



MARYLAND CONSOLIDATED TRANSPORTATION PROGRAM

















DRAFT

FY 2027 – FY 2032

2027 STATE REPORT ON TRANSPORTATION

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MDOT
MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND'S CONSOLIDATED TRANSPORTATION PROGRAM

The Consolidated Transportation Program (CTP) is Maryland's six-year capital budget for transportation projects. The Capital Program includes major and minor projects for the Maryland Department of Transportation (MDOT) 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 with MDOT oversight, 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/status, 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 increase safety, preserve investments, 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.

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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, Programming, and Project Delivery 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 the Maryland Department of Transportation, please visit us on the web at *www.mdot.maryland.gov*.

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CTP INTRODUCTION

The Maryland Department of Transportation (MDOT)

The Maryland Department of Transportation (MDOT) affects Marylanders *every day in many ways*, connecting families, workers, and employers to life's opportunities. This includes roads for traveling, transit for riding, state trails for biking, walking or rolling, cargo that is shipped to and through the state, license or vehicle registrations being renewed, and global connections taken through our regional and international port and airports.

Meeting all of these different needs involves a complex, interconnected system of roads, sidewalks, tracks, trains, shipping piers, airports, and other infrastructure coming together to provide Marylanders exceptional service and seamless connections. Keeping the system working and delivering for Marylanders every day, all over the state, requires significant investments in safety, upkeep, and improvement of the system. Maryland taxpayers make that investment, and MDOT is focused on getting the most from every dollar entrusted to its care.

Demand for investment exists across the state and needs for funding outstrip MDOT's resources. This situation is not unusual, but it is particularly acute now and in the future years covered by this Consolidated Transportation Program (CTP). The new, post-COVID normal is one of transportation price escalation, unpredictable revenue sources, and a stable of large projects that continue to require resources as they move through the construction pipeline. MDOT is committed to managing these fiscal realities responsibly while continuing its record of delivering for Marylanders. Specifically, MDOT is committed to safety, delivering the high impact projects in the construction pipeline, cutting red tape, and modernizing the systems that drive results.

Delivering for Marylanders With High Impact Projects Now

While this CTP reflects fiscal constraints and consequently difficult choices, each of the post-COVID CTPs have confronted the same challenges to varying degrees. MDOT, with the leadership of the Moore-Miller Administration and the General Assembly, has worked to ensure that the Department is maximizing investments so that, even with constrained resources, Marylanders' needs are still met. The sections below show projects MDOT has advanced or completed in the last year to advance Maryland's transportation priorities.

Meeting Marylanders' Needs for a Safe System

Safety is MDOT's top priority. MDOT is Serious About Safety and is determined to ensure that everyone makes it home safely. Too many Marylanders are killed or injured on Maryland's roadways every day, with 485 traffic fatalities in 2025, of which 120 were pedestrians and bicyclists. MDOT has made protecting the most vulnerable users of the transportation system a priority and 2025 marked a significant drop from 2024 when 161 pedestrians and cyclists were killed. MDOT will maintain a focus on protecting the most vulnerable users of the transportation system, including those who maintain it.

In April 2026, SHA tragically lost two employees within four days of each other in senseless and preventable crashes while they were simply doing their jobs. MDOT will continue to honor their lives and service by advancing bold solutions to improve safety for our employees and all users that depend on Maryland's roadways, transit systems, and other transportation facilities. In July, Governor Moore unveiled a new Maryland highway safety campaign, "Slow the Fast Down," aimed at reducing excessive speed and aggressive driving.

Since the start of the Moore-Miller Administration, MDOT has identified and targeted specific safety hot spots for investment, revamped its designs and standards to ensure safety for all, and increased investment in preventing deaths and injuries for the most at-risk road users.

Some of these ongoing investments include projects like: MD 410 (East-West Highway) in Prince George's County where $21.4 million is being invested to eliminate the channelized right-turn lanes, add sidewalks, and add pedestrian refuge areas and curb extensions; US 1 (Washington Blvd.) in Howard County where $26.0 million is being invested to install new ADA-compliant sidewalks, curbs, ramps, medians, crosswalks, grass buffers, lighting and traffic signals; and MD 2 (Gov. Ritchie Highway) in Anne Arundel County, where $23.6 million is being invested to redesign the roadway in order to increase safety for vulnerable road users. Further, SHA is completing construction on Maryland's first-ever Pedestrian Safety Action Plan project - a transformative $15 million investment bringing new pedestrian, bicycle, and multimodal upgrades to nearly 2.5 miles of

MD 650 (New Hampshire Avenue), stretching from University Boulevard to Powder Mill Road in Prince George's and Montgomery counties. This milestone marks a major step forward for safer, more connected travel for everyone who walks, bikes, rolls, or rides along the corridor. These projects and many others make it safer for children to cross the street to get to school and help to ensure people make it home safely from work.

Meeting Marylanders' Needs for a Reliable System

Safety also means keeping facilities in good working order and providing a positive experience for Maryland drivers. The state resurfaced 154 lane miles, conducted preventative maintenance on 490 lane miles and treated 644 lane miles in Fiscal Year 2026. Bridges also received significant investment. With driving surfaces nearing the end of their useful service life, MDOT replaced the SHA Eisenhower Memorial Highway bridges (I-70) over Crystal Falls Drive in Washington County. SHA completed a bridge deck overlay on US 40 National Pike over I-70. SHA also completed a bridge rehabilitation project on I-70 eastbound on US 522 (Warfordsburg Road). Further, the MD 33 Oak Creek Bridge replacement project is in design in Talbot County. Repairing and replacing infrastructure in a timely way keeps the roadways safe and open to traffic, keeps costs down, reduces impacts on Marylanders' cars, and minimizes emergency repairs and delays.

Maryland travelers continue to be greatly affected by the loss of the Francis Scott Key Bridge, and rebuilding it remains one of the Department's top priorities. The project continues to advance rapidly. Permits were secured in record time, demolition continues to advance, piles are being driven into the riverbed to form the foundation of the new bridge, and design is approaching completion. At the same time, MDOT exercised its right to off-ramp the first contractor and go back out to market to ensure the best value for taxpayers.

MDOT has worked tirelessly to replace the Key Bridge, but it has also taken steps to make things better in the interim. MDOT created new incentives to ease congestion for commuters through carpooling, vanpooling, and taking transit. These programs have seen growth with over 50 vanpools and more than a thousand transit incentives provided. These resources have given commuters new options and helped reduce congestion for drivers.

MDOT is also addressing congestion and reliability on the Baltimore Beltway (I-695), where commuters have long struggled with congestion and unreliable commute times. A traditional widening project would have been both long and prohibitively expensive. MDOT looked for innovative solutions and identified a $184 million investment converting existing median hard shoulders into active travel lanes during peak morning and evening rush hours. When the ongoing I-695 project is finished in 2028, commuters will find their trips faster and more predictable.

Drivers are not the only ones who need quality facilities, so when conditions had deteriorated, MTA replaced the platform at the MARC Laurel Station. The project was completed early and 15 percent under budget. This project replaced the existing platform sub-structure, decking, stairs, and ramp at the station, which serves the Camden Line, keeping this station in a state of good repair. Further, MTA improved accessibility and connections for MARC train travelers. This is just one example of the way in which the Moore-Miller Administration has been addressing the maintenance backlog in the state's transit systems to provide better service and better experience for Marylanders.

Capital investments are also leading to more reliable and efficient service on the Baltimore Metro Subway. Passengers have faced delays and degradation of service as Metro cars have passed their useful life. In January 2026, six brand-new Hitachi railcars-built in Hagerstown by Maryland workers, began serving riders. By 2027, 78 new railcars will be running across the system. These new cars replace the original rail cars that are more than 40 years old. The rollout is part of a more than $400 million generational investment that includes the implementation of a modern communication-based train control signaling system to drastically improve on-time reliability and safety.

Marylanders have come to expect exceptional customer service at MVA. A trip to get a driver's license or renew a vehicle registration used to be an event many Marylanders dreaded, anticipating long lines and even longer waits. MVA has improved efficiency and service, and part of that has required reshaping facilities to better serve customers. Last year, MDOT held a ribbon cutting for the remodeled MVA Glen Burnie Branch Office, enabling full customer service at each station. Capital improvements in facilities and technology have helped the MVA reduce wait times to an average of five minutes statewide, and many now skip the trip entirely, taking care of business through myMVA Online Services.

Meeting Marylanders' Needs for a Stronger Economy

Protecting Marylanders' investments is sound fiscal practice. Getting more out of past investments is a strategy for growing the economy by leveraging investments that have already been made. The Port of Baltimore has had capacity to handle more cargo, employ more people, and move more freight, but was constrained by the inability to accommodate the modern railroad practice of double stacking containers. MDOT's investment helped lift this constraint. In 2026, the Howard Street Tunnel project achieved double-stack clearance. This improved vertical clearances at 22 locations on CSX's rail line between Baltimore and Philadelphia in order to allow double-stack trains to operate into/out of the Port of Baltimore from the north and south, all along the Eastern Seaboard, and out to the Midwest markets by rail. This investment will drive expansion at the Port.

The newly opened A/B Connector and Baggage Handling System at BWI Thurgood Marshall Airport is another place where MDOT is leveraging key investments to fuel further growth. The A/B Connector establishes a seamless, two-story, 142,000 square-foot walkway between Concourses A and B to ease passenger movement. It includes five modernized gate areas with expanded seating and adds 14,000 square-feet of new dining and retail options with upgraded restrooms, all improving the customer experience. It also features a state-of-the-art baggage screening facility capable of processing up to 3,500 bags per hour, significantly speeding up baggage claim times.

MDOT is expanding economic mobility by accelerating its Transit-Oriented Development (TOD) program, including advancing Joint Developments at the Reisterstown Plaza and Rogers Avenue Baltimore Metro Subway stations, as well as the Bowie State and Odenton MARC stations. MDOT is also partnering with WMATA and Montgomery and Prince George's Counties to accelerate housing and economic development near WMATA stations.

These projects, and hundreds of others like them, are improving Marylanders' lives, and improving, protecting, and reinvesting in the transportation infrastructure people rely upon. MDOT is determined to continue delivering for Marylanders in the future but must do so with several known challenges and a highly uncertain environment.

Progress in the Face of Fiscal Challenges

In 2019, a report from the Department of Legislative Services identified weakness and structural issues in MDOT's funding sources that would need to be addressed. The passage of the federal Infrastructure Investment and Jobs Act (IIJA) provided unprecedented levels of federal investment in transportation, and COVID relief funds provided temporary assistance. At that time, many large projects were added to the capital budget and many of those with little advance design (and uncertain costs). This created a pipeline of large capital projects while the underlying structural funding issues went unaddressed, increasing the challenge. Since then, emergency COVID funds have expired, and these structural issues have been exacerbated by large, unpredictable changes in costs and revenues. The Moore-Miller Administration has worked closely with the General Assembly, and transportation revenues were raised in 2024 and 2025 to prevent precipitous declines in the capital budget.

However, the recent revenue increases, while stabilizing, have left challenges. Construction and operating costs continue to increase, revenues remain uncertain, and the federal IIJA is set to expire at the end of September 2026 with future funding levels unknown. This situation, once seen as a temporary post-COVID condition, having persisted for several years, is the current "new normal" in which MDOT must operate. As a result, MDOT faces difficult choices, and this six-year CTP takes those head on. When Maryland households find their expenses are not in line with their income, they do the responsible thing and make hard choices. MDOT owes Marylanders no less.

This CTP includes essential new investments that were not funded in the last CTP – fire equipment at BWI Airport, funds to maintain the 50-foot shipping channel depth at the Port of Baltimore, HVAC units at MVA to protect IT equipment and secure customer information – projects fundamental to operations and life safety. It also includes new investments needed to see high impact projects already in the works through to their completion – the Purple Line, US 15, and I-81. To make room in the budget, difficult choices were made by deferring projects, eliminating projects, and reducing scopes on projects in every mode of the Department. These changes were guided by prioritizing the three goals highlighted below for MDOT's scarce resources:

1. **Safety** —The safety of the transportation system and the people who use it will always be MDOT's first priority. Protecting Marylanders is a fundamental value of this administration and economic costs of accidents, injuries, and deaths are enormous, dwarfing congestion and other costs.
2. **State of Good Repair**—While new infrastructure may help to spur new economic development, people, and businesses have already made investments that rely on existing infrastructure. MDOT is focused on investing in the most critical assets in need of repair, whether that is modernizing the Baltimore Light Rail system or replacing pavement and bridges.
3. **Leveraging Economic Growth on Existing Assets**—When funding is tight, getting more from what MDOT has already built makes even more sense. MDOT is making real investments that will help existing MDOT assets serve as a greater springboard for economic development. That includes investing at Dundalk Marine Terminal and the dredging program to maintain the 50-foot channel that serves the Port of Baltimore. It also includes implementing the Governor's Transit and Housing Opportunity Act to create strong communities and more ridership on our transit assets. Existing road networks can handle traffic better with coordinated signalization, strategic bottleneck interventions, and transportation demand management. MDOT will be looking for these and other opportunities to prioritize targeted investments that can leverage past capacity investments to provide outsized returns.

This CTP takes strong steps towards reconciling MDOT's work program with projected fiscal realities. Even so, as the past several years have shown, the fiscal challenges MDOT faces have been long in the making and will not be solved quickly. MDOT must consistently take a clear-eyed and responsible approach that tightly aligns funding with Department priorities.

Planned Investments

The CTP totals $21.93 billion. The projects highlighted below show how MDOT is directing funding to significantly improve safety, protect the existing transportation system, and better utilize MDOT's existing assets to grow the economy.

Safety Projects

- The Warner Street rail crossing in Baltimore City is a place where people, cars, and trains all traverse the same spaces, creating potential safety risks. The Warner Street Grade Crossing Study and construction of short-term improvements are anticipated to be completed in June 2027 and will improve safety for all users of the system.
- MDOT continues to address pedestrian and bicycle deaths and injuries with the SHA MD 210 Bicycle and Pedestrian Connectivity Project, which is part of an SHA Complete Street Improvements Program in the corridor. This project has achieved NEPA approvals and is advancing to final design.
- SHA is advancing safety projects on MD 97 Montgomery Hills and MD 5 in Great Mills. The MD 97 (Georgia Avenue) Montgomery Hills project is a 0.7-mile project to improve pedestrian, bicycle, and roadway safety, as well as to enhance transit. Construction is expected to begin in spring 2028. The Great Mills project is a comprehensive project spanning a 3,500 foot east-west section of MD 5 from MD 471 (Indian Bridge Road) to MD 246 (Great Mills Road) and includes replacing the St. Mary's River Bridge, widening MD 5 from a two-lane road to a four-lane undivided roadway, and adding a 5-foot bicycle lane and 5-foot sidewalks on both sides of the roadway.
- SHA has initiated a project for US 50 (Ocean Gateway) corridor improvements from Dutchman's Lane to Lomax Street in the town of Easton, in Talbot County. This project includes new ADA-compliant sidewalks, turn lane extensions, and median landscaping.
- MDTA is advancing the Bay Bridge Protection Project. While the bridge's pier protection design and conditions meet the requirements of the bridge's federal permits, the project is designed based on current industry standards to enhance protections for the structures.
- SHA is advancing the construction of upgrades at the US 301 intersection with Smallwood Drive as part of the US 301 Corridor Pedestrian Safety Plan and Improvements. This includes a highly visible striped crosswalk for the north leg of US 301 and the east and west legs of Smallwood Drive, with all right-turn lanes aligned with existing pedestrian ramps, which is expected to be completed in Winter 2026.
- MDOT is committing an average of $1.8 million annually over MDOT's six-year capital program in funding for the Bikeways Program, bringing the

program total to $28.4 million allocated to-date. This funding helps localities ensure safe access for bicyclists and other vulnerable road users.

- SHA is advancing the US 15 project, which will make safety and capacity upgrades, adding a third lane in each direction in Frederick County, addressing merging concerns, and truck safety.
- SHA is moving forward with the I-97 project in Anne Arundel County, which is a 7-mile project to enhance safety and relieve severe bottlenecks, adding one lane in each direction between US 50 and MD 32. Construction is expected to begin in 2028.
- Under the federal Transportation Alternatives Program (TAP) and the state Bikeways grants, the Town of La Plata is finalizing design and preparing to construct a buffered bikeway and shared use path along Willow Lane, MD 6, MD 488, and Radio Station Road to Laurel Springs Regional Park. The project will deliver on the community's strong desire to improve bicycling and connectivity within the Town and to nearby destinations.
- Under TAP and Bikeways grants, Worcester County is completing final design of a shared-use path connecting US 50 and Ocean City to Assateague State Park along the MD 611 corridor. The project will promote safe, multimodal connections between two key tourist destinations with multiple communities, campgrounds, and businesses along the corridor.
- Under a Bikeways grant, Garrett County studied the feasibility of a shared-use path on MD 135, which would provide a key active transportation connection through the Town of Oakland, the Town of Mountain Lake Park, and the Town of Loch Lynn Heights. With strong, positive community feedback, the study has now been adopted by all three Towns and Garrett County.

State of Good Repair Projects

- MDOT continues its generational commitment of $1.38 billion in the Baltimore Light Rail Modernization Program, the first major investment in the system since its construction more than 32 years ago. The MTA Light Rail Modernization Project includes new light rail vehicles, train control, traction power substations, station renovations, and maintenance facilities. These elements are actively in stages of procurement.
- MAA is replacing the World War II-era air traffic control tower at Martin State Airport in Baltimore County with a modern state-of-the art air traffic control tower in Middle River. Construction for the Martin State (MTN) Airport Air Traffic Control Tower is underway, and completion is anticipated in January 2027.
- MDTA is undertaking a major structural and electrical rehabilitation of the I-695 Curtis Creek Drawbridge. This includes steel repairs, concrete replacement, and updated traffic infrastructure. Construction is underway with anticipated project completion in fall 2027.
- SHA is advancing the US 50 Rural Opportunities to Use Traffic Technology Enhancements (ROUTE) project, which is an Intelligent Transportation System (ITS) deployment along US 50 between the Bay Bridge and the Eastern Shore to ease congestion. SHA received an Advanced Transportation Technology and Innovation (ATTAIN) grant from the Federal Highway Administration (FHWA) to advance this project.
- In Wicomico Couty, SHA is advancing drainage improvement along MD 349 (Nanticoke Road) including planned pipe replacements and ditch cleaning projects.
- MPA is conducting a service life extension and structure improvement project for the Inter-Connector Bridge spanning between the Dundalk and Seagirt Marine terminals. Construction is underway and completion is expected later in Fall 2026.
- At BWI Thurgood Marshall Airport, a major runway rehabilitation is underway to resurface the entire length of one of the primary commercial runways. The Federal Aviation Administration (FAA) awarded BWI a $62.3 million federal grant specifically for runway and runway lighting rehabilitation.

Growing the Economy

- MDOT is advancing the Baltimore Region Transit-Oriented Development Strategy, which provides partnerships to advance housing, ridership, and connectivity. It also provides opportunities to strengthen communities near transit and to create work, wages, and wealth near transit. MDOT also announced a joint transit-oriented development at the Bowie State MARC Station and launched the Rogers Avenue development solicitation.
- MDOT is supporting the Governor’s efforts in workforce development. MDOT has partnered with the Maryland Department of Labor to create the Road to Careers grant program to prepare workers for skilled careers in Maryland’s transportation and construction sectors. Leveraging federal

transportation funding, the program will provide workforce development grants that will fund workforce training and supportive services, creating a new generation of workers to build the State's critical transportation infrastructure. The program will invest $4 million annually over six years. The first and second round of funding awarded $4 million in each of 2025 and 2026.

- SHA is advancing Maryland's $175 million I-81 widening project in Western Maryland. The I-81 Phase 2 construction will widen the highway from four to six lanes in Washington County enabling continued economic growth and addressing truck safety concerns.
- MTA is 90% complete with the construction of the Purple Line, with work underway at all 21 stations. Overhead catenary system (OCS) installation in Montgomery County is ongoing and light rail vehicle testing continues to advance. The Purple Line will provide faster, more reliable transportation between residential and major employment areas. It will enhance access to existing Metrorail lines, increase capacity of congested roadways, support economic development consistent with local master plans, and reduce environmental impacts.
- MTA is investing $95 million to support planning and design of the Baltimore Red Line, including community outreach, alignment selection, project phasing, and advancing project design.
- MTA is finalizing the Southern Maryland Rapid Transit (SMRT) Planning and Environment Linkages (PEL) study to evaluate a 19-mile high-capacity transit corridor between the Branch Avenue Metrorail Station in Prince George's County and the Waldorf-White Plains area in Charles County. The SMRT project aims to alleviate congestion along the MD 5 (Branch Avenue) and US 301 (Crain Highway) corridors and connect Southern Maryland commuters directly to the Washington, D.C. region.
- The Chesapeake Bay Crossing Study Tier 2 NEPA study is moving toward completing a final Environmental Impact Statement and Record of Decision. MDTA identified Alternative C, a dual span south of the existing bridges, as the recommended preferred alternative. The FHWA is anticipated to issue the combined Final EIS and Record of Decision (ROD) identifying the Selected Alternative later this year.
- MTA is advancing plans for the 5th Bus Division, with investments of $23 million to complete acquisition of the site and advance preliminary design. The proposed facility is critical for housing and maintaining an expanded transit fleet to address Baltimore regional transit improvements.

These project highlights are just a few examples of the hundreds of projects MDOT will undertake with the capital budget presented in this CTP.

Modernization

Just as the fiscal realities of this budget have required MDOT to be focused on the priorities and projects it pursues, it also requires MDOT to re-examine the way it spends to ensure that each dollar is doing the most it can. Specifically, to ensure its work is done as efficiently and effectively as possible, MDOT is becoming more data driven, transparent, accountable, and efficient with its processes and delivery. The following initiatives demonstrate how MDOT is pursuing these goals.

Project Prioritization

MDOT has spent the last two years developing an improved system to evaluate new capacity projects for funding. The new Project Prioritization System clearly identifies goals and uses data and analyses to evaluate which projects achieve the most per dollar. It systematizes and rationalizes the means by which projects get considered for funding for initial design work. It creates greater certainty in the project funding cycle by clearly giving projects the green light for advanced design, engineering, and construction rather than going phase by phase. These methods should lead to projects calibrated to achieve the greatest benefit from the most strategic interventions, and greater certainty and transparency in project selection and delivery.

Priority Letters

Priority Letters publicly express to MDOT local priorities for major capital projects so those needs can be included in decision making in MDOT's budget. This process had not changed in decades until last year when MDOT created an online portal to make local requests clearer and more consistent to enable better MDOT responsiveness. MDOT also adopted a new Priority Letter reply which provided comprehensive updates on projects discussed in the localities' letters providing a clear and joint understanding of project status where previously differing understandings of project status often prevailed.

Procurement

MDOT continues to improve its procurement processes. This includes updates to the process to meet all current and new state laws and statutes such as climate reporting, as well as ensuring the procurement process is efficient, accessible, and transparent.

On-Time, On-Budget Projects

Until the Moore-Miller Administration, MDOT had not reported its performance in delivering projects on time and on budget publicly. Starting two years ago, MDOT began reporting these industry best-practice metrics in the annual Attainment Report (AR). These metrics not only help the public understand MDOT's performance but also help MDOT to evaluate its processes and make improvements to deliver more projects on time and on budget in the future. In Fiscal Year 2025, MDOT completed 56 major capital projects and system preservation projects. The following statistics show their performance. MDOT is committed to continual improvement in this area.



Note: Measure only tracks completed major capital projects from the FY 2026 – FY 2031 CTP.

Asset Management

MDOT formally initiated its Asset Management Program in 2017, completing its first Strategic Asset Management Plan and adopting an asset management policy in July 2019. The policy commits MDOT to risk-based, data-driven asset management and requires annual reporting of asset inventories, condition information, and State of Good Repair (SGR) needs. MDOT has made great progress in tracking its assets, their conditions, criticality and maintenance/replacement needs. This CTP includes substantial investments that move this work forward ensuring that MDOT is increasingly able to make data driven decisions that minimize life-cycle costs and maximize return on investment. This includes creating lifecycle management plans for critical assets, launching substantial work on Stormwater and Utility asset classes, and upgrading in-field software to improve inventory and maintenance records.

MDOT's efforts to improve its processes, project delivery, accountability, and transparency reach into all of the work MDOT does. The initiatives listed above are examples of these efforts and demonstrate MDOT's commitment to improving its use of taxpayer dollars and getting more from investments, particularly in the face of the uncertain budget landscape. Indeed, the challenges facing the Department, like those facing Marylanders, only highlight the importance MDOT places on delivering for Maryland's citizens.

The transportation system touches people every day as they are getting to work, seeing family, building a business, going to school, and going to worship. However they travel, people rely on MDOT to make sure they have access to life's opportunities. Over the past year, in the face of significant uncertainty, MDOT has delivered real projects that have made a difference for Marylanders all over the state. That uncertainty looks likely to continue and MDOT is determined to keep on delivering. This will be achieved by fully executing on the key projects already in the pipeline and a remaining focused on safety, system preservation and leveraging investments to grow the economy.



Planned Capital Expenditures

DRAFT FY 2027 - FY 2032 CTP SUMMARY *** ($ Millions)					
MODAL ADMINISTRATIONS	**STATE FUNDS**	**FEDERAL AID**	**OTHER***	**TOTAL**	**PERCENT OF TOTAL**
TSO	282.3	46.4	0.7	329.5	1.5%
MVA	94.9	-	-	94.9	0.4%
MAA **	282.2	221.4	337.7	841.2	3.8%
MPA	1,201.9	202.3	48.7	1,452.9	6.6%
MTA	3,287.0	2,156.5	319.2	5,762.6	26.3%
WMATA	2,035.1	-	1,268.5	3,303.6	15.1%
SHA	1,636.6	6,029.5	290.0	7,956.1	36.3%
HUR	2,192.4	-	-	2,192.4	10.0%
Totals	**11,012.4**	**8,656.0**	**2,264.7**	**21,933.2**	**100.0%**
MDTA (Toll Revenue)	-	-	-	8,881.1	N/A

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 Grant

*** 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.

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 letters with their list of project(s) to MDOT by April each year. 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 for inclusion in the CTP and through the annual CTP Tour meetings.



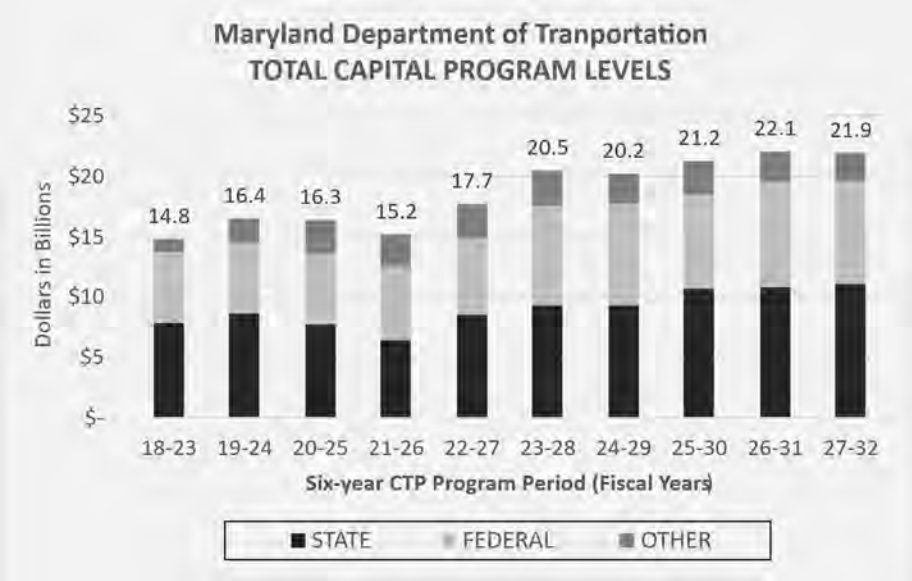
These criteria ask if a project:

- Meets federal or other legal mandates (e.g., stormwater compliance or FAA regulations to maintain airport permits);
- Supports MDOT's program priorities and MTP goals;
- Meets federal program requirements and maximizes the Department's use of federal revenue sources;
- Supports existing project commitments and upholds intergovernmental agreements;
- Is consistent with local plans and priorities; and
- Is included in the regional MPO's long-range plan (if the project is located within an MPO boundary).



FINANCING MARYLAND'S TRANSPORTATION PRIORITIES

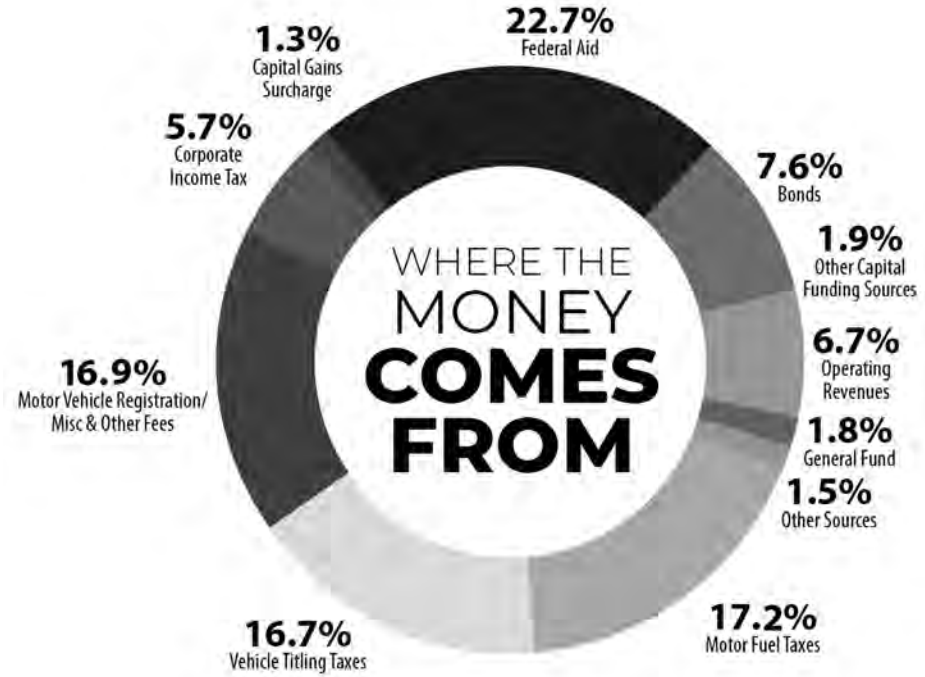
The Transportation Trust Fund (TTF) is Maryland's dedicated transportation fund and serves as the financial foundation for the Maryland Department of Transportation (MDOT). Unlike most state agencies, which rely primarily on the state's General Fund, the TTF is supported through dedicated transportation-related taxes and fees, federal aid, operating revenues, and bond proceeds. These resources finance the operation, preservation, and improvement of Maryland's multimodal transportation system, and include environmental stewardship, congestion relief and maintaining the competitiveness of Maryland's Port of Baltimore and BWI Marshall Airport.



WHERE THE MONEY COMES FROM…

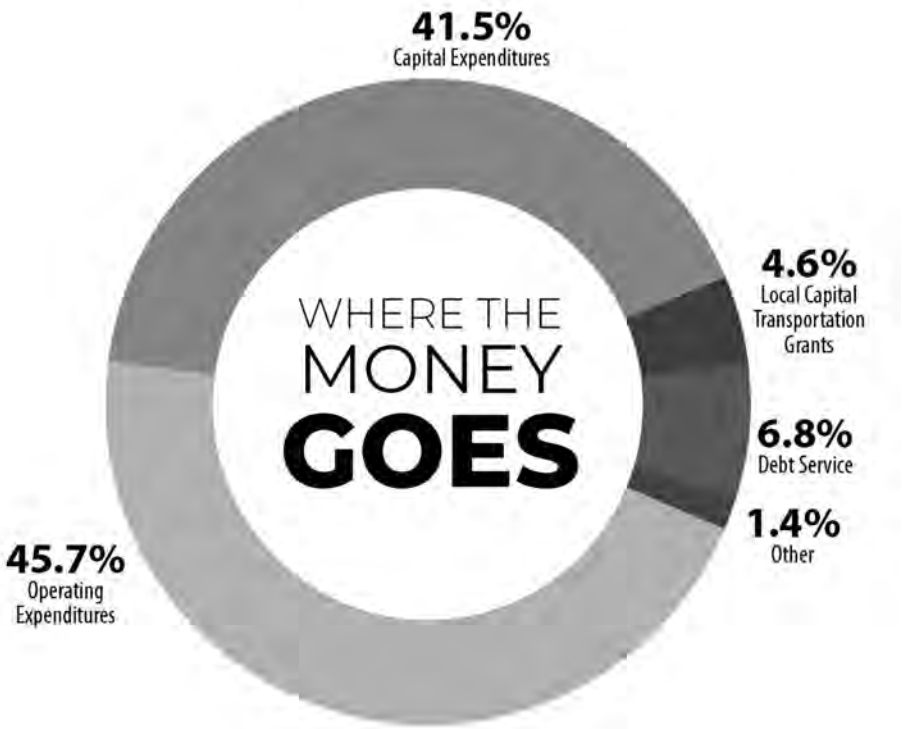
Maryland's transportation system is funded through several dedicated taxes and fees, federal aid, operating revenues, bond sales, and other sources which are assigned to the TTF. These are represented in the graphic that follows.

In total, MDOT's operating and capital spending from all fund sources, including nonbudgeted capital funding, is $47.5 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.



WHERE THE MONEY GOES…

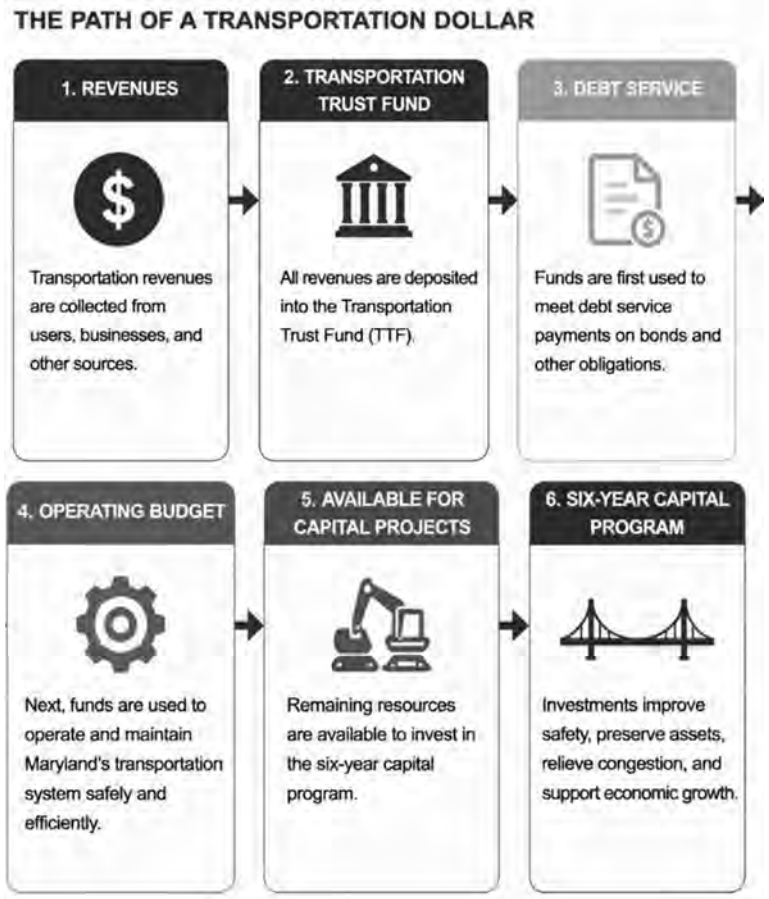
The Transportation Trust Fund supports the planning, development, operation, maintenance, construction, and rehabilitation of the state's transportation network, including transit, roads, bridges, ports and airports; transportation grants to local governments; and debt service. Per Maryland law, a portion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



By law, there is a hierarchy that directs the order in which MDOT's revenues are utilized. Debt service requirements on transportation bonds must be met before TTF funds can be allocated to other transportation purposes. Total debt service over the six-year period is $3.2 billion. Debt service repays the Consolidated Transportation Bonds issued by MDOT to help fund its capital program. Debt service in FY 2027 is $ 451million, will increase to $486 million in FY 2028, and will average roughly $569 million over the remaining forecast period.

After meeting debt service obligations, the next allocation of MDOT revenues is to operating expenditures. The total operating budget spending over the six-year period is $21.7 billion. The TTF 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 TTF.

After debt service and operating costs, the remaining funding goes toward capital projects. This CTP totals $21.93 billion, including $2.20 billion for capital grants to Maryland's counties, municipalities, and Baltimore City for local transportation needs. The CTP is funded with $11.10 billion from the Transportation Trust Fund, $8.66 billion from federal aid, and $2.17 billion from other capital funding sources.



Maryland's Transportation Financial Plan at a Glance

The Transportation Trust Fund finances Maryland's transportation system through a structured financial plan that balances available resources with debt obligations, operating needs, and long-term capital investments. MDOT's Financial Plan includes a 6-year forecast of all projected funding sources and uses and is routinely reviewed to monitor the health of the TTF. The following provides a high-level overview of transportation revenues included in the financial plan that supports the CTP.

STATE REVENUE PROJECTIONS

During the 2024 and 2025 legislative sessions, Governor Moore and the Maryland General Assembly enacted measures to stabilize funding for Maryland's transportation system. These actions strengthened MDOT's ability to deliver essential transportation services, improve system safety and reliability, and advance strategic projects such as the Red Line. Although these steps have been critical, they primarily serve as short-term solutions. Construction and operating costs continue to rise, revenue growth remains uncertain, and the federal Infrastructure Investment and Jobs Act (IIJA) is set to expire at the end of September, with future funding levels unknown.

Chapters 717 (2024) and 604 (2025) established new and increased transportation revenue sources. New fees include an annual electric vehicle registration surcharge, transportation network company fees, and a fee on tire purchases. Fee increases include the vehicle titling tax, vehicle registration fees, and various MVA fees. Revenues from rental cars were also modified, and portions of the sales tax on electricity at electric vehicle charging stations and the capital gains tax were directed to the TTF.

Projected State-sourced revenues, federal aid, and bond issuances total $44.7 billion from FY 2027 through FY 2032. Outside of a few taxes and fees that indexed annually to inflation, little to no growth is expected across most revenue sources during the six-year period.

Revenue Sources

The TTF benefits from a diverse mix of revenues and uniquely supports Maryland's roadway network, MTA and WMATA transit systems, port and airport activities, and the Motor Vehicle Administration.

Motor Fuel Tax. Motor Fuel Tax revenue is historically the largest State-sourced transportation revenue. It is projected to generate $8.0 billion over six years, after statutory deductions. The tax rate is indexed annually by the Comptroller based on inflation and average gas prices. The FY 2027 rate is 46.6 cents per gallon, a slight increase from the prior year. Modest rate increases are expected, but declining fuel consumption will temper revenue growth.

Motor Vehicle Titling Tax. The Motor Vehicle Titling Tax is another major source of revenue, representing 16.7% of total funding. Revenues are projected at $7.9 billion over six years. The tax rate is 6.5% of a vehicle's fair market value, less trade-in allowances. Rental vehicles, previously exempt prior to the 2025 legislative session, are now taxed at 3.5%. Revenues correspond closely with vehicle prices and business cycles.

Motor Vehicle Registration and Miscellaneous Fees. Registration fees, electric vehicle surcharges, emissions inspection fees, and other MVA fees are projected to generate $6.9 billion over six years.

Operating Revenues. Operating revenues total $3.2 billion, consisting of: airport operations (flight activity charges, rent, user fees, parking, concessions): $2.1 billion; transit fare revenue: $732 million; and Port terminal operations and rent: $349 million.

Corporate Income Tax. Corporate income tax revenue is projected at $2.7 billion. Revenues are shared among the TTF, the Higher Education Investment Fund, and the General Fund. The TTF share of the corporate income tax decreases from 22% to 20% beginning in FY 2028 and remains at 20% moving forward.

Capital Gains Tax. A 2% tax on capital gains applies to high-income earners with a federal adjusted gross income exceeding $350,000. This revenue source is shared between the General Fund and the TTF and the TTF portion is estimated at $593 million over the six-year period.

Bond Issuances. MDOT anticipates issuing $3.6 billion in bonds to support its capital program. MDOT's credit ratings are strong: AAA (Standard & Poor's), Aa1 (Moody's), and AA+ (Fitch), due in part to its strong financial management practices and its 15-year limit on debt maturities. State law limits MDOT's total outstanding debt to $5 billion. Additional limits on annual debt issuances and on a ratio of net revenues to debt service also ensure debt affordability.

Federal Aid. Federal aid is projected to total $9.5 billion, largely supporting capital projects. The Infrastructure Investment and Jobs Act (IIJA) increased funding levels for federal formula and discretionary grant programs. Most federal programs require matching State funds, and all federal dollars are reimbursable, necessitating upfront spending from the TTF.

Other Funds. Additional revenues include: tire fees: $138 million; rental vehicle sales/use tax and EV charging station sales/use tax: $280 million; transportation network company fees: $296 million; and transfers from the General Fund, reimbursements, interest income, and other miscellaneous revenue sources: $1.6 billion.

FEDERAL AID ASSUMPTIONS

The current federal authorization is the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), which provides 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. The IIJA authorization is scheduled to expire at the end of FFY 2026, and Congress is currently considering surface transportation reauthorization legislation to establish federal transportation policy and funding levels beyond FFY 2026. Formula funds are currently being distributed based on FFY 2025 appropriations. 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.



Highways and Transit

Based on current FHWA apportionments, MDOT is expected to receive approximately $861 million in highway formula funding in Federal Fiscal Year 2026. Transit formula funding assumptions have not been updated and therefore continue to reflect the Federal Fiscal Year 2025 planning estimate of $365 million.

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 87.2 percent for Federal Fiscal Year 2026 and comparable levels over the remainder of the CTP planning period.

Washington Metropolitan Area Transit Authority (WMATA)

In total, WMATA expects to receive $660 million in federal capital funding in Fiscal Year 2027. This includes $486 million in FTA formula grants and $31.1 million in other federal grants for bus and rail preservation activities. Overall, WMATA's six-year capital budget is $13.5 billion in Fiscal Year 2027 through 2032. This includes $6 billion in state/local funding, $2 billion in debt (including debt generated from bond sales utilizing the jurisdictional dedicated capital funding), $4.1 billion from federal sources, $965 million in prior year funding, and $363 million in prospective federal grants.



Maryland Aviation Administration (MAA)

The FAA, through the Airport Improvement Program (AIP,) is authorized to provide federal entitlement and discretionary funding for airport projects. MAA estimates annual AIP entitlement funding is $7.4 million for BWI Marshall Airport during the six-year period, which increased as a result of changes to the entitlement calculation provision in the FAA Reauthorization Act of 2024. In addition, MAA receives an annual entitlement of $150,000 for Martin State Airport (MTN), a Non-Hub Reliever Airport.



Maryland Port Administration (MPA)

Unlike other MDOT modes, the Maryland Port Administration does not receive recurring federal formula funding. MPA receives approximately $4.9 million annually through the Energy Transfer Port Program to support maintenance dredging, while the Port also benefits from U.S. Army Corps of Engineers appropriations for navigation and dredging projects and competitive federal grant programs. These federal investments help maintain navigable channels, modernize port infrastructure, and support the Port of Baltimore's long-term competitiveness.

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.

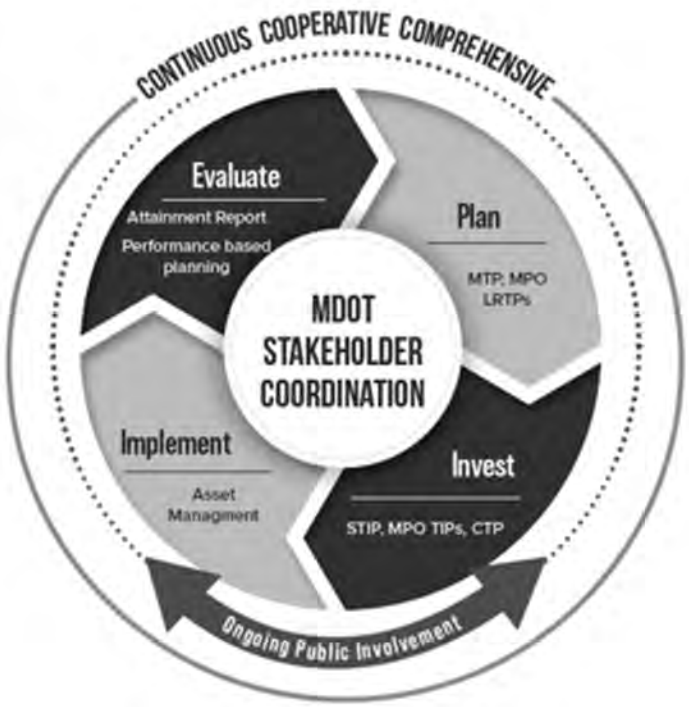
The performance measures evolve and are updated periodically in a collaborative effort between the Secretary's Office, MDOT's modal administrations, and, every 4-5 years, with an AR Advisory Committee. The performance measures were updated in 2023 using input from the AR Advisory Committee, based on 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.

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.

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

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2026...	...2027...	...2028...	...2029...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	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

MAJOR PROJECT SIGNIFICANT CHANGES FROM THE FY 2026-2031 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

PROJECT DESCRIPTION	TOTAL COST ($ MILLIONS)
New Construction Program Projects	
Maryland Aviation Administration	
Fleet Management Program - Operations	19.4
Fleet Management Program - Fire Fighting Equipment	12.0
Facilities Management Program	142.7
Obstruction Removal Program at BWI Marshall and Martin State Airports	11.5
Maryland Transportation Authority	
I-95 John F. Kennedy Memorial Highway - JFK Wash Bay, Salt Barn and Fueling Facilities at Perryville	18.8
I-895 Baltimore Harbor Tunnel Thruway - Replace Eastern Avenue Bridge Over I-895	14.0
State Highway Administration	
MD 136, Calvary Road - Replacement of Bridge No. 12031 over Falling Branch.	9.0
MD 414, St. Barnabas Road - Safety and accessibility improvements between I-95 ramp to MD 5 ramp	17.1
I 70, Eisenhower Memorial Highway - Replacement of Bridge No. 2109403/04 over Licking Creek and No. 2109300 on US 40 Ramp	33.3

PROJECTS ADDED TO THE CONSTRUCTION PROGRAM

PROJECT DESCRIPTION	TOTAL COST ($ MILLIONS)
The Secretary's Office	
MDOT Statewide Rail Trespass Study	1.0
MDOT Solar Implementation	50.0
Projects Moved From D&E Program to Construction Program	
State Highway Administration	
MD 32, Sykesville Road - Geometric improvements from 2nd Street to Main Street	3.5
MD 6, Charles Street - Safety and accessibility improvements from US 301 to Willow Lane	16.3
Total	348.7

PROJECTS ADDED TO THE D&E PROGRAM

PROJECT DESCRIPTION	TOTAL FUNDED ($ MILLIONS)
New D&E Program Projects	
Maryland Transit Administration	
5th Division Bus	24.6
Maryland Transportation Authority	
Authority-Wide - Replace Electronic Toll Collection and Operating System - 4th Generation	18.5
State Highway Administration	
MD 22, Churchville Road - Intersection reconstruction from MD 136 to MD 155	4.0
MD 26, Liberty Road - Safety improvements from west of Georgetown Blvd. to West Hemlock Drive	.6
Projects Moved From Construction Program to D&E Program	
State Highway Administration	
I-68 Cumberland Viaduct - Bridge deck replacement and bridge rehabilitation	6.9
Total	54.6

PROJECTS REMOVED FROM THE D&E OR CONSTRUCTION PROGRAMS

PROJECT DESCRIPTION

Removed from Construction Program

Maryland Aviation Administration

Deicing Pad Expansion at BWI Marshall Airport
Snow Removal Equipment Building at BWI Marshall Airport

New Additions to the FY27 - FY32 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							
Residential Sound Insulation Program							**Reference : MAA A-19**
Residential Sound Insulation Program	2,000	5,213	7,213	-	5,770	1,443	-
Runway 15L/33R & Associated Taxiways - Pavement Rehabilitation at BWI Marshall Airport							**Reference : MAA A-8**
Runway 15L/33R Pavement Rehab and TWs	-	11,350	11,350	2,837	8,512	-	-
Taxiway F Extension at Martin State Airport							**Reference : MAA A-26**
MTN Wilson Point Stormwater Management Improvements	1,258	1,207	2,465	-	2,465	-	-
Runway Improvement Program at Martin State Airport							**Reference : MAA A-27**
MTN Amtrak Catenary Lowering	378	1,377	1,756	-	1,756	-	-
Passenger Movement Modernization at BWI Marshall Airport							**Reference : MAA A-18**
Terminal Vestibule Door Replacement/Refurbishment	-	2,485	2,485	2,485	-	-	-
IT Infrastructure Program							**Reference : MAA A-25**
Airport Data and Information Display System (FIDS)	-	2,400	2,400	2,400	-	-	-
Maryland Port Administration							
Masonville Dredged Material Containment Facility Expansion and Related Projects							**Reference : MPA A-5**
Masonville Shared Use Path (FLAP Grant)	565	-	565	565	-	-	-
Maryland Transit Administration							
Metro Interlocking Renewals							**Reference : MTA A-15**
MTR Interlockings - Reisterstown Plaza East	2,720	-	2,720	2,720	-	-	-
MTR Section B Interlocking Reconstruction	2,287	2,287	4,574	4,574	-	-	-
Locally Operated Transit Systems Capital Procurement Projects (Local Jurisdictions)							**Reference : MTA A-38**
LOTS - Locally Operated Transit Systems - Holding	463	463	926	926	-	-	-
Assistance to Private Non-Profit Agencies for the Transportation of the Elderly and Persons with Disabilities							**Reference : MTA A-39**
LOTS - Seniors & Individuals w/Disabilities - Holding	7,006	3,882	10,888	-	10,888	-	-
Metro Station Rehabilitation Program							**Reference : MTA A-16**
MTR Repairs at 6 Metro Stations	1,600	4,197	5,797	5,797	-	-	-
Fast Forward							**Reference : MTA A-30**
BUS Fast Forward ADA Funding	427	1,070	1,497	1,497	-	-	-

Project Description	Current Year	Budget Year	Total Cost	Total Cost Breakdown			
				STA	FED	OTH	TOLL
State Highway Administration							
I-81, Maryland Veterans Memorial Highway							**Reference : SHA A-5**
MARYLAND VETERANS MEMORIAL HIGHWAY – MD 63/MD 68 TO CSX BRIDGES	-	5,456	5,456	273	5,183	-	-

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-19**
Residential Sound Insulation Program	56	-	56	-	45	11	-
Taxiway F Extension at Martin State Airport							**Reference : MAA A-26**
MTN Wilson Point Stormwater Management Improvements	287	48	335	-	335	-	-
Maryland Port Administration							
Howard Street Tunnel Project							**Reference : MPA A-1**
Upgrades to Howard Street Tunnel	43	-	43	43	-	-	-
Maryland Transit Administration							
Locally Operated Transit Systems Capital Procurement Projects (Local Jurisdictions)							**Reference : MTA A-38**
LOTS Anne Arundel County	22	-	22	22	-	-	-
LOTS Baltimore City	-	22	22	22	-	-	-
State Highway Administration							
US 219, Chestnut Ridge Road							**Reference : SHA A-2**
US219 CHESTNUT RIDGE ROAD FROM OLD SALISBURY ROAD TO PENNSYLVANIA STATE LINE	154	162	317	317	-	-	-

FY 2026 MAJOR PROJECT COMPLETIONS

The Department completed 12 major projects in FY 2026, at a total cost of 319.5 million. These projects are listed below:

PROJECT DESCRIPTION	TOTAL COST ($ MILLIONS)
Maryland Aviation Administration	
Aircraft Maintenance Facility Infrastructure at BWI Marshall Airport	45.1
Taxiway F Relocation at BWI Marshall Airport	47.4
Taxiway T Reconstruction at BWI Marshall Airport	38.7
Fuel Storage Tank Additions at BWI Marshall Airport	25.9
Taxilanes N and N1 Reconstruction at BWI Marshall Airport	21.0
Air Operations Area Fence Upgrade at BWI Marshall Airport	0.0
Maryland Transportation Authority	
I-895 Baltimore Harbor Tunnel Thruway - Resurfacing North and South of the Baltimore Harbor Tunnel	12.8
US 40 Thomas J. Hatem Memorial Bridge - Cleaning and Painting of the Hatem Bridge	65.9
State Highway Administration	
US 301, Blue Star Memorial Highway - Bridge replacement over Chester River	15.9
MD 5, Point Lookout Road - Bridge replacement over Hilton Run	7.3
I-68, National Freeway - Bridge replacement over Creek Road	18.4
Easton Maintenance Shop - Facility renovation	20.9
TOTAL	**319.5**

AWARDS

Highlights of projects awarded by the Department during FY 2026 are listed below:

	PROJECT DESCRIPTION	TOTAL COST ($ MILLIONS)
MAA	BWI Runway 15R Deicing Pad Restriping	0.5
MAA	Elkridge Landing Employee Lot Repairs	1.3
MAA	BWI Airfield Light & Cable Replacement	3.2
MAA	DX/DY Apron Improvements	38.7
MAA	Runway 10-28 Rehabilitation	83.8
MAA	BWI Roadway Canopy Repairs	0.9
MAA	BWI A/B Ticket Counter Expansion	2.4
MAA	BWI Erosion Repairs	1.2
MDTA	BHT Lane Use Signals (LUS) Extension (PIN 2587)	9.9
MDTA	BHT Facility-wide Signing Upgrades (PIN 2614)	13.7
MDTA	FMT Box Girder Preservation (PIN 2580)	10.5
MDTA	Miscellaneous Structural Repairs Inside Fort McHenry Tunnel (PIN 2592)	7.1
MDTA	Maintenance and Repair of Curtis Creek Draw Bridges (PIN 2643)	1.0
MDTA	BHT Maintenance/Auto Building HVAC and Roof Replacement (PIN 2560)	7.9
MDTA	EB Spans Full Paint - Phase 1 (T14-T22 & Suspension Span Towers from Water to below Roadway) (PIN 2679)	58.3
MDTA	Generator Replacement at Various Facilities (PIN 2583)	5.1

AWARDS

	PROJECT DESCRIPTION	TOTAL COST ($ MILLIONS)
MDTA	On-Call Miscellaneous Paving Repairs (PIN 2653)	17.5
MDTA	Radio Rebroadcast and Radiax in BHT & FMT (PIN 2497)	6.3
MDTA	Rehabilitation of Curtis Creek Drawbridges Superstructure (PIN 2619)	19.6
MDTA	Replace CCTV at Various Facilities (PIN 2585)	11.3
MPA	Agency Wide Waterfront Structure Repairs	10.0
MPA	Interconnector Bridge Service Life Extension	7.2
MPA	Electrification 15KV Substation Submetering	3.0
MPA	Agency Wide Facilities Improvements	10.0
MPA	BGE Feeder Upgrade at Dundalk Marine Terminal	10.8
MVA	Glen Burnie Boiler Replacement	1.5
MVA	Central Document Proc. - HVCI Eqp. Upgrade	9.6
MVA	Computer Room HVAC	3.0
MVA	Computer Equipment System Preservation - Dell HYCU	1.0
MVA	Glen Burnie Chiller Replacement	1.3
SHA	Safety and Resurfacing Improvements at Various Locations in Prince George's County	7.8
SHA	US 50, Ocean Gateway - Geometric Improvements from Lomax Street to Dutchman's Lane	9.3
SHA	Safety and Resurfacing Improvements at Various Locations in Montgomery County	7.3

AWARDS

	PROJECT DESCRIPTION	TOTAL COST ($ MILLIONS)
SHA	MD 173, Arundel Mills Boulevard - Shared-Use Path from Arundel Way to Ridge Road	6.4
SHA	MD 267, Baltimore Street/Bladen Street - Cleaning and Painting of Bridges Nos. 0702900 and 0703100 over Amtrak	3.5
SHA	Safety and Resurfacing Improvements at Various Locations in Worcester County	5.2
SHA	US 340, Jefferson National Pike, Geometric Improvements at MD 17, MD 180, and US 15NB	15.3
SHA	MD 543, Fountain Green Road - Geometric Improvements at MD 136	5.7
SHA	MD 135, Pratt Street - Slope Protection from Garrett County Line to Grant Street	6.4
SHA	MD 26, Liberty Road - Geometric Improvements at Old Court Road, Rolling Road, and Milford Mill Road	2.0
SHA	US 301SB, Blue Star Memorial Highway - Bridge Replacement of Bridge No. 1701102 over MD 290	6.3
SHA	US 219, Chestnut Ridge Road - Ridesharing Facilities at US 40 Alt	1.1
SHA	US 13, Ocean Highway - Northbound and Southbound Truck Weigh Inspection Station Facility	5.0
	Total	438.6

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

	CURRENT YEAR 2027	BUDGET YEAR 2028	Planning Years 2029	2030	2031	2032	SIX - YEAR TOTAL
CAPITAL PROGRAM							
The Secretary's Office *	57.5	52.4	75.3	52.5	48.6	43.2	329.5
Motor Vehicle Administration	21.6	15.9	12.0	16.2	14.5	14.8	94.9
Maryland Aviation Administration	290.1	175.0	106.7	82.3	102.4	84.8	841.2
Maryland Port Administration	418.1	309.7	189.9	191.7	172.9	170.7	1,452.9
Maryland Transit Administration	991.4	1,176.3	1,050.4	913.2	833.7	797.6	5,762.6
Washington Metropolitan Area Transit *	530.5	567.7	543.3	545.6	554.3	562.2	3,303.6
State Highway Administration **	1,514.8	1,724.8	1,852.0	1,824.8	1,626.0	1,606.0	10,148.5
TOTAL CAPITAL	3,824.0	4,021.9	3,829.6	3,626.2	3,352.2	3,279.3	21,933.2
Special Funds	1,931.1	2,046.0	1,803.2	1,812.6	1,704.0	1,715.4	11,012.4
Federal Funds	1,372.7	1,593.1	1,629.0	1,441.2	1,335.1	1,284.9	8,656.0
Other Funds ***	520.1	382.9	397.3	372.3	313.0	279.1	2,264.7

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

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

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

SUMMARY OF FEDERAL AID OBLIGATIONS
($ MILLIONS)

The following listing estimates the annual levels of funds anticipated from individual federal aid categories necessary to support the FY 2027 - FY 2032 CTP/STIP:

	2027	2028	2029	2030	2031 - 2032	TOTAL
Maryland Transit Administration						
New Starts, Fixed Gudeway, Modernization and Bus	256.0	261.1	266.3	271.7	559.7	1,614.8
Elderly and Persons with Disabilites	5.9	6.0	6.2	6.3	12.9	37.3
Rural Area Formula	11.5	11.7	11.9	12.2	25.1	72.3
Subtotal (MTA)	273.4	278.8	284.4	290.1	597.7	1,724.4
State Highway Administration						
Surface Transportation Block Grant	220.2	220.2	220.2	220.2	440.3	1,320.9
Highway Safety Improvement Program	48.9	48.9	48.9	48.9	97.8	293.3
National Highway Peformance Program	452.5	452.5	452.5	452.5	905.1	2,715.2
(PROTECT) Program	22.3	22.3	22.3	22.3	44.6	133.9
Carbon Reduction Program	19.6	19.6	19.6	19.6	39.3	117.8
National Highway Freight Program	22.6	22.6	22.6	22.6	45.1	135.4
Metropolitan Planning	9.9	9.9	9.9	9.9	19.8	59.4
Railway-Highway Crossings - HSIP set-aside	2.4	2.4	2.4	2.4	4.9	14.6
Congestion Mitigation/Air Quality	63.3	63.3	63.3	63.3	126.7	380.0
Subtotal (SHA)	861.8	861.8	861.8	861.8	1,723.5	5,170.5
Grand Total	**1,135.1**	**1,140.6**	**1,146.2**	**1,151.9**	**2,321.2**	**6,894.9**

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 2027 - FY 2032 CTP/STIP:

SYSTEM PRESERVATION / TRAFFIC MANAGEMENT CATEGORIES	CURRENT YEAR 2027	BUDGET YEAR 2028	Planning Years 2029	2030	2031 - 2032	SIX - YEAR TOTAL
Bridge Replacement and Rehabilitation						
National Highway Performance Program	149.8	201.1	208.5	178.3	340.1	1,077.9
Surface Transportation Program	9.6	12.8	13.3	11.4	21.7	68.8
Congestion Management						
Congestion Mitigation/ Air Quality	5.6	9.3	10.0	10.1	23.1	58.1
National Highway Performance Program	2.9	3.9	4.9	4.2	10.2	26.1
Surface Transportation Program	6.7	7.8	11.2	8.2	21.0	54.9
Environmental Projects						
Carbon Reduction Program	11.4	8.9	4.5	2.6	5.3	32.8
Highway Safety	5.9	4.3	5.8	6.9	13.8	36.7
National Highway Performance Program	4.4	22.3	17.7	22.9	46.1	113.4
Surface Transportation Program	45.0	43.4	41.3	51.7	104.3	285.8
Transportation Alternative Program	18.5	13.4	11.1	8.8	17.5	69.3
Resurfacing and Rehabilitation						
Highway Safety	1.7	2.0	1.9	2.0	4.7	12.3
National Highway Performance Program	72.3	86.2	79.8	86.4	202.8	527.6
Surface Transportation Program	97.1	116.3	108.0	116.5	271.7	709.5
Safety and Spot Improvements						
Congestion Mitigation/ Air Quality	1.6	2.5	2.2	2.1	3.9	12.3
Highway Safety	15.7	28.4	23.6	23.9	45.1	136.7
National Highway Performance Program	24.8	31.0	23.7	27.2	52.0	158.7
Surface Transportation Program	90.5	131.8	120.6	123.9	212.2	679.1
Urban Reconstruction/Revitalization						
Surface Transportation Program	3.8	7.3	4.6	6.8	6.9	29.4
Grand Total	**567.2**	**732.9**	**692.9**	**693.9**	**1,402.4**	**4,089.4**

Minor Program Summary By Fiscal Year
($ MILLIONS)

The following provides a summary breakdown of the Minor Program funding levels for FY 2027 through FY 2032. Anticipated projects for FY 2027 and FY 2028 within these totals are listed in the project detail section of this document.

PROGRAM NAME	CURRENT YEAR 2027	BUDGET YEAR 2028	Planning Years 2029	2030	2031	2032	SIX - YEAR TOTAL
MARYLAND AVIATION ADMINISTRATION							
Agency Wide	**0.2**	**0.2**	**0.2**	**0.0**	**0.0**	**0.0**	**0.5**
Annual	**1.5**	**2.4**	**1.3**	**1.0**	**2.2**	**1.3**	**9.7**
Annual Fees and Inspection Program	0.1	0.6	0.0	0.0	0.0	0.0	0.7
Engineering Program Support	0.2	0.2	0.2	0.2	0.0	0.0	1.0
GIS	0.8	1.3	0.9	0.6	2.0	1.3	6.9
Misc Office Support	0.1	0.0	0.0	0.0	0.0	0.0	0.1
Planning	0.1	0.0	0.0	0.0	0.0	0.0	0.1
Real Estate Services	0.2	0.2	0.2	0.2	0.2	0.0	0.9
Baltimore/Washington	**3.5**	**2.3**	**3.2**	**2.7**	**3.2**	**18.3**	**33.4**
CMI-SBRs	0.6	0.9	1.0	0.7	1.2	1.1	5.5
Engineering Program Support	0.0	0.0	0.0	0.0	1.0	1.0	2.0
Future Development	0.0	0.0	0.0	0.0	0.1	13.7	13.8
Misc Office Support	0.1	0.1	0.1	0.0	0.0	0.0	0.3
Pavement Mgmt -BWI Landside	0.0	0.0	0.9	1.0	0.0	0.0	1.9
Planning	1.1	1.2	1.1	1.0	0.9	2.5	7.9
Pre-Construction Project Env, Plan, Eng	1.0	0.1	0.1	0.0	0.0	0.0	1.1
Program Management	0.1	0.0	0.0	0.0	0.0	0.0	0.1
Real Estate Services	0.1	0.1	0.0	0.0	0.0	0.0	0.3
Tenant Facilities	0.2	0.0	0.0	0.0	0.0	0.0	0.2
Terminal Facilities	0.2	0.0	0.0	0.0	0.0	0.0	0.2
Critical Airport Systems	**3.6**	**3.0**	**0.1**	**0.0**	**1.7**	**0.0**	**8.4**
Airport Utilities	3.0	2.0	0.0	0.0	1.7	0.0	6.7
Future Development	0.1	0.1	0.1	0.0	0.0	0.0	0.3
Operating Facilities	0.4	0.9	0.0	0.0	0.0	0.0	1.4
System Preservation	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Environmental Compliance	**4.9**	**6.4**	**1.8**	**5.3**	**3.9**	**1.4**	**23.8**
Environmental Compliance	2.9	5.6	1.3	4.8	1.4	1.4	17.5
Environmental Planning	1.2	0.8	0.5	0.5	0.0	0.0	2.9

Minor Program Summary By Fiscal Year
($ MILLIONS)

The following provides a summary breakdown of the Minor Program funding levels for FY 2027 through FY 2032. Anticipated projects for FY 2027 and FY 2028 within these totals are listed in the project detail section of this document.

PROGRAM NAME	CURRENT YEAR 2027	BUDGET YEAR 2028	Planning Years 2029	2030	2031	2032	SIX - YEAR TOTAL
MARYLAND AVIATION ADMINISTRATION (cont'd)							
Environmental Compliance (cont'd)							
Pavement Mgmt - BWI Airside	0.8	0.0	0.0	0.0	2.5	0.0	3.3
Information Technology	**0.2**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.2**
LAN	**1.2**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**1.2**
Operating Facilities	0.2	0.0	0.0	0.0	0.0	0.0	0.2
Planning	1.0	0.0	0.0	0.0	0.0	0.0	1.0
Landside	**0.6**	**0.1**	**0.0**	**0.0**	**0.0**	**0.0**	**0.7**
Planning	0.0	0.1	0.0	0.0	0.0	0.0	0.1
Pre-Construction Project Env, Plan, Eng	0.6	0.0	0.0	0.0	0.0	0.0	0.6
Martin State	**0.3**	**0.7**	**1.0**	**1.0**	**0.0**	**0.0**	**3.0**
RSA Improvements	**0.0**	**0.0**	**0.9**	**0.6**	**0.1**	**0.0**	**1.6**
Security	**4.1**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**4.1**
Sound Mitigation	**0.0**	**0.0**	**0.4**	**0.0**	**0.0**	**0.0**	**0.4**
Terminal Development	**0.3**	**0.0**	**0.4**	**0.1**	**0.1**	**0.3**	**1.1**
Commercial Management	0.2	0.0	0.3	0.0	0.0	0.0	0.5
Tenant Facilities	0.0	0.0	0.1	0.1	0.1	0.3	0.5
Terminal Facilities	0.1	0.0	0.0	0.0	0.0	0.0	0.1
Total	**20.4**	**15.2**	**9.3**	**10.7**	**11.2**	**21.3**	**88.2**
MARYLAND PORT ADMINISTRATION							
All Terminals	**12.6**	**12.6**	**17.3**	**22.5**	**18.6**	**22.3**	**105.9**
Engineering A&E and Open Ended Contracts	3.1	5.3	6.2	6.7	6.7	7.2	35.1
Engineering Agency Wide Building Repairs	2.7	2.7	3.4	3.0	3.0	3.0	17.7
Engineering Comprehensive Paving Program	2.0	1.3	2.5	1.5	1.5	3.0	11.8
Engineering Waterfront Structures Program	3.2	2.5	4.2	3.9	4.9	4.9	23.4
Environment	0.2	0.2	0.2	0.2	0.2	0.2	0.9

Minor Program Summary By Fiscal Year
($ MILLIONS)

The following provides a summary breakdown of the Minor Program funding levels for FY 2027 through FY 2032. Anticipated projects for FY 2027 and FY 2028 within these totals are listed in the project detail section of this document.

PROGRAM NAME	CURRENT YEAR 2027	BUDGET YEAR 2028	Planning Years 2029	2030	2031	2032	SIX - YEAR TOTAL
MARYLAND PORT ADMINISTRATION (cont'd)							
All Terminals (cont'd)							
Facility and Capital Equipment	0.9	0.8	0.8	1.6	1.1	1.5	6.7
Landside Major Projects - Engineering	0.0	0.0	0.0	4.5	1.3	1.5	7.3
Planning and Finance	0.7	0.0	0.1	1.2	0.0	1.0	3.0
Dredging - General	**3.1**	**3.2**	**3.0**	**3.2**	**3.4**	**3.4**	**19.4**
Dredging - Innovative Reuse	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
Dundalk Marine Terminal	**0.4**	**0.3**	**3.4**	**3.2**	**6.2**	**3.2**	**16.6**
Environmental	**0.2**	**0.1**	**0.0**	**9.1**	**4.1**	**0.6**	**14.1**
Port - Wide	**0.7**	**0.6**	**0.8**	**0.6**	**0.6**	**0.6**	**3.7**
Total	**16.9**	**16.8**	**24.5**	**38.6**	**32.9**	**30.1**	**159.7**
MARYLAND TRANSIT ADMINISTRATION							
Agency Wide	**18.1**	**20.7**	**21.2**	**13.9**	**26.2**	**9.8**	**110.0**
AGY - ADA Compliance	0.4	0.4	0.3	0.0	0.3	0.0	1.3
AGY - Capital Program Support	0.0	0.2	0.1	5.8	14.2	3.6	23.9
AGY - CMD Support Costs	0.0	0.0	0.0	0.0	1.5	0.0	1.5
AGY - Communications Systems	0.1	0.2	0.1	0.0	0.1	0.0	0.5
AGY - Corrosion Control	0.3	0.2	0.0	0.0	0.0	0.0	0.5
AGY - Energy Savings Initiatives	0.1	0.2	0.1	0.2	0.0	0.0	0.6
AGY - Engineering Initiatives	0.5	0.1	0.5	0.7	0.9	0.0	2.6
AGY - Environmental Compliance	1.5	1.0	0.1	0.2	0.0	0.0	2.8
AGY - Environmental Planning	1.0	0.3	0.2	0.0	1.5	0.0	3.1
AGY - Facilities	0.0	0.0	0.0	0.0	0.0	0.0	0.0
AGY - Facilities - Pavement	0.3	0.7	1.6	0.0	0.7	0.0	3.3
AGY - Facilities - Roof	0.2	2.9	0.3	0.0	0.2	0.0	3.7
AGY - Guideway - Ops	0.8	0.1	1.7	0.6	0.1	0.0	3.3

Minor Program Summary By Fiscal Year
($ MILLIONS)

The following provides a summary breakdown of the Minor Program funding levels for FY 2027 through FY 2032. Anticipated projects for FY 2027 and FY 2028 within these totals are listed in the project detail section of this document.

PROGRAM NAME	CURRENT YEAR 2027	BUDGET YEAR 2028	Planning Years 2029	2030	2031	2032	SIX - YEAR TOTAL
MARYLAND TRANSIT ADMINISTRATION (cont'd)							
Agency Wide (cont'd)							
AGY - Guideway - T&S	0.2	0.0	1.1	1.9	1.4	0.0	4.6
AGY - Non-Revenue Vehicles	0.5	4.8	3.4	0.4	0.0	4.0	13.0
AGY - Owner Controlled Insurance Program	0.9	1.1	0.4	0.1	0.0	0.0	2.5
AGY - Planning Initiatives	1.0	0.6	5.4	0.1	2.3	0.4	9.8
AGY - Program Management Office	1.3	1.0	1.2	1.3	0.3	0.0	5.1
AGY - Regional Planning Initiatives - Holding	0.5	0.0	0.0	2.4	0.0	0.0	2.9
AGY - Safety Initiatives	1.7	0.3	0.2	0.0	0.0	0.0	2.2
AGY - Statewide GIS Planning Initiatives - Holding	0.6	0.4	0.0	0.0	0.0	1.8	2.8
AGY - Stormwater Management	1.2	0.6	0.9	0.0	1.0	0.0	3.7
AGY - Systems	1.6	0.3	0.1	0.0	1.3	0.0	3.2
AGY - TMDL Compliance	0.0	0.0	0.6	0.0	0.0	0.0	0.7
AGY - Transit Asset Management	1.4	0.1	0.0	0.3	0.3	0.0	2.1
AGY - Transit Innovation	0.0	0.0	0.2	0.0	0.1	0.0	0.3
AGY - Utility Infrastructures Mapping	0.3	0.2	0.1	0.0	0.0	0.0	0.5
BUS - Revenue Vehicles	0.4	0.0	0.0	0.0	0.0	0.0	0.4
LTR - Safety Initiatives	0.1	0.0	0.0	0.0	0.0	0.0	0.1
Major Projects	0.0	0.0	0.0	0.0	0.1	0.0	0.1
NS - Purple Line	0.3	0.3	1.5	0.0	0.0	0.0	2.1
POL - Systems	1.0	4.7	1.2	0.0	0.0	0.0	6.9
Bus	**7.2**	**5.7**	**5.7**	**4.8**	**1.6**	**0.0**	**25.0**
AGY - Facilities - Pavement	0.0	0.0	1.5	0.0	0.0	0.0	1.5
AGY - Facilities - Roof	0.0	0.0	1.4	2.3	0.0	0.0	3.7
AGY - Planning Initiatives	0.1	0.0	0.1	0.2	0.2	0.0	0.6
AGY - Safety Initiatives	0.0	0.0	0.1	0.0	0.0	0.0	0.1
AGY - TMDL Compliance	0.5	0.8	0.0	0.0	0.0	0.0	1.4
BUS - Equipment	1.2	0.6	0.4	0.3	0.1	0.0	2.6

Minor Program Summary By Fiscal Year
($ MILLIONS)

The following provides a summary breakdown of the Minor Program funding levels for FY 2027 through FY 2032. Anticipated projects for FY 2027 and FY 2028 within these totals are listed in the project detail section of this document.

PROGRAM NAME	CURRENT YEAR 2027	BUDGET YEAR 2028	Planning Years 2029	2030	2031	2032	SIX - YEAR TOTAL
MARYLAND TRANSIT ADMINISTRATION (cont'd)							
Bus (cont'd)							
BUS - Facilities	2.1	1.0	1.0	0.6	0.0	0.0	4.8
BUS - Facilities - FE	2.2	2.0	0.0	0.0	0.0	0.0	4.2
BUS - Revenue Vehicles	1.1	0.6	0.9	1.3	0.8	0.0	4.6
BUS - Systems	0.0	0.7	0.2	0.2	0.6	0.0	1.6
Freight	**0.8**	**0.7**	**0.0**	**0.0**	**0.0**	**0.0**	**1.5**
Information Technology	**0.1**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.1**
Light Rail	**5.8**	**9.1**	**9.3**	**2.1**	**1.8**	**0.4**	**28.6**
AGY - Facilities - Pavement	0.5	0.4	0.0	0.0	0.0	0.0	1.0
AGY - Guideway - T&S	0.1	0.1	0.1	0.1	0.1	0.0	0.4
AGY - Stormwater Management	0.3	0.3	0.0	0.0	0.0	0.0	0.5
AGY - TMDL Compliance	0.0	0.0	0.0	0.2	0.0	0.0	0.2
LTR - Bridge Preservation - T&S	0.0	2.0	0.9	0.0	0.7	0.0	3.6
LTR - Catenary Preservation	0.7	1.2	0.1	0.0	0.8	0.0	2.8
LTR - Drainage	1.0	3.0	6.3	0.0	0.0	0.4	10.6
LTR - Facilities Maintenance	1.0	0.7	0.6	0.4	0.0	0.0	2.7
LTR - Guideway - Ops	0.1	0.5	0.1	0.0	0.1	0.0	0.7
LTR - Guideway - T&S	0.6	0.0	0.0	0.0	0.2	0.0	0.8
LTR - Revenue Vehicles	0.0	0.1	0.0	0.0	0.0	0.0	0.1
LTR - Safety Initiatives	0.0	0.2	0.3	0.0	0.1	0.0	0.6
LTR - Systems Maintenance	1.5	0.6	0.9	1.5	0.0	0.0	4.5
LOTS	**2.4**	**0.8**	**0.0**	**0.0**	**0.0**	**0.0**	**3.2**
MARC	**1.1**	**4.2**	**3.8**	**3.7**	**0.0**	**0.0**	**12.8**
AGY - Planning Initiatives	0.1	0.0	0.0	0.0	0.0	0.0	0.1
AGY - TMDL Compliance	0.2	1.0	1.0	0.0	0.0	0.0	2.2
MARC - Facilities - FE	0.0	0.5	0.8	0.1	0.0	0.0	1.4
MARC - Facilities - Ops	0.1	0.0	2.0	2.1	0.0	0.0	4.2

Minor Program Summary By Fiscal Year
($ MILLIONS)

The following provides a summary breakdown of the Minor Program funding levels for FY 2027 through FY 2032. Anticipated projects for FY 2027 and FY 2028 within these totals are listed in the project detail section of this document.

PROGRAM NAME	CURRENT YEAR 2027	BUDGET YEAR 2028	Planning Years 2029	2030	2031	2032	SIX - YEAR TOTAL
MARYLAND TRANSIT ADMINISTRATION (cont'd)							
MARC (cont'd)							
MARC - Guideway	0.3	2.4	0.0	0.3	0.0	0.0	2.9
MARC - Revenue Vehicles	0.5	0.4	0.0	1.2	0.0	0.0	2.0
Metro	**9.3**	**6.5**	**5.2**	**5.0**	**1.9**	**0.0**	**27.9**
AGY - Communications Systems	0.4	0.0	0.0	0.0	0.0	0.0	0.4
AGY - Facilities - Roof	1.4	2.1	1.4	2.8	0.0	0.0	7.7
AGY - Guideway - T&S	0.0	0.6	0.6	0.6	1.7	0.0	3.5
AGY - Systems	0.4	0.0	0.0	0.0	0.0	0.0	0.5
AGY - TMDL Compliance	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MTR - Bridge & Elevated Structures - T&S	0.1	1.1	0.2	0.0	0.0	0.0	1.3
MTR - Facilities Maintenance	0.3	0.1	0.1	0.0	0.2	0.0	0.6
MTR - Facilities Maintenance - MPMO	1.3	0.0	0.8	0.0	0.0	0.0	2.1
MTR - Guideway - Ops	0.3	0.3	0.0	1.2	0.0	0.0	1.7
MTR - Revenue Vehicles	1.4	0.1	0.0	0.2	0.0	0.0	1.7
MTR - Safety Initiatives	0.0	0.2	0.2	0.3	0.0	0.0	0.7
MTR - Systems Maintenance	2.9	2.0	2.0	0.0	0.0	0.0	7.0
MTR - Tunnel Preservation - T&S	0.6	0.0	0.0	0.0	0.0	0.0	0.6
Mobility	**1.3**	**0.3**	**1.8**	**0.2**	**0.0**	**0.0**	**3.6**
MOL - Facilities	0.7	0.1	0.8	0.0	0.0	0.0	1.7
MOL - Systems	0.3	0.0	0.8	0.0	0.0	0.0	1.1
MOL - Vehicles	0.2	0.2	0.2	0.2	0.0	0.0	0.8
Total	**46.1**	**48.0**	**47.0**	**29.8**	**31.6**	**10.2**	**212.6**

Minor Program Summary By Fiscal Year
($ MILLIONS)

The following provides a summary breakdown of the Minor Program funding levels for FY 2027 through FY 2032. Anticipated projects for FY 2027 and FY 2028 within these totals are listed in the project detail section of this document.

PROGRAM NAME	CURRENT YEAR 2027	BUDGET YEAR 2028	Planning Years 2029	2030	2031	2032	SIX - YEAR TOTAL
MOTOR VEHICLE ADMINISTRATION							
Agency Wide	**8.5**	**0.7**	**1.1**	**2.4**	**1.2**	**1.3**	**15.2**
Comprehensive Planning	1.3	0.1	0.2	1.2	0.2	0.2	3.1
Departmental Services	6.1	0.0	0.2	0.3	0.3	0.3	7.2
Environmental	0.7	0.2	0.2	0.4	0.2	0.2	1.9
Safety and Security	0.4	0.4	0.5	0.5	0.5	0.6	3.0
VEIP	0.1	0.0	0.0	0.0	0.0	0.0	0.1
Building Improvements	**6.0**	**8.5**	**8.0**	**6.1**	**5.9**	**4.9**	**39.4**
Facility	5.7	8.2	7.8	5.0	5.2	4.1	35.9
VEIP	0.4	0.2	0.2	1.2	0.8	0.8	3.5
Information Technology	**6.2**	**5.9**	**2.0**	**6.6**	**6.3**	**0.0**	**27.0**
IT Hardware/Equipment	2.8	3.2	0.8	2.0	3.2	0.0	12.1
IT Software/System Enhancements	3.4	2.6	1.2	4.7	3.1	0.0	14.9
Safety	**0.1**	**0.1**	**0.1**	**0.1**	**0.1**	**0.1**	**0.5**
Total	**20.8**	**15.1**	**11.1**	**15.3**	**13.5**	**6.2**	**82.1**
STATE HIGHWAY ADMINISTRATION							
Safety, Congestion Relief, Highway and Bridge	**685.2**	**880.4**	**871.0**	**904.1**	**875.0**	**870.6**	**5,086.4**
34 - CARBON - Local	12.2	9.5	5.0	3.0	3.1	3.1	35.7
ADA Retrofit	9.7	9.9	10.3	9.6	9.9	9.9	59.3
Bicycle Retrofit	11.8	8.4	11.8	12.8	13.1	13.1	71.1
Bridge Replacement/Rehabilitation	200.4	254.7	266.6	223.7	218.8	218.8	1,383.0
C.H.A.R.T.	14.5	16.5	24.2	18.4	25.4	21.3	120.2
Commuter Action Improvements	2.0	6.7	4.6	7.5	7.7	7.7	36.2
Drainage Improvements	17.0	27.6	34.6	43.8	44.8	44.8	212.7
Emergency	2.3	5.8	5.8	8.2	8.4	8.4	38.9
Environmental Projects	1.7	6.7	3.8	5.1	5.2	4.9	27.5
Intersection Capacity	1.9	0.0	0.0	0.0	0.0	0.0	1.9

Minor Program Summary By Fiscal Year
($ MILLIONS)

The following provides a summary breakdown of the Minor Program funding levels for FY 2027 through FY 2032. Anticipated projects for FY 2027 and FY 2028 within these totals are listed in the project detail section of this document.

PROGRAM NAME	CURRENT YEAR 2027	BUDGET YEAR 2028	Planning Years 2029	2030	2031	2032	SIX - YEAR TOTAL
STATE HIGHWAY ADMINISTRATION (cont'd)							
Safety, Congestion Relief, Highway and Bridge (cont'd)							
Neighborhood Conservation	4.9	9.1	5.8	8.5	4.1	4.1	36.4
Quick Response	26.7	38.0	31.8	31.0	28.2	28.2	184.0
Resurfacing And Rehabilitation	193.8	239.9	226.1	287.4	288.6	288.6	1,524.5
RR Crossings	9.4	7.0	6.8	5.3	5.4	5.4	39.4
Safety And Spot Improvement	42.9	87.3	82.7	73.8	60.3	60.3	407.2
Sidewalk Program	29.9	48.0	53.2	48.5	33.9	33.9	247.5
Statewide Planning And Research	66.8	59.0	67.0	69.1	68.9	68.9	399.7
Traffic Management	34.5	42.4	26.8	44.4	45.4	45.4	238.9
Workforce Development	2.9	4.0	4.0	4.0	3.8	3.8	22.5
Communications	**0.0**	**2.3**	**4.5**	**3.0**	**3.1**	**3.1**	**16.0**
Environmental Compliance	**2.3**	**5.3**	**3.7**	**4.8**	**4.9**	**4.9**	**26.0**
Facilities	**9.6**	**20.4**	**22.8**	**25.4**	**18.9**	**18.9**	**115.9**
Equipment	**8.6**	**13.8**	**13.8**	**24.3**	**24.3**	**24.3**	**109.1**
Truck Weight	**8.6**	**4.7**	**2.6**	**5.3**	**5.4**	**5.4**	**31.9**
SPP Reimbursables	**11.2**	**6.0**	**3.6**	**5.7**	**9.0**	**11.3**	**46.8**
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	**5.0**	**5.2**	**5.3**	**5.4**	**5.6**	**5.6**	**32.1**
Noise Barriers	**2.6**	**6.2**	**3.1**	**6.2**	**6.4**	**6.4**	**30.8**
TMDL Compliance	**51.9**	**48.1**	**44.2**	**40.7**	**41.7**	**41.7**	**268.3**
Transportation Enhancements	**20.1**	**14.6**	**12.1**	**9.7**	**9.5**	**9.5**	**75.5**
Total	**883.5**	**1,085.5**	**1,064.9**	**1,112.9**	**1,082.0**	**1,079.9**	**6,308.6**

Minor Program Summary By Fiscal Year
($ MILLIONS)

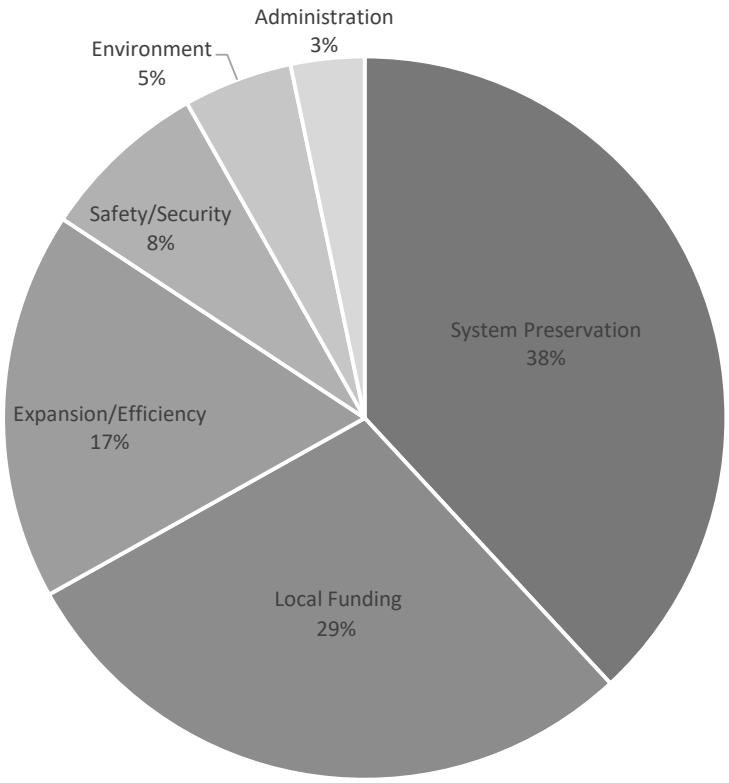
The following provides a summary breakdown of the Minor Program funding levels for FY 2027 through FY 2032. Anticipated projects for FY 2027 and FY 2028 within these totals are listed in the project detail section of this document.

PROGRAM NAME	CURRENT YEAR 2027	BUDGET YEAR 2028	Planning Years 2029	2030	2031	2032	SIX - YEAR TOTAL
THE SECRETARY'S OFFICE							
Agency Wide	**0.2**	**0.3**	**0.0**	**0.0**	**0.0**	**0.0**	**0.5**
Grants	**2.1**	**1.5**	**1.3**	**1.3**	**1.2**	**1.2**	**8.6**
Airport Citizens Committee Grant Program	0.2	0.2	0.0	0.0	0.0	0.0	0.4
Secretary Grants	1.9	1.3	1.3	1.3	1.2	1.2	8.2
Information Technology Project	**5.9**	**4.7**	**0.0**	**0.0**	**0.0**	**0.0**	**10.6**
MDOT IT Enhancement Program	5.1	3.4	0.0	0.0	0.0	0.0	8.5
MDOT IT Preservation Program	0.8	1.3	0.0	0.0	0.0	0.0	2.1
Program 8 - Major IT Projects	**0.2**	**0.2**	**0.1**	**0.0**	**0.0**	**0.0**	**0.4**
The Secretary's Office	**22.1**	**15.9**	**18.1**	**21.2**	**28.5**	**28.4**	**134.2**
CMAPS Preservation	0.9	0.9	0.9	0.9	0.9	0.0	4.4
Environmental Service Funds	2.5	2.0	2.5	2.5	2.5	0.0	12.0
Freight & Intermodal Program	3.8	0.0	0.0	0.0	0.0	0.0	3.8
Homeland Security & Rail Safety	1.6	2.0	2.3	2.4	2.4	2.6	13.2
MBE Disparity Studies	0.8	0.0	0.0	0.0	0.0	0.0	0.8
MDOT HQ Building Preservation	0.1	0.1	0.1	0.1	0.1	0.1	0.4
MDOT IT Enhancement Program	1.8	1.8	1.8	2.1	2.1	2.2	11.9
Planning Services & Studies	8.9	8.8	10.4	13.2	20.4	23.4	85.2
Real Estate Services	0.1	0.2	0.1	0.1	0.1	0.1	0.6
TOD Implementation	1.7	0.2	0.0	0.0	0.0	0.0	2.0
TSO Vehicles and Equipment	0.0	0.0	0.1	0.0	0.0	0.0	0.1
Total	**30.4**	**22.5**	**19.5**	**22.5**	**29.7**	**29.5**	**154.3**
CTP Minor Program Total	**1,018.1**	**1,203.1**	**1,176.3**	**1,229.7**	**1,200.9**	**1,177.2**	**7,005.4**

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
8.4B

Local Funding
6.3B

Expansion/Efficiency
3.8B

Safety/Security
1.7B

Environment
1.1B

Administration
723.1M

MAJOR BRIDGE PROJECTS

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

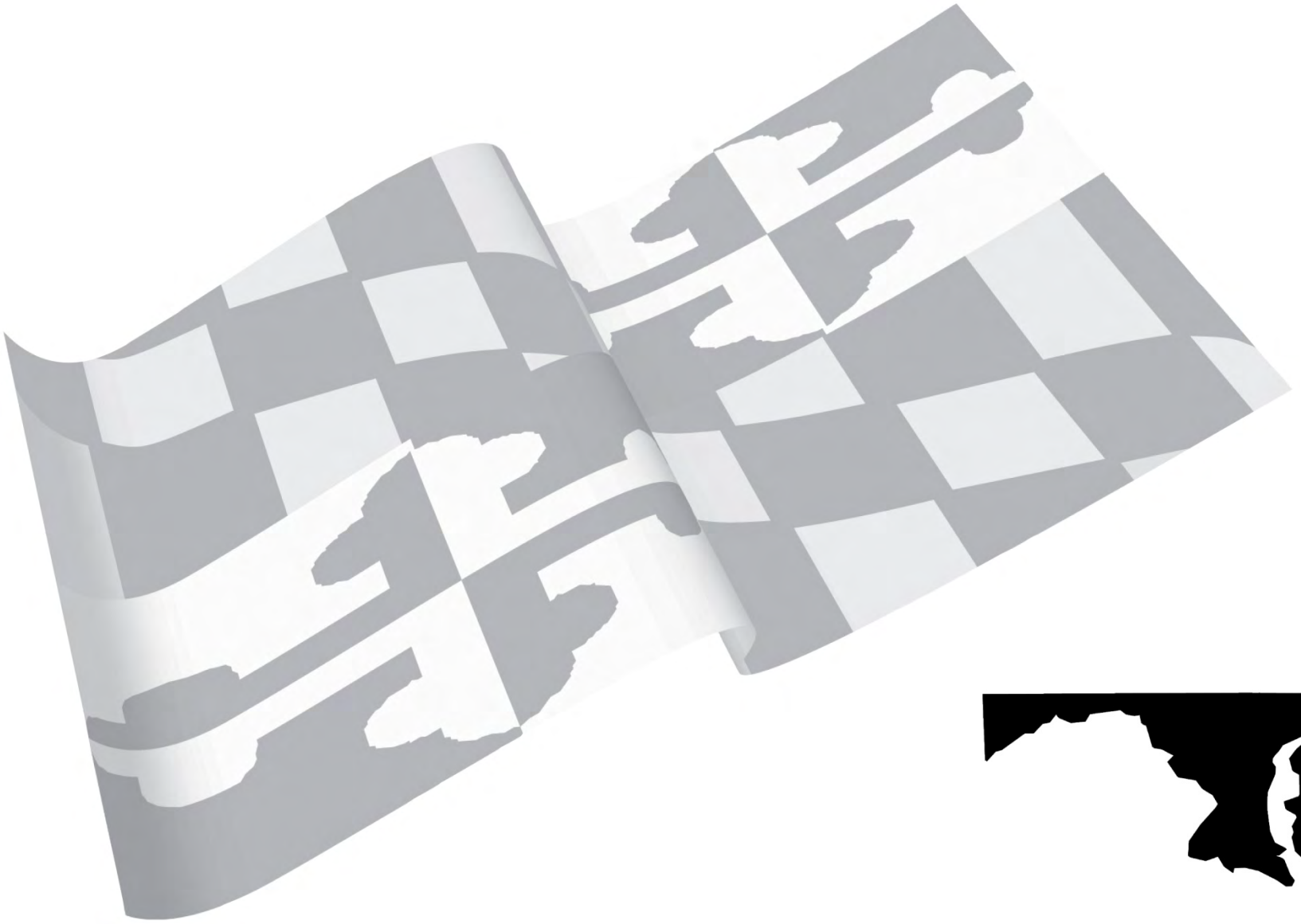
PROGRAM/PROJECT	DESCRIPTION	PIF LINE #
Allegany		
Interstate Development & Evaluation Program		
I-68 Cumberland Viaduct	Deck replacement and rehabilitation of Bridge No. 0109600 (the Cumberland Viaduct).	3
Secondary Construction Program		
MD 144, Naves Cross Road	Replacement of Bridge No. 0109100 on MD 144 over Evitts Creek.	2
MD 51, Old Town Road	Replacement of Bridge No. 0104700 on MD 51 over Town Creek.	1
Baltimore County		
Interstate Construction Program		
I-695, Baltimore Beltway	Replacement of Bridge No. 0317400 on Putty Hill Avenue over I-695.	3
Carroll		
Secondary Construction Program		
MD 26, Liberty Road	Bridge Deck Replacement of Bridge Nos. 0600100 and 0600200 over Liberty Reservoir.	2
Charles		
Secondary Construction Program		
MD 225, Hawthorne Road	Replacement of Bridge No. 0802100 on MD225 over Mattawoman Creek.	2
Garrett		
Secondary Construction Program		
US 219, Garrett Highway	Replacement of Bridge No. 1102400 over the Youghiogheny River (0.04 miles).	1

MAJOR BRIDGE PROJECTS

PROGRAM/PROJECT	DESCRIPTION	PIF LINE #
Harford		
Secondary Construction Program		
MD 136, Calvary Road	Replacement of Bridge No. 120031001 over Falling Branch.	1
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		
Interstate Construction Program		
I-95, Capital Beltway	Replacement of Bridge Nos. 1615905 and 1615906 on I-495 over MD 4.	2
Primary Construction Program		
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 Western Branch.	4
Secondary Construction Program		
MU 227, Riverdale Road	Replacement of Bridge No. 1609000 on Riverdale Road over Northeast Branch Anacostia River.	7
Queen Anne's		
Primary Construction Program		
US 301, Blue Star Memorial Highway	Replacement of Bridge No. 1701102 on US 301 Southbound over MD 290.	1
Washington		
Interstate Construction Program		
I 70, Eisenhower Memorial Highway	Replacement of Bridge No. 2109403/04 over Licking Creek and No. 2109300 on US 40 Ramp.	4

MAJOR BRIDGE PROJECTS

PROGRAM/PROJECT	DESCRIPTION	PIF LINE #
Washington (cont'd)		
Interstate Construction Program (cont'd)		
I-70, Eisenhower Highway	Replacement of Dual Bridge Nos. 2111503 and 2111504 on I-70 over MD 632.	3
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.	1
I-70, Eisenhower Memorial Highway	Replacement of Bridge Nos. 2110203 and 21102014 on I-70 over St. Paul Road.	2
Secondary Construction Program		
US 40, National Pike	Rehabilitation of Bridge No. 2101200 over Conococheague Creek.	6
Wicomico		
Primary Construction Program		
US 13 Business, Salisbury Boulevard	Replacement of Bridge No. 2200400 over East Branch Wicomico River.	1
Worcester		
Primary Development & Evaluation Program		
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





MARYLAND DEPARTMENT OF TRANSPORTATION

BICYCLE & PEDESTRIAN PROJECTS

MDOT'S COMMITMENT TO COMPLETE STREETS

Adopted in 2024, the Complete Streets Policy guides MDOT's investments in improving and expanding Maryland's transportation network. Complete Streets ensure that a range of safe options for multimodal transportation, including for people walking, biking, and rolling, are prioritized throughout all phases of project development. MDOT's commitment to Complete Streets is demonstrated in various PIFs and reports throughout the CTP. This guide is intended to clarify MDOT's Complete Streets investments and how MDOT is leveraging an evolving framework for safer, more accessible communities.

The Complete Streets Policy leads the way for making Complete Streets a reality across Maryland. The Policy requires that MDOT:

- Consider how to improve safety for all roadway users through every capital improvement project. In addition to the core programs shown in the table below, MDOT designs every capital project to increase safety for all users. Throughout the CTP, project PIFs include Complete Streets elements such as sidewalks, shared-use paths, and bike lanes;
- Consult local plans when planning and designing improvements to MDOT right-of-way. That means that both local and State community-led plans, including the 2050 Bicycle and Pedestrian Master Plan and the State Transportation Trails Strategic Plan, must be considered for implementation through MDOT capital projects; and,
- Update technical guidance documents to ensure that Complete Streets are implemented with a context-sensitive approach. As a result, some capital projects may be granted a waiver from adding bicycle and pedestrian facilities, such as if walking and biking are not viable options to reach nearby destinations.

Demand for funding capital projects exceeds the supply of funds. As such, the CTP is revised based on local priority letters, and new capacity projects are evaluated and ranked using the Chapter 30 prioritization process. Chapter 30 applies to SHA or MTA projects that increase highway or transit capacity and cost more than $5 million. State of Good Repair projects are specifically excluded from Chapter 30. Bicycle and sidewalk retrofit projects that do not fall under Chapter 30 are prioritized based on statutory requirements, technical feasibility, local interest and partnership, and available funding.

MDOT is continuing to evaluate and improve its approach to implementing Complete Streets. Per the Complete Streets Implementation Plan, MDOT is updating its policies and programs to comply with the Complete Streets Policy and is developing new resources to assist project teams and local partners in multimodal planning. Every resource, program, and project team are instrumental to realizing Complete Streets and making Maryland's transportation network safe, accessible, and connected for all.

MDOT Program	Purpose	CTP Page
Retrofit Sidewalk Program	Support pedestrian safety improvements	BP-7
Kim Lamphier Bikeways Network Program	Expand Maryland's high-quality bicycle network	TSO--3
Carbon Reduction Program	Reduce transportation emissions from on-road highway sources	SHA-SW-5
Baltimore City ADA Street and Sidewalk Improvements Grant	Improve streets and sidewalks to ensure safe and accessible movement for all	TSO--8
Complete Streets Program	Implement context-driven engineering countermeasures identified in the Pedestrian Safety Action Plan and Vulnerable Road User Assessment	SHA-SW-6

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.

PROGRAM NAME	PROJECTS CURRENTLY FUNDED FOR CONSTRUCTION	FY2027-2032 CTP BIKE/PED FUNDING^
State Highway Administration		
ADA Program	16,489,967	59,280,958
Retrofit Bicycle Program	40,811,000	71,134,082
Neighborhood Conservation*	2,190,948	36,439,732
Primary/ Secondary Program**	8,320,382	8,320,382
Retrofit Sidewalk Program	120,954,616	247,496,291
Recreational Trails Program***	25,061,052	31,263,438
Transportation Alternatives Program***	24,818,558	75,541,000
The Secretary's Office		
Kim Lamphier Bikeways Network Program	10,911,045	21,911,045
Total	**249,557,568**	**551,386,928**

^ 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

PROJECT NAME	MILES	ESTIMATED BIKE/PED COST
STATE HIGHWAY ADMINISTRATION		
ADA Program		
Allegany County		
US 40 Alt., National Highway from MD 658 to Old Cash Valley Road		$ 261,000
Carroll County		
MD 31, New Windsor Road from Lambert Avenue to East of Church Street		$ 9,679,587
Statewide		
ADA Sidewalk Upgrades in Carroll, Frederick, and Howard Counties		$ 4,483,300
ADA Sidewalk Upgrades in Dorchester, Somerset, Wicomico, and Worcester Counties		$ 1,051,837
ADA Sidewalk Upgrades in Montgomery and Prince George's Counties		$ 1,014,243
	Total	**$ 16,489,967**
Retrofit Bicycle Program		
Anne Arundel County		
MD 713, Arundel Mills Boulevard from Arundel Way Ridge Road		$ 8,803,000
Montgomery County		
MD 390, 16th Street from Spring Street to Second Avenue		$ 10,031,000
Somerset County		
MD 413 Trail from Marion Station to Westover		$ 21,977,000
	Total	**$ 40,811,000**

BICYCLE AND PEDESTRIAN RELATED PROJECTS

PROJECT NAME	MILES	ESTIMATED BIKE/PED COST
STATE HIGHWAY ADMINISTRATION (cont'd)		
Neighborhood Conservation		
Baltimore County		
US 1, Belair Road - Baltimore City Line to I-695		$ 618,604
Cecil County		
MD 222, Main Street - South of High Street to Mill Street		$ 333,960
Charles County		
MD 6, Charles Street from US 301 to Willow Lane		$ 1,238,384
	Total	**$ 2,190,948**
Primary/ Secondary Program		
Anne Arundel County		
MD 170, Telegraph Road from Norcross Lane to Wieker Road		
Shoulders	2.0	$ 1,000,000
Side Walk	0.7	$ 335,000
MD 175 Annapolis Road from Sellner Road/Race Road to McCarron Court and at MD 295		
Shoulders	0.7	$ 350,000
Side Walk	0.7	$ 350,000
MD 2, Governor Ritchie Highway from US 50 to Arnold Road		
Shoulders	0.5	$ 270,000
Side Walk	1.0	$ 495,000
MD 214, Central Avenue from MD 468 to Camp Letts Road		
Shoulders	1.6	$ 800,000
Side Walk	0.8	$ 400,000
MD 3, Robert Crain Highway from Waugh Chapel Road/Riedel Road to MD 32/I-97		
Side Walk	1.9	$ 930,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

PROJECT NAME	MILES	ESTIMATED BIKE/PED COST
STATE HIGHWAY ADMINISTRATION (cont'd)		
Primary/ Secondary Program (cont'd)		
Baltimore County		
I-695, Baltimore Beltway, Putty Hill Avenue Bridge over I-695		
Side Walk	0.1	$ 60,000
Frederick County		
MD 75, Green Valley Road - Bridge over I-70		
Shoulders	0.1	$ 25,000
Garrett County		
MD 219, Garrett Highway - Bridge over the Youghiogheny River		
Shoulders	0.1	$ 50,000
Harford County		
US 1, Belair Road - Bridge over Tollgate Road and Winters Run		
Side Walk	0.8	$ 375,000
Montgomery County		
MD 97, Georgia Avenue from MD 192 to MD 390		
Shoulders	0.6	$ 292,000
Prince George's County		
MD 4, Pennsylvania Avenue at Suitland Parkway		
Side Walk	0.1	$ 50,000
Wide Curb Lanes	0.1	$ 50,000
MD 4, Pennsylvania Avenue, MD 717, Water Street - Bridge over Race Track Road and Water Street		
Shoulders	0.4	$ 200,000
Side Walk	0.4	$ 200,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

PROJECT NAME	MILES	ESTIMATED BIKE/PED COST
STATE HIGHWAY ADMINISTRATION (cont'd)		
Primary/ Secondary Program (cont'd)		
Prince George's County (cont'd)		
MD 410, East-West Highway from Adelphi Road/MD 500 to MD 212		
Shoulders	0.5	$ 250,000
Side Walk	0.4	$ 200,000
MD 414, St. Barnabas Road from I-95 to MD 5		
Shoulders	2.1	$ 365,515
Side Walk	2.1	$ 237,867
MU 227, Riverdale Road - Bridge over Northeast Branch Anacostia River		
Shoulders	0.1	$ 60,000
Side Walk	0.1	$ 60,000
St. Mary's County		
MD 5, Point Lookout Road from MD 471 to MD 246		
Shoulders	0.8	$ 400,000
Side Walk	0.8	$ 400,000
Washington County		
I-70, Eisenhower Memorial Hwy Bridges over Norfolk Southern Railroad		
Shoulders	0.1	$ 25,000
Wicomico County		
US 13 Bus, Salisbury Boulevard Bridge over East Branch Wicomico River		
Side Walk	0.2	$ 90,000
	Total	**$ 8,320,382**

BICYCLE AND PEDESTRIAN RELATED PROJECTS

PROJECT NAME	MILES	ESTIMATED BIKE/PED COST
STATE HIGHWAY ADMINISTRATION (cont'd)		
Retrofit Sidewalk Program		
Allegany County		
MD 736, Braddock Road from Park Avenue to Braddock Street		$ 6,269,605
Anne Arundel County		
MD 173, Fort Smallwood Road from Duval Highway to Kenton Drive		$ 6,379,000
MD 2, Governor Ritchie Highway from MD 177 to MD 648		$ 23,561,000
MD 3 Bus., New Cut Road/Crain Highway from Stevenson Road to Oak Manor Drive		$ 12,538,313
Baltimore County		
MD 150, Eastern Boulevard from MD 702 to MD 700		$ 4,649,998
Carroll County		
MD 27, Manchester Road from West of MD 140 to Hahn Road		$ 4,939,000
Cecil County		
MD 222, Perryville Road from Cedar Corner Road to St. Marks Church Road		$ 3,347,000
MD 7, Delaware Avenue from MD 281 to South of Big Elk Creek Bridge		$ 4,410,000
Howard County		
US 1, Washington Boulevard from Prince George's County Line to Gorman Road		$ 25,004,000
US 1, Washington Boulevard from Rowanberry Drive and Doctor Patel Drive		$ 2,668,000
Montgomery County		
MD 650, New Hampshire Avenue from Northampton Drive to Powder Mill Road		$ 12,846,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

PROJECT NAME	MILES	ESTIMATED BIKE/PED COST
STATE HIGHWAY ADMINISTRATION (cont'd)		
Retrofit Sidewalk Program (cont'd)		
Prince George's County MD 650, New Hampshire Avenue from MD 193 to Montgomery County Line		$ 5,561,000
Statewide Sidewalk Improvements at Various Locations in Montgomery and Prince George's Counties		$ 2,329,700
Washington County US 40, Dual Highway from Eastern Boulevard to All Star Court		$ 6,452,000
	Total	**$ 120,954,616**
Recreational Trails Program		
Allegany County Borden Tunnel Lining Restoration		$ 7,756,000
Anne Arundel County West East Express Trail		$ 2,724,772
Baltimore County Torrey C. Brown Trail Bridge Rehabilitation		$ 2,000,000
Carroll County Wakefield Valley Park Trail		$ 2,000,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

PROJECT NAME	MILES	ESTIMATED BIKE/PED COST
STATE HIGHWAY ADMINISTRATION (cont'd)		
Recreational Trails Program (cont'd)		
Charles County		
Popes Creek Rail Trail		$ 1,779,280
Garrett County		
Meadow Mountain Trail Enhancements		$ 1,196,000
Howard County		
Patuxent Branch Trail Surface Upgrade		$ 1,655,000
Somerset County		
Somers Cove Marina Reconstruction		$ 5,950,000
	Total	**$ 25,061,052**
Transportation Alternatives Program		
Anne Arundel County		
So-Glebe Branch Phases B&C		$ 1,818,000
South Shore Trail Phase II		$ 2,489,349
Baltimore City		
Inner Harbor Crosswalks and Bicycle Wayfinding Enhancements		$ 1,050,000
Safe Routes to School Baltimore City Project		$ 973,000
Baltimore County		
Pedestrian Improvements for Edgemere Elementary School, Sparrows Middle/High School		$ 160,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

PROJECT NAME	MILES	ESTIMATED BIKE/PED COST
STATE HIGHWAY ADMINISTRATION (cont'd)		
Transportation Alternatives Program (cont'd)		
Calvert County MD 261, Bayside Road Safe Routes to School		$ 160,000
Carroll County MD 32, Washington Road from Washington Lane to Kate Wagner Road - Safe Routes to School		$ 569,206
Charles County Mill Hill Road from Homecoming Lane to Davis Road		$ 515,457
Garrett County Casselman Bridge Restoration		$ 4,132,164
Harford County Ma & Pa Trail, Segment III		$ 2,756,586
Montgomery County Olde Towne Shared Use Path		$ 451,808
Prince George's County Metzerott Road Pedestrian Safety		$ 4,603,167
St. Mary's County Three Notch Trail, Phase VII		$ 3,510,803

BICYCLE AND PEDESTRIAN RELATED PROJECTS

PROJECT NAME	MILES		ESTIMATED BIKE/PED COST
STATE HIGHWAY ADMINISTRATION (cont'd)			
Transportation Alternatives Program (cont'd)			
Talbot County			
St. Michaels Nature Trail Extension		$	1,079,018
Washington County			
South Potomac Street and Baltimore Street in Hagerstown - Safe Routes to School		$	550,000
	Total	**$**	**24,818,558**
THE SECRETARY'S OFFICE			
Kim Lamphier Bikeways Network Program			
Anne Arundel			
Bay Ridge Avenue Bikeway		$	224,000
Bluewater Blvd SUP Construction Match Funding		$	141,600
BWI Trail Spur Extension to Nursery Road		$	600,000
College Creek Connector		$	240,000
Protected Bicycle Lane Delineators		$	340,000
South Shore Trail Connection Gaps - Housley/Bestgate		$	240,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

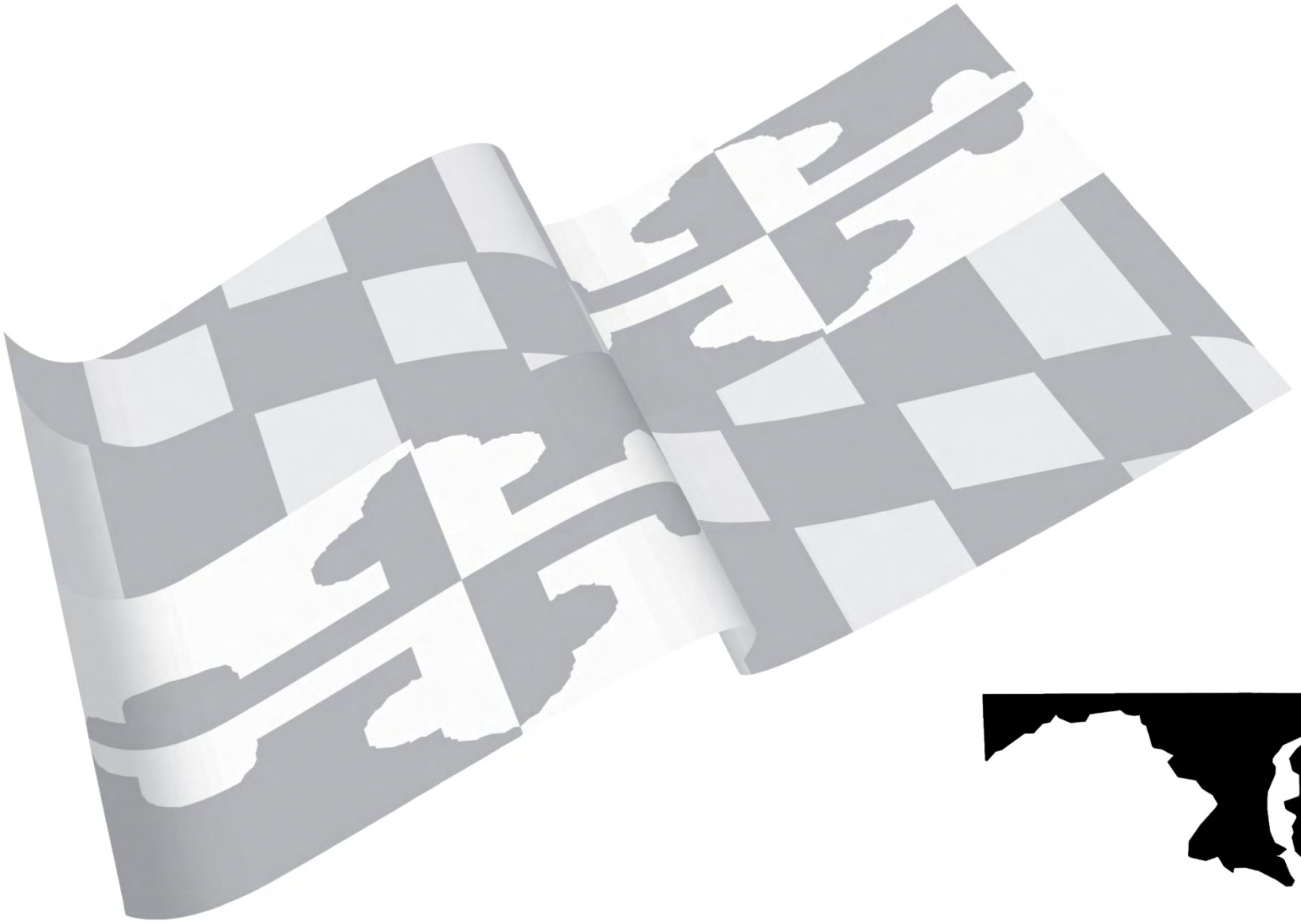
PROJECT NAME	MILES	ESTIMATED BIKE/PED COST
THE SECRETARY'S OFFICE (cont'd)		
Kim Lamphier Bikeways Network Program (cont'd)		
Baltimore City		
BGE Connector Trail		$ 200,000
Bike Counter Installation Program		$ 98,400
Boston Street Connector		$ 300,000
Harford Road Phase II		$ 96,000
MLK Jr Sidepath Final Design		$ 120,800
Remington Avenue Separated Bicycle Lane - 30% Design		$ 160,000
Baltimore County		
#8 Streetcar Path and Frederick Road Complete Street		$ 56,000
Carroll		
Rails 2 Trail Crossing 27		$ 220,000
Cecil		
New Connecting Bike Paths		$ 40,000
Charles		
Indian Head Rail Trail Extension - Phase 1 Engineering		$ 240,000
La Plata Bikeway Construction		$ 385,517
Safe Streets for All Action Plan and Demonstration Projects		$ 88,000
Frederick		
East Street Rails with Trails Phase 4		$ 200,000
Frederick Pennsylvania Railroad Trail Phases 2 & 3		$ 360,000
Thomas Johnson-Clemson Corner Connector		$ 160,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

PROJECT NAME	MILES	ESTIMATED BIKE/PED COST
THE SECRETARY'S OFFICE (cont'd)		
Kim Lamphier Bikeways Network Program (cont'd)		
Garrett		
Connecting Towns along MD 135		$ 52,310
Oakland to Herrington Manor State Park Trail Feasibility Study		$ 68,800
Harford		
Havre de Grace Feasibility Study and Design		$ 52,000
Havre de Grace Quick Build and Bike Path Design		$ 160,000
US 40 Shared Use Path - Havre de Grace to Aberdeen Train Station		$ 112,000
Howard		
MD 32 Alternate Bike Route/Clarksville Pike Streetscape		$ 1,100,000
North Laurel Connections Construction		$ 509,828
Montgomery		
Halpine Road & East Jefferson Street Bicycle Lanes		$ 88,000
I-270/NIST East Shared Use Path - Phase II Design		$ 176,000
Metropolitan Branch Trail Upgrade		$ 465,000
New Hampshire Avenue Bikeway Section A		$ 473,173
Purple Line Connector		$ 212,000
Prince George's		
Cherry Lane Bikeway 65% Design		$ 200,000
Citywide Bike Rack Expansion for Equitable Multimodal Connectivity		$ 64,000
Hanover Parkway Bikeway Final Design		$ 320,000
Hospital Hill to Anacostia River Trail		$ 400,000
Safe Crossing for the Levee Trail		$ 75,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

PROJECT NAME	MILES	ESTIMATED BIKE/PED COST
THE SECRETARY'S OFFICE (cont'd)		
Kim Lamphier Bikeways Network Program (cont'd)		
Prince George's (cont'd)		
University of Maryland Bike Enhancements		$ 160,000
Saint Mary's		
Three Notch Trail Phase Seven		$ 1,200,000
Talbot		
Easton Community Bicycle Parking Initiative		$ 4,500
Oxford Park Connectors		$ 23,962
St. Michaels Nature Trail Extension		$ 237,384
Worcester		
MD 611 Shared Used Path		$ 246,771
	Total	**$ 10,911,045**





MARYLAND DEPARTMENT OF TRANSPORTATION

REGIONAL AVIATION GRANTS

REGIONAL AVIATION GRANTS
Fiscal Year 2026
($ 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. The list of FY 2027 Regional Aviation Grants will appear in the Final FY 27-32 CTP.

MARYLAND AVIATION ADMINISTRATION

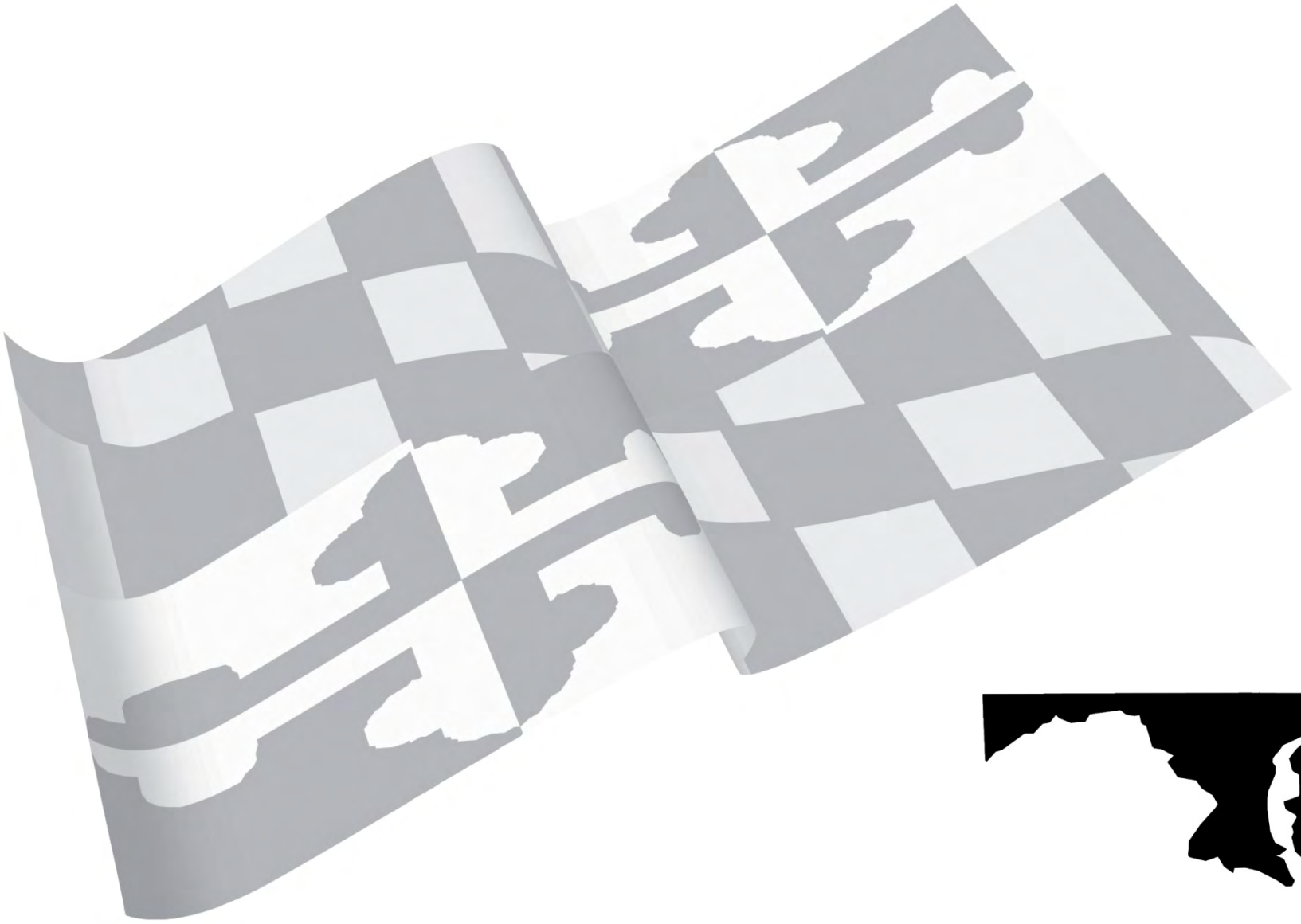
COUNTY	AIRPORT	PROJECT NAME	FEDERAL	STATE	LOCAL	TOTAL
Allegany	Greater Cumberland Regional Airport	26-011 CBE Rwy 5/23 Rehab-ph 7 const	$ 4,594	$ 92	$ 149	$ 4,836
Allegany	Greater Cumberland Regional Airport	26-006 CBE Airport Beacon-const	$ 351	$ 8	$ 10	$ 370
Allegany	Greater Cumberland Regional Airport	26-016 CBE SRE	$ -	$ 68	$ 23	$ 91
Baltimore City	Pier 7 Heliport	26-020 4MD AWOS III-P new	$ -	$ 131	$ 15	$ 146
Carroll	Carroll County Regional Airport	26-013 DMW Rwy 16/34 ext-land acquisition	$ 9,504	$ 218	$ 282	$ 10,004
Carroll	Carroll County Regional Airport	26-012 DMW AWOS replacement	$ 750	$ 8	$ 31	$ 789
Charles	Maryland Airport	26-019 2W5 Rwy 02 REILS	$ -	$ 35	$ 12	$ 46
Frederick	Frederick Municipal Airport	26-002 FDK AWOS replacement	$ -	$ 128	$ 43	$ 171
Frederick	Frederick Municipal Airport	26-008 FDK South Apron Expand-ph 2A	$ 1,285	$ 28	$ 44	$ 1,358
Garrett	Garrett County Airport	26-017 2G4 SRE	$ -	$ 64	$ 21	$ 85
Harford	Harford County Airport	26-014 0W3 Rwy 01 Obstruction Removal	$ -	$ 206	$ 1,023	$ 1,229
Kent	Massey Aerodrome	26-021 MD1 Airfield Maintenance Equipment	$ -	$ 17	$ 2	$ 18
Montgomery	Montgomery County Airpark	26-007 GAI Rwy Lighting replacement-const	$ 802	$ 15	$ 27	$ 844

REGIONAL AVIATION GRANTS
Fiscal Year 2026
($ 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

COUNTY	AIRPORT	PROJECT NAME	FEDERAL	STATE	LOCAL	TOTAL
Talbot	Easton Airport	26-009 ESN Rwy 4/22 Extend - ph 3	$ 8,714	$ 640	$ 402	$ 9,755
Washington	Hagerstown Regional Airport	26-003 HGR ATCT Siting Study	$ -	$ 118	$ 39	$ 157
Washington	Hagerstown Regional Airport	26-004 HGR Terminal Bldg Expand-const	$ 4,346	$ 472	$ 344	$ 5,162
Wicomico	Salisbury Regional Airport	26-005 SBY Snow Removal Equipment	$ 925	$ 24	$ 25	$ 973
Wicomico	Bennett Airport	26-018 1N5 Airfield Maintenance Equipment	$ -	$ 69	$ 8	$ 76
Worcester	Ocean City Municipal Airport	26-010 OXB Txwy A Reconst - ph 1	$ 7,969	$ 602	$ 377	$ 8,949
		Total		**$ 2,944**		





MARYLAND DEPARTMENT OF TRANSPORTATION

MULTIMODAL FREIGHT PROJECTS

MARYLAND DEPARTMENT OF TRANSPORTATION

MULTIMODAL FREIGHT PROJECTS

Maryland's multimodal transportation system is essential to the State's economy. An efficient transportation system provides a competitive advantage to businesses in a local, regional, national, and global marketplace. Transportation directly impacts the viability of a region as a place that people want to live, work and play, 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 in 2024 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 reconstruction of the Fransis Scott Key Bridge will restore the critical travel and goods movement to and from the Port and beyond. 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.

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 transportation and logistics for over 82,000 freight industry businesses to continue to employ about 1.5 million people and contribute more than $123 billion annually to the State's economy. Annually, Maryland's freight system moves in excess of 315 million tons of freight, valued at $386.8 billion. From 2022 to 2050, freight moved annually in Maryland by trucks is expected to increase 54 percent by weight and 98 percent by value (inflation-adjusted dollars).

How is Maryland accommodating goods movement today?

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. Major rail tunnel and rail bridge projects along the Amtrak Northeast Corridor will not only improve travel for passengers but also unlock freight bottlenecks for Class One railroad freight traffic.

Public Private Partnerships and Megaprojects Propel Movement of Goods into the Future

Together with support from USDOT, CSX Transportation, and the Maryland Port Administration (MPA) completed the reconstruction of the 131-year-old Howard Street Tunnel and improvement of vertical clearances at 21 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 unlocks immeasurable potential for Maryland's freight rail network and increases Baltimore's already well-positioned reach into the American heartland.

The Public Private Partnership (P3) agreement with the private port operator, 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. Since the inception of the P3 agreement in 2010,

Ports America Chesapeake has invested over $600 million at Seagirt Marine Terminal. With the assistance of a $13.3 million Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant, Ports America Chesapeake will start construction on the Intermodal Container Transfer Facility Modernization Project in October 2026 that will complement the investments made in the Howard Street Tunnel project.

MDOT will continue efforts to establish a P3 for the long-term operations, maintenance, and state of good repair of the state-owned freight railroad lines on the Eastern Shore into 2027. This partnership will increase opportunities for job growth and economic growth for Eastern Shore Counties and the rail-depending customers along these lines.

In late 2025, MDOT awarded $1.2 million to five projects under the first ever Maryland Freight Rail Grant Program (FRGP). The FRGP offers state assistance to local jurisdictions, railroads, businesses and commercial interests, and other key agencies to help preserve railroad corridors, support economic development, and foster sustainability and innovative technologies. Projects awarded in the first-round support rail rehabilitation, resilience efforts, corridor preservation, and improvements for rail-served businesses. An additional $3.35 million for the FRGP is available for project awards through 2030.

Policy, Planning, and Innovation for the Future of Freight

In December, MDOT will publish the 2026 update to the Maryland State Freight Plan (SFP) that contains specific policy recommendations and provides guidance for development of freight programs at the Port, on rails, highways, and in the air. The SFP sets a vision 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." The Plan builds upon that vision by being a statewide guide for developing, selecting, and evaluating multimodal transportation projects that impact freight. MDOT will partner with carriers, shippers, and freight network stakeholders to implement the SFP strategies so they continue to work for the entire transportation system and the state as a whole. This comprehensive and holistic approach 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. We continue to work with our State Freight Advisory Committee to ensure that we partner with all our stakeholders on freight projects, policies, and programs.

In addition to these efforts, MDOT is working to plan and design technological improvements that support emerging freight innovations, which will support Maryland's position in the global economy. Deployment of ITS and TSMO applications will 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 CTP, for approximately $2.3 billion. The list also identifies costs for Port projects by marine terminal and costs for highway and rail-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)

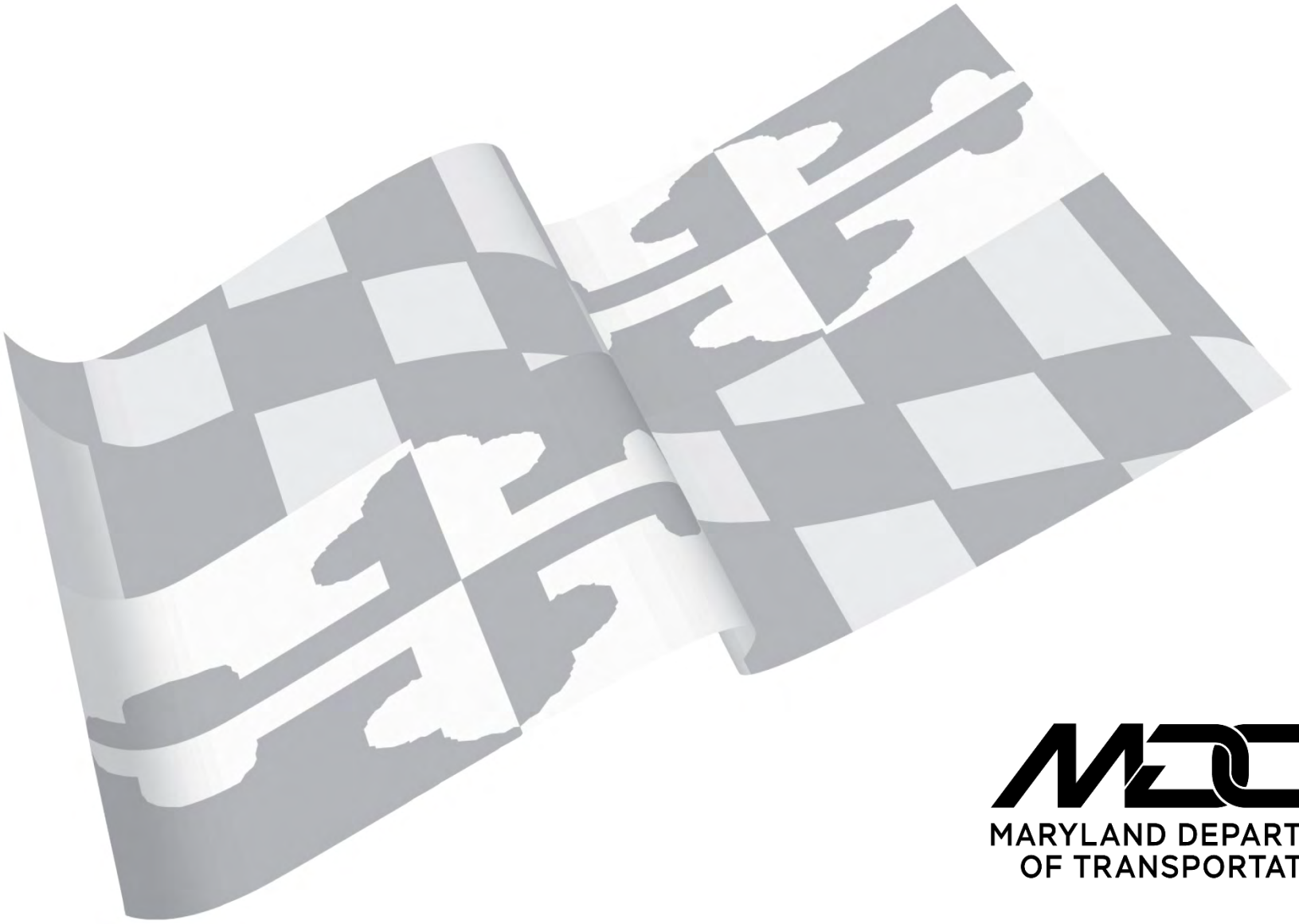
PROJECT NAME		SIX YEAR TOTAL
Maryland Port Administration		
Dredged Material Placement and Monitoring	$	52,588
Chrome Ore Processing Residue Remediation (COPR)	$	42,044
Cox Creek Dredged Material Containment Facility Expansion and Related Projects	$	106,285
Howard Street Tunnel Project	$	11,357
Seagirt Marine Terminal Modernization - Loop Channel Improvements	$	15,983
Mid-Chesapeake Bay Island Ecosystem Restoration Project	$	299,686
Paul S. Sarbanes Ecosystem Restoration Project at Poplar Island	$	51,025
Masonville Dredged Material Containment Facility Expansion and Related Projects	$	65,276
Dundalk Marine Terminal Resiliency and Flood Mitigation	$	9,135
Port of Baltimore Rail Capacity Modernization Project	$	22,400
Fairfield Marine Terminal Pier 4 Reconstruction	$	-
Reduced Emission Locomotives for CSX Curtis Bay Yard	$	23,169
Hart-Miller Island Related Projects	$	14,000
Maryland Transit Administration		
Freight Rail Program	$	8,842
Frederick Douglass Tunnel	$	301,577
FRT Warner Street Highway Rail Grade Crossing	$	1,526
MARC NEC Susquehanna River Bridge Replacement	$	32,860
Maryland Transportation Authority		
I-95 John F. Kennedy Memorial Highway - Construct Interchange at Belvidere Road	$	21,010
US 301 Governor Harry W. Nice Memorial/Senator Thomas "Mac" Middleton Bridge - Replace Nice/Middleton Bridge	$	-
I-95 John F. Kennedy Memorial Highway - Express Toll Lanes (ETL) Northern Extension	$	153,456
State Highway Administration		
ALLEGANY		
I-68 Cumberland Viaduct - Bridge deck replacement and bridge rehabilitation	$	1,550

MULTIMODAL FREIGHT REPORT
($ in 000'S)

PROJECT NAME		SIX YEAR TOTAL
State Highway Administration (cont'd)		
ANNE ARUNDEL		
MD 175, Annapolis Road; from Sellner Road/Race Road to McCarron Court (MD 295 Interchange)	$	9,938
I-97; US 50 to MD 32 - Safety and mobility improvements	$	183,344
BALTIMORE COUNTY		
I-695, Baltimore Beltway, Bridge on Putty Hill Avenue	$	23,042
I-695, Baltimore Beltway, US 40 to MD 144 - Widening	$	-
I-695, Baltimore Beltway. Traffic Management	$	66,964
I-695, Baltimore Beltway - Interchange reconstruction at I-70	$	-
I-95 and I-695, Baltimore Beltway - Bridge deck overlays at I-95/I-695 Interchange	$	-
FREDERICK		
US 15, Frederick Freeway, and US 40, Frederick Freeway - Widening from I-70 to MD 26	$	263,637
GARRETT		
US 219, Chestnut Ridge Road - Relocation of US 219 from Old Salisbury Rd to PA State line	$	14,963
HOWARD		
I-70, Geometric and ITS improvements from MD 32 to I-695	$	6,852
MONTGOMERY		
I-270, Eisenhower Highway - innovative congestion management (ICM) on I-270 including the east and west I-270 spurs (31.5 miles)	$	-
PRINCE GEORGE'S		
I-95/I-495, Capital Beltway - Bridge replacement over MD 4	$	82,302

MULTIMODAL FREIGHT REPORT
($ in 000'S)

PROJECT NAME		SIX YEAR TOTAL
State Highway Administration (cont'd)		
STATEWIDE		
Highway Safety Facilities and Equipment	$	31,920
Railroad Crossing	$	39,395
Traffic Relief Plan (Phase 2) Smart Traffic Signals	$	13,387
WASHINGTON		
MARYLAND VETERANS MEMORIAL HIGHWAY – MD 63/MD 68 TO CSX BRIDGES	$	78,708
I-70, Eisenhower Memorial Highway - replacement and widening of dual bridge decks and superstructures over MD 65 and CSX	$	-
I-70 Bridge rehabilitation over I-81 and Norfolk Southern Railroad and Bridge replacement over US 11	$	30,892
I-70, Eisenhower Memorial Highway - Bridge replacement on I-70 over Crystal Falls Drive	$	-
I-68, National Freeway - Bridge replacement over Creek Road	$	-
The Secretary's Office		
Freight Grant - Massey to Millington Freight Rail Rehabilitation Project	$	400
Rosedale Grade Crossing Improvement Grant	$	3,759
Freight Grant - FDRT Denton Spur Choptank Bridge Feasibility Study	$	110
Freight Grant - 100-Year Storm Floodplain Study	$	7
MDOT Freight Rail Grant Program	$	3,083



MARYLAND DEPARTMENT
OF TRANSPORTATION

THE SECRETARY'S OFFICE

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

	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	SIX - YEAR TOTAL
Major Construction Program	**24.1**	**26.2**	**52.0**	**26.8**	**15.7**	**10.3**	**155.1**
System Preservation	-	0.2	7.9	1.9	-	-	10.0
Expansion/Efficiency	8.5	6.1	5.9	5.4	5.4	-	31.2
Safety & Security	3.4	2.2	-	-	-	-	5.6
Local Funding	7.3	7.3	3.0	3.0	2.0	2.0	24.6
Environment	0.5	9.8	30.3	10.5	0.3	0.3	51.9
Administration	4.3	0.6	4.8	6.0	8.0	8.0	31.8
Major Development & Evaluation Program	**0.1**	**0.8**	**0.8**	**-**	**-**	**-**	**1.8**
Safety & Security	0.1	0.8	0.8	-	-	-	1.8
Minor Program	**30.4**	**22.5**	**19.5**	**22.5**	**29.7**	**29.5**	**154.3**
System Preservation	1.1	1.1	1.2	0.9	0.9	-	5.3
Expansion/Efficiency	2.5	0.2	0.2	0.2	-	-	2.9
Safety & Security	1.9	2.0	2.3	2.4	2.4	2.6	13.5
Local Funding	4.0	0.2	-	-	-	-	4.2
Environment	4.1	3.4	3.7	3.7	3.7	1.2	19.8
Administration	16.9	15.7	12.2	15.4	22.7	25.8	108.6
Capital Salaries, Wages & Other Costs	**2.8**	**2.9**	**3.0**	**3.1**	**3.2**	**3.3**	**18.3**
TOTAL	**57.5**	**52.4**	**75.3**	**52.5**	**48.6**	**43.2**	**329.5**
Special Funds	47.5	44.9	61.8	44.7	42.4	41.1	282.3
Federal Funds	9.3	7.6	13.5	7.7	6.2	2.1	46.4
Other Funds	0.7	-	-	-	-	-	0.7
Special Funds Breakdown							
General Fund	2.0	2.0	-	-	-	-	4.0
Transportation Trust Fund	45.5	42.9	61.8	44.7	42.4	41.1	278.3
SPECIAL FUNDS TOTAL	**47.5**	**44.9**	**61.8**	**44.7**	**42.4**	**41.1**	**282.3**
Other Funds Breakdown							
Other (Not GO Bonds)	0.7	-	-	-	-	-	0.7
OTHER FUNDS TOTAL	**0.7**	**-**	**-**	**-**	**-**	**-**	**0.7**



PROJECT: Transportation Alternatives Program

DESCRIPTION: Maryland's Transportation Alternatives Program (TAP) awards grant funding to projects that enhance mobility and accessibility, as well as the cultural, aesthetic, historic, and environmental aspects of Maryland's transportation network. TAP funding creates projects that support 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).

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

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

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

SMART GROWTH STATUS: [ ] Project Not Location Specific [X] 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: Projects approved for funding appear in the Bicycle and Pedestrian Related Projects section.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	141,349	65,808	14,447	20,119	14,622	12,093	9,659	9,524	9,524	75,541	0
Total	**141,349**	**65,808**	**14,447**	**20,119**	**14,622**	**12,093**	**9,659**	**9,524**	**9,524**	**75,541**	**0**
Federal-Aid	126,560	57,229	13,265	18,477	13,422	11,099	8,801	8,766	8,766	69,331	0
Special	14,789	8,579	1,182	1,642	1,200	994	858	758	758	6,210	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: Increase reflects a fix of an error. The last final CTP did not reflect TAP funding appropriately.

STIP REFERENCE #State6



PROJECT: Transportation Emission Reduction Program

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

PURPOSE & NEED SUMMARY STATEMENT: The Federal Clean Air Act requires transportation programs to remain in step with State air quality plans. Fifteen counties are in air quality non-attainment or maintenance status. 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.

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

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

EXPLANATION:

SMART GROWTH STATUS: [ ] Project Not Location Specific [X] 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: Ongoing. The final CTP will reflect an increase of $5.4M ($1.1M in state funding and $4.3M in federal funding).

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	100,498	70,879	5,305	5,690	5,968	6,250	5,689	5,689	332	29,618	0
Total	**100,498**	**70,879**	**5,305**	**5,690**	**5,968**	**6,250**	**5,689**	**5,689**	**332**	**29,618**	**0**
Federal-Aid	26,102	3,994	3,994	4,294	4,509	4,734	4,286	4,286	0	22,109	0
Special	74,395	66,886	1,311	1,396	1,459	1,516	1,403	1,403	332	7,510	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: An error is reflected on this PIF. The final CTP will reflect $5.357M in FY2030, FY2031, FY2032.

TSO0054, TSO0055, TSO0057, TSO0062, TSO0115, TSO0159, TSO0160, TSOPRJ000426



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:

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

EXPLANATION:

SMART GROWTH STATUS: [ ] Project Not Location Specific [X] 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 Kim Lamphier Bikeways Network Program has helped local jurisdictions complete over 190 bicycle transportation projects over 15 grant cycles. With 31 active projects, MDOT will award additional projects for the FY27 grant cycle.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: Net change of $1.5 M addition to the program. $2.0 M added to support program in FY32.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,955	1,449	918	506	0	0	0	0	0	506	0
Engineering	7,959	6,782	2,479	1,178	0	0	0	0	0	1,178	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	29,512	16,209	1,667	3,644	1,660	2,000	2,000	2,000	2,000	13,304	0
Total	**39,427**	**24,440**	**5,064**	**5,328**	**1,660**	**2,000**	**2,000**	**2,000**	**2,000**	**14,988**	**0**
Federal-Aid	1,295	1,295	0	0	0	0	0	0	0	0	0
Special	38,132	23,145	5,064	5,328	1,660	2,000	2,000	2,000	2,000	14,988	0
Other	0	0	0	0	0	0	0	0	0	0	0

Fund Program # 00434



PROJECT: Transit Oriented Development Planning & Implementation

DESCRIPTION: Program funds are used for transit-oriented development (TOD) planning and feasibility studies as well as related policy and transactional support. The State of Maryland has also contributed to other important TOD efforts in the State such as Reisterstown Plaza Metro and Rogers Ave. MARC stations, Bowie State, and Odenton MARC Station. Activities include the Penn Line TOD Strategy which developed station area plans for strategic MARC stations on the Penn Line and the Baltimore Investment Study which will identified 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
- [ ] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [X] Promote Environmental Stewardship

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.

SMART GROWTH STATUS: [X] 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

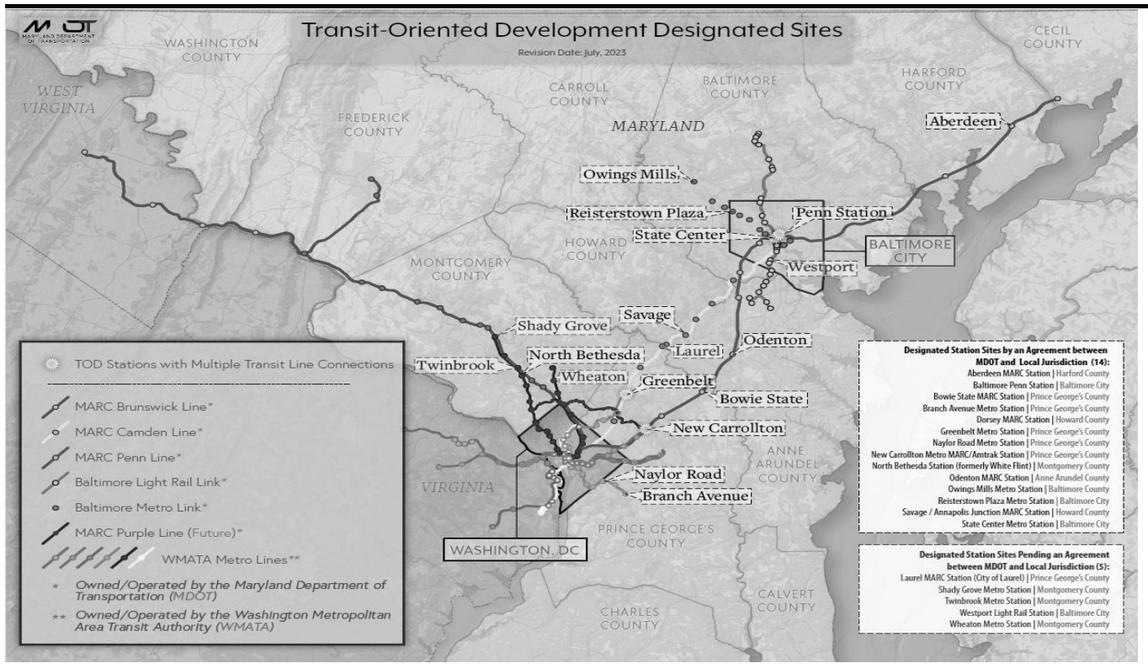
STATUS: MDOT continues to advance TOD and pursue development at priority sites identified in the Penn Line and the Baltimore Regional TOD Strategies. Upcoming work includes transactional support for ongoing joint developments at MDOT owned sites.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	72	72	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	7,429	6,325	1,328	843	261	0	0	0	0	1,104	0
Total	**7,501**	**6,398**	**1,328**	**843**	**261**	**0**	**0**	**0**	**0**	**1,104**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	7,501	6,398	1,328	843	261	0	0	0	0	1,104	0
Other	0	0	0	0	0	0	0	0	0	0	0

0143, 000374, 000417



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
- [ ] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [X] Promote Environmental Stewardship

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.

SMART GROWTH STATUS: [X] 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: New grant will be excepted in the Fall of 2026 with grant awards expected by the end calendar year 2026.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	500	0	0	377	123	0	0	0	0	500	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	10,750	0	0	5,396	5,354	0	0	0	0	10,750	0
Total	**11,250**	**0**	**0**	**5,773**	**5,477**	**0**	**0**	**0**	**0**	**11,250**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	11,250	0	0	5,773	5,477	0	0	0	0	11,250	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: $5M is budgeted in both FY27 and FY28 for new TOD grant awards. $1.5M increase reflects the awarded TOD grants already in progress.

0375, 0444, 0445, 0446



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:

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

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

STATUS: MDOT is continuing to refine its asset data to include two new MDOT wide asset classes. MDOT is implementing new telematics devices in the majority of its fleet to support better data collection and decision making.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: $12.2M increase added to support new Maximo (IBM) application and contractor support contracts.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	705	705	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	17,670	5,804	1,686	1,775	1,810	1,846	2,097	2,139	2,200	11,867	0
Total	**18,376**	**6,509**	**1,686**	**1,775**	**1,810**	**1,846**	**2,097**	**2,139**	**2,200**	**11,867**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	18,376	6,509	1,686	1,775	1,810	1,846	2,097	2,139	2,200	11,867	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
- [X] 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: [X] 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 live.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	22,250	22,250	2,889	0	0	0	0	0	0	0	0
Total	**22,250**	**22,250**	**2,889**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	22,250	22,250	2,889	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

TSOPRJ000299



PROJECT: ADA Street and Sidewalk Improvements in Baltimore City

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

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

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

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

EXPLANATION: ADA Street and Sidewalk Improvements in Baltimore City will serve communities by improving accessibility and enhance safety for pedestrians.

SMART GROWTH STATUS: [ ] Project Not Location Specific [X] 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: ADA Street and Sidewalks Improvements in Baltimore City grant agreement with significant improvements expected in FY 2025 - 2028.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [X] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	10,000	6,000	3,006	2,000	2,000	0	0	0	0	4,000	0
Total	**10,000**	**6,000**	**3,006**	**2,000**	**2,000**	**0**	**0**	**0**	**0**	**4,000**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	10,000	6,000	3,006	2,000	2,000	0	0	0	0	4,000	0
Other	0	0	0	0	0	0	0	0	0	0	0



PROJECT: MDOT Statewide Rail Trespass Study

DESCRIPTION: The Statewide Rail Trespass Study will review incident data, collect stakeholder input, prioritize hot spots and develop conceptual countermeasures for rail trespass issues statewide.

PURPOSE & NEED SUMMARY STATEMENT: The Federal Railroad Administration's (FRA) online Trespass and Suicide and Dashboard identifies seventy-three (73) reported injuries and eighty-nine (89) reported fatalities related to railroad trespassing in Maryland between 2013 - 2022. The study will investigate best practices and recommend measures to reduce trespasser fatalities on Maryland's rail network.

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

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

EXPLANATION: Trespassing on railroad property in Maryland leads to more injuries and fatalities than incidents at highway-rail grade crossings. The Study will serve as an early step in a comprehensive statewide approach toward reducing injuries and fatalities related to trespassing on active railroad property in Maryland in pursuit of MDOT's goal of providing a safe transportation network.

SMART GROWTH STATUS: [ ] Project Not Location Specific [X] 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 study is about 40% complete and is expected to be fully complete by March 2027.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,000	1,000	1,000	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	**1,000**	**1,000**	**1,000**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Federal-Aid	800	800	800	0	0	0	0	0	0	0	0
Special	200	200	200	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None

TSOPRJ000419



PROJECT: MDOT Solar Implementation

DESCRIPTION: Install a portfolio of ground-mounted, rooftop, and parking lot canopy solar arrays on thirty-five MDOT sites. This project is in collaboration with the Maryland Energy Administration (MEA) to support meeting the State's Renewable Energy Portfolio Standard (RPS), and support MDOT's internal goal of developing 35 Megawatts (MW) of solar energy on its properties.

PURPOSE & NEED SUMMARY STATEMENT: The State of Maryland has an RPS, with a carve-out for mandatory solar generation of 14.5% in 2028 and later (COMAR 20.61).

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

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

EXPLANATION: With the financial support of MEA, MDOT will accelerate and increase local Tier 1 solar energy production to help Maryland reach the RPS target. This includes developing solar in census tracts meeting the requirements set forth in Chapter 98 of the 2023 Laws of Maryland (HB550). MDOT will achieve reduced operating costs by spending less on solar-generated electricity than on traditional utility-generated electricity. This project supports an improvement in air quality, an increase in local jobs, and a decrease in money spent on utilities.

SMART GROWTH STATUS: [X] 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: MDOT is advancing procurement and policy development to implement program.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	50,000	100	100	200	9,500	30,000	10,200	0	0	49,900	0
Total	**50,000**	**100**	**100**	**200**	**9,500**	**30,000**	**10,200**	**0**	**0**	**49,900**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	50,000	100	100	200	9,500	30,000	10,200	0	0	49,900	0
Other	0	0	0	0	0	0	0	0	0	0	0



PROJECT: Enterprise IT Capital Program - TSO OTTS

DESCRIPTION: This is the MDOT Enterprise Information Technology (IT) Program. This program supports IT projects which enhance MDOT's information technology infrastructure and strategy, including cybersecurity, innovation, IT oversight responsibilities, hardware/software upgrades, and end-of-life replacements.

PURPOSE & NEED SUMMARY STATEMENT: These reflected capital funds contribute to the MDOT Enterprise Information Technology Program.

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

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

EXPLANATION: Information technology supports the MDOT enterprise. Information technology enhances MDOT's ability to achieve its goals by supporting specific transportation projects and information technology projects that enhances the safety, security, and efficiency of MDOT.

SMART GROWTH STATUS: [X] Project Not Location Specific [X] 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: IT projects are on going.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	35,521	4,867	1,175	3,500	311	4,844	6,000	8,000	8,000	30,655	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	123,060	116,686	6,423	3,227	3,027	120	0	0	0	6,374	0
Total	**158,581**	**121,552**	**7,598**	**6,727**	**3,338**	**4,964**	**6,000**	**8,000**	**8,000**	**37,029**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	158,581	121,552	7,598	6,727	3,338	4,964	6,000	8,000	8,000	37,029	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: $25M increase to support various IT improvements across the department.

0020, 0099, 0203, 0216, 0227, 339, 121316, 121319, 121324, 121326, 121327, 121335, 0237, 0243, 0277, 0278, 0279, 0300, 0323, 0337, 0340, 0341, 0344, 0349, 0406, 0425

MINOR PROJECTS PROGRAM

(Dollars in Thousands)

THE SECRETARY'S OFFICE - LINE 12

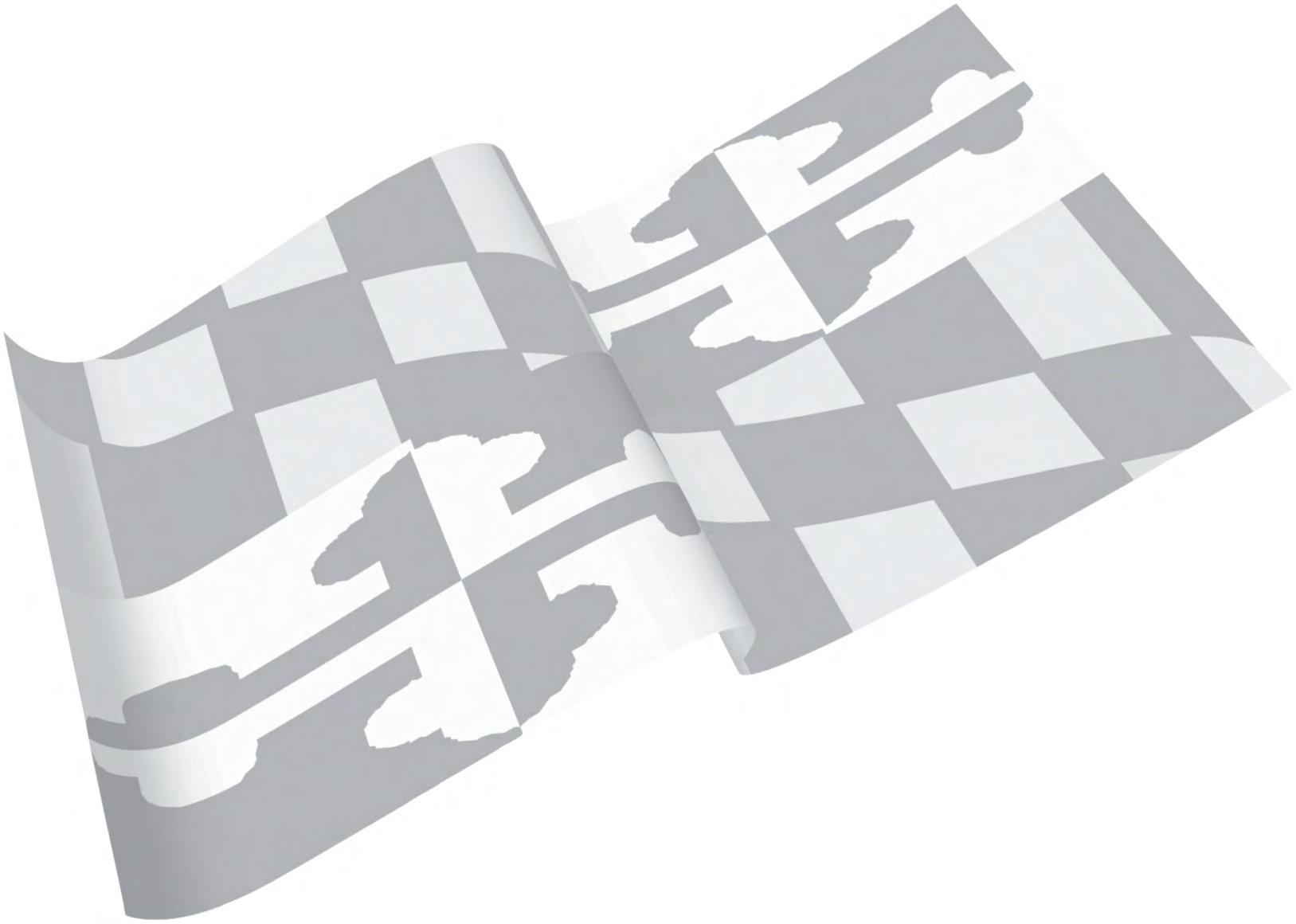
PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Environmental Service Funds			
TSOGRT000280	Urban Tree Program	$ 400	Ongoing
TSOPRJ000260	Support for Stream Gauge Monitoring by USGS	$ 1,695	Ongoing
TSOPRJ000301	Office of Environment Consultant Services Contract	$ 8,530	Ongoing
Freight & Intermodal Program			
TSO0219	Rosedale Grade Crossing Improvement Grant	$ 3,759	Underway
TSOGRT000396	MDOT Freight Rail Grant Program	$ 3,354	Ongoing
TSOGRT000448	Freight Grant - Switch Nine Revenue Capacity Enhancement	$ 28	Underway
TSOGRT000449	Freight Grant - Finksburg Rail Terminal Improvements	$ 500	Underway
TSOGRT000450	Freight Grant - FDRT Denton Spur Choptank Bridge Feasibility Study	$ 160	Underway
TSOGRT000451	Freight Grant - 100-Year Storm Floodplain Study	$ 57	Underway
TSOGRT000452	Freight Grant - Massey to Millington Freight Rail Rehabilitation Project	$ 500	Underway
MBE Disparity Studies			
TSO0234	2021 MBE Disparity Study	$ 2,840	Ongoing
MDOT HQ Building Preservation			
TSO008111	Air Conidtioner Unit Replacement	$ 827	Underway
TSOPRJ000290	TSO HQ Building - New Roof	$ 919	Completed
TSOPRJ000407	TSO Elevator Modernization	$ 402	Underway
TSOPRJ000420	Weapons Detection System	$ 210	Underway
MDOT IT Enhancement Program			
TSOPRJ000339	HRIS System Upgrade	$ 3,592	Completed
Planning Services & Studies			
TSOPRJ000422	Consultant Support for Modal Project Delivery Investigations	$ 300	Underway
TSOPRJ000424	STIP Modernization	$ 1,200	Underway

MINOR PROJECTS PROGRAM

(Dollars in Thousands)

THE SECRETARY'S OFFICE - LINE 12

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Secretary Grants			
TSO0148	UMD - NCSG Agreement	$ 3,247	Ongoing
TSO0228	Keep Maryland Beautiful Grant	$ 650	Ongoing
TSOGRT000454	Maryland Economic Development Corporation Dredge Materials	$ 6,000	Underway
TOD Implementation			
TSOPRJ000430	State Center Redevelopment Strategy	$ 2,390	Underway
TSO Vehicles and Equipments			
TSOPRJ000453	Skid Steer Loader Purchase	$ 63	Completed



MDOT MARYLAND DEPARTMENT OF TRANSPORTATION

MOTOR VEHICLE ADMINISTRATION

MOTOR VEHICLE ADMINISTRATION
CAPITAL PROGRAM SUMMARY
($ MILLIONS)

	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	SIX - YEAR TOTAL
Major Construction Program	**-**	**-**	**-**	**-**	**0.0**	**7.6**	**7.6**
System Preservation	-	-	-	-	0.0	7.6	7.6
Major Development & Evaluation Program	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Minor Program	**20.8**	**15.1**	**11.1**	**15.3**	**13.5**	**6.2**	**82.1**
System Preservation	19.1	12.9	9.5	12.4	11.9	5.2	70.9
Expansion/Efficiency	0.6	1.6	0.8	1.8	0.8	0.2	5.8
Safety & Security	0.5	0.5	0.6	0.6	0.6	0.7	3.5
Environment	0.7	0.2	0.2	0.4	0.2	0.2	1.9
Capital Salaries, Wages & Other Costs	**0.8**	**0.8**	**0.8**	**0.9**	**0.9**	**0.9**	**5.2**
TOTAL	**21.6**	**15.9**	**12.0**	**16.2**	**14.5**	**14.8**	**94.9**
Special Funds	21.6	15.9	12.0	16.2	14.5	14.8	94.9
Federal Funds	-	-	-	-	-	-	-
Other Funds	-	-	-	-	-	-	-
Special Funds Breakdown							
Transportation Trust Fund	21.6	15.9	12.0	16.2	14.5	14.8	94.9
SPECIAL FUNDS TOTAL	**21.6**	**15.9**	**12.0**	**16.2**	**14.5**	**14.8**	**94.9**



PROJECT: Enterprise IT Capital Program - MVA OTTS

DESCRIPTION: This is the MDOT Enterprise Information Technology (IT) Program. This program supports IT projects which enhance MDOT's information technology infrastructure and strategy, including cybersecurity, innovation, IT oversight responsibilities, hardware/software upgrades, and end-of-life replacements.

PURPOSE & NEED SUMMARY STATEMENT: These reflected capital funds contribute to the MDOT Enterprise Information Technology Program.

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

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

EXPLANATION: Information technology supports the MDOT enterprise. Information technology enhances MDOT's ability to achieve its goals by supporting specific transportation projects and information technology projects that enhances the safety, security, and efficiency of MDOT.

SMART GROWTH STATUS: [ ] Project Not Location Specific [X] 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: IT projects are ongoing.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	17,878	17,878	547	0	0	0	0	0	0	0	0
Engineering	1,275	1,275	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	241,092	206,483	4,628	6,203	5,885	1,974	6,643	6,305	7,600	34,609	0
Total	**260,245**	**225,636**	**5,175**	**6,203**	**5,885**	**1,974**	**6,643**	**6,305**	**7,600**	**34,609**	**0**
Federal-Aid	913	913	0	0	0	0	0	0	0	0	0
Special	259,333	224,724	5,175	6,203	5,885	1,974	6,643	6,305	7,600	34,609	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

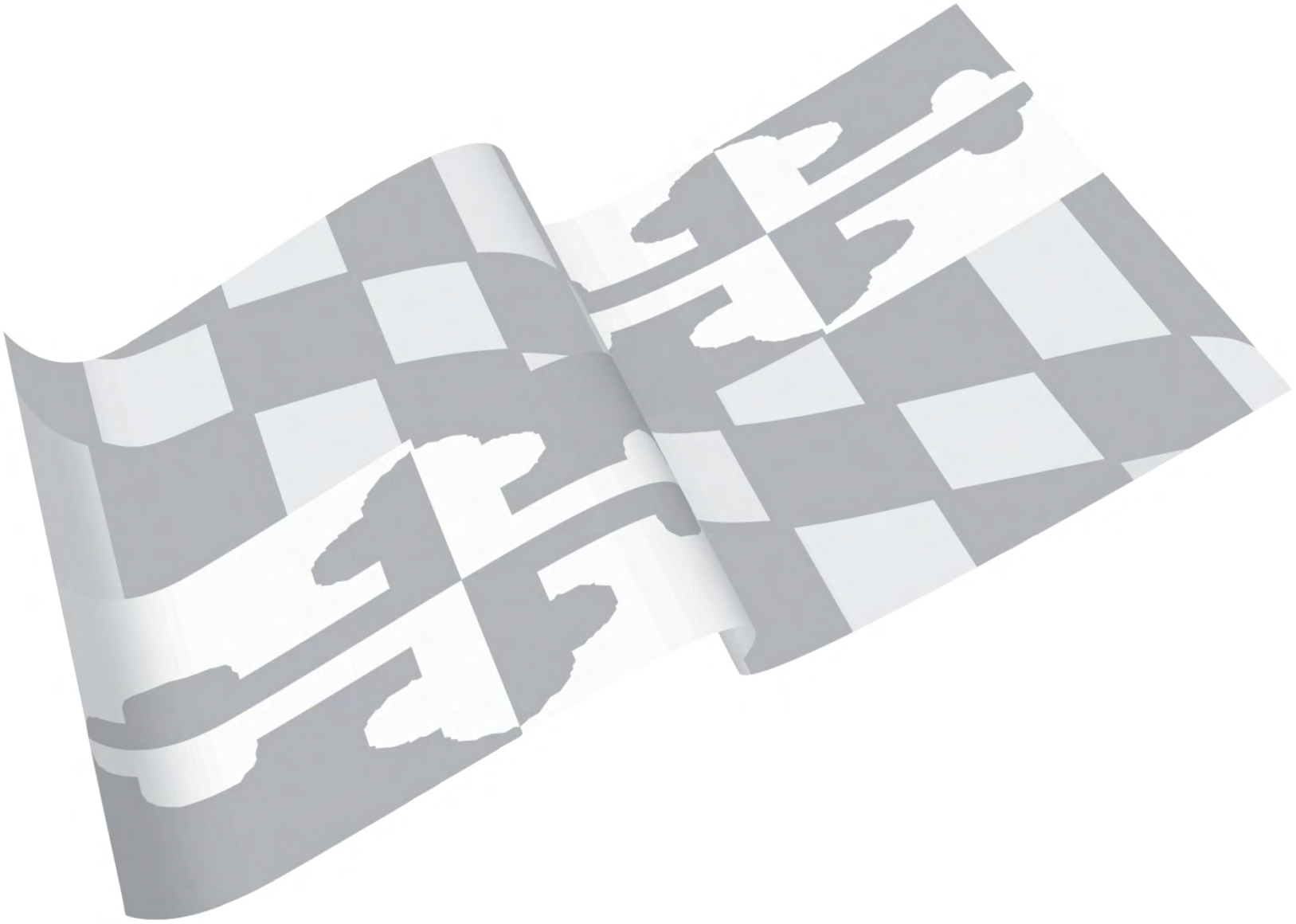
0534, 545, 0597, 0645, 0649, 0688, 0721, 0806, 0821, 000184, 0185, 00186, 00207, 00208, 00210, 00227

MINOR PROJECTS PROGRAM

(Dollars in Thousands)

MOTOR VEHICLE ADMINISTRATION - LINE 2

PROJECT ID	PROJECT NAME		TOTAL PROGRAMMED COST	STATUS
Departmental Services				
MVA0651	Central Document Processing System Preservation	$	7,180	Underway
Facility				
MVA0598	Building and Interior Modification	$	8,576	Ongoing
MVAPRJ000204	Largo Remodel	$	7,251	Design Completed
MVAPRJ000209	Pavement Rehabilitation	$	1,242	Ongoing
MVAPRJ000211	Power Distribution Systems	$	1,175	Underway
MVAPRJ000212	Fire Detection & Suppression Systems	$	960	Completed
MVAPRJ000215	Columbia MVA Branch Relocation	$	1,000	FY 2028
MVAPRJ000216	Glen Burnie Boiler Replacement	$	1,737	Underway
MVAPRJ000218	Glen Burnie Chiller Replacement	$	1,370	Completed
MVAPRJ000220	Data Center Fire Protection Replacement	$	2,349	Completed
MVAPRJ000221	Generator Replacement	$	11,540	Design Completed
MVAPRJ000223	Computer Room HVAC	$	3,091	FY 2027
MVAPRJ000228	White Oak Roof	$	138	Design Underway
MHSO				
MVA0777	Maryland Highway Safety Office Bicycle Programs	$	485	Ongoing
Vehicle and Fleet				
MVA0799	Mobile Office	$	1,436	FY 2027
VEIP				
MVA0686	VEIP Preservation	$	3,501	Ongoing
MVAPRJ000183	VEIP RFP Transition	$	5,945	Completed

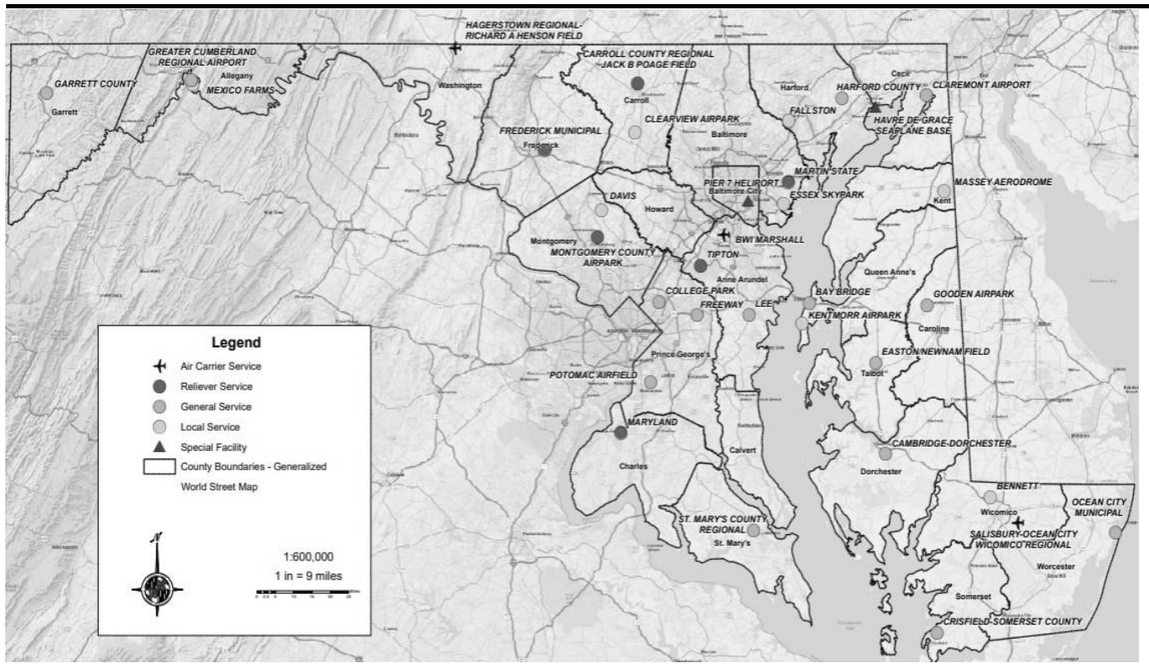


MDOT MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND AVIATION ADMINISTRATION

MARYLAND AVIATION ADMINISTRATION
CAPITAL PROGRAM SUMMARY
($ MILLIONS)

	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	SIX - YEAR TOTAL
Major Construction Program	**242.9**	**133.9**	**88.8**	**62.5**	**84.6**	**56.5**	**669.2**
System Preservation	137.7	76.2	76.0	48.6	69.4	44.5	452.4
Expansion/Efficiency	90.2	39.1	3.4	4.6	5.6	-	143.0
Safety & Security	11.4	13.3	5.7	3.3	4.4	3.5	41.6
Local Funding	3.5	3.5	3.5	3.5	3.5	3.5	21.0
Environment	-	1.7	0.1	1.8	1.7	5.0	10.3
Administration	0.1	0.2	-	0.6	-	-	0.9
Major Development & Evaluation Program	**19.2**	**19.0**	**2.0**	**2.0**	**-**	**-**	**42.2**
System Preservation	0.0	-	-	-	-	-	0.0
Expansion/Efficiency	19.2	17.0	-	-	-	-	36.2
Administration	-	2.0	2.0	2.0	-	-	6.0
Minor Program	**20.4**	**15.2**	**9.3**	**10.7**	**11.2**	**21.3**	**88.2**
System Preservation	7.0	4.9	4.9	3.1	6.2	16.4	42.4
Expansion/Efficiency	5.2	0.1	0.1	-	1.7	-	7.0
Safety & Security	1.3	0.9	-	-	-	-	2.2
Environment	5.0	7.4	2.8	6.3	1.4	1.4	24.4
Administration	2.0	1.9	1.6	1.3	1.9	3.5	12.1
Capital Salaries, Wages & Other Costs	**7.5**	**6.8**	**6.6**	**7.2**	**6.5**	**7.1**	**41.7**
TOTAL	**290.1**	**175.0**	**106.7**	**82.3**	**102.4**	**84.8**	**841.2**
Special Funds	66.2	57.2	33.4	33.6	47.0	44.8	282.2
Federal Funds	92.0	35.4	31.1	23.2	27.1	12.7	221.4
Other Funds	132.0	82.4	42.2	25.6	28.3	27.3	337.6
Special Funds Breakdown							
Transportation Trust Fund	66.2	57.2	33.4	33.6	47.0	44.8	282.2
SPECIAL FUNDS TOTAL	**66.2**	**57.2**	**33.4**	**33.6**	**47.0**	**44.8**	**282.2**
Other Funds Breakdown							
Other (Not GO Bonds)	132.0	82.4	42.2	25.6	28.3	27.3	337.6
OTHER FUNDS TOTAL	**132.0**	**82.4**	**42.2**	**25.6**	**28.3**	**27.3**	**337.6**



PROJECT: Regional Aviation Assistance Program

DESCRIPTION: The Statewide Aviation Grant Program provides State funding to match federal funding to government or public-owned airports for the repair and upgrade of runways, taxiways, aprons, 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 33 are public use facilities with three offering air carrier service.

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

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

EXPLANATION: This project provides support to 33 public-use county, municipal, and regional airports throughout the state of Maryland.

SMART GROWTH STATUS: [X] 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 program includes twenty-seven (27) active projects at the start of FY 2027 and anticipate funding assistance to eighteen (18) new projects at various airports across the State in FY 2027.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

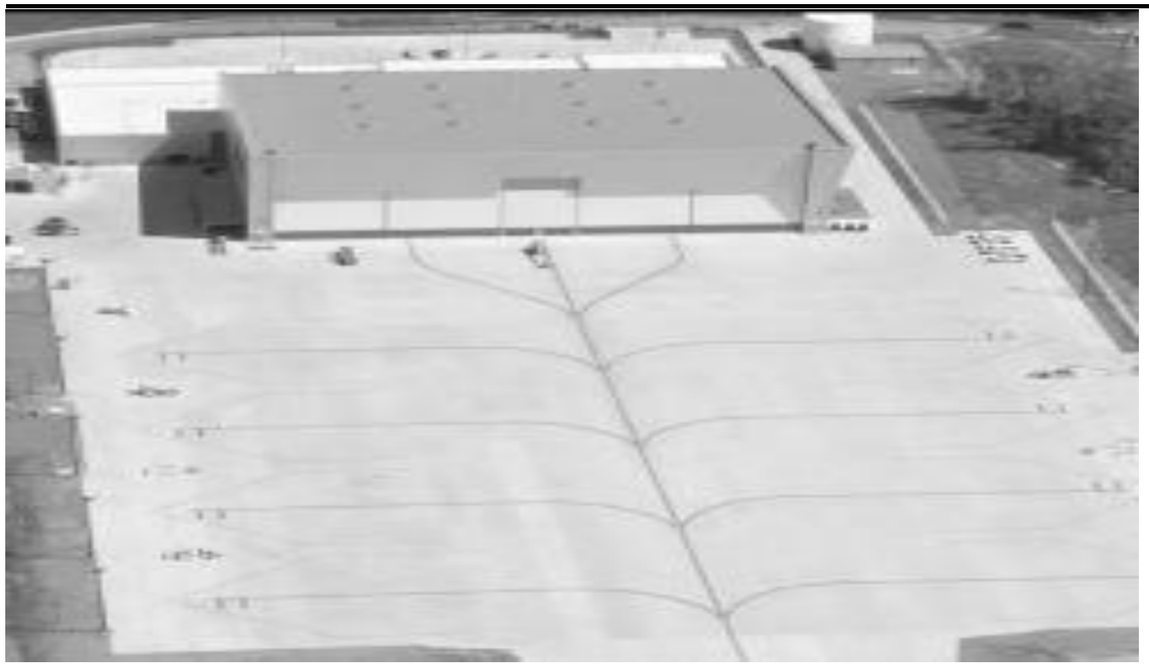
PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	118	118	118	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	102,352	81,325	2,855	3,528	3,500	3,500	3,500	3,500	3,500	21,028	0
Total	**102,699**	**81,672**	**2,973**	**3,528**	**3,500**	**3,500**	**3,500**	**3,500**	**3,500**	**21,028**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	102,699	81,672	2,973	3,528	3,500	3,500	3,500	3,500	3,500	21,028	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
Program cost increased by $3.5M due to new program year.

USAGE: N/A

OPERATING COST IMPACT: N/A

0221, 1105, 1106, 1107



PROJECT: Aircraft Maintenance Facility Infrastructure at BWI Marshall Airport

DESCRIPTION: This project provides infrastructure improvements in support of the development of a commercial 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. This project includes Southwest investments of $100M for hangar and site construction. The aircraft maintenance facility includes three 737 and 8 apron positions.

PURPOSE & NEED SUMMARY STATEMENT: At BWI Marshall Airport, Southwest Airlines needs to perform periodic or incidental maintenance on their aircraft. There is insufficient space at either their gates or within the terminal and adjacent areas 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:**

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

EXPLANATION: This project provides Southwest Airlines with a location to locally perform periodic or incidental maintenance on their aircraft fleet. Reliable aircraft ensures the airline maintains schedules and minimizes delay impacts 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

- [X] Project Inside PFA
- [ ] Project Outside PFA — [ ] Grandfathered; [ ] Exception Will Be Required; [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

STATUS: Substantial completion September 2025. Ongoing punch-list items complete by August 2026.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

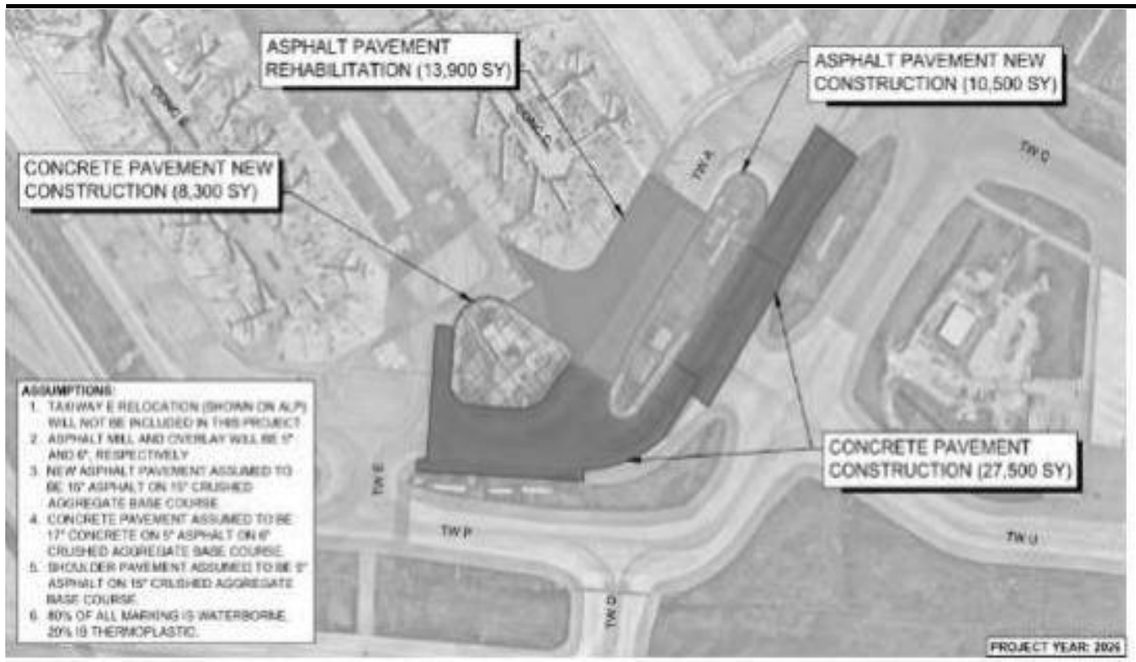
PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	6,353	6,353	369	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	38,787	38,787	1,469	0	0	0	0	0	0	0	0
Total	**45,140**	**45,140**	**1,838**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Federal-Aid	3,211	3,211	0	0	0	0	0	0	0	0	0
Special	41,928	41,928	1,838	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

9720; Federally funded through CARES stimulus.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
Project cost reduced by $2.8M due to project cost savings.

USAGE: Accommodate projected airline maintenance needs.

OPERATING COST IMPACT: Cost responsibility of Southwest Airlines.



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

DESCRIPTION: This project funds the relocation of the Airfield Lighting Vault (ALV) as well as airfield improvements surrounding Concourse B and C. Phase I of the project will relocate the Airfield Lighting Vault (ALV), which was completed in July 2024. Phase II will demolish the existing vault and infill the area with apron pavement. Phase III will reconstruct the BC Alley and Concourse C Apron pavement. The Pavement Condition of this area is in moderate condition.

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. Finally, the improvements will increase capacity at BWI Marshall by removing the operation constrictions at the entrance to BC Alley.

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

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

EXPLANATION: This project provides compliance with FAA Part 139 regulations to ensure airfield movement and safety is maximized. 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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Phase I, Airfield Light Value Relocation is completed in July 2024. Phases II and III are on hold until additional funding made available.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

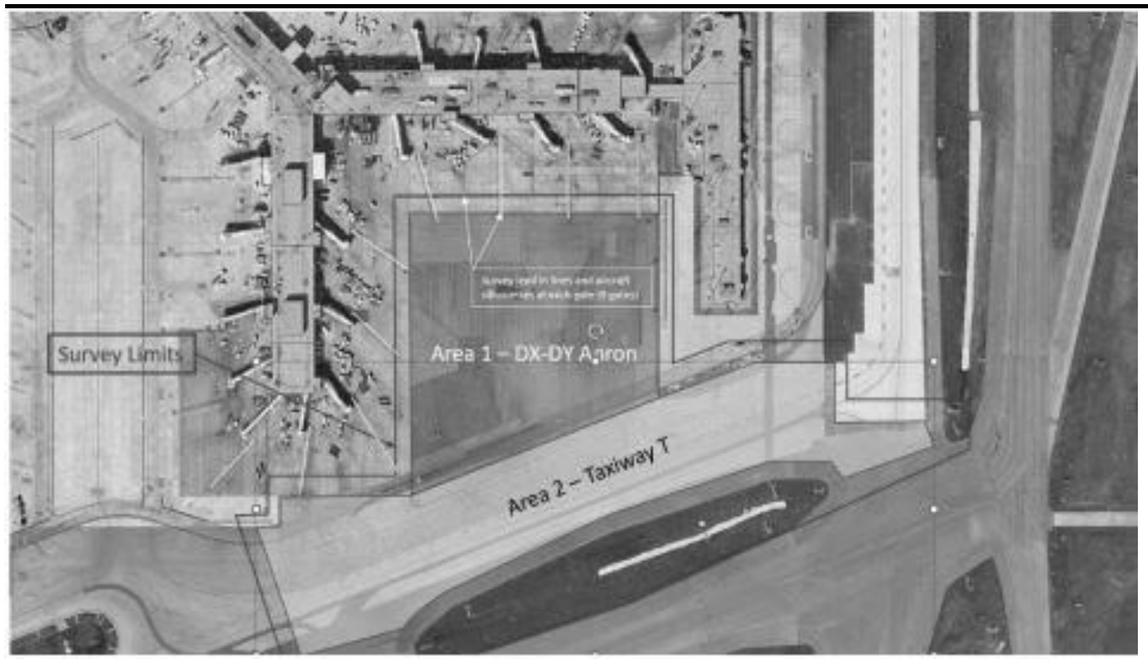
PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	15	15	0	0	0	0	0	0	0	0	0
Engineering	4,834	3,946	1,250	0	0	0	888	0	0	888	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	33,216	24,704	63	0	0	0	8,512	0	0	8,512	0
Total	**38,064**	**28,664**	**1,313**	**0**	**0**	**0**	**9,400**	**0**	**0**	**9,400**	**0**
Federal-Aid	27,804	18,404	21	0	0	0	9,400	0	0	9,400	0
Special	10,261	10,261	1,292	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

0265, 0336, 2196; funded through Airport Improvement Program Grant.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
Project cost reduced by $34.4M due removal of Phase II and III for fiscal capacity reasons.

USAGE: Improve standards and accommodate projected annual flight operations.

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 (PCI) for pavement is in poor condition. The pavement distresses include medium and high severity weathering, alligator cracking and block cracking. The project will include all grading, pavement, lighting, signage, installation of an oil-water separator 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:

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

EXPLANATION: This project provides compliance with FAA Part 139 regulations to ensure airfield movement and safety is maximized. 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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Construction anticipated to begin in Fall 2026.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,965	1,093	202	436	436	0	0	0	0	872	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	40,471	1,975	1,887	19,248	19,248	0	0	0	0	38,496	0
Total	**42,436**	**3,068**	**2,088**	**19,684**	**19,684**	**0**	**0**	**0**	**0**	**39,368**	**0**
Federal-Aid	29,219	618	0	14,300	14,300	0	0	0	0	28,601	0
Special	13,218	2,450	2,088	5,384	5,384	0	0	0	0	10,767	0
Other	0	0	0	0	0	0	0	0	0	0	0

0264, Federally funded through Airport Improvement Program Grant and Bipartisan Infrastructure Law (BIL) Airport Infrastructure Grant.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
Project cost increased by $6.0M due to actual bid costs.

USAGE: Improve standards and accommodate projected annual flight operations.

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



PROJECT: North Cargo Pavement Rehabilitation at BWI Marshall Airport

DESCRIPTION: This project will rehabilitate the North Cargo pavement area at BWI Marshall that is aligned with the FAA Airport Capital Improvement Plan (ACIP). The construction will be done in three phases. The Pavement Condition Index (CPI) for pavement is in the low-end of fair condition. Phase 1 (outlined in blue) is pavement rehabilitation of Taxilane J and pavement reconstruction of cargo positions F18-F20 in concrete. Phase 2 (outlined in green) is rehabilitation/replacement of the pavement for cargo positions F1-F5 and concrete pavement rehabilitation of parking positions F6-F9. Phase 3 is the concrete pavement rehabilitation of the entire cargo ramp between cargo buildings D&E including parking positions F10-F17 and the taxilane in-between.

PURPOSE & NEED SUMMARY STATEMENT: The 2023 Pavement Condition Index (PCI) report identified the North Cargo pavement in very poor to fair condition. The proposed improvements will improve the operational conditions and reduce future maintenance costs, needs, and operational impacts.

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

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

EXPLANATION: This project provides compliance with FAA Part 139 regulations to ensure airfield movement and safety is maximized. 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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Procurement underway.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

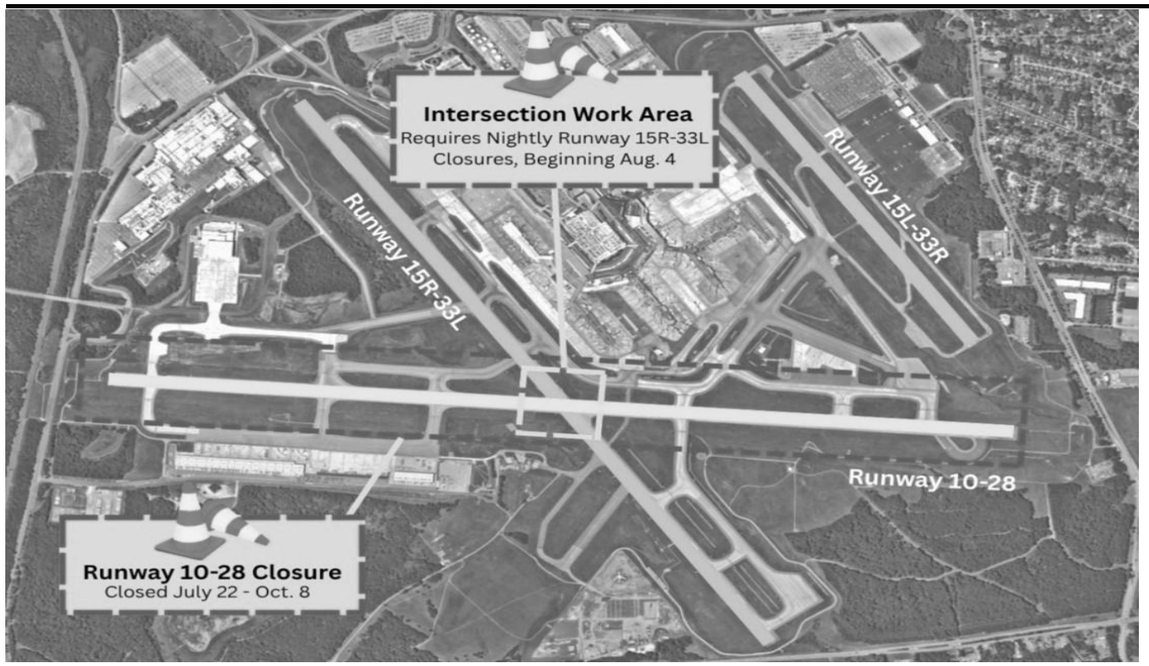
PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,067	760	684	0	601	1,137	568	0	0	2,306	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	31,178	0	0	0	6,150	12,300	6,150	6,578	0	31,178	0
Total	**34,245**	**760**	**684**	**0**	**6,752**	**13,437**	**6,718**	**6,578**	**0**	**33,485**	**0**
Federal-Aid	25,414	0	0	0	5,158	10,315	5,158	4,783	0	25,414	0
Special	8,831	760	684	0	1,594	3,121	1,561	1,795	0	8,071	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: Project cost reduced by $2.4M due to updated engineer's estimate.

USAGE: Accommodate projected annual flight operations.

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

0404, 0769; Federally funded through Airport Improvement Program Grant and Bipartisan Infrastructure Law (BIL) Airport Infrastructure Grant.



PROJECT: Runway 10/28 Rehabilitation at BWI Marshall Airport

DESCRIPTION: This project will resurface the longest runway at BWI Marshall as well as Runway 10/28 and Runