22 5339)	\$ 250	FY25
Bus Replacement - 35ft (FY24 5307)	\$ 500	FY25
Bus Replacement (FY21 WAG)	\$ 500	FY25
Bus Replacement (FY22 WAG)	\$ 500	FY25
Configurables/Options (FY22 5339)	\$ 1,080	FY25
Data Collection, Existing Cond Doc & Eval (FY22 Persist Poverty)	\$ 217	FY25
Depot Chargers (Equipment Only) (FY22 5339)	\$ 557	FY25
Depot Construction (FY22 5339)	\$ 1,378	FY25
Develop Project Design & Tech Eng Document (FY22 Persist Poverty)	\$ 363	FY25
Infrastructure Training (FY22 5339)	\$ 100	FY25
Meetings & Project Management (FY22 Persist Poverty)	\$ 87	FY25
Microgrid (FY22 5339)	\$ 6,000	FY25
NTI Training (FY22 5339)	\$ 150	FY25
On-Route Construction (FY22 5339)	\$ 2,450	FY25
PPE, Tools, and Equipment (FY22 5339)	\$ 213	FY25
Project Mangement & Tech Support (FY22 5339)	\$ 503	FY25

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PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Prince George's County FY 2025 and 2026 (cont'd)</u>		
Spare Parts (FY22 5339)	\$ 120	FY25
Training Aids, Simulators, Components, Equip (FY22 5339)	\$ 350	FY25
Ridesharing (FY24)	\$ 269	Ongoing
<u>Queen Anne's County FY 2024 Completions</u>		
Computers (FY22 ARPA SWAP)	\$ 11	Complete
Preventive Maintenance (FY21 5311 & LU)	\$ 92	Complete
<u>Queen Anne's County FY 2025 and 2026</u>		
Preventive Maintenance (FY23 5311 & LU)	\$ 80	FY24
1 Small Expansion Bus (FY22 ARPA SWAP)	\$ 84	FY25
1 Support Vehicle Replacement - 304 (FY22 ARPA SWAP)	\$ 50	FY25
2 Small Replacement Buses - 340 & 360 (FY22 ARPA SWAP)	\$ 169	FY25
Bus Camera System Replacement (FY22 ARPA SWAP)	\$ 197	FY25
New Bus Shelters (FY24 5339)	\$ 30	FY25
Office Furniture (FY22 ARPA SWAP)	\$ 25	FY25
Small Cutaway Bus Expansion (FY24 5339)	\$ 101	FY25
Preventive Maintenance (FY22 5311 & LU)	\$ 92	Ongoing
Alignment, Tire Changer, & AC Freon Machines (FY22 ARPA SWAP)	\$ 93	Underway
<u>Southern MD Non-Profits FY 2024 Completions</u>		
Tri-County Council of Southern Maryland - Ridesharing (FY24)	\$ 109	Complete
<u>St. Mary's County FY 2024 Completions</u>		
Bus Stop Signs (FY21)	\$ 4	Complete
Routing Software (FY20 5307 & 5311)	\$ 446	Complete
<u>St. Mary's County FY 2025 and 2026</u>		
1 Medium Replacement Bus - 11 (FY24 5339)	\$ 162	FY25

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

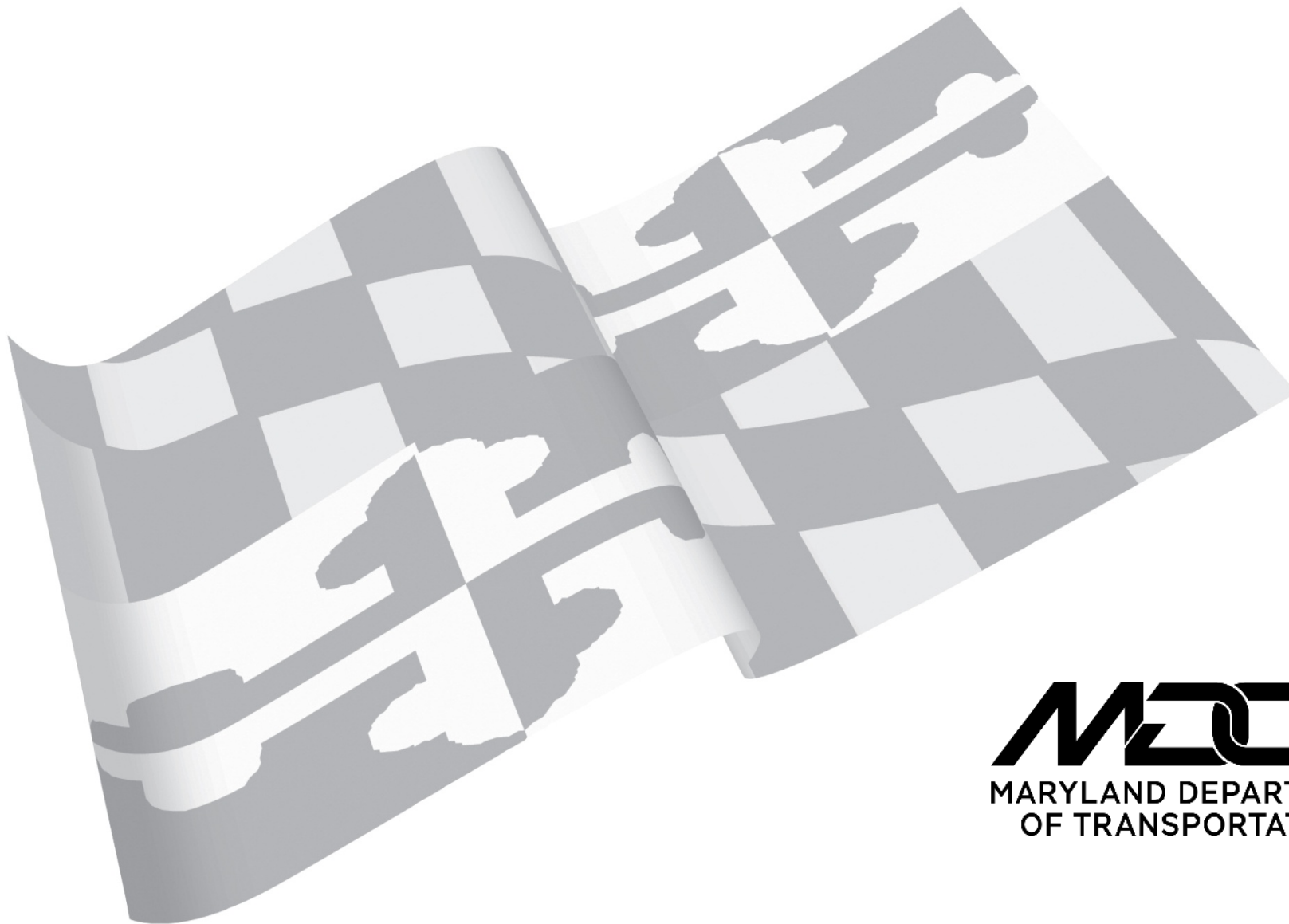
Maryland Transit Administration - Locally Operated Transit Systems - LINE 66

PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>St. Mary's County FY 2025 and 2026 (cont'd)</u>			
1 Medium Replacement Bus - 12-6291 (FY23 5339)	\$	161	FY25
2 Small Replacement Buses - 48-6176 & 18-6297 (FY23 5339)	\$	229	FY25
2 Small Replacement Buses -16 & 17 (FY24 5339)	\$	238	FY25
3 Bus Shelters (FY24 5339)	\$	43	FY25
Preventive Maintenance (FY22 5307 & 5311)	\$	175	Ongoing
Preventive Maintenance (FY23 5307 & 5311)	\$	100	Ongoing
<u>Talbot County FY 2025 and 2026</u>			
1 Minivan Replacement - 1118 (FY23 5339)	\$	111	FY25
1 Sedan Replacement - 1050 (FY23 5339)	\$	50	FY25
1 Small Replacement Bus - 802 (FY23 5339)	\$	109	FY25
2 Small Bus Replacements-1119 & 602 (FY24 5339)	\$	220	FY25
Preventive Maintenance (FY24 5311)	\$	30	Ongoing
<u>Tri-County Council for Lower Eastern Shore FY 2024 Completions</u>			
1 Partial Support Vehicle (FY22 5339)	\$	18	Complete
1 Small Replacement Bus 102 (FY23 5307)	\$	113	Complete
2 Medium Bus Replacements - 276 & 277 (FY24 5339)	\$	300	Complete
2 Small Replacement Buses - 100 & 101 (FY23 5339)	\$	225	Complete
6 Propane Conversions (FY19 5339 Discret.)	\$	100	Complete
Fixed Route Management System	\$	590	Complete
Mobility Management (FY23 5307)	\$	143	Complete
<u>Tri-County Council for Lower Eastern Shore FY 2025 and 2026</u>			
1 Small Bus Replacement - 13 (FY24 5339)	\$	122	FY25
1 Small Bus Replacement-122 (FY24 5307)	\$	113	FY25
2 Medium Replacement Buses - 274, 275 (FY23 5339)	\$	279	FY25
Bus Security Cameras (FY20 CARES)	\$	400	FY25
Study of System Design (FY23 5303PP)	\$	410	FY25
Mobility Management (FY24 5307)	\$	143	Ongoing
Preventive Maintenance (FY24 5307)	\$	800	Ongoing

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 66

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Washington County FY 2025 and 2026</u>		
1 Support Vehicles Replacement - N-1 (FY20 CARES)	\$ 49	FY25
Forklift (FY23 5307)	\$ 35	FY25
Routing/Dispatch Transportation Hard & Software (FY24 5307)	\$ 300	FY25
Support Vehicle Replacement - S-1 (FY24 5339)	\$ 40	FY25
WCT Roof Replacement (FY23 5339)	\$ 56	FY25
Preventive Maintenance (FY20 CARES)	\$ 1,352	Ongoing
Transit Development Plan - TDP (FY24 5304)	\$ 95	Underway
Vehicle Wash Machine (FY23 5307)	\$ 45	Underway



**WASHINGTON METROPOLITAN AREA
TRANSIT AUTHORITY**

<p style="text-align: center;">WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY CAPITAL PROGRAM SUMMARY (\$ MILLIONS)</p>
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	<u>FY 2025</u>	<u>FY 2026</u>	<u>FY 2027</u>	<u>FY 2028</u>	<u>FY 2029</u>	<u>FY 2030</u>	<u>SIX - YEAR TOTAL</u>
<u>Major Construction Program</u>	513.9	523.6	543.5	552.3	545.5	554.2	3,233.1
Local Funding	513.9	523.6	543.5	552.3	545.5	554.2	3,233.1
<u>Major Development & Evaluation Program</u>	-	-	-	-	-	-	-
<u>Minor Program</u>	-	-	-	-	-	-	-
<u>Capital Salaries, Wages & Other Costs</u>	-	-	-	-	-	-	-
TOTAL	513.9	523.6	543.5	552.3	545.5	554.2	3,233.1
Special Funds	184.8	184.7	361.2	366.1	371.2	376.4	1,844.5
Federal Funds	-	-	-	-	-	-	-
Other Funds	329.0	338.9	182.3	186.2	174.4	177.9	1,388.6
<u>Special Funds Breakdown</u>							
General Fund	-	-	167.0	167.0	167.0	167.0	668.0
Transportation Trust Fund	184.8	184.7	194.2	199.1	204.2	209.4	1,176.5
SPECIAL FUNDS TOTAL	184.8	184.7	361.2	366.1	371.2	376.4	1,844.5
<u>Other Funds Breakdown</u>							
GO Bonds	167.0	167.0	-	-	-	-	334.0
Other (Not GO Bonds)	162.0	171.9	182.3	186.2	174.4	177.9	1,054.6
OTHER FUNDS TOTAL	329.0	338.9	182.3	186.2	174.4	177.9	1,388.6



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 2025 - 2030 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 2025 - 2030 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 Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet to Be Determined

☒ Project Not Location Specific
☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

☐ Not Subject to PFA Law

STATUS: The FY 2025 - 2030 CIP was adopted by the WMATA Board of Directors on April 25, 2024.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
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	5,041,460	3,304,018	259,809	264,644	274,360	294,262	303,027	296,230	304,918	1,737,441	0
Total	5,041,460	3,304,018	259,809	264,644	274,360	294,262	303,027	296,230	304,918	1,737,441	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	1,949,222	1,266,392	99,542	102,600	102,490	111,954	116,843	121,878	127,064	682,829	0
Other	3,092,238	2,037,626	160,267	162,044	171,870	182,308	186,184	174,352	177,854	1,054,612	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: The estimated cost allocation increased by \$327.2M due to the addition of FY 2030, adjustments in WMATA's annual subsidy request from Maryland and an increase in FY 2025 - FY 2030 Federal funds 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 Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet to Be Determined

☒ Project Not Location Specific
☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

☐ Not Subject to PFA Law

STATUS: Project Development Program planning studies are ongoing.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
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	29,760	23,760	1,000	1,000	1,000	1,000	1,000	1,000	1,000	6,000	0
Total	29,760	23,760	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	29,760	23,760	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 2024 - 29 CTP: The total estimated cost allocation increased \$1.0M due to the addition of funding for FY 2030.



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 2025 is \$150.0M. Maryland's share of matching funds is \$50.0M. Increases \$50M due to the addition of funding for FY 2030.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
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	1,000,000	700,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	300,000	0
Total	1,000,000	700,000	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	961,500	661,500	50,000	50,000	50,000	50,000	50,000	50,000	50,000	300,000	0
Other	38,500	38,500	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: The total estimated cost increased \$50.0M due to the addition of funding in FY 2030.



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. 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.

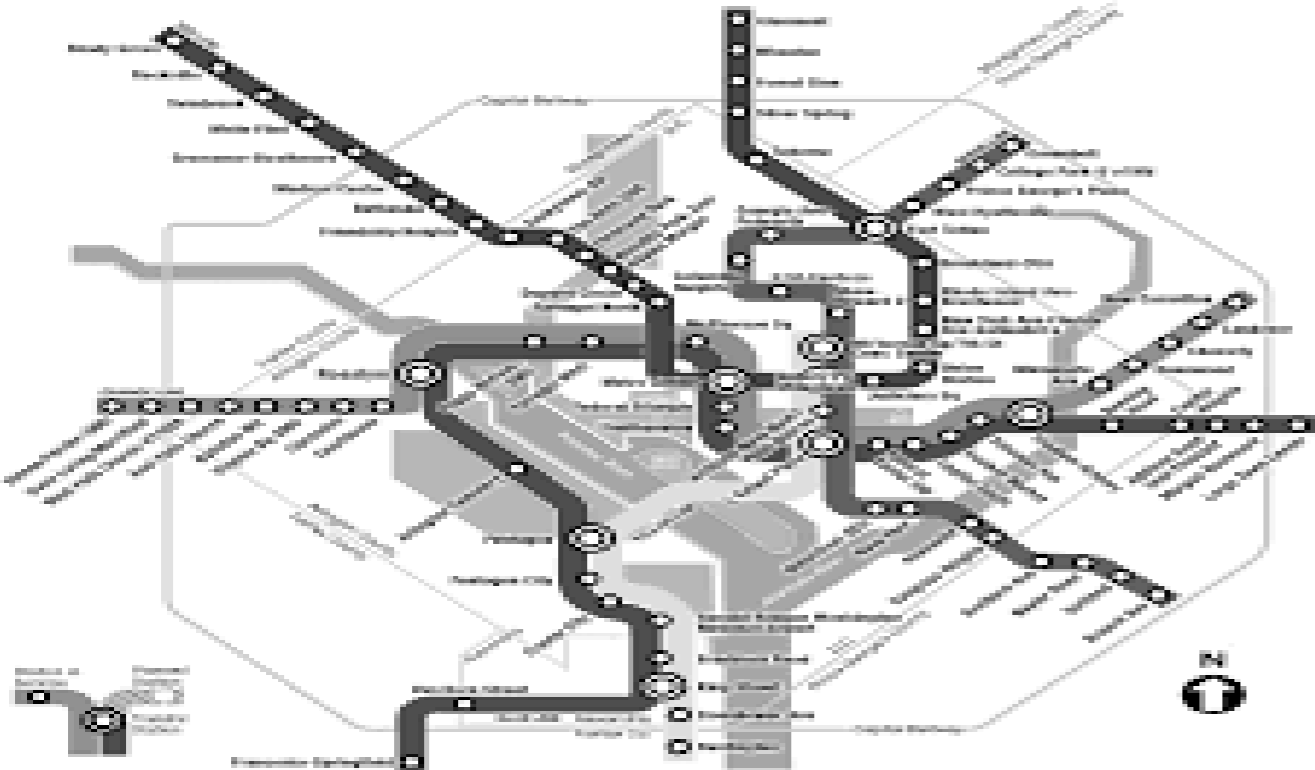
PURPOSE & NEED SUMMARY STATEMENT: These debt authorizations fund the purchase of long-term bonds issued by WMATA to fund its Capital Improvement Program (CIP).

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 2025 - 2030. 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 2024 - 29 CTP:
The total estimated cost allocation increased by \$31.3M due to the addition of FY 2030 funding.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
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	447,776	260,131	31,236	31,246	31,257	31,266	31,278	31,292	31,307	187,645	0
Total	447,776	260,131	31,236	31,246	31,257	31,266	31,278	31,292	31,307	187,645	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	447,776	260,131	31,236	31,246	31,257	31,266	31,278	31,292	31,307	187,645	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.

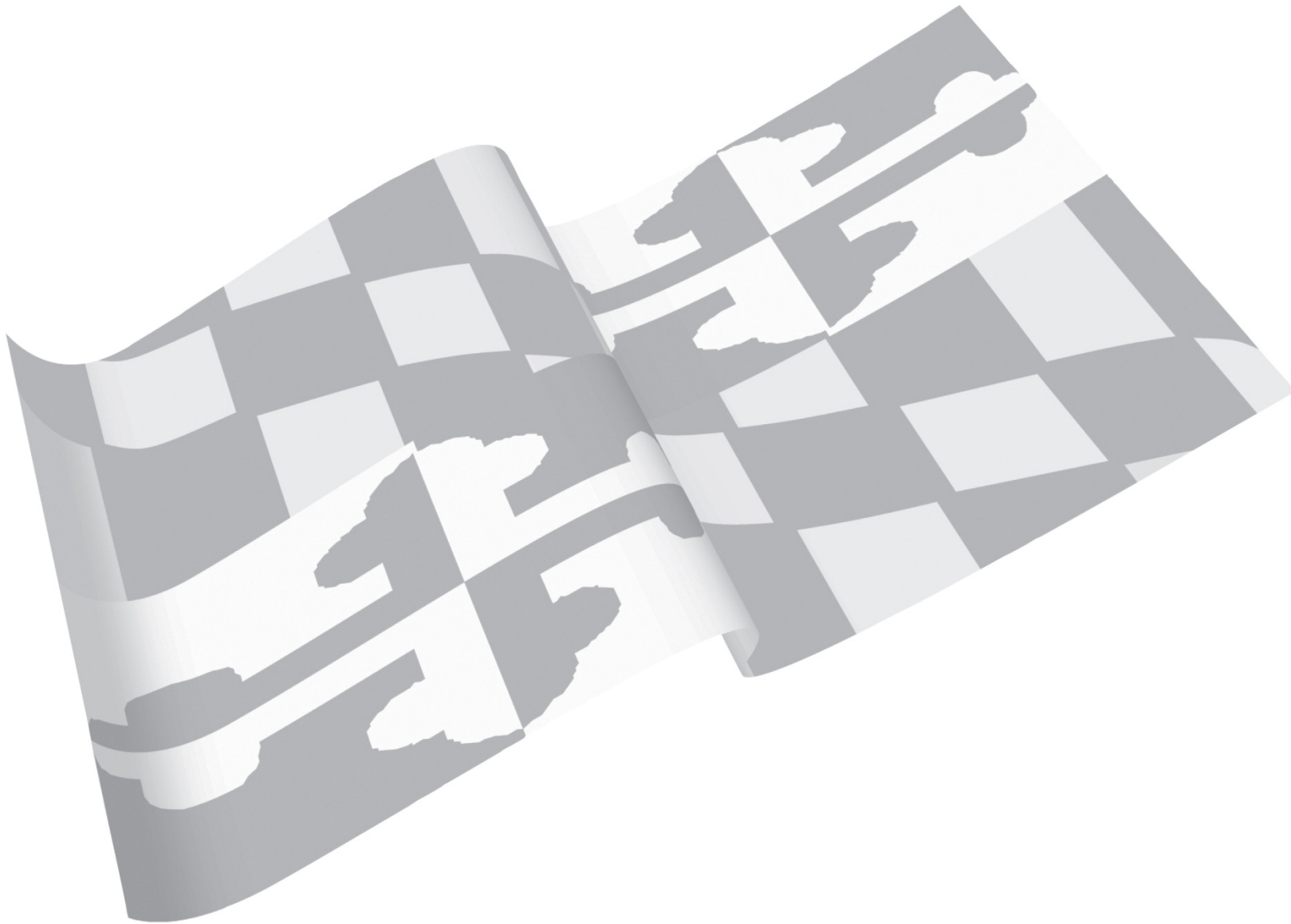
SMART GROWTH STATUS: ☒ Project Not Location Specific ☐ Not Subject to PFA Law
☐ Project Inside PFA ☐ Grandfathered
☐ Project Outside PFA ☐ Exception Will Be Required
☐ PFA Status Yet to Be Determined ☐ Exception Granted

STATUS: Maryland's share of the \$500.0M annual dedicated funding to WMATA's CIP is \$167.0M.

POTENTIAL FUNDING SOURCE:						<input 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 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
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	1,837,000	835,000	167,000	167,000	167,000	167,000	167,000	167,000	167,000	1,002,000	0
Total	1,837,000	835,000	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	1,503,000	835,000	167,000	0	0	167,000	167,000	167,000	167,000	668,000	0
Other	334,000	0	0	167,000	167,000	0	0	0	0	334,000	0

9011 - FY25 & FY26 GO Bond

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: The total estimated cost allocation increased \$167.0M due to the addition of funding in FY 2030.

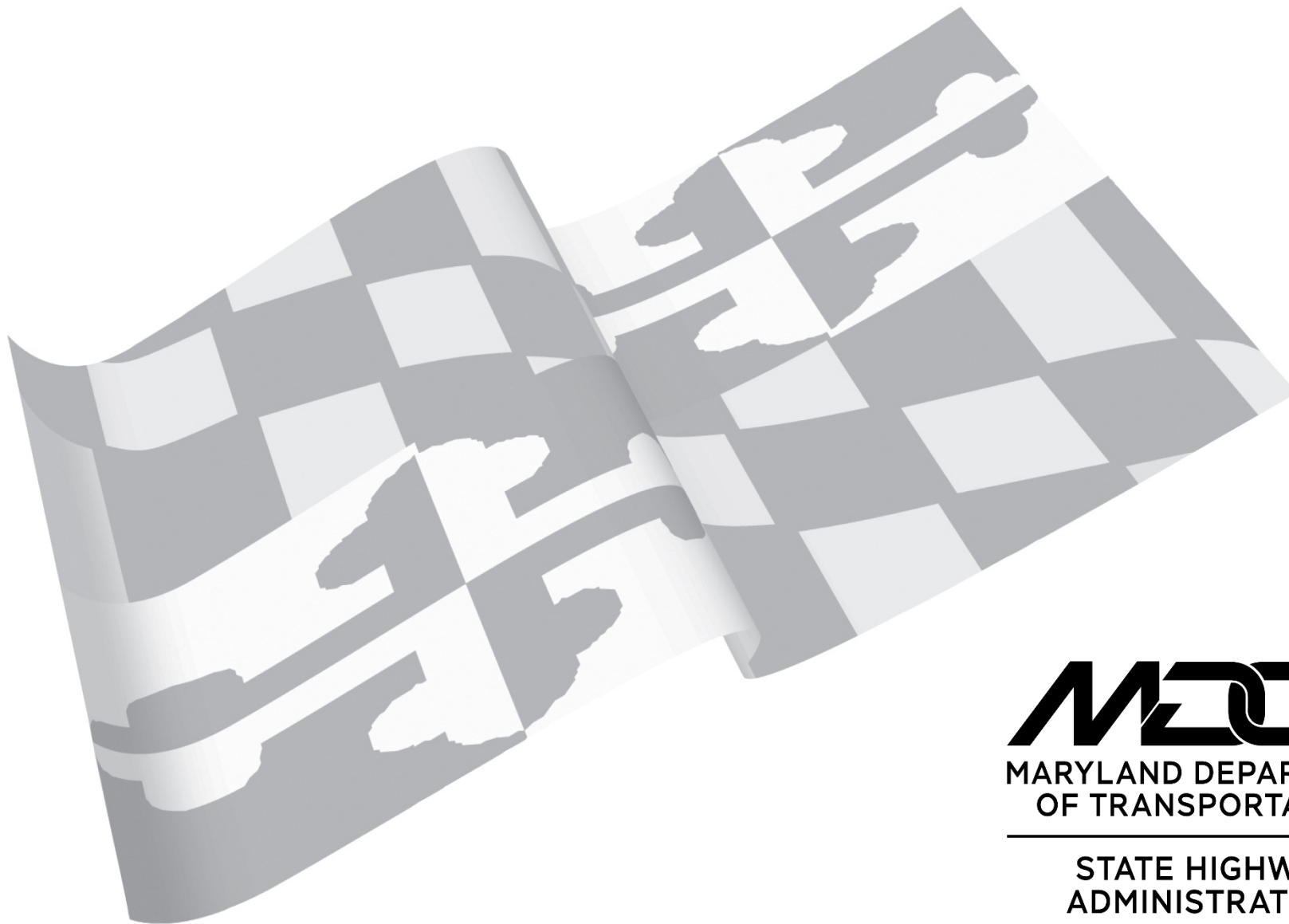


MDOT MARYLAND DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY ADMINISTRATION

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

	<u>FY 2025</u>	<u>FY 2026</u>	<u>FY 2027</u>	<u>FY 2028</u>	<u>FY 2029</u>	<u>FY 2030</u>	<u>SIX - YEAR TOTAL</u>
<u>Major Construction Program</u>	149.9	172.1	170.5	108.8	126.4	57.9	785.6
System Preservation	3.4	0.1	0.0	-	-	-	3.6
Expansion/Efficiency	112.9	131.3	121.1	81.0	99.0	51.0	596.1
Safety & Security	13.4	7.7	2.8	2.2	0.3	0.0	26.4
Local Funding	4.1	5.0	6.6	5.3	4.4	-	25.4
Environment	0.4	-	-	-	-	-	0.4
Administration	15.8	28.1	40.0	20.3	22.7	6.9	133.9
<u>Major Development & Evaluation Program</u>	17.8	40.4	123.1	168.0	70.9	42.8	463.0
Expansion/Efficiency	5.2	7.7	10.1	33.3	37.4	30.8	124.5
Safety & Security	11.2	32.7	113.1	134.7	33.5	12.0	337.1
Environment	1.1	-	-	-	-	-	1.1
Administration	0.3	-	-	-	-	-	0.3
<u>Minor Program</u>	921.2	860.0	754.2	1,035.9	836.2	1,102.6	5,510.2
System Preservation	541.8	512.6	396.2	576.6	446.3	655.3	3,128.3
Expansion/Efficiency	51.6	46.2	52.2	60.3	56.6	59.5	326.4
Safety & Security	165.6	164.0	124.2	181.9	157.9	177.6	971.2
Local Funding	87.9	89.7	93.7	92.0	92.7	94.1	550.1
Environment	28.9	28.5	34.6	54.8	42.0	48.7	237.5
Administration	45.4	19.1	53.3	70.4	40.7	67.3	296.2
<u>Capital Salaries, Wages & Other Costs</u>	-	-	-	-	-	-	-
TOTAL	1,088.9	1,072.6	1,047.9	1,312.7	1,033.6	1,203.4	6,758.9
Special Funds	270.9	238.1	270.9	317.2	277.2	326.2	1,700.6
Federal Funds	803.0	796.0	665.4	900.4	741.3	862.1	4,768.2
Other Funds	15.0	38.5	111.5	95.0	15.0	15.0	290.0
<u>Special Funds Breakdown</u>							
Transportation Trust Fund	270.9	238.1	270.9	317.2	277.2	326.2	1,700.6
SPECIAL FUNDS TOTAL	270.9	238.1	270.9	317.2	277.2	326.2	1,700.6
<u>Other Funds Breakdown</u>							
GO Bonds	-	23.5	96.5	80.0	-	-	200.0
Other (Not GO Bonds)	15.0	15.0	15.0	15.0	15.0	15.0	90.0
OTHER FUNDS TOTAL	15.0	38.5	111.5	95.0	15.0	15.0	290.0



SHA STATEWIDE



PROJECT: Coordinated Highway Action Response Team (CHART)

DESCRIPTION: CHART is SHA's Traffic Incident Management (TIM) Emergency Response program designed to respond to lane-blocking roadway incidents and disabled motorists. It also includes installation of Intelligent Transportation System (ITS) along Interstates, US, and major MD routes. ITS include cameras, traffic detectors, weather sensors, dynamic message signs, web sites, and telecommunication networks.

PURPOSE & NEED SUMMARY STATEMENT: Reduce lane clearance time and improve response time for roadway incidents through the effective use of TIM, ITS, and traffic management as part of a comprehensive Transportation Systems Management and Operations (TSMO) plan in alignment with FHWA's National Roadway Safety Strategy. The program has also garnered praise from local jurisdictions as an effective strategy to aid in congestion mitigation and safety improvements.

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

- | | |
|---|---|
| <input checked="" type="checkbox"/> Enhance Safety and Security | <input checked="" type="checkbox"/> Serve Communities and Support the Economy |
| <input checked="" type="checkbox"/> Deliver System Quality | <input type="checkbox"/> Promote Environmental Stewardship |

EXPLANATION: The CHART program aids in the reduction of secondary crashes, travel time, and congestion while also providing traveler information to the motoring public. CHART prevents nearly 1,000 secondary crashes on average annually and contributes to over \$1 billion in annual user cost savings through non-recurring congestion reduction.

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 the Statewide CHART program. Specific projects are shown in the System Preservation Minor Projects Program listing within each county where a project is located.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: The decrease of \$48.9 million is the result of funding reductions due to other funding obligations.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☒ GENERAL ☐ OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	36,231	27,277	2,473	3,374	1,116	1,116	1,116	1,116	1,116	8,954	0
Engineering	39,190	16,861	2,497	3,200	5,700	3,369	3,520	3,520	3,020	22,329	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	1,499	249	39	0	150	200	300	300	300	1,250	0
Construction	40,435	27,934	232	0	1,501	2,000	3,000	3,000	3,000	12,501	0
Total	117,354	72,320	5,241	6,574	8,467	6,685	7,936	7,936	7,436	45,034	0
Federal-Aid	86,409	44,638	4,252	6,086	7,791	6,047	7,444	7,452	6,952	41,772	0
Special	30,945	27,683	989	488	677	638	492	484	484	3,263	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
(2024)

PROJECTED N/A
(2044)

**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"/> Enhance Safety and Security | <input checked="" type="checkbox"/> Serve Communities and Support the Economy |
| <input checked="" type="checkbox"/> Deliver System Quality | <input checked="" type="checkbox"/> Promote Environmental Stewardship |

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 2024 - 29 CTP:** The increase of \$64.7 million reflects MDOT's commitment to sidewalk projects throughout the State. This includes a partial restoration of funding from the Draft CTP. See Statewide PIF Line 6 for additional funding dedicated to Complete Streets initiatives.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2024	EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
Planning	2,083	658	53	100	265	265	265	265	265	1,425	0
Engineering	37,891	10,977	3,903	2,020	4,303	7,327	5,080	5,485	2,699	26,914	0
Right-of-way	263	263	131	0	0	0	0	0	0	0	0
Utilities	694	294	81	400	0	0	0	0	0	400	0
Construction	112,076	16,033	5,507	7,675	17,592	28,405	11,786	20,568	10,016	96,043	0
Total	153,007	28,225	9,675	10,195	22,160	35,997	17,132	26,317	12,980	124,782	0
Federal-Aid	117,564	15,825	6,488	7,901	18,656	28,977	14,135	21,370	10,700	101,739	0
Special	35,443	12,400	3,186	2,294	3,504	7,021	2,997	4,947	2,280	23,043	0
Other	0	0	0	0	0	0	0	0	0	0	0

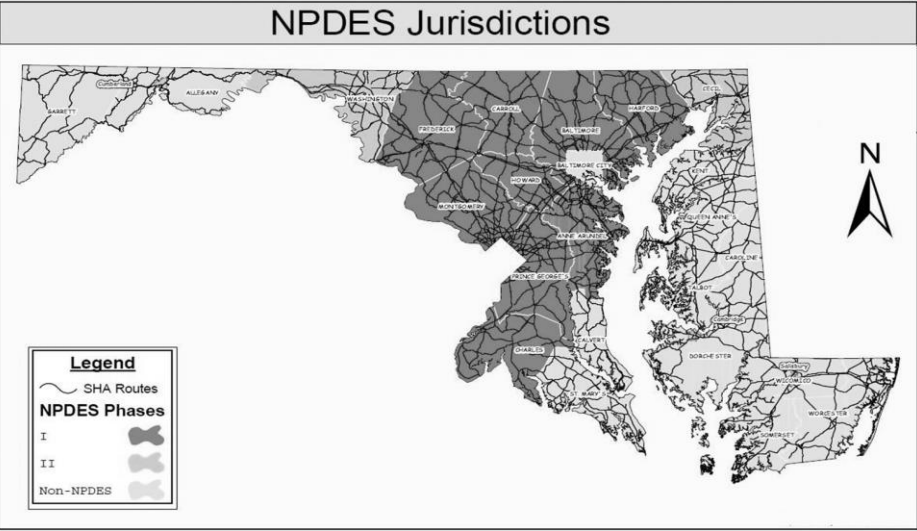
Classification:

STATE - N/A

FEDERAL - N/A

STATE SYSTEM: N/A

Estimated Annual Average Daily Traffic (vehicles per day)CURRENT N/A
(2024)PROJECTED N/A
(2044)



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

☐ Enhance Safety and Security

☒ Deliver System Quality

☒ Serve Communities and Support the Economy

☒ Promote Environmental Stewardship

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

☐ Project Inside PFA

☐ Project Outside PFA

☐ PFA Status Yet to Be Determined

☐ Grandfathered

☐ Exception Will Be Required

☐ Exception Granted

STATUS: Planning, engineering, right-of-way, and construction underway.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: The increase of \$14.5 million is to support continued MS-4 Permit-related maintenance and compliance efforts.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> 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)	2024	2024	2025	2026	...2027...	...2028...	...2029...	...2030...	TOTAL	COMPLETE
Planning	48,299	33,524	2,353	2,900	2,000	2,375	2,500	2,500	2,500	14,775	0
Engineering	170,595	148,094	231	2,980	3,000	3,021	4,500	4,500	4,500	22,501	0
Right-of-way	9,458	5,958	345	0	500	0	1,000	1,000	1,000	3,500	0
Utilities	35	35	2	0	0	0	0	0	0	0	0
Construction	456,152	335,079	6,423	12,777	14,535	21,924	28,109	19,375	24,354	121,073	0
Total	684,538	522,689	9,354	18,657	20,035	27,320	36,109	27,375	32,354	161,849	0
Federal-Aid	226,237	136,828	4,217	11,749	12,807	5,753	23,052	13,590	22,459	89,409	0
Special	458,301	385,861	5,137	6,908	7,228	21,567	13,057	13,785	9,895	72,440	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
(2024)

PROJECTED N/A
(2044)

**PROJECT:** NEVI Program

DESCRIPTION: The National Electric Vehicle Infrastructure (NEVI) Program will create a network of convenient, reliable, affordable, and equitable electric vehicle chargers along Maryland's designated alternative fuel corridors, which are major highways, and within communities along public roads or publicly accessible locations. Contributions from third parties will be utilized to match federal funds.

PURPOSE & NEED SUMMARY STATEMENT: To provide a network of electric vehicle chargers that contribute to the acceleration of equitable adoption of electric vehicles, including for those who cannot reliably charge at home, reduce transportation-related greenhouse gas emissions, help put Maryland on a path of net-zero emissions and improve the mobility of passenger and commercial electric vehicles.

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

- ☐ Enhance Safety and Security
☒ Deliver System Quality
☒ Serve Communities and Support the Economy
☒ Promote Environmental Stewardship

EXPLANATION: A strategically placed and interconnected network of electric vehicle chargers will provide the infrastructure to support increased adoption of electric vehicles across Maryland and reduce carbon emissions from vehicular travel. The network will be developed to maximize deployment of electric vehicle chargers utilizing third party funding to match federal funds.

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: Construction on NEVI - Round 1 will begin in early CY 2025 with completion of 23 sites by early 2026. Round 2 procurement is underway. The project cash flows reflect NEVI Rounds 1 through 3.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: The allocation increase of \$5.4 million is due to the receipt of an Electric Vehicle Charger Reliability and Accessibility Accelerator Program grant.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL
☒ FEDERAL
☐ GENERAL
☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2024	EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,200	200	200	500	500	500	500	0	0	2,000	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	66,019	0	0	3,000	13,500	10,780	13,900	11,819	3,998	56,997	9,022
Total	68,219	200	200	3,500	14,000	11,280	14,400	11,819	3,998	58,997	9,022
Federal-Aid	68,219	200	200	3,500	14,000	11,280	14,400	11,819	3,998	58,997	9,022
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
(2024)

PROJECTED N/A
(2044)

**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:

☒ Enhance Safety and Security ☒ Serve Communities and Support the Economy
☒ Deliver System Quality ☒ Promote Environmental Stewardship

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. The program provides \$94.4M in federal funding from the Infrastructure Investment and Jobs Act, which will be programmed over the FY 2025-2030 CTP period. Initial project development activities are underway.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: In coordination with regional Metropolitan Planning Organizations (MPOs) and local jurisdiction partners, MDOT has awarded \$36.3 million in local projects as part of this year's competitive funding round. The next round of CRP funding will open for applications in late January, 2025.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2024	EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	18,875	0	0	1,510	3,020	3,020	3,775	3,775	3,775	18,875	0
Right-of-way	4,720	0	0	378	755	755	944	944	944	4,720	0
Utilities	4,720	0	0	378	755	755	944	944	944	4,720	0
Construction	66,064	0	0	5,285	10,570	10,570	13,213	13,213	13,213	66,064	0
Total	94,379	0	0	7,551	15,100	15,100	18,876	18,876	18,876	94,379	0
Federal-Aid	94,379	0	0	7,551	15,100	15,100	18,876	18,876	18,876	94,379	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
(2024)

PROJECTED N/A
(2044)

**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"/> Enhance Safety and Security | <input checked="" type="checkbox"/> Serve Communities and Support the Economy |
| <input checked="" type="checkbox"/> Deliver System Quality | <input checked="" type="checkbox"/> Promote Environmental Stewardship |

EXPLANATION: This program supports active transportation and community revitalization. It also provides safer access to transit service for both bus and fixed rail systems with an emphasis on improving safety for vulnerable users.

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 anticipated to begin in early FY 2026 along the MD 650 corridor, from North Hampton Drive to Powder Mill Road (Round 1). Other Round 1 corridors under design include: MD 2 from MD 177 to MD 648; US 1 from Gorman Road to Patuxent River; MD 650 from MD 193 to Montgomery County line; MD 410 from MD 500 to MD 212; and MD 150 from MD 700 to MD 702.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: The increase of \$27.5 million reflects MDOT's commitment to fund Complete Street initiatives. Planning and design efforts are ongoing for priority Pedestrian Safety Action Plan (PSAP) corridors statewide and additional PSAP projects have been identified for project development.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2024	EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
Planning	5,835	0	0	500	500	335	2,500	1,000	1,000	5,835	0
Engineering	35,696	534	534	4,696	6,696	7,969	5,000	5,000	5,801	35,162	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	83,503	0	0	0	2,804	5,750	22,750	26,500	25,699	83,503	0
Total	125,034	534	534	5,196	10,000	14,054	30,250	32,500	32,500	124,500	0
Federal-Aid	80,411	526	526	5,100	7,350	7,669	18,712	20,527	20,527	79,885	0
Special	44,623	8	8	96	2,650	6,385	11,538	11,973	11,973	44,615	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - N/A

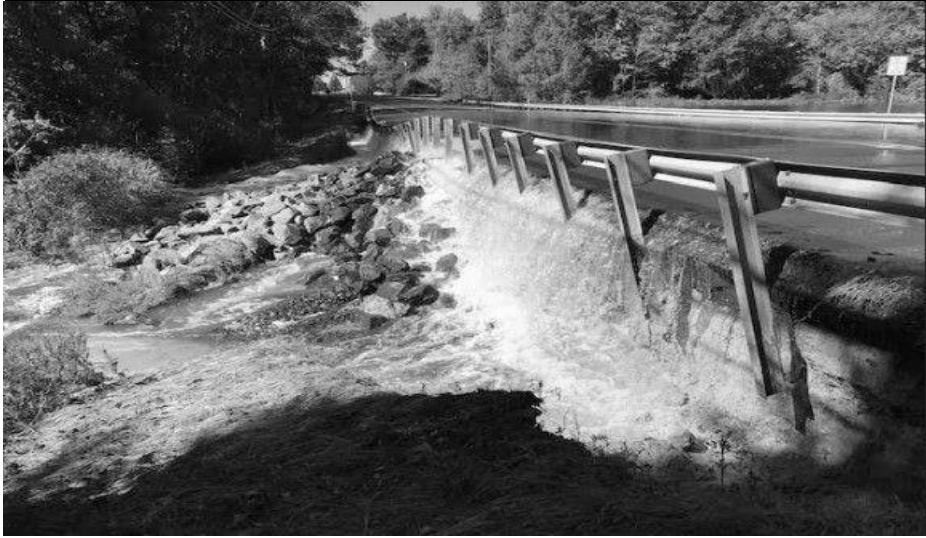
FEDERAL - N/A

STATE SYSTEM: N/A

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT N/A
(2024)

PROJECTED N/A
(2044)

**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"/> Enhance Safety and Security | <input checked="" type="checkbox"/> Serve Communities and Support the Economy |
| <input checked="" type="checkbox"/> Deliver System Quality | <input checked="" type="checkbox"/> Promote Environmental Stewardship |

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. \$41.3M will be used for the Maryland Port Administration's DMT Resiliency and Flood Mitigation Project.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:

None.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
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	85,850	0	0	6,868	13,736	13,736	17,170	17,170	17,170	85,850	0
Total	107,313	0	0	8,585	17,171	17,171	21,462	21,462	21,462	107,313	0
Federal-Aid	96,582	0	0	7,726	15,454	15,454	19,316	19,316	19,316	96,582	0
Special	10,731	0	0	859	1,717	1,717	2,146	2,146	2,146	10,731	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
(2024)

PROJECTED N/A
(2044)



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"/> Enhance Safety and Security | <input checked="" type="checkbox"/> Serve Communities and Support the Economy |
| <input checked="" type="checkbox"/> Deliver System Quality | <input checked="" type="checkbox"/> Promote Environmental Stewardship |

EXPLANATION: The Smart Traffic Signals will improve traffic operations and reduce congestion.

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 2024 - 29 CTP: The cost increase of \$1.4 million is due to an increase in recent projects' construction costs.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	3,126	1,416	155	342	342	342	342	342	0	1,710	0
Engineering	4,399	2,044	188	276	414	555	555	555	0	2,355	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	414	48	0	42	39	20	127	138	0	366	0
Construction	43,932	13,395	4,516	2,051	8,395	6,217	8,042	5,832	0	30,537	0
Total	51,870	16,902	4,859	2,711	9,190	7,134	9,066	6,867	0	34,968	0
Federal-Aid	38,611	10,679	4,347	2,383	7,321	5,692	7,152	5,384	0	27,932	0
Special	13,120	6,084	512	328	1,869	1,442	1,914	1,483	0	7,036	0
Other	140	140	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
(2024)

PROJECTED N/A
(2044)



PROJECT: Washington Region - Stream and Wetland Mitigation

DESCRIPTION: Provide stream and wetland restoration, creation, and enhancement in multiple watersheds in the Washington Region. Multiple sites have been developed to provide new and restored streams and wetlands to support projects such as the American Legion Bridge and I-270 corridor or other projects in the region.

PURPOSE & NEED SUMMARY STATEMENT: The purpose is to provide mitigation for unavoidable impacts to streams and wetlands, improve water quality, and protect the environment.

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

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

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2024	EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	9,636	8,571	98	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	9,636	8,571	98	1,065	0	0	0	0	0	1,065	0
Federal-Aid	8,666	8,066	2,052	600	0	0	0	0	0	600	0
Special	970	505	(1,954)	465	0	0	0	0	0	465	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
(2024)

PROJECTED N/A
(2044)



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

DESCRIPTION: This project will replace the American Legion Bridge and other bridges in the corridor to today's standards, provide three miles of accessible sidewalks, three miles of accessible shared use paths, and two miles of bike lanes, provide new ramp connections to support interstate transit, provide nine miles of new and extended sound barriers and reconstruct 5 miles of existing sound barriers, rehabilitate existing general-purpose lanes, ramps, and side roads, upgrade seven interchanges, and provide high-occupancy toll lanes to support carpooling and transit. This is a Project Labor Agreement candidate project.

PURPOSE & NEED SUMMARY STATEMENT: This project represents the first step in creating a new multimodal future for the corridor by enabling more reliable and more frequent transit operations and transportation management demand practices. It will also address state of good repair, including the American Legion Bridge, improve access to jobs, improve bicycle and pedestrian access, and enhance safety in the corridor by reducing the extent and duration of congestion.

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. Work is continuing to secure grant funding for the project and to analyze state of good repair needs and timeline for the American Legion Bridge. Project cashflows related to developing procurement documents for construction have been delayed as construction funding has not been secured.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: \$1.0 million in Planning funding has been added to support project development coordination activities with Montgomery County's Bus Rapid Transit corridors initiative.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2024	EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
Planning	62,010	60,956	679	527	527	0	0	0	0	1,054	0
Engineering	132,000	54,874	22,912	9,000	2,000	2,000	25,000	25,000	12,000	75,000	2,126
Right-of-way	7,000	0	0	0	0	0	1,000	6,000	0	7,000	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	201,010	115,830	23,591	9,527	2,527	2,000	26,000	31,000	12,000	83,054	2,126
Federal-Aid	100,031	19,761	11,738	8,550	1,900	1,900	24,750	29,750	11,400	78,250	2,020
Special	100,979	96,069	11,853	977	627	100	1,250	1,250	600	4,804	106
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

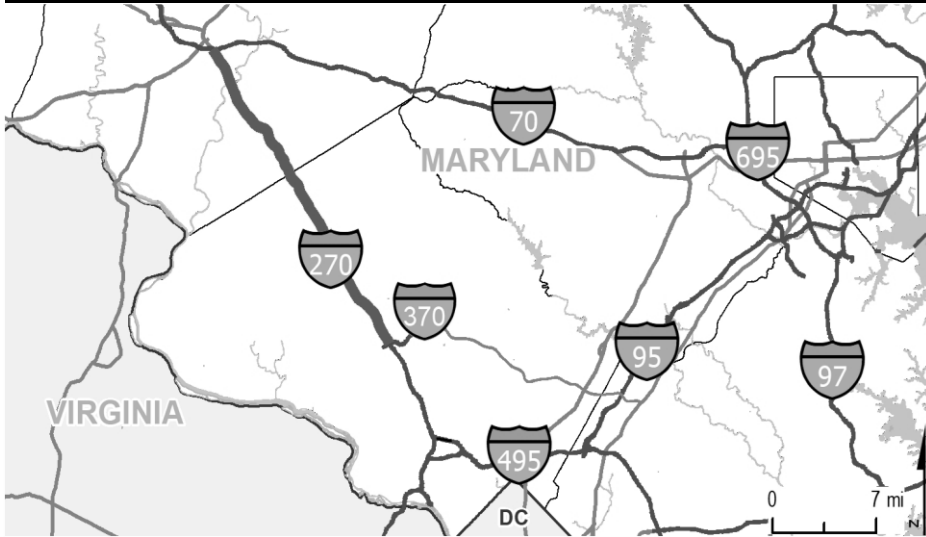
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT N/A
(2024)

PROJECTED N/A
(2044)



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

DESCRIPTION: This study will consider a range of equitable and environmentally sensitive transportation solutions including transit and transportation demand management options for near-term, mid-term, and long-term implementation that address the transportation needs of the corridor.

PURPOSE & NEED SUMMARY STATEMENT: Improve the I-270 corridor transit options and multimodal access including safe access for bicycles and pedestrians, improve reliability and safety of the transportation network, mitigate congestion, and spur inclusive 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: Planning underway to perform a multimodal environmental study.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: The cost decrease of \$25.5 million is the result of funding reductions due to other funding obligations.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2024	EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
Planning	25,000	172	172	500	500	500	8,000	10,000	5,328	24,828	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	25,000	172	172	500	500	500	8,000	10,000	5,328	24,828	0
Federal-Aid	22,517	172	172	450	450	450	7,200	9,000	4,795	22,345	0
Special	2,483	0	0	50	50	50	800	1,000	533	2,483	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
(2024)

PROJECTED N/A
(2044)

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Statewide - LINE 12

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
Bridge Replacement/Rehabilitation					
AZ2221	-	CLEANING AND PAINTING OF BRIDGES 2200301, 2200302, 2204500, 2301300, 2303100, AND 2303300	\$	4,352	Completed
AZ2561	-	AREAWIDE BRIDGE INSPECTION	\$	5,655	Completed
XX163T	-	PRESERVATION AND MINOR REHAB OF FIXED BRIDGES, CULVERTS, AND RETAINING WALLS	\$	16,114	Completed
XX163U	-	PRESERVATION AND MINOR REHAB OF MOVABLE AND FIXED BRIDGES, CULVERTS, AND RETAINING WALLS	\$	15,528	Completed
XX163V	-	PRESERVATION AND MINOR REHAB OF FIXED BRIDGES, CULVERTS, AND RETAINING WALLS IN DISTRICT 6	\$	5,257	Completed
XX163W	-	PRESERVATION AND MINOR REHAB OF FIXED BRIDGES, CULVERTS, AND RETAINING WALLS	\$	16,428	Completed
XX163Z	-	PRESERVATION AND MINOR REHAB OF FIXED BRIDGES, CULVERTS, AND RETAINING WALLS IN DISTRICT 6	\$	6,624	Completed
XB1631	-	CLEANING AND PAINTING OF BRIDGE NOS. 601400, 1612100, 1614201, 1614202, AND 1614700	\$	2,958	FY 2025
XB1632	-	CLEANING AND PAINTING OF BRIDGE NOS. 0112800, 0113000, 0113300, 0113800, AND 0114400	\$	2,717	FY 2025
XB1633	-	CLEANING AND PAINTING OF BRIDGE NOS. 0301300, 1202500, 1202600, 1202800, 1203200, 1204300, 1206800, AND 1207700	\$	4,378	FY 2025
XB1634	-	CLEANING AND PAINTING OF BRIDGE NOS. 1012200, 1012903, 1012904, 1013003, 1013004, AND 1018400	\$	3,089	FY 2025
XB1635	-	CLEANING AND PAINTING OF BRIDGE NOS. 0300700, 0312400, 0312805, 0312806, 0312903, 0312904, AND 0337600	\$	2,603	FY 2025
XB1636	-	CLEANING AND PAINTING OF BRIDGE NOS. 0701803, 0701804, 0702800, 0703500, AND 0704500	\$	4,733	FY 2025
AZ2571	-	BRIDGE INSPECTION AT VARIOUS LOCATIONS STATEWIDE	\$	5,836	Under Construction
XX163X	-	PRESERVATION AND MINOR REHAB OF MOVABLE & FIXED BRIDGES, CULVERTS, & RETAINING WALLS	\$	25,003	Under Construction
XX163Y	-	PRESERVATION AND MINOR REHAB OF MOVABLE & FIXED BRIDGES, CULVERTS, & RETAINING WALLS	\$	21,278	Under Construction
XX1871	-	BRIDGE REHABILITATION AT VARIOUS LOCATIONS IN ALLEGANY, GARRETT, AND WASHINGTON COUNTIES	\$	6,565	Under Construction
C.H.A.R.T. Projects					
AT6204	-	STATEWIDE CHART DMS DEPLOYMENT - PHASE 5	\$	5,797	Completed
AT6205	-	STATEWIDE CHART DMS DEPLOYMENT - PHASE 6	\$	5,688	Completed
AZ0401	-	INSTALL ITS AND CVS DEVICES ON HOWARD, ANNE ARUNDEL, AND BALTIMORE COUNTIES	\$	7,830	Completed
AZ3501	US50	IMPROVEMENTS FROM BAY BRIDGE TO OCEAN CITY	\$	14,919	FY 2026

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Statewide - LINE 12

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Environmental Preservation</u>					
AX4472	-	LANDSCAPE INSTALLATION AND ESTABLISHMENT AT VARIOUS LOCATIONS IN DISTRICT 3	\$	418	Completed
AZ0715	-	LANDSCAPE INSTALLATION AND ESTABLISHMENT AT VARIOUS LOCATIONS IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES	\$	501	Completed
AT3132	-	LANDSCAPE INSTALLATION AND ESTABLISHMENT AT VARIOUS LOCATIONS IN KENT, QUEEN ANNE'S, AND TALBOT COUNTIES	\$	425	Under Construction
AZ0791	-	LANDSCAPE INSTALLATION AND ESTABLISHMENT AT VARIOUS LOCATIONS IN ALLEGANY AND WASHINGTON COUNTIES	\$	152	Under Construction
XX3683	-	LANDSCAPE AT VARIOUS LOCATIONS IN MONTGOMERY AND PRINCE GEORGE'S COUNTY	\$	446	Under Construction
XX3687	-	LANDSCAPE INSTALLATION AND ESTABLISHMENT 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 25 STATEWIDE	\$	2,179	FY 2025
XB5211	-	NOISE ABATEMENT REHABILITATION AT VARIOUS LOCATIONS STATEWIDE	\$	2,586	FY 2025
<u>Resurface/Rehabilitate</u>					
AZ2271	IS68	NATIONAL FREEWAY - SAFETY AND RESURFACING IMPROVEMENTS WEST OF MD 546 IN GARRETT COUNTY TO EAST OF ALLEGANY COUNTY LINE	\$	3,908	Completed
XX127A	-	PATCHING AT VARIOUS LOCATIONS IN CARROLL AND FREDERICK COUNTY	\$	3,505	Completed
XX1385	-	PATCHING AT VARIOUS LOCATIONS IN CALVERT, CHARLES, AND ST. MARY'S COUNTIES	\$	1,016	Completed
XX2323	-	SIDEWALK UPGRADES FOR ADA COMPLIANCE AT VARIOUS LOCATIONS IN DORCHESTER, SOMERSET, WICOMICO, AND WORCESTER COUNTIES	\$	738	Completed
XX2331	-	PAVEMENT MARKING AT VARIOUS LOCATIONS IN DORCHESTER, SOMERSET, WICOMICO, AND WORCESTER COUNTIES	\$	1,114	Completed
XX3864	-	SAFETY AND RESURFACING IMPROVEMENTS AT VARIOUS LOCATIONS ON NHS IN BALTIMORE AND HARFORD COUNTIES	\$	14,450	Completed
XY229G	-	SURFACE TREATMENT AT VARIOUS LOCATIONS IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES	\$	3,351	Completed
XY229J	-	SURFACE TREATMENT AT VARIOUS LOCATIONS IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES	\$	5,437	Completed
XY233M	-	SIDEWALK UPGRADES FOR ADA COMPLIANCE AT VARIOUS LOCATIONS IN CARROLL, FREDERICK, AND HOWARD COUNTIES	\$	2,219	Completed

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Statewide - LINE 12

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Resurface/Rehabilitate</u>					
XY237G	-	GUARDRAIL IMPROVEMENTS AT VARIOUS LOCATIONS IN CARROLL, FREDERICK, AND HOWARD COUNTIES	\$	4,598	Completed
XY244J	-	JOINT SEALING AT VARIOUS LOCATIONS IN CALVERT, CHARLES, AND ST. MARY'S COUNTIES	\$	916	Completed
XY245K	-	TRAFFIC BARRIER UPGRADES AT VARIOUS LOCATIONS IN ALLEGANY, GARRETT, AND WASHINGTON COUNTIES	\$	2,840	Completed
XY247B	-	TRAFFIC BARRIER UPGRADES AT VARIOUS LOCATIONS IN DORCHESTER, SOMERSET, WICOMICO, AND WORCESTER COUNTIES	\$	963	Completed
XY2508	-	PAVEMENT MARKING AT VARIOUS LOCATIONS IN ALLEGANY AND GARRETT COUNTIES	\$	3,725	Completed
XY250B	-	PAVEMENT MARKING AT VARIOUS LOCATIONS IN BALTIMORE AND HARFORD COUNTIES	\$	2,298	Completed
XY250K	-	PAVEMENT MARKING AT VARIOUS LOCATIONS IN ANNE ARUNDEL, CALVERT, CHARLES, AND ST. MARY'S COUNTIES	\$	1,146	Completed
XY251C	-	PAVEMENT MARKING AT VARIOUS LOCATIONS IN BALTIMORE AND HARFORD COUNTIES	\$	1,164	Completed
XB244N	-	SURFACE TREATMENTS AT VARIOUS LOCATIONS IN CARROLL AND FREDERICK COUNTIES	\$	2,030	FY 2025
XQ2293	-	JOINT SEALING AT VARIOUS LOCATIONS IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES	\$	2,391	FY 2025
XQ2466	-	JOINT SEALING AT VARIOUS LOCATIONS IN ALLEGANY, GARRETT, AND WASHINGTON COUNTIES	\$	1,087	FY 2025
XQ246B	-	SIDEWALK IMPROVEMENTS AT VARIOUS LOCATIONS IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES	\$	2,534	FY 2025
XQ2505	-	PAVEMENT MARKINGS AT VARIOUS LOCATIONS IN ANNE ARUNDEL, CALVERT, CHARLES, AND ST. MARY'S COUNTIES	\$	1,525	FY 2025
XQ2543	-	PAVEMENT MARKINGS AT VARIOUS LOCATIONS IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES	\$	1,718	FY 2025
XQ2601	-	PATCHING AT VARIOUS LOCATIONS IN DORCHESTER, SOMERSET, WICOMICO, AND WORCESTER COUNTIES	\$	2,628	FY 2025
XQ3261	-	SAFETY AND RESURFACING IMPROVEMENTS AT VARIOUS LOCATIONS ON NHS IN BALTIMORE AND HARFORD COUNTIES	\$	8,377	FY 2025
XQ5383	-	SURFACE TREATMENTS AT VARIOUS LOCATIONS IN PRINCE GEORGE'S AND MONTGOMERY COUNTIES	\$	4,758	FY 2025
XQ249H	-	SURFACE TREATMENTS AT VARIOUS LOCATIONS IN BALTIMORE AND HARFORD COUNTIES	\$	2,757	FY 2026
XB1371	-	SURFACE TREATMENTS AT VARIOUS LOCATIONS STATEWIDE	\$	1,102	Under Construction
XB1891	-	SURFACE TREATMENTS AT VARIOUS LOCATIONS STATEWIDE	\$	1,829	Under Construction
XB237L	-	SURFACE TREATMENTS AT VARIOUS LOCATIONS IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES	\$	6,150	Under Construction

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Statewide - LINE 12

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Resurface/Rehabilitate</u>					
XB5076	-	SLOPE PROTECTION AT VARIOUS LOCATIONS IN ALLEGANY AND GARRETT COUNTIES	\$	4,756	Under Construction
XB5383	-	SURFACE TREATMENT AT VARIOUS LOCATIONS IN MONTGOMERY AND PRINCE GEORGE'S COUNTY	\$	7,169	Under Construction
XQ1371	-	SURFACE TREATMENT OF ROADWAYS AT VARIOUS LOCATIONS STATEWIDE	\$	2,046	Under Construction
XQ1891	-	SURFACE TREATMENTS AT VARIOUS LOCATIONS STATEWIDE	\$	2,180	Under Construction
XQ237K	-	GUARDRAIL IMPROVEMENTS AT VARIOUS LOCATIONS IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES	\$	6,296	Under Construction
XQ244K	-	JOINT SEALING AT VARIOUS LOCATIONS IN BALTIMORE AND HARFORD COUNTIES	\$	1,158	Under Construction
XQ244L	-	JOINT AND CRACK SEALING AT VARIOUS LOCATIONS IN CALVERT, CHARLES, AND ST. MARY'S COUNTIES	\$	854	Under Construction
XQ250M	-	PAVEMENT MARKINGS AT VARIOUS LOCATIONS IN BALTIMORE AND HARFORD COUNTIES	\$	3,652	Under Construction
XQ251Q	-	PAVEMENT MARKINGS AT VARIOUS LOCATIONS IN CARROLL, FREDERICK, AND HOWARD COUNTIES	\$	2,330	Under Construction
XQ3251	-	SAFETY AND RESURFACING IMPROVEMENTS AT VARIOUS LOCATIONS ON IS ROUTES IN BALTIMORE COUNTY	\$	9,045	Under Construction
XQ3422	-	JOINT SEALING AT VARIOUS LOCATIONS IN CECIL, KENT, QUEEN ANNE'S, CAROLINE, AND TALBOT COUNTIES	\$	2,759	Under Construction
XQ412K	-	ASPHALT PATCHING ON BRIDGE APPROACHES AT VARIOUS LOCATIONS IN CALVERT, CHARLES, AND ST. MARY'S COUNTIES	\$	997	Under Construction
XX1325	-	SIDEWALK UPGRADES FOR ADA COMPLIANCE AT VARIOUS LOCATIONS IN ANNE ARUNDEL, CALVERT, CHARLES, AND ST. MARY'S COUNTIES	\$	1,665	Under Construction
XX153B	-	PATCHING AT VARIOUS LOCATIONS IN KENT, CAROLINE, QUEEN ANNE'S, AND TALBOT COUNTIES	\$	5,296	Under Construction
XX179C	-	SURFACE TREATMENT AT VARIOUS LOCATIONS IN ANNE ARUNDEL, CALVERT, CHARLES, AND ST. MARY'S COUNTIES	\$	4,089	Under Construction
XX1935	-	PAVEMENT MARKING AT VARIOUS LOCATIONS IN ANNE ARUNDEL, CALVERT, CHARLES, AND ST. MARY'S COUNTIES	\$	1,784	Under Construction
XX2324	-	SIDEWALK UPGRADES FOR ADA COMPLIANCE AT VARIOUS LOCATIONS IN DORCHESTER, SOMERSET, WICOMICO, AND WORCESTER COUNTIES	\$	1,375	Under Construction
XX2338	-	PAVEMENT MARKING VARIOUS LOCATIONS IN DORCHESTER, SOMERSET, WICOMICO AND WORCESTER COUNTIES	\$	2,153	Under Construction
XX2529	-	PAVEMENT MARKING VARIOUS LOCATIONS IN CECIL, CAROLINE, KENT, QUEEN ANNE'S, AND TALBOT COUNTIES	\$	7,087	Under Construction
XX3764	-	SAFETY AND RESURFACING IMPROVEMENTS AT VARIOUS LOCATIONS ON NHS IN BALTIMORE AND HARFORD COUNTIES	\$	12,619	Under Construction
XX386B	-	SAFETY AND RESURFACING IMPROVEMENTS AT VARIOUS LOCATIONS ON INTERSTATE ROUTES IN BALTIMORE AND HARFORD COUNTIES	\$	13,439	Under Construction

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Statewide - LINE 12

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Resurface/Rehabilitate</u>					
XY229N	-	SURFACE TREATMENT AT VARIOUS LOCATIONS IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES	\$	2,815	Under Construction
XY237F	-	GUARDRAIL IMPROVEMENTS AT VARIOUS LOCATIONS IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES	\$	2,777	Under Construction
XY241U	-	JOINT SEALING AT VARIOUS LOCATIONS IN CARROLL, FREDERICK, AND HOWARD COUNTIES	\$	2,509	Under Construction
XY244F	-	MICRO-SURFACE TREATMENT AT VARIOUS LOCATIONS IN CARROLL, FREDERICK, AND HOWARD COUNTIES	\$	3,991	Under Construction
XY245F	-	GUARDRAIL IMPROVEMENTS AT VARIOUS LOCATIONS IN BALTIMORE AND HARFORD COUNTIES	\$	8,137	Under Construction
XY2464	-	SIDEWALK IMPROVEMENTS AT VARIOUS LOCATIONS IN BALTIMORE AND HARFORD COUNTIES	\$	3,260	Under Construction
XY246S	-	CRACK SEALING AND ASPHALT MASTIC REPAIRS AT VARIOUS LOCATIONS IN ALLEGANY, GARRETT, AND WASHINGTON COUNTIES	\$	1,792	Under Construction
XY247C	-	GUARDRAIL IMPROVEMENTS AT VARIOUS LOCATIONS IN CAROLINE, CECIL, KENT, QUEEN ANNE'S, AND TALBOT COUNTIES	\$	751	Under Construction
XY250G	-	PAVEMENT MARKING AT VARIOUS LOCATIONS IN CECIL, CAROLINE, KENT, QUEEN ANNE'S, AND TALBOT COUNTIES	\$	1,304	Under Construction
XY250L	-	PAVEMENT MARKING AT VARIOUS LOCATIONS IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES	\$	2,008	Under Construction
XY251M	-	PAVEMENT MARKING AT VARIOUS LOCATIONS IN CARROLL, FREDERICK, AND HOWARD COUNTIES	\$	2,581	Under Construction
XY254A	-	CORRIDOR LINE STRIPING AT VARIOUS LOCATIONS IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES	\$	3,124	Under Construction
XY2551	-	GUARDRAIL IMPROVEMENTS AT VARIOUS LOCATIONS IN DORCHESTER, SOMERSET, WICOMICO, AND WORCESTER COUNTIES	\$	1,819	Under Construction
XY2601	-	PATCHING AT VARIOUS LOCATIONS IN DORCHESTER, SOMERSET, WICOMICO, AND WORCESTER COUNTIES	\$	2,764	Under Construction
XY3419	-	JOINT SEALING AT VARIOUS LOCATIONS IN CAROLINE, CECIL, KENT, QUEEN ANNE'S, AND TALBOT COUNTIES	\$	1,299	Under Construction
<u>Safety/Spot Improvement</u>					
XX1851	-	DRAINAGE IMPROVEMENTS AT VARIOUS LOCATIONS IN AA, CA, CH, MO, PG, & SM COUNTIES	\$	4,118	Completed
XX1911	-	PAVEMENT MARKING AT VARIOUS LOCATIONS IN DORCHESTER, SOMERSET, WICOMICO AND, WORCESTER COUNTIES	\$	721	Completed
XB1676	-	DRAINAGE IMPROVEMENTS AT VARIOUS LOCATIONS IN ALLEGANY, GARRETT, AND WASHINGTON COUNTIES	\$	2,630	FY 2025
XB228D	-	INSTALLATION OF RAISED PAVEMENT MARKERS AT VARIOUS LOCATIONS IN ALLEGANY, GARRETT, AND WASHINGTON COUNTIES	\$	1,135	FY 2025

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Statewide - LINE 12

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Safety/Spot Improvement</u>					
XQ1935	-	INSTALLATION OF RAISED PAVEMENT MARKERS AT VARIOUS LOCATIONS IN ANNE ARUNDEL, CALVERT, CHARLES, AND ST. MARY’S COUNTIES	\$	1,020	FY 2025
XQ2283	-	INSTALLATION OF RAISED PAVEMENT MARKERS AT VARIOUS LOCATIONS IN PRINCE GEORGE’S AND MONTGOMERY COUNTIES	\$	2,391	FY 2025
XQ5361	-	GUARDRAIL IMPROVEMENTS AT VARIOUS LOCATIONS IN DORCHESTER, SOMERSET, WICOMICO, AND WORCESTER COUNTIES	\$	3,525	FY 2025
AW4652	-	DRAINAGE IMPROVEMENTS AT VARIOUS LOCATIONS IN CAROLINE, CECIL, KENT, QUEEN ANNE'S, AND TALBOT COUNTIES	\$	3,875	Under Construction
AX7662	-	DRAINAGE IMPROVEMENTS AT VARIOUS LOCATIONS IN CARROLL, FREDERICK, AND HOWARD COUNTIES	\$	9,263	Under Construction
XB1825	-	DRAINAGE IMPROVEMENTS AT VARIOUS LOCATIONS IN ANNE ARUNDEL AND CALVERT COUNTIES	\$	2,513	Under Construction
XB235H	-	DRAINAGE IMPROVEMENTS AT VARIOUS LOCATIONS IN ALLEGANY AND GARRETT COUNTIES	\$	1,278	Under Construction
XQ371G	-	TRAFFIC BARRIER UPGRADES AT VARIOUS LOCATIONS IN CARROLL, FREDERICK, AND HOWARD COUNTIES	\$	6,139	Under Construction
XX1334	-	AREAWIDE SAFETY AND OPERATIONS IMPROVEMENTS FOR LOCATIONS IN BALTIMORE AND HARFORD COUNTIES	\$	7,891	Under Construction
XX1674	-	DRAINAGE IMPROVEMENTS AT VARIOUS LOCATIONS IN DORCHESTER, SOMERSET, WICOMICO, AND WORCESTER COUNTIES	\$	4,580	Under Construction
XX1861	-	DRAINAGE IMPROVEMENTS AT VARIOUS LOCATIONS IN BALTIMORE, CARROLL, FREDERICK, HARFORD, AND HOWARD COUNTIES	\$	4,041	Under Construction
XX1924	-	SAFETY AND OPERATIONAL IMPROVEMENTS AT VARIOUS LOCATIONS IN BALTIMORE AND HARFORD COUNTIES	\$	7,929	Under Construction
XX2283	-	INSTALLATION OF RAISED PAVEMENT MARKERS AT VARIOUS LOCATIONS IN MONTGOMERY AND PRINCE GEORGE’S COUNTIES	\$	4,607	Under Construction
XX228K	-	INSTALLATION OF RAISED PAVEMENT MARKERS AT VARIOUS LOCATIONS IN ANNE ARUNDEL, CALVERT, CHARLES, & ST. MARY’S COUNTY	\$	1,245	Under Construction
XX228M	-	INSTALLATION OF RAISED PAVEMENT MARKERS AT VARIOUS LOCATIONS IN CARROLL, FREDERICK, & HOWARD COUNTIES	\$	2,588	Under Construction
XX228P	-	INSTALLATION OF RAISED PAVEMENT MARKERS AT VARIOUS LOCATIONS	\$	988	Under Construction
XX2293	-	GEOMETRIC IMPROVEMENTS AT VARIOUS LOCATIONS IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES	\$	6,422	Under Construction
XX229A	-	GEOMETRIC IMPROVEMENTS AT VARIOUS LOCATIONS IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES	\$	16,338	Under Construction
XX2342	-	INSTALLATION OF RAISED PAVEMENT MARKERS AT VARIOUS LOCATIONS IN CAROLINE, CECIL, KENT, QUEEN ANNE'S, & TALBOT COUNTIES	\$	2,040	Under Construction

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Statewide - LINE 12

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Safety/Spot Improvement</u>					
XX2345	-	INSTALLATION OF RUMBLE STRIPS AT VARIOUS LOCATIONS IN ANNE ARUNDEL, CALVERT, CHARLES, & ST. MARY'S COUNTIES	\$	407	Under Construction
XX2367	-	TRAFFIC BARRIER UPGRADES AT VARIOUS LOCATIONS IN CARROLL, FREDERICK, & HOWARD COUNTIES	\$	2,105	Under Construction
XX2411	-	DRAINAGE IMPROVEMENT AT VARIOUS LOCATIONS IN DO, SO, WI, WO, CO, CE, KE, QA, & TA COUNTIES	\$	5,834	Under Construction
XX3674	-	ADA SIDEWALK UPGRADES IN BALTIMORE AND HARFORD COUNTIES	\$	3,516	Under Construction
XX3691	-	INSTALLATION OF RAISED PAVEMENT MARKERS AT VARIOUS LOCATIONS IN DORCHESTER, SOMERSET, WICOMICO, & WORCESTER COUNTIES	\$	3,245	Under Construction
XX3717	-	TRAFFIC BARRIER UPGRADES AT VARIOUS LOCATIONS IN CARROLL, FREDERICK, & HOWARD COUNTIES	\$	5,482	Under Construction
XX536C	-	TRAFFIC BARRIER UPGRADES AT VARIOUS LOCATIONS IN ANNE ARUNDEL, CALVERT, CHARLES, & ST. MARY'S COUNTIES	\$	2,910	Under Construction
XX668G	-	INSTALLATION OF RUMBLE STRIPS AT VARIOUS LOCATIONS BALTIMORE AND HARFORD COUNTIES	\$	359	Under Construction
XY245P	-	TRAFFIC BARRIER UPGRADES AT VARIOUS LOCATIONS IN ALLEGANY, GARRETT, & WASHINGTON COUNTIES	\$	3,852	Under Construction
XY253B	-	TRAFFIC BARRIER UPGRADES AT VARIOUS LOCATIONS IN BALTIMORE AND HARFORD COUNTIES	\$	7,038	Under Construction
<u>Sidewalks</u>					
XQ2321	-	SIDEWALK IMPROVEMENTS AT VARIOUS LOCATIONS IN DORCHESTER, SOMERSET, WICOMICO, AND WORCESTER COUNTIES	\$	925	FY 2025
XY233T	-	SIDEWALK UPGRADES FOR ADA COMPLIANCE AT VARIOUS LOCATIONS IN CARROLL, FREDERICK, & HOWARD COUNTIES	\$	4,483	Under Construction
<u>Traffic Management</u>					
XX1423	-	SIGNALIZATION AT VARIOUS LOCATIONS IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES	\$	9,570	Completed
XX1424	-	SIGNALIZATION AT VARIOUS LOCATIONS IN BALTIMORE AND HARFORD COUNTIES	\$	7,224	Completed
XX1426	-	SIGNALIZATION AT VARIOUS LOCATIONS IN AL, GA, WA, CL, FR, & HO COUNTIES	\$	7,147	Completed
XX142A	-	SIGNALIZATION AT VARIOUS LOCATIONS STATEWIDE	\$	8,632	Completed
XX1451	-	LIGHTING MODIFICATIONS AT VARIOUS LOCATIONS IN AL, GA, WA, CL, FR, & HO COUNTIES	\$	5,271	Completed
XX6602	-	LIGHTING MODIFICATIONS AT VARIOUS LOCATIONS IN DO, SO, WI, WO, CO, CE, KE, QA, TA, BA, & HA COUNTIES	\$	2,219	Completed

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Statewide - LINE 12

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Traffic Management</u>					
AXSPR1	-	MORGAN STATE UNIVERSITY SMARTER CENTER	\$	800	FY 2025
XQ1692	-	SIGNALIZATION AT VARIOUS LOCATIONS IN CE, CO, DO, KE, QA, SO, TA, WI, AND WO COUNTIES	\$	8,458	Under Construction
XQ1901	-	LIGHTING MODIFICATIONS AT VARIOUS LOCATIONS IN DO, SO, WI, WO, CO, CE, KE, QA, TA, BA, AND HA COUNTIES	\$	4,178	Under Construction
XX1422	-	SIGNALIZATION AT VARIOUS LOCATIONS IN DO, SO, WI, WO, CO, CE, KE, QA, & TA COUNTIES	\$	6,132	Under Construction
XX1425	-	SIGNALIZATION AT VARIOUS LOCATIONS IN ANNE ARUNDEL, CALVERT, CHARLES, & ST. MARY'S COUNTIES	\$	8,750	Under Construction
XX1841	-	SIGNALIZATION AT VARIOUS LOCATIONS STATEWIDE	\$	10,968	Under Construction
XX1842	-	SIGNALIZATION AT VARIOUS LOCATIONS IN ALLEGANY, CARROLL, FREDERICK, GARRETT, HOWARD, WASHINGTON COUNTIES	\$	8,407	Under Construction
XX1941	-	SIGNING MODIFICATIONS AT VARIOUS LOCATIONS IN CE, CO, KE, QA, TA, DO, SO, WI, & WO COUNTIES	\$	10,573	Under Construction
XX3881	-	SIGNING MODIFICATIONS AT VARIOUS LOCATIONS IN MO, PG, BA, HA, AA, CA, CH, & SM COUNTIES	\$	14,203	Under Construction
XX4541	-	SIGNING MODIFICATIONS AT VARIOUS LOCATIONS IN ALLEGANY, GARRETT, WASHINGTON, CARROLL, FREDERICK, & HOWARD COUNTIES	\$	12,725	Under Construction
XY1722	-	LIGHTING MODIFICATIONS AT VARIOUS LOCATIONS IN MO, PG, AL, GA, WA, CL, FR, & HO COUNTIES	\$	5,166	Under Construction
XY1813	-	SIGNALIZATION AT VARIOUS LOCATIONS IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES	\$	8,514	Under Construction
XY1814	-	SIGNALIZATION AT VARIOUS LOCATIONS IN BALTIMORE AND HARFORD COUNTIES	\$	9,542	Under Construction
XY1851	-	SIGNING MODIFICATIONS AT VARIOUS LOCATIONS IN MO, PG, BA, HA, AA, CA, CH, & SM COUNTIES	\$	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: The purpose of this project is to replace the deteriorated bridge decks to keep the roadway safe and open to traffic. Replacing the bridge decks before they become poor rated will prevent additional disruptions to this heavily traveled roadway.

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

☒ Enhance Safety and Security

☒ Deliver System Quality

☒ Serve Communities and Support the Economy

☐ Promote Environmental Stewardship

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

☒ Project Inside PFA

☐ Project Outside PFA

☐ PFA Status Yet to Be Determined

☐ Grandfathered

☐ Exception Will Be Required

☐ Exception Granted

EXPLANATION: This bridge, constructed in 1968, is rated in fair condition. Numerous substructure repairs have been made in the past and this project would address the remaining elements of the bridge.

STATUS: MDOT was recently awarded a \$1.6 million Bridge Investment Program (BIP) Planning grant (which requires \$400,000 in matching funds) to develop conceptual alternatives and assess impacts to ensure community connectivity concerns are incorporated in project development.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: The cost increase of \$2.0 million reflects the BIP grant award. Project funding for right-of-way, utilities, and construction has been deferred beyond the six-year program pending alternatives assessment.

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 2024	EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
Planning	2,000	0	0	667	667	667	0	0	0	2,000	0
Engineering	2,419	834	104	145	288	288	288	288	288	1,585	0
Right-of-way	1,000	0	0	0	0	0	0	0	0	0	1,000
Utilities	1,500	0	0	0	0	0	0	0	0	0	1,500
Construction	45,000	0	0	0	0	0	0	0	0	0	45,000
Total	51,919	834	104	812	955	955	288	288	288	3,585	47,500
Federal-Aid	48,998	501	103	804	939	939	272	272	272	3,497	45,000
Special	2,921	333	1	8	16	16	16	16	16	88	2,500
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

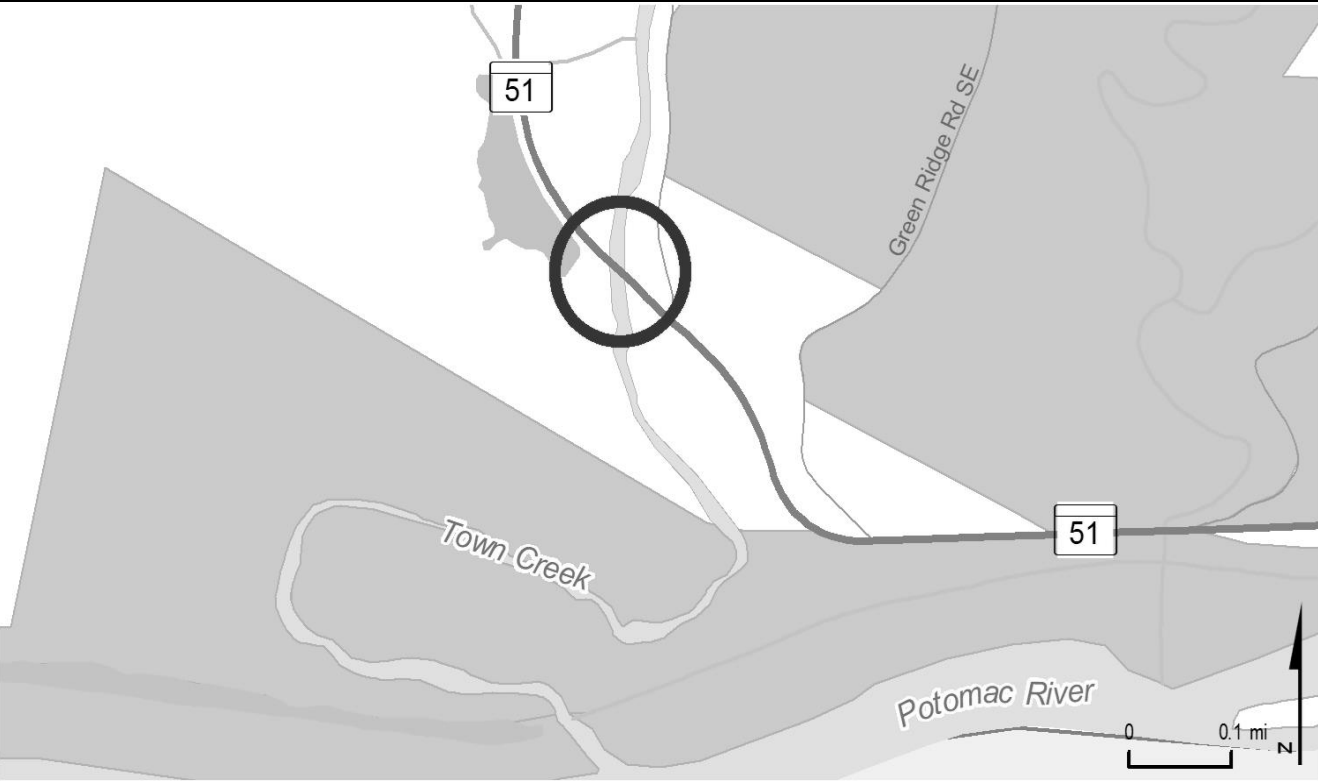
Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2024)

30,700 - 48,500

PROJECTED (2044)

33,700 - 53,400



PROJECT: MD 51, Old Town Road

DESCRIPTION: Replacement of Bridge No. 0104700 on MD 51 over Town Creek.

PURPOSE & NEED SUMMARY STATEMENT: The purpose of this project is to replace a poor rated bridge to keep the roadway safe and open to traffic and to eliminate a fracture critical bridge from the inventory.

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

- ☒ Enhance Safety and Security
- ☒ Deliver System Quality
- ☒ Serve Communities and Support the Economy
- ☐ Promote Environmental Stewardship

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

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

EXPLANATION: This bridge, constructed in 1932, is nearing the end of its structural life and is rated poor. The bridge is a fracture critical structure that, if impacted, would require a significant detour (length and duration).

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2024 - 29 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 2024	EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,413	1,355	475	514	544	0	0	0	0	1,058	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	10,343	0	0	0	1,338	5,058	3,947	0	0	10,343	0
Total	12,756	1,355	475	514	1,882	5,058	3,947	0	0	11,401	0
Federal-Aid	11,825	963	447	502	1,805	4,805	3,750	0	0	10,862	0
Special	931	392	28	12	77	253	197	0	0	539	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Minor Collector

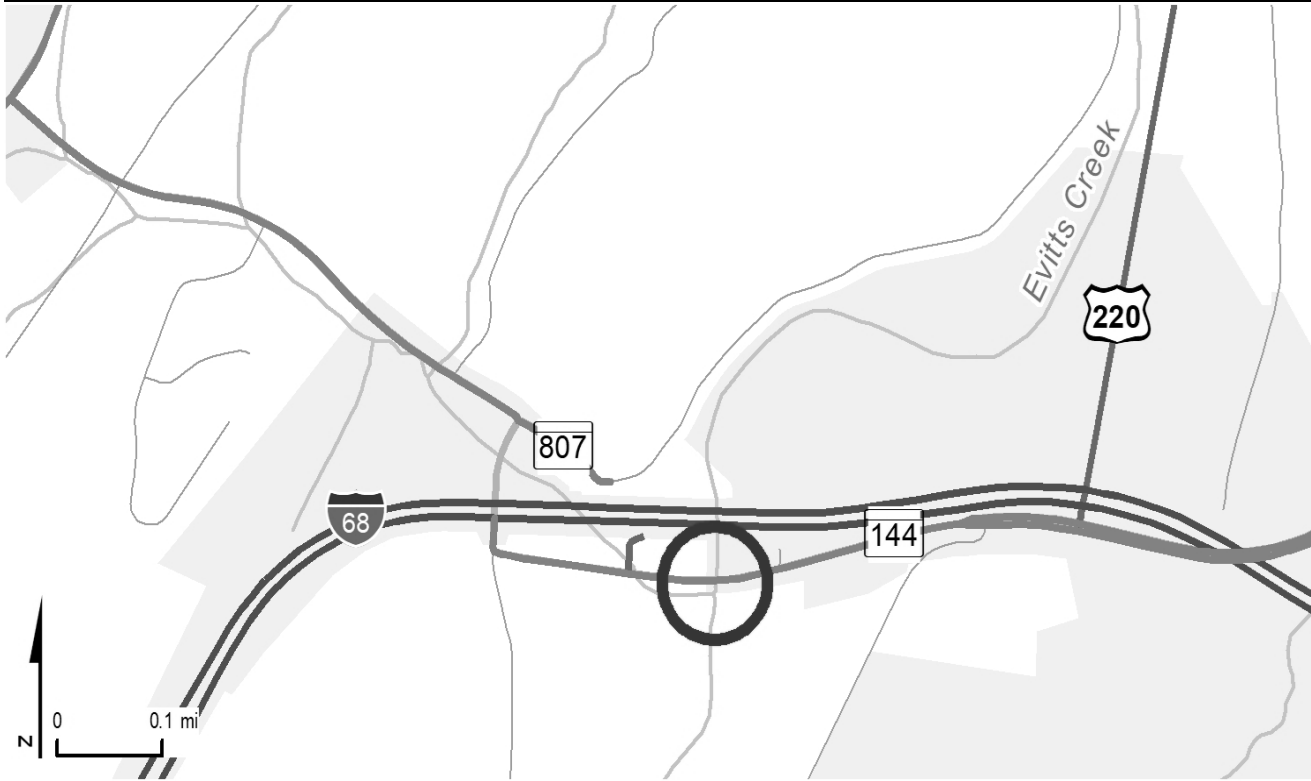
FEDERAL - Major Collector

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 2,350
(2024)

PROJECTED 2,550
(2044)

**PROJECT:** MD 144, Naves Cross Road**DESCRIPTION:** Replacement of Bridge No. 0109100 on MD 144 over Evitts Creek.**PURPOSE & NEED SUMMARY STATEMENT:** The purpose of this project is to replace a poor rated bridge to keep the roadway safe and open to traffic.**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- | | |
|---|---|
| <input checked="" type="checkbox"/> Enhance Safety and Security | <input checked="" type="checkbox"/> Serve Communities and Support the Economy |
| <input checked="" type="checkbox"/> Deliver System Quality | <input type="checkbox"/> Promote Environmental Stewardship |

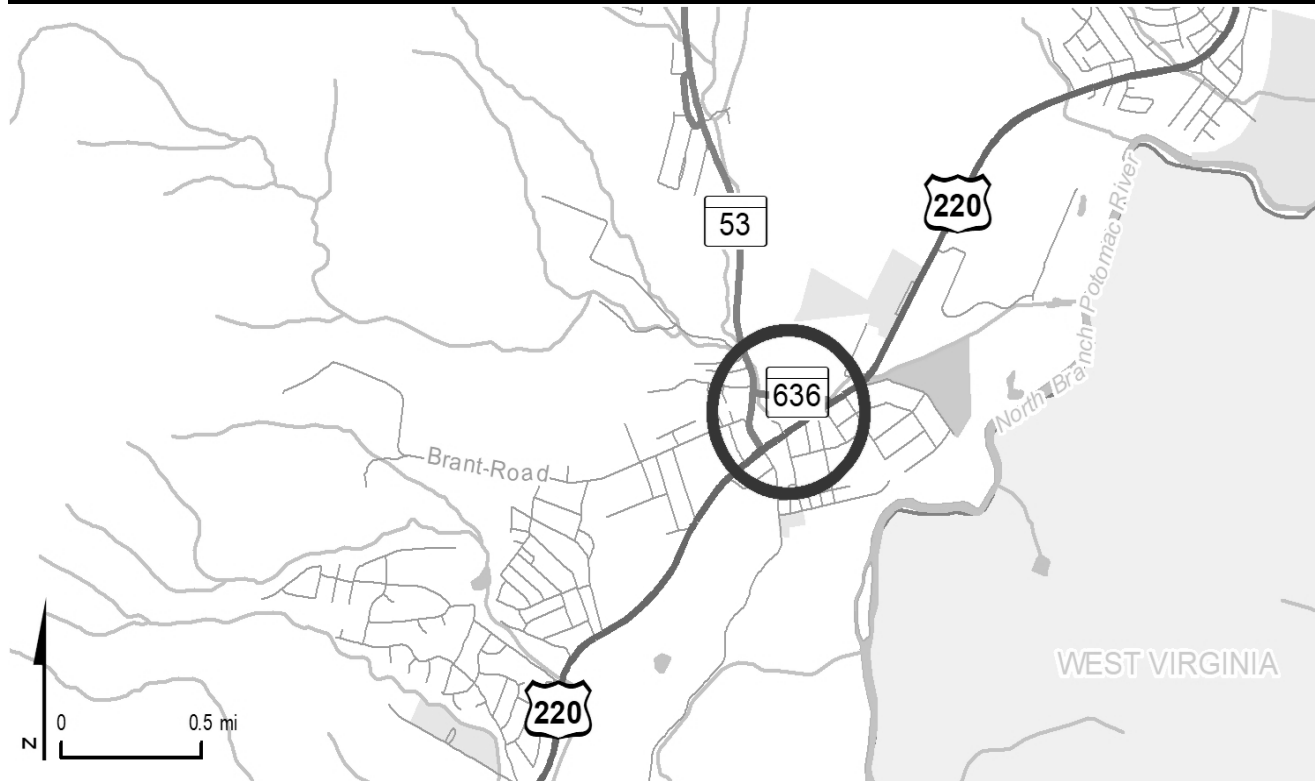
EXPLANATION: This bridge, constructed in 1966, is nearing the end of its structural life and is currently rated poor.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☒ Not Subject to PFA Law

- | | |
|--|---|
| <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 2024 - 29 CTP:** None.**POTENTIAL FUNDING SOURCE:**☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,600	1,452	406	90	58	0	0	0	0	148	0
Right-of-way	12	0	0	4	7	1	0	0	0	12	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	7,757	0	0	0	1,629	6,128	0	0	0	7,757	0
Total	9,369	1,452	406	94	1,694	6,129	0	0	0	7,917	0
Federal-Aid	7,801	340	145	56	1,583	5,823	0	0	0	7,461	0
Special	1,568	1,112	261	38	111	306	0	0	0	456	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
(2024)**PROJECTED** 4,350
(2044)

**PROJECT:** US 220, McMullen Highway**DESCRIPTION:** Roadway and intersection improvements along US 220, MD 53, and MD 636 in Cresaptown, including turn lanes and additional sidewalk connectivity.**PURPOSE & NEED SUMMARY STATEMENT:** This project will improve safety and operations in Cresaptown.**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 2024 - 29 CTP:** No significant change. Funding for Engineering, Right-of-Way and Utilities phases has been fully restored from the Draft CTP.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2024	EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
Planning	106	106	0	0	0	0	0	0	0	0	0
Engineering	1,500	519	384	150	431	350	50	0	0	981	0
Right-of-way	1,554	0	0	0	1,036	518	0	0	0	1,554	0
Utilities	500	0	0	0	500	0	0	0	0	500	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	3,660	625	384	150	1,967	868	50	0	0	3,035	0
Federal-Aid	3,247	508	377	143	1,770	781	45	0	0	2,739	0
Special	413	117	7	7	197	87	5	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:** Primary and Secondary**Estimated Annual Average Daily Traffic (vehicles per day)****CURRENT** 16,800
(2024)**PROJECTED** 18,600
(2044)

**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. The focus of improvements are at the US 220 at MD 53 intersection. Improvements will remove primary truck traffic movements from the central part of Cresaptown. On-road bike lanes are included.**PURPOSE & NEED SUMMARY STATEMENT:** The US 220 and MD 53 corridors provide access to economic opportunities on the south side of Cumberland. The project will enhance accessibility to area amenities, improve safety along both sides of the roadways, and promote economic development.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law

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

STATUS: Planning complete. Project on hold. See Allegany County Line 4 for Cresaptown Improvements.**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.**POTENTIAL FUNDING SOURCE:**☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

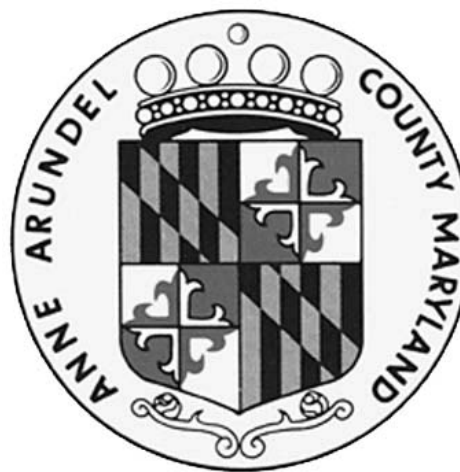
PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	4,110	4,110	0	0	0	0	0	0	0	0	0
Engineering	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) 16,800
(2024) (MD 53) 6,500 - 13,500**PROJECTED** (US 220) 18,600
(2044) (MD 53) 7,600 - 17,000

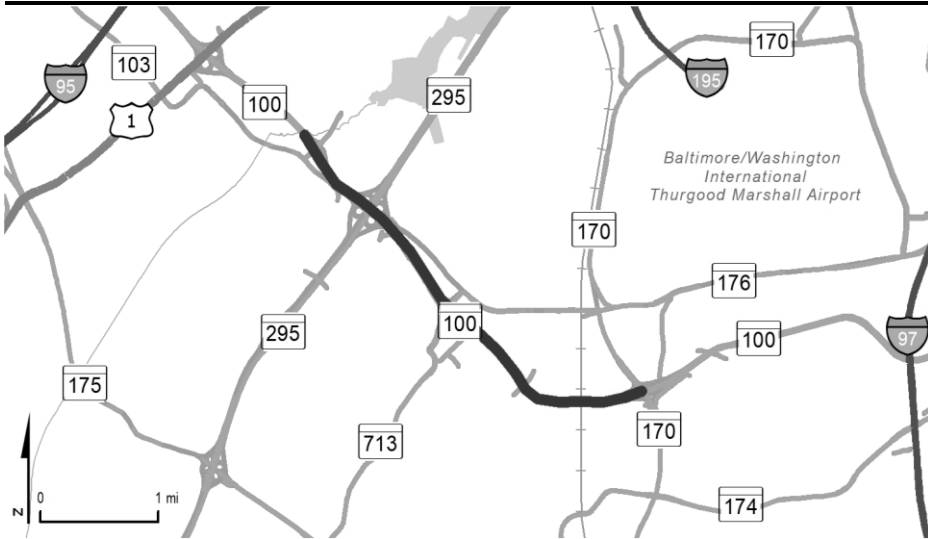
MINOR PROJECTS PROGRAM
(Dollars in Thousands)

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	\$	2,376	Completed
AL2511	MD36	NEW GEORGES CREEK ROAD - DECK REPLACEMENT FOR BRIDGE 0107800 OVER NORTH BRANCH	\$	4,544	Completed
AL2631	MD51	INDUSTRIAL BOULEVARD - DECK REPLACEMENT FOR BRIDGE 0104800 OVER C & O CANAL	\$	5,517	Completed
AL5261	-	CLEANING AND PAINTING OF BRIDGES 0114003, 0114004, 0114103, 0114104, AND 0014700	\$	3,161	Completed
<u>Resurface/Rehabilitate</u>					
AL5731	US40	NATIONAL HIGHWAY - SAFETY AND RESURFACING IMPROVEMENTS FROM MD 658 TO BRIDGE 010027001 OVER BRADDOCK RUN	\$	3,001	FY 2025
XQ8011	-	SAFETY AND RESURFACING IMPROVEMENTS AT VARIOUS LOCATIONS IN ALLEGANY COUNTY	\$	2,385	FY 2025
AL5131	MD135	PRATT STREET - SLOPE PROTECTION FROM GARRETT COUNTY LINE TO GRANT STREET	\$	7,720	FY 2026
AL5271	IS68	NATIONAL FREEWAY - SAFETY AND RESURFACING IMPROVEMENTS FROM MD 936 TO MD 55	\$	5,753	Under Construction
XY8011	-	RESURFACE ROADWAY PAVEMENTS AT VARIOUS LOCATIONS IN ALLEGANY COUNTY	\$	11,092	Under Construction
<u>Traffic Management</u>					
AL6231	IS68	NATIONAL HIGHWAY - SIGNING MODIFICATIONS AT HAYSTACK MOUNTAIN	\$	3,223	Under Construction
<u>Transportation Alternatives Program</u>					
AL1021	-	GAP BORDEN TUNNEL LINING RESTORATION	\$	3,833	Design Underway
ALNEW2	-	BEL AIR ELEMENTARY SCHOOL PEDESTRIAN BRIDGE - SAFE ROUTE TO SCHOOL	\$	320	FY 2025
ALNEW3	-	TOWPATH REHABILITATION PHASE V	\$	1,855	FY 2025
AL6241	-	BICYCLE AND PEDESTRIAN ROUTE - BALTIMORE STREET ACCESS	\$	9,709	Under Construction



ANNE ARUNDEL COUNTY

**PROJECT:** MD 100, Paul T. Pitcher Memorial Highway**DESCRIPTION:** Safety and resurfacing improvements along MD 100 from Howard County Line to MD 170. The work includes patching, milling, and resurfacing the existing pavement, upgrades to the existing traffic barrier, select upgrades to the existing ground mounted signage, and storm drain repairs.**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 checked="" type="checkbox"/> Enhance Safety and Security | <input type="checkbox"/> Serve Communities and Support the Economy |
| <input checked="" type="checkbox"/> Deliver System Quality | <input type="checkbox"/> Promote Environmental Stewardship |

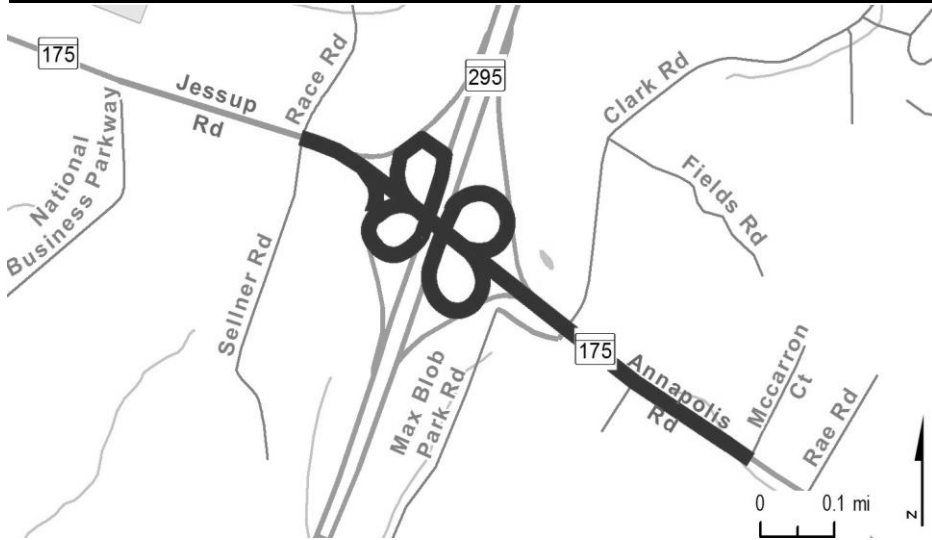
EXPLANATION: The resurfacing will extend the useful lifespan of the roadway, while enhancing the quality of travel along the corridor.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☒ Not Subject to PFA Law

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

STATUS: Open to service.**SIGNIFICANT CHANGE FROM FY 2024 - 29 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)	2024	2024	2025	2026	...2027...	...2028...	...2029...	...2030...			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	306	306	4	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	12,423	11,196	10,985	1,227	0	0	0	0	0	1,227	0	
Total	12,729	11,502	10,989	1,227	0	0	0	0	0	1,227	0	
Federal-Aid	11,453	11,332	10,847	121	0	0	0	0	0	121	0	
Special	1,276	170	142	1,106	0	0	0	0	0	1,106	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** 93,000 - 118,100
(2024)**PROJECTED** 111,600 - 141,700
(2044)

**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"/> Enhance Safety and Security | <input checked="" type="checkbox"/> Serve Communities and Support the Economy |
| <input checked="" type="checkbox"/> Deliver System Quality | <input type="checkbox"/> Promote Environmental Stewardship |

EXPLANATION: This project will address safety concerns at the MD 295 interchange and improve mobility for BRAC expansion at Fort Meade.

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 2024 - 29 CTP: The cost increase of \$4.7 million is primarily due to utility relocation conflicts and associated construction delays.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2024	EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,936	5,936	78	0	0	0	0	0	0	0	0
Right-of-way	16,398	16,393	53	5	0	0	0	0	0	5	0
Utilities	3,272	2,282	85	990	0	0	0	0	0	990	0
Construction	56,008	19,187	8,411	15,802	21,019	0	0	0	0	36,821	0
Total	81,614	43,798	8,628	16,797	21,019	0	0	0	0	37,816	0
Federal-Aid	54,012	17,004	5,190	16,356	20,652	0	0	0	0	37,008	0
Special	26,025	25,217	3,438	441	367	0	0	0	0	808	0
Other	1,576	1,576	0	0	0	0	0	0	0	0	0

Classification:

STATE - Urban Minor Arterial

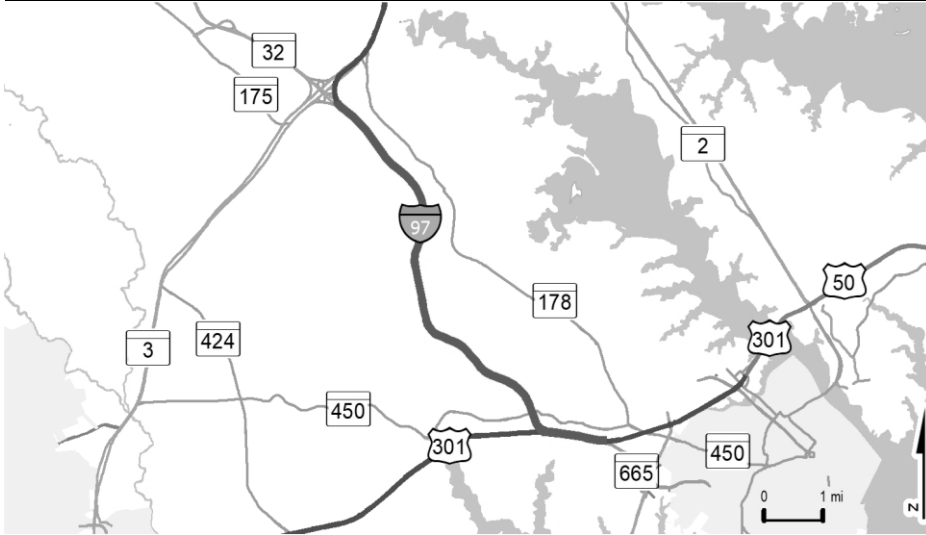
FEDERAL - Urban Minor Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 32,000 - 38,600
(2024)

PROJECTED 54,300 - 68,900
(2044)



PROJECT: I-97, US 50 to MD 32

DESCRIPTION: Widen I-97 to six lanes from MD 32 to US 50 (7 miles), including ramp modifications at US 50/ US 301.

PURPOSE & NEED SUMMARY STATEMENT: This project will provide additional capacity and improve safety and operations in this heavily traveled corridor.

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

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

☐ Grandfathered
☒ Exception Will Be Required
☐ Exception Granted

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: No significant change. Partial design funding has been restored from the Draft CTP.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2024	EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
Planning	309	309	1	0	0	0	0	0	0	0	0
Engineering	3,950	2,308	1,563	550	0	242	500	350	0	1,642	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	4,259	2,617	1,564	550	0	242	500	350	0	1,642	0
Federal-Aid	2,927	1,422	1,394	523	0	218	450	315	0	1,506	0
Special	1,332	1,195	170	28	0	24	50	35	0	137	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

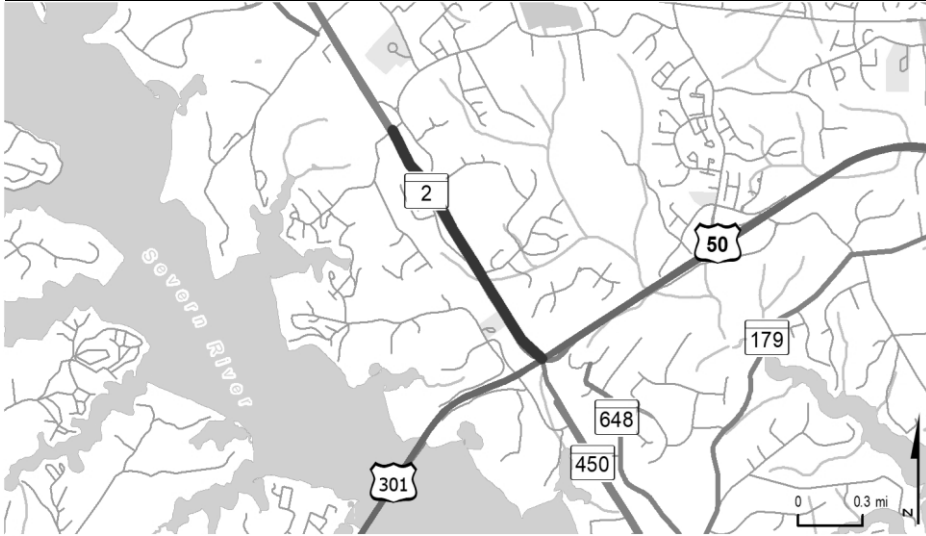
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 94,100 - 113,400
(2024)

PROJECTED 112,400 - 135,300
(2044)



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: Engineering underway. Anne Arundel County contributed \$330,000 towards engineering.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2024	EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,487	913	307	280	274	20	0	0	0	574	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	1,487	913	307	280	274	20	0	0	0	574	0
Federal-Aid	1,197	747	307	220	220	10	0	0	0	450	0
Special	0	0	0	0	0	0	0	0	0	0	0
Other	290	166	0	60	54	10	0	0	0	124	0

Classification:

STATE - Principal Arterial

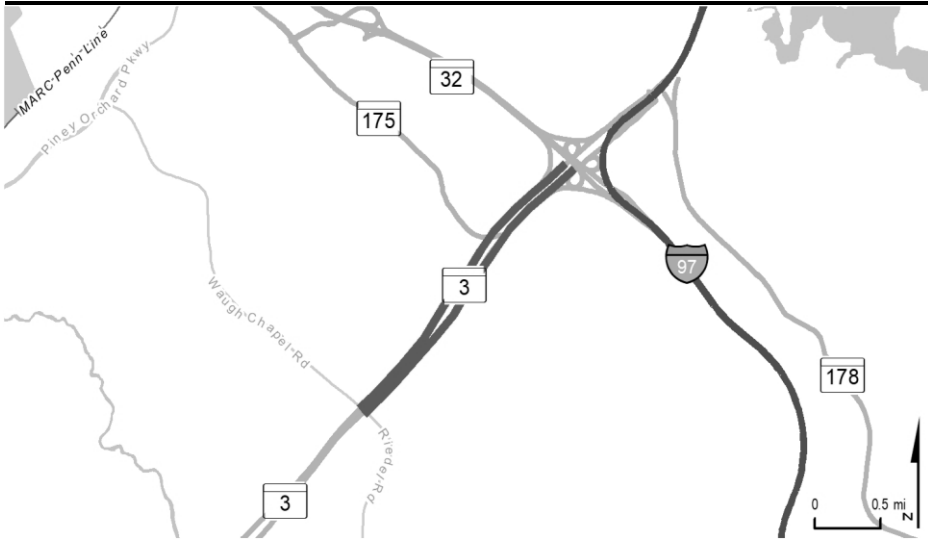
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 61,400
(2024)

PROJECTED 72,100
(2044)



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 which will provide a connection to the South Shore Trail, and sidewalk and crosswalk improvements at the MD 3 and MD 175 intersection.

PURPOSE & NEED SUMMARY STATEMENT: This project will improve operations along MD 3, including improved safety at crossover roads and for vulnerable users along the 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 underway. Anne Arundel County contributed \$411,000 towards engineering.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2024	EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,272	1,438	640	420	384	30	0	0	0	834	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	2,272	1,438	640	420	384	30	0	0	0	834	0
Federal-Aid	1,540	1,027	389	320	174	19	0	0	0	513	0
Special	321	321	161	0	0	0	0	0	0	0	0
Other	411	90	90	100	210	11	0	0	0	321	0

Classification:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 77,700
(2024)

PROJECTED 89,200
(2044)



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). Hanover Road would be improved to a 4-lane divided roadway with on-road bicycle lanes and a shared use path that would tie into the BWI Loop Trail.

PURPOSE & NEED SUMMARY STATEMENT: MD 295 is a congested freeway linking regional travelers with Baltimore/ Washington International Thurgood Marshall Airport. The project will improve traffic operations and extend Hanover Road to provide access to the airport and surrounding economic development opportunities.

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 2024 - 29 CTP: None.

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 2024	EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
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

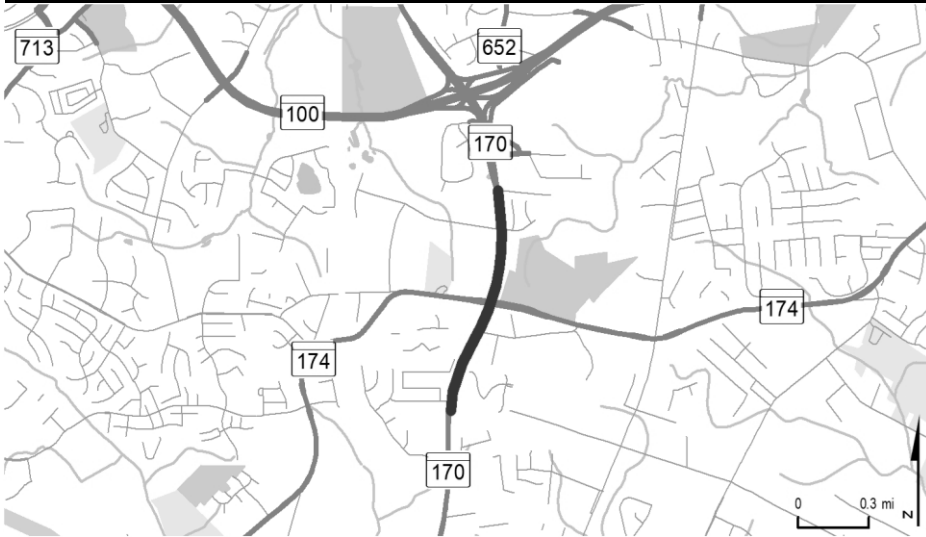
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 101,400
(2024)

PROJECTED 151,200
(2044)



PROJECT: MD 170, Telegraph Road

DESCRIPTION: This project will provide additional northbound and southbound through lanes along MD 170 from Norcross Lane to Wieker Road, and a raised median to control left turn movements. This project also includes bicycle and pedestrian improvements, stormwater management facilities, road resurfacing, installation of traffic signs and pavement markings, traffic signal reconstruction, and landscaping.

PURPOSE & NEED SUMMARY STATEMENT: The purpose of this project is to increase capacity and improve safety. Lengthy queues have been observed during AM and PM peak hours. In addition, there are conflicting turning movements at the commercial access points along MD 170.

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 and right-of-way acquisition underway. Working in partnership with Anne Arundel County to potentially advance utilities and construction.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: The cost increase of \$1.8 million is for final design and additional right-of-way acquisition.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2024	EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,917	2,599	564	322	332	332	332	0	0	1,318	0
Right-of-way	1,067	3	0	152	228	228	228	228	0	1,064	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	4,984	2,602	564	474	560	560	560	228	0	2,382	0
Federal-Aid	3,340	1,182	564	435	502	502	502	217	0	2,158	0
Special	1,644	1,420	0	39	58	58	58	11	0	224	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Intermediate Arterial

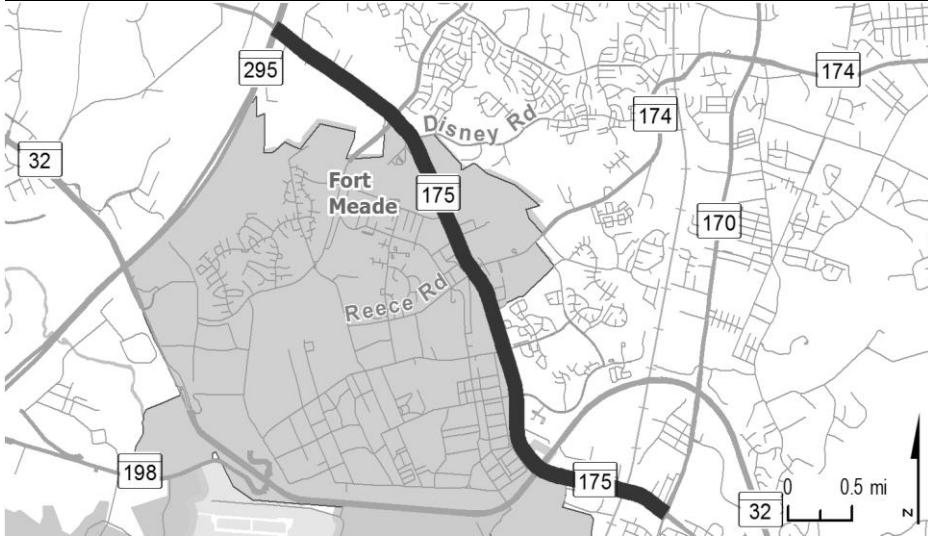
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT MD 170: 25,900 MD 174: 19,800
(2024)

PROJECTED MD 170: 34,900 MD 174: 26,800
(2044)



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 2024 - 29 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2024	EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
Planning	2,660	2,660	0	0	0	0	0	0	0	0	0
Engineering	4,889	4,889	3	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	7,558	7,558	3	0	0	0	0	0	0	0	0
Federal-Aid	6,212	6,212	3	0	0	0	0	0	0	0	0
Special	1,346	1,346	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

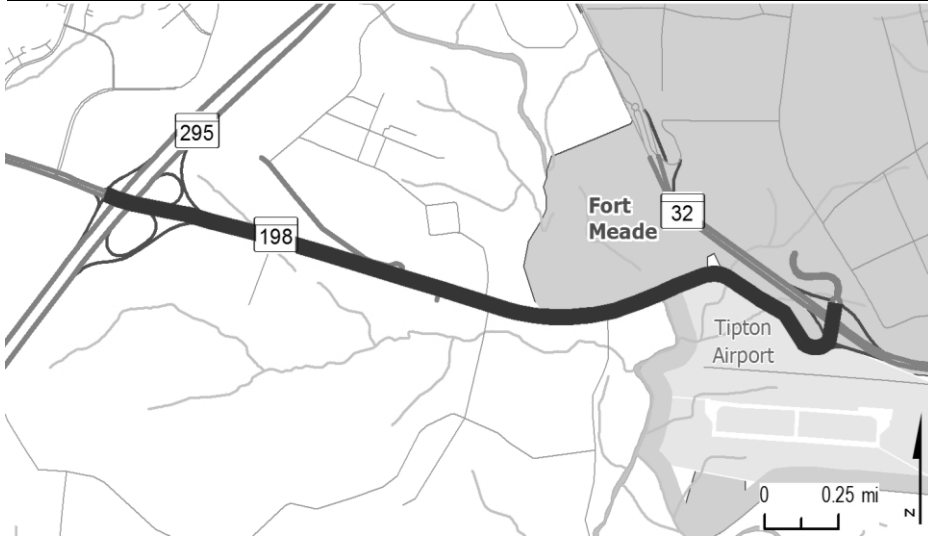
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 25,600 - 39,100
(2024)

PROJECTED 55,100 - 65,200
(2044)



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). MD 198 would become a 4-lane divided roadway with on-road bicycle lanes, sidewalk and a shared used path.

PURPOSE & NEED SUMMARY STATEMENT: MD 198 is a heavily traveled commuter route to Fort Meade with access to ongoing economic development in the area. The project will improve traffic operations and increase vehicular, bicycle, and pedestrian safety along MD 198.

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: County previously contributed \$3.5 million for planning. Project on hold.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2024	EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
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

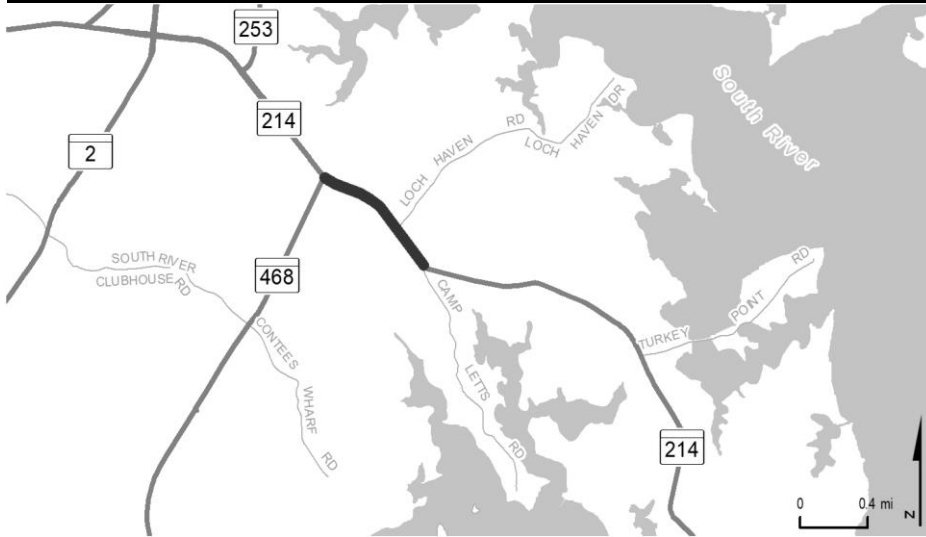
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 27,400
(2024)

PROJECTED 49,500
(2044)



PROJECT: MD 214, Central Avenue

DESCRIPTION: The project will address current and projected traffic and safety needs along MD 214 from the intersection with MD 468 to Camp Letts Road. These traffic and safety needs will be addressed by widening from a two-lane roadway to a four-lane section, adding a shared use path, and adding a two-lane roundabout at the intersection with Loch Haven Road. The project includes full depth widening, pavement resurfacing, intersection improvements at MD 468 and Loch Haven Road, culvert replacements, stream relocation, guardrail upgrades, drainage improvements, stormwater management facilities, installation of traffic signs & pavement markings, lighting, and landscaping.

PURPOSE & NEED SUMMARY STATEMENT: The purpose of the MD 214 project is to improve traffic operations, roadway safety, pedestrian and bicycle connections, and drainage deficiencies. The need for the project is evidenced by limited gaps for vehicles turning onto MD 214, failing traffic operations under future year 2045 conditions, high crash rates, poor bicycle and pedestrian connectivity and visible ponding in several locations.

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

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

STATUS: Engineering underway. Anne Arundel County is contributing \$1,585,000 for engineering.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: None.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2024	EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...			
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,585	993	500	592	0	0	0	0	0	592	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	1,585	993	500	592	0	0	0	0	0	592	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	0
Special	0	0	0	0	0	0	0	0	0	0	0	0
Other	1,585	993	500	592	0	0	0	0	0	592	0	0

Classification:

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 22,000
(2024)

PROJECTED 32,100
(2044)

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Anne Arundel County - LINE 11

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Bridge Replacement/Rehabilitation</u>				
AA0271	-	CLEANING AND PAINTING OF BRIDGES 0203400, 0203500, 0210400, 0210500, 0212700, 0214500, AND 0222000	\$ 3,048	Completed
<u>Resurface/Rehabilitate</u>				
AA0441	MD2	GOVERNOR RITCHIE HIGHWAY - SAFETY AND RESURFACING IMPROVEMENTS FROM IS 695 TO HAMMONDS LANE	\$ 1,403	Completed
AA8991	MD2	SOLOMONS ISLAND ROAD - SAFETY AND RESURFACING IMPROVEMENTS FROM SOUTH RIVER BRIDGE TO MD 214	\$ 5,260	Completed
XY244H	-	JOINT SEALING AT VARIOUS LOCATIONS IN ANNE ARUNDEL COUNTY	\$ 768	Completed
XY8022	-	RESURFACING AT VARIOUS LOCATIONS IN SOUTHERN ANNE ARUNDEL COUNTY	\$ 12,362	Completed
XY9021	-	RESURFACING AT VARIOUS LOCATIONS IN NORTHERN ANNE ARUNDEL COUNTY	\$ 9,468	Completed
XY9022	-	RESURFACING AT VARIOUS LOCATIONS IN SOUTHERN ANNE ARUNDEL COUNTY	\$ 13,140	Completed
AA9861	-	PAVEMENT MARKINGS FROM STRUCTURE 020076011 OVER SEVERN RUN TO I-695	\$ 1,207	FY 2025
XQ5375	-	PATCHING AT VARIOUS LOCATIONS IN ANNE ARUNDEL COUNTY	\$ 1,207	FY 2025
XQ6022	-	SAFETY AND RESURFACING IMPROVEMENTS AT VARIOUS LOCATIONS IN SOUTHERN ANNE ARUNDEL COUNTY	\$ 3,020	FY 2025
AA9101	MD100	SAFETY AND RESURFACING IMPROVEMENTS FROM MD 170 TO MD 3 BUS	\$ 10,845	Under Construction
XQ244M	-	JOINT SEALING AT VARIOUS LOCATIONS IN ANNE ARUNDEL COUNTY	\$ 997	Under Construction
XQ9023	-	SAFETY AND RESURFACING IMPROVEMENTS AT VARIOUS LOCATIONS IN NORTHERN ANNE ARUNDEL COUNTY	\$ 7,194	Under Construction
XX171A	-	PATCHING AT VARIOUS LOCATIONS IN ANNE ARUNDEL COUNTY	\$ 6,722	Under Construction
XX5375	-	PATCHING BRIDGE APPROACHES AT VARIOUS LOCATIONS IN ANNE ARUNDEL COUNTY	\$ 2,478	Under Construction
<u>Safety/Spot Improvement</u>				
AA8921	-	HARRY S. TRUMAN PARKWAY - PARK AND RIDE POND RESTORATION	\$ 1,196	Completed
XX1918	-	PAVEMENT MARKING AT VARIOUS LOCATIONS IN ANNE ARUNDEL COUNTY	\$ 1,278	Completed
AA8851	MD450	DEFENSE HIGHWAY - DRAINAGE AND GEOMETRIC IMPROVEMENTS FROM MD 424 TO CROWNSVILLE ROAD	\$ 1,473	Design Underway
AA9121	MD100	GUARDRAIL IMPROVEMENTS FROM MD 174 TO MD 10	\$ 2,234	Under Construction

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Anne Arundel County - LINE 11

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Sidewalks</u>					
AA1781	MD173	FORT SMALLWOOD ROAD - SIDEWALK IMPROVEMENTS FROM DUVAL HIGHWAY TO KENTON DRIVE	\$	6,863	FY 2025
AA1722	MD214	CENTRAL AVENUE - SIDEWALK IMPROVEMENTS FROM MD 2 TO MD 253	\$	4,376	Under Construction
<u>Transportation Alternatives Program</u>					
AA0611	-	ANNE ARUNDEL COUNTY BICYCLE SAFETY TRAINING - SAFE ROUTES TO SCHOOL	\$	145	Completed
AA9131	-	HAMMONS FERRY SCHOOL SIDEWALK - SAFE ROUTES TO SCHOOL	\$	450	Design Underway
AA9791	-	ANNE ARUNDEL COUNTY ACCESSIBILITY STUDY PHASE II - SAFE ROUTES TO SCHOOL	\$	240	Design Underway
AA0111	-	BAYBROOK CONNECTOR TRAIL	\$	750	FY 2025
AA0261	-	BICYCLE AND PEDESTRIAN ROUTE - SOUTH SHORE TRAIL - PHASE II	\$	2,572	FY 2025
AA9771	-	SO-GLEBE BRANCH STREAM RESTORATION PHASES B&C	\$	1,818	FY 2025
AA0891	-	BICYCLE AND PEDESTRIAN ROUTE - WB&A TRAIL BRIDGE AT PATUXENT	\$	4,807	Under Construction



BALTIMORE COUNTY

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

- ☒ Enhance Safety and Security
☒ Deliver System Quality
☐ Serve Communities and Support the Economy
☐ Promote Environmental Stewardship

EXPLANATION: These bridges are along a heavily traveled route of I-95 at the I-695 Interchange. The bridge decks have been evaluated to accept Latex Modified Concrete Overlays to prolong their structural service life and avoid costly replacements.

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

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: The cost increase of \$1.7 million is due to construction change orders resulting from unforeseen site conditions.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2024	EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,883	2,351	0	532	0	0	0	0	0	532	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	39,455	29,792	15,080	6,294	3,369	0	0	0	0	9,663	0
Total	42,338	32,143	15,080	6,826	3,369	0	0	0	0	10,195	0
Federal-Aid	41,597	31,518	14,990	6,741	3,338	0	0	0	0	10,079	0
Special	741	625	90	85	31	0	0	0	0	116	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT I-95: 174,000 I-695: 98,500
(2024)

PROJECTED I-95: 217,800 I-695: 112,000
(2044)

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

- | | |
|---|---|
| <input checked="" type="checkbox"/> Enhance Safety and Security | <input checked="" type="checkbox"/> Serve Communities and Support the Economy |
| <input checked="" type="checkbox"/> Deliver System Quality | <input type="checkbox"/> Promote Environmental Stewardship |

EXPLANATION: The project will allow the median shoulders to serve as additional travel lanes, primarily during peak-morning and evening rush hours. Lane-use control signals, like those used on the Bay Bridge and Fort McHenry Tunnel, will indicate when the shoulder can be used for travel.

PROJECT: I-695, Baltimore Beltway

DESCRIPTION: The work on I-695 is a Transportation System Management and Operations (TSMO) project involving lane controls, intelligent traffic monitoring and other features to improve safety and reduce congestion along the I-695 inner and outer loops between I-70 and east of White Marsh Boulevard.

PURPOSE & NEED SUMMARY STATEMENT: I-695 experiences considerable congestion in the morning and evening peak commuting periods. Additionally, the facility frequently experiences non-recurring congestion. Once complete, the project will improve nine congestion bottlenecks, improve safety, reduce potential and duration for incidents, and offer estimated time savings of up to 34 minutes for morning commuters traveling on the I-695 outer loop between Overlea and Catonsville, and 21 minutes for evening commuters traveling on the I-695 inner loop between Catonsville and Overlea.

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 2024 - 29 CTP: The cost increase of \$7.2 million is due to the need for additional traffic calming and enforcement measures in the work zone and other construction-related change orders.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL				BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024	EXPENDED IN 2024	CURRENT YEAR 2025		...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,920	5,920	27	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	30	0	0	16	14	0	0	0	0	30	0
Construction	179,927	74,608	29,230	25,439	35,298	41,739	2,843	0	0	105,319	0
Total	185,877	80,528	29,257	25,455	35,312	41,739	2,843	0	0	105,349	0
Federal-Aid	183,399	79,109	29,169	25,197	34,956	41,322	2,815	0	0	104,290	0
Special	2,477	1,418	88	257	356	417	28	0	0	1,059	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

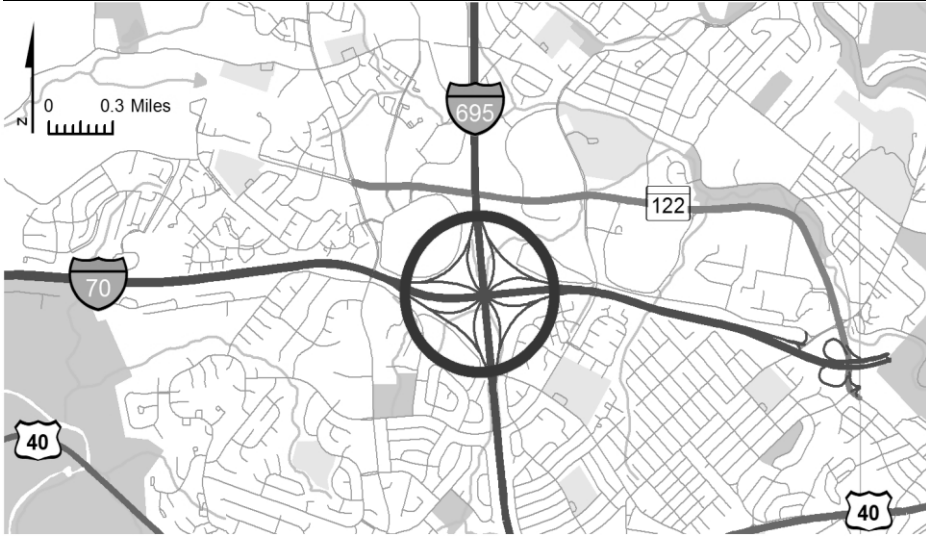
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 156,000 - 211,000
(2024)

PROJECTED 182,900 - 248,200
(2044)

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

- | | |
|---|--|
| <input checked="" type="checkbox"/> Enhance Safety and Security | <input type="checkbox"/> Serve Communities and Support the Economy |
| <input checked="" type="checkbox"/> Deliver System Quality | <input type="checkbox"/> Promote Environmental Stewardship |

EXPLANATION: This project will address state of good repair needs of the bridges in the vicinity of the I-695/I-70 interchange.

PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Project scope revised to focus on state of good repair needs of the bridges within the I-695/I-70 interchange area.

PURPOSE & NEED SUMMARY STATEMENT: This project will address state of good repair needs of the bridges within the I-695/I-70 interchange.

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

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

STATUS: Construction to begin in FY 2026 for a system preservation-focused project.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: The cost decrease of \$252.3 million is the result of funding reductions due to other funding obligations. The original project scope has been deferred.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				FOR PLANNING PURPOSES ONLY					
						...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	7,619	7,619	504	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	15,000	0	0	0	1,500	4,000	4,000	4,000	1,500	15,000	0
Total	22,619	7,619	504	0	1,500	4,000	4,000	4,000	1,500	15,000	0
Federal-Aid	18,572	7,246	504	0	113	3,700	3,700	3,700	113	11,326	0
Special	4,046	372	0	0	1,387	300	300	300	1,387	3,674	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

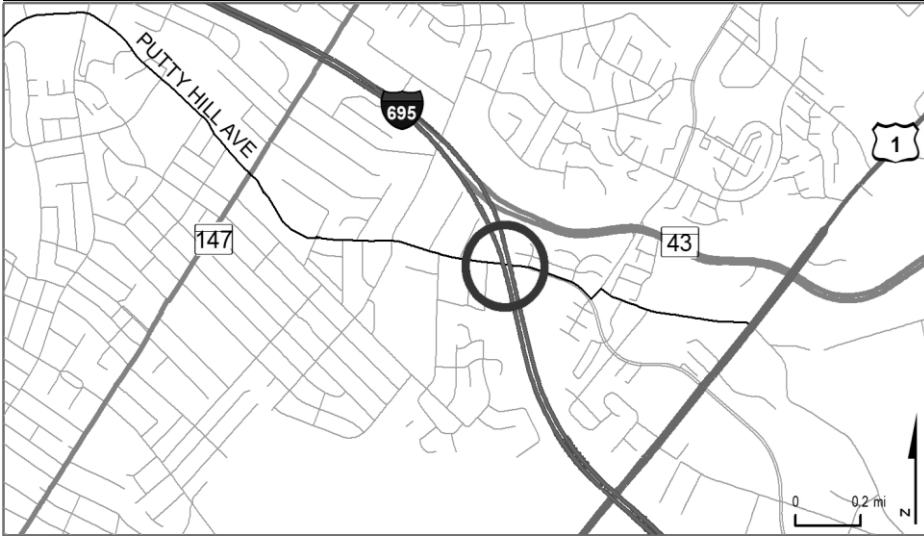
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 168,500 - 202,400
(2024)

PROJECTED 197,200 - 236,800
(2044)



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Replacement of Bridge No. 0317400 on Putty Hill Avenue over I-695.

PURPOSE & NEED SUMMARY STATEMENT: The purpose of this project is to replace a poor rated and weight restricted bridge to keep the roadway safe and open to traffic.

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

- | | |
|---|---|
| <input checked="" type="checkbox"/> Enhance Safety and Security | <input checked="" type="checkbox"/> Serve Communities and Support the Economy |
| <input checked="" type="checkbox"/> Deliver System Quality | <input type="checkbox"/> Promote Environmental Stewardship |

EXPLANATION: This bridge, constructed in 1961, is nearing the end of its structural life and is 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 and partial utility relocations underway.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: The cost increase of \$2.0 million is due to an increase in utility relocation costs.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2024	EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,241	3,091	186	150	0	0	0	0	0	150	0
Right-of-way	889	889	5	0	0	0	0	0	0	0	0
Utilities	8,001	1,801	1,700	1,000	4,000	1,200	0	0	0	6,200	0
Construction	10,000	0	0	0	0	4,000	5,000	1,000	0	10,000	0
Total	22,131	5,781	1,891	1,150	4,000	5,200	5,000	1,000	0	16,350	0
Federal-Aid	18,266	3,566	1,933	1,020	3,600	4,680	4,500	900	0	14,700	0
Special	3,865	2,215	(42)	130	400	520	500	100	0	1,650	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 15,100
(2024)

PROJECTED 19,000
(2044)



PROJECT: I-70, MD 32 to I-695

DESCRIPTION: Geometric modifications to improve safety and peak period traffic operations along I-70 from MD 32 to I-695.

PURPOSE & NEED SUMMARY STATEMENT: I-70 is a heavily traveled commuter route linking western Maryland to the Baltimore-Washington Region. The project improves the safety and operations along I-70.

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 2024 - 29 CTP: The cost decrease of \$1.5 million is the result of funding reductions due to other funding obligations. Partial design funding has been restored from the Draft CTP.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	432	432	4	0	0	0	0	0	0	0	0
Engineering	7,304	0	0	152	0	1,674	1,826	1,826	1,826	7,304	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	7,736	432	4	152	0	1,674	1,826	1,826	1,826	7,304	0
Federal-Aid	6,555	0	0	119	0	1,507	1,643	1,643	1,643	6,555	0
Special	1,181	432	4	33	0	167	183	183	183	749	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

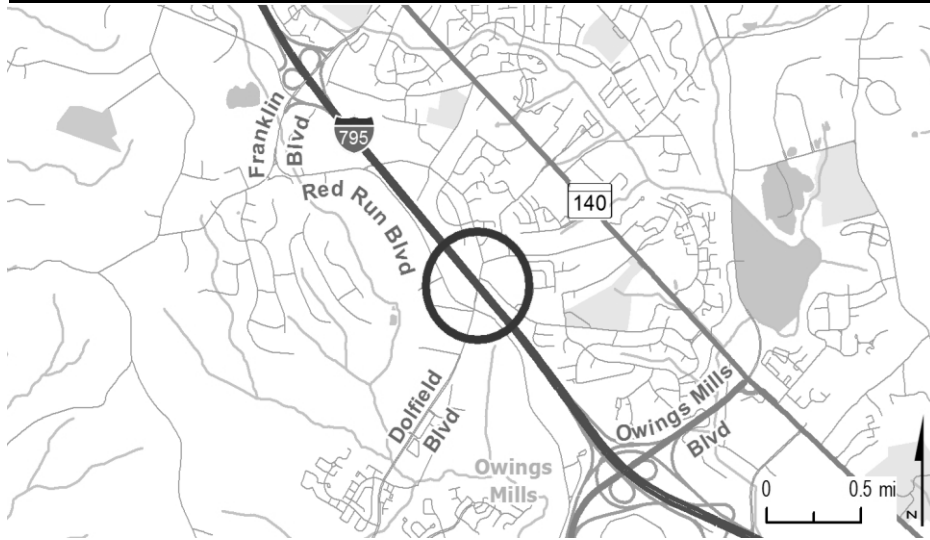
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 72,900 - 111,300
(2024)

PROJECTED 91,100 - 128,000
(2044)



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. Southbound access to I-795 will be provided by ramps connecting to Red Run Boulevard. Northbound access to I-795 will be provided through a directional on-ramp from Dolfield Boulevard. The northbound off-ramp will connect to a new roundabout along Tollgate Road. A shared-use path will be constructed on Dolfield Boulevard between Red Run Boulevard and Tollgate Road. Sidewalks will be provided along Tollgate Road from Dolfield Boulevard to Hewitt Farms Road.

PURPOSE & NEED SUMMARY STATEMENT: This project will improve overall network safety and mobility along I-795 and improve safety and connections for vulnerable users along Dolfield Boulevard.

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 underway. County contributed \$0.65 million toward planning.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: The cost decrease of \$12.7 million is the result of funding reductions due to other funding obligations. Funding for Design and partial Right-of-Way phases has been restored from the Draft CTP.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2024	EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
Planning	3,475	3,475	1	0	0	0	0	0	0	0	0
Engineering	9,444	5,123	1,210	800	0	771	1,500	750	500	4,321	0
Right-of-way	3,998	0	0	0	0	0	0	0	3,998	3,998	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	16,917	8,598	1,211	800	0	771	1,500	750	4,498	8,319	0
Federal-Aid	10,864	3,337	1,058	760	0	694	1,350	675	4,048	7,527	0
Special	6,053	5,261	153	40	0	77	150	75	450	792	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

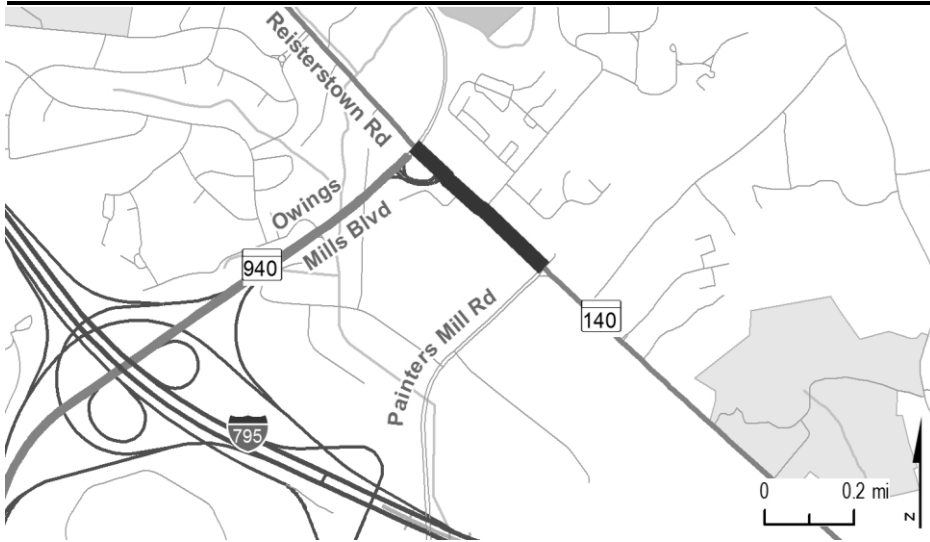
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 75,200
(2024)

PROJECTED 107,600
(2044)



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 will 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 2024 - 29 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☐ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2024	EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
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 38,700 (MD 140)
(2024)

PROJECTED 55,000 (MD 140)
(2044)

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Baltimore County - LINE 8

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Bridge Replacement/Rehabilitation</u>					
BA5022	MD144	FREDERICK ROAD - REPLACEMENT OF RETAINING WALL NO. 03623R0 FROM DUNGARRIE ROAD AND DUNMORE ROAD	\$	1,888	Completed
BAA781	-	CLEANING AND PAINTING OF BRIDGES 0327103, 3027104, 0319100, AND 0328600	\$	4,039	Completed
BAA791	-	CLEANING AND PAINTING BRIDGES 0305801, 0305802, 0317000, 0329301, AND 0329302	\$	1,762	Completed
BAB212	-	CLEANING AND PAINTING OF BRIDGES 0331600, 0333401, 0333402, AND 0333600	\$	2,349	Completed
BAA391	MD570	BRIDGE DECK REPLACEMENT AND MINOR REHABILITATION OF BRIDGE NO. 0323900 OVER INGLESIDE AVENUE	\$	6,307	Under Construction
BAB211	-	CLEANING AND PAINTING OF BRIDGE NOS. 0303000, 0314500, AND 0306500	\$	4,401	Under Construction
<u>Environmental Preservation</u>					
XB3684	-	LANDSCAPE INSTALLATION AND ESTABLISHMENT AT VARIOUS LOCATIONS IN BALTIMORE COUNTY	\$	162	FY 2025
AZ0714	-	LANDSCAPE INSTALLATION AND ESTABLISHMENT AT VARIOUS LOCATIONS IN BALTIMORE COUNTY	\$	320	Under Construction
<u>Resurface/Rehabilitate</u>					
BA9823	MD45	YORK ROAD - SAFETY AND RESURFACING IMPROVEMENTS FROM TOWSON ROUNDABOUT TO NEWELL AVENUE INCLUDES WATERLINE REPLACEMENT	\$	2,917	FY 2025
BA2621	MD140	REISTERSTOWN ROAD - WATER TRANSMISSION MAIN AND RESURFACING FROM STOCKSDALE AVENUE TO PLEASANT HILL ROAD	\$	5,153	Under Construction
BAA341	MD542	LOCH RAVEN BOULEVARD - SAFETY AND RESURFACING IMPROVEMENTS FROM SOUTH OF TAYLOR AVENUE TO JOPPA ROAD	\$	4,594	Under Construction
XY7031	-	RESURFACING AT VARIOUS LOCATIONS IN BALTIMORE COUNTY EAST OF I-83	\$	12,531	Under Construction
XY7032	-	MILL AND RESURFACING AT VARIOUS LOCATIONS WEST OF I-83 IN BALTIMORE COUNTY	\$	10,028	Under Construction
<u>Safety/Spot Improvement</u>					
BA9031	MD43	WHITE MARSH BOULEVARD - WIDEN AND RESURFACE - AT HONEYGO BOULEVARD	\$	7,956	Completed
BA0242	MD139	CHARLES STREET - INTERSECTION RECONSTRUCT - AT BELLONA AVENUE	\$	5,660	Under Construction

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Baltimore County - LINE 8

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Transportation Alternatives Program</u>					
BAB611	-	PEDESTRIAN IMPROVEMENTS & CONNECTION FOR EDGEMERE ELEMENTARY SCHOOL, SPARROWS MIDDLE/HIGH SCHOOL	\$	160	FY 2025
<u>Urban Reconstruction</u>					
BA5151	US1	BELAIR ROAD - BALTIMORE CITY LINE TO I-695 (FUNDED FOR DESIGN ONLY)	\$	5,214	Design Underway



BALTIMORE CITY

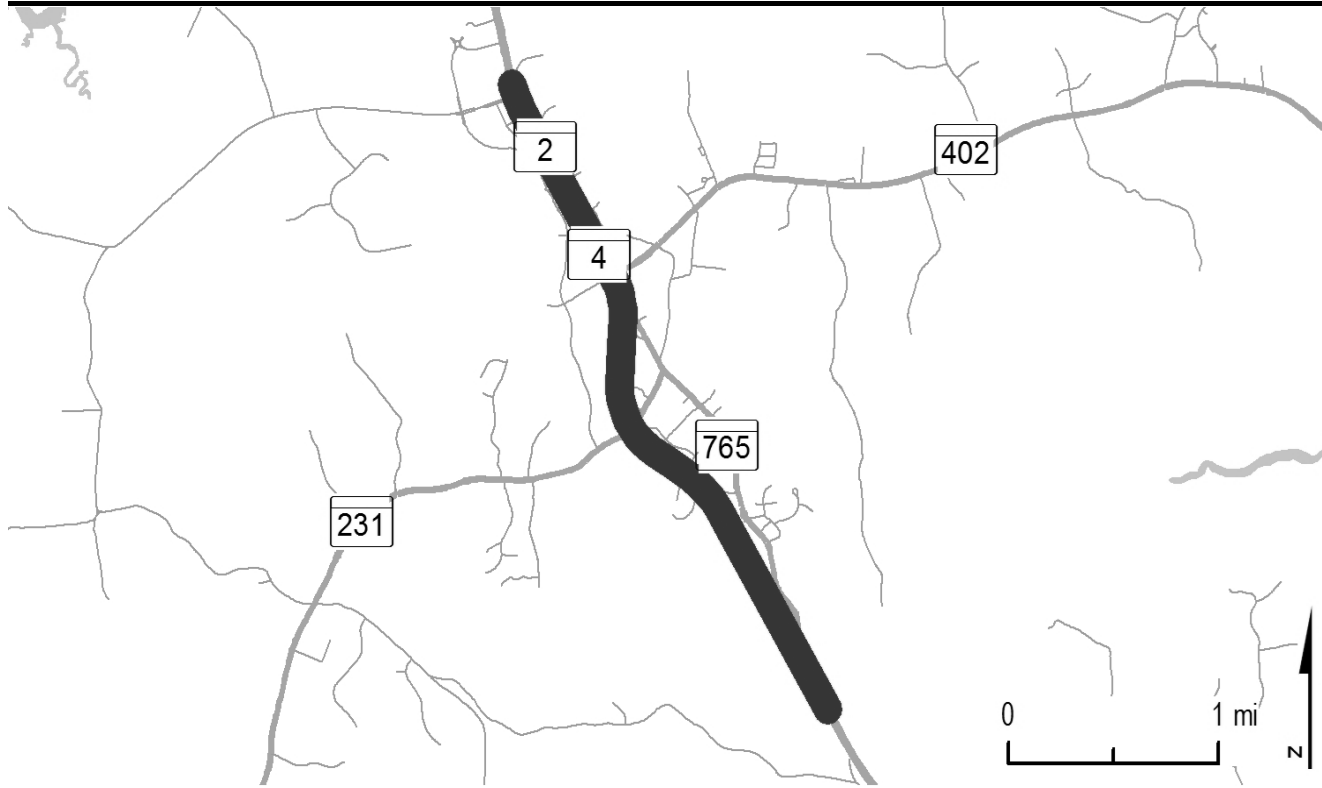
MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Baltimore City - LINE 1

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Bridge Replacement/Rehabilitation</u>					
SHAPRJ000718	-	HANOVER STREET BRIDGE - REPAIR & RESURFACE (BALTIMORE CITY PROJECT)	\$	3,000	FY 2025
<u>Transportation Alternatives Program</u>					
AZ0301	-	IMPROVING THE FIRST MILE OF AMERICAN RAILROADING	\$	1,184	Design Underway
AZ0861	-	BICYCLE AND PEDESTRIAN ROUTE - PIMLICO ELEMENTARY SCHOOL - SAFE ROUTES TO SCHOOL	\$	258	Design Underway
BCNEW2	-	BALTIMORE CITY ELEMENTARY SCHOOLS - HARFORD HEIGHTS ES, HILTON ES, TENCH TILLMAN ES - SAFE ROUTES TO SCHOOL	\$	716	Design Underway
AXA141	-	INNER HARBOR CROSSWALKS AND BICYCLE WAYFINDING ENHANCEMENTS	\$	1,050	FY 2025
AZ2611	-	BICYCLE AND PEDESTRIAN ROUTE - BALTIMORE GREENWAY TRAILS NETWORK: MIDDLE BRANCH SEGMENT	\$	250	FY 2025
BCTAP2	-	MARTIN LUTHER KING JUNIOR BOULEVARD SIDEPATH - SAFE ROUTES TO SCHOOL	\$	400	FY 2025



CALVERT COUNTY



PROJECT: MD 2/4, Solomons Island Road

DESCRIPTION: 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. The MD 2/4 corridor is the busy spine of Prince Frederick traffic and development. The project will enhance accessibility, improve safety, 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.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2024	EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
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

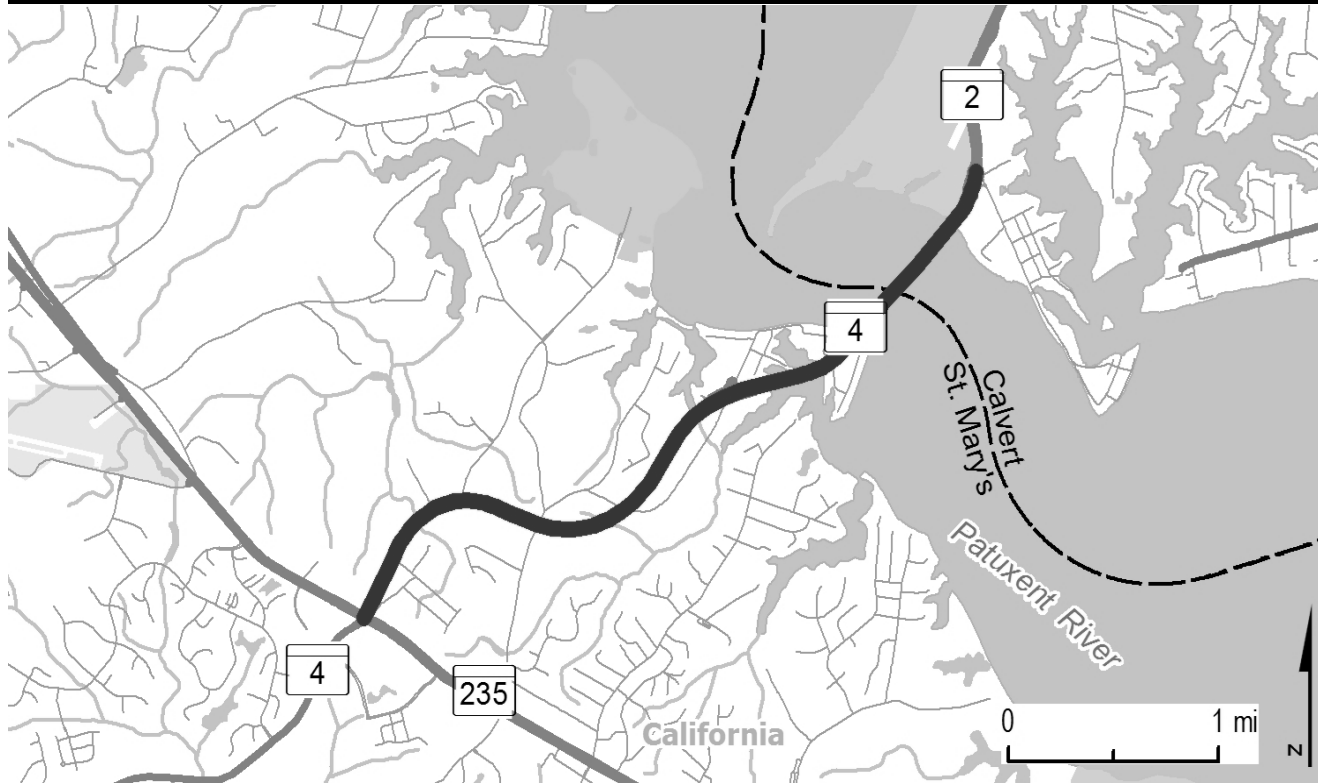
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 37,800 - 45,500
(2024)

PROJECTED 48,200 - 60,000
(2044)



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. MD 4 is planned to become a four-lane divided highway with wide shoulders, a shared used path, and sidewalk accommodations where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: The MD 4 corridor links communities on both sides of the Patuxent River. The project will reduce congestion and improve bridge operations to support community connections and regional development.

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

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

STATUS: Patuxent River design studies underway.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2024	EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
Planning	4,942	4,942	0	0	0	0	0	0	0	0	0
Engineering	2,919	919	0	1,000	1,000	0	0	0	0	2,000	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	7,861	5,861	0	1,000	1,000	0	0	0	0	2,000	0
Federal-Aid	1,802	2	0	900	900	0	0	0	0	1,800	0
Special	6,058	5,858	0	100	100	0	0	0	0	200	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 30,100
(2024)

PROJECTED 39,800
(2044)

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>					
XQ9041	-	SAFETY AND RESURFACING IMPROVEMENTS AT VARIOUS LOCATIONS IN CALVERT COUNTY	\$	3,933	Under Construction
XY8041	-	MILLING AND RESURFACING AT VARIOUS LOCATIONS IN CALVERT COUNTY	\$	5,794	Under Construction
<u>Safety/Spot Improvement</u>					
CA1181	MD231	HALLOWING POINT ROAD - GEOMETRIC IMPROVEMENTS FROM TOYE LANE TO MASON ROAD	\$	12,053	FY 2028
CA2761	MD231	HALLOWING POINT ROAD - GEOMETRIC IMPROVEMENTS AT MD 508	\$	14,038	FY 2028
CA3461	MD231	HALLOWING POINT ROAD - SAFETY IMPROVEMENTS AT SKIPJACK ROAD	\$	5,151	FY 2029
<u>Transportation Alternatives Program</u>					
CA5191	MD261	BAYSIDE ROAD - SIDEWALK AND SAFETY IMPROVEMENTS - SAFE ROUTES TO SCHOOL	\$	160	FY 2025
CANEW1	-	APPEAL LANE SIDEWALK	\$	462	FY 2025



CAROLINE COUNTY

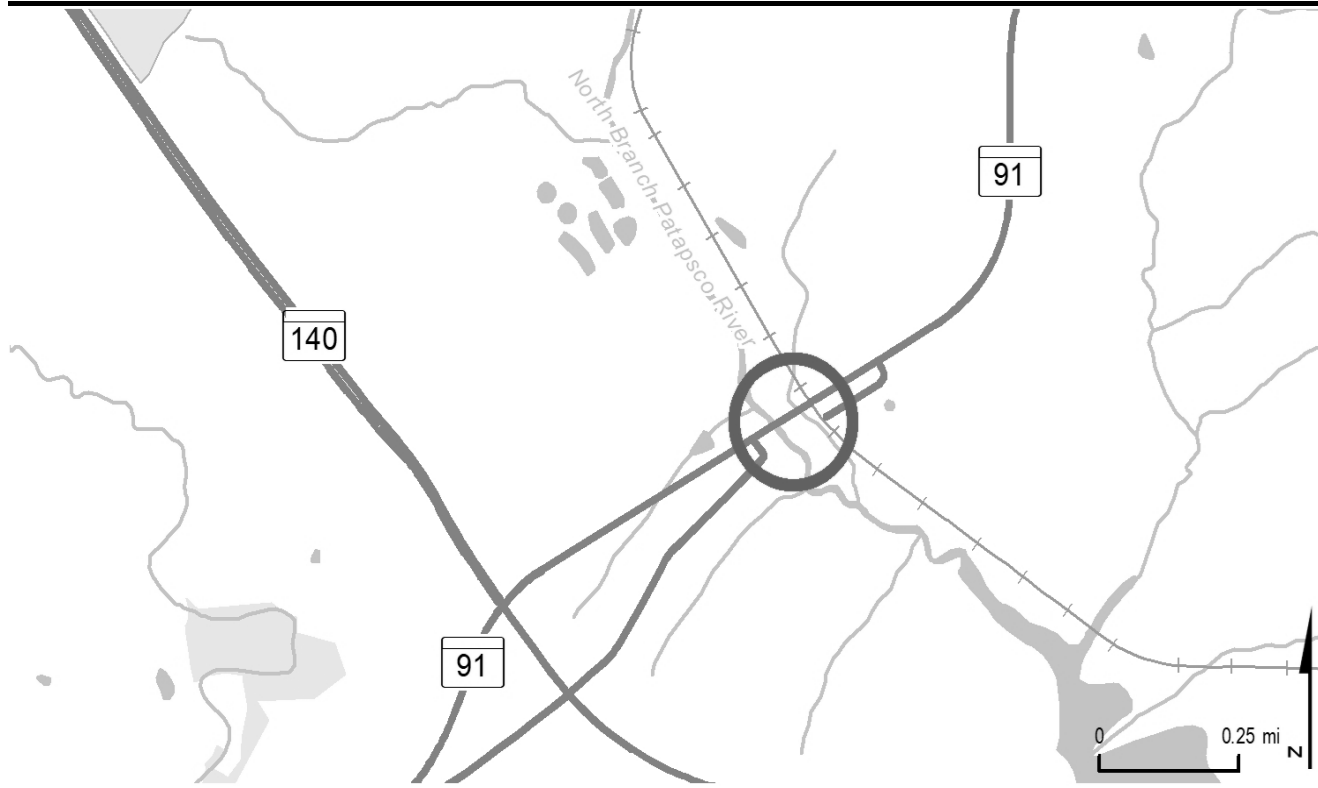
MINOR PROJECTS PROGRAM
(Dollars in Thousands)

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 OF BRIDGE 0500100 OVER MILL CREEK	\$	3,295	Under Construction
<u>Intersection Capacity Improvements</u>					
CO2191	MD404	SHORE HIGHWAY - HARMONY ROAD TO GREENWOOD ROAD - PEL STUDY	\$	500	Study Underway
<u>Resurface/Rehabilitate</u>					
XB9053	-	MILL AND RESURFACING AT VARIOUS LOCATIONS IN CAROLINE COUNTY	\$	6,062	Cancelled
XQ9053	-	MILL AND RESURFACING AT VARIOUS LOCATIONS IN CAROLINE COUNTY	\$	3,293	Under Construction
XY9052	-	MILL AND RESURFACING AT VARIOUS LOCATIONS IN CAROLINE COUNTY	\$	8,321	Under Construction
<u>Safety/Spot Improvement</u>					
CO1111	MD404	SHORE HIGHWAY - GEOMETRIC IMPROVEMENTS AT MD 328	\$	1,512	Under Construction



CARROLL COUNTY

**PROJECT:** MD 91, Emory Road**DESCRIPTION:** Replacement of Bridge No. 0602000 on MD 91 over N. Branch Patapsco River and Bridge No. 0604700 on MD 91 over Maryland Midland Railroad.**PURPOSE & NEED SUMMARY STATEMENT:** The purpose of this project is to replace fair rated bridges to prevent further deterioration to poor rating.**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- | | |
|---|--|
| <input checked="" type="checkbox"/> Enhance Safety and Security | <input type="checkbox"/> Serve Communities and Support the Economy |
| <input checked="" type="checkbox"/> Deliver System Quality | <input type="checkbox"/> Promote Environmental Stewardship |

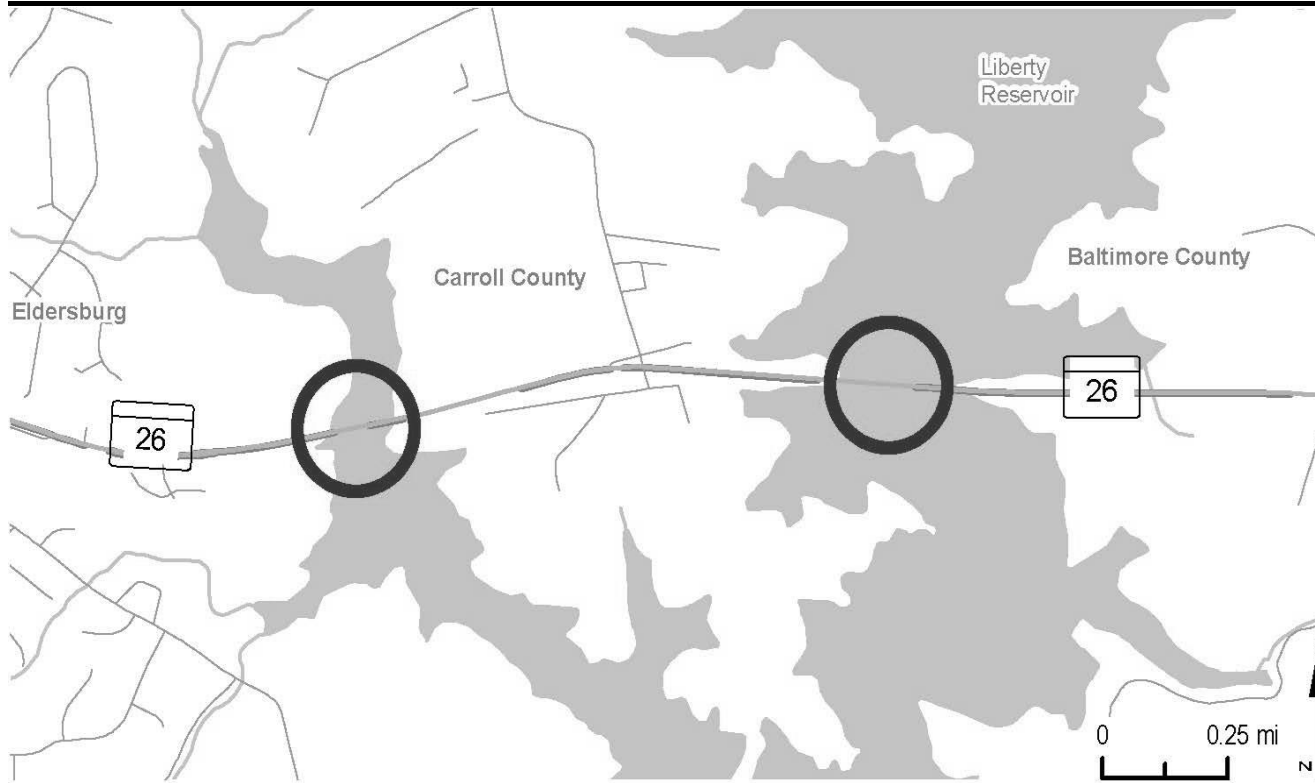
EXPLANATION: The existing bridges are nearing the end of their useful service life and are currently rated fair. Rehabilitation efforts are costly moving this to total replacement of both bridges.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- | | | |
|--|--|---|
| <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 2024 - 29 CTP:** The cost increase of \$1.8 million is primarily due to delays associated with railroad coordination and construction-related change orders.**POTENTIAL FUNDING SOURCE:**☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2024	EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,345	1,338	37	7	0	0	0	0	0	7	0
Right-of-way	83	81	0	2	0	0	0	0	0	2	0
Utilities	469	0	0	417	52	0	0	0	0	469	0
Construction	14,532	4,460	4,449	8,940	1,132	0	0	0	0	10,072	0
Total	16,429	5,879	4,486	9,366	1,184	0	0	0	0	10,550	0
Federal-Aid	14,761	4,723	4,461	8,911	1,127	0	0	0	0	10,038	0
Special	1,668	1,156	25	455	57	0	0	0	0	512	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** 5,100
(2024)**PROJECTED** 7,000
(2044)

**PROJECT:** MD 26, Liberty Road**DESCRIPTION:** Bridge Deck Replacement of Bridge 0600100 and 0600200 over Liberty Reservoir.**PURPOSE & NEED SUMMARY STATEMENT:** The purpose of this project is to replace the bridge decks on two bridges (poor rated and fair rated) to keep the roadway safe and open to traffic.**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- | | |
|---|---|
| <input checked="" type="checkbox"/> Enhance Safety and Security | <input checked="" type="checkbox"/> Serve Communities and Support the Economy |
| <input checked="" type="checkbox"/> Deliver System Quality | <input type="checkbox"/> Promote Environmental Stewardship |

EXPLANATION: The existing bridge decks are nearing the end of their useful service life and will be replaced. Bridge deck replacements will address the deficiencies.**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 type="checkbox"/> Exception Granted |

STATUS: Engineering underway.**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** New project added to the Construction Program.**POTENTIAL FUNDING SOURCE:**☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2024	EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,400	550	161	187	252	218	193	0	0	850	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	45,001	0	0	0	0	0	5,175	19,913	19,013	44,101	900
Total	46,401	550	161	187	252	218	5,368	19,913	19,013	44,951	900
Federal-Aid	43,015	252	22	4	3	1	4,921	18,917	18,062	41,908	855
Special	3,386	298	139	183	249	217	447	996	951	3,043	45
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** 19,800
(2024)**PROJECTED** 21,400
(2044)

**PROJECT:** MD 26, Liberty Road

DESCRIPTION: 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. Improvements include: an 18-foot raised median, two through lanes with 2-foot inside and 11-foot outside shoulders, and one 15-foot auxiliary lane on MD 26 from Liberty Reservoir to MD 32. Additional targeted improvements include converting eastbound right-turn lane at Georgetown Blvd. to a through/right-turn lane, extending the auxiliary lane from Eldersburg Crossing to west of Homeland Ave, and sidewalks from Carroll Bank to Georgetown Blvd.

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.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☒ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2024	EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
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** 15,900 - 32,100
(2024)**PROJECTED** 19,500 - 42,300
(2044)



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. Improvements include the extension of the northbound MD 32 right-turn lane to 2nd St., modifying the existing 2nd St. intersection to right-in/right-out, extension of the northbound left-turn lane to Johnsville Rd and prohibition of left turns from Johnsville Rd, lengthening the auxiliary lanes between Freedom Ave. and Main St. and a traffic signal warrant analysis for the MD 32/Main St. intersection.

PURPOSE & NEED SUMMARY STATEMENT: This project will improve operations and safety along MD 32 from 2nd Street to Main Street. MD 32 is a main commuter route linking Carroll County with I-70 and the Baltimore-Washington Region. The project is essential for advancing economic development opportunities in southeastern Carroll County. Reducing the turning movements through conversion to right-ins/right-outs and providing channelization will limit conflict points, enhancing safety. Lengthening of auxiliary lanes will provide longer refuge areas, reducing the potential for rear-end collisions.

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 underway.

SIGNIFICANT CHANGE FROM FY 2024 - 29 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 2024	EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
Planning	703	703	0	0	0	0	0	0	0	0	0
Engineering	779	129	128	350	300	0	0	0	0	650	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	1,482	832	128	350	300	0	0	0	0	650	0
Federal-Aid	778	128	128	350	300	0	0	0	0	650	0
Special	703	703	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 21,100 - 27,800
(2024)

PROJECTED 37,200 - 42,400
(2044)

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Carroll County - LINE 5

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	Study Underway
<u>Resurface/Rehabilitate</u>					
XY8062	-	SAFETY AND RESURFACING IMPROVEMENTS AT VARIOUS LOCATIONS IN CARROLL COUNTY	\$	12,378	Completed
CL4052	MD851	SPRINGFIELD AVENUE - DRAINAGE IMPROVEMENTS - MAIN STREET TO WARFIELD ROAD	\$	2,470	Under Construction
XQ9062	-	SAFETY AND RESURFACING IMPROVEMENTS AT VARIOUS LOCATIONS IN CARROLL COUNTY	\$	8,258	Under Construction
XY9061	-	SAFETY AND RESURFACING IMPROVEMENTS AT VARIOUS LOCATIONS IN CARROLL COUNTY	\$	17,172	Under Construction
<u>Safety/Spot Improvement</u>					
CL3941	MD27	MANCHESTER ROAD - BICYCLE AND PEDESTRIAN ROUTE FROM WEST OF MD 140 TO HAHN ROAD	\$	4,229	Under Construction
<u>Sidewalks</u>					
CL1071	MD31	NEW WINDSOR ROAD - SIDEWALK IMPROVEMENTS FROM LAMBERT AVENUE TO EAST OF CHURCH STREET	\$	1,530	Design Underway
<u>Transportation Alternatives Program</u>					
CLNEW3	-	WASHINGTON ROAD - SIDEWALK UPGRADES FOR ADA COMPLIANCE FROM WASHINGTON LANE TO KATE WAGNER ROAD - SAFE ROUTES TO SCHOOL	\$	143	Under Construction



CECIL COUNTY

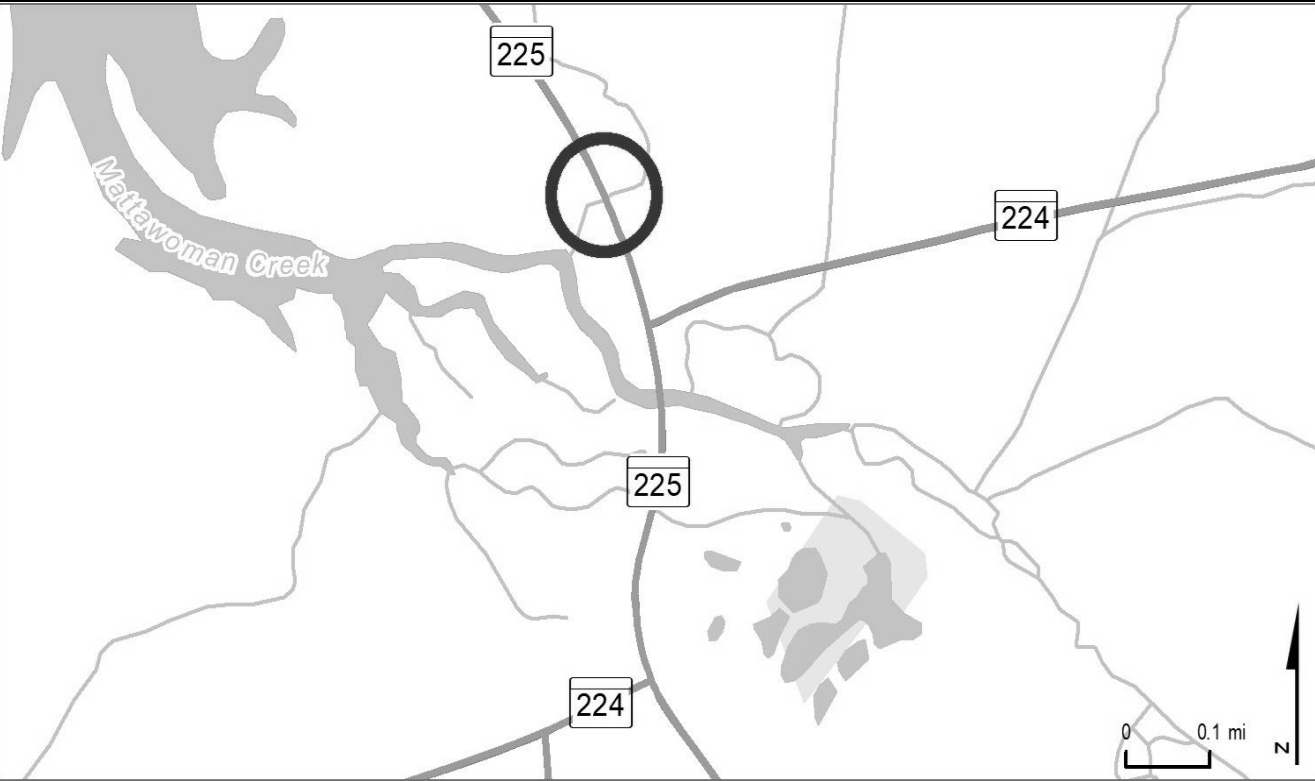
MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Cecil County - LINE 1

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Resurface/Rehabilitate</u>					
XB9073	-	MILL AND RESURFACING AT VARIOUS LOCATIONS IN CECIL COUNTY	\$	8,429	Cancelled
XQ9073	-	MILL AND RESURFACING AT VARIOUS LOCATIONS IN CECIL COUNTY	\$	3,243	Under Construction
XX153A	-	PATCHING AT VARIOUS LOCATIONS IN CECIL COUNTY	\$	3,425	Under Construction
XY9072	-	MILL AND RESURFACING AT VARIOUS LOCATIONS IN CECIL COUNTY	\$	9,616	Under Construction
<u>Safety/Spot Improvement</u>					
CE2661	US40	PULASKI HIGHWAY - GEOMETRIC IMPROVEMENTS AT NOTTINGHAM ROAD	\$	4,844	Under Construction
<u>Sidewalks</u>					
CE2471	MD222	PERRYVILLE ROAD - SIDEWALK IMPROVEMENTS FROM CEDAR CORNER ROAD TO ST. MARKS CHURCH ROAD	\$	2,314	FY 2025
CE4091	MD7	DELAWARE AVENUE - SIDEWALK UPGRADES FOR ADA COMPLIANCE FROM MD 281 TO SOUTH OF BIG ELK CREEK BRIDGE	\$	2,476	Under Construction
<u>Truck Weight</u>					
CE4002	US301	BLUE STAR MEMORIAL HIGHWAY - WEIGH STATION - CECILTON AND FOY HILL TRUCK WEIGH INSPECTION STATION	\$	6,627	Under Construction
<u>Urban Reconstruction</u>					
CE4661	MD222	MAIN STREET - FROM SOUTH OF HIGH STREET TO MILL STREET	\$	2,413	Design Underway



CHARLES COUNTY



PROJECT: MD 225, Hawthorne Road

DESCRIPTION: Replacement of Bridge No. 0802100 on MD225 over Mattawoman Creek.

PURPOSE & NEED SUMMARY STATEMENT: The purpose of this project is to replace a poor rated bridge to keep the roadway safe and open to traffic.

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

☒ Enhance Safety and Security

☒ Deliver System Quality

☒ Serve Communities and Support the Economy

☐ Promote Environmental Stewardship

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

☐ Project Inside PFA

☐ Project Outside PFA

☐ PFA Status Yet to Be Determined

☐ Grandfathered

☐ Exception Will Be Required

☐ Exception Granted

EXPLANATION: The existing structure (series of large pipes), built in 1951, is nearing the end of its useful service life and is currently rated poor.

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: The cost increase of \$1.6 million is due to the redesign of maintenance of traffic for enhanced safety and a revised engineer's estimate for construction.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPENDED				FOR PLANNING PURPOSES ONLY					
	COST (\$000)	THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,221	1,466	305	425	330	0	0	0	0	755	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	179	164	164	15	0	0	0	0	0	15	0
Construction	2,959	0	0	0	569	1,535	855	0	0	2,959	0
Total	5,359	1,630	469	440	899	1,535	855	0	0	3,729	0
Federal-Aid	3,762	882	468	(188)	798	1,458	812	0	0	2,880	0
Special	1,597	748	1	628	101	77	43	0	0	849	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

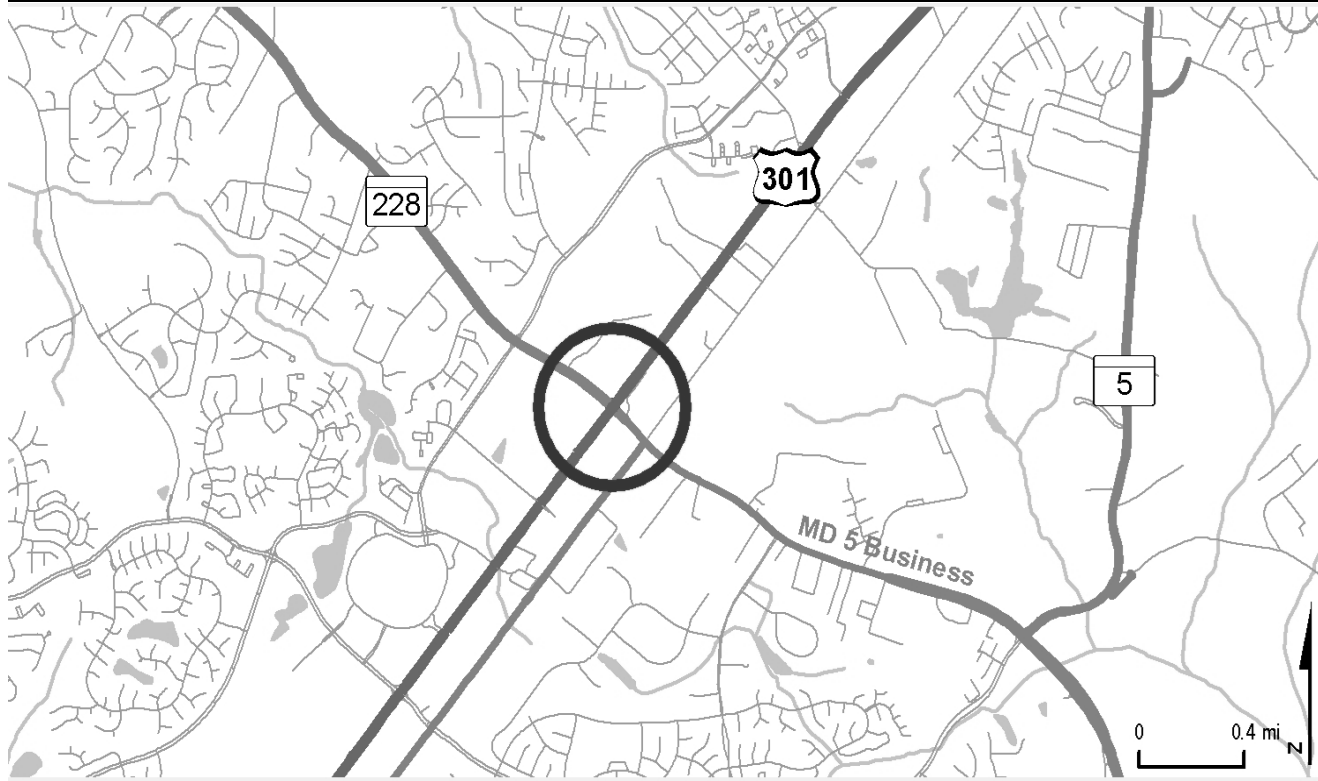
11,400

(2024)

PROJECTED

13,500

(2044)

**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 2024 - 29 CTP:** None.**POTENTIAL FUNDING SOURCE:**☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
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

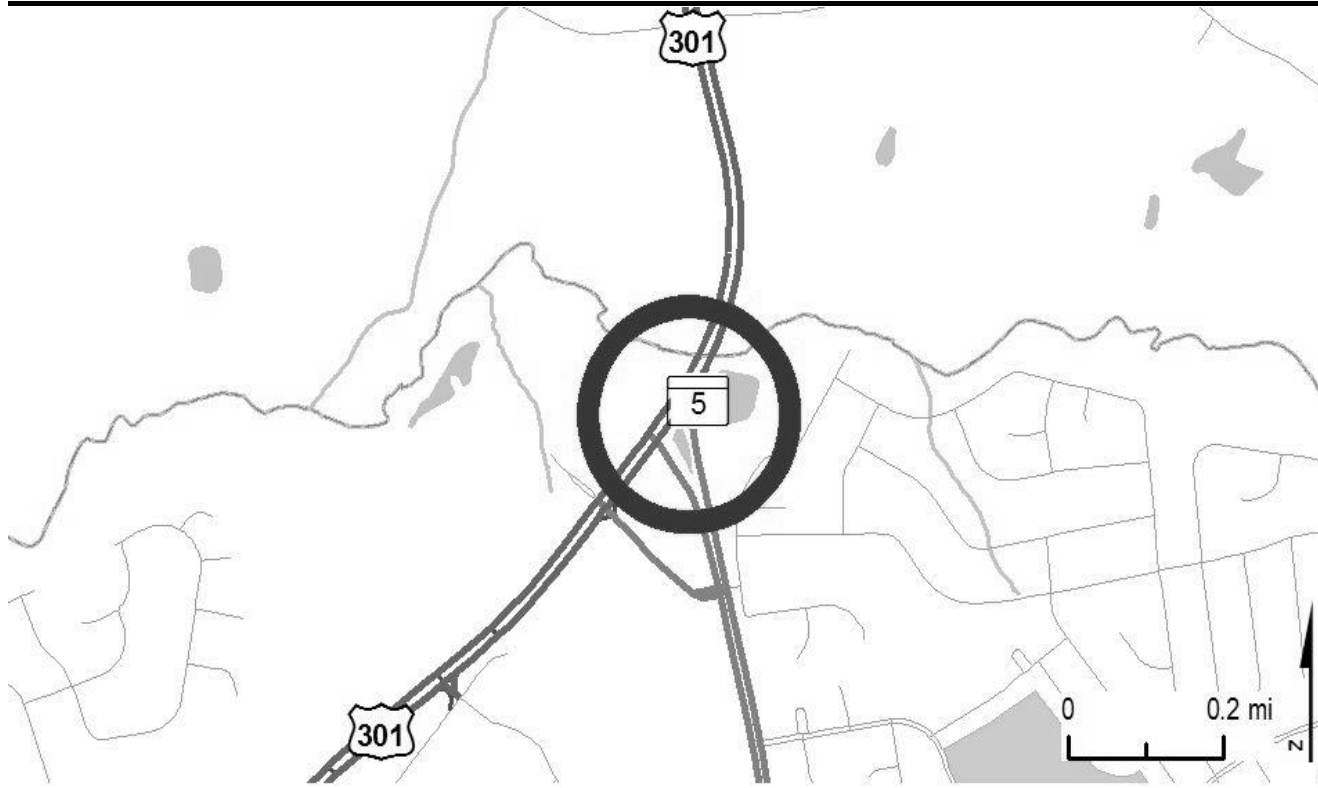
Classification:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)CURRENT 60,300
(2024)PROJECTED 83,200
(2044)

**PROJECT:** US 301, Crain Highway**DESCRIPTION:** Construct a new flyover from southbound US 301 to MD 5 (Mattawoman Beantown Road) to replace US 301 southbound triple left turning movement. Bicycle and pedestrian accommodations to be included where appropriate.**PURPOSE & NEED SUMMARY STATEMENT:** US 301 and MD 5 are important commuter routes serving residents in Prince George's County, Charles County and the Southern Maryland region. The project will reduce peak hour traffic congestion and accommodate future increase in traffic associated with planned development in southern Prince George's County and Waldorf in Charles County.**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 2024 - 29 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☐ SPECIAL
☐ FEDERAL
☐ GENERAL
☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2024	EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
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

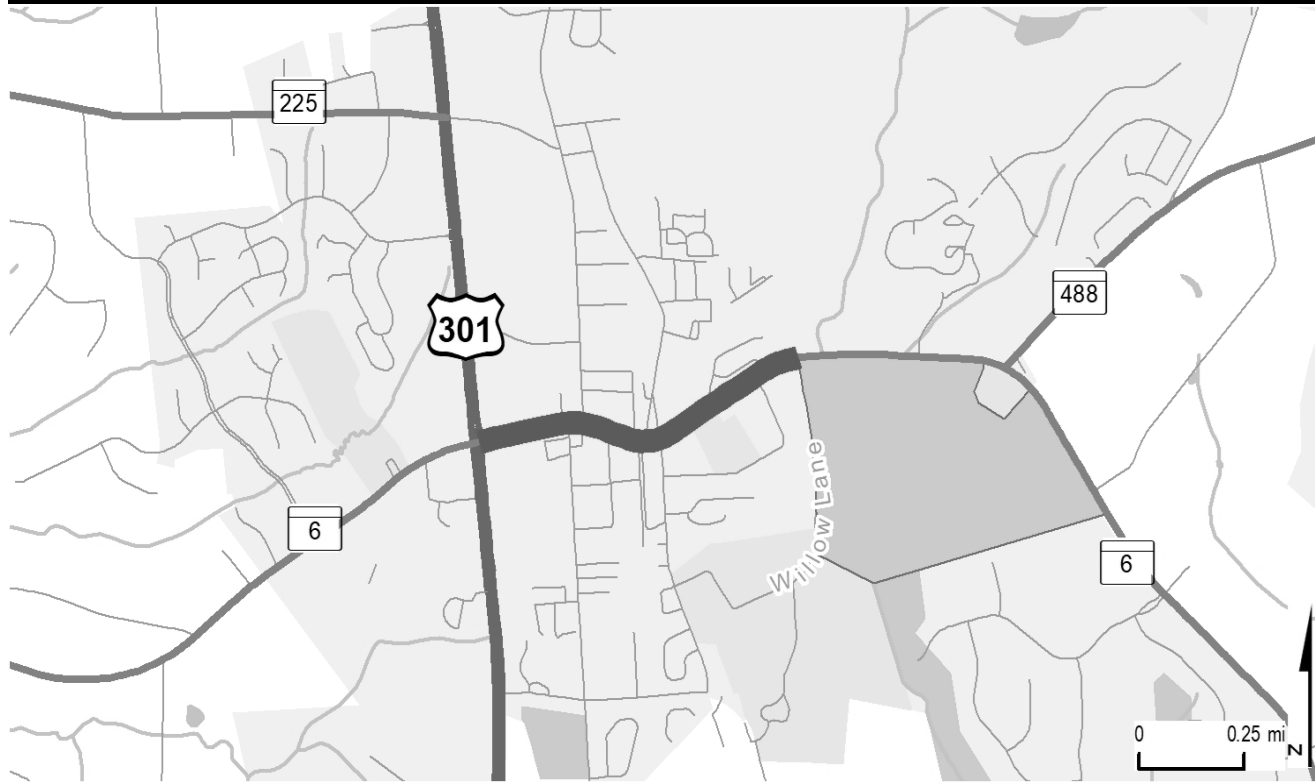
Classification:

STATE - Primary Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)CURRENT 100,800 (US 301)
(2024)PROJECTED 131,800 (US 301)
(2044)



PROJECT: MD 6, Charles Street

DESCRIPTION: Safety and accessibility improvements between US 301 and Willow Lane. Improvements will include mountable roundabouts that will calm traffic, improve safety, and still allow for heavy vehicle and emergency vehicle access.

PURPOSE & NEED SUMMARY STATEMENT: This project will improve safety and accessibility for vulnerable users along MD 6 and provide streetscape treatments to create a sense of place in La Plata.

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 2024 - 29 CTP: The cost increase of \$2.1 million is based on additional design needed for refinements to the project scope.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2024	EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,503	1,148	761	739	746	746	124	0	0	2,355	0
Right-of-way	500	0	0	0	250	250	0	0	0	500	0
Utilities	2,499	0	0	384	577	577	577	384	0	2,499	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	6,502	1,148	761	1,123	1,573	1,573	701	384	0	5,354	0
Federal-Aid	6,001	1,044	680	1,032	1,478	1,478	631	338	0	4,957	0
Special	501	104	81	91	95	95	70	46	0	397	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 22,700
(2024)

PROJECTED 29,300
(2044)

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Charles County - LINE 5

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Environmental Preservation</u>					
AT0442	-	TREE PLANTING AT VARIOUS LOCATIONS IN CHARLES COUNTY	\$	1,963	Completed
<u>Resurface/Rehabilitate</u>					
XY9081	-	SAFETY AND RESURFACING IMPROVEMENTS AT VARIOUS LOCATIONS IN CHARLES COUNTY	\$	8,774	Completed
XQ6081	-	SAFETY AND RESURFACING IMPROVEMENTS AT VARIOUS LOCATIONS IN CHARLES COUNTY	\$	2,220	FY 2025
<u>Safety/Spot Improvement</u>					
CH1861	MD228	BERRY ROAD - GEOMETRIC IMPROVEMENTS AT WESTERN PARKWAY	\$	3,215	Completed
CH2411	MD225	HAWTHORNE ROAD - DRAINAGE IMPROVEMENT - EAST OF PRESWICKE LANE	\$	1,470	Completed
<u>Transportation Alternatives Program</u>					
CH4101	-	LA PLATA BIKEWAYS - MILTON SOMERS MIDDLE SCHOOL TO LAUREL SPRINGS REGIONAL PARK	\$	1,443	FY 2025
CHNEW3	-	MILL HILL ROAD - PEDESTRIAN IMPROVEMENTS - FROM HOMECOMING LANE TO DAVIS ROAD	\$	515	FY 2025



DORCHESTER COUNTY

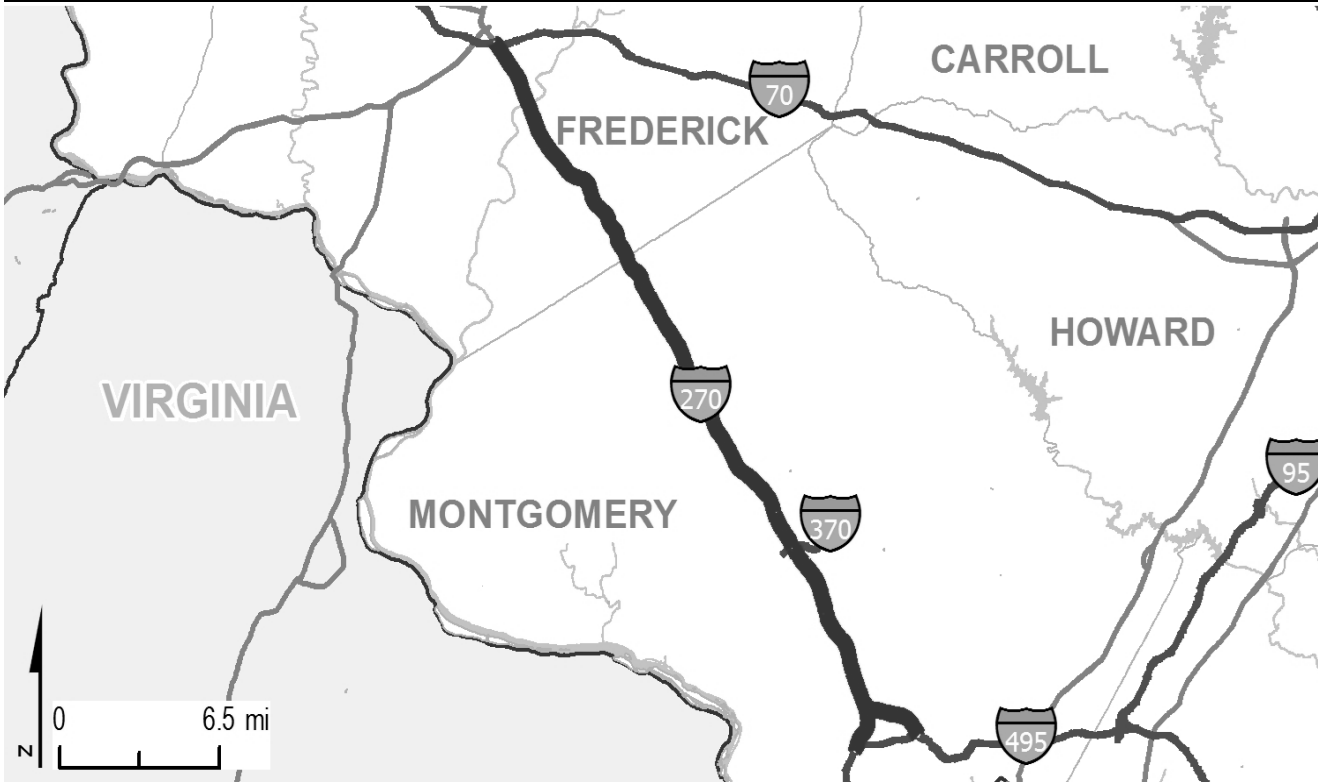
MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Dorchester County - LINE 1

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Resurface/Rehabilitate</u>					
XY7091	-	SAFETY AND RESURFACING IMPROVEMENTS AT VARIOUS LOCATIONS IN DORCHESTER COUNTY	\$	7,923	Completed
XY8091	-	SAFETY AND RESURFACING IMPROVEMENTS AT VARIOUS LOCATIONS IN DORCHESTER COUNTY	\$	9,474	Under Construction
<u>Safety/Spot Improvement</u>					
DO3881	MD392	DELAWARE AVENUE - BICYCLE PEDESTRIAN ROUTE - MD 331 TO WEST OF TAYLOR AVENUE	\$	1,324	Completed
<u>Transportation Alternatives Program</u>					
DO3051	-	BAYLY ROAD - SIDEWALK IMPROVEMENTS FROM MACES LANE TO GOVERNORS AVENUE - SAFE ROUTES TO SCHOOL	\$	192	Completed



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

<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

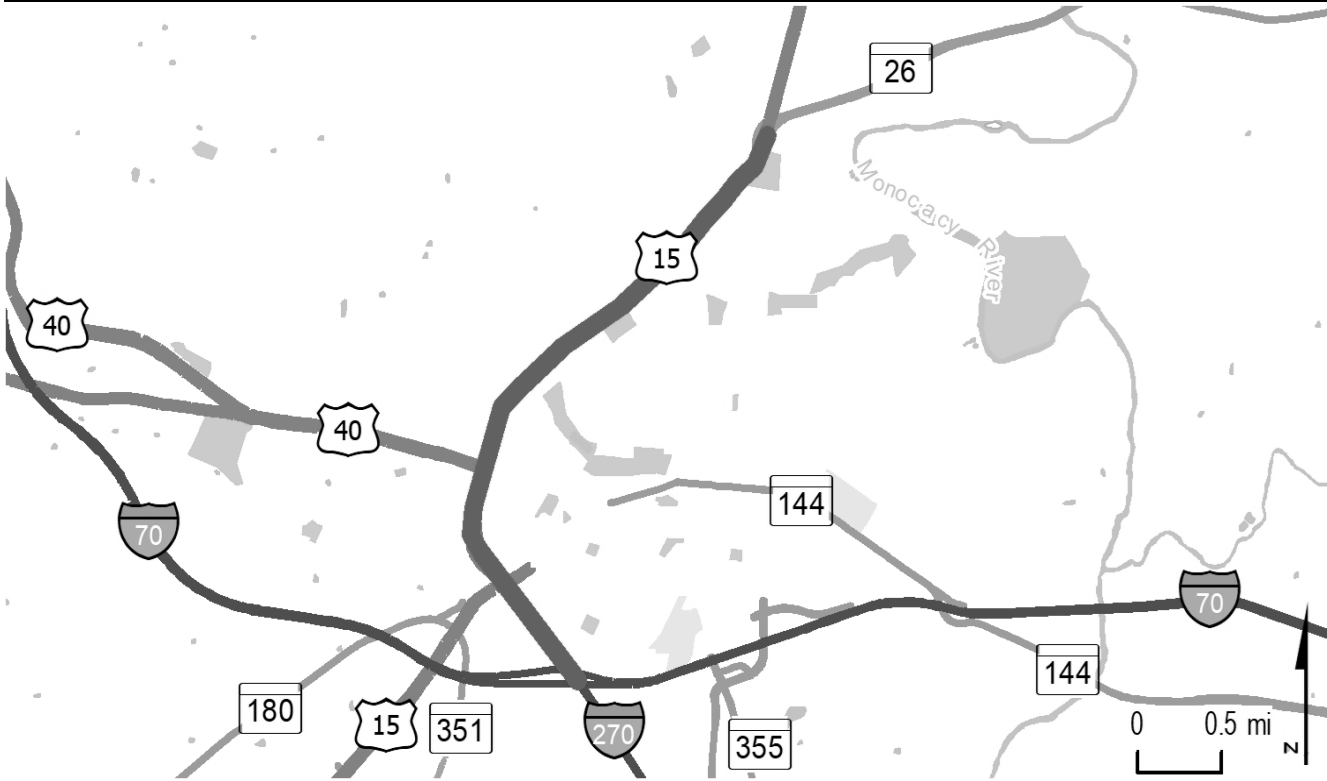
STATUS: Open to service. Completion of additional ramp metering construction underway.**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** The cost decrease of \$4.0 million is due to the deferral of potential noise mitigation measures to a future I-270 corridor project. This is the result of funding reductions due to other funding obligations.**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- | | |
|---|---|
| <input checked="" type="checkbox"/> Enhance Safety and Security | <input checked="" type="checkbox"/> Serve Communities and Support the Economy |
| <input checked="" type="checkbox"/> Deliver System Quality | <input type="checkbox"/> Promote Environmental Stewardship |

EXPLANATION: As one of Maryland's most heavily traveled roadways, I-270 congestion affects both motorist safety and the economy. The improvements will reduce congestion and improved safety and reliability for all roadway users.**POTENTIAL FUNDING SOURCE:**☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
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	127,660	123,660	4,987	4,000	0	0	0	0	0	4,000	0
Total	127,660	123,660	4,987	4,000	0	0	0	0	0	4,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	127,660	123,660	4,987	4,000	0	0	0	0	0	4,000	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** 82,600 - 238,200
(2024)**PROJECTED** 108,800 - 309,800
(2044)



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). The project includes adding a third through lane (inside widening) in each direction along US 15 and the reconstruction and widening of seven structures. Significant noise mitigation will be included.

PURPOSE & NEED SUMMARY STATEMENT: This project will address safety, operations, and mobility needs in the US 15 corridor.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:
☒ Enhance Safety and Security
☒ Deliver System Quality
☒ Serve Communities and Support the Economy
☐ Promote Environmental Stewardship

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

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

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

EXPLANATION: This project will address safety, operations, and mobility needs in the US 15 corridor.

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: Project moved to the Primary Construction Program from the Primary Development & Evaluation Program. The cost increase of \$140.0 million is due to the restoration of funding to advance the project through construction.

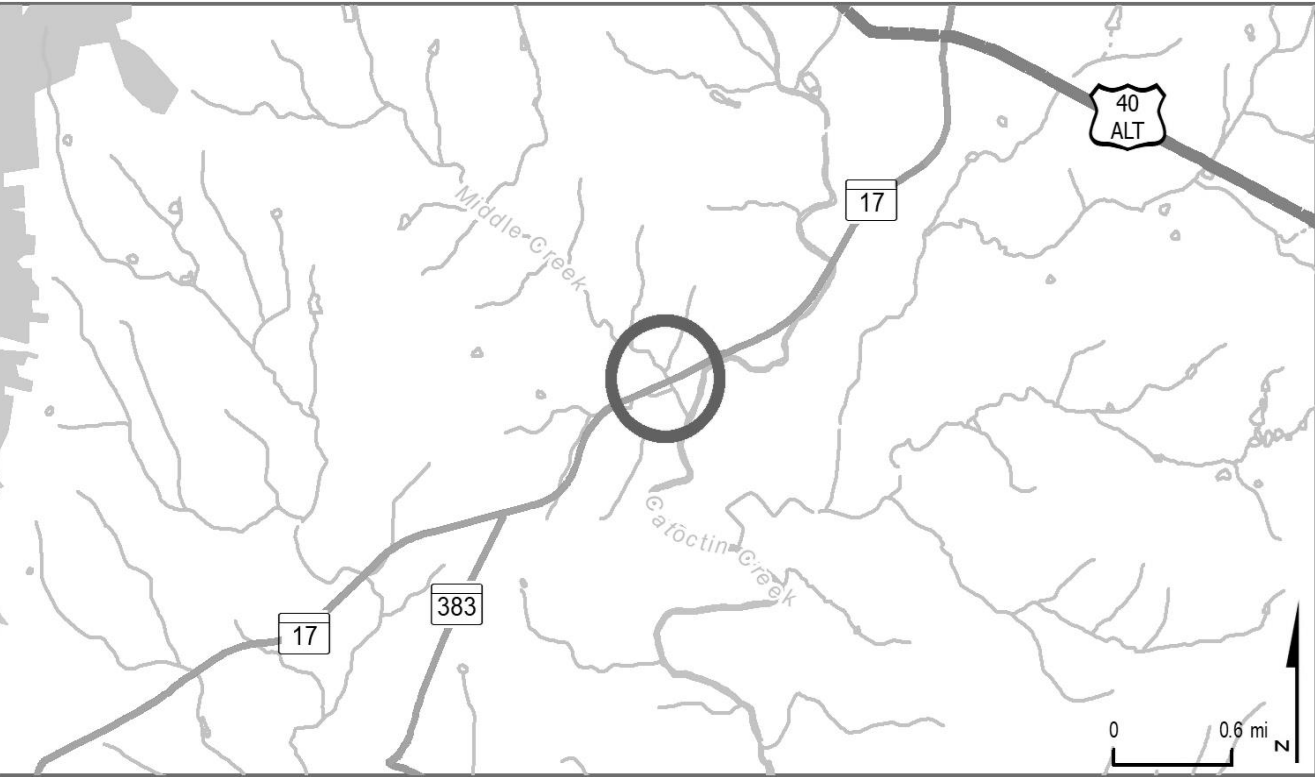
POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				FOR PLANNING PURPOSES ONLY					
						...2027...	...2028...	...2029...	...2030...		
Planning	3,610	3,610	0	0	0	0	0	0	0	0	0
Engineering	6,925	3,925	1,366	450	1,350	1,200	0	0	0	3,000	0
Right-of-way	6,245	0	0	0	4,000	2,245	0	0	0	6,245	0
Utilities	3,000	0	0	0	2,000	1,000	0	0	0	3,000	0
Construction	142,000	0	0	0	0	0	2,000	32,000	32,000	66,000	76,000
Total	161,780	7,535	1,366	450	7,350	4,445	2,000	32,000	32,000	78,245	76,000
Federal-Aid	142,067	3,225	1,366	428	6,615	4,000	1,800	28,800	28,800	70,443	68,400
Special	19,713	4,310	0	23	735	445	200	3,200	3,200	7,803	7,600
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 (2024)	86,300 - 121,000 (US 15) 83,700 - 121,000 (US 40)
PROJECTED (2044)	111,500 - 152,600 (US 15) 108,300 - 152,600 (US 40)



PROJECT: MD 17, Burkittsville Middletown Road

DESCRIPTION: Replacement of Bridge No. 1001900 on MD 17 over Middle Creek

PURPOSE & NEED SUMMARY STATEMENT: The purpose of this project is to replace a fair rated bridge to prevent further deterioration to poor rating.

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

☒ Enhance Safety and Security

☒ Deliver System Quality

☐ Serve Communities and Support the Economy

☐ Promote Environmental Stewardship

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

☐ Project Inside PFA

☐ Project Outside PFA

☐ PFA Status Yet to Be Determined

☐ Grandfathered

☐ Exception Will Be Required

☐ Exception Granted

EXPLANATION: The existing bridge, built in 1923, is nearing the end of its useful service life and is currently rated fair.

STATUS: Open to service.

SIGNIFICANT CHANGE FROM FY 2024 - 29 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 2024	EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	739	738	19	1	0	0	0	0	0	1	0
Right-of-way	54	51	0	3	0	0	0	0	0	3	0
Utilities	87	0	0	70	17	0	0	0	0	87	0
Construction	4,042	3,153	3,089	889	0	0	0	0	0	889	0
Total	4,922	3,942	3,108	963	17	0	0	0	0	980	0
Federal-Aid	4,114	3,160	3,044	937	17	0	0	0	0	954	0
Special	808	782	64	26	0	0	0	0	0	26	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

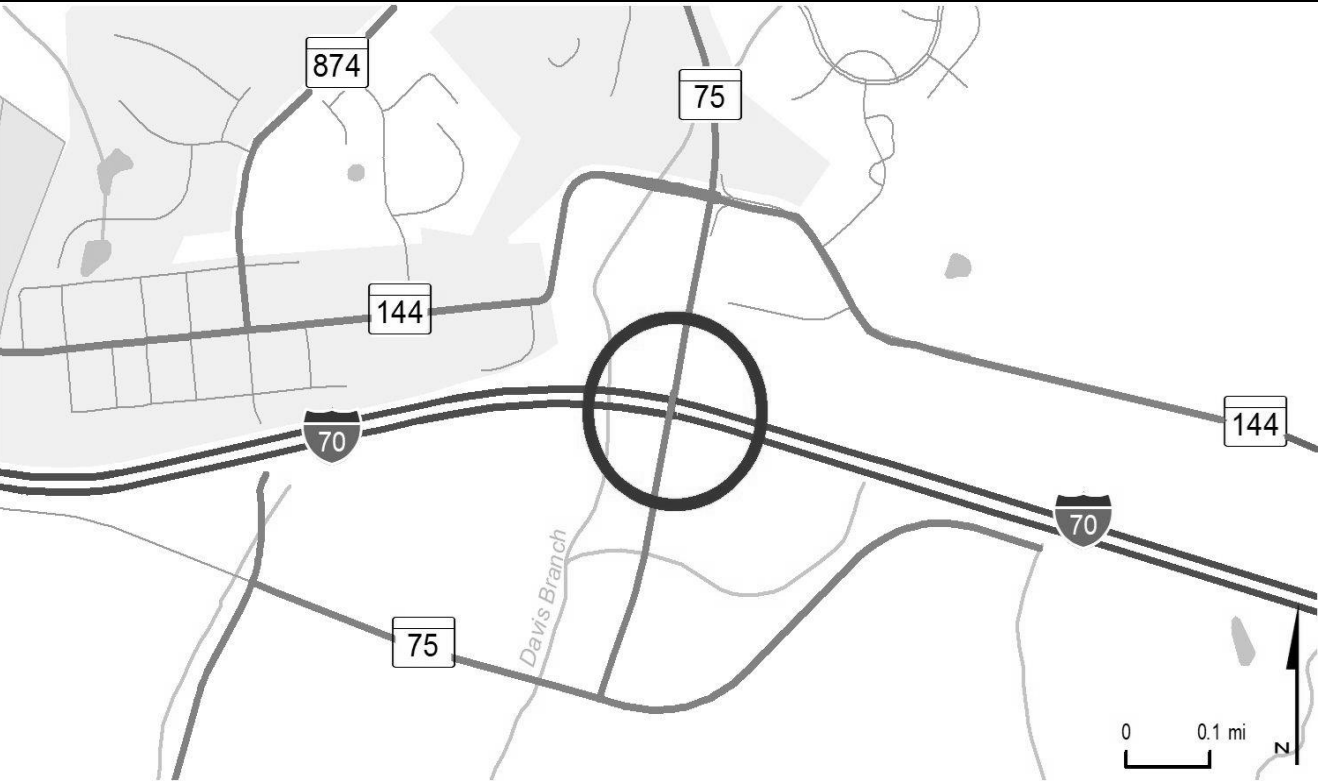
(2024)

3,000

PROJECTED

(2044)

3,600



PROJECT: MD 75, Green Valley Road

DESCRIPTION: Deck replacement and rehabilitation of Bridge No.1015600 on MD 75 over I-70.

PURPOSE & NEED SUMMARY STATEMENT: The purpose of this project is to replace a fair rated and heavily patched bridge deck to prevent further deterioration to poor rating.

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

- ☒ Enhance Safety and Security
- ☒ Deliver System Quality
- ☐ Serve Communities and Support the Economy
- ☐ Promote Environmental Stewardship

EXPLANATION: The existing bridge, built in 1973, is nearing the end of its useful service life and is currently rated fair. The bridge deck contains significant patching.

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: Construction underway.

SIGNIFICANT CHANGE FROM FY 2024 - 29 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		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	538	538	10	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	4,611	2,330	1,024	2,281	0	0	0	0	0	2,281	0
Total	5,149	2,868	1,034	2,281	0	0	0	0	0	2,281	0
Federal-Aid	4,699	2,421	1,016	2,278	0	0	0	0	0	2,278	0
Special	450	447	18	3	0	0	0	0	0	3	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Major Collector

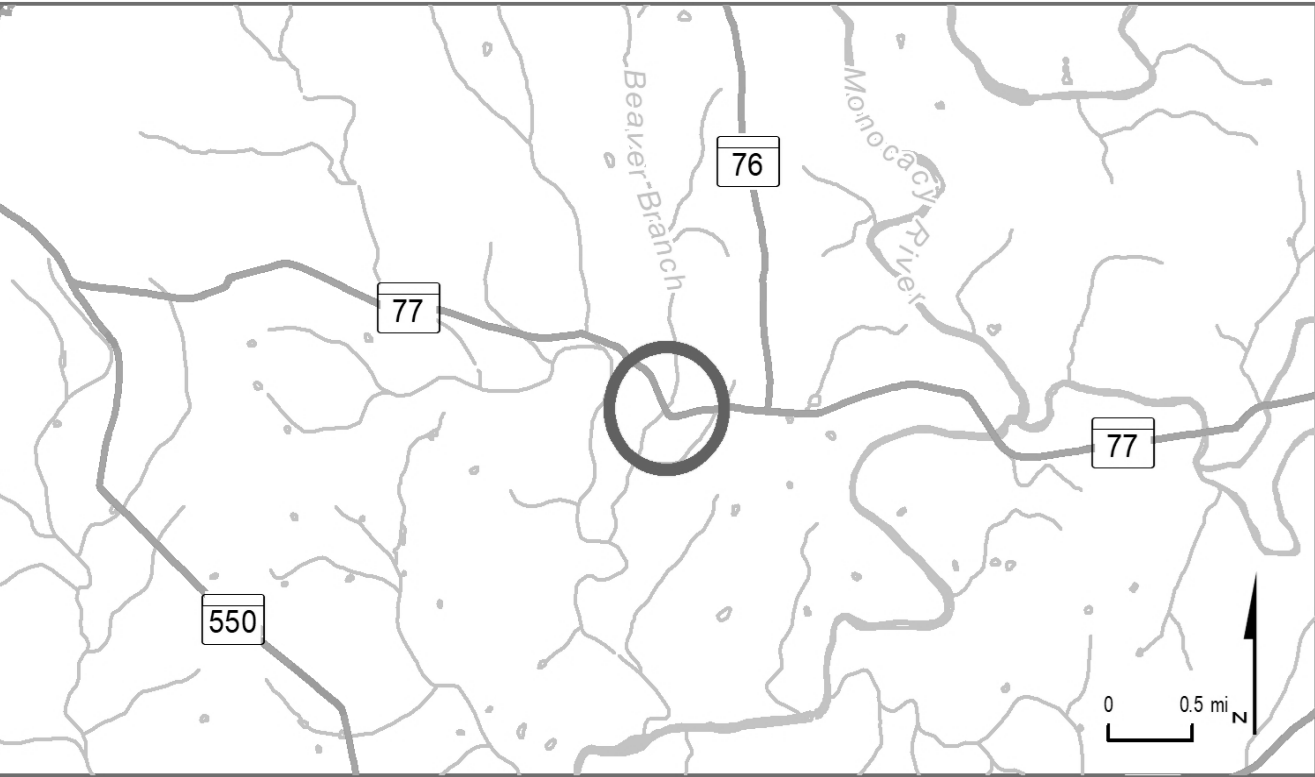
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 18,700
(2024)

PROJECTED 22,500
(2044)



PROJECT: MD 77, Rocky Ridge Road

DESCRIPTION: Replacement of Bridge No. 1005400 on MD 77 over Beaver Branch.

PURPOSE & NEED SUMMARY STATEMENT: The purpose of this project is to replace a fair rated bridge to prevent further deterioration to a poor rating.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:
☒ Enhance Safety and Security
☒ Deliver System Quality
☐ Serve Communities and Support the Economy
☐ Promote Environmental Stewardship

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

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

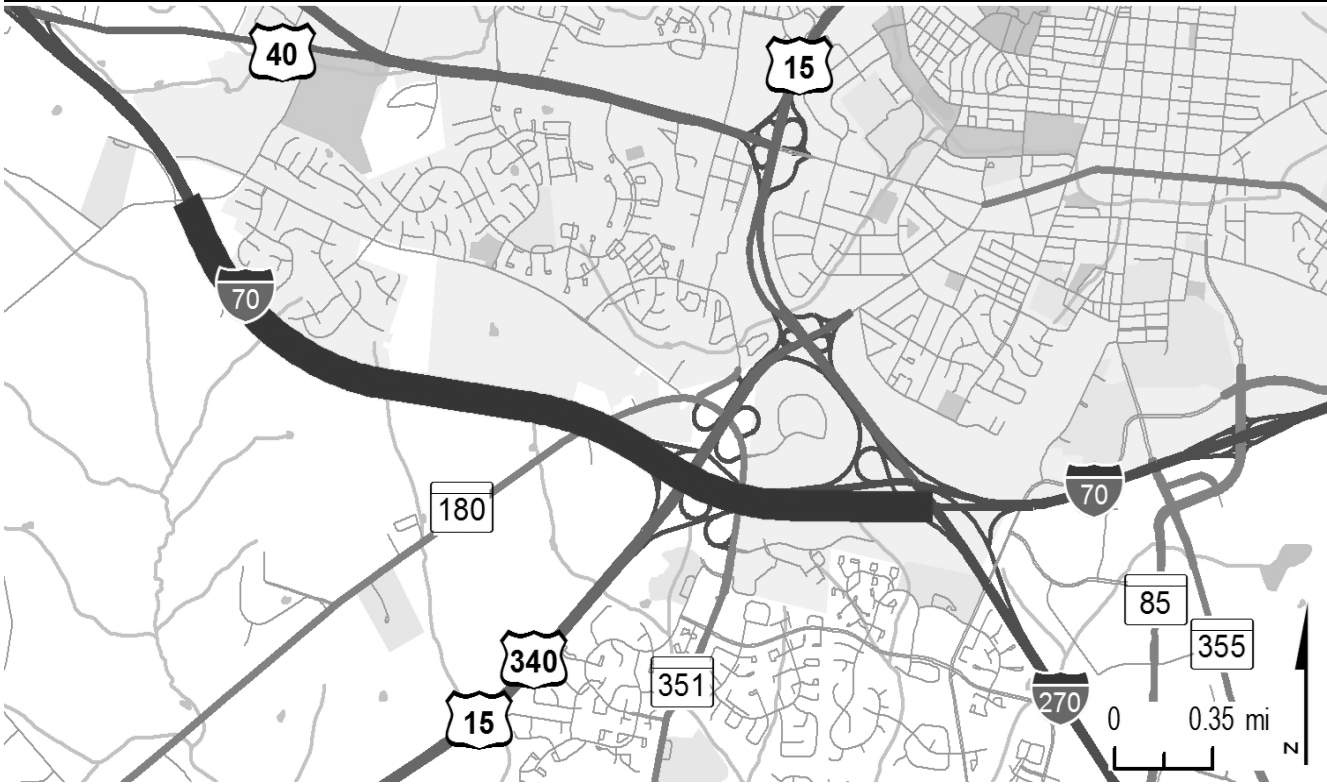
EXPLANATION: The existing bridge, built in 1932, is nearing the end of its useful service life and is currently rated fair.

STATUS: Construction anticipated to begin in FY 2025.

SIGNIFICANT CHANGE FROM FY 2024 - 29 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 2024	EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,915	1,645	266	270	0	0	0	0	0	270	0
Right-of-way	101	90	5	3	8	0	0	0	0	11	0
Utilities	742	0	0	212	318	212	0	0	0	742	0
Construction	4,225	0	0	326	1,665	1,545	689	0	0	4,225	0
Total	6,983	1,735	271	811	1,991	1,757	689	0	0	5,248	0
Federal-Aid	5,508	737	265	655	1,829	1,633	654	0	0	4,771	0
Special	1,475	998	6	156	162	124	35	0	0	477	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 (2024)
PROJECTED 1,200 (2044)



PROJECT: I-70, Eisenhower Memorial Highway

DESCRIPTION: Perform median widening to expand from four to six lanes on I -70 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. I-70 is a heavily traveled route from the Baltimore-Washington region to points west. The project will reduce congestion and accommodate planned development in the Frederick 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: Project on hold.

SIGNIFICANT CHANGE FROM FY 2024 - 29 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 2024	EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
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

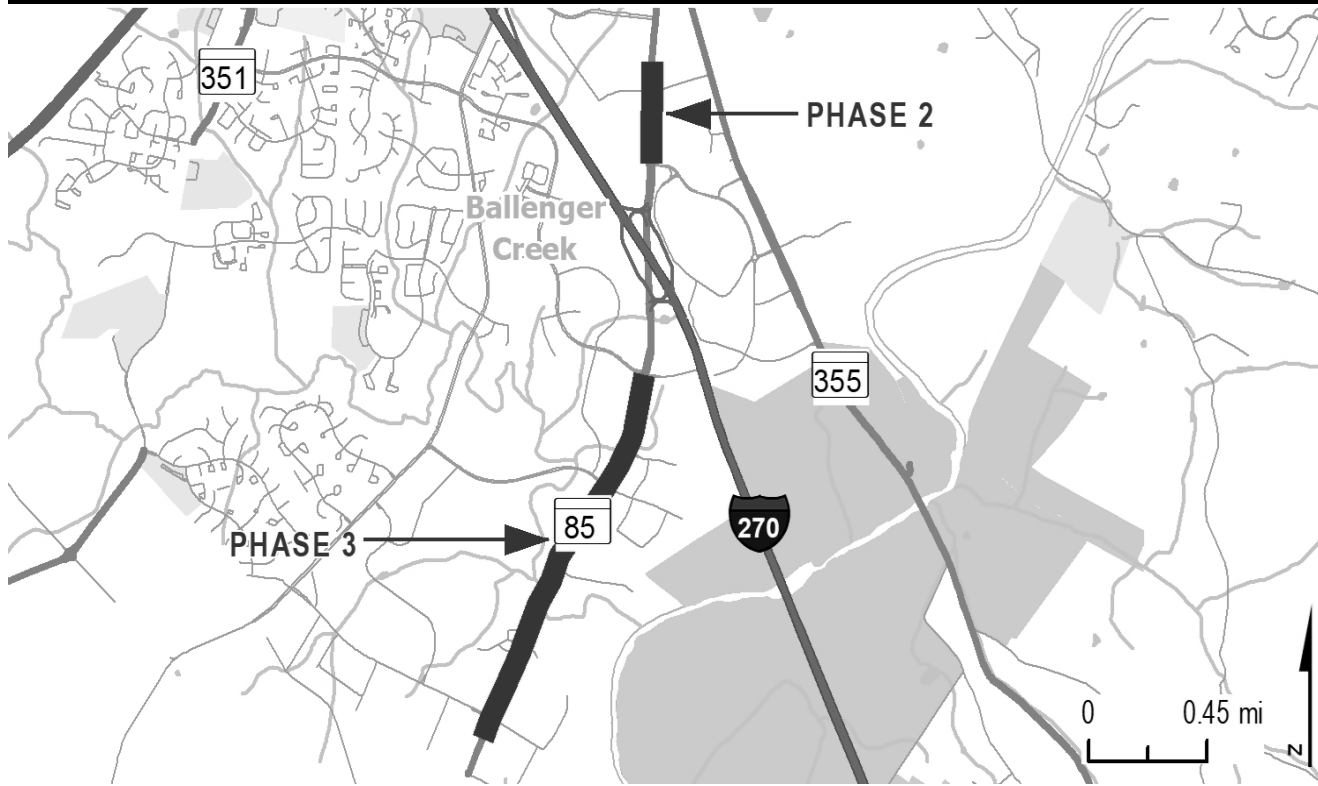
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 99,900
(2024)

PROJECTED 154,400
(2044)



PROJECT: MD 85, Buckeystown Pike

DESCRIPTION: Phase 1 widening from Crestwood Boulevard/Shockley Drive, including the I-270 interchange, was completed in 2022. Phase 2 includes widening from two to four lanes from Spectrum Drive to north of Grove Road. Phase 3 includes widening from two to four lanes from south of English Muffin Way to Crestwood Boulevard/Shockley Drive. Sidewalks and on-road bike lanes are included where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: This project will reduce congestion and provide capacity for planned commercial development in the MD 85 corridor. MD 85 is a heavily traveled commercial corridor that provides access to Frederick and supports economic development. The project will reduce congestion and accommodate planned commercial 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: Planning complete. Phase 1 (MD 85 from Spectrum Drive to Crestwood Blvd.) is open to service.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2024	EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
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 17,300 - 53,000 (Phases 1 - 3)
(2024)

PROJECTED 28,400 - 82,100 (Phases 1 - 3)
(2044)

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Frederick County - LINE 8

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Bridge Replacement/Rehabilitation</u>					
FR6871	US15	CATOCTIN MOUNTAIN HIGHWAY - BRIDGE DECK REPLACEMENT - BRIDGE 1010900 OVER MD 77 AND HUNTING CREEK	\$	8,402	Completed
FR7621	-	CLEANING AND PAINTING BRIDGES 1010300, 1010700, 1012100, 1013900, 1015400, 1016900, 1017900, AND 1018200	\$	2,989	Under Construction
<u>Commuter Action Improvements</u>					
FR6861	IS70	EISENHOWER MEMORIAL HIGHWAY - MAJOR REST AREA - EASTBOUND AND WESTBOUND TRUCK PARKING EXPANSION	\$	8,312	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	-	SAFETY AND RESURFACING IMPROVEMENTS AT VARIOUS LOCATIONS IN FREDERICK COUNTY	\$	11,626	Completed
FR7581	MD17	MYERSVILLE MIDDLETOWN ROAD - RESURFACING FROM VENTRIE COURT TO EAGLE BAY DRIVE	\$	2,705	FY 2025
XQ9102	-	SAFETY AND RESURFACING IMPROVEMENTS AT VARIOUS LOCATIONS IN FREDERICK COUNTY	\$	8,356	Under Construction
XY9101	-	SAFETY AND RESURFACING IMPROVEMENTS AT VARIOUS LOCATIONS IN FREDERICK COUNTY	\$	16,000	Under Construction
<u>Safety/Spot Improvement</u>					
FR0161	MD77	FOXVILLE ROAD - GUARDRAIL IMPROVEMENTS FROM WASHINGTON COUNTY LINE TO PRYOR ROAD	\$	1,365	Under Construction
<u>Sidewalks</u>					
XY5371	-	ADA SIDEWALK UPGRADES IN FREDERICK COUNTY	\$	1,777	Completed
<u>TMDL Compliance</u>					
XB0621	-	REFORESTATION AT VARIOUS LOCATIONS IN FREDERICK COUNTY	\$	2,210	FY 2025
<u>Transportation Alternatives Program</u>					
FR0731	-	BICYCLE AND PEDESTRIAN ROUTE - EAST STREET RAILS WITH TRAILS	\$	479	Design Underway

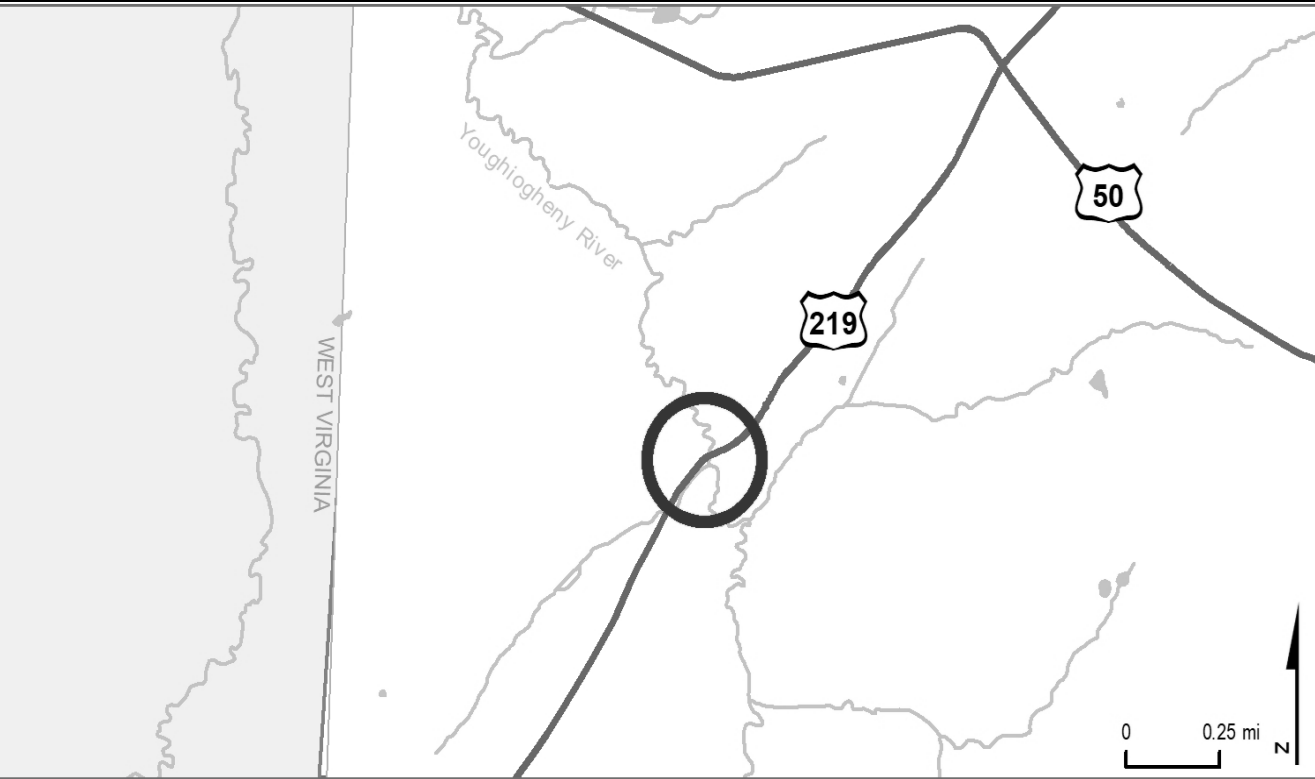
MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Frederick County - LINE 8

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Transportation Alternatives Program</u>				
FR0761	US40	WEST PATRICK STREET - BICYCLE AND PEDESTRIAN ROUTE FROM BAUGHMAN'S LANE TO WAVERLY DRIVE	\$ 687	Design Underway
FR7571	-	BICYCLE AND PEDESTRIAN ROUTE - NEW DESIGN ROADSIDE PATH PHASE I	\$ 500	FY 2025
FRTAP1	-	FREDERICK AND PENNSYLVANIA LINE RAILROAD TRAIL	\$ 4,800	FY 2026



GARRETT COUNTY



PROJECT: US 219, Garrett Highway

DESCRIPTION: Replacement of Bridge No. 1102400 over the Youghiogheny River (0.04 miles).

PURPOSE & NEED SUMMARY STATEMENT: The purpose of this project is to replace a poor rated bridge and realign the roadway to improve safety.

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

☒ Enhance Safety and Security

☒ Deliver System Quality

☐ Serve Communities and Support the Economy

☐ Promote Environmental Stewardship

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

☐ Project Inside PFA

☐ Project Outside PFA

☐ PFA Status Yet to Be Determined

☐ Grandfathered

☐ Exception Will Be Required

☐ Exception Granted

EXPLANATION: The existing bridge, built in 1927, is nearing the end of its useful service life and is rated poor based on substructure condition.

STATUS: Construction anticipated to begin in FY 2025.

SIGNIFICANT CHANGE FROM FY 2024 - 29 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 2024	EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,251	2,516	643	735	0	0	0	0	0	735	0
Right-of-way	235	90	90	145	0	0	0	0	0	145	0
Utilities	260	0	0	260	0	0	0	0	0	260	0
Construction	9,466	0	0	442	1,972	2,445	2,278	2,329	0	9,466	0
Total	13,212	2,606	733	1,582	1,972	2,445	2,278	2,329	0	10,606	0
Federal-Aid	11,572	1,530	644	1,470	1,873	2,323	2,164	2,212	0	10,042	0
Special	1,640	1,076	89	112	99	122	114	117	0	564	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Minor Arterial

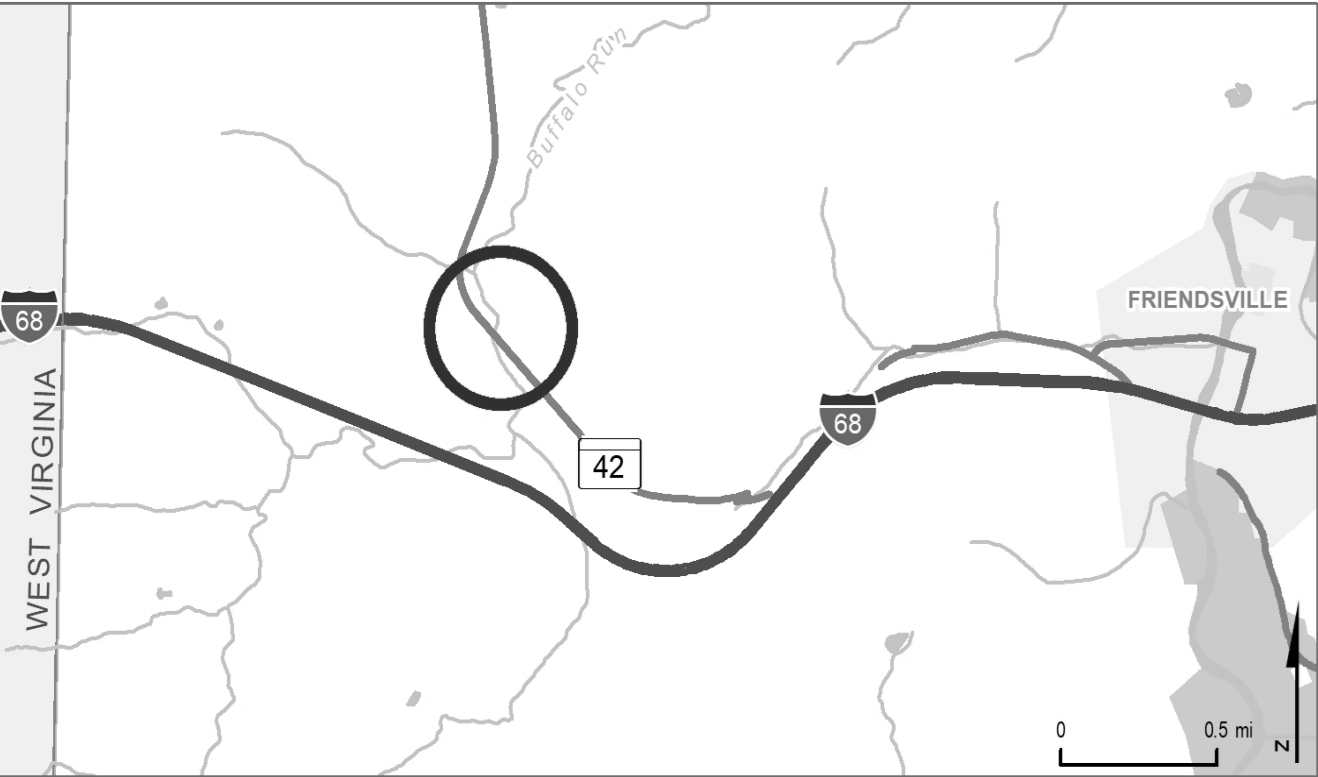
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 1,600 (2024)

PROJECTED 1,800 (2044)



PROJECT: MD 42, Friendsville Road

DESCRIPTION: Replacement of Bridge No. 1101000 on MD 42 over Buffalo Run.

PURPOSE & NEED SUMMARY STATEMENT: The purpose of this project is to replace a fair rated bridge to prevent further deterioration to poor rating.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:
☒ Enhance Safety and Security
☒ Deliver System Quality
☐ Serve Communities and Support the Economy
☐ Promote Environmental Stewardship

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

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

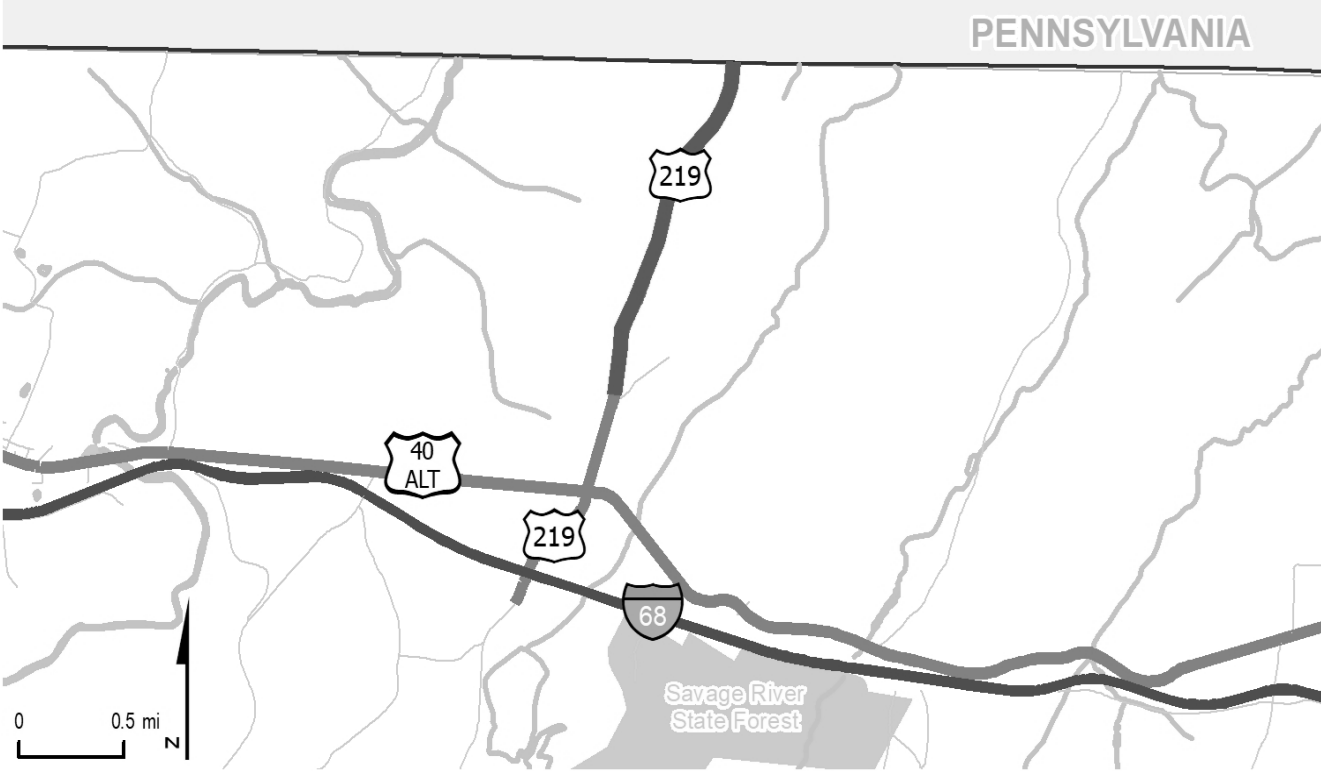
EXPLANATION: The existing bridge, built in 1933, is nearing the end of its useful service life and is currently rated fair. Significant repairs have been made to the bridge over its lifespan.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2024 - 29 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 2024	EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,430	1,393	54	37	0	0	0	0	0	37	0
Right-of-way	12	12	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	6,492	2,518	2,517	3,299	675	0	0	0	0	3,974	0
Total	7,934	3,923	2,571	3,336	675	0	0	0	0	4,011	0
Federal-Aid	7,030	3,056	2,555	3,305	669	0	0	0	0	3,974	0
Special	904	867	16	31	6	0	0	0	0	37	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 2,700 (2024)
PROJECTED 3,000 (2044)



PROJECT: US 219, Chestnut Ridge Road

DESCRIPTION: 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 bi-state US 219 corridor between I-68/ US 40 and Meyersdale, Pennsylvania.

PURPOSE & NEED SUMMARY STATEMENT: 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/US 40 and Old Salisbury Road is open to service. The remaining segment north of Old Salisbury Road is undergoing a planning effort in partnership with Pennsylvania. The cost shown is Maryland's share only. This project is eligible for restricted federal funding under the Appalachian Development Highway System Program.

SIGNIFICANT CHANGE FROM FY 2024 - 29 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		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	6,343	6,343	278	0	0	0	0	0	0	0	0
Engineering	10,792	172	172	1,000	2,986	2,986	2,344	1,304	0	10,620	0
Right-of-way	5,463	0	0	0	0	1,821	1,821	1,821	0	5,463	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	22,598	6,515	450	1,000	2,986	4,807	4,165	3,125	0	16,083	0
Federal-Aid	17,917	2,976	350	950	2,837	4,476	3,866	2,813	0	14,941	0
Special	4,680	3,538	100	50	149	331	299	312	0	1,142	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

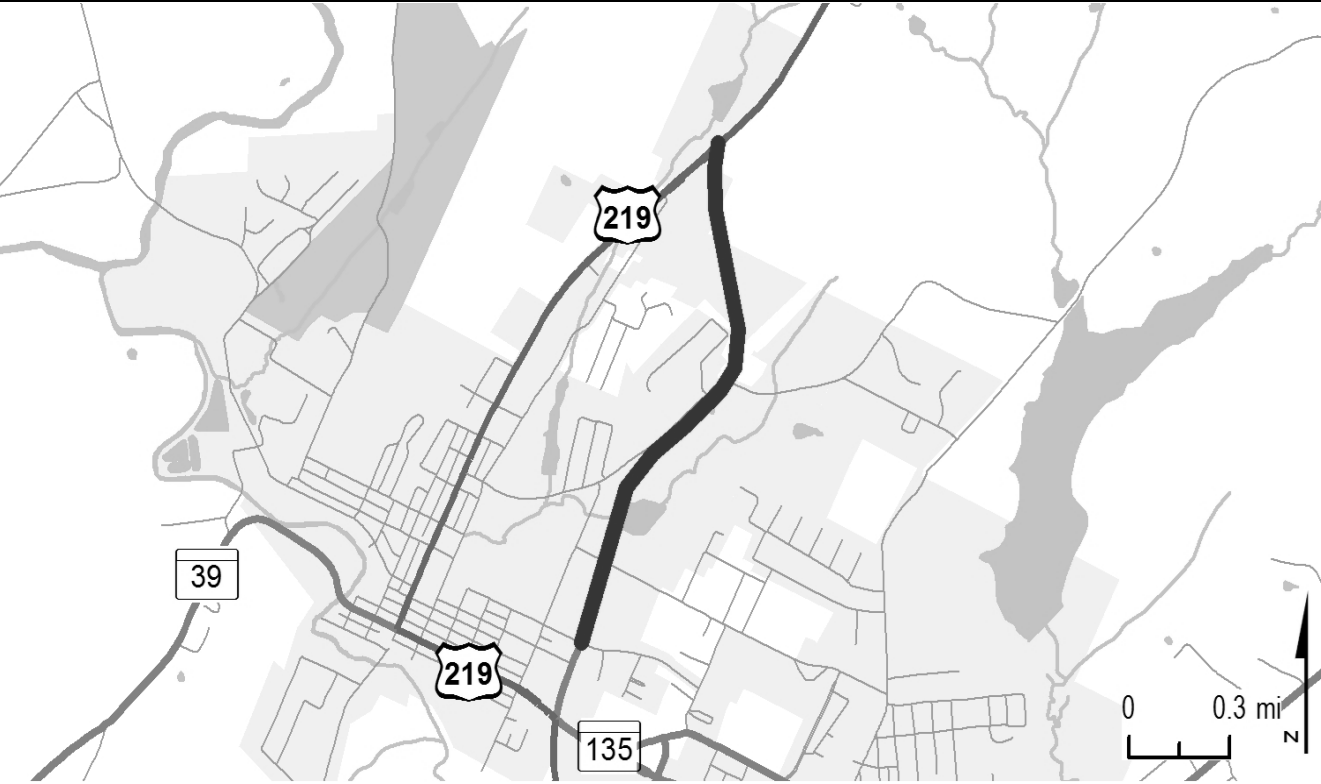
STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT	5,100
(2024)	
PROJECTED	5,600
(2044)	



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

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: None.

<div><div>POTENTIAL FUNDING SOURCE:</div><div><div><input checked="" type="checkbox"/> SPECIAL</div><div><input checked="" type="checkbox"/> FEDERAL</div><div><input type="checkbox"/> GENERAL</div><div><input type="checkbox"/> OTHER</div></div></div>											
PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
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 10,900
(2024)

PROJECTED 14,400
(2044)

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>					
GA1951	US219	GARRETT HIGHWAY - SMALL STRUCTURE REPLACEMENT - STRUCTURE 11010X0 OVER TRIBUTARY OF YOUGHIOGHENY RIVER	\$	2,503	Completed
GA4601	-	CLEANING AND PAINTING OF BRIDGES 1101100, 1102600, 1104003/04, 1104603/04, 1104900, 1104200, AND 1105003/04	\$	3,087	Completed
GA4221	MD135	MARYLAND HIGHWAY - DECK REPLACEMENT FOR BRIDGE 1101400 OVER LITTLE YOUGHIOGHENY RIVER	\$	7,235	FY 2025
GA4281	MD42	FRIENDSVILLE ROAD - BRIDGE DECK OVERLAY ON BRIDGE 1005400 OVER YOUGHIOGHENY RIVER	\$	5,607	FY 2025
<u>Resurface/Rehabilitate</u>					
GA2521	US219	CHESTNUT RIDGE ROAD - SAFETY AND RESURFACE FROM US 40 ALT TO PENNSYLVANIA STATE LINE	\$	4,134	Completed
GA4321	MD546	FINZEL ROAD - SAFETY AND RESURFACING IMPROVEMENTS FROM BEALL SCHOOL ROAD TO PENNSYLVANIA STATE LINE	\$	5,475	FY 2028
GA1861	MD495	SWANTON ROAD - SAFETY AND RESURFACE FROM DURST ROAD TO US 40 ALT	\$	6,162	Under Construction
XY8111	-	SAFETY AND RESURFACING IMPROVEMENTS AT VARIOUS LOCATIONS IN GARRETT COUNTY	\$	4,882	Under Construction
<u>Transportation Alternatives Program</u>					
GA1281	-	CASSELMAN RIVER BRIDGE RESTORATION	\$	4,132	Completed
<u>Truck Weight</u>					
GA4301	IS68	UPGRADE/INSTALLATION OF SCALE EQUIPMENT FINZEL TRUCK WEIGH INSPECTION STATIONS	\$	2,477	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:

☒ Enhance Safety and Security

☐ Deliver System Quality

☒ Serve Communities and Support the Economy

☒ Promote Environmental Stewardship

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

☐ Project Inside PFA

☒ Project Outside PFA

☐ PFA Status Yet to Be Determined

☐ Grandfathered

☐ Exception Will Be Required

☒ Exception Granted

EXPLANATION: This project will improve the road safety by strengthening the slope supporting MD 24, repairing the pavement, improving roadway drainage, and addressing roadside safety concerns.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2024 - 29 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 2024	EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,994	2,994	69	0	0	0	0	0	0	0	0
Right-of-way	409	363	130	46	0	0	0	0	0	46	0
Utilities	793	588	588	81	93	31	0	0	0	205	0
Construction	5,449	2,150	2,148	3,299	0	0	0	0	0	3,299	0
Total	9,646	6,096	2,935	3,426	93	31	0	0	0	3,550	0
Federal-Aid	8,557	5,062	2,881	3,399	72	24	0	0	0	3,495	0
Special	1,089	1,034	54	27	21	7	0	0	0	55	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Major Collector

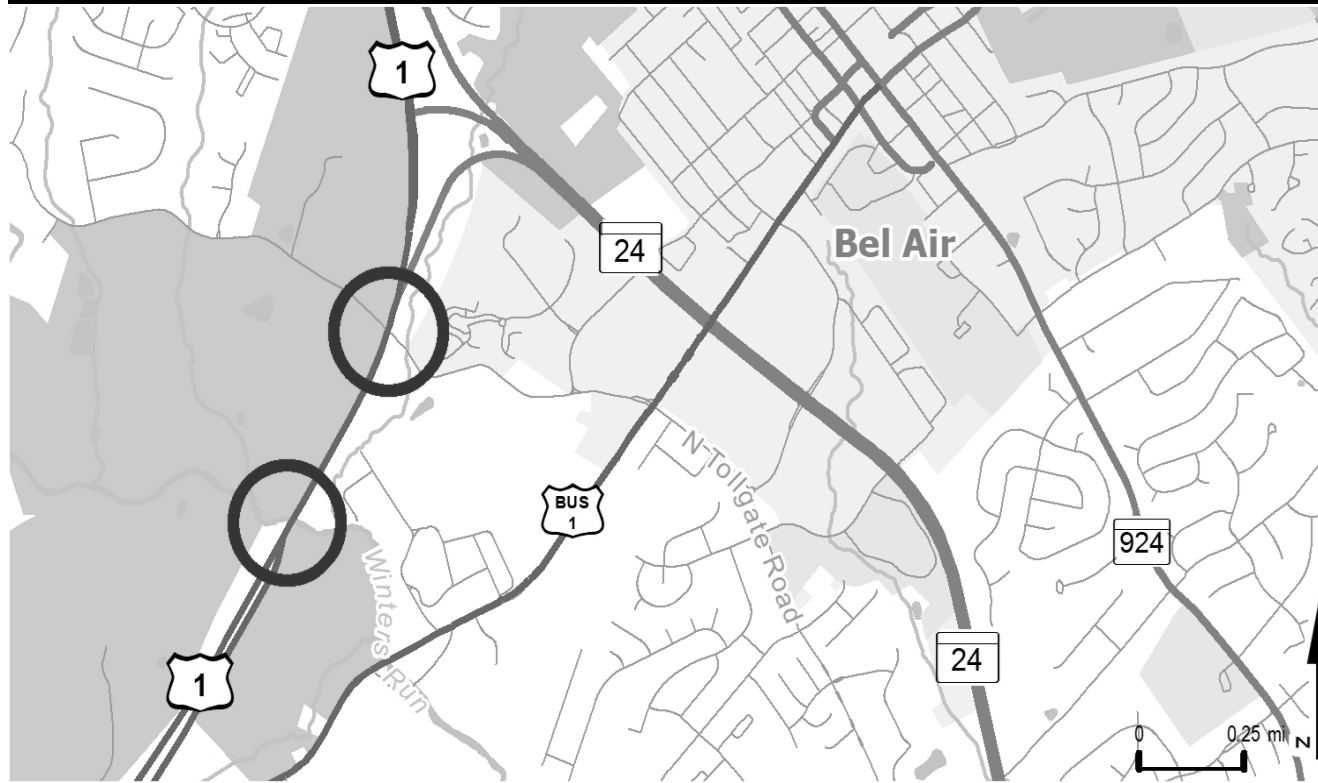
FEDERAL - Major Collector

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 3,800 (2024)

PROJECTED 8,200 (2044)

**PROJECT:** US 1, Belair Road**DESCRIPTION:** Replacement of Bridge No. 1206600 on US 1 over Tollgate Road and Bridge No. 1206500 on US 1 over Winters Run.**PURPOSE & NEED SUMMARY STATEMENT:** The purpose of this project is to replace poor rated bridges to keep the roadway safe and open to traffic. The project will provide an improved Harford County trail along Tollgate Road and grading for a future trail along Winters Run.**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- | | |
|---|---|
| <input checked="" type="checkbox"/> Enhance Safety and Security | <input checked="" type="checkbox"/> Serve Communities and Support the Economy |
| <input checked="" type="checkbox"/> Deliver System Quality | <input type="checkbox"/> Promote Environmental Stewardship |

EXPLANATION: The existing bridges, built in 1963, are nearing the end of their useful service lives. Both bridges are rated poor based on deck condition and substructure condition (Bridge No. 1206500 only).**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law

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

STATUS: Engineering underway.**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** The cost increase of \$4.6 million is due to the latest engineer's estimate for construction.**POTENTIAL FUNDING SOURCE:**☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2024	EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,656	2,005	540	381	270	0	0	0	0	651	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	20,000	0	0	0	1,960	10,507	7,533	0	0	20,000	0
Total	22,656	2,005	540	381	2,230	10,507	7,533	0	0	20,651	0
Federal-Aid	20,391	800	390	321	2,132	9,981	7,157	0	0	19,591	0
Special	2,265	1,205	150	60	98	526	376	0	0	1,060	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:**STATE -** Principal Arterial**FEDERAL -** Freeway/Expressway**STATE SYSTEM:** Secondary**Estimated Annual Average Daily Traffic (vehicles per day)****CURRENT** 43,800
(2024)**PROJECTED** 65,400
(2044)

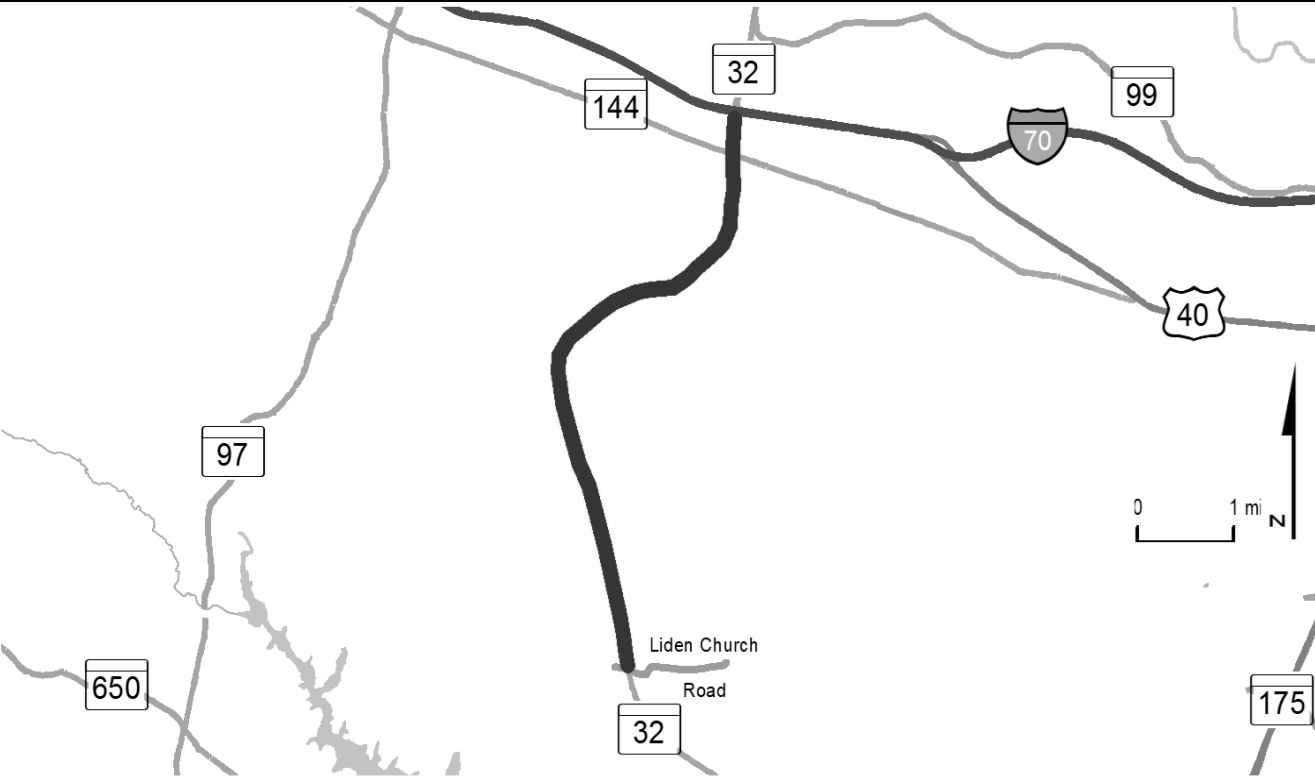
MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Harford County - LINE 3

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Intersection Capacity Improvements</u>					
HA0941	MD24	EMMORTON ROAD - ADDITIONAL LANE ON US 1 BYPASS SOUTH TO BOULTON STREET	\$	900	Design Underway
<u>Resurface/Rehabilitate</u>					
XY7122	-	MILL AND RESURFACING AT VARIOUS LOCATIONS WEST OF US 1 IN HARFORD COUNTY	\$	7,428	Completed
HA0911	US1	CONOWINGO ROAD - SAFETY AND RESURFACING IMPROVEMENTS FROM MOORES MILL ROAD TO US 1 BYPASS	\$	4,157	Under Construction
XY7121	-	MILL AND RESURFACING AT VARIOUS LOCATIONS EAST OF US 1 IN HARFORD COUNTY	\$	9,336	Under Construction
XY8122	-	MILL AND RESURFACING AT VARIOUS LOCATIONS WEST OF US 1 IN HARFORD COUNTY	\$	16,121	Under Construction
<u>Safety/Spot Improvement</u>					
HA5001	MD543	FOUNTAIN GREEN ROAD - GEOMETRIC IMPROVEMENTS - AT MD 136	\$	3,900	FY 2026
HA5011	MD24	EMMORTON ROAD - GEOMETRIC IMPROVEMENTS - AT MD 755	\$	3,584	Under Construction
<u>Transportation Alternatives Program</u>					
HA3213	-	MA & PA TRAIL, SEGMENT 3	\$	3,760	Under Construction



HOWARD COUNTY



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:**
- ☒ Enhance Safety and Security
- ☒ Deliver System Quality
- ☒ Serve Communities and Support the Economy
- ☐ Promote Environmental Stewardship

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

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

EXPLANATION: This project relieves traffic congestion and addresses safety concerns along MD 32 in Howard County.

STATUS: Open to service.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: The cost decrease of \$10.0 million is due to project closeout activities. Design funding for noise mitigation has been restored from the Draft CTP.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL				<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				FOR PLANNING PURPOSES ONLY					
						...2027...	...2028...	...2029...	...2030...		
Planning	2,234	2,234	0	0	0	0	0	0	0	0	0
Engineering	10,044	9,593	243	200	0	0	208	43	0	451	0
Right-of-way	14,403	13,631	842	586	186	0	0	0	0	772	0
Utilities	4,767	262	239	2,235	1,946	324	0	0	0	4,505	0
Construction	94,401	94,366	209	35	0	0	0	0	0	35	0
Total	125,849	120,086	1,532	3,056	2,132	324	208	43	0	5,763	0
Federal-Aid	104,995	101,305	908	1,711	1,722	257	0	0	0	3,690	0
Special	20,855	18,782	625	1,345	410	67	208	43	0	2,073	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

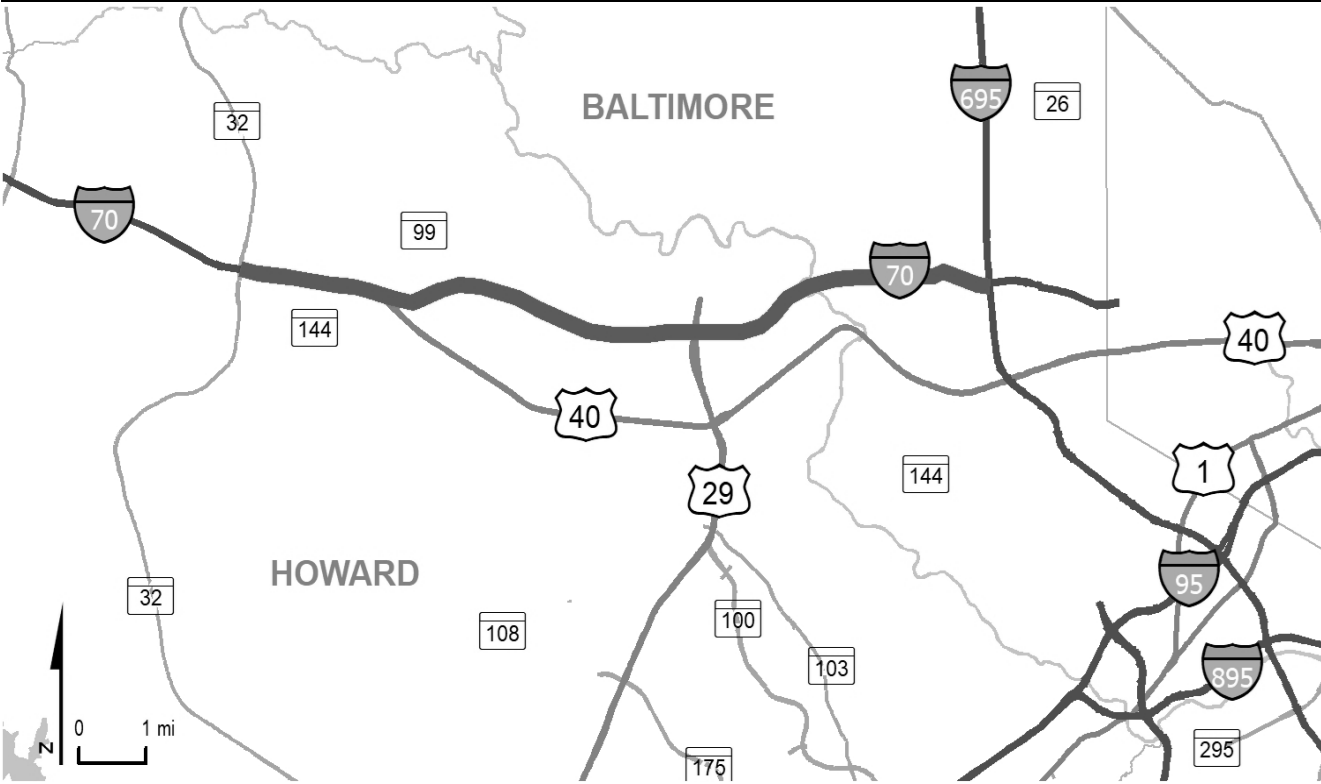
24,100

(2024)

PROJECTED

42,100

(2044)



PROJECT: I-70, MD 32 to I-695

DESCRIPTION: Geometric modifications to improve safety and peak period traffic operations along I-70 from MD 32 to I-695.

PURPOSE & NEED SUMMARY STATEMENT: I-70 is a heavily traveled commuter route linking western Maryland to the Baltimore-Washington Region. The project improves the safety and operations along I-70.

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

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

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: The cost decrease of \$1.5 million is the result of funding reductions due to other funding obligations. Partial design funding has been restored from the Draft CTP.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				FOR PLANNING PURPOSES ONLY					
						...2027...	...2028...	...2029...	...2030...		
Planning	432	432	4	0	0	0	0	0	0	0	0
Engineering	7,304	0	0	152	0	1,674	1,826	1,826	1,826	7,304	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	7,736	432	4	152	0	1,674	1,826	1,826	1,826	7,304	0
Federal-Aid	6,555	0	0	119	0	1,507	1,643	1,643	1,643	6,555	0
Special	1,181	432	4	33	0	167	183	183	183	749	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

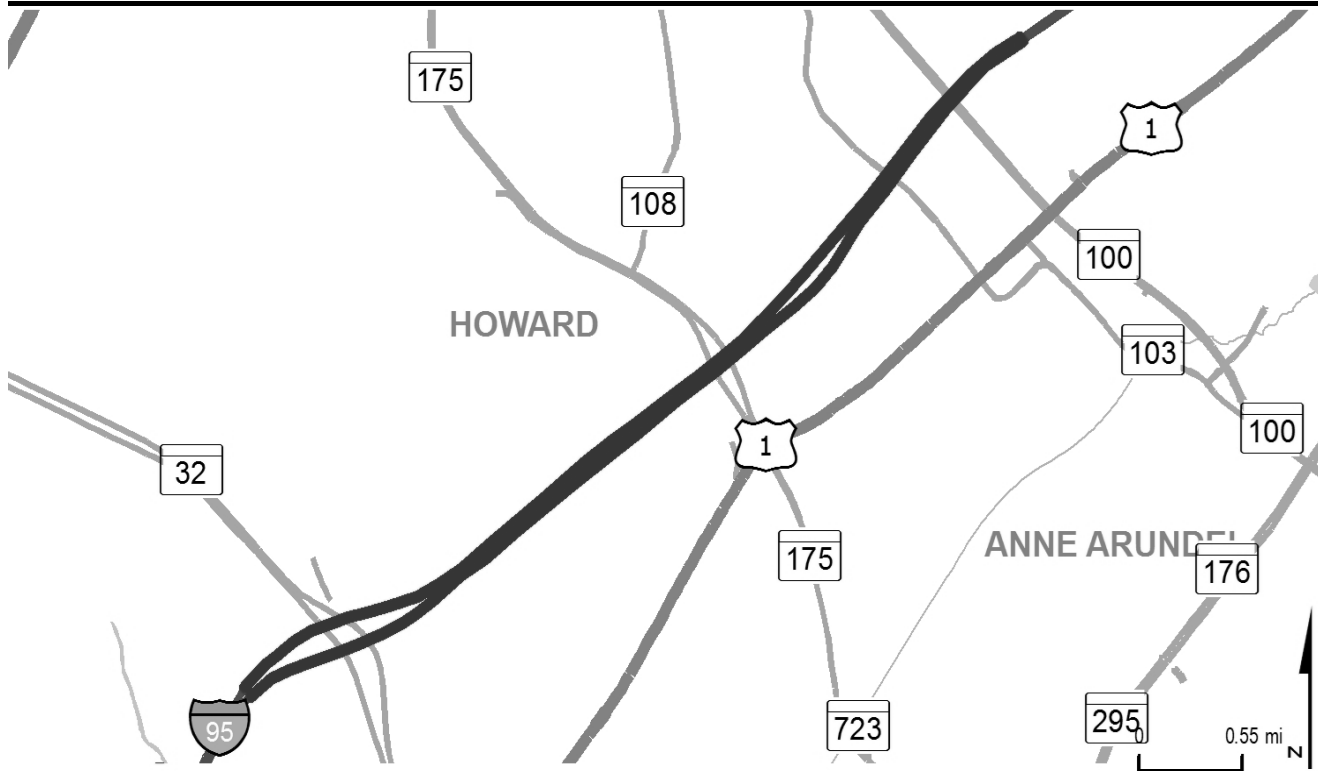
STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT	72,900 - 111,300
(2024)	
PROJECTED	91,100 - 128,000
(2044)	

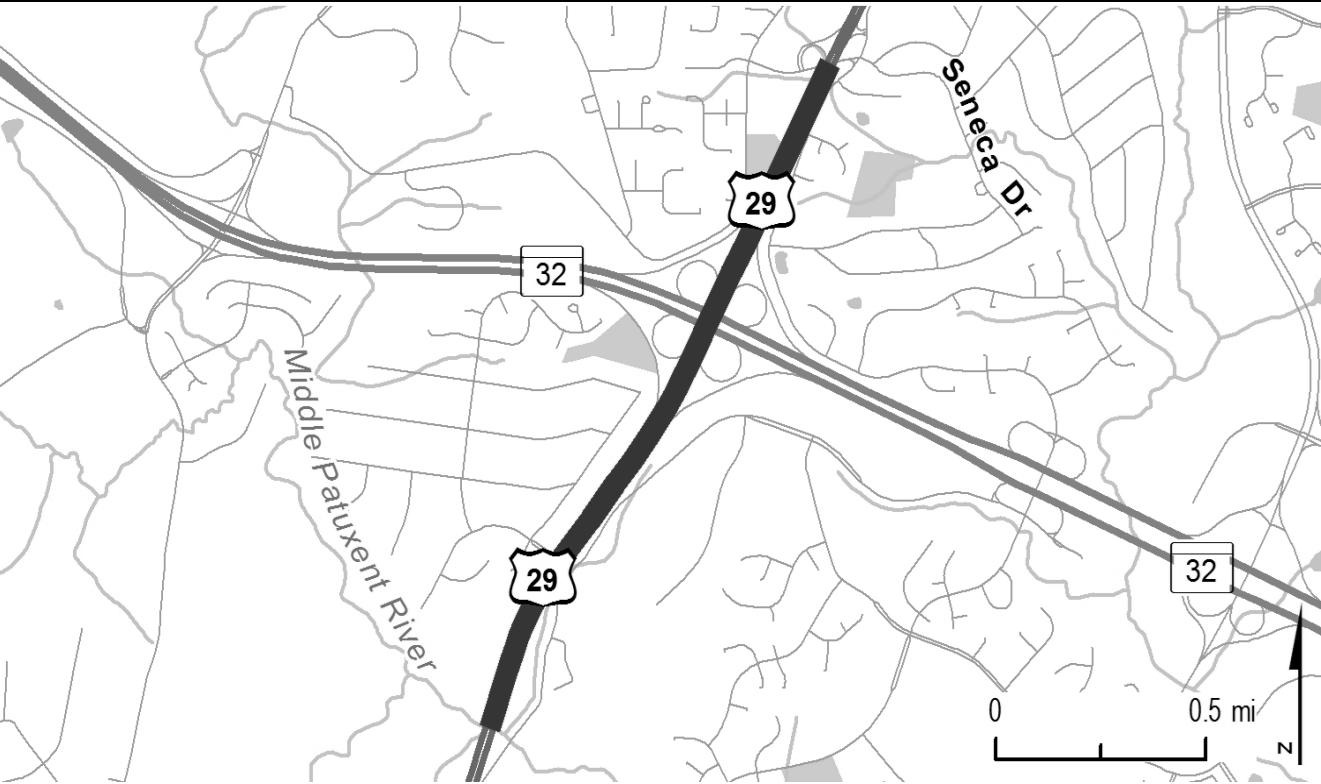
**PROJECT:** I-95, Active Traffic Management**DESCRIPTION:** Construct facilities to accommodate peak hour shoulder use on I-95 between MD 32 and MD 100.**PURPOSE & NEED SUMMARY STATEMENT:** This project will address congestion and safety concerns along I-95.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law

<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 2024 - 29 CTP:** None.**POTENTIAL FUNDING SOURCE:**☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
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** 203,400 - 211,000
(2024)**PROJECTED** 232,800 - 245,000
(2044)



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). A bicycle connection on the west side of the River's Edge community will be explored.

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: Feasibility study for improving bicycle access to the River's Edge community is complete. Project on hold.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: None.

<div>POTENTIAL FUNDING SOURCE: <div> <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER </div> </div>											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2024	EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	808	808	30	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	808	808	30	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	808	808	30	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

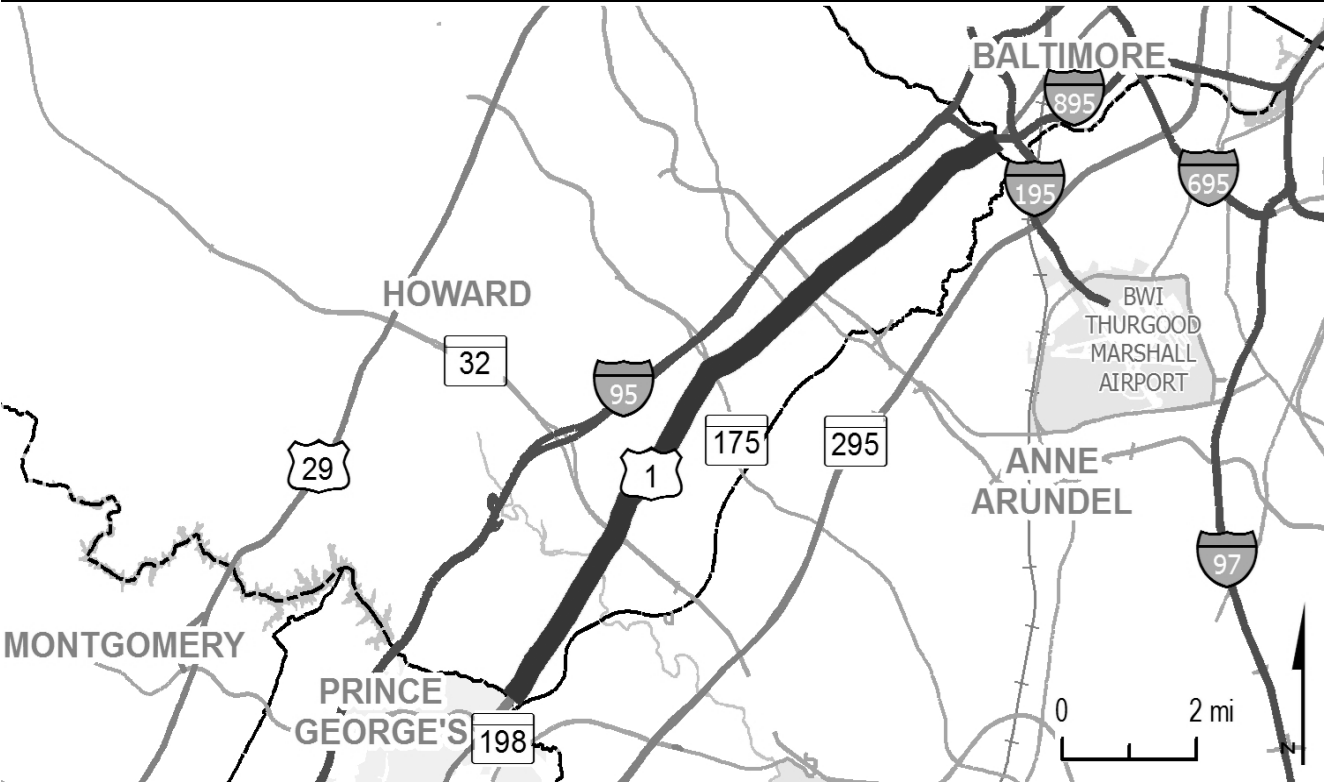
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 45,300
(2024)

PROJECTED 68,900
(2044)



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: US 1 is an important regional roadway providing access to employment and economic opportunities and serving as an alternative route to I-95 and MD 295. This project will reduce congestion and enhance pedestrian and bicycle accommodations to increase community 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: Feasibility study complete. Project on hold.

SIGNIFICANT CHANGE FROM FY 2024 - 29 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		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
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	1,044	1,044	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 (2024)	19,300 - 42,200
PROJECTED (2044)	38,600 - 65,600

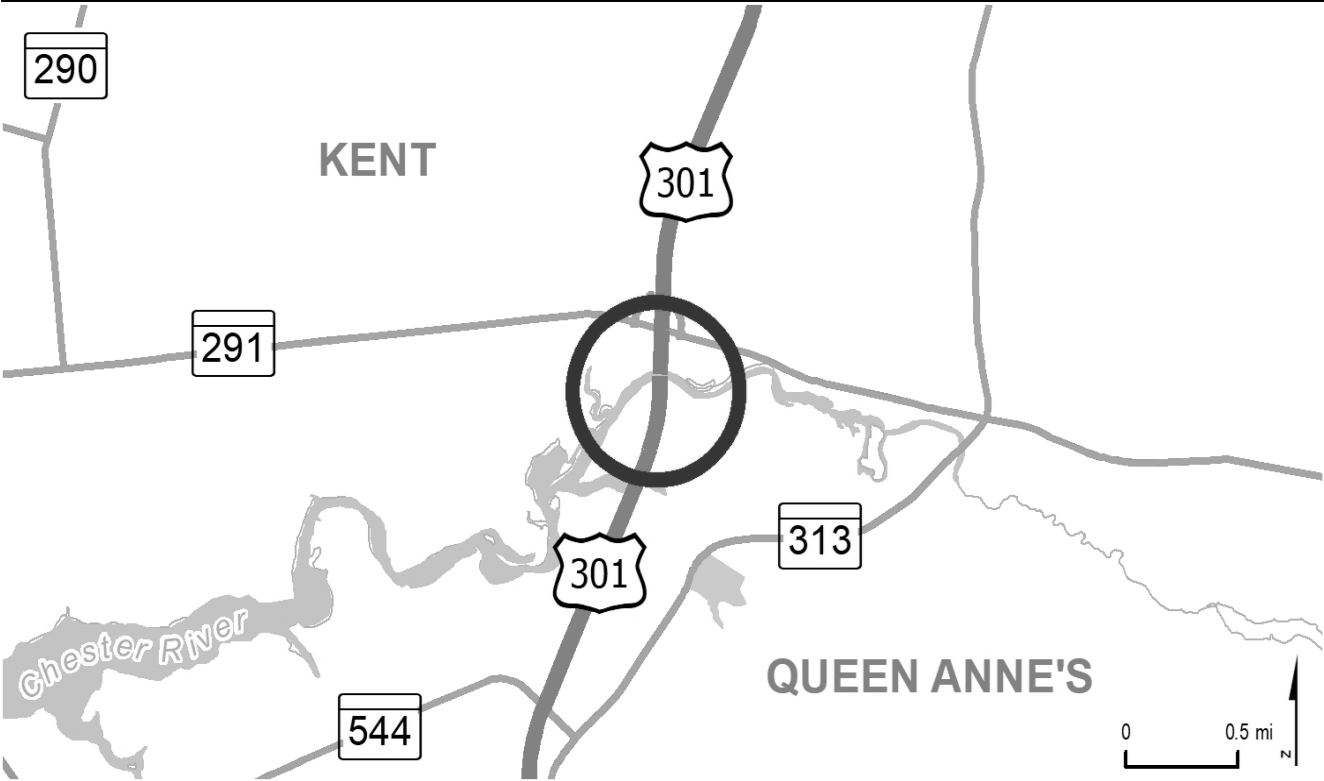
MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Howard County - LINE 6

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Bridge Replacement/Rehabilitation</u>					
HO1511	MD94	WOODBINE ROAD - BRIDGE REHABILITATION - BRIDGE 1309400 OVER I-70	\$	6,056	Completed
HO5131	-	CLEANING AND PAINTING OF BRIDGES 1301202, 1301301, 1301302, 1301500, 1312800, AND 1212900	\$	2,710	Completed
HO5561	-	CLEANING AND PAINTING OF BRIDGE NOS. 1300200, 1300400, 1300900, 1306700, 1309900, 1311503, AND 1311504	\$	3,377	Under Construction
<u>Intersection Capacity Improvements</u>					
HO2271	MD103	MONTGOMERY ROAD - GEOMETRIC IMPROVEMENTS FROM US 29 TO LONG GATE SHOPPING CENTER ENTRANCE	\$	15,907	Completed
<u>Resurface/Rehabilitate</u>					
XY8131	-	SAFETY AND RESURFACING IMPROVEMENTS AT VARIOUS LOCATIONS IN HOWARD COUNTY	\$	13,961	Under Construction
XY9131	-	SAFETY AND RESURFACING IMPROVEMENTS AT VARIOUS LOCATIONS IN HOWARD COUNTY	\$	16,524	Under Construction
<u>Safety/Spot Improvement</u>					
HO2151	US1	WASHINGTON BOULEVARD - SIDEWALK IMPROVEMENTS AT FOUR LOCATIONS FROM PRINCE GEORGE’S COUNTY LINE AND DOCTOR PATEL DRIVE	\$	4,782	Completed
HO5111	IS95	TRAFFIC BARRIER CORRIDOR UPGRADES ALONG I-95 IN HOWARD COUNTY	\$	4,357	Completed
HO2152	US1	WASHINGTON BOULEVARD - SIDEWALK IMPROVEMENTS FROM ROWANBERRY DRIVE AND DOCTOR PATEL DRIVE	\$	2,355	FY 2025
<u>Transportation Alternatives Program</u>					
HO5531	-	BIKE AND PEDESTRIAN ROUTE - OELLA PATAPSCO RIVER BRIDGE	\$	132	Completed
HO105C	-	BICYCLE AND PEDESTRIAN ROUTE - DOBBIN ROAD AND MCGAW ROAD	\$	220	Design Underway
HO4901	-	PATUXENT BRANCH TRAIL - BICYCLE AND PEDESTRIAN ROUTE - OLD GUILFORD ROAD TO VOLLMERHAUSEN ROAD	\$	1,655	Design Underway



KENT COUNTY



PROJECT: US 301, Blue Star Memorial Highway

DESCRIPTION: Replacement of Bridge No. 1701401 on US 301 Northbound over the Chester River.

PURPOSE & NEED SUMMARY STATEMENT: The purpose of this project is to replace a poor rated bridge to keep the roadway safe and open to traffic.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:
☒ Enhance Safety and Security
☒ Deliver System Quality
☒ Serve Communities and Support the Economy
☐ Promote Environmental Stewardship

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

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

EXPLANATION: The existing bridge, built in 1955, is nearing the end of its useful service life and was rated poor based on the bridge deck condition.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2024 - 29 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 2024	EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,262	2,228	77	34	0	0	0	0	0	34	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	10,516	8,739	4,429	1,777	0	0	0	0	0	1,777	0
Total	12,778	10,967	4,506	1,811	0	0	0	0	0	1,811	0
Federal-Aid	11,087	9,487	4,443	1,600	0	0	0	0	0	1,600	0
Special	1,691	1,480	63	211	0	0	0	0	0	211	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 13,500 (2024)
PROJECTED 17,600 (2044)

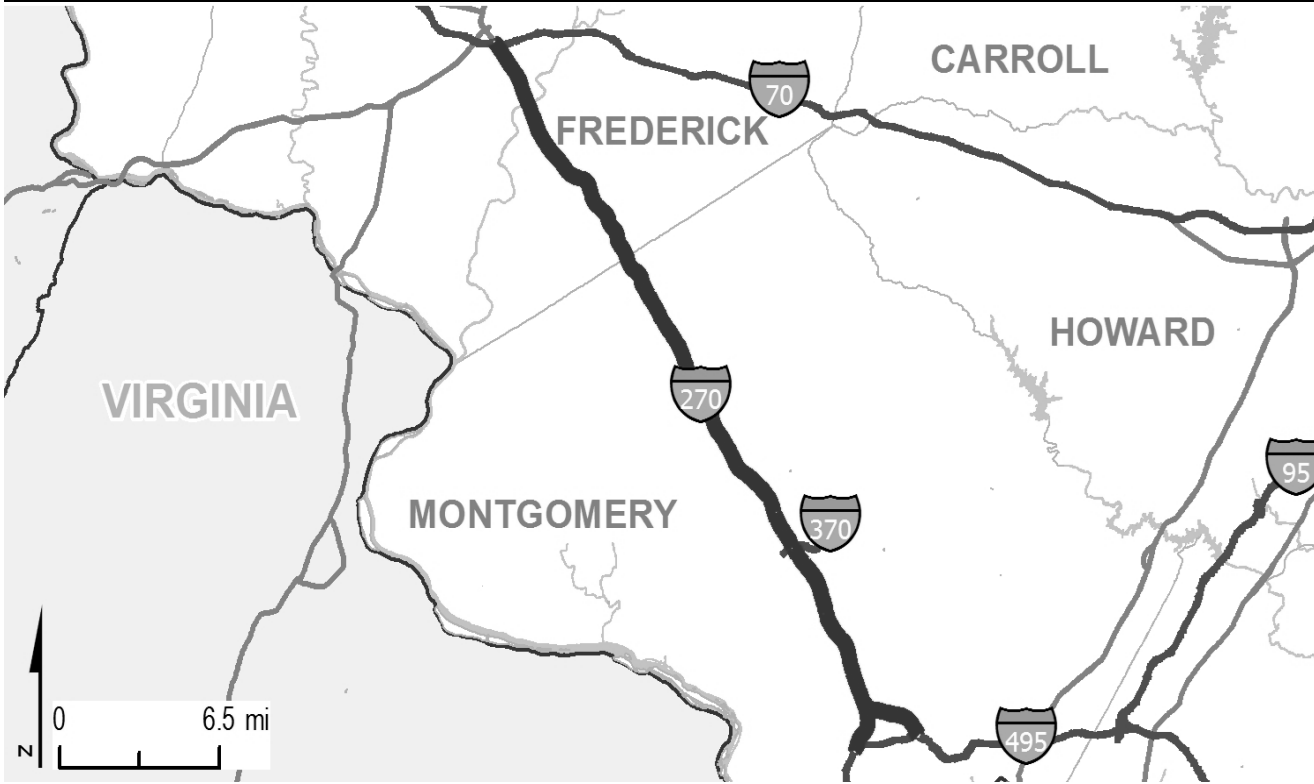
MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Kent County - LINE 2

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Resurface/Rehabilitate</u>					
XB9143	-	MILL AND RESURFACING AT VARIOUS LOCATIONS IN KENT COUNTY	\$	4,879	Cancelled
XQ9143	-	MILL AND RESURFACING AT VARIOUS LOCATIONS IN KENT COUNTY	\$	3,227	Under Construction
XY9142	-	MILL AND RESURFACING AT VARIOUS LOCATIONS IN KENT COUNTY	\$	7,344	Under Construction



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

<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

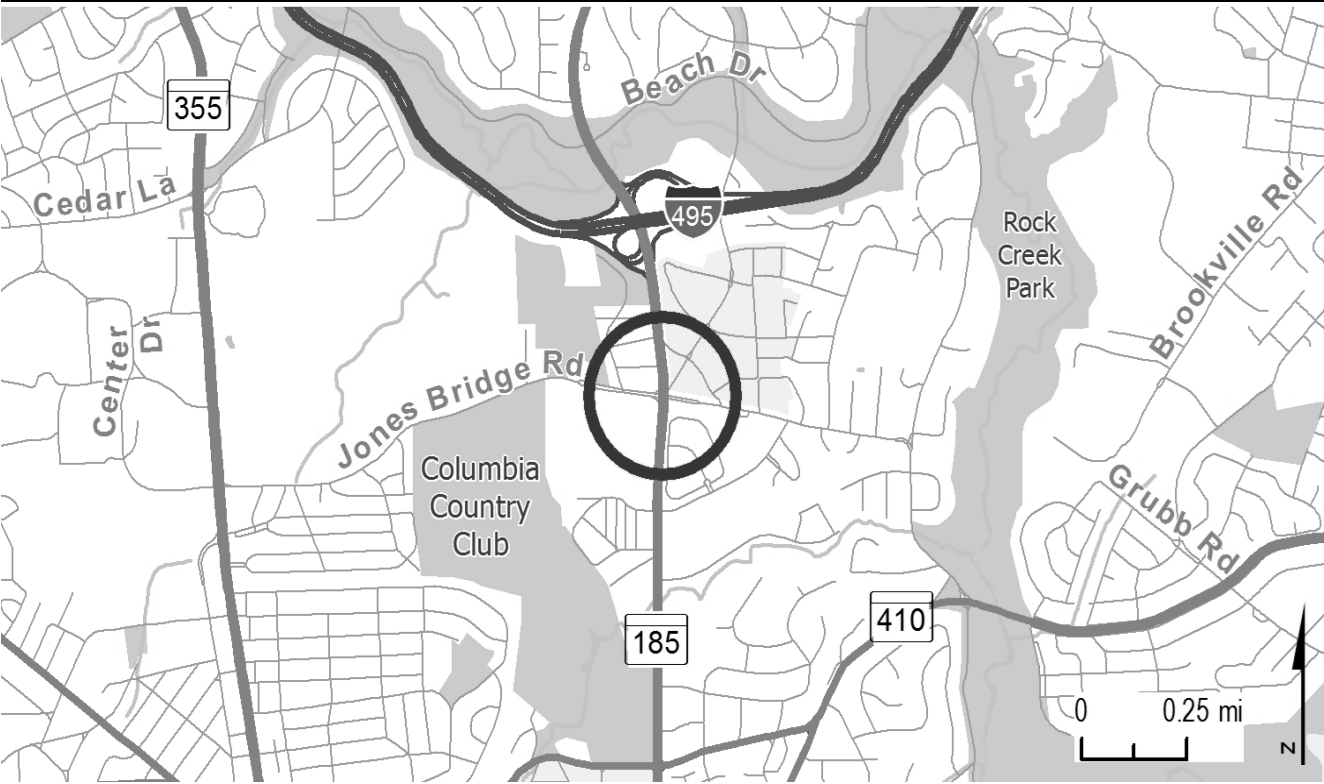
STATUS: Open to service. Completion of additional ramp metering construction underway.**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** The cost decrease of \$4.0 million is due to the deferral of potential noise mitigation measures to a future I-270 corridor project. This is the result of funding reductions due to other funding obligations.**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

<input checked="" type="checkbox"/> Enhance Safety and Security	<input checked="" type="checkbox"/> Serve Communities and Support the Economy
<input checked="" type="checkbox"/> Deliver System Quality	<input type="checkbox"/> Promote Environmental Stewardship

EXPLANATION: As one of Maryland's most heavily traveled roadways, I-270 congestion affects both motorist safety and the economy. The improvements will reduce congestion and improved safety and reliability for all roadway users.**POTENTIAL FUNDING SOURCE:**☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2024	EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
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	127,660	123,660	4,987	4,000	0	0	0	0	0	4,000	0
Total	127,660	123,660	4,987	4,000	0	0	0	0	0	4,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	127,660	123,660	4,987	4,000	0	0	0	0	0	4,000	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** 82,600 - 238,200
(2024)**PROJECTED** 108,800 - 309,800
(2044)



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:

☒ Enhance Safety and Security

☒ Serve Communities and Support the Economy

☐ Deliver System Quality

☐ Promote Environmental Stewardship

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

☒ Project Inside PFA

☐ Project Outside PFA

☐ PFA Status Yet to Be Determined

☐ Grandfathered

☐ Exception Will Be Required

☐ Exception Granted

EXPLANATION: 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 through the U.S. Department of Defense's Office of Economic Adjustment.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: The cost increase of \$2.5 million is due to construction delays and associated construction inspection costs.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL				<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				FOR PLANNING PURPOSES ONLY					
						...2027...	...2028...	...2029...	...2030...		
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	5,500	5,465	51	27	8	0	0	0	0	35	0
Utilities	3,952	853	5	1,469	1,630	0	0	0	0	3,099	0
Construction	11,533	10,533	4,094	1,000	0	0	0	0	0	1,000	0
Total	20,985	16,851	4,150	2,496	1,638	0	0	0	0	4,134	0
Federal-Aid	19,948	15,847	4,095	2,469	1,632	0	0	0	0	4,101	0
Special	623	590	55	27	6	0	0	0	0	33	0
Other	413	413	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)

CURRENT76,000(2024)

PROJECTED84,900(2044)



PROJECT: MD 97, Georgia Avenue

DESCRIPTION: Safety and accessibility improvements to MD 97 in Montgomery Hills between MD 192 and MD 390. Improvements include a new raised median; 11-foot-wide outside lanes where needed for bus operations; left-turn lanes on MD 97 at Forest Lane, Flora Lane, and Seminary Place; and I-495 ramp modifications to address safety issues. Sidewalks on both sides of MD 97 with a signalized pedestrian crossing at Flora Lane and a two-way protected cycle track on the west side of MD 97 will also be included.

PURPOSE & NEED SUMMARY STATEMENT: This project will address safety and accessibility for vulnerable users.

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 and right-of-way acquisition underway. Montgomery County contributed \$3.0 million towards planning.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: No significant change. Funding has been fully restored for Engineering, Right-of-Way and Utilities phases from the Draft CTP.

<div>POTENTIAL FUNDING SOURCE:<div><input checked="" type="checkbox"/> SPECIAL<input checked="" type="checkbox"/> FEDERAL<input type="checkbox"/> GENERAL<input checked="" type="checkbox"/> OTHER</div></div>											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2024	EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
Planning	3,000	3,000	0	0	0	0	0	0	0	0	0
Engineering	9,269	7,069	1,231	700	500	500	500	0	0	2,200	0
Right-of-way	16,284	3,757	3,649	7,051	4,700	776	0	0	0	12,527	0
Utilities	5,400	0	0	800	1,300	1,500	1,700	100	0	5,400	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	33,953	13,826	4,880	8,551	6,500	2,776	2,200	100	0	20,127	0
Federal-Aid	27,153	7,364	4,559	8,473	6,425	2,691	2,105	95	0	19,789	0
Special	6,800	6,462	321	78	75	85	95	5	0	338	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

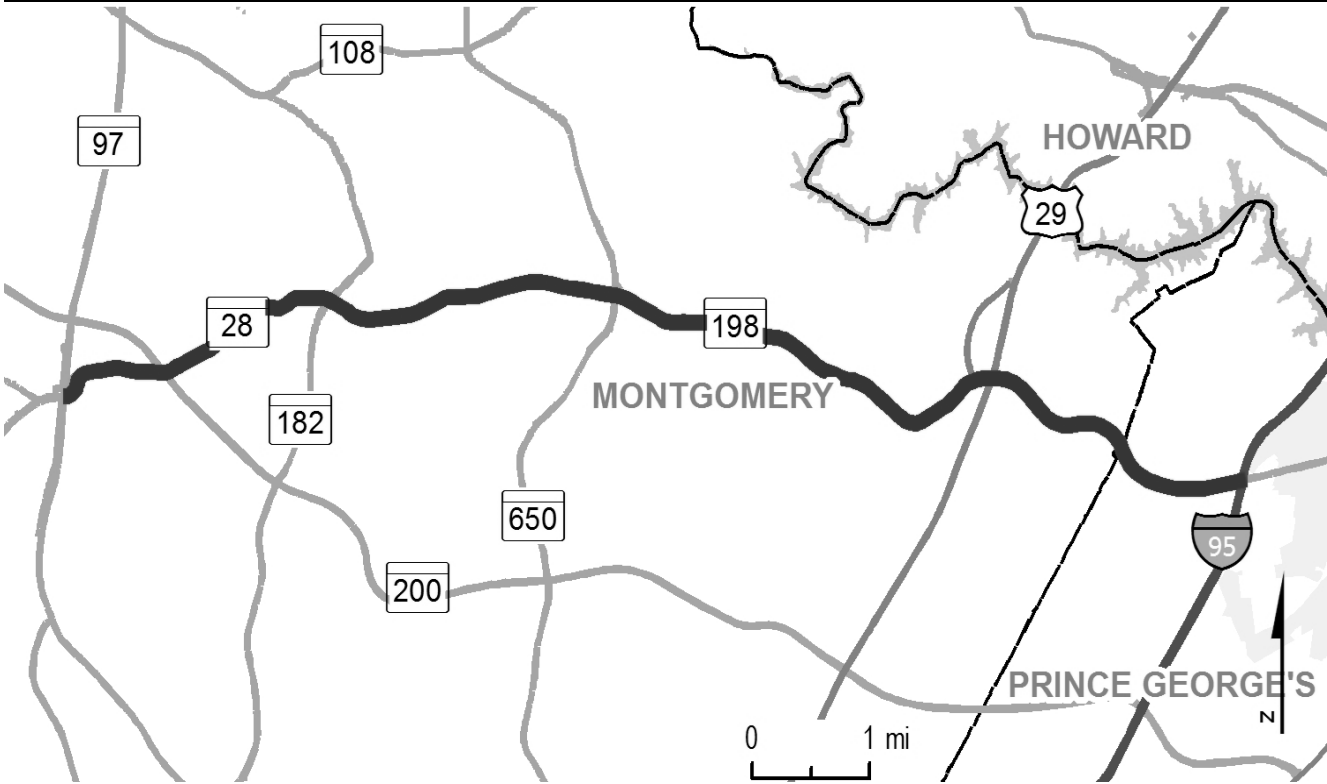
79,500

(2024)

PROJECTED

94,000

(2044)



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). Localized traffic operational improvements are included along with sidewalks, shared use paths, and on-road bicycle lanes, where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: The MD 28/ MD 198 corridor is an important regional connection between Montgomery and Prince George's counties. The project will improve safety and operations, and better accommodate bicyclists and pedestrians through the Burtonsville business district.

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

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

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2024 - 29 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 2024	EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
Planning	9,159	9,158	47	1	0	0	0	0	0	1	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	9,161	9,160	47	1	0	0	0	0	0	1	0
Federal-Aid	3,206	3,206	0	0	0	0	0	0	0	0	0
Special	5,955	5,954	47	1	0	0	0	0	0	1	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Intermediate Arterial

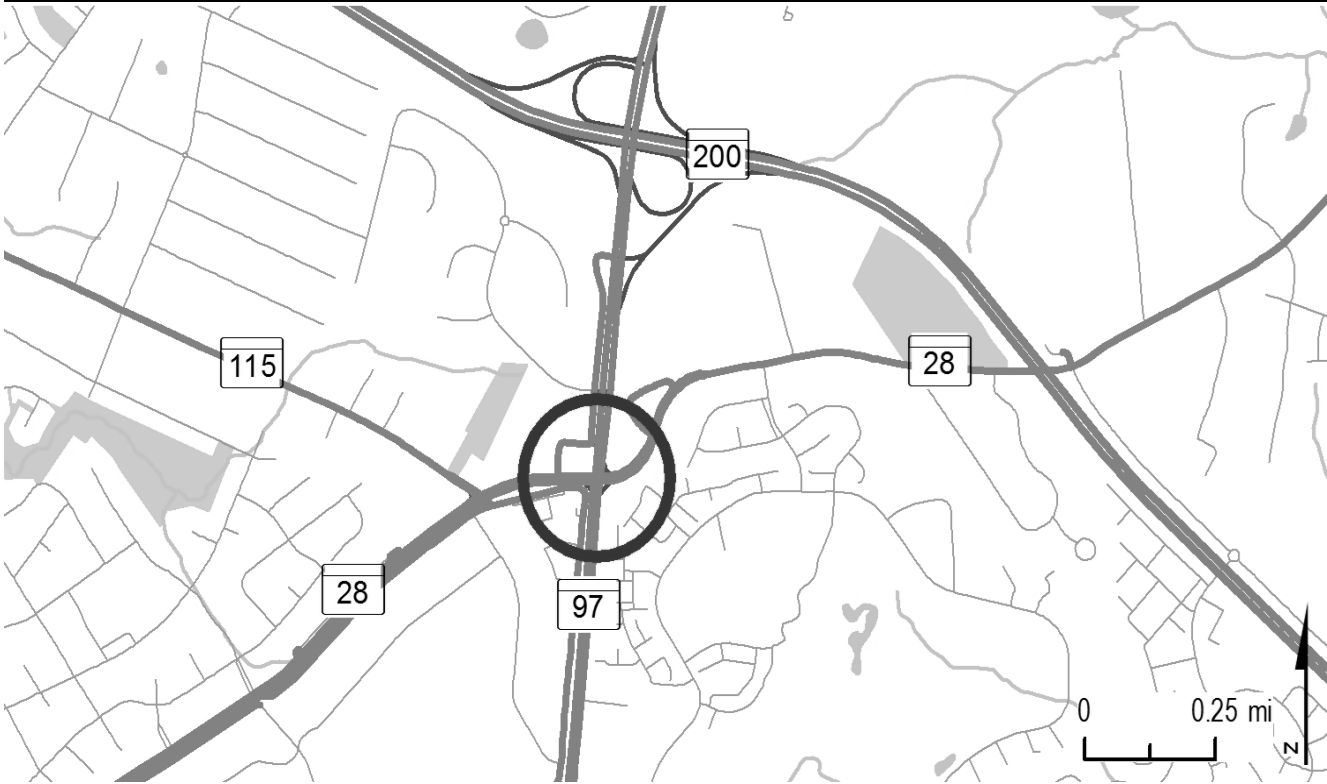
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 20,200 - 37,400 (MD 28)
(2024) 17,300 - 46,100 (MD 198)

PROJECTED 30,400 - 52,600 (MD 28)
(2044) 27,100 - 61,000 (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 2024 - 29 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 2024	EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
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 49,000
(2024)

PROJECTED 59,300
(2044)



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 2024 - 29 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 2024	EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
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 24,300 - 42,700 (Phase 2)
(2024) 29,500 - 49,400 (Phase 3)
PROJECTED 32,000 - 53,100 (Phase 2)
(2044) 39,600 - 55,600 (Phase 3)

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Montgomery County - LINE 7

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Bridge Replacement/Rehabilitation</u>				
MO5001	-	CLEANING AND PAINTING OF BRIDGES 1503700, 1504300, 1517201, 1517202, 1517301, 1517302, 1517401, AND 1517402	\$ 5,089	Completed
<u>Resurface/Rehabilitate</u>				
MO0311	MD195	CARROLL AVENUE - SAFETY AND RESURFACE FROM DC LINE TO MD 193	\$ 4,133	Completed
MO1831	MD650	NEW HAMPSHIRE AVENUE - SAFETY AND RESURFACE FROM MILESTONE DRIVE TO SHAW AVENUE	\$ 5,286	Completed
XX131D	-	PATCHING AT VARIOUS LOCATIONS IN MONTGOMERY COUNTY	\$ 5,594	Completed
XY7151	-	MILL AND RESURFACING AT VARIOUS LOCATIONS IN MONTGOMERY COUNTY	\$ 16,932	Completed
XQ5151	-	RESURFACING IMPROVEMENTS AT VARIOUS LOCATIONS IN MONTGOMERY COUNTY	\$ 4,560	FY 2025
MO1599	MD650	NEW HAMPSHIRE AVENUE - SAFETY AND RESURFACING IMPROVEMENTS FROM NORBECK ROAD TO MD 200 (ICC)	\$ 4,274	Under Construction
XB131M	-	PATCHING AT VARIOUS LOCATIONS IN MONTGOMERY COUNTY	\$ 2,465	Under Construction
XQ131M	-	PATCHING AT VARIOUS LOCATIONS IN MONTGOMERY COUNTY	\$ 3,037	Under Construction
XY8151	-	SAFETY AND RESURFACING IMPROVEMENTS AT VARIOUS LOCATIONS IN MONTGOMERY COUNTY	\$ 21,389	Under Construction
<u>Safety/Spot Improvement</u>				
MO9971	MD650	NEW HAMPSHIRE AVENUE - PEDESTRIAN SAFETY IMPROVEMENTS FROM NORTHAMPTON DRIVE TO POWDER MILL ROAD	\$ 10,065	FY 2026
<u>TMDL Compliance</u>				
MO0321	-	TMDL STREAM RESTORATION OF WATTS BRANCH TRIBUTARY AT PLYMOUTH WOODS	\$ 2,291	FY 2025
<u>Transportation Alternatives Program</u>				
MO0251	-	SCOTT DRIVE AND VEIRS DRIVE SHARED USE PATH	\$ 60	Completed
MO0201	-	FOREST GLEN ROAD SIDEWALKS	\$ 248	Design Underway
MO0591	MD355	NORTH FREDERICK ROAD - CLARKSBURG SHARED USE PATH AND SIDEWALK	\$ 651	Design Underway
MO0991	-	TAKOMA PARK IMPROVEMENT - SAFE ROUTES TO SCHOOL	\$ 86	Design Underway
MO0992	-	ENHANCING BIKING AND BIKE SAFETY IN TAKOMA PARK PROJECT	\$ 79	Design Underway
MO9561	-	NORTH STONESTREET AVENUE - SIDEWALK IMPROVEMENTS	\$ 280	Design Underway
MOA161	MD187	OLD GEORGETOWN ROAD - BICYCLE AND PEDESTRIAN ROUTE - AT CORDELL AVENUE	\$ 111	Design Underway

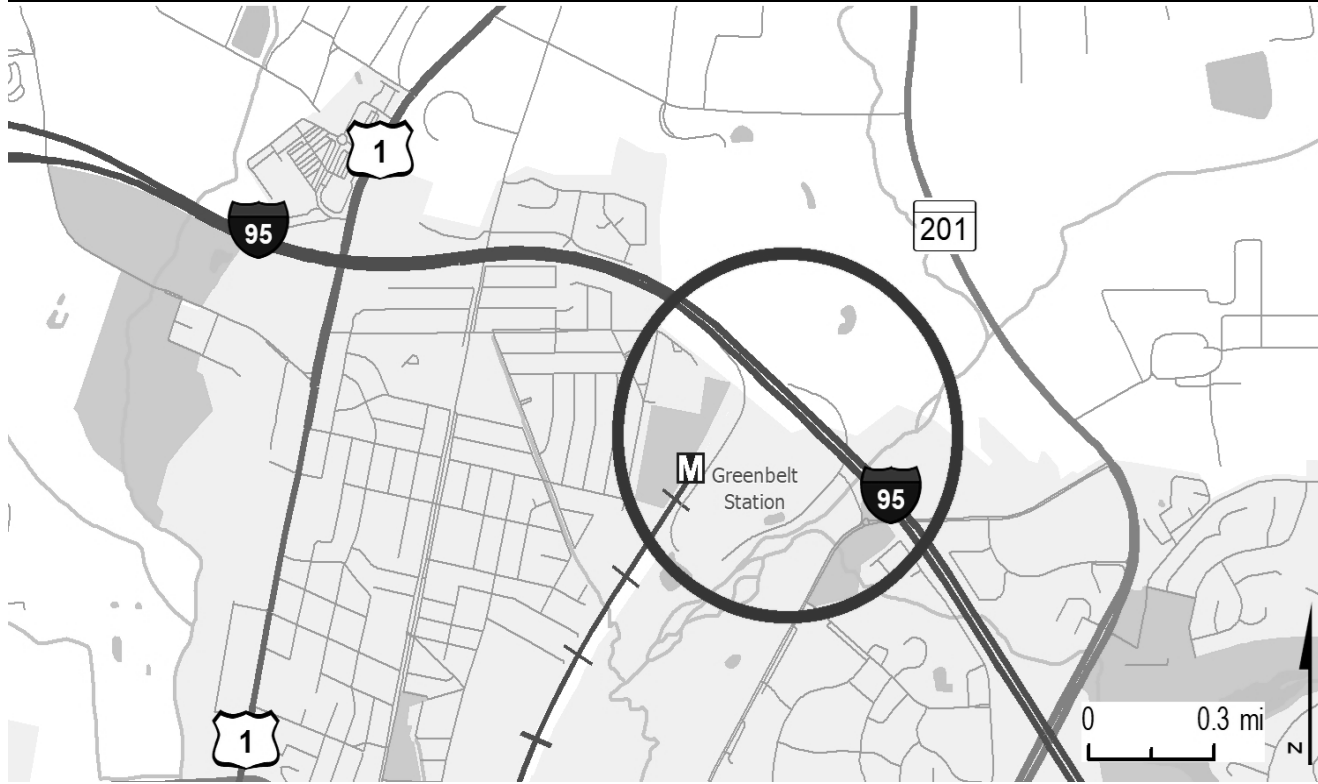
MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Montgomery County - LINE 7

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Transportation Alternatives Program</u>					
MOA691	-	BICYCLE AND PEDESTRIAN ROUTE FROM INDUSTRIAL DRIVE PATH TO MORRIS PARK	\$	500	FY 2025
MO0221	-	NORTH BRANCH HIKER - BIKER TRAIL	\$	2,000	FY 2026
MOA881	-	BICYCLE AND PEDESTRIAN ROUTE - FLEET AND MONROE COMPLETE STREETS	\$	224	FY 2026
MONEW9	-	MD 355 CLARKSBURG SHARED USE PATH	\$	3,673	FY 2026
MOA521	-	TWINBROOK SAFE ROUTES TO SCHOOL AND TRANSIT ACCESS FEASIBILITY STUDY	\$	234	Study Underway
MOA831	MD188	WILSON LANE - PEDESTRIAN SAFETY IMPROVEMENTS - AT CORDELL AVENUE	\$	47	Under Construction



PRINCE GEORGE'S COUNTY

**PROJECT:** I-95/I-495, Capital Beltway**DESCRIPTION:** Construct a full interchange along I-95/I-495 at Greenbelt Metro Station in coordination with WMATA, Prince George's County, Greenbelt, and other stakeholder agencies to support FBI headquarters relocation and transit-oriented development.**PURPOSE & NEED SUMMARY STATEMENT:** The interchange will improve traffic operations on mainline I-95/ I-495 and improve access to the Greenbelt Metro Station. The project is needed to accommodate the relocation of the FBI headquarters at this site.**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. Cashflows shown are based on order of magnitude estimates and will be refined with further scope development.**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** The cost increase of \$1.7 million is due to increased design costs.**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- | | |
|---|---|
| <input checked="" type="checkbox"/> Enhance Safety and Security | <input checked="" type="checkbox"/> Serve Communities and Support the Economy |
| <input checked="" type="checkbox"/> Deliver System Quality | <input type="checkbox"/> Promote Environmental Stewardship |

EXPLANATION: The interchange will improve traffic operations on mainline I-95/ I-495 and improve access to the Greenbelt Metro Station and support the relocation of the FBI Headquarters.**POTENTIAL FUNDING SOURCE:**☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	1,561	1,561	0	0	0	0	0	0	0	0	0
Engineering	23,119	11,869	925	1,250	2,500	2,500	2,500	2,500	0	11,250	0
Right-of-way	5,129	129	0	0	2,500	2,500	0	0	0	5,000	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	235,824	824	0	0	25,000	105,000	105,000	0	0	235,000	0
Total	265,634	14,384	925	1,250	30,000	110,000	107,500	2,500	0	251,250	0
Federal-Aid	52,676	1,426	0	1,250	6,500	13,500	27,500	2,500	0	51,250	0
Special	12,957	12,957	925	0	0	0	0	0	0	0	0
Other	200,000	0	0	0	23,500	96,500	80,000	0	0	200,000	0

Classification:**STATE -** Principal Arterial**FEDERAL -** Interstate**STATE SYSTEM:** Primary**Estimated Annual Average Daily Traffic (vehicles per day)****CURRENT** 215,600
(2024)**PROJECTED** 245,000
(2044)

**PROJECT:** I-95, Capital Beltway**DESCRIPTION:** Replacement of Bridge Nos. 1615905 and 1615906 on I-495 over MD 4. This project is being considered for inclusion of a Project Labor Agreement (PLA).**PURPOSE & NEED SUMMARY STATEMENT:** The purpose of this project is to replace the deteriorated bridges to keep the roadway safe and open to traffic. Replacing the bridges before they become poor rated will prevent additional disruptions to this heavily traveled roadway.**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

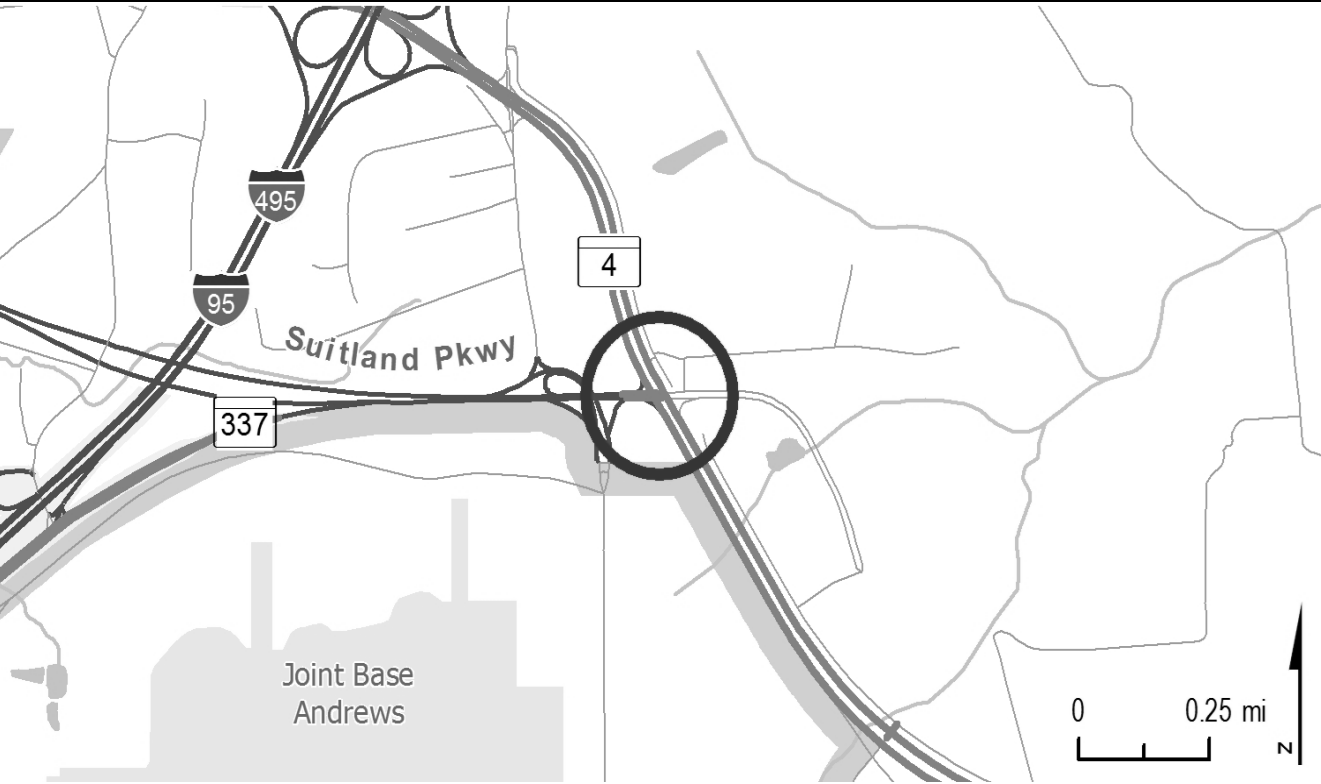
STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

<input checked="" type="checkbox"/> Enhance Safety and Security	<input checked="" type="checkbox"/> Serve Communities and Support the Economy
<input checked="" type="checkbox"/> Deliver System Quality	<input type="checkbox"/> Promote Environmental Stewardship

EXPLANATION: The existing bridges, built in 1963, are nearing the end of their useful service life and are currently rated fair.**STATUS:** Engineering underway.**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** The cost increase of \$22.9 million is primarily due to a revised engineer's estimate for construction. The updated estimate also accounts for additional safety and operational improvements to the ramps and interchange. The need for additional right-of-way is also included in the cost increase.**POTENTIAL FUNDING SOURCE:**☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2024	EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,394	4,813	4,019	415	166	0	0	0	0	581	0
Right-of-way	1,557	0	0	215	322	322	322	322	54	1,557	0
Utilities	2,000	1,500	1,500	500	0	0	0	0	0	500	0
Construction	55,000	0	0	0	9,244	19,821	17,537	8,398	0	55,000	0
Total	63,951	6,313	5,519	1,130	9,732	20,143	17,859	8,720	54	57,638	0
Federal-Aid	60,074	5,719	5,065	893	9,199	19,081	16,911	8,229	42	54,355	0
Special	3,877	594	454	237	533	1,062	948	491	12	3,283	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** 211,200
(2024)**PROJECTED** 240,600
(2044)



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 accommodate increasing traffic volumes associated with future growth.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:
☒ Enhance Safety and Security
☒ Deliver System Quality
☒ Serve Communities and Support the Economy
☐ Promote Environmental Stewardship

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

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

EXPLANATION: The new 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: Construction underway.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: The cost decrease of \$14.8 million is primarily due to a favorable bid on the construction contract.

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 2024	EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	21,762	21,762	1,475	0	0	0	0	0	0	0	0
Right-of-way	14,329	11,962	1,961	1,956	277	134	0	0	0	2,367	0
Utilities	8,674	8,674	0	0	0	0	0	0	0	0	0
Construction	223,262	48,890	11,451	25,272	38,478	40,361	40,346	29,915	0	174,372	0
Total	268,027	91,288	14,887	27,228	38,755	40,495	40,346	29,915	0	176,739	0
Federal-Aid	229,782	53,570	13,440	26,817	38,681	40,453	40,346	29,915	0	176,212	0
Special	36,077	35,550	1,447	411	74	42	0	0	0	527	0
Other	2,168	2,168	0	0	0	0	0	0	0	0	0

Classification:

STATE - Intermediate Arterial

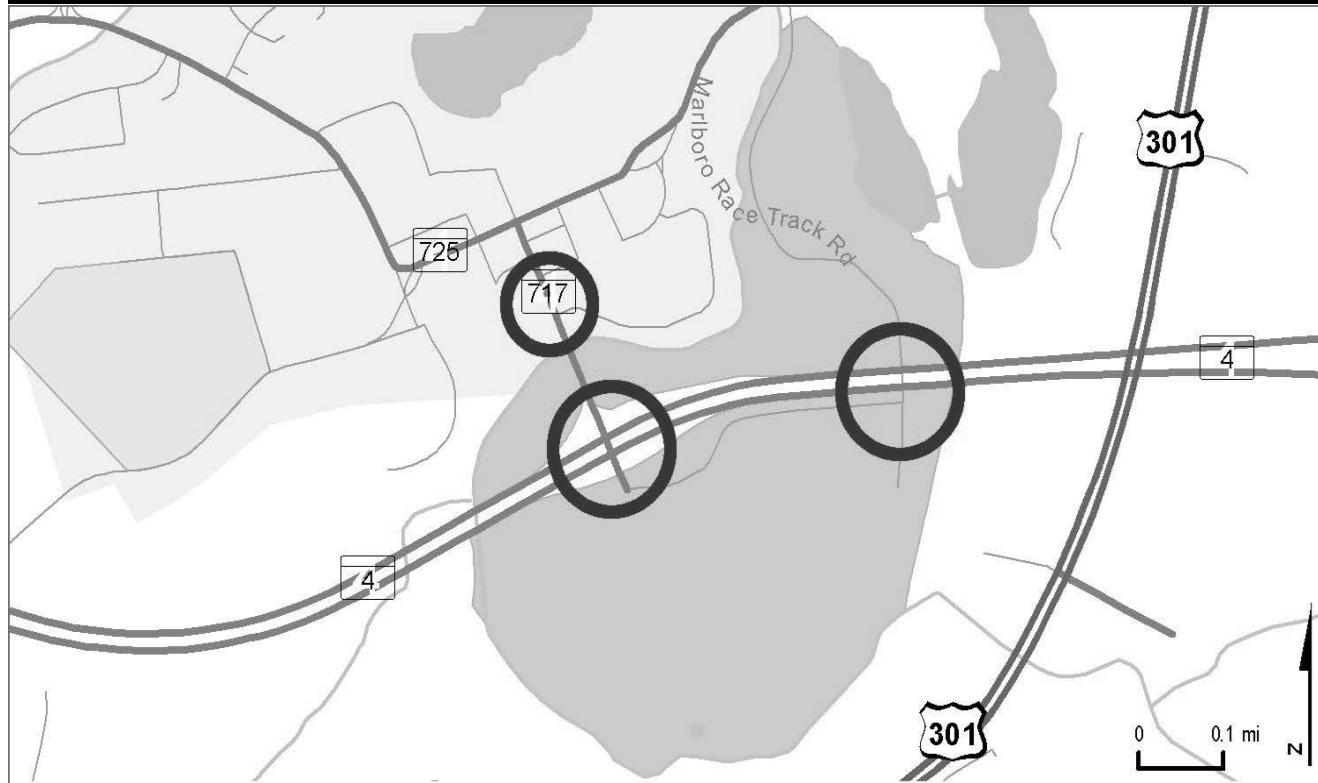
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 66,000
(2024)

PROJECTED 111,400
(2044)



PROJECT: MD 4, Pennsylvania Avenue and MD 717, Water Street

DESCRIPTION: Replacement of Bridge Nos. 1609903 and 1609904 on MD 4 over MD 717, Bridge Nos. 1610803 and 1610804 on MD 4 over Race Track Road, and Bridge No. 1610900 on MD 717 over Water Street. This project is being considered for inclusion of a Project Labor Agreement (PLA).

PURPOSE & NEED SUMMARY STATEMENT: The purpose of this project is to replace fair and poor rated bridges to keep the roadway safe and open to traffic and reduce the frequency of flooding in the area. The project will provide improved pedestrian facilities under MD 4 along MD 717 and will increase the clearance of MD 4 over Race Track Road.

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"/> Enhance Safety and Security | <input checked="" type="checkbox"/> Serve Communities and Support the Economy |
| <input checked="" type="checkbox"/> Deliver System Quality | <input checked="" type="checkbox"/> Promote Environmental Stewardship |

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

EXPLANATION: The existing bridges, built in 1960, are nearing the end of their useful service lives. One of the MD 4 bridges over MD 717 is rated poor based on deck condition. The MD 4 bridges over Race Track Road are fair rated with restrictive under-clearance. The MD 717 bridge is weight restricted and contributes to flooding in the area. The project will provide improved pedestrian facilities.

STATUS: Engineering and right-of-way acquisition underway.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: This project now also includes the MD 717, Water Street bridge replacement project (formerly FY 2024-2029 CTP, Prince George's County Line 10). The two projects have been combined for more efficient project delivery. The cost increase of \$17.0 million is primarily due to the revised scope of the combined project.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2024	EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	7,513	5,051	977	812	943	707	0	0	0	2,462	0
Right-of-way	75	0	0	12	18	18	18	9	0	75	0
Utilities	26	0	0	13	13	0	0	0	0	26	0
Construction	44,999	0	0	0	0	2,645	10,476	12,134	11,308	36,563	8,436
Total	52,613	5,051	977	837	974	3,370	10,494	12,143	11,308	39,126	8,436
Federal-Aid	47,419	2,920	910	758	926	2,557	9,966	11,534	10,743	36,484	8,015
Special	5,194	2,131	67	79	48	813	528	609	565	2,642	421
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Intermediate Arterial and Minor Arterial

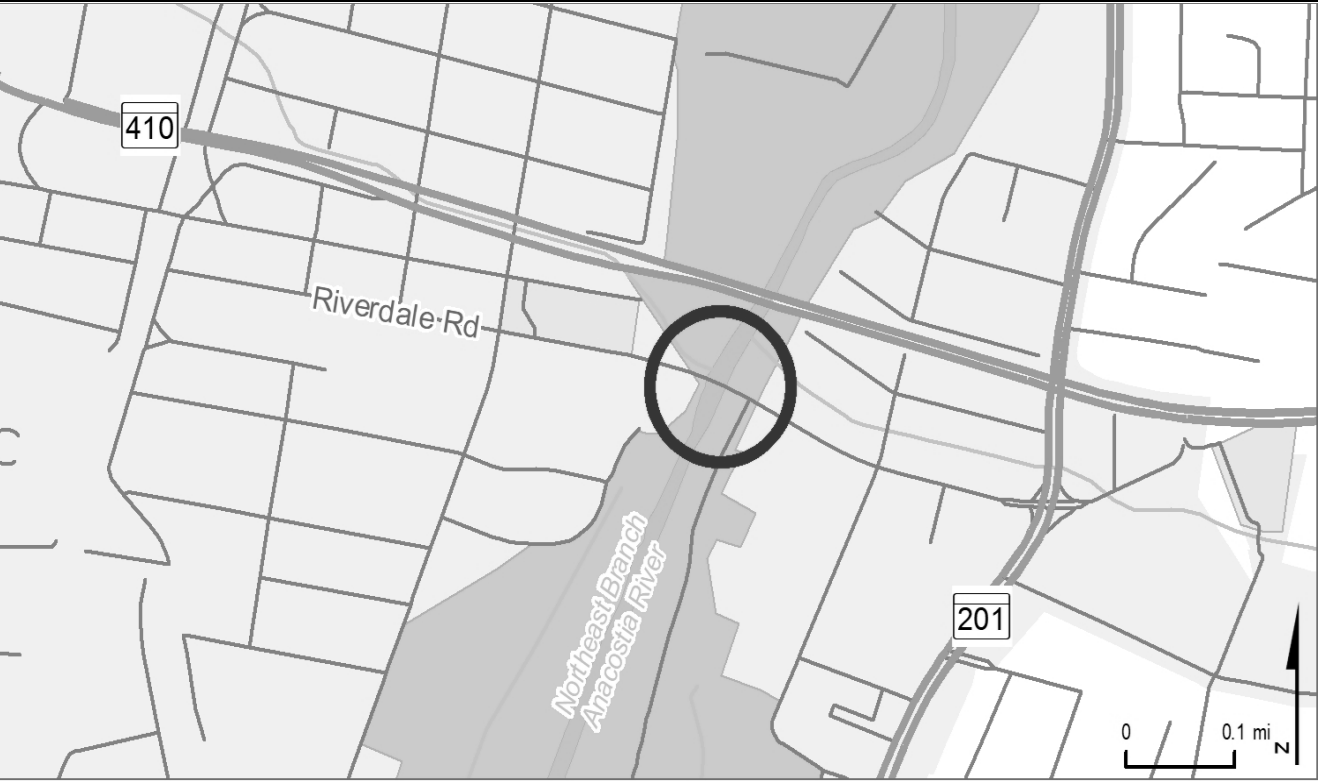
FEDERAL - Freeway/Expressway and Minor Arterial

STATE SYSTEM: Primary and Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 53,075 (MD 4) and 8,000 (MD 717)
(2024)

PROJECTED 66,300 (MD 4) and 9,800 (MD 717)
(2044)



PROJECT: MU 227, Riverdale Road

DESCRIPTION: Replacement of Bridge No. 1609000 on Riverdale Road over Northeast Branch Anacostia River.

PURPOSE & NEED SUMMARY STATEMENT: The purpose of this project is to replace a poor rated bridge to keep the roadway safe and open to traffic. The new bridge will provide shoulders and sidewalks to improve safety for vulnerable users.

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

☒ Enhance Safety and Security

☒ Deliver System Quality

☒ Serve Communities and Support the Economy

☐ Promote Environmental Stewardship

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

☒ Project Inside PFA

☐ Project Outside PFA

☐ PFA Status Yet to Be Determined

☐ Grandfathered

☐ Exception Will Be Required

☐ Exception Granted

EXPLANATION: The existing bridge, built in 1931, is nearing the end of its useful service life and is rated poor based on deck and superstructure condition.

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2024 - 29 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 2024	EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,819	1,745	195	74	0	0	0	0	0	74	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	8,275	0	0	0	0	3,393	3,889	993	0	8,275	0
Total	10,094	1,745	195	74	0	3,393	3,889	993	0	8,349	0
Federal-Aid	8,876	942	195	73	0	3,223	3,695	943	0	7,934	0
Special	1,218	803	0	1	0	170	194	50	0	415	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Minor Collector

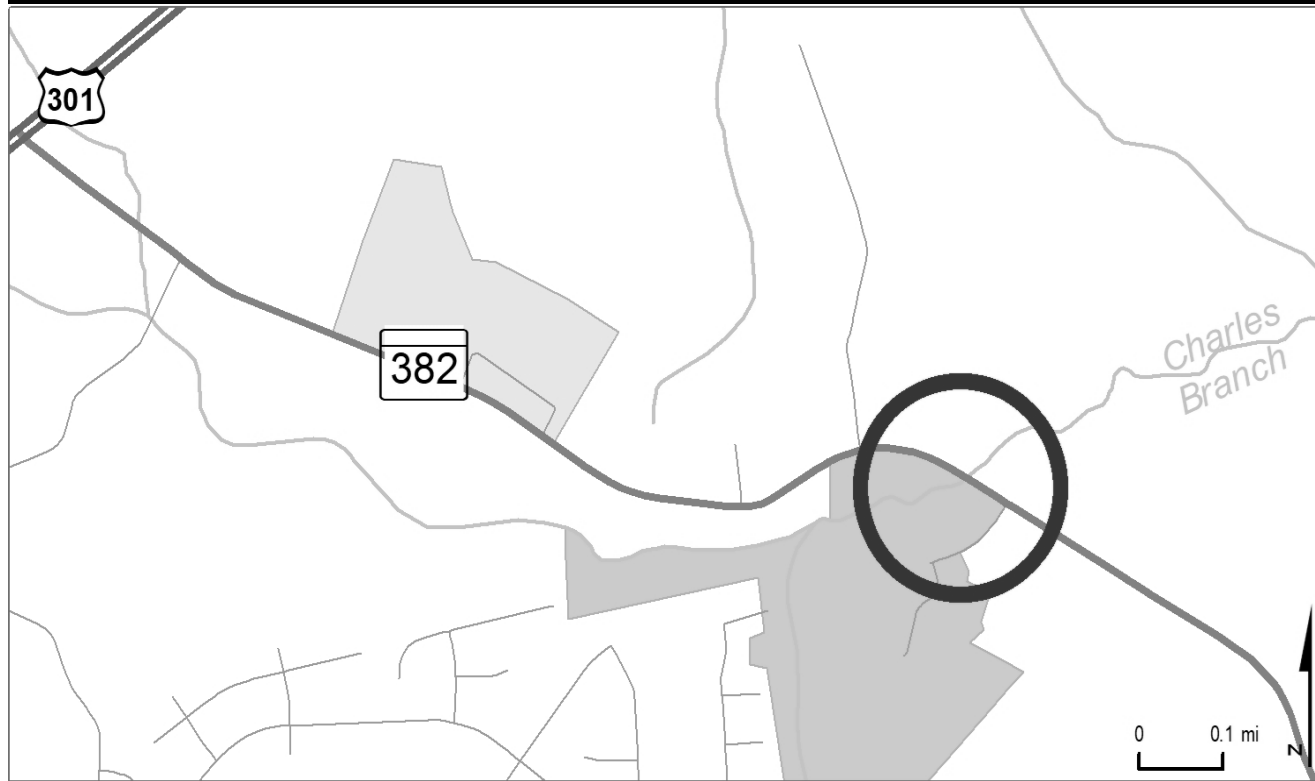
FEDERAL - Major Collector

STATE SYSTEM: N/A

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 5,900 (2024)

PROJECTED 7,850 (2044)

**PROJECT:** MD 382, Croom Road**DESCRIPTION:** Replacement of Bridge No.1606100 on MD 382 over Charles Branch.**PURPOSE & NEED SUMMARY STATEMENT:** The purpose of this project is to replace a poor rated bridge to keep the roadway safe and open to traffic.**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- | | |
|---|--|
| <input checked="" type="checkbox"/> Enhance Safety and Security | <input type="checkbox"/> Serve Communities and Support the Economy |
| <input checked="" type="checkbox"/> Deliver System Quality | <input type="checkbox"/> Promote Environmental Stewardship |

EXPLANATION: The original bridge, built in 1933, is nearing the end of its useful service life and is rated poor based on superstructure 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: Open to service.**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** The cost increase of \$1.2 million is due to construction-related change orders.**POTENTIAL FUNDING SOURCE:** ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2024	EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,105	1,101	22	4	0	0	0	0	0	4	0
Right-of-way	17	17	0	0	0	0	0	0	0	0	0
Utilities	337	3	3	334	0	0	0	0	0	334	0
Construction	4,829	4,205	3,991	624	0	0	0	0	0	624	0
Total	6,288	5,326	4,016	962	0	0	0	0	0	962	0
Federal-Aid	5,299	4,346	3,961	953	0	0	0	0	0	953	0
Special	989	980	55	9	0	0	0	0	0	9	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
(2024)**PROJECTED** 5,200
(2044)

**PROJECT:** US 1, Baltimore Avenue**DESCRIPTION:** Reconstruct US 1 from College Avenue to MD 193 (Segment 1). Project 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.**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

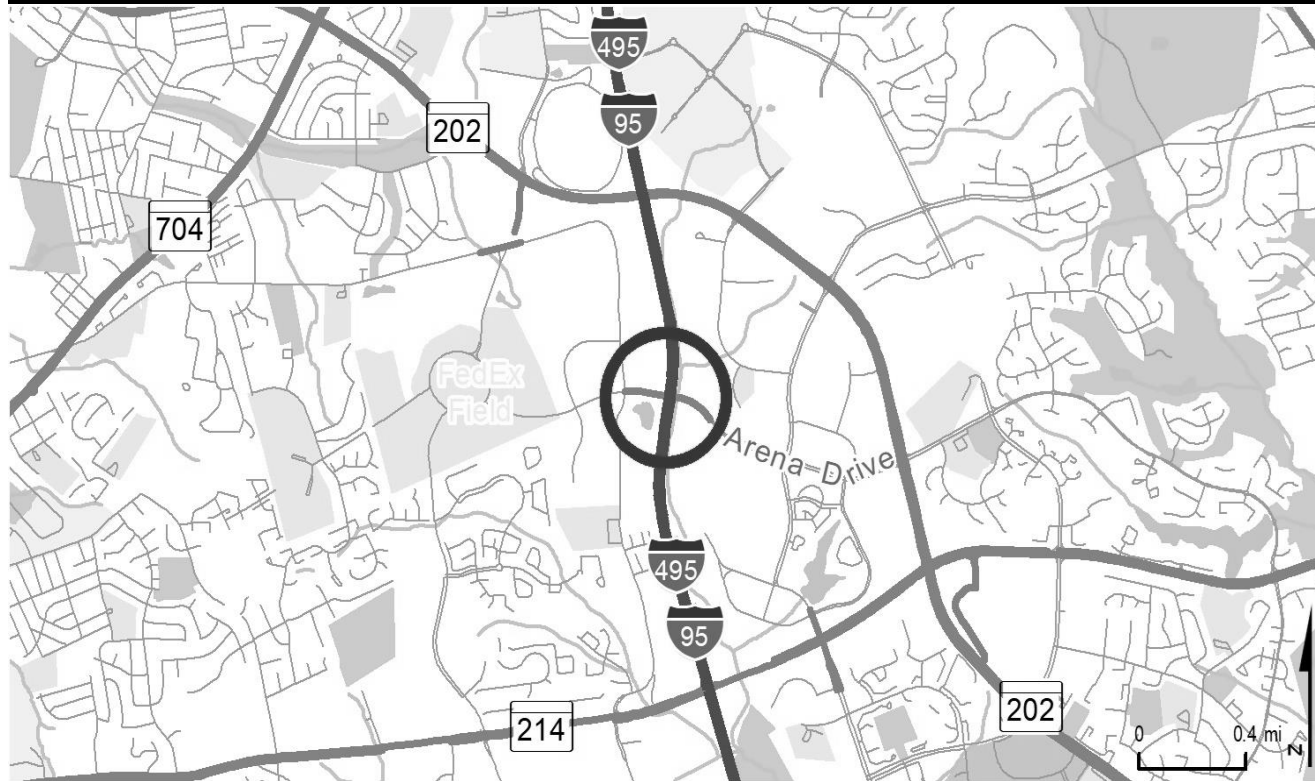
STATUS: Open to service.**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** The cost increase of \$8.8 million is due to an increase in property settlement costs; utility relocations, and construction inspection based on an extended project duration.**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- | | |
|---|---|
| <input checked="" type="checkbox"/> Enhance Safety and Security | <input checked="" type="checkbox"/> Serve Communities and Support the Economy |
| <input checked="" type="checkbox"/> Deliver System Quality | <input type="checkbox"/> Promote Environmental Stewardship |

EXPLANATION: This project will improve traffic operations while enhancing bicycle and pedestrian mobility and safety.**POTENTIAL FUNDING SOURCE:**☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	9,647	9,647	0	0	0	0	0	0	0	0	0
Right-of-way	9,250	8,297	2,064	730	223	0	0	0	0	953	0
Utilities	6,356	2,861	2,453	2,542	953	0	0	0	0	3,495	0
Construction	40,169	38,996	10,468	1,173	0	0	0	0	0	1,173	0
Total	65,422	59,801	14,984	4,445	1,176	0	0	0	0	5,621	0
Federal-Aid	46,809	42,163	10,430	3,693	953	0	0	0	0	4,646	0
Special	15,355	14,380	4,555	752	223	0	0	0	0	975	0
Other	3,257	3,257	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** 36,000
(2024)**PROJECTED** 40,100
(2044)



PROJECT: I-95/I-495, Capital Beltway

DESCRIPTION: Project to upgrade the existing I-95/ I-495 interchange at Medical Center Drive (formerly Arena Drive). A shared-use path will be provided along Medical Center Drive with fully protected crossings at all ramps.

PURPOSE & NEED SUMMARY STATEMENT: This project will address existing congestion during stadium events and will accommodate increasing traffic volumes associated with future growth.

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 2024 - 29 CTP: The cost decrease of \$1.6 million is the result of funding reductions due to other funding obligations. Funding for Engineering, Right-of-Way and Utilities phases has been restored from the Draft CTP.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2024	EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	7,125	3,708	1,670	500	0	1,650	1,267	0	0	3,417	0
Right-of-way	4,226	0	0	0	0	1,730	2,496	0	0	4,226	0
Utilities	2,100	0	0	0	0	0	909	1,191	0	2,100	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	13,451	3,708	1,670	500	0	3,380	4,672	1,191	0	9,743	0
Federal-Aid	11,607	2,814	812	475	0	3,042	4,204	1,072	0	8,793	0
Special	1,845	895	858	25	0	338	468	119	0	950	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principle Arterial

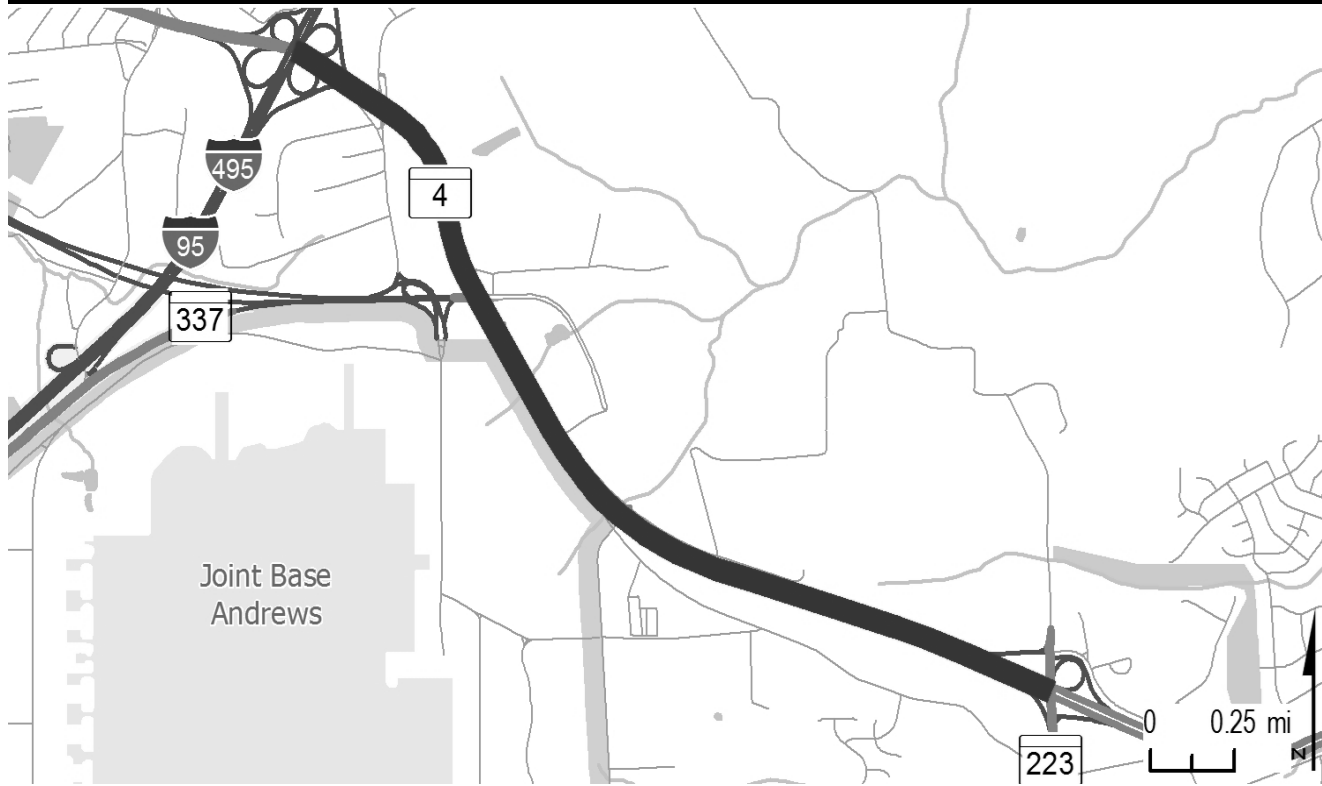
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 206,000
(2024)

PROJECTED 252,000
(2044)



PROJECT: MD 4, Pennsylvania Avenue

DESCRIPTION: Upgrade existing MD 4 to a multi-lane freeway with grade-separated interchanges 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: MD 4 is a crucial connection to Joint Base Andrews and economic opportunities. The project will improve peak hour traffic congestion and the future increase in traffic associated 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 2024 - 29 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2024	EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
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

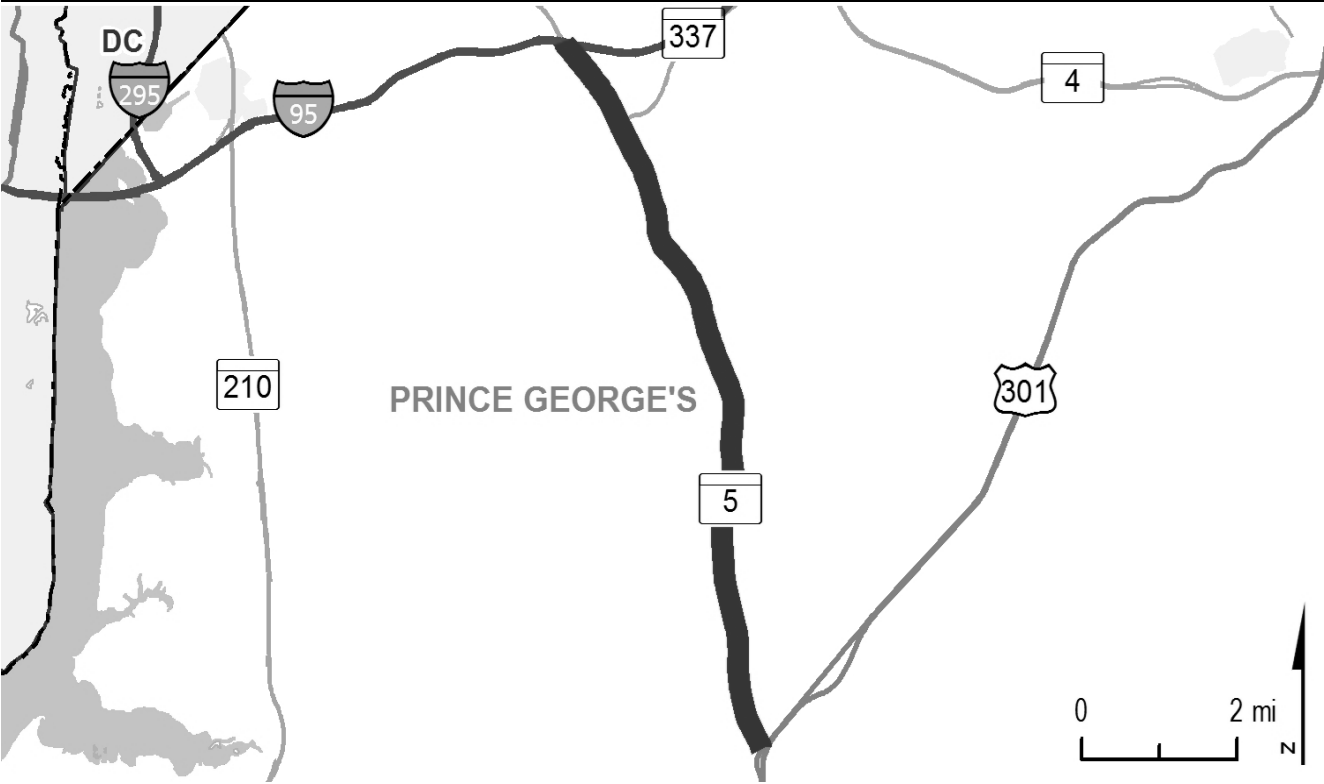
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 66,000
(2024)

PROJECTED 111,600
(2044)



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: MD 5 is an important commuter route serving residents in Prince George's County, Charles County, and the Southern Maryland region. The project will improve mobility and safety at several intersections along MD 5 and accommodate continued development in the corridor.

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

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

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2024 - 29 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 2024	EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
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

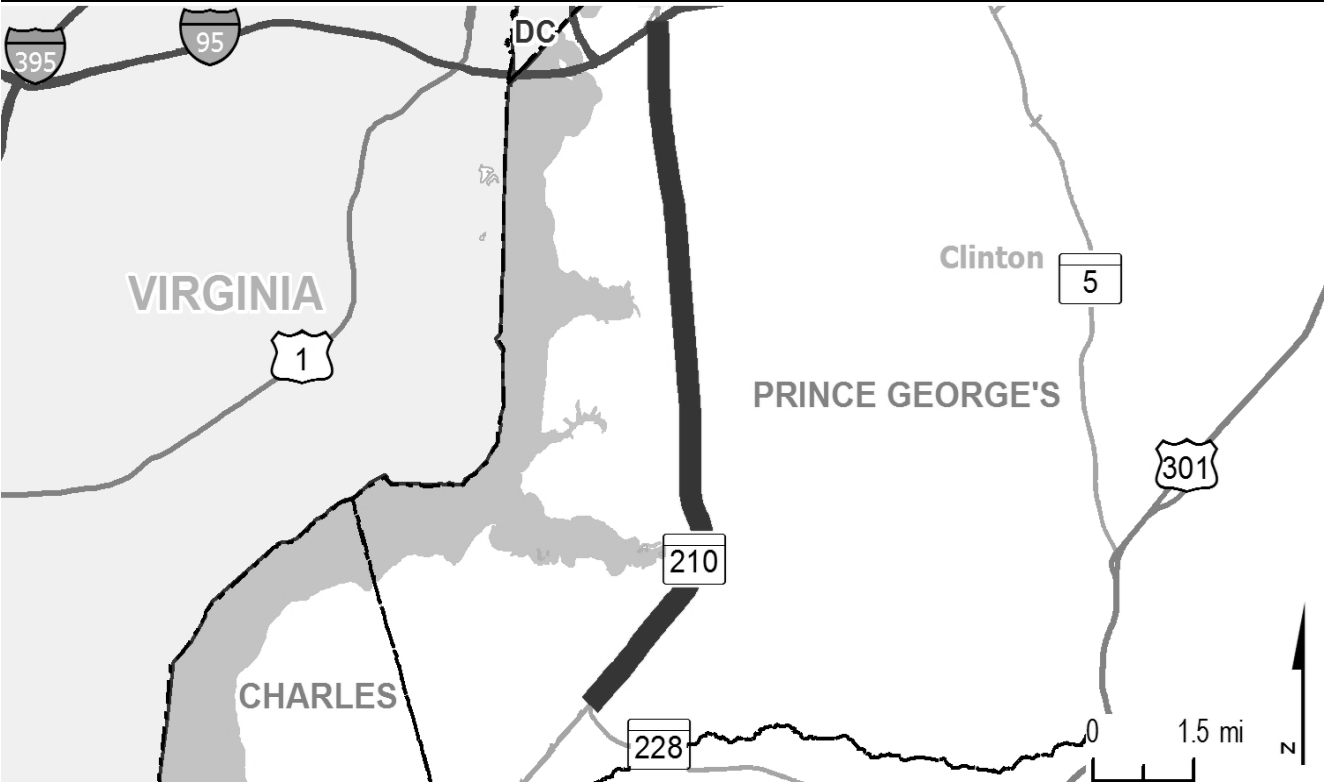
Classification:

STATE - Principal Arterial
FEDERAL - Freeway/Expressway
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 126,600
(2024)

PROJECTED 148,700
(2044)



PROJECT: MD 210, Indian Head Highway

DESCRIPTION: Project to improve safety and mobility along MD 210 and provide grade-separated interchanges from I-95/ I-495 to MD 228 (10.0 miles). Bicycles and pedestrians will be accommodated through the provision of a facility consisting of bicycle lanes, a separated shared use path adjacent to MD 210, and various other treatments that will extend from I-95/ I-495 to MD 373.

PURPOSE & NEED SUMMARY STATEMENT: MD 210 is an important commuter route serving residents in Prince George's County, Charles County, and the Southern Maryland region. The project will improve severe peak hour traffic congestion and the future increase in traffic associated with planned development in the immediate area.

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

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

STATUS: Preliminary engineering underway for Palmer Road/ Livingston Road and Old Fort Road (south) interchange. Prince George's County is contributing \$1.0 million for engineering.

SIGNIFICANT CHANGE FROM FY 2024 - 29 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		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	2,523	2,523	0	0	0	0	0	0	0	0	0
Engineering	12,178	1,978	1,075	700	1,500	3,000	3,000	2,000	0	10,200	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	15,682	5,482	1,075	700	1,500	3,000	3,000	2,000	0	10,200	0
Federal-Aid	10,697	1,145	749	450	1,102	3,000	3,000	2,000	0	9,552	0
Special	4,236	4,236	326	0	0	0	0	0	0	0	0
Other	750	102	0	250	398	0	0	0	0	648	0

Classification:

STATE - Intermediate Arterial

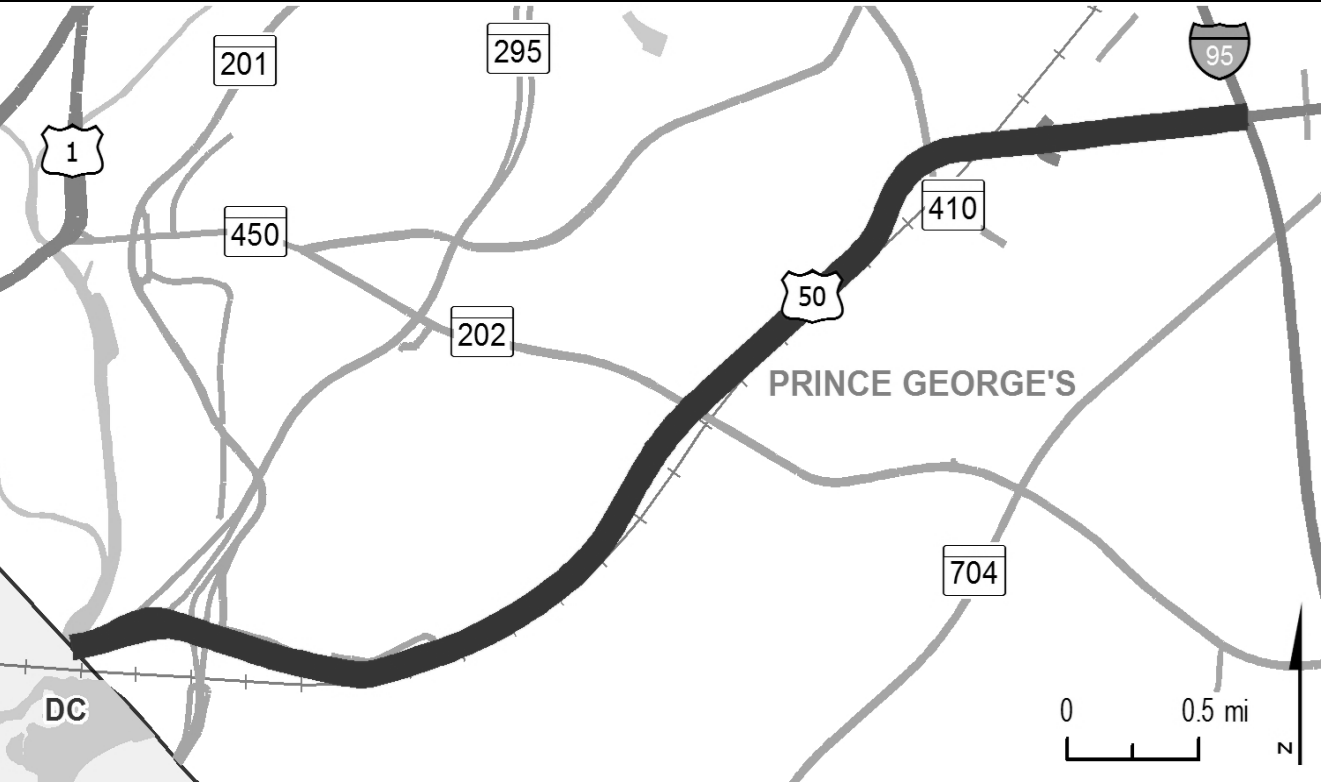
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 60,000 - 80,000 (2024)

PROJECTED 70,000 - 100,000 (2044)



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). Study concepts recommend various interchange and auxiliary lane modifications to help improve traffic operations.

PURPOSE & NEED SUMMARY STATEMENT: US 50 is an important east-west commuter route to employment centers in Washington DC. The project will improve mobility, safety, and operations along US 50.

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 2024 - 29 CTP: None.

<div>POTENTIAL FUNDING SOURCE:</div> <div><input checked="" type="checkbox"/> SPECIAL<input type="checkbox"/> FEDERAL<input type="checkbox"/> GENERAL<input type="checkbox"/> OTHER</div>											
PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
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 77,700 - 149,200
(2024)

PROJECTED 87,500 - 162,400
(2044)



PROJECT: US 301, Crain Highway

DESCRIPTION: Construct a new flyover from southbound US 301 to MD 5 (Mattawoman Beantown Road) to replace US 301 southbound triple left turning movement. Bicycle and pedestrian accommodations to be included where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: US 301 and MD 5 are important commuter routes serving residents in Prince George's County, Charles County and the Southern Maryland region. The project will reduce peak hour traffic congestion and accommodate future increase in traffic associated with planned development in southern Prince George's County and Waldorf in Charles 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 2024 - 29 CTP: None.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL
 ☐ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2024	EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
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

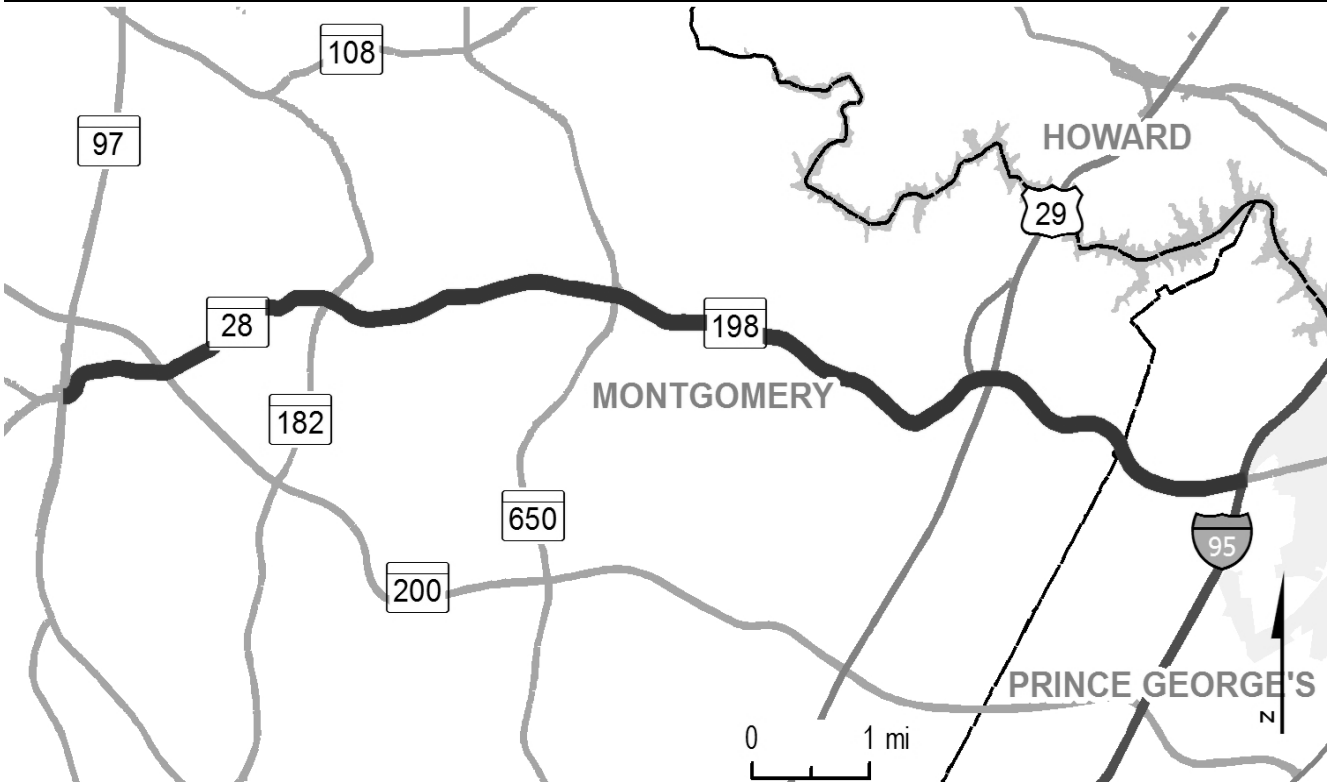
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 100,800 (US 301)
(2024)

PROJECTED 131,800 (US 301)
(2044)



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). Localized traffic operational improvements are included along with sidewalks, shared use paths, and on-road bicycle lanes, where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: The MD 28/ MD 198 corridor is an important regional connection between Montgomery and Prince George's counties. The project will improve safety and operations, and better accommodate bicyclists and pedestrians through the Burtonsville business district.

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

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

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2024 - 29 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 2024	EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
Planning	9,159	9,158	47	1	0	0	0	0	0	1	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	9,161	9,160	47	1	0	0	0	0	0	1	0
Federal-Aid	3,206	3,206	0	0	0	0	0	0	0	0	0
Special	5,955	5,954	47	1	0	0	0	0	0	1	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 (2024)	20,200 - 37,400 (MD 28) 17,300 - 46,100 (MD 198)
PROJECTED (2044)	30,400 - 52,600 (MD 28) 27,100 - 61,000 (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), including three multi-lane roundabouts. The shared-use path along northbound MD 197 will be realigned and enhanced.

PURPOSE & NEED SUMMARY STATEMENT: Additional capacity is needed to accommodate an increase in traffic volume and improve access in Bowie. The project will also improve accessibility by providing safe pedestrian crossings to connect residences to a nearby school and park.

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

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

STATUS: Engineering underway. Prince George's County contributed \$1.0 million for planning.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: The cost decrease of \$1.3 million is the result of funding reductions due to other funding obligations. Partial Engineering phase funding has been restored from the Draft CTP.

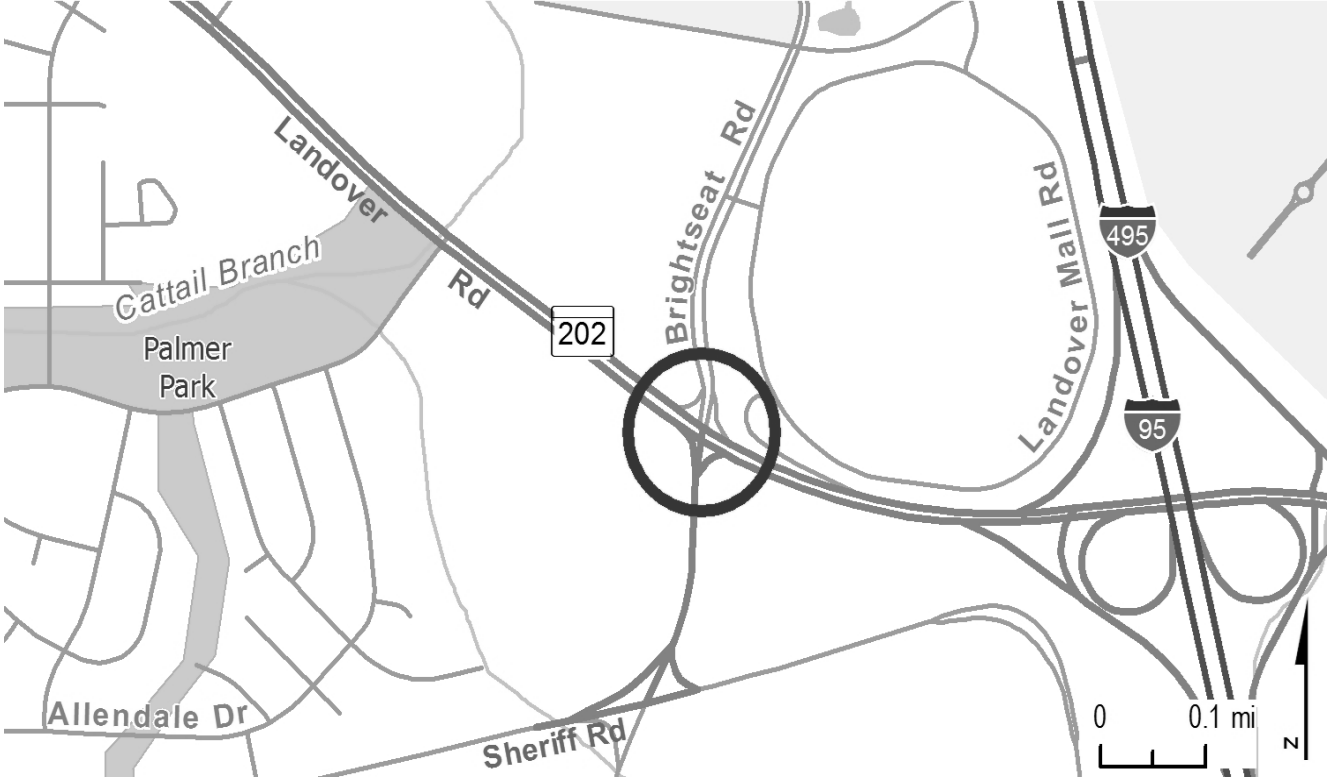
POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2024	EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
Planning	1,810	1,810	33	0	0	0	0	0	0	0	0
Engineering	5,148	4,148	507	100	0	900	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	6,958	5,958	540	100	0	900	0	0	0	1,000	0
Federal-Aid	2,517	1,612	507	95	0	810	0	0	0	905	0
Special	4,441	4,346	33	5	0	90	0	0	0	95	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	31,000
(2024)	
PROJECTED	44,300
(2044)	



PROJECT: MD 202, Largo Road

DESCRIPTION: Improve the MD 202 intersection at Brightseat Road. This improvement will enhance capacity, operations, and safety of the intersection. Pedestrian and bicycle facilities will be included where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: This project will provide improved access to the Landover Mall site which is being planned for revitalization by the County.

SMART GROWTH STATUS:

☐ Project Not Location Specific

☐ Not Subject to PFA Law

☒ Project Inside PFA

☐ Project Outside PFA

☐ PFA Status Yet to Be Determined

☐ Grandfathered

☐ Exception Will Be Required

☐ Exception Granted

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: None.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	475	475	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	475	475	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	475	475	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

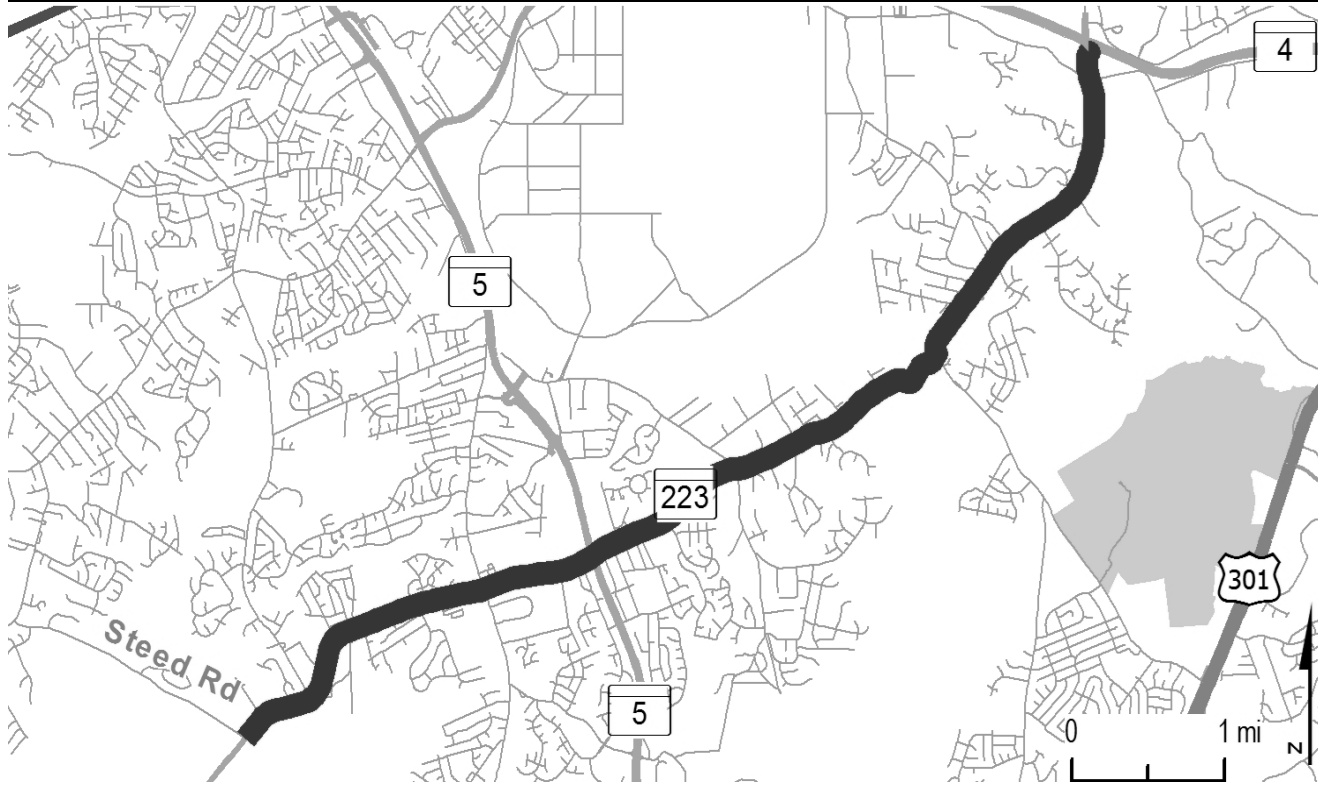
STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT	51,800
(2024)	
PROJECTED	64,600
(2044)	



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). Intersection and lane configuration modifications are included to address traffic congestion, along with sidewalks and on road bike lanes where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: MD 223 is a congested corridor linking growing residential communities in south central Prince George's County. This project will develop a long-term vision and identify short-term safety and operational improvements.

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: Corridor study complete. Project on hold.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2024	EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
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 45,800
(2024)

PROJECTED 55,500
(2044)



PROJECT: MD 450, Annapolis Road

DESCRIPTION: Upgrade and widen existing MD 450 to a multi-lane 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 is 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 ☐ Grandfathered
☐ Project Outside PFA ☐ Exception Will Be Required
☐ PFA Status Yet to Be Determined ☐ Exception Granted

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: None.

<div>POTENTIAL FUNDING SOURCE:</div> <div><input checked="" type="checkbox"/> SPECIAL<input checked="" type="checkbox"/> FEDERAL<input type="checkbox"/> GENERAL<input type="checkbox"/> OTHER</div>											
PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
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

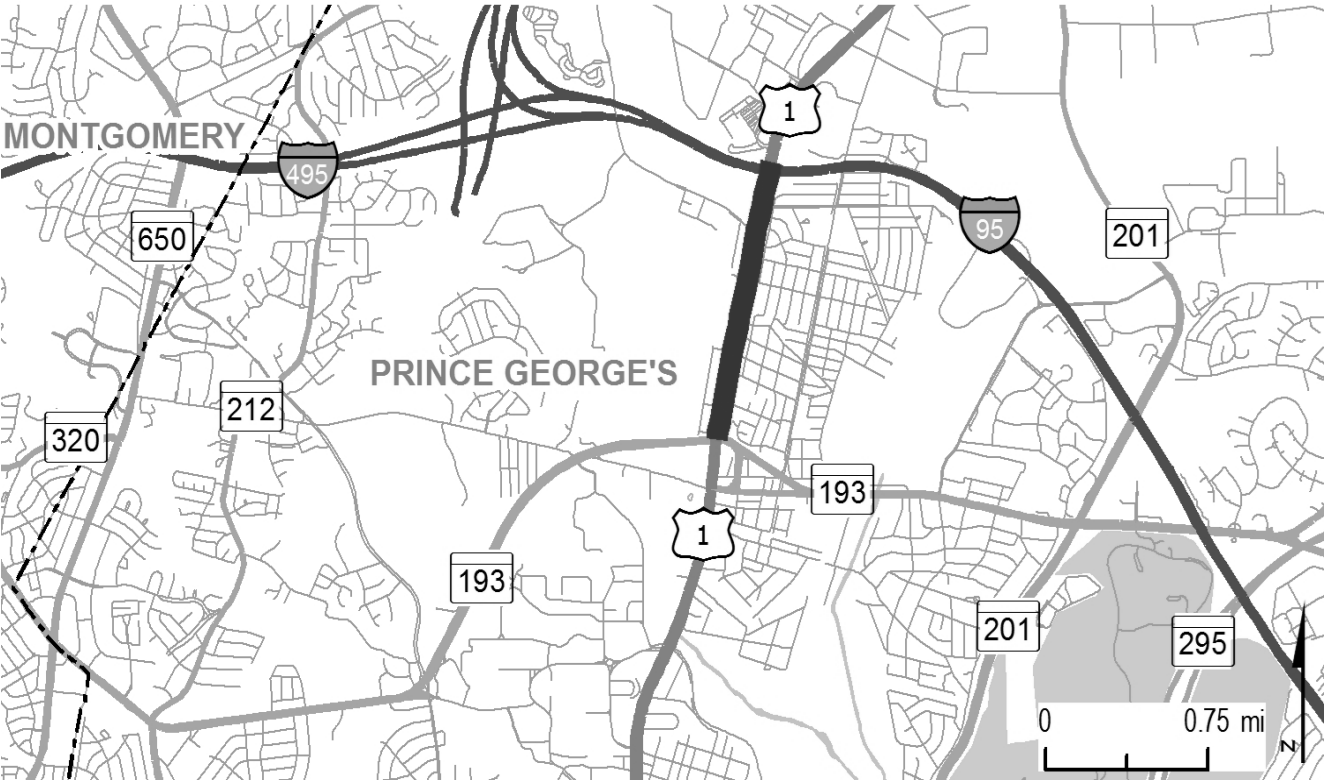
Classification:

STATE - Minor Arterial
FEDERAL - Other Principal Arterial
STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 24,900 - 31,000
(2024)

PROJECTED 32,400 - 40,300
(2044)



PROJECT: US 1, Baltimore Avenue

DESCRIPTION: Reconstruct US 1 from MD 193 to I-95 (Capital Beltway) This is Segments 2 and 3 (1.1 miles) of a 3-segment project to upgrade US 1 from College Avenue to I-95/I-495. 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 ☐ Grandfathered
☐ Project Outside PFA ☐ Exception Will Be Required
☐ PFA Status Yet to Be Determined ☐ Exception Granted

STATUS: Planning complete. Preliminary engineering anticipated to begin in FY 2027. Segment 1 is open to service. (Prince George's County Line 7).

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: The cost increase of \$2.2 million is to initiate the preliminary Engineering phase.

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 2024	EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
Planning	1,387	1,387	0	0	0	0	0	0	0	0	0
Engineering	2,200	0	0	0	0	1,000	1,200	0	0	2,200	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	3,587	1,387	0	0	0	1,000	1,200	0	0	2,200	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	3,493	1,293	0	0	0	1,000	1,200	0	0	2,200	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 45,500 (2024)
PROJECTED 50,300 (2044)

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Prince George's County - LINE 20

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)	\$	9,605	Completed
<u>Bridge Replacement/Rehabilitation</u>					
PG0672	MD382	CROOM ROAD - REPLACEMENT OF SMALL STRUCTURE 16043X0 OVER COUNTY LINE CREEK	\$	5,109	FY 2026
PGA471	-	CLEANING AND PAINTING BRIDGES 1604400, 1612500, 1619900, AND 1620500	\$	5,476	Under Construction
<u>Resurface/Rehabilitate</u>					
PG0351	US301	CRAIN HIGHWAY - SAFETY AND RESURFACING IMPROVEMENTS FROM MD 214 TO SOUTH OF EXCALIBUR ROAD	\$	4,463	Completed
PG8521	MD5	BRANCH AVENUE - SAFETY AND RESURFACING IMPROVEMENTS FROM OLD BRANCH AVENUE TO CURTIS DRIVE	\$	3,738	Completed
PG8551	MD704	MARTIN LUTHER KING JR HIGHWAY - SAFETY AND RESURFACING IMPROVEMENTS FROM GREENLEAF ROAD TO ARDWICK ARDMORE ROAD	\$	5,794	Completed
XY7161	-	MILL AND RESURFACING AT VARIOUS LOCATIONS IN PRINCE GEORGE'S COUNTY	\$	20,702	Completed
PG0431	US301	CRAIN HIGHWAY - SAFETY AND RESURFACING IMPROVEMENTS FROM CHARLES COUNTY LINE TO STRUCTURE NO. 16056	\$	6,886	FY 2025
PG8531	MD210	INDIAN HEAD HIGHWAY - SAFETY AND RESURFACING IMPROVEMENTS FROM SPUR FOR SENECA DRIVE TO DC LINE	\$	1,940	FY 2025
XQ5161	-	SAFETY AND RESURFACING IMPROVEMENTS AT VARIOUS LOCATIONS IN PRINCE GEORGE'S COUNTY	\$	4,050	FY 2025
PG8501	IS95	CAPITAL BELTWAY - SAFETY AND RESURFACING IMPROVEMENTS FROM LIVINGSTON ROAD TO SOUTH OF AUTH ROAD	\$	12,454	Under Construction
XB131G	-	PATCHING AT VARIOUS LOCATIONS IN PRINCE GEORGE'S COUNTY	\$	3,020	Under Construction
XQ131G	-	PATCHING AT VARIOUS LOCATIONS IN PRINCE GEORGE'S COUNTY	\$	2,931	Under Construction
XY8161	-	SAFETY AND RESURFACING IMPROVEMENTS AT VARIOUS LOCATIONS IN PRINCE GEORGE'S COUNTY	\$	22,525	Under Construction
<u>Safety/Spot Improvement</u>					
PG6261	MD223	PISCATAWAY ROAD - ROUNDABOUT - FLORAL PARK ROAD/PISCATAWAY ROAD	\$	10,792	FY 2026
PGA481	MD650	NEW HAMPSHIRE AVENUE - PEDESTRIAN SAFETY IMPROVEMENTS FROM MD 193 TO MONTGOMERY COUNTY LINE	\$	5,072	FY 2026
PG0111	MD201	KENILWORTH AVENUE - INTERSECTION RECONSTRUCT - M SQUARE BETTERMENTS NEAR RIVER ROAD	\$	1,857	Under Construction

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Prince George's County - LINE 20

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Safety/Spot Improvement</u>					
PG6252	IS495	CAPITAL BELTWAY - DRAINAGE IMPROVEMENT AT WSSC WATERMAIN NEAR EVERHART PLACE	\$	2,233	Under Construction
PG8901	-	BICYCLE AND PEDESTRIAN ROUTE - PURPLE LINE ALIGNMENT	\$	4,551	Under Construction
<u>Sidewalks</u>					
PG2801	MD223	WOODYARD ROAD - SIDEWALKS FROM SOUTH OF VICTORIA DRIVE TO NORTH OF SHERWOOD DRIVE	\$	7,270	Under Construction
PGA111	MD725	MAIN STREET - SIDEWALKS FROM WEST OF SERVICE LANE TO EAST OF GOVERNOR ODEN BOWIE DRIVE	\$	1,620	Under Construction
<u>Transportation Alternatives Program</u>					
PG0202	US1	BALTIMORE AVENUE - HOLLYWOOD ROAD SIDEWALK DESIGN	\$	79	Completed
PGA381	-	BICYCLE AND PEDESTRIAN ROUTE - CENTRAL AVENUE CONNECTOR TRAIL - PHASE I	\$	749	Design Underway
PGA501	MD650	NEW HAMPSHIRE AVENUE - BICYCLE AND PEDESTRIAN ROUTE - FROM ADELPHI ROAD TO METZEROTT ROAD	\$	4,603	FY 2025
PGA651	-	SIGNAL MODIFICATION, PEDESTRIAN SAFETY, AND ACCESS IMPROVEMENT	\$	1,456	FY 2026
PGB161	-	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	Under Construction
PGNEW7	-	OXON COVE TRAIL	\$	1,228	Under Construction



QUEEN ANNE'S COUNTY

**PROJECT:** US 301, Blue Star Memorial Highway**DESCRIPTION:** Replacement of Bridge No. 1701401 on US 301 Northbound over the Chester River.**PURPOSE & NEED SUMMARY STATEMENT:** The purpose of this project is to replace a poor rated bridge to keep the roadway safe and open to traffic.**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- | | |
|---|---|
| <input checked="" type="checkbox"/> Enhance Safety and Security | <input checked="" type="checkbox"/> Serve Communities and Support the Economy |
| <input checked="" type="checkbox"/> Deliver System Quality | <input type="checkbox"/> Promote Environmental Stewardship |

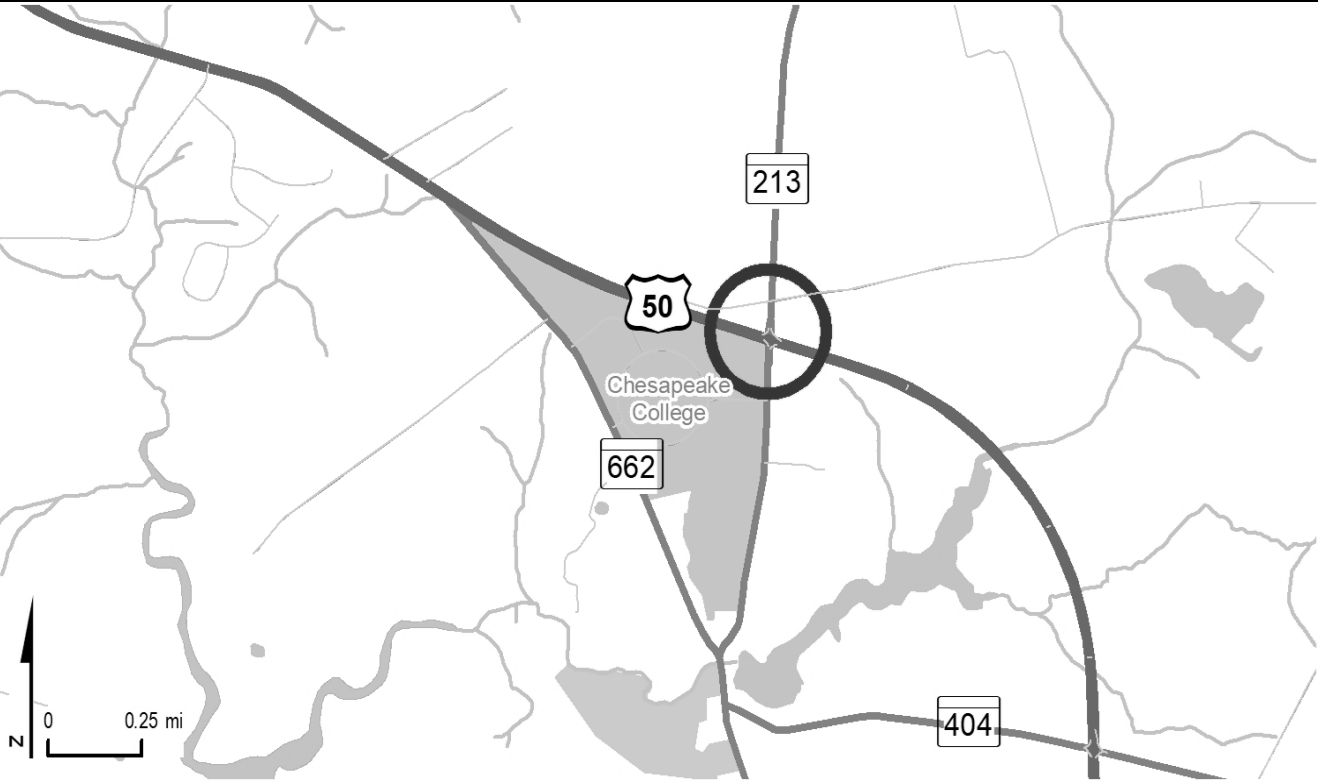
EXPLANATION: The existing bridge, built in 1955, is nearing the end of its useful service life and was rated poor based on the bridge deck condition.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☒ Not Subject to PFA Law

- | | |
|--|---|
| <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 2024 - 29 CTP:** None.**POTENTIAL FUNDING SOURCE:**☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2024	EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,262	2,228	77	34	0	0	0	0	0	34	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	10,516	8,739	4,429	1,777	0	0	0	0	0	1,777	0
Total	12,778	10,967	4,506	1,811	0	0	0	0	0	1,811	0
Federal-Aid	11,087	9,487	4,443	1,600	0	0	0	0	0	1,600	0
Special	1,691	1,480	63	211	0	0	0	0	0	211	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** 13,500
(2024)**PROJECTED** 17,600
(2044)



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

☐ 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 2024 - 29 CTP: None.

<div><div>POTENTIAL FUNDING SOURCE:</div><div><div><input checked="" type="checkbox"/> SPECIAL</div><div><input checked="" type="checkbox"/> FEDERAL</div><div><input type="checkbox"/> GENERAL</div><div><input type="checkbox"/> OTHER</div></div></div>											
PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
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	2,302	2,302	0	0	0	0	0	0	0	0	0
Special	2,270	2,270	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

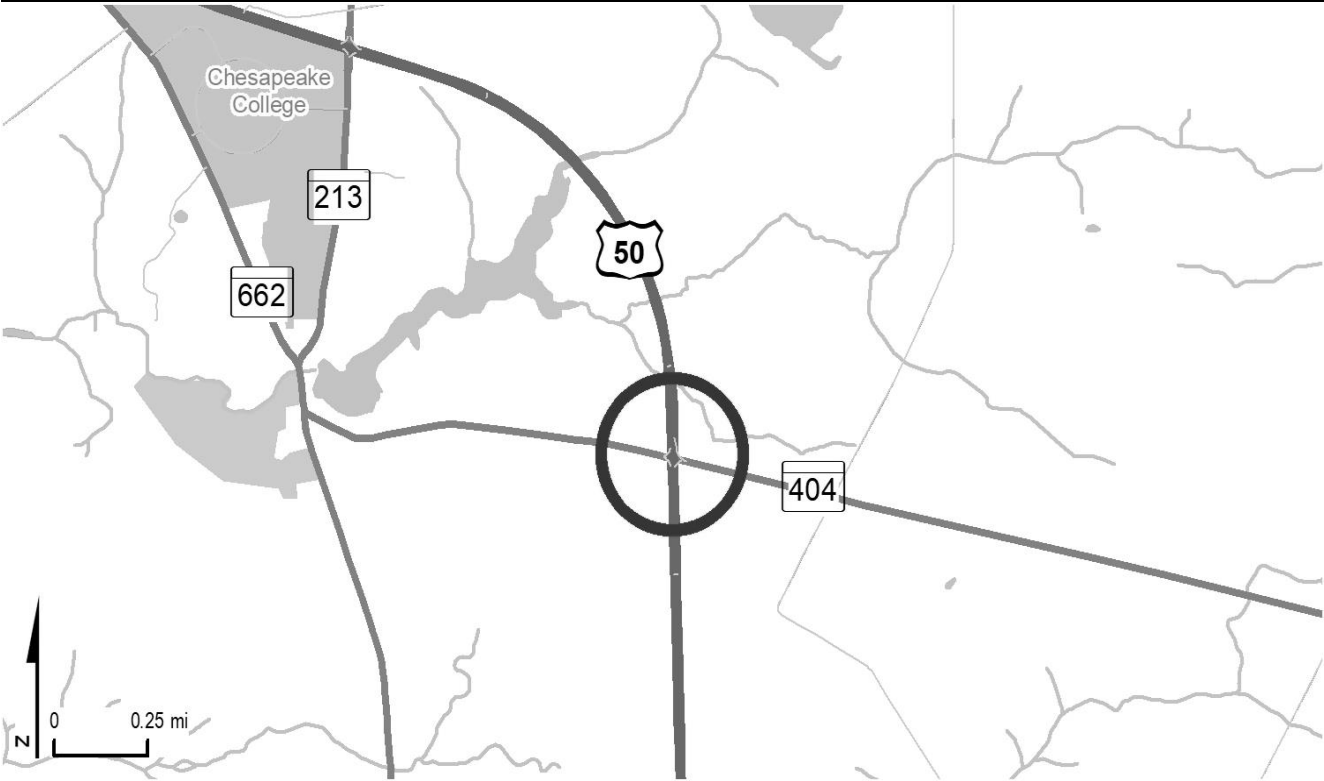
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 45,500
(2024) 65,300 (Summer Peak)

PROJECTED 55,600
(2044) 95,600 (Summer Peak)



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

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

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2024 - 29 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 2024	EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	570	570	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	570	570	0	0	0	0	0	0	0	0	0
Federal-Aid	450	450	0	0	0	0	0	0	0	0	0
Special	120	120	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 45,500
(2024) 65,300 (Summer Peak)

PROJECTED 55,600
(2044) 95,600 (Summer Peak)

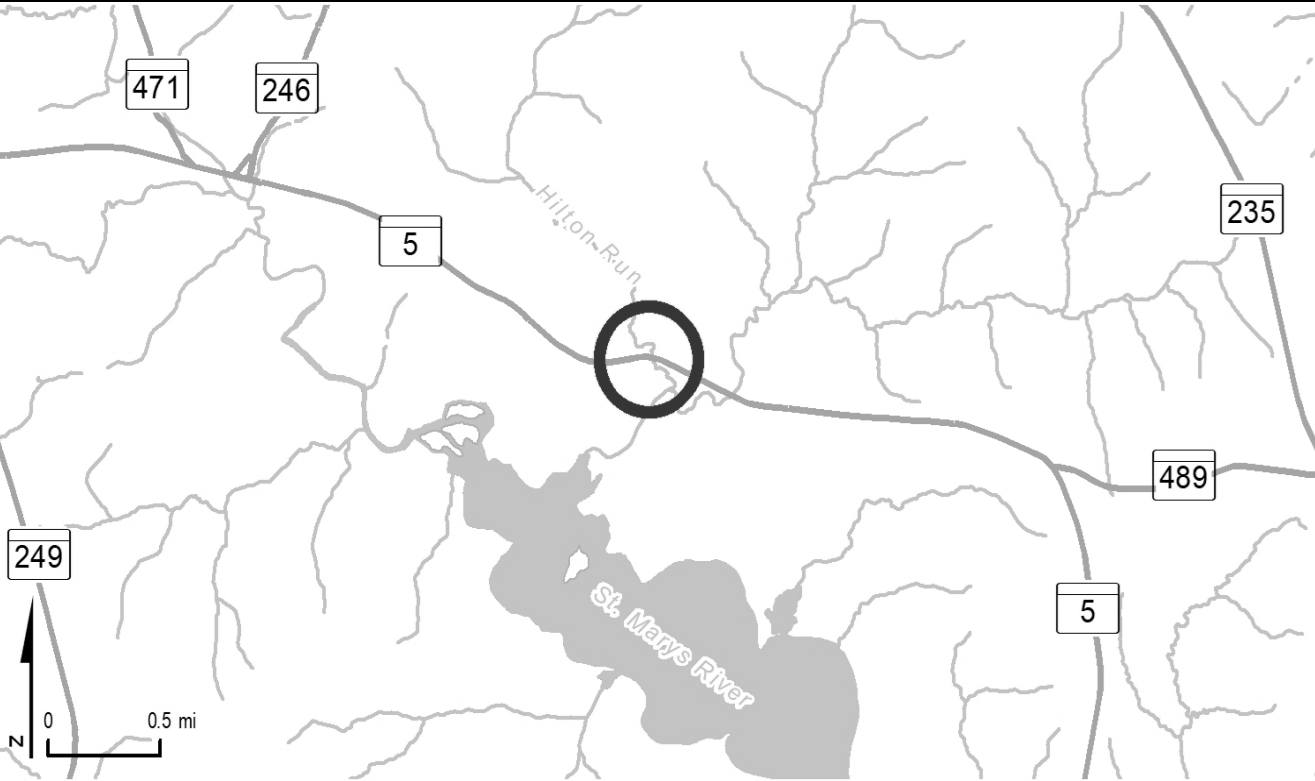
MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Queen Anne's County - LINE 4

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Intersection Capacity Improvements</u>					
QA3061	MD18	MAIN STREET - FROM CASTLE MARINA ROAD TO MD 835 - PEL STUDY	\$	502	Study Underway
<u>Resurface/Rehabilitate</u>					
XQ9173	-	MILL AND RESURFACING AT VARIOUS LOCATIONS IN QUEEN ANNE'S COUNTY	\$	3,791	FY 2025
XY9172	-	MILL AND RESURFACING AT VARIOUS LOCATIONS IN QUEEN ANNE'S COUNTY	\$	10,018	Under Construction



SAINT MARY'S COUNTY



PROJECT: MD 5, Point Lookout Road

DESCRIPTION: Replace bridge No. 1800700 on MD 5 over Hilton Run.

PURPOSE & NEED SUMMARY STATEMENT: The purpose of this project is to replace a poor rated bridge to keep the roadway safe and open to traffic.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:
☒ Enhance Safety and Security
☒ Deliver System Quality
☒ Serve Communities and Support the Economy
☐ Promote Environmental Stewardship

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

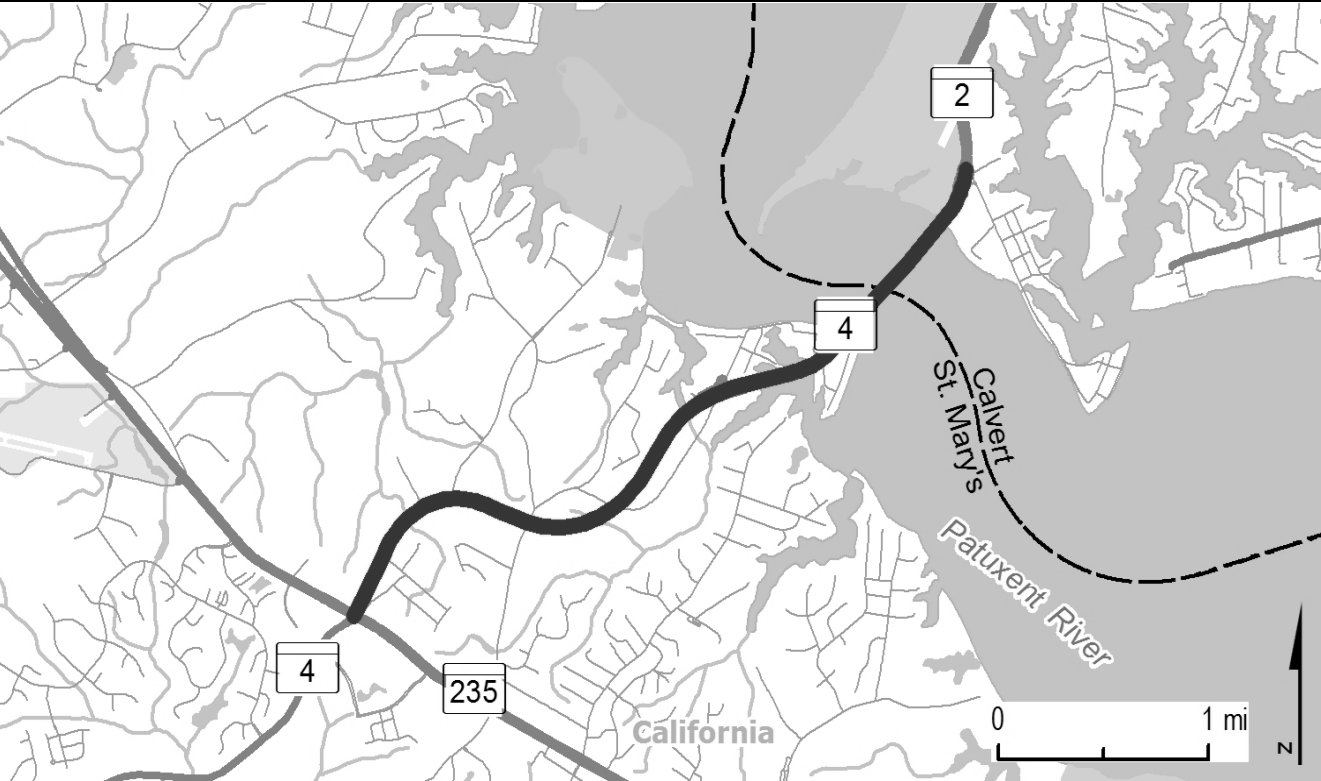
EXPLANATION: The existing bridge, built in 1936, is nearing the end of its useful service life and is poor rated based upon the bridge deck condition.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: The cost increase of \$1.7 million is due to an increase in design costs and an unfavorable bid on the construction contract.

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 2024	EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,309	2,274	661	35	0	0	0	0	0	35	0
Right-of-way	67	61	40	4	1	1	0	0	0	6	0
Utilities	163	0	0	163	0	0	0	0	0	163	0
Construction	5,238	0	0	3,560	1,678	0	0	0	0	5,238	0
Total	7,777	2,335	701	3,762	1,679	1	0	0	0	5,442	0
Federal-Aid	6,587	1,159	610	3,750	1,678	0	0	0	0	5,428	0
Special	1,190	1,176	91	12	1	1	0	0	0	14	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 8,600 (2024)
PROJECTED 11,200 (2044)



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. MD 4 is planned to become a four-lane divided highway with wide shoulders, a shared used path, and sidewalk accommodations where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: The MD 4 corridor links communities on both sides of the Patuxent River. The project will reduce congestion and improve bridge operations to support community connections and regional 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: Patuxent River design studies underway.

SIGNIFICANT CHANGE FROM FY 2024 - 29 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 2024	EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
Planning	4,942	4,942	0	0	0	0	0	0	0	0	0
Engineering	2,919	919	0	1,000	1,000	0	0	0	0	2,000	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	7,861	5,861	0	1,000	1,000	0	0	0	0	2,000	0
Federal-Aid	1,802	2	0	900	900	0	0	0	0	1,800	0
Special	6,058	5,858	0	100	100	0	0	0	0	200	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Intermediate Arterial

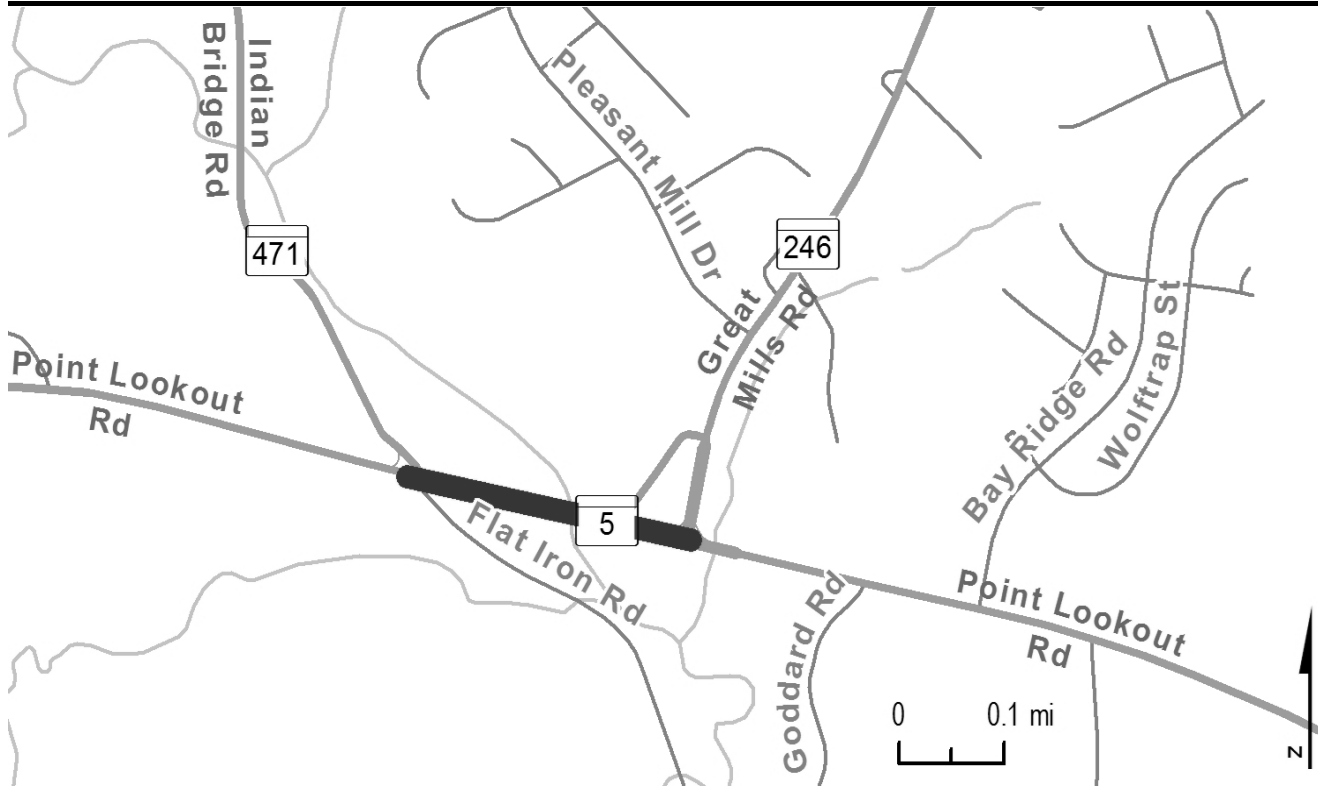
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 30,100 (2024)

PROJECTED 39,800 (2044)

**PROJECT:** MD 5, Point Lookout Road**DESCRIPTION:** Upgrade MD 5 from MD 471 to MD 246 in Great Mills, 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.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law

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

STATUS: Engineering and right-of-way acquisition underway.**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** No significant change. Funding for the Utilities phase has been fully restored from the Draft CTP.**POTENTIAL FUNDING SOURCE:** ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2024	EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
Planning	1,632	1,632	0	0	0	0	0	0	0	0	0
Engineering	4,702	4,652	657	50	0	0	0	0	0	50	0
Right-of-way	4,873	4,550	643	323	0	0	0	0	0	323	0
Utilities	1,182	10	8	0	0	886	286	0	0	1,172	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	12,389	10,844	1,308	373	0	886	286	0	0	1,545	0
Federal-Aid	5,044	3,619	857	371	0	797	257	0	0	1,425	0
Special	7,345	7,224	451	3	0	89	29	0	0	121	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** 21,600
(2024)**PROJECTED** 28,100
(2044)

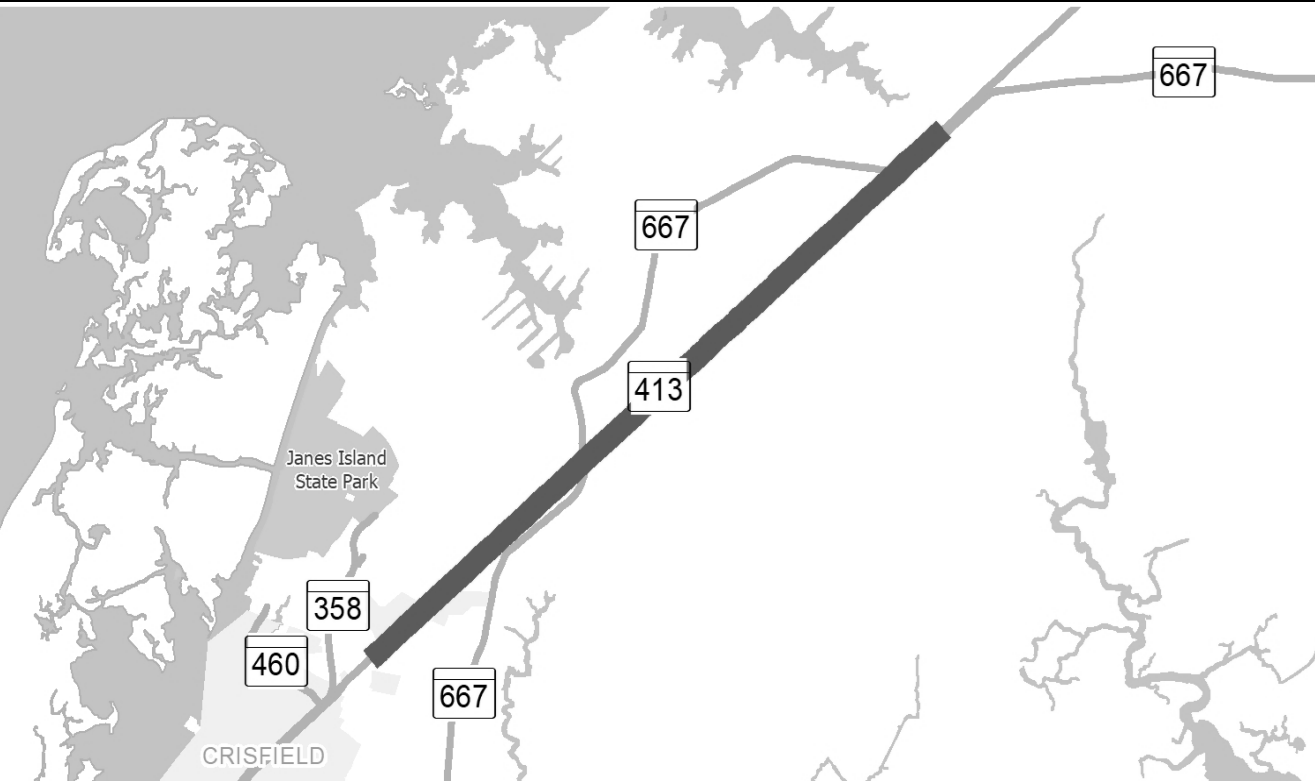
MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Saint Mary's County - LINE 4

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Bridge Replacement/Rehabilitation</u>					
SM1891	MD5	POINT LOOKOUT ROAD - REPLACEMENT OF SMALL STRUCTURE 18050XO OVER DRAINAGE DITCH	\$	1,899	Completed
<u>Resurface/Rehabilitate</u>					
XQ9181	-	SAFETY AND RESURFACING IMPROVEMENTS AT VARIOUS LOCATIONS IN ST. MARY'S COUNTY	\$	3,020	FY 2025
XY9181	-	SAFETY AND RESURFACING IMPROVEMENTS AT VARIOUS LOCATIONS IN ST. MARY'S COUNTY	\$	7,688	Under Construction
<u>Transportation Alternatives Program</u>					
SM3833	-	BICYCLE AND PEDESTRIAN ROUTE - THREE NOTCH TRAIL PHASE VII	\$	3,511	Design Underway



SOMERSET COUNTY



PROJECT: MD 413 Trail

DESCRIPTION: Construction of a paved bike/pedestrian trail with parking areas and plantings along the MD 413 corridor. The project will continue the improvements to complete the 12-mile corridor for the shared use path between Crisfield and 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. The improvements will also afford pedestrian and cyclists a safer alternative to navigate the corridor versus using the shoulder areas along the high-speed MD 413 corridor.

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

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

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

<input checked="" type="checkbox"/> Enhance Safety and Security	<input checked="" type="checkbox"/> Serve Communities and Support the Economy
<input checked="" type="checkbox"/> Deliver System Quality	<input type="checkbox"/> Promote Environmental Stewardship

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. The project will also make extensive use of the old railroad bed to safely locate pedestrians and cyclists off the roadway.

STATUS: Construction of Phase 2C (north of Big Annemessex River to 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 engineering was funded through grants from the Transportation Alternatives Program and the Kim Lamphier Bikeways Network Program.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: The cost increase of \$1.7 million is due to a revised engineer's estimate for the construction cost of Phases 2A and 2B.

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	EXPENDED	EXPENDED	CURRENT	BUDGET	PROJECTED CASH REQUIREMENTS				SIX	BALANCE
	COST	THRU	IN	YEAR	YEAR	FOR PLANNING PURPOSES ONLY				YEAR	TO
	(\$000)	2024	2024	2025	2026	...2027...	...2028...	...2029...	...2030...	TOTAL	COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,966	1,630	1,630	416	409	409	102	0	0	1,336	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	25	13	13	2	2	2	2	2	2	12	0
Construction	18,826	0	0	5,341	3,303	6,213	3,969	0	0	18,826	0
Total	21,817	1,643	1,643	5,759	3,714	6,624	4,073	2	2	20,174	0
Federal-Aid	19,778	192	192	5,750	3,652	6,311	3,873	0	0	19,586	0
Special	2,039	1,451	1,451	9	62	313	200	2	2	588	0
Other	0	0	0	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 (2024)	6,200
PROJECTED (2044)	6,800

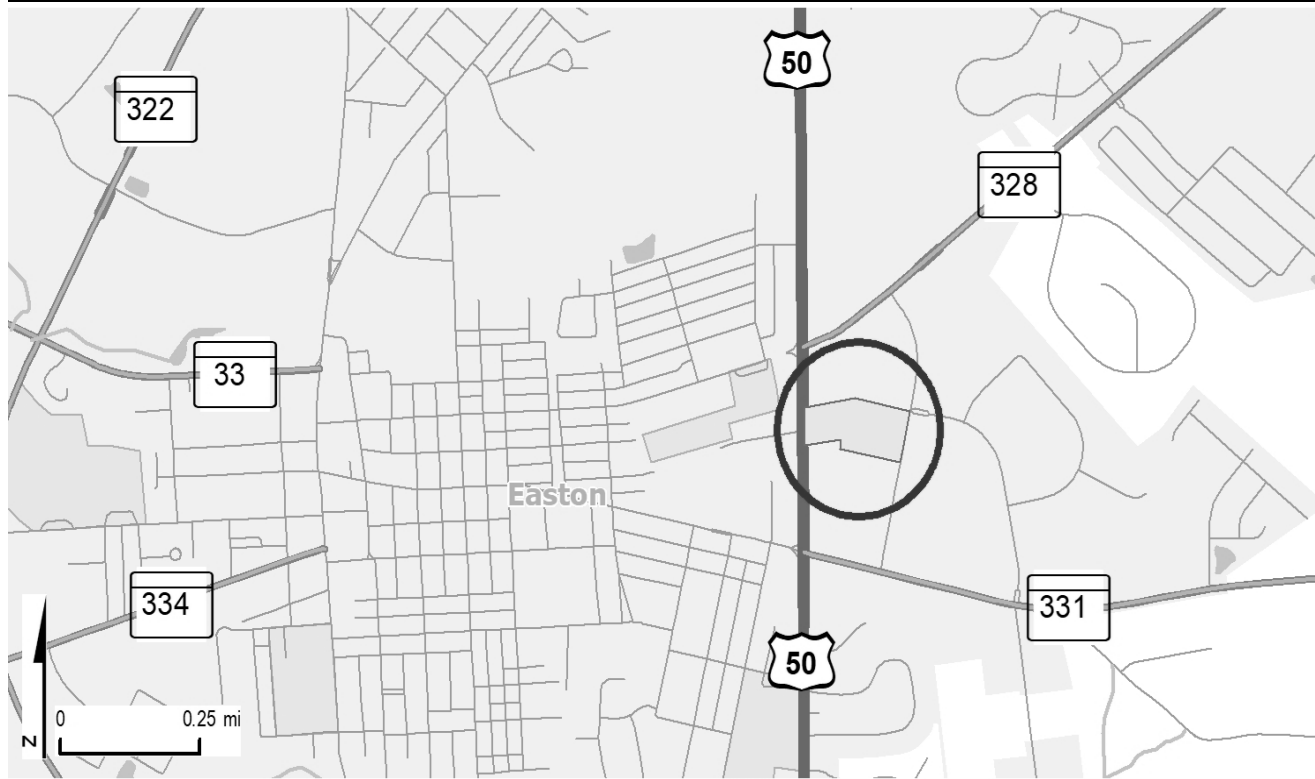
MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Somerset County - LINE 2

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Resurface/Rehabilitate</u>					
XY7191	-	SAFETY AND RESURFACING IMPROVEMENTS AT VARIOUS LOCATIONS IN SOMERSET COUNTY	\$	8,380	Completed
XY8191	-	SAFETY AND RESURFACING IMPROVEMENTS 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.**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 2024 - 29 CTP:** None.**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

<input type="checkbox"/> Enhance Safety and Security	<input type="checkbox"/> Serve Communities and Support the Economy
<input checked="" type="checkbox"/> Deliver System Quality	<input type="checkbox"/> Promote Environmental Stewardship

EXPLANATION: The aging Easton Shop facility buildings are in need of replacement and renovation.**POTENTIAL FUNDING SOURCE:**☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

	TOTAL					PROJECTED CASH REQUIREMENTS				SIX	BALANCE
PHASE	ESTIMATED	EXPENDED	EXPENDED	CURRENT	BUDGET	FOR PLANNING PURPOSES ONLY				YEAR	TO
	COST	THRU	IN	YEAR	YEAR	TOTAL	COMPLETE
	(\$000)	2024	2024	2025	2026	...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,518	3,518	139	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	99	99	34	0	0	0	0	0	0	0	0
Construction	16,433	6,268	6,260	10,165	0	0	0	0	0	10,165	0
Total	20,050	9,885	6,433	10,165	0	0	0	0	0	10,165	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	20,050	9,885	6,433	10,165	0	0	0	0	0	10,165	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
(2024)PROJECTED N/A
(2044)

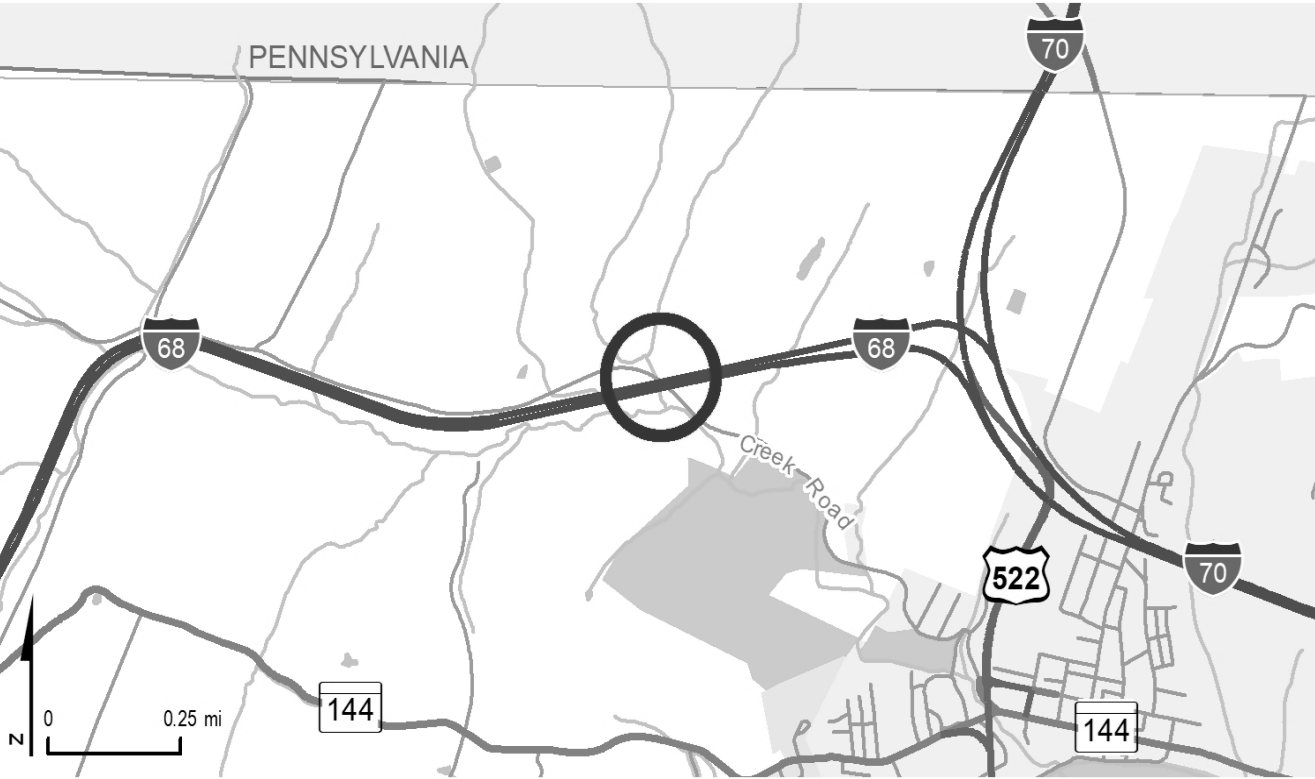
MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Talbot County - LINE 2

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Resurface/Rehabilitate</u>					
XB9203	-	MILL AND RESURFACING AT VARIOUS LOCATIONS IN TALBOT COUNTY	\$	8,429	Cancelled
XQ9203	-	MILL AND RESURFACING AT VARIOUS LOCATIONS IN TALBOT COUNTY	\$	3,785	Under Construction
XY9202	-	MILL AND RESURFACING AT VARIOUS LOCATIONS IN TALBOT COUNTY	\$	9,200	Under Construction
<u>Safety/Spot Improvement</u>					
TA2851	MD322	EASTON PARKWAY - GEOMETRIC IMPROVEMENTS AT GLENWOOD AVENUE	\$	5,689	FY 2026
TA2891	US50	OCEAN GATEWAY - GEOMETRIC IMPROVEMENTS FROM LOMAX STREET TO DUTCHMAN'S LANE	\$	5,583	FY 2026
TA2241	MD328	MATTHEWSTOWN ROAD - PLANNING STUDY FROM US 50 TO BLACK DOG ALLEY	\$	1,500	Study Underway
<u>Sidewalks</u>					
TA2291	MD33	TALBOT STREET - SIDEWALK IMPROVEMENTS FROM NORTH OF LEE STREET TO SOUTH OF SPENCER DRIVE	\$	4,066	Under Construction
<u>Traffic Management</u>					
TANEW3	US50	OCEAN GATEWAY - LIGHTING AT MD 322	\$	600	Completed
<u>Transportation Alternatives Program</u>					
TATAP1	-	EASTON RAIL TRAIL AT MARYLAND AVENUE TO EASTON POINT PARK	\$	947	Completed



WASHINGTON COUNTY



PROJECT: I-68, National Freeway

DESCRIPTION: Replacement of Bridge Nos. 2107603 and 2107604 on I-68 over Creek Road.

PURPOSE & NEED SUMMARY STATEMENT: The purpose of this project is to replace the deteriorated bridges to keep the roadway safe and open to traffic. Replacing the bridges before they become poor rated will prevent additional disruptions to this heavily traveled roadway.

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

<input checked="" type="checkbox"/> Enhance Safety and Security	<input type="checkbox"/> Serve Communities and Support the Economy
<input checked="" type="checkbox"/> Deliver System Quality	<input type="checkbox"/> Promote Environmental Stewardship

EXPLANATION: The existing bridges, built in 1978, are nearing the end of their useful service life and are currently 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 type="checkbox"/> Project 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 2024 - 29 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 2024	EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,705	1,705	16	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	16,911	5,882	5,881	9,079	1,950	0	0	0	0	11,029	0
Total	18,616	7,587	5,897	9,079	1,950	0	0	0	0	11,029	0
Federal-Aid	18,043	7,097	5,857	9,012	1,934	0	0	0	0	10,946	0
Special	573	490	40	67	16	0	0	0	0	83	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 21,400 (2024)

PROJECTED 25,700 (2044)



PROJECT: I-70, Eisenhower Memorial Highway

DESCRIPTION: Replacement of Bridge Nos. 2113503 and 2113504 on I-70 over Crystal Falls Drive.

PURPOSE & NEED SUMMARY STATEMENT: The purpose of this project is to replace the deteriorated bridges to keep the roadway safe and open to traffic. Replacing the bridges before they become poor rated will prevent additional disruptions to this heavily traveled roadway.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:
☒ Enhance Safety and Security
☒ Deliver System Quality
☐ Serve Communities and Support the Economy
☐ Promote Environmental Stewardship

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

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

EXPLANATION: The existing bridges, built in 1968, are nearing the end of their useful service lives and are rated in fair condition. There have been numerous deck patches which could compromise this type of bridge over time.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2024 - 29 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 2024	EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,751	1,746	4	5	0	0	0	0	0	5	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	21,914	15,627	7,083	6,287	0	0	0	0	0	6,287	0
Total	23,665	17,373	7,087	6,292	0	0	0	0	0	6,292	0
Federal-Aid	22,172	15,913	7,044	6,259	0	0	0	0	0	6,259	0
Special	1,493	1,460	43	33	0	0	0	0	0	33	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

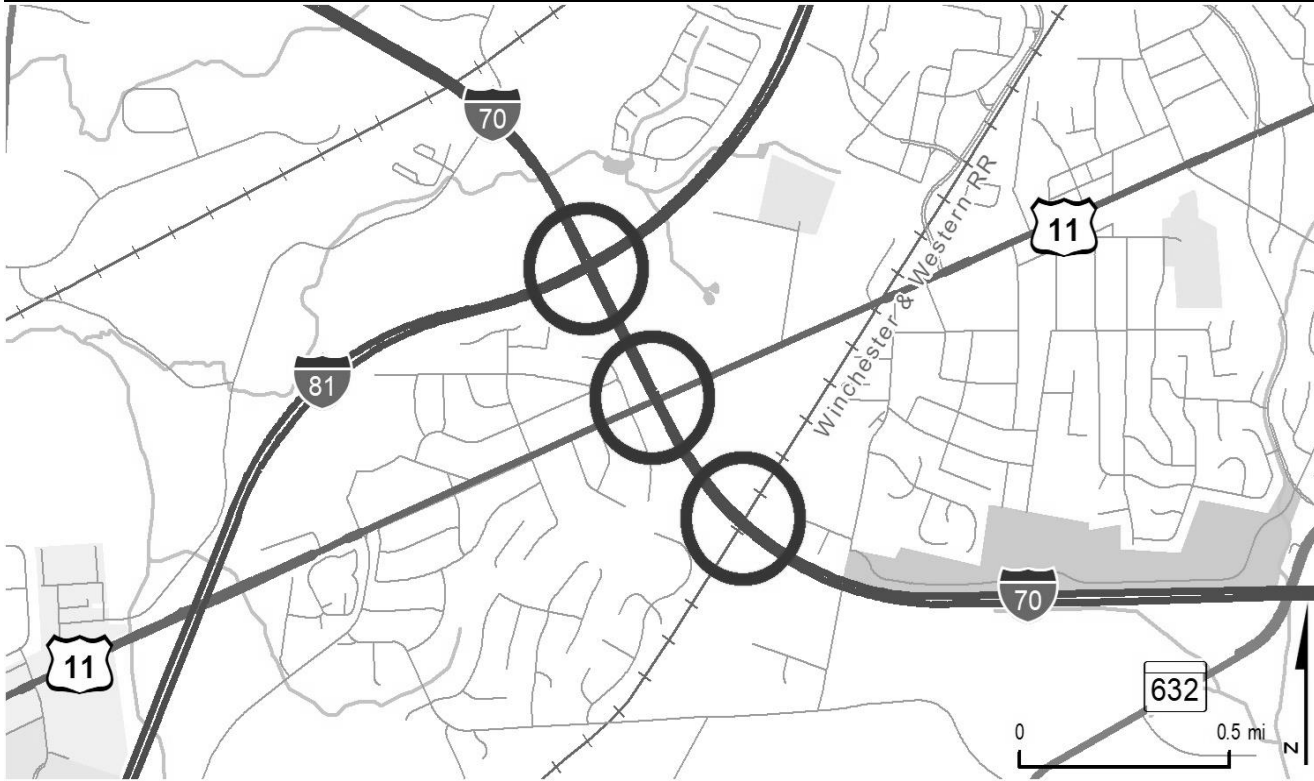
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 73,700
(2024)

PROJECTED 87,300
(2044)

**PROJECT:** I-70, Eisenhower Memorial Highway**DESCRIPTION:** Deck replacement and rehabilitation of Bridge Nos. 2107303 and 2114100 on I-70 over I-81 and Bridge Nos. 2111303 and 2111304 on I-70 over Norfolk Southern Railroad. Replacement of Bridge Nos. 2111203 and 2111204 on I-70 over US 11.**PURPOSE & NEED SUMMARY STATEMENT:** The purpose of this project is to rehabilitate and/or replace the fair and poor rated bridges to keep the roadway safe and open to traffic. Replacing and rehabilitating these bridges will create additional width for mainline traffic during construction and allow for the extension of ramps to and from I-81, improving I-70 operations and safety.**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

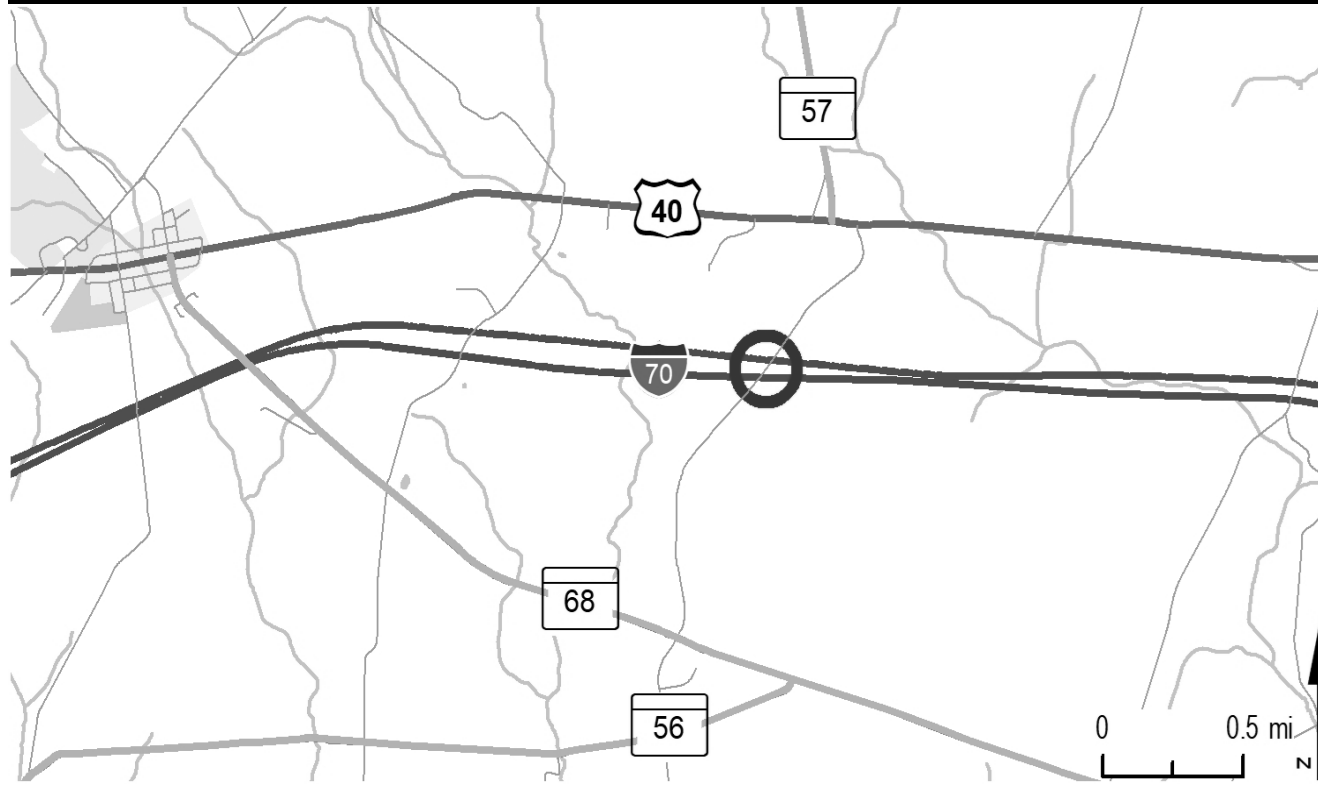
STATUS: Construction underway.**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** The cost increase of \$8.1 million is due to an unfavorable bid on the construction contract.**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

<input checked="" type="checkbox"/> Enhance Safety and Security	<input type="checkbox"/> Serve Communities and Support the Economy
<input checked="" type="checkbox"/> Deliver System Quality	<input type="checkbox"/> Promote Environmental Stewardship

EXPLANATION: The existing bridges, 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.**POTENTIAL FUNDING SOURCE:**☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2024	EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,630	2,627	474	3	0	0	0	0	0	3	0
Right-of-way	207	207	4	0	0	0	0	0	0	0	0
Utilities	1,140	1,140	1,140	0	0	0	0	0	0	0	0
Construction	57,940	2,526	2,526	12,772	18,674	15,396	8,572	0	0	55,414	0
Total	61,917	6,500	4,144	12,775	18,674	15,396	8,572	0	0	55,417	0
Federal-Aid	60,014	4,634	4,043	12,751	18,668	15,392	8,569	0	0	55,380	0
Special	1,903	1,866	101	24	6	4	3	0	0	37	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** 67,600
(2024)**PROJECTED** 87,200
(2044)

**PROJECT:** I-70, Eisenhower Memorial Highway**DESCRIPTION:** Replacement of Bridge Nos. 2110203 and 21102014 on I-70 over St. Paul Road.**PURPOSE & NEED SUMMARY STATEMENT:** The purpose of this project is to replace the deteriorated bridges to keep the roadway safe and open to traffic. Replacing the bridges before they become poor rated will prevent additional disruptions to this heavily traveled roadway.**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

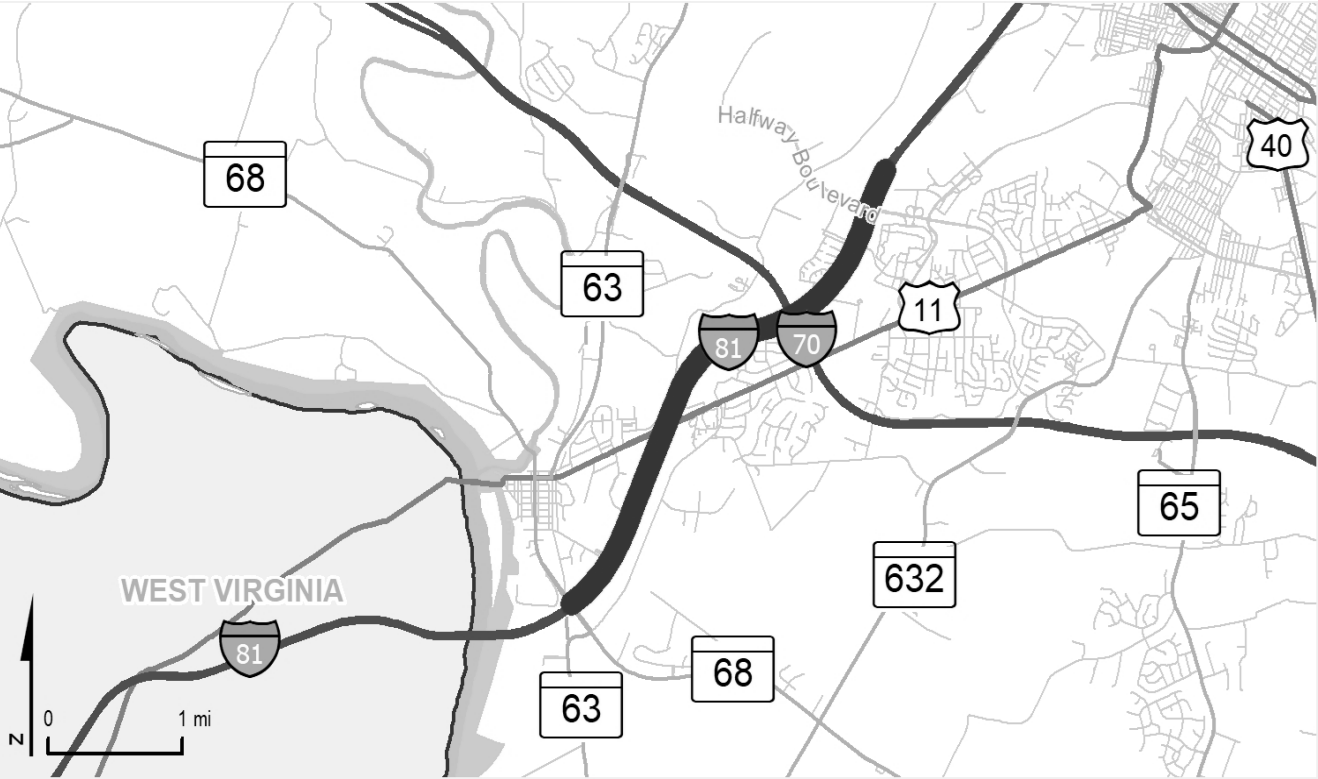
STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

<input checked="" type="checkbox"/> Enhance Safety and Security	<input type="checkbox"/> Serve Communities and Support the Economy
<input checked="" type="checkbox"/> Deliver System Quality	<input type="checkbox"/> Promote Environmental Stewardship

EXPLANATION: The existing bridges, built in 1965, are nearing the end of their useful service lives and are rated in fair condition. There have been numerous deck patches placed to repair the deteriorating deck.**STATUS:** Engineering underway. Construction anticipated to begin in FY 2025.**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** New project added to the Construction Program.**POTENTIAL FUNDING SOURCE:**☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2024	EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,818	1,398	616	420	0	0	0	0	0	420	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	18,000	0	0	1,440	10,680	5,880	0	0	0	18,000	0
Total	19,818	1,398	616	1,860	10,680	5,880	0	0	0	18,420	0
Federal-Aid	18,562	1,130	608	1,700	10,146	5,586	0	0	0	17,432	0
Special	1,256	268	8	160	534	294	0	0	0	988	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** 42,100
(2024)**PROJECTED** 54,700
(2044)



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). Two noise barrier systems will be provided as part of the project.

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:
☒ Enhance Safety and Security
☒ Deliver System Quality
☒ Serve Communities and Support the Economy
☐ Promote Environmental Stewardship

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

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

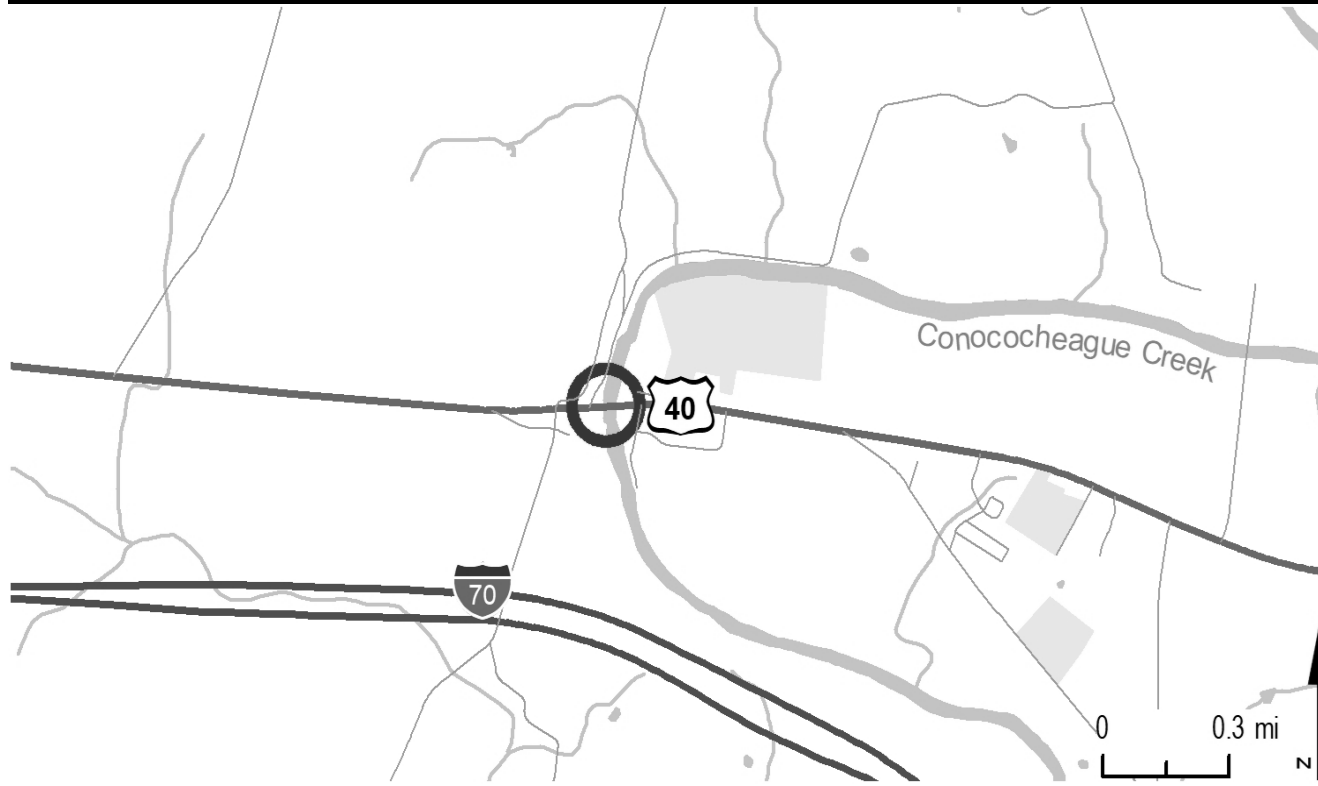
EXPLANATION: I-81 is a critical link in western Maryland, increasing capacity supports critical regional transportation needs.

STATUS: Engineering underway for Phase 2. Phase 1 is open to service.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: Project was moved to the Construction Program from the Development & Evaluation Program. The cost increase of \$87.5 million is due to the restoration of funding to advance the project through construction.

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 2024	EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	11,635	8,235	2,651	1,000	1,200	1,200	0	0	0	3,400	0
Right-of-way	879	0	0	0	879	0	0	0	0	879	0
Utilities	2,017	0	0	0	1,700	317	0	0	0	2,017	0
Construction	84,614	0	0	0	0	1,000	20,000	20,000	20,000	61,000	23,614
Total	99,145	8,235	2,651	1,000	3,779	2,517	20,000	20,000	20,000	67,296	23,614
Federal-Aid	85,096	3,930	2,621	950	2,698	2,265	18,000	18,000	18,000	59,913	21,253
Special	14,049	4,305	29	50	1,081	252	2,000	2,000	2,000	7,383	2,361
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 (2024)
PROJECTED 77,400 - 91,300 (2044)

**PROJECT:** US 40, National Pike**DESCRIPTION:** Rehabilitation of Bridge No. 2101200 over Conococheague Creek.**PURPOSE & NEED SUMMARY STATEMENT:** The purpose of this project is to complete a major rehabilitation of the deteriorated portions of an existing historic bridge to keep the roadway safe and open to traffic. Rehabilitating the bridge before it becomes poor rated will prevent additional disruptions to this roadway.**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

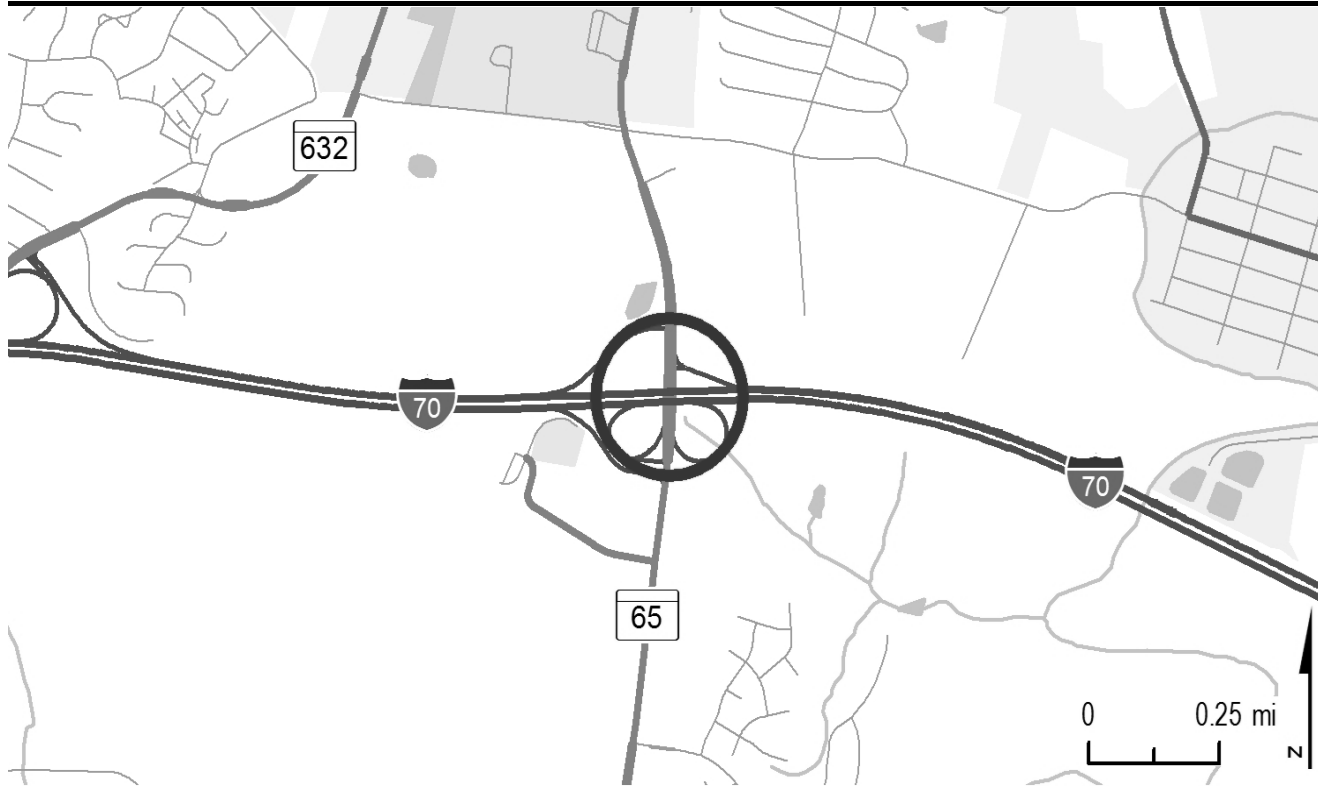
STATUS: Construction anticipated to begin in FY 2025.**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** New project added to the Construction Program.**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

<input checked="" type="checkbox"/> Enhance Safety and Security	<input type="checkbox"/> Serve Communities and Support the Economy
<input checked="" type="checkbox"/> Deliver System Quality	<input type="checkbox"/> Promote Environmental Stewardship

EXPLANATION: The existing bridge, built in 1936, is rated in fair condition with numerous patches in the bridge deck and deteriorated concrete in portions of the supporting substructure. Rehabilitation of the bridge at this time will allow us to maintain the bridge in a state of good repair and continue to preserve one of 17 SHA Bridges identified for long-term preservation.**POTENTIAL FUNDING SOURCE:**☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,700	1,992	448	708	0	0	0	0	0	708	0
Right-of-way	44	32	32	12	0	0	0	0	0	12	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	19,681	0	0	1,547	7,297	9,492	1,345	0	0	19,681	0
Total	22,425	2,024	480	2,267	7,297	9,492	1,345	0	0	20,401	0
Federal-Aid	17,413	1,423	442	1,867	5,683	7,392	1,048	0	0	15,990	0
Special	5,012	601	38	400	1,614	2,100	297	0	0	4,411	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** 8,000
(2024)**PROJECTED** 10,200
(2044)



PROJECT: I-70 Eisenhower Memorial Highway

DESCRIPTION: Project to upgrade the I-70 interchange at MD 65 to improve safety traffic operations on I-70 and MD 65. Sidewalks and on-road bicycle lanes included along MD 65.

PURPOSE & NEED SUMMARY STATEMENT: MD 65 north and south of I-70 is a growing commercial center. This project will reduce congestion and support access to existing and 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 2024 - 29 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2024	EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
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 65,800 (I-70)
(2024) 24,300 (MD 65)

PROJECTED 87,600 (I-70)
(2044) 38,300 (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). This project entails Phases 3 and 4 (7.2 miles) of a 4-phase project to improve I-81 from US 11 in West Virginia to the Pennsylvania State Line.

PURPOSE & NEED SUMMARY STATEMENT: The I-81 corridor improvements will improve safety and mobility, accommodate a high truck traffic volume, and provide capacity for planned development.

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

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

STATUS: Project (Phases 3 and 4) is on hold. Phase 1 is open to service. Phase 2 (Washington County Line 5) funding has been fully restored through construction.

SIGNIFICANT CHANGE FROM FY 2024 - 29 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		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				FOR PLANNING PURPOSES ONLY					
						...2027...	...2028...	...2029...	...2030...		
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 51,000 - 75,700
(2024)

PROJECTED 66,700 - 98,900
(2044)

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Washington County - LINE 9

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Bridge Replacement/Rehabilitation</u>					
WA0781	-	CLEANING AND PAINTING OF BRIDGES 2100300, 2103400, 2103600, 2107100, & 2109103	\$	2,309	Completed
WA2881	MD491	RAVEN ROCK ROAD - REPLACEMENT OF SMALL STRUCTURE 21073X0 OVER DRAINAGE DITCH	\$	583	Completed
WA4831	-	CLEANING AND PAINTING BRIDGES 2101900, 2102100, 2105000, 2108300, 2112603/04, 2112703/04, 2113103/04, AND 2114500	\$	3,166	Completed
WA8971	MD56	BIG POOL ROAD - REPLACEMENT OF SMALL STRUCTURE 21004X0 OVER TOMS RUN	\$	2,567	Completed
WA1582	US40	NATIONAL PIKE - BRIDGE DECK OVERLAY ON BRIDGE 2112303 AND 2112304 OVER I-70	\$	9,275	Under Construction
WA2631	US522	WARFORDSBURG ROAD - BRIDGE REHABILITATION OF BRIDGE 2109000 OVER I-70 EASTBOUND	\$	10,535	Under Construction
<u>Commuter Action Improvements</u>					
XB3701	-	RESURFACE RIDESHARE FACILITIES AT VARIOUS LOCATIONS IN WASHINGTON COUNTY	\$	634	Under Construction
<u>Intersection Capacity Improvements</u>					
WA4481	MD64	NORTH CLEVELAND AVENUE - GEOMETRIC IMPROVEMENTS AT EASTERN BOULEVARD	\$	3,249	Under Construction
<u>Resurface/Rehabilitate</u>					
XY8211	-	RESURFACING ROADWAY PAVEMENTS AT VARIOUS LOCATIONS IN EASTERN WASHINGTON COUNTY	\$	5,641	Completed
XY8212	-	RESURFACING ROADWAY PAVEMENTS AT VARIOUS LOCATIONS IN WESTERN WASHINGTON COUNTY	\$	6,412	Completed
WA4971	MD144	MAIN STREET - SAFETY AND RESURFACING IMPROVEMENTS FROM OLD ROUTE 40 TO I-70	\$	1,490	Under Construction
XY249J	-	SURFACE TREATMENT ON VARIOUS ROADWAYS IN WASHINGTON COUNTY	\$	3,619	Under Construction
XY250Q	-	PAVEMENT MARKING AT VARIOUS LOCATIONS IN WASHINGTON COUNTY	\$	1,644	Under Construction
XY9211	-	RESURFACING ROADWAY PAVEMENTS AT VARIOUS LOCATIONS IN EASTERN WASHINGTON COUNTY	\$	7,147	Under Construction
XY9212	-	RESURFACING ROADWAY PAVEMENTS AT VARIOUS LOCATIONS IN WESTERN WASHINGTON COUNTY	\$	8,355	Under Construction

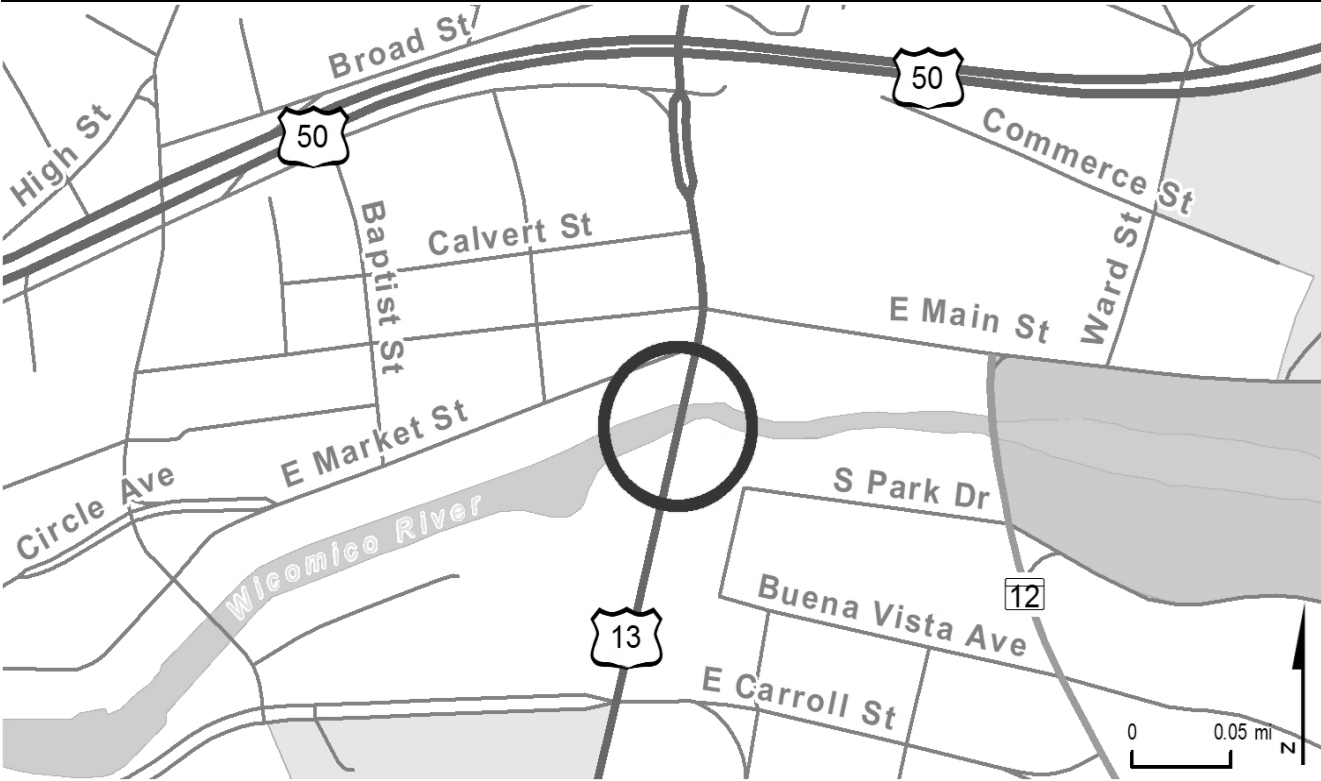
MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Washington County - LINE 9

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Safety/Spot Improvement</u>					
WA9342	IS68	NATIONAL FREEWAY - SLOPE PROTECTION FROM EAST OF MOUNTAIN ROAD TO THE SIDELING HILL REST AREA	\$	4,678	Under Construction
<u>Sidewalks</u>					
WA4791	US40	DUAL HIGHWAY - SIDEWALK IMPROVEMENTS FROM EASTERN BOULEVARD TO ALL STAR COURT	\$	5,006	Under Construction
<u>Transportation Alternatives Program</u>					
WA0611	-	CITY PARK TRAIN HUB LOCOMOTIVE REFURBISHMENT AND PAVILION REPLACEMENT	\$	632	Design Underway
WA0871	-	BICYCLE AND 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	\$	752	Design Underway
WA5741	-	TOWN OF WILLIAMSPORT SAFE ROUTE TO SCHOOL – EAST SUNSET AVENUE, SOUTH ARTIZAN STREET, AND SOUTH CLIFTON DRIVE	\$	387	Design Underway
WANEW6	-	SOUTH POTOMAC STREET AND BALTIMORE STREET INTERSECTION IMPROVEMENTS - SAFE ROUTE TO SCHOOL	\$	555	Design Underway
WANEW5	-	BYRON BRIDGE ACCESS IMPROVEMENT	\$	2,414	FY 2025



WICOMICO COUNTY



PROJECT: US 13 Business, Salisbury Boulevard

DESCRIPTION: Replacement of Bridge No. 2200400 over East Branch Wicomico River.

PURPOSE & NEED SUMMARY STATEMENT: The purpose of this project is to replace a weight restricted fair rated bridge to keep the roadway safe and open to traffic. The project will provide improved pedestrian facilities through the addition of a shared use path and sidewalk.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:
☒ Enhance Safety and Security
☒ Deliver System Quality
☒ Serve Communities and Support the Economy
☐ Promote Environmental Stewardship

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

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

EXPLANATION: The existing bridge, built in 1937, is nearing the end of its useful service life. It is currently in fair condition and weight restricted for weight restrictions.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: The cost increase of \$4.2 million is primarily due to an unfavorable bid on the construction contract.

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 2024	EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,392	2,389	179	3	0	0	0	0	0	3	0
Right-of-way	1,550	1,550	0	0	0	0	0	0	0	0	0
Utilities	1,820	996	44	301	448	75	0	0	0	824	0
Construction	10,982	105	105	4,902	4,317	1,658	0	0	0	10,877	0
Total	16,744	5,040	328	5,206	4,765	1,733	0	0	0	11,704	0
Federal-Aid	12,982	1,543	163	5,063	4,663	1,713	0	0	0	11,439	0
Special	3,762	3,497	165	143	102	20	0	0	0	265	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 32,500 (2024)
PROJECTED 37,400 (2044)

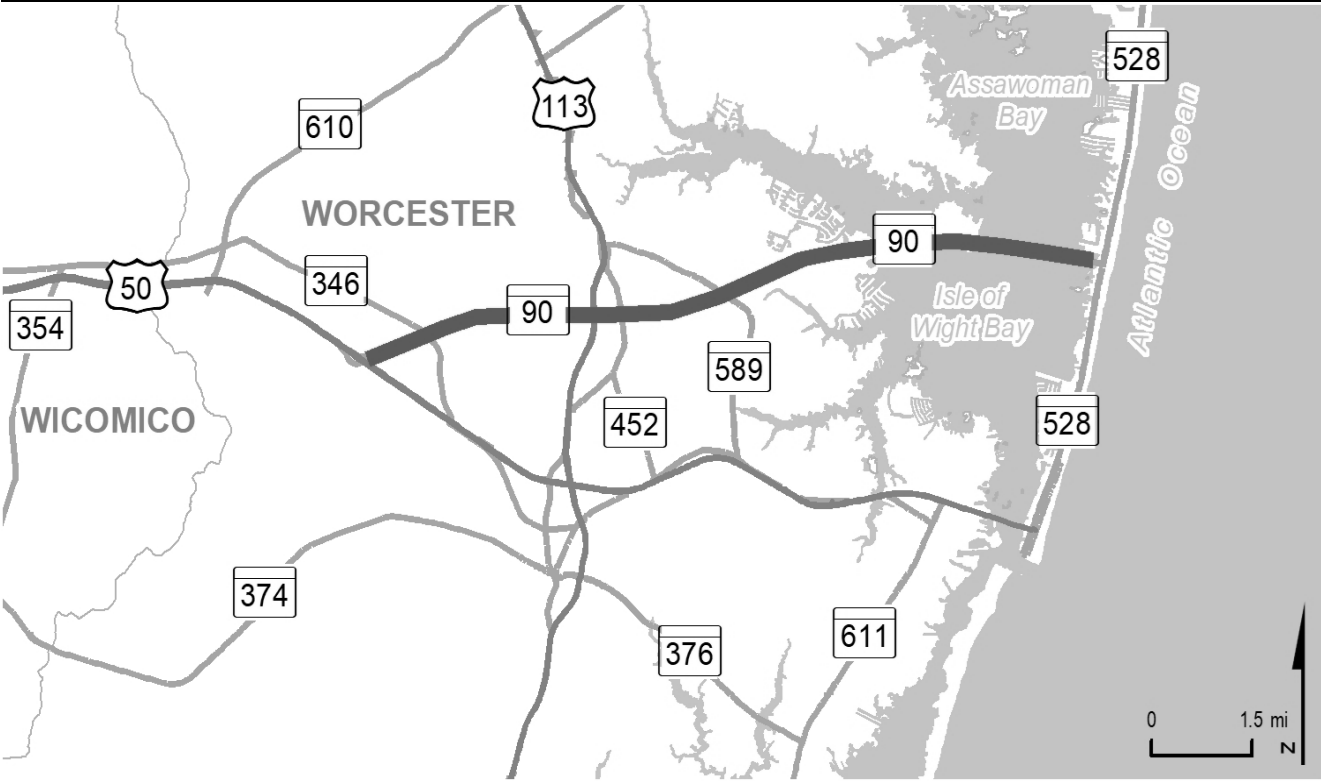
MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Wicomico County - LINE 2

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Bridge Replacement/Rehabilitation</u>					
WI4191	US50	SALISBURY PARKWAY - BRIDGE REHAB. OF BRIDGE 2200900 ON US 50 BUS AND BRIDGE 2202800 ON MAIN STREET OVER WICOMICO RIVER	\$	4,141	FY 2025
<u>Intersection Capacity Improvements</u>					
WI3461	US50	OCEAN GATEWAY - GEOMETRIC IMPROVEMENTS AT OLD RAILROAD ROAD	\$	3,349	FY 2026
<u>Resurface/Rehabilitate</u>					
XY8222	-	RESURFACING ROADWAY PAVEMENTS AT VARIOUS LOCATIONS IN WICOMICO COUNTY	\$	8,381	Completed
XQ5221	-	SAFETY AND RESURFACING IMPROVEMENTS AT VARIOUS LOCATIONS IN WICOMICO COUNTY	\$	5,040	FY 2025
WI1321	US13	SOUTH FRUITLAND BOULEVARD - SAFETY AND RESURFACING IMPROVEMENTS FROM NORTH OF STOCKYARD ROAD TO SOMERSET COUNTY LINE	\$	665	Under Construction
XY9221	-	SAFETY AND RESURFACING IMPROVEMENTS 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	\$	2,138	Design Underway
WI1441	MD12	SNOW HILL ROAD - GEOMETRIC IMPROVEMENTS AT ROBINS AVENUE	\$	2,626	Under Construction
<u>Transportation Alternatives Program</u>					
WI1361	-	BICYCLE AND PEDESTRIAN ROUTE - CITYWIDE BIKE NETWORK DESIGN	\$	597	Design Underway
<u>Truck Weight</u>					
WI4171	US13	OCEAN HIGHWAY - NORTHBOUND AND SOUTHBOUND TRUCK WEIGH INSPECTION STATION FACILITY	\$	4,560	FY 2025



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. Additional travel lanes, interchange and at-grade intersections to be evaluated, along with pedestrian and bicycle needs throughout the corridor.

PURPOSE & NEED SUMMARY STATEMENT: MD 90 is a heavily traveled roadway providing crucial access to and from Ocean City and serving as a key evacuation route during storm events. This project will improve operations and increase network redundancy in Ocean City.

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: Environmental analysis and engineering underway.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: The cost decrease of \$3.2 million is the result of funding reductions due to other funding obligations. There were delays to the start of the development of the environmental document. Project funding has been restored for the environmental documentation and alternatives analysis phase from the Draft CTP.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				FOR PLANNING PURPOSES ONLY					
						...2027...	...2028...	...2029...	...2030...		
Planning	1,446	1,446	158	0	0	0	0	0	0	0	0
Engineering	11,171	261	261	150	0	2,500	2,260	3,000	3,000	10,910	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	12,618	1,708	420	150	0	2,500	2,260	3,000	3,000	10,910	0
Federal-Aid	11,362	1,528	348	150	0	2,250	2,034	2,700	2,700	9,834	0
Special	1,256	180	72	0	0	250	226	300	300	1,076	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

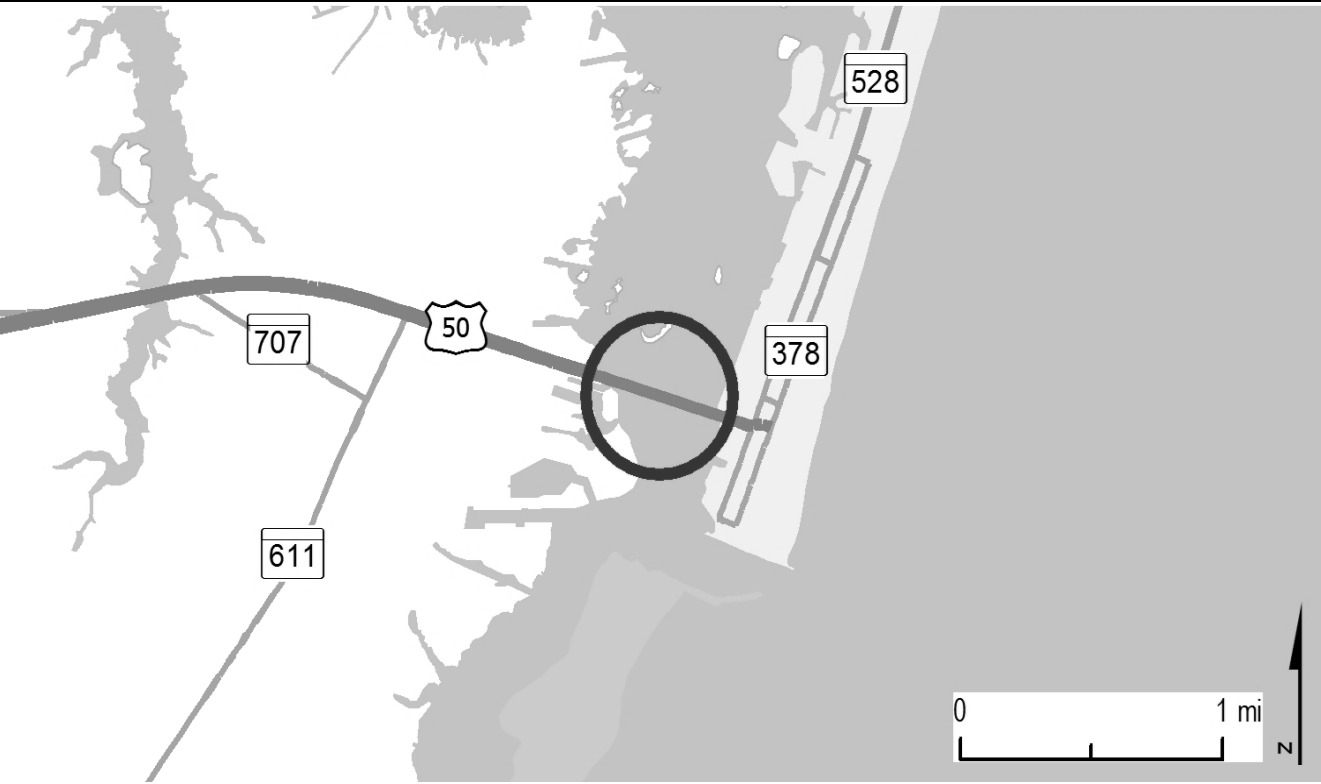
STATE - Principal Arterial

FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2024)	9,700 - 31,900
	10,600 - 34,400 (Summer Peak)
PROJECTED (2044)	10,800 - 34,900
	11,700 - 37,700 (Summer Peak)



PROJECT: US 50, Ocean Gateway

DESCRIPTION: Study to replace Bridge No. 2300700 over the Sinepuxent Bay. The study investigated options to eliminate/upgrade the draw span structure. New bridge/roadway improvements to include median and sidewalks where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: This high traffic volume arterial has experienced mechanical problems with the drawbridge during peak seasonal traffic. This project will improve the highway's safety and operations.

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

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

STATUS: Planning complete. Project on hold.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: None.

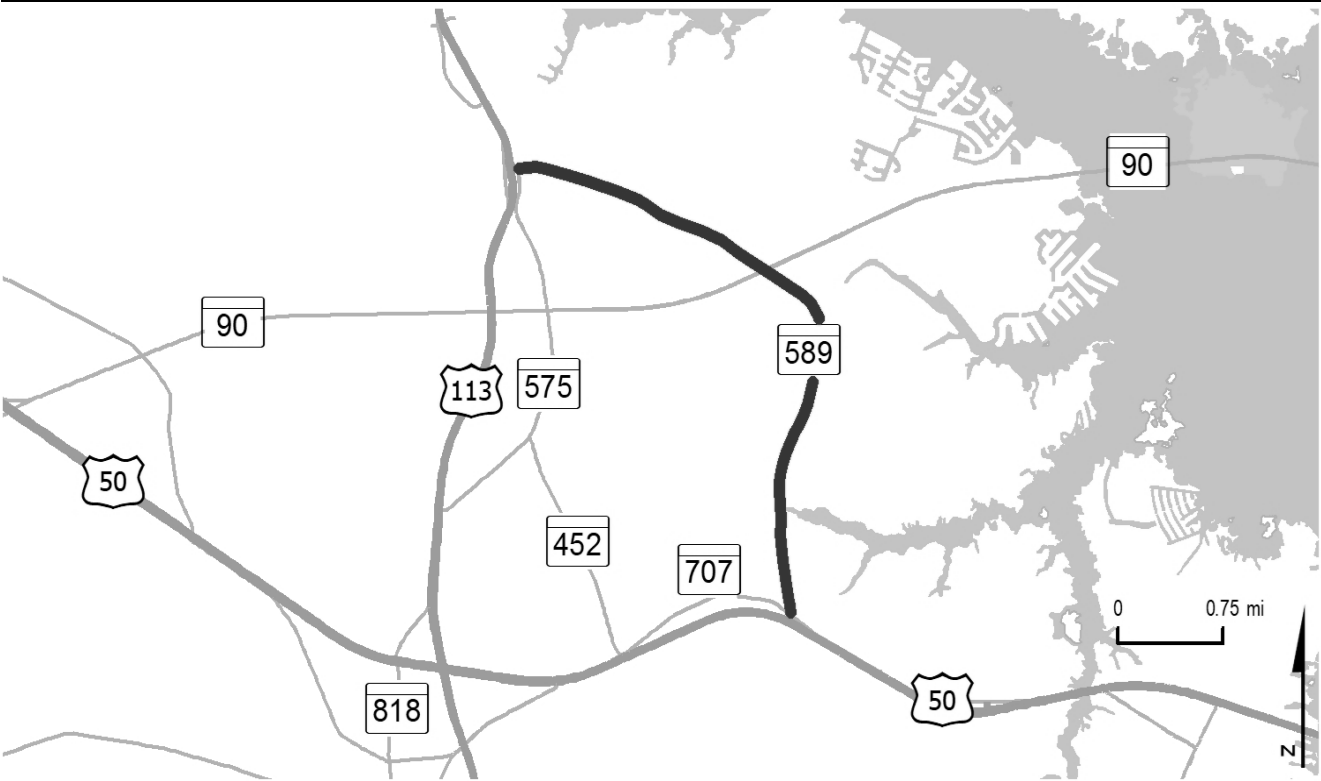
POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2024	EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
Planning	2,910	2,910	2	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	2,910	2,910	2	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	2,910	2,910	2	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial
FEDERAL - Other Principal Arterial
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT	33,300
(2024)	41,000 (Summer Peak)
PROJECTED	36,900
(2044)	45,600 (Summer Peak)



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). Concepts include widening to four lanes and incorporating sidewalks, shared use paths, and on-road bike lanes where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: MD 589 is a heavily traveled roadway connecting Ocean City communities. This project will reduce congestion and improve safety and operations along MD 589 and at the US 50 intersection.

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

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

STATUS: Feasibility study complete. Project on hold.

SIGNIFICANT CHANGE FROM FY 2024 - 29 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 2024	EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
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

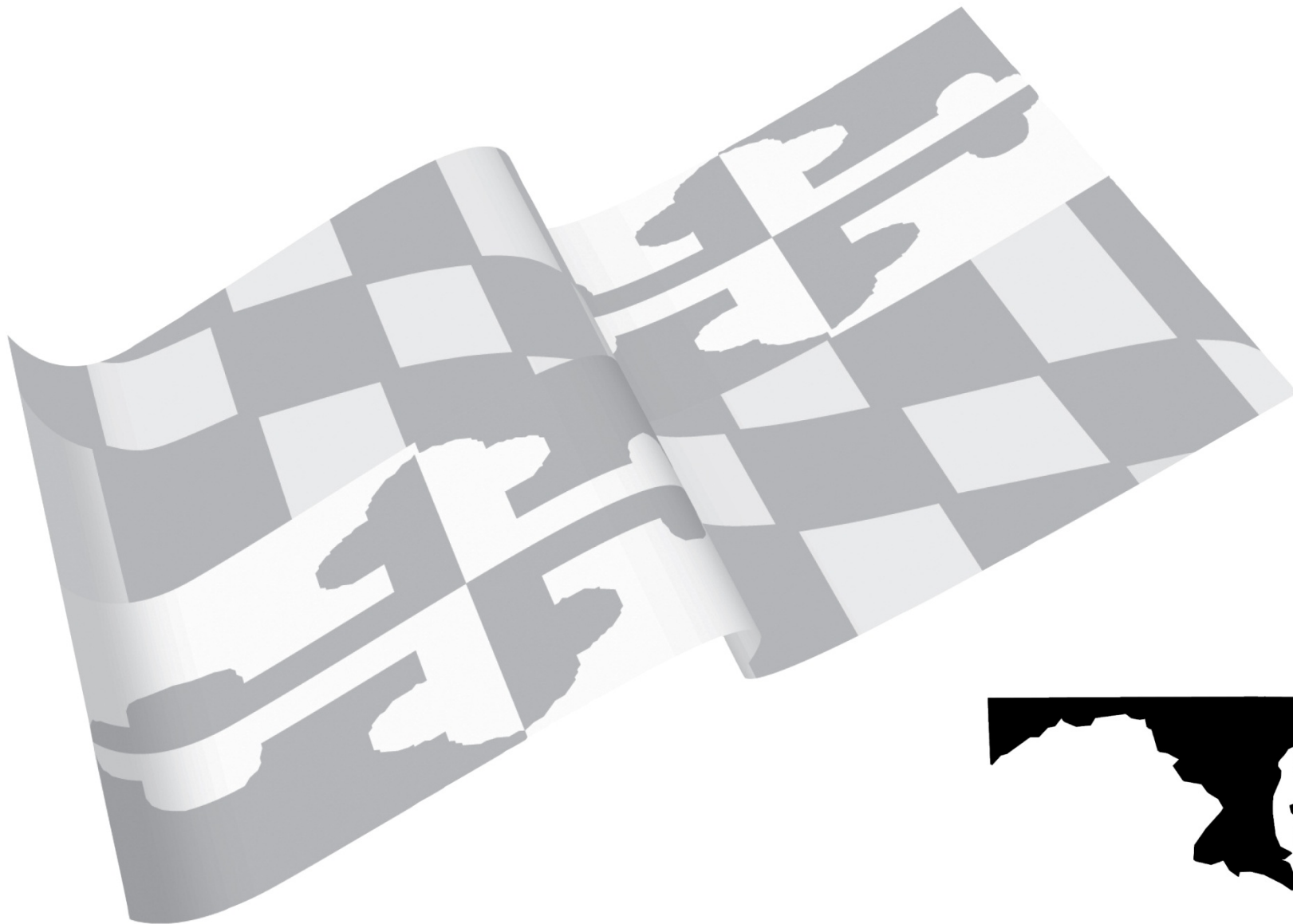
Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2024)	20,600
	22,800 (Summer Peak)
PROJECTED (2044)	26,200
	29,900 (Summer Peak)

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Worcester County - LINE 4

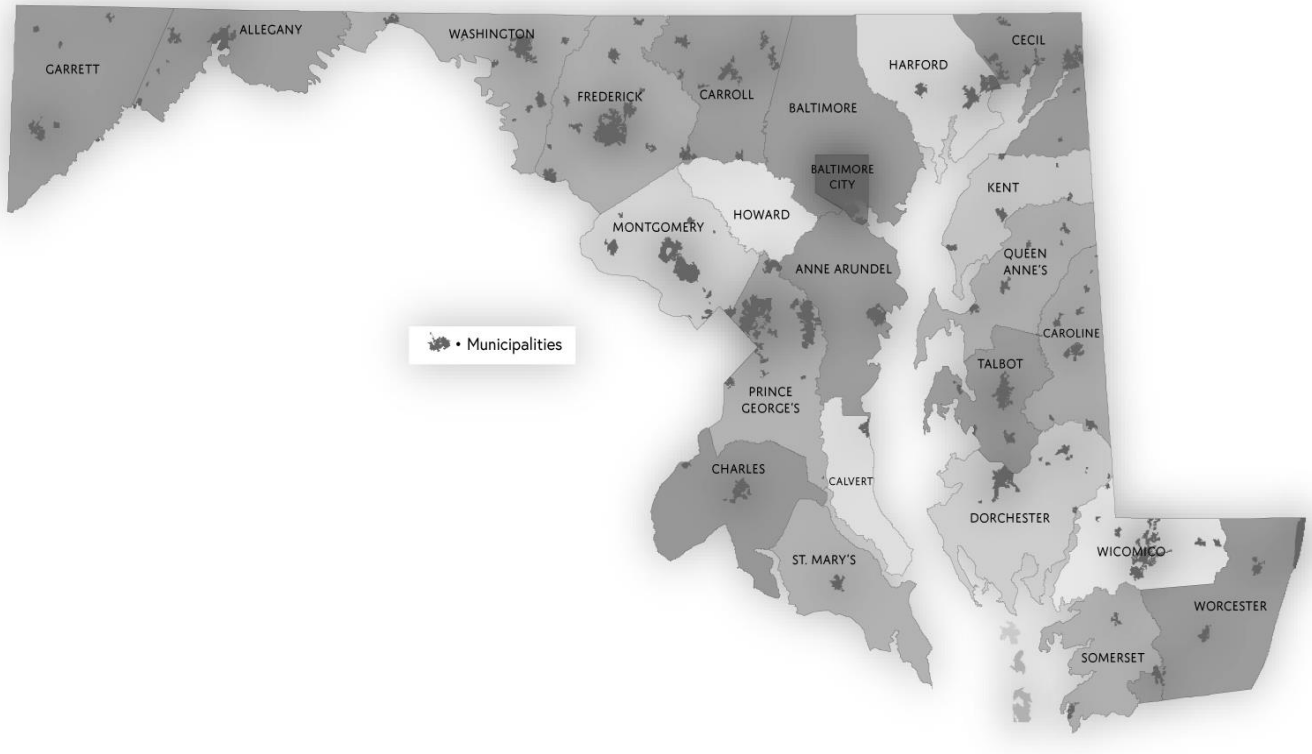
PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Bridge Replacement/Rehabilitation</u>					
WO1961	MD346	OLD OCEAN CITY BOULEVARD - REPLACEMENT OF SMALL STRUCTURE 23019X0 OVER WHALEYVILLE BRANCH	\$	1,495	Under Construction
<u>Resurface/Rehabilitate</u>					
XY8231	-	SAFETY AND RESURFACING IMPROVEMENTS AT VARIOUS LOCATIONS IN WORCESTER COUNTY	\$	8,293	Completed
XY9231	-	SAFETY AND RESURFACING IMPROVEMENTS AT VARIOUS LOCATIONS IN WORCESTER COUNTY	\$	9,750	Under Construction
<u>Transportation Alternatives Program</u>					
WO5111	MD611	STEPHEN DECATUR HIGHWAY - BICYCLE AND PEDESTRIAN ROUTE - SHARED USE PATH FEASIBILITY STUDY	\$	109	Completed



HIGHWAY USER REVENUE

HIGHWAY USER REVENUE (HUR) CAPITAL PROGRAM SUMMARY (\$ MILLIONS)

	<u>FY 2025</u>	<u>FY 2026</u>	<u>FY 2027</u>	<u>FY 2028</u>	<u>FY 2029</u>	<u>FY 2030</u>	<u>SIX - YEAR TOTAL</u>
<u>Highway User Revenue</u>							
Highway User Revenue	393.2	445.8	454.7	351.6	355.3	359.8	2,360.4
TOTAL	393.2	445.8	454.7	351.6	355.3	359.8	2,360.4
Special Funds	393.2	445.8	454.7	351.6	355.3	359.8	2,360.4
Federal Funds	-	-	-	-	-	-	-
Other Funds	-	-	-	-	-	-	-
<u>Special Funds Breakdown</u>							
Transportation Trust Fund	393.2	445.8	454.7	351.6	355.3	359.8	2,360.4
SPECIAL FUNDS TOTAL	393.2	445.8	454.7	351.6	355.3	359.8	2,360.4



PROJECT: Highway User Revenue

DESCRIPTION: Highway User Revenue (HUR) capital grants are funds that are distributed from the Transportation Trust Fund to Baltimore City, counties and municipalities to provide funding for local transportation projects. The calculation of funding is based on certain transportation revenues and allocated based on formulas established in law. Grant amounts shown are based on revenue estimates. Actual grant amounts depend on actual revenue attainment.

PURPOSE & NEED SUMMARY STATEMENT: HUR grants provide critical investments for the repair, maintenance, and replacement of transportation facilities in local jurisdictions.

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

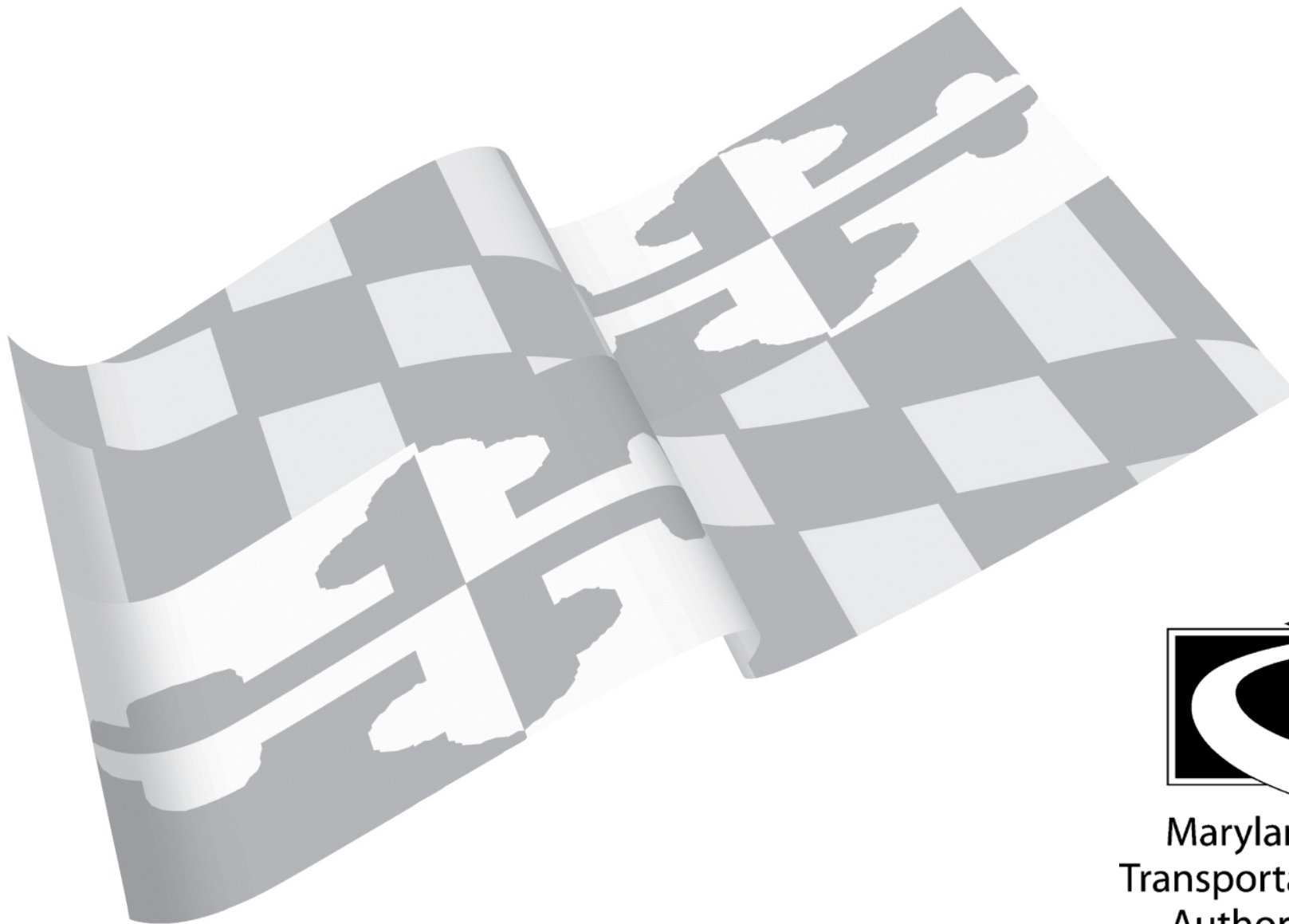
STATUS: Funding ongoing.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: Funding decreased \$185.1 million. Highway user revenue capital grants are based on a formula contained in statute that varies based on revenue projections.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				FOR PLANNING PURPOSES ONLY					
						...2027...	...2028...	...2029...	...2030...		
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	
Utilities	0	0	0	0	0	0	0	0	0	0	
Construction	3,750,464	1,390,110	333,214	393,233	445,803	454,654	351,564	355,332	359,768	2,360,354	0
Total	3,750,464	1,390,110	333,214	393,233	445,803	454,654	351,564	355,332	359,768	2,360,354	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	3,750,464	1,390,110	333,214	393,233	445,803	454,654	351,564	355,332	359,768	2,360,354	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 (2024)
PROJECTED N/A (2044)



Maryland
Transportation
Authority

MDOT
MARYLAND DEPARTMENT
OF TRANSPORTATION

MARYLAND TRANSPORTATION AUTHORITY

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

	<u>FY 2025</u>	<u>FY 2026</u>	<u>FY 2027</u>	<u>FY 2028</u>	<u>FY 2029</u>	<u>FY 2030</u>	<u>SIX - YEAR TOTAL</u>
<u>Major Construction Program</u>	636.2	799.9	701.6	505.4	284.4	16.7	2,944.1
System Preservation	408.8	588.3	505.0	410.7	248.3	16.7	2,177.7
Expansion/Efficiency	214.0	193.1	164.3	72.5	23.7	-	667.6
Safety & Security	2.3	4.6	10.7	9.0	6.4	-	32.9
Environment	5.2	0.0	0.0	0.0	1.2	-	6.4
Administration	5.9	13.9	21.5	13.2	4.9	-	59.5
<u>Major Development & Evaluation Program</u>	7.5	7.0	-	-	-	-	14.5
Expansion/Efficiency	7.0	7.0	-	-	-	-	14.0
Safety & Security	0.5	-	-	-	-	-	0.5
<u>Minor Program</u>	121.8	252.0	442.0	483.9	476.9	413.7	2,190.3
System Preservation	109.3	231.3	406.0	449.3	424.0	372.1	1,991.9
Expansion/Efficiency	3.4	7.3	21.9	25.0	47.1	37.4	142.2
Safety & Security	3.9	11.0	13.8	9.5	5.8	4.1	48.3
Environment	3.3	2.3	0.4	-	-	-	6.0
Administration	1.9	-	-	-	-	-	1.9
<u>Capital Salaries, Wages & Other Costs</u>	-	-	-	-	-	-	-
TOTAL	765.5	1,058.9	1,143.6	989.2	761.3	430.3	5,148.9
Toll Funds	765.5	1,058.9	1,143.6	989.2	761.3	430.3	5,148.9

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.

<input checked="" type="checkbox"/>	Enhance Safety and Security	<input checked="" type="checkbox"/>	Serve Communities and Support the Economy
<input checked="" type="checkbox"/>	Deliver System Quality	<input type="checkbox"/>	Promote Environmental Stewardship

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

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

☐ Project Not Location Specific ☒ Not Subject to PFA Law

<input type="checkbox"/>	Grandfathered
<input type="checkbox"/>	Exception Will Be Required
<input type="checkbox"/>	Exception Granted

STATUS: The extended northbound I-95 Express Toll Lanes (ETL) opened on December 18, 2024, from White Marsh Boulevard (MD 43) to Mountain Road (MD 152). Engineering and construction continue on the extension from Mountain Road (MD 152) to MD 24.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: None.

[illegible]

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.

STATUS: Engineering is complete. Construction is underway.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: None.

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. The part time shoulder will be utilized during prescheduled peak periods and during unforeseen spikes in demand.

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

- | | | | |
|-------------------------------------|-----------------------------|-------------------------------------|---|
| <input type="checkbox"/> | Enhance Safety and Security | <input checked="" type="checkbox"/> | Serve Communities and Support the Economy |
| <input checked="" type="checkbox"/> | Deliver System Quality | <input type="checkbox"/> | Promote Environmental Stewardship |

SMART GROWTH STATUS:

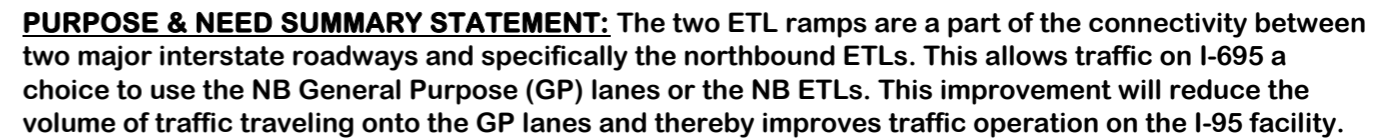
- | SMART GROWTH STATUS: | | <input type="checkbox"/> Project Not Location Specific | <input checked="" type="checkbox"/> Not Subject to PFA Law |
|--|--|--|--|
| <input type="checkbox"/> Project Inside PFA | | <input type="checkbox"/> Grandfathered | |
| <input type="checkbox"/> Project Outside PFA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

EXPLANATION: This segment of I-95 currently operates at an unacceptable level of service with significant delays on summer weekends and the Maryland House On-Ramp is a high frequency crash location with approximately 75% of crashes occurring on the weekends. This project will increase capacity and improve safety, particularly during summer weekends, to alleviate severe congestion, delays and crashes along southbound I-95 between the Maryland House and MD 24.

STATUS: Engineering is underway. Construction will begin in FY 2026.

[illegible]

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: Cost increased by \$3.1 million due to unit cost inflation from project delay. Project was originally anticipated to Advertise in early FY 23 but is now anticipated to be Advertised in early FY 26 due to delays outside of the projects control.



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

- | | | | |
|-------------------------------------|-----------------------------|-------------------------------------|---|
| <input checked="" type="checkbox"/> | Enhance Safety and Security | <input checked="" type="checkbox"/> | Serve Communities and Support the Economy |
| <input checked="" type="checkbox"/> | Deliver System Quality | <input type="checkbox"/> | Promote Environmental Stewardship |

EXPLANATION: Once open, these I-695 ramps will provide access to I-95 NB ETLs for a distance of approximately 12 miles.

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. Construction to begin in FY 2026.

[illegible]

SIGNIFICANT CHANGE FROM FY 2024 - 29 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:

☒ Enhance Safety and Security

☒ Deliver System Quality

☐ Serve Communities and Support the Economy

☐ Promote Environmental Stewardship

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

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

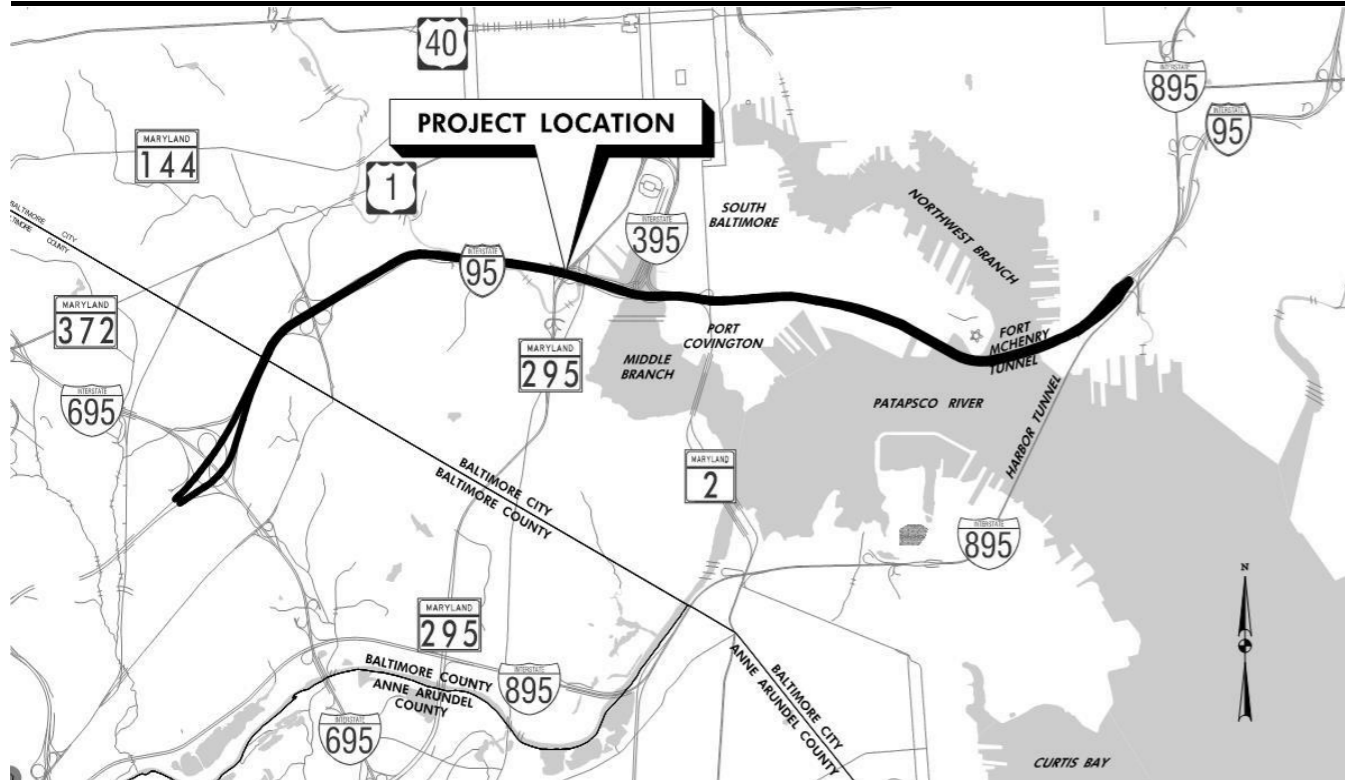
☐ Exception Will Be Required

☐ Exception Granted

STATUS: Engineering and construction are underway.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,149	2,861	0	288	0	0	0	0	0	288	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	42,746	41,802	3,696	944	0	0	0	0	0	944	0
Total	45,895	44,663	3,697	1,232	0	0	0	0	0	1,232	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	45,895	44,663	3,697	1,232	0	0	0	0	0	1,232	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: Cost increased by \$1.2 million due to scope change for additional work.



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.

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

- | | | | |
|-------------------------------------|-----------------------------|-------------------------------------|---|
| <input type="checkbox"/> | Enhance Safety and Security | <input checked="" type="checkbox"/> | Serve Communities and Support the Economy |
| <input checked="" type="checkbox"/> | Deliver System Quality | <input type="checkbox"/> | Promote Environmental Stewardship |

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 |

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: None.

[illegible]

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

X	Enhance Safety and Security
X	Deliver System Quality

- ☐ **Serve Communities and Support the Economy**
- ☐ **Promote Environmental Stewardship**

EXPLANATION: The bridges show signs of deterioration. Rehabilitation will improve condition of the bridges' substructure and superstructure.

SMART GROWTH STATUS:

☐ Project Not Location Specific ☒ Not Subject to PFA Law

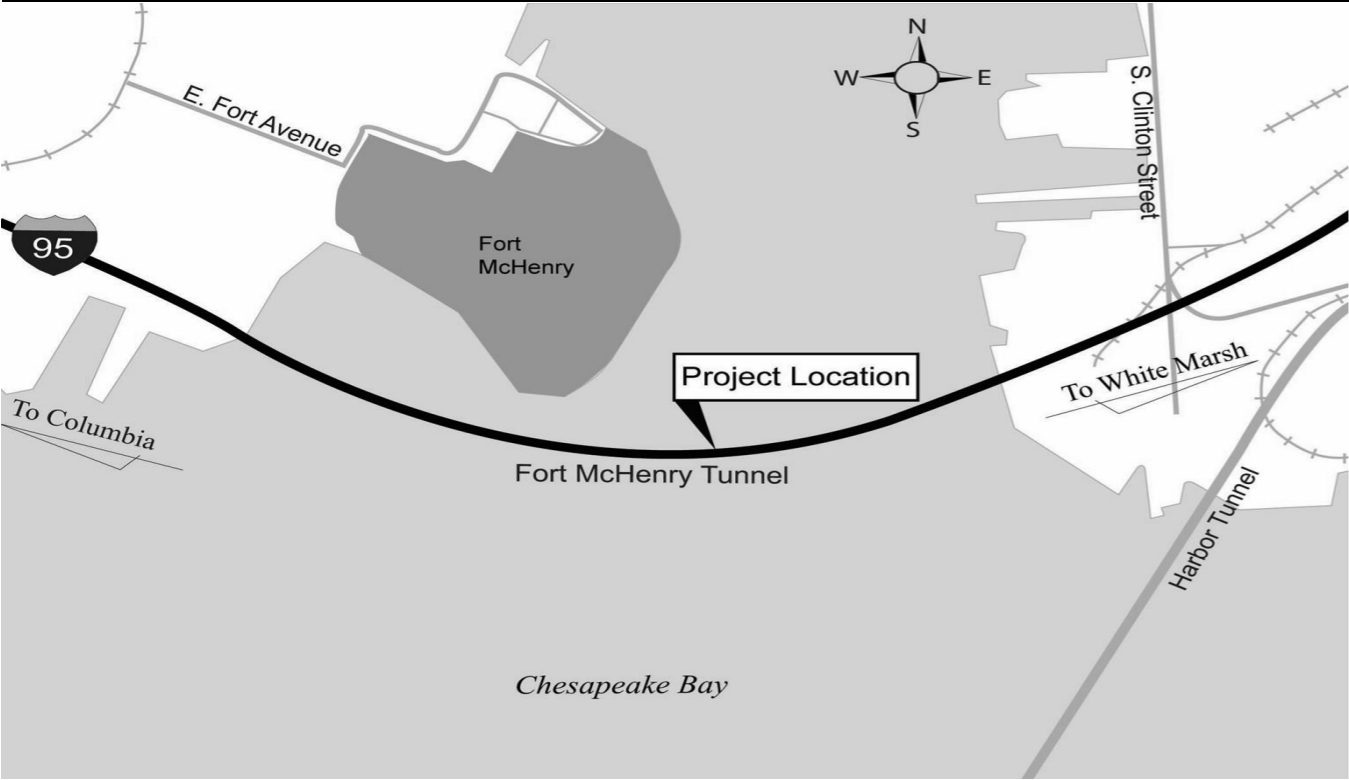
	Project Inside PFA
	Project Outside PFA
	PFA Status Yet to Be Determined

<input type="checkbox"/>	Grandfathered
<input type="checkbox"/>	Exception Will Be Required
<input type="checkbox"/>	Exception Granted

STATUS: Engineering is complete. Construction is underway.

[illegible]

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: Cost increased by \$5.0 million due to additional MDTA Police, Maintenance, and Phase V Construction services.



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: Hands-on inspections identified the original 15KV cable and conduits including the surrounding concrete need major rehabilitation and replacement.

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

☒ Enhance Safety and Security

☒ Deliver System Quality

☐ Serve Communities and Support the Economy

☐ Promote Environmental Stewardship

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

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 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 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
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	16,381	6,364	7,342	9,084	0	0	0	0	16,427	0
Total	33,284	16,857	6,364	7,342	9,084	0	0	0	0	16,427	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	33,284	16,857	6,364	7,342	9,084	0	0	0	0	16,427	0
Other	0	0	0	0	0	0	0	0	0	0	0

2458

SIGNIFICANT CHANGE FROM FY 2024 - 29 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 all-electronic (cashless) tolling; construct underground infrastructure, utilities, stormwater management, signing and marking, and commercial inspection area.

PURPOSE & NEED SUMMARY STATEMENT: All-electronic (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; 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:

- ☒ Enhance Safety and Security
- ☒ Deliver System Quality
- ☒ Serve Communities and Support the Economy
- ☐ Promote Environmental Stewardship

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:**

☐ Project Not Location Specific

☒ Not Subject to PFA Law

☐ Project Inside PFA

☐ Project Outside PFA

☐ PFA Status Yet to Be Determined

☐ Grandfathered

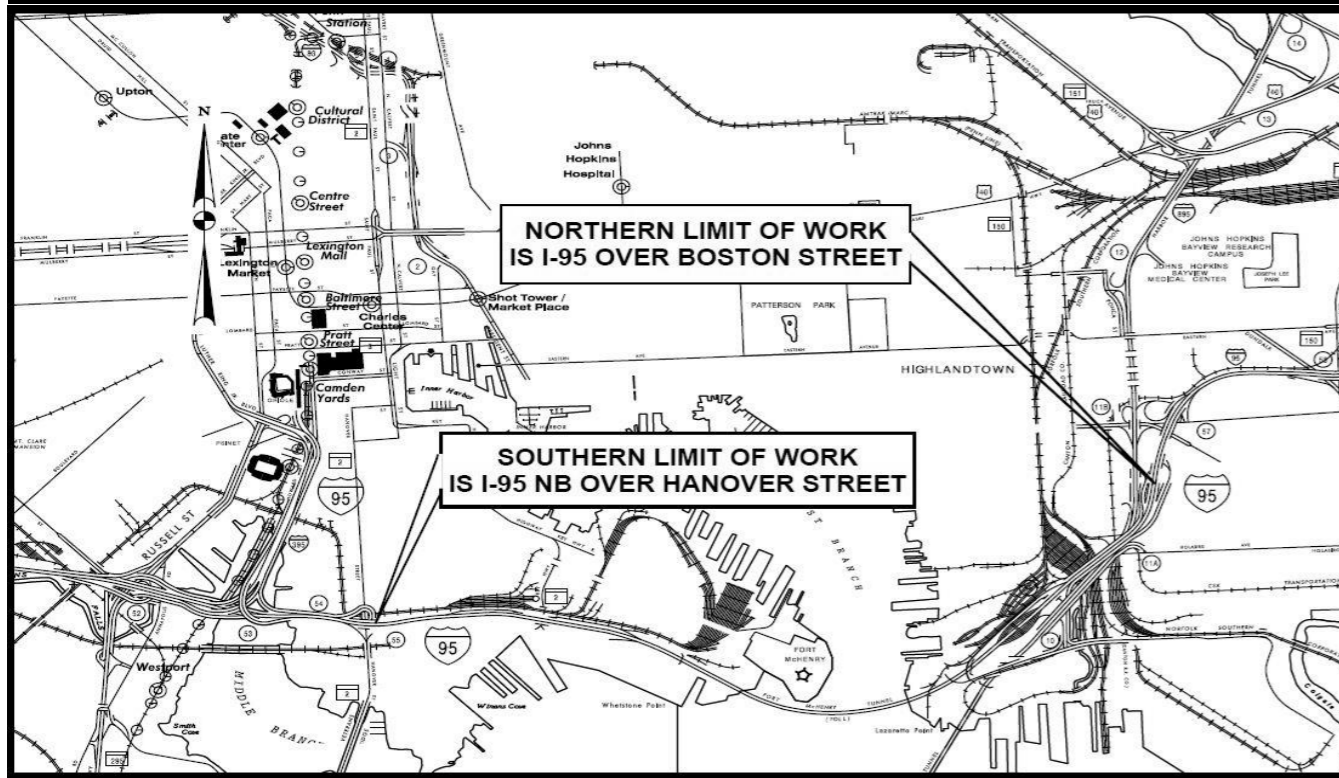
☐ Exception Will Be Required

☐ Exception Granted

STATUS: Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
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	19,910	19,093	7,520	817	0	0	0	0	0	817	0
Total	22,452	21,635	7,520	817	0	0	0	0	0	817	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	22,452	21,635	7,520	817	0	0	0	0	0	817	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: None.



DESCRIPTION: This is a system preservation project to address areas of structural steel with moderate to advanced section loss and corrosion. The project will provide zone painting to bridges in the areas of higher corrosion to prevent further deterioration.

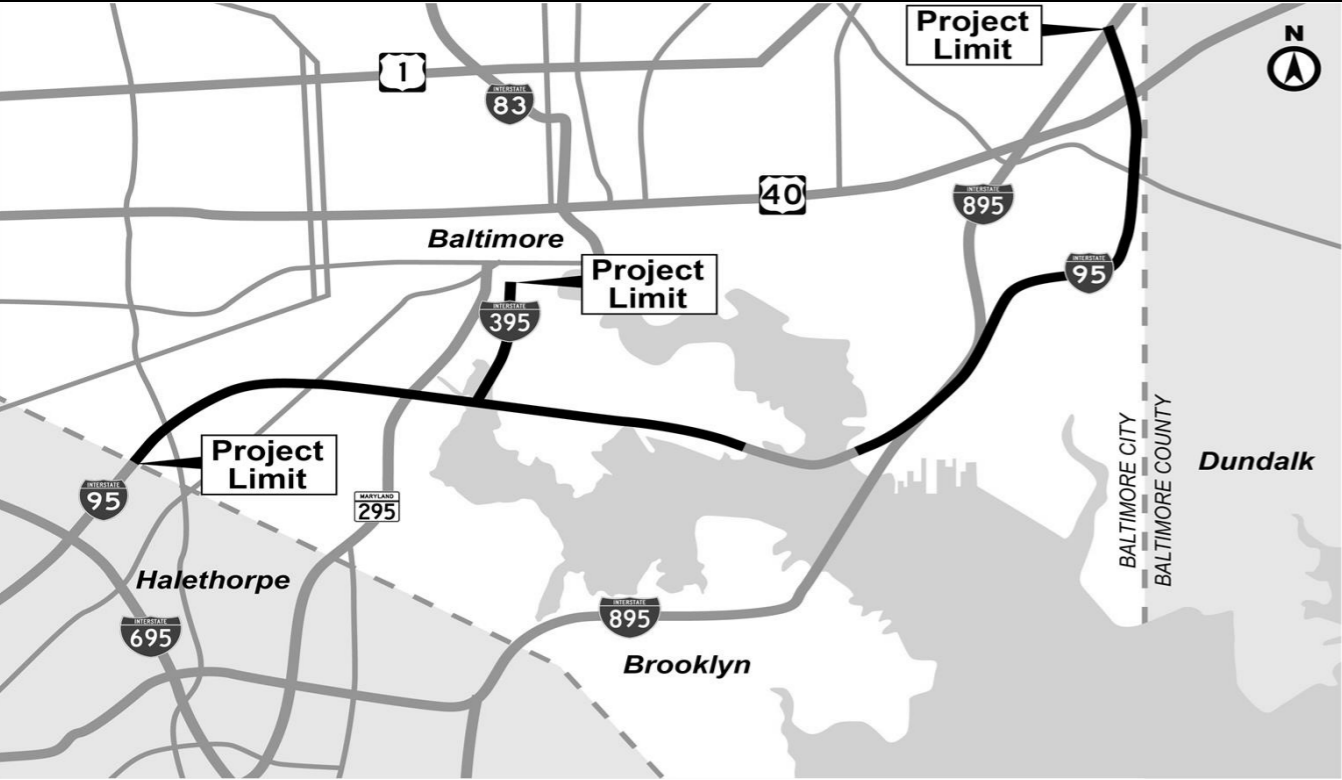
STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- | | | | |
|-------------------------------------|-----------------------------|--------------------------|---|
| <input type="checkbox"/> | Enhance Safety and Security | <input type="checkbox"/> | Serve Communities and Support the Economy |
| <input checked="" type="checkbox"/> | Deliver System Quality | <input type="checkbox"/> | Promote Environmental Stewardship |

<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

[illegible]

217



PROJECT: I-95 Fort McHenry Tunnel - Rehabilitate FMT Area-Wide Lighting

DESCRIPTION: Upgrade portions of the lighting system, electrical system, and camera communication feeds on the Fort McHenry Tunnel facility to bring assets back into operation.

PURPOSE & NEED SUMMARY STATEMENT: This project will upgrade and restore assets back into operation including improvements to lighting, electrical and communication feeds, parapet cables and circuits, lighting vaults and cabinets, junction box covers, and conduit throughout.

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

☒ Enhance Safety and Security

☒ Deliver System Quality

☐ Serve Communities and Support the Economy

☐ Promote Environmental Stewardship

EXPLANATION: Rehabilitation is needed to extend the lifecycle of the assets.

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

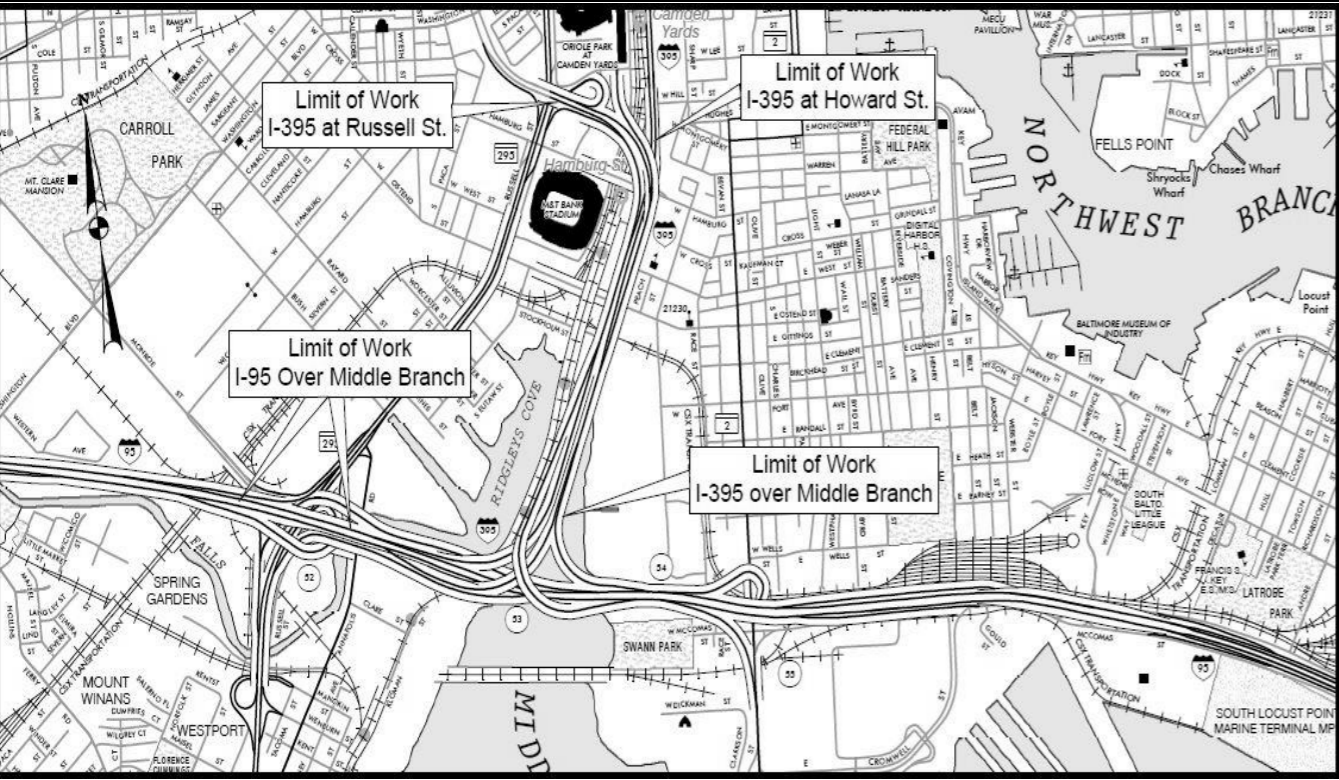
☐ Exception Will Be Required

☐ Exception Granted

STATUS: Engineering is underway. Construction is scheduled to begin in FY 2025.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	517	517	50	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	11,500	0	0	3,853	5,033	2,500	115	0	0	11,500	0
Total	12,017	517	50	3,853	5,033	2,500	115	0	0	11,500	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	12,017	517	50	3,853	5,033	2,500	115	0	0	11,500	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: None.



PROJECT: I-95 Fort McHenry Tunnel - FMT Box Girder Preservation

DESCRIPTION: Clean, paint, and repair deteriorated portions of the FMT box girders, especially the supporting girder ends. Multiple bridges on the FMT facility are supported by hollow girders rectangular or "box" in cross section rather than normal "I" shaped girders. These box girders span multiple support piers spaced along their lengths. The work in this project is to abrasive blast (clean) and paint the areas of steel that are rusted inside and outside the girders.

PURPOSE & NEED SUMMARY STATEMENT: The purpose of this project is to remove rust and associated steel deterioration in areas of the FMT "Box" girders by cleaning and painting the rusted steel areas, discovered during biennial inspections, to preserve the useful life of these girders.

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

- ☐ Enhance Safety and Security
- ☒ Deliver System Quality
- ☐ Serve Communities and Support the Economy
- ☐ Promote Environmental Stewardship

EXPLANATION: Cleaning and painting the box girders will preserve and extend their useful life.

- 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 is underway. Construction will begin in FY 2025.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL										
	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET	PLANNING				SIX	BALANCE
	COST	THRU	YEAR	YEAR	YEAR	FOR PLANNING PURPOSES ONLY				YEAR	TO
	(\$000)	CLOSE YEAR	2024	2025	2026	...2027...	...2028...	...2029...	...2030...	TOTAL	COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	500	430	283	70	0	0	0	0	0	70	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	9,996	0	0	2,829	4,368	2,369	430	0	0	9,996	0
Total	10,496	430	283	2,899	4,368	2,369	430	0	0	10,066	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	10,496	430	283	2,899	4,368	2,369	430	0	0	10,066	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: None.



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

- | | | | |
|-----------------------------|---------------------------------|--|--|
| 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 to begin in FY 2027.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: Added to the Construction Program.



PROJECT: I-695 Francis Scott Key Bridge - Key Bridge Rebuild

DESCRIPTION: This project will replace the Francis Scott Key Bridge and approaches using a Progressive Design-Build procurement process. The project is expected to be funded from insurance and FHWA emergency relief proceeds. Regionally, the Key Bridge played a critical role in the transportation network, including the transport of goods to and from the Port of Baltimore, the nation’s largest port facility for specialized cargo and passenger facilities, and nearby distribution centers such as Tradepoint Atlantic at Sparrows Point. On 12/21/24, Congress approved the full federal funding of the Key Bridge Replacement Project’s eligible costs. This project’s costs will be updated when more details are available. The MDTA will use toll revenue to fund the Key Bridge reconstruction, with potential reimbursement in the future.

PURPOSE & NEED SUMMARY STATEMENT: On March 26, 2024, a cargo container vessel struck a main pier of the Francis Scott Key Bridge while transiting out of the Baltimore Harbor. The impact caused the bridge to collapse into the Patapsco River within seconds of the collision. As a result, the I-695 highway and ship channel became impassable. The loss of the Francis Scott Key Bridge significantly impacts travel in the Baltimore Metropolitan Region. The preliminary design phase will be completed as quickly as possible using an aggressive delivery schedule, so construction can commence as soon as possible.

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

- ☒ Enhance Safety and Security
- ☒ Deliver System Quality
- ☒ Serve Communities and Support the Economy
- ☒ Promote Environmental Stewardship

SMART GROWTH STATUS:

☐ Project Not Location Specific

☒ Not Subject to PFA Law

☐ Project Inside PFA

☐ Project Outside PFA

☐ PFA Status Yet to Be Determined

☐ Grandfathered

☐ Exception Will Be Required

☐ Exception Granted

EXPLANATION: Replacing the Francis Scott Key Bridge will restore critically affected traffic patterns in the Baltimore Metropolitan Region. It is a critical link in the regional and interstate transportation network and was the primary interstate route for hazardous material loads traveling through Baltimore. The collapse has negatively impacted community mobility and connectivity by creating a major gap in the Baltimore transportation network for both local and regional traffic.

STATUS: Planning and engineering are underway. Construction will begin in the spring of 2025.

POTENTIAL FUNDING SOURCE:						<input type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2027...	...2028...	...2029...	...2030...		
Planning	2,000	175	175	1,425	400	0	0	0	0	1,825	0
Engineering	94,000	112	112	74,888	19,000	0	0	0	0	93,888	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	1,606,000	703	703	128,224	357,418	461,879	400,686	243,645	13,445	1,605,297	0
Total	1,702,000	991	991	204,536	376,818	461,879	400,686	243,645	13,445	1,701,009	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	1,702,000	991	991	204,536	376,818	461,879	400,686	243,645	13,445	1,701,009	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: Added to the Construction Program.



PROJECT: I-695 Francis Scott Key Bridge - Subgrade Improvements at Bear Creek

DESCRIPTION: This project will rehabilitate the subgrade and pavement systems of the I-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:

- ☐ Enhance Safety and Security
- ☒ Deliver System Quality
- ☒ Serve Communities and Support the Economy
- ☐ Promote Environmental Stewardship

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

- 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

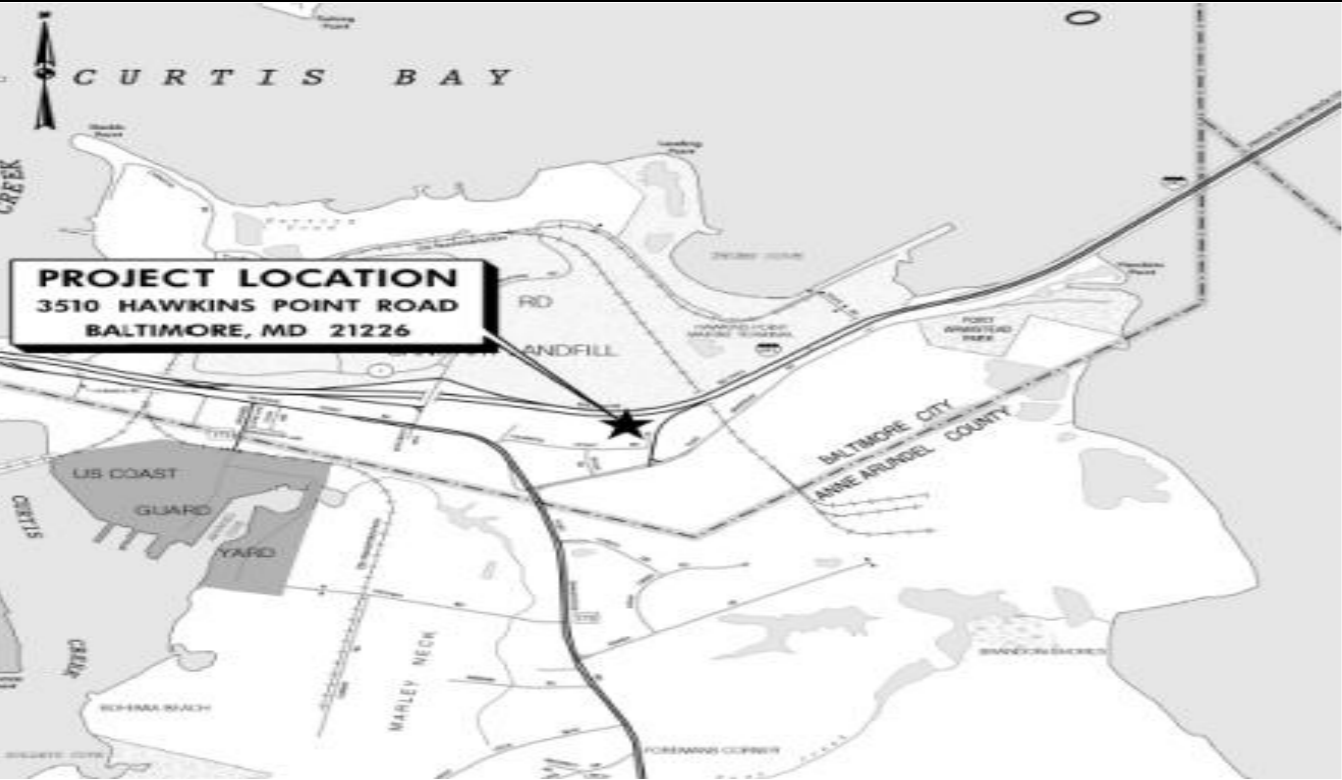
☐ Exception Granted

STATUS: Engineering and construction are underway.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,791	3,720	105	71	0	0	0	0	0	71	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	40,192	6,330	6,330	23,805	10,057	0	0	0	0	33,862	0
Total	43,983	10,050	6,434	23,876	10,057	0	0	0	0	33,933	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	43,983	10,050	6,434	23,876	10,057	0	0	0	0	33,933	0
Other	0	0	0	0	0	0	0	0	0	0	0

2450

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: Cost decreased by \$4.8 million to reflect actual bid price.



PROJECT: I-695 Francis Scott Key Bridge - MDTA Police Training Academy

DESCRIPTION: Construct MDTA Police Training Academy at former Allied Property.

PURPOSE & NEED SUMMARY STATEMENT: There is insufficient space at the Police Headquarters Building, where the Police Training Academy is currently located, due to the growth of police duties and responsibilities over the past decade. There is a consistent and increasing need for new recruit training and in-service accreditation from MDTA Police and other law enforcement agencies that train alongside the MDTA.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:
☒ Enhance Safety and Security
☐ Deliver System Quality
☒ Serve Communities and Support the Economy
☐ Promote Environmental Stewardship

EXPLANATION: Construct an independent police training academy building and facility.

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 for Phase 2 is underway. Construction to begin in FY 2027.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,976	1,763	329	150	64	0	0	0	0	214	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	22,278	2,865	11	0	0	7,265	8,215	3,933	0	19,413	0
Total	24,255	4,627	341	150	64	7,265	8,215	3,933	0	19,627	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	24,255	4,627	341	150	64	7,265	8,215	3,933	0	19,627	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: Added to the Construction Program.



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:

- ☒ Enhance Safety and Security
- ☒ Deliver System Quality
- ☐ Serve Communities and Support the Economy
- ☐ Promote Environmental Stewardship

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:**

☐ 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

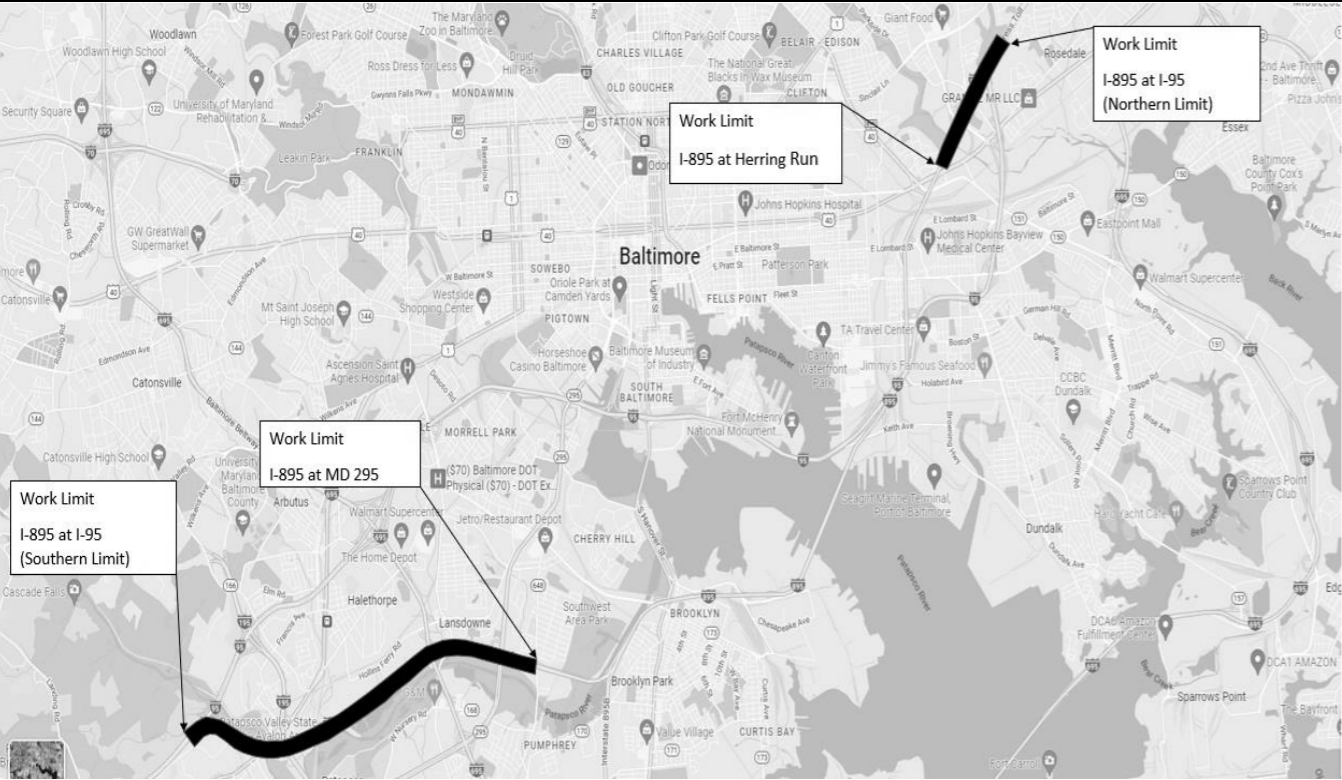
☐ Exception Granted

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

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,148	4,148	0	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	22,970	19,696	25,000	21,399	6,692	0	0	0	53,091	0
Total	80,675	27,584	19,696	25,000	21,399	6,692	0	0	0	53,091	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	80,675	27,584	19,696	25,000	21,399	6,692	0	0	0	53,091	0
Other	0	0	0	0	0	0	0	0	0	0	0

2306

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: None.



PROJECT: I-895 Baltimore Harbor Tunnel Thruway - Resurfacing North and South of the Baltimore Harbor Tunnel

DESCRIPTION: Resurface I-895 roadways north and south of the 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 checked="" type="checkbox"/> Enhance Safety and Security	<input type="checkbox"/> Serve Communities and Support the Economy
<input checked="" type="checkbox"/> Deliver System Quality	<input type="checkbox"/> Promote Environmental Stewardship

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 I-895 roadway requires resurfacing to extend the useful life of the highway.

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 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	540	534	14	6	0	0	0	0	0	6	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	13,063	290	290	8,426	4,347	0	0	0	0	12,773	0
Total	13,603	823	303	8,432	4,347	0	0	0	0	12,780	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	13,603	823	303	8,432	4,347	0	0	0	0	12,780	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: None.



PROJECT: I-895 Baltimore Harbor Tunnel Thruway - AET Conversion with Frankfurst Avenue Interchange Modifications

DESCRIPTION: Demolish toll plaza, rehabilitate pavement, and install equipment to convert to all electronic tolling (AET), or cashless tolling. Modify the I-895 interchange at Frankfurst Avenue to improve safety and operations. This is a Project Labor Agreement candidate project.

PURPOSE & NEED SUMMARY STATEMENT: The advantages of converting to cashless tolling include reduced travel times; increased safety/reduced crashes; alignment with national practice; improved customer convenience; reduced emissions; and reduction in toll collection and maintenance costs. The I-895 interchange modifications will address aging bridges, clearances, and other safety and efficiency related items.

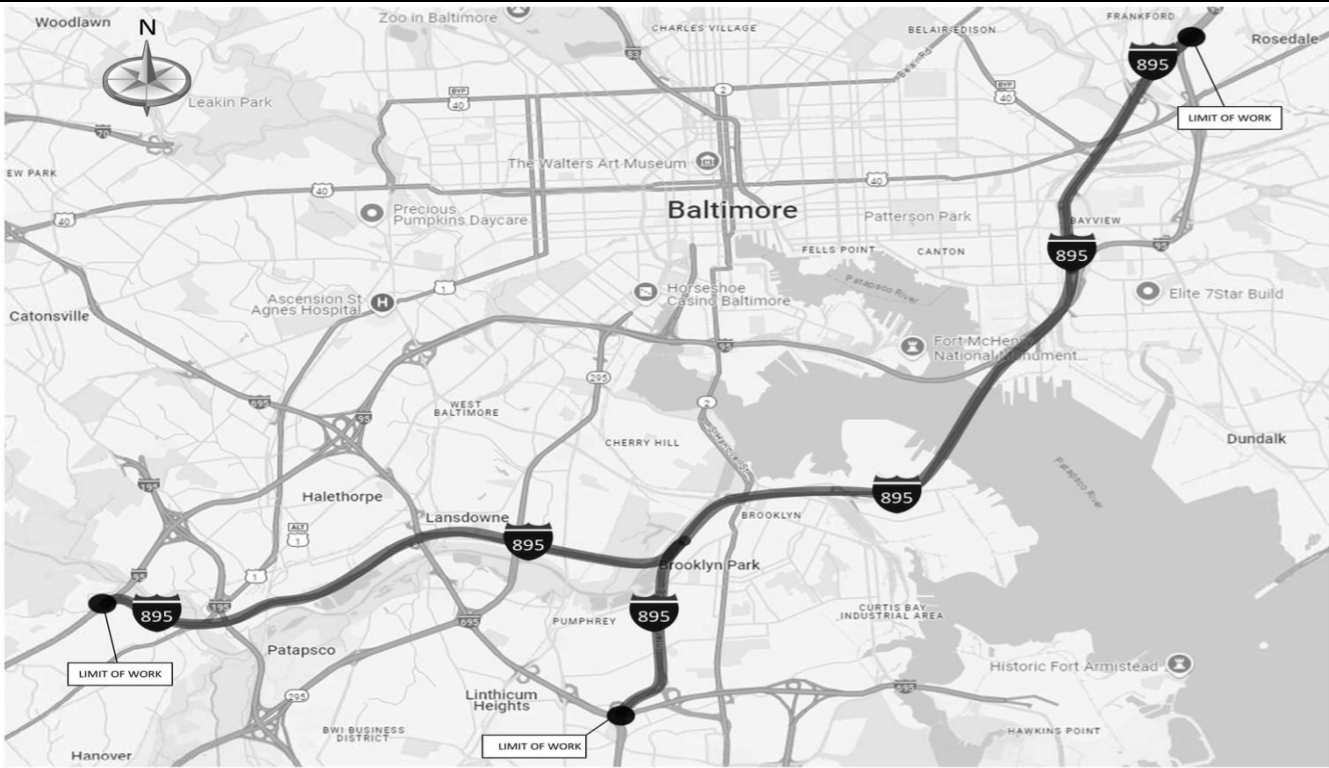
STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:
☒ Enhance Safety and Security
☒ Deliver System Quality
☒ Serve Communities and Support the Economy
☐ Promote Environmental Stewardship

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

EXPLANATION: Changing to cashless tolling at the Baltimore Harbor Tunnel provides toll collection at highway speeds through the electronic methods of E-ZPass, Pay-By-Plate, and Video Tolling.

STATUS: Engineering and construction are underway. Only those portions of the construction that can be completed without major traffic impacts are underway at this time. The project was awarded an \$80M MEGA grant, which will be applied to construction of the project. Additional funding for the balance of the project will be added later.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,766	5,274	2,900	492	0	0	0	0	0	492	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	8,900	468	50	8,432	0	0	0	0	0	8,432	0
Total	14,666	5,741	2,950	8,925	0	0	0	0	0	8,925	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	14,666	5,741	2,950	8,925	0	0	0	0	0	8,925	0
Other	0	0	0	0	0	0	0	0	0	0	0



PROJECT: I-895 Baltimore Harbor Tunnel Thruway - Facility-wide Signing Upgrades

DESCRIPTION: The existing signing along the BHT facility is past their service life. This project will upgrade all existing signing along the BHT facility, ensuring the facility signing is in accordance with the Maryland Manual on Uniform Traffic Control Devices (MdMUTCD). The project will also upgrade AET tolling signing as needed.

PURPOSE & NEED SUMMARY STATEMENT: This purpose of this project is to replace existing highway signs for the BHT facility that are, or will soon be, beyond their expected service life and to address new signing requirements within the latest edition of the Manual on Uniform Traffic Control Devices (MUTCD).

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

☒ Enhance Safety and Security

☒ Deliver System Quality

☐ Serve Communities and Support the Economy

☐ Promote Environmental Stewardship

SMART GROWTH STATUS:

☐ Project Inside PFA

☐ Project Outside PFA

☐ PFA Status Yet to Be Determined

☐ Project Not Location Specific

☒ Not Subject to PFA Law

☐ Grandfathered

☐ Exception Will Be Required

☐ Exception Granted

EXPLANATION: Upon completion of the project, highway signing along the BHT facility will be in a state of good repair and will generally meet the latest requirements of the MUTCD.

STATUS: Engineering is underway. Construction will begin in FY 2026.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,175	667	667	453	55	0	0	0	0	508	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	20,000	0	0	0	3,968	9,044	5,596	1,392	0	20,000	0
Total	21,175	667	667	453	4,024	9,044	5,596	1,392	0	20,508	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	21,175	667	667	453	4,024	9,044	5,596	1,392	0	20,508	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: Added to the Construction Program.



PROJECT: I-895 Baltimore Harbor Tunnel Thruway - BHT Lane Use Signals (LUS) Extension

DESCRIPTION: Recently installed gates at BHT require safe guidance for vehicles traveling through BHT. Therefore we need to extend LUS beyond gates.

PURPOSE & NEED SUMMARY STATEMENT: Additional LUS (lane use signals) are needed to safely transition from newly installed gates. Also, the project will look into other ITS (intelligent transportation systems) devices like DMS if necessary to support this.

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

- | | |
|---|--|
| <input checked="" type="checkbox"/> Enhance Safety and Security | <input type="checkbox"/> Serve Communities and Support the Economy |
| <input checked="" type="checkbox"/> Deliver System Quality | <input type="checkbox"/> Promote Environmental Stewardship |

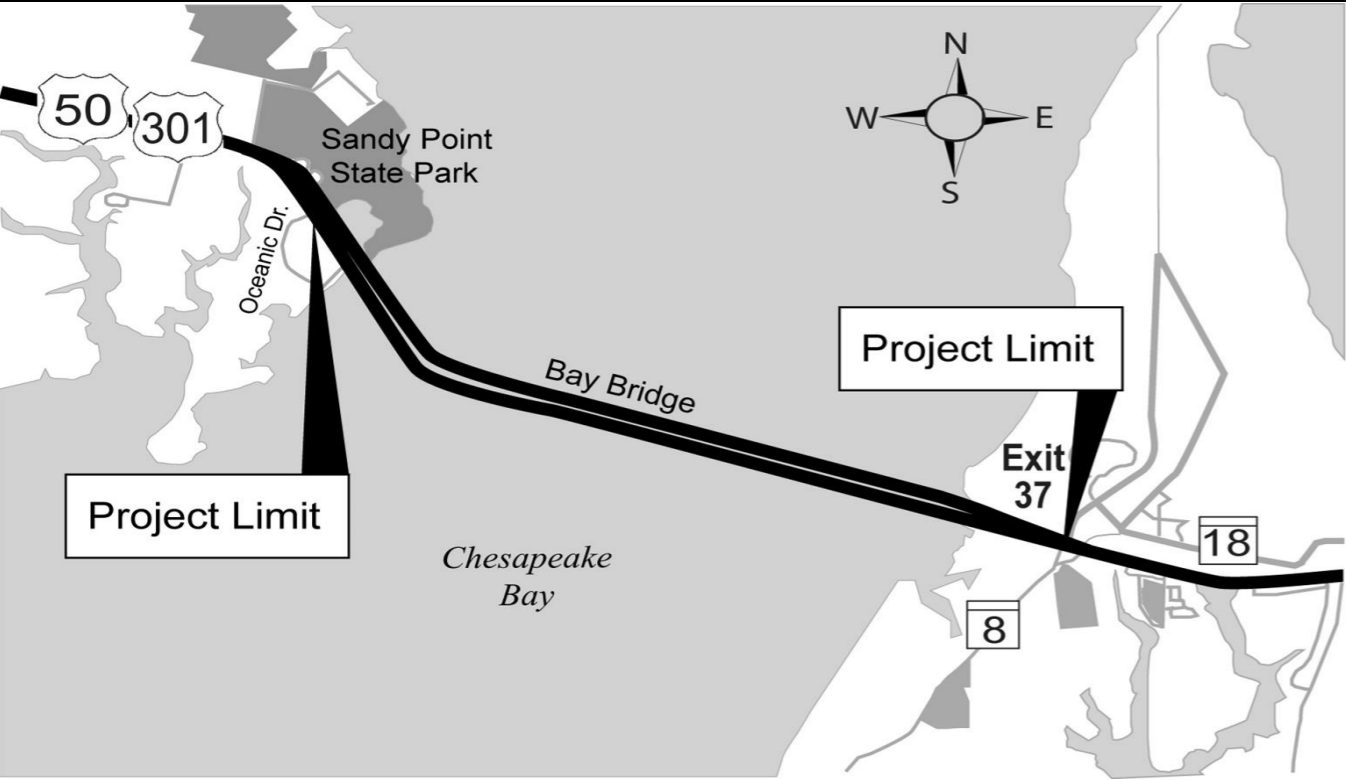
EXPLANATION: LUS and DMS will be installed to support traffic needs.

- 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 |

STATUS: Engineering is underway. Construction to begin in FY 2025.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	900	541	467	359	0	0	0	0	0	359	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	9,186	0	0	624	3,561	3,542	1,459	0	0	9,186	0
Total	10,086	541	467	983	3,561	3,542	1,459	0	0	9,545	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	10,086	541	467	983	3,561	3,542	1,459	0	0	9,545	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: Added to the Construction Program.



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 concrete 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:

- ☒ Enhance Safety and Security
- ☒ Deliver System Quality
- ☒ Serve Communities and Support the Economy
- ☐ Promote Environmental Stewardship

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

- 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

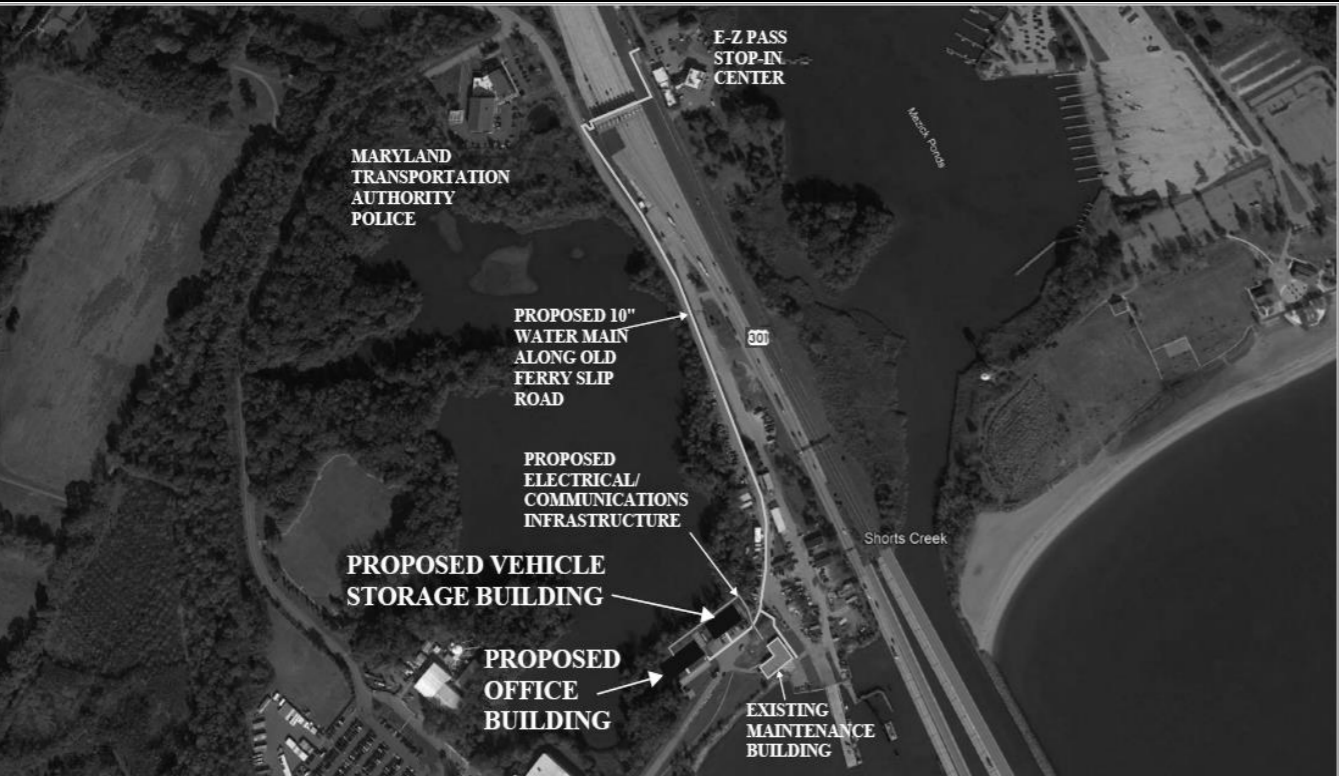
☐ Exception Will Be Required

☐ Exception Granted

STATUS: Engineering and construction are underway.

POTENTIAL FUNDING SOURCE:						<input type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	12,730	12,475	362	255	0	0	0	0	0	255	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	295,050	99,757	78,737	71,574	113,214	10,506	0	0	0	195,293	0
Total	307,780	112,232	79,098	71,828	113,214	10,506	0	0	0	195,548	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	307,780	112,232	79,098	71,828	113,214	10,506	0	0	0	195,548	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: Cost increased by \$13.2 million for changes in design of Package 2 of the CMAR contract for Eastbound Bay Bridge Deck Replacement Project.



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:

- ☐ Enhance Safety and Security
- ☒ Deliver System Quality
- ☐ Serve Communities and Support the Economy
- ☐ Promote Environmental Stewardship

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.

- 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 is underway. Construction will begin in FY 2026.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,950	2,785	340	165	0	0	0	0	0	165	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	9,510	20	(4)	0	1,113	4,638	3,067	672	0	9,490	0
Total	12,460	2,805	336	165	1,113	4,638	3,067	672	0	9,655	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	12,460	2,805	336	165	1,113	4,638	3,067	672	0	9,655	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: None.



PROJECT: US 40 Thomas J. Hatem Memorial Bridge - Cleaning and Painting of the Hatem Bridge

DESCRIPTION: Recent bridge inspections identified rust and peeling paint of the structural steel that requires attention. This project will clean and paint the structural steel and coating system of the entire 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: Recent bridge inspections identified rust and peeling paint of the structural steel that requires attention. Cleaning and painting will protect the existing superstructure of the Hatem Bridge.

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

- ☐ Enhance Safety and Security
- ☒ Deliver System Quality
- ☐ Serve Communities and Support the Economy
- ☐ Promote Environmental Stewardship

EXPLANATION: The coating system is showing signs of wear. This improvement will address existing deterioration and extend the useful life of the bridge.

- 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

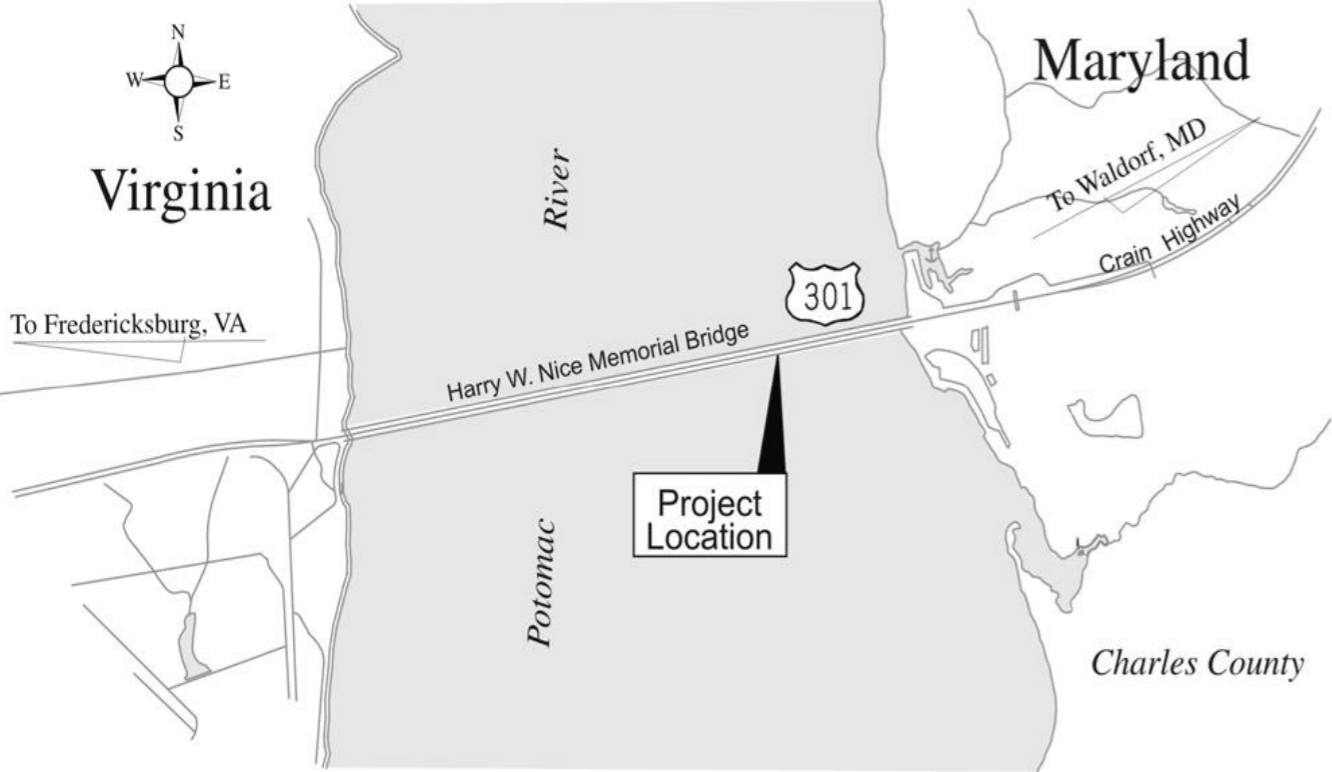
☐ Exception Will Be Required

☐ Exception Granted

STATUS: Engineering 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 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	907	907	59	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	65,029	17,317	17,317	26,382	21,330	0	0	0	0	47,712	0
Total	65,936	18,224	17,376	26,382	21,330	0	0	0	0	47,712	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	65,936	18,224	17,376	26,382	21,330	0	0	0	0	47,712	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: None.



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 did not meet current standards, i.e., narrow lanes, lack of shoulders, and steep grades with lack of truck climbing lanes and was reaching capacity during peak travel periods. Traffic was projected to increase by 45 percent on weekdays and 33 percent on weekends by 2025.

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

☒ Enhance Safety and Security

☒ Deliver System Quality

☒ Serve Communities and Support the Economy

☐ Promote Environmental Stewardship

SMART GROWTH STATUS:

☐ Project Not Location Specific

☒ Not Subject to PFA Law

☐ Project Inside PFA

☐ Project Outside PFA

☐ PFA Status Yet to Be Determined

☐ Grandfathered

☐ Exception Will Be Required

☐ Exception Granted

EXPLANATION: The new 4-lane bridge is safer and relieves congestion.

STATUS: The facility is open to service. Final construction activities related to Intelligent Transportation Systems (ITS) devices are finishing up.

POTENTIAL FUNDING SOURCE:						<input type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2027...	...2028...	...2029...	...2030...		
Planning	5,295	5,295	0	0	0	0	0	0	0	0	0
Engineering	34,662	34,662	0	0	0	0	0	0	0	0	0
Right-of-way	4,907	1,909	1	2,998	0	0	0	0	0	2,998	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	545,570	530,029	28,147	5,112	10,429	0	0	0	0	15,541	0
Total	590,434	571,895	28,148	8,109	10,429	0	0	0	0	18,538	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	590,434	571,895	28,148	8,109	10,429	0	0	0	0	18,538	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: Decreased by \$20.4 million due to favorable climate conditions, which allowed the contractor to continue working into the winter months, resulting in time and cost savings.



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:

- ☒ Enhance Safety and Security
- ☒ Deliver System Quality
- ☐ Serve Communities and Support the Economy
- ☐ Promote Environmental Stewardship

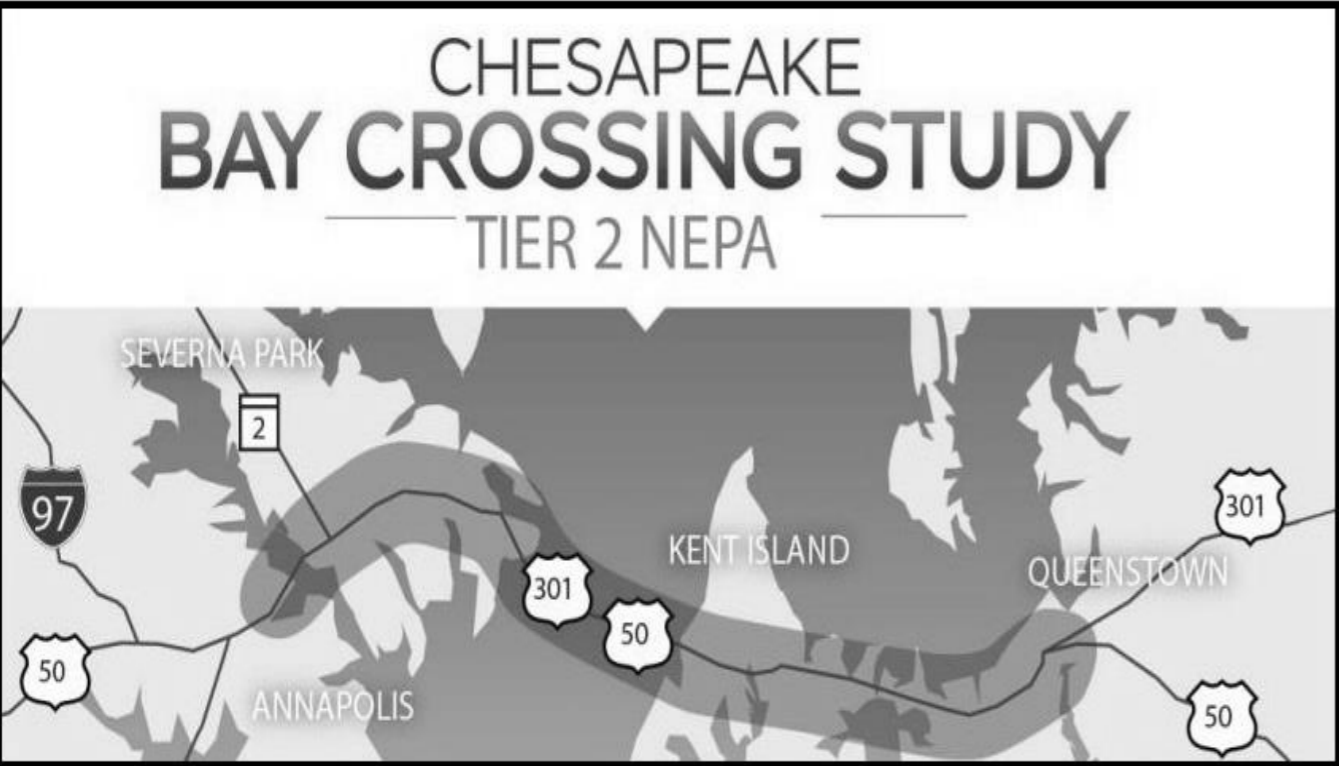
- SMART GROWTH STATUS:**
- ☐ Project Not Location Specific
- ☒ Not Subject to PFA Law
- ☐ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet to Be Determined
- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

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

STATUS: Engineering 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 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	19,361	19,361	(16)	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	119,992	84,192	8,060	13,431	6,783	5,901	3,228	3,228	3,228	35,800	0
Total	139,353	103,553	8,044	13,431	6,783	5,901	3,228	3,228	3,228	35,800	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	139,353	103,553	8,044	13,431	6,783	5,901	3,228	3,228	3,228	35,800	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 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.

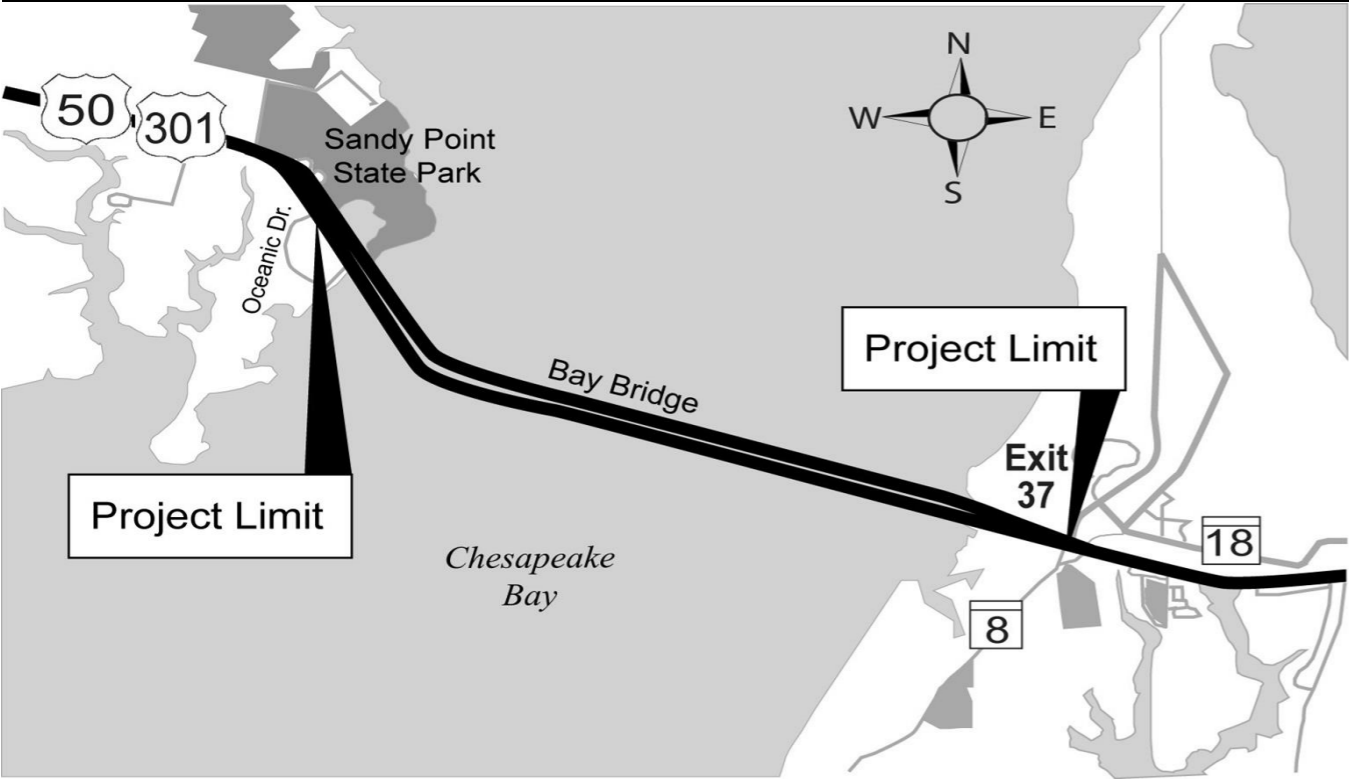
PURPOSE & NEED SUMMARY STATEMENT: The Bay Crossing Study Tier 2 NEPA is the next step in the strategy to address congestion and future traffic demand crossing the Chesapeake Bay. It must be completed before final design and construction could potentially begin if a build alignment alternative is selected.

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:					<input type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2027...	...2028...	...2029...	...2030...		
Planning	25,924	11,937	7,263	6,987	7,000	0	0	0	0	13,987	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	25,924	11,937	7,263	6,987	7,000	0	0	0	0	13,987	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	25,924	11,937	7,263	6,987	7,000	0	0	0	0	13,987	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: Decreased by \$2.1 million for less than anticipated costs.



PROJECT: US 50/301 Bay Bridge - Bay Bridge Protection, Suspension Span Anchorage Concrete and Navigation Lighting Rehabilitation

DESCRIPTION: Design and install a pier protection system at the eastbound and westbound Bay Bridges.

PURPOSE & NEED SUMMARY STATEMENT: Enhanced pier protection measures are essential to safeguard against potential ship impacts on the bridges' structural supports.

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 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 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	600	71	71	529	0	0	0	0	0	529	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	600	71	71	529	0	0	0	0	0	529	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	600	71	71	529	0	0	0	0	0	529	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: Added to the Development & Evaluation program.

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

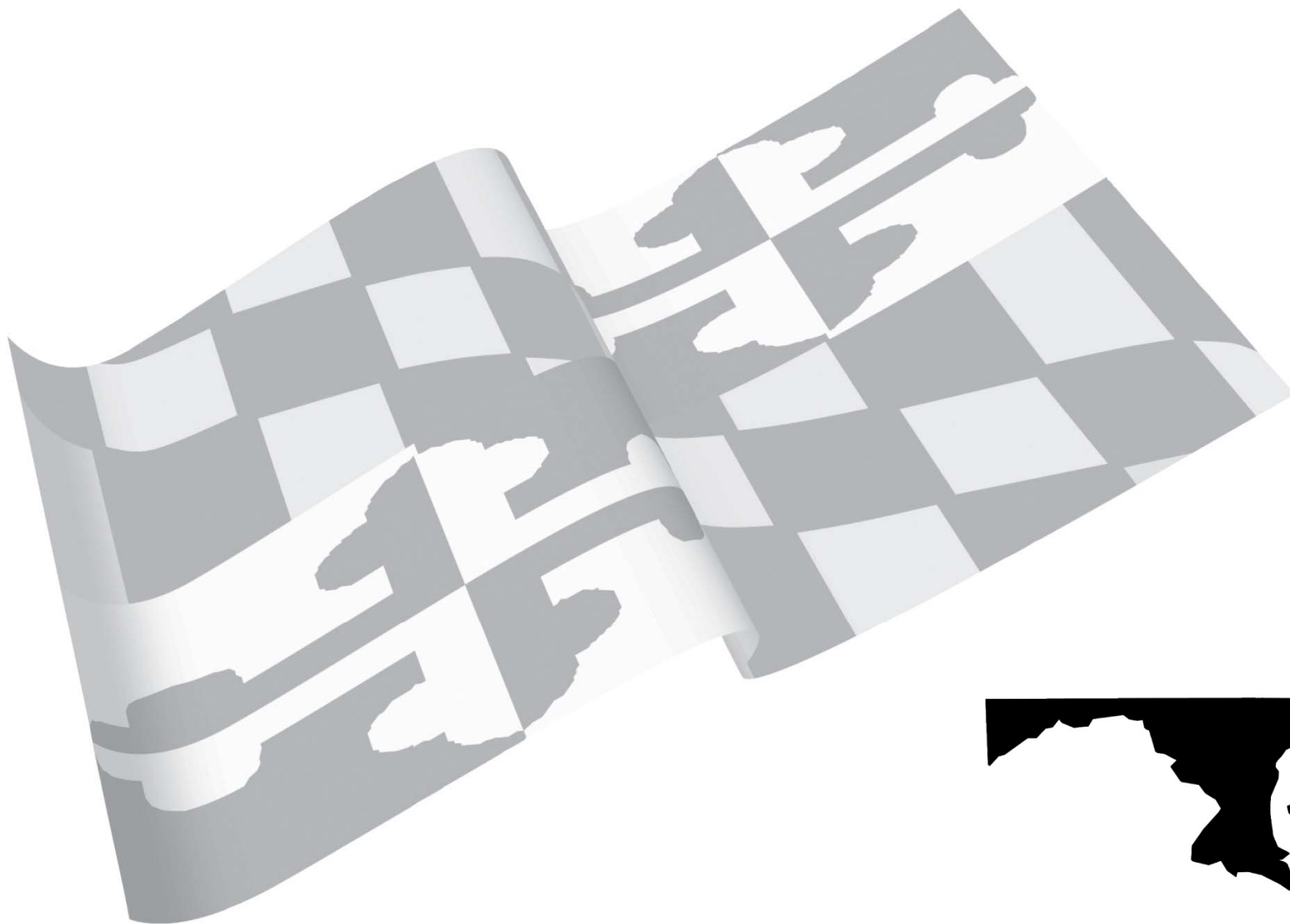
MARYLAND TRANSPORTATION AUTHORITY - LINE 30

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	\$	7,936	Under Construction
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	\$	3,183	Design Underway
MDTAPRJ002569	JFK MSP Building Remodeling (Engineering only)	KH - KENNEDY HIGHWAY	\$	500	Design Underway
<u>Environmental</u>					
2483	Small Drainage Rehabilitation	MA - MULTI-AREA	\$	7,589	Completed
2489	Drainage Rehabilitation - Phase III - Outfalls	MA - MULTI-AREA	\$	6,369	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>					
MDTAPRJ002645	Resurface I-95 from the Tydings Bridge to the MD 24 Interchange (Engineering only)	KH - KENNEDY HIGHWAY	\$	2,200	Design Underway
<u>ITS/Elec Preservation & Improvements</u>					
2497	Radio Rebroadcast and Radiax in BHT & FMT	MA - MULTI-AREA	\$	6,141	Design Underway
<u>Safety & Capacity Improvements</u>					
2504	Bay Bridge Queue Detection System	BB - BAY BRIDGE	\$	2,963	Under Construction

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND TRANSPORTATION AUTHORITY - LINE 30

PROJECT ID	PROJECT NAME	FACILITY CODE	TOTAL PROGRAMMED COST	STATUS
<u>Signage</u>				
MDTAPRJ002630	On-Call Signs, Sign Lights, and Sign Structures	MA - MULTI-AREA	\$ 6,269	Design Underway
<u>Structural Preservation</u>				
2436	Replace I-95 Kennedy Highway Bridge over CSXT (Engineering only)	KH - KENNEDY HIGHWAY	\$ 3,081	Design Underway
2527	Replace Bridges on I-895 over I-695 (Engineering only)	HT - HARBOR TUNNEL	\$ 2,260	Design Underway
MDTAPRJ000199	Maintenance and Repairs of the I-695 Curtis Creek Drawbridges at FSK	KB - F.S.KEY BRIDGE	\$ 1,910	Under Construction
<u>Tunnel Preservation</u>				
2506	BHT In-Tunnel Fiber Improvements	HT - HARBOR TUNNEL	\$ 2,169	Completed
2529	Rehabilitate BHT Tunnel Lighting System (Engineering only)	HT - HARBOR TUNNEL	\$ 646	Design Underway
MDTAPRJ002591	Rehabilitate Upper Plenum Liner and Ceiling (Engineering only)	HT - HARBOR TUNNEL	\$ 100	Design Underway



Appendix A: Chapter 30 Project Scores Final FY 2025-30 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	1376.21	1
Parole Transportation Center	Anne Arundel County	614.36	2
MD 170 (MD 100 to south of MD 174)	Anne Arundel County	276.88	3
Odenton MARC Garage	Anne Arundel County	192.53	4
MD 4 (Lous Way to north end of South Patuxent Beach Road)	St. Mary's County	160.24	5
MD 214 (MD 468 to Oakford Avenue)	Anne Arundel County	116.25	6
US 40 & Otsego Street/Ohio Street Intersection	Harford County	111.67	7
MD 27 (Leishear Road to Penn Shop Road)	Carroll County	69.24	8
MD 175 (US 1 to Dorsey Run Road)	Howard County	56.34	9
MD 194 (MD 26 to Devilbiss Bridge Road)	Frederick County	55.63	10
US 50/US 301 (MD 2/MD 450 to Chesapeake Bay Bridge)	Anne Arundel County	54.42	11
MD 26 (MD 32 to Liberty Reservoir)	Carroll County	29.69	12
MD 2 (US 50 to Wishing Rock Road)	Anne Arundel County	27.62	13
MD 117 (I-270 to Watkins Mill Road)	Montgomery County	26.43	14
I-95 (MD 32 to MD 100)	MDOT SHA	25.97	15
MD 18 (Castle Marina Road to the Kent Narrows)	Queen Anne's County	22.20	16
MD 175 (MD 170 to west of MD 295)	Anne Arundel County	20.56	17
MD 197 (MD 450 to Kenhill Drive)	Prince George's County	18.92	18
US 29 (Seneca Drive to Middle Patuxent River)	Howard County	15.44	19
MD 85 (Guilford Drive to south of Ballenger Creek)	Frederick County	14.38	20
I-70 (I-270 to Alternate US 40)	Frederick County	13.68	21
MD 198 (MD 295 to MD 32)	Anne Arundel County	12.66	22
MD 2/4 (Auto Dr to MD 765A)	Calvert County	10.67	23
MD 355 Flash Bus Rapid Transit (Clarksburg to Bethesda)	Montgomery County	6.59	24

Appendix A: Chapter 30 Project Scores Final FY 2025-30 CTP

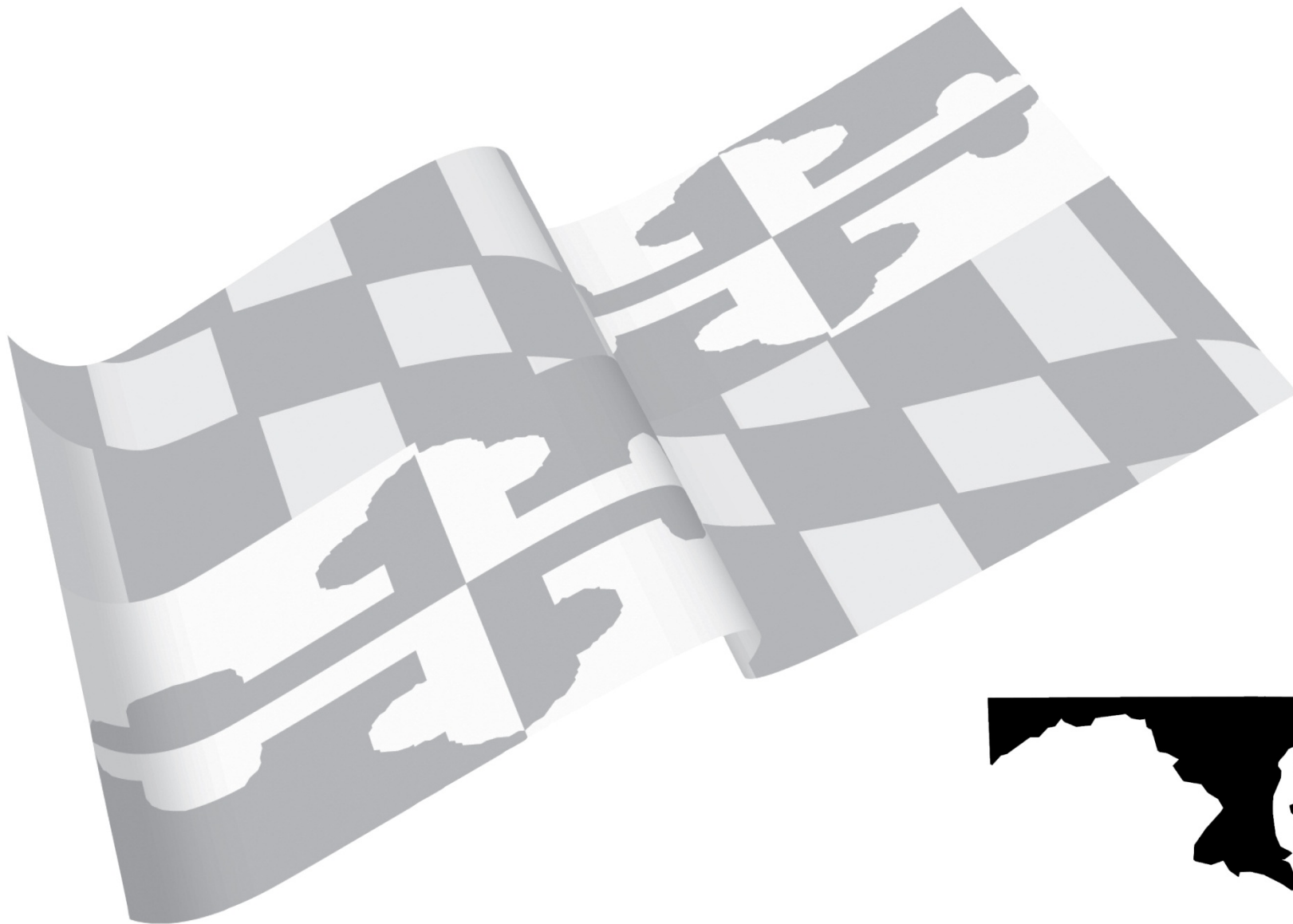
<u>Project Name</u>	<u>Sponsor</u>	<u>Score</u>	<u>Rank</u>
I-70 (US 29 to US 40)	Howard County	6.14	25
MD 32 (MD 26 to Howard County line)	Carroll County	5.75	26
MD 295 (I-195 to MD 100) and Hanover Road (MD 170 to CSX Railroad)	Anne Arundel County	5.62	27
BWI Rail Station and Fourth Track (Grove Interlocking to Winans Interlocking)	MDOT MTA	5.37	28
MD 5 (north of I-95/I-495 to US 301)	Prince George's County	4.91	29
MD 210 (MD 228 to Palmer Road)	Prince George's County	4.68	30
MD 223 (MD 4 to Steed Road)	Prince George's County	4.31	31
MD 4 (I-95/I-495 to MD 223)	Prince George's County	4.25	32
US 29 Bus Rapid Transit (US 40 to Silver Spring Metro)	Howard County	4.24	33
South Side Transit (Branch Avenue Metro to King Street Metro)	Prince George's County	3.85	34
MD 4 Governor Thomas Johnson Bridge (MD 2 to MD 235)	St. Mary's County	3.42	35
Southern Maryland Rapid Transit (Branch Avenue Metro to Demarr Road)	Charles & Prince George's Counties	3.18	36
MD 213 Chestertown Bypass (MD 297 to south of MD 544)	Kent County	2.97	37

Appendix B: Previously Scored Chapter 30 Projects that Entered Construction Program

Appendix A describes the Chapter 30 scoring model. The projects listed below were not evaluated for this current CTP. Instead, they were scored in previously years and have since entered the Construction Program in FY 2023 or FY 2024, in whole or in part. The list includes projects that have been temporarily suspended from the Construction Program due to funding shortfalls but are set to reenter it when funding becomes available. Such projects do not need rescoring to reenter the Construction Program. If phases of a project enter the Construction Program, applicants are required to update the project limits for the remainder of the project and submit a full application for it to be scored.

<u>Project Name</u>	<u>Sponsor</u>	<u>Phase(s) Scored</u>	<u>Phase(s) Entered</u>	<u>FY Entered</u>	<u>Score</u>	<u>Rank</u>
US 15/US 40 (I-70 To MD 26)	Frederick County	---	---	2023	13.22	20
I-795 @ Dolfield Boulevard Interchange	MDOT SHA	---	---	2023	5.51	29
I-97 (US 50 to MD 32)	MDOT SHA	---	---	2023	12.88	22
US 219 (Old Salisbury Road to Pennsylvania state line)	MDOT SHA	---	---	2023	13.05	21
US 220 and MD 53 at Cresaptown	MDOT SHA	---	---	2023	35.85	12
I-95/I-495 @ Greenbelt Metro Station Interchange	Prince George's County	---	---	2024	14.38	20
MD 5 (MD 246 to MD 471)	St. Mary's County	---	---	2023	27.43	14
I-81 (north of MD 63/MD 68 to Pennsylvania state line)	Washington County	2 to 4	2	2023*	11.40	23

*The I-81 project was also scored in FY 2024 in error



CONSOLIDATED TRANSPORTATION PROGRAM GLOSSARY

State Report on Transportation (SRT)	Consists of the Maryland Transportation Plan (MTP) and the Consolidated Transportation Program (CTP).
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.
Remaining Cost to Complete	Amount of funds required after the budget year to complete a project.
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 state 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 state 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.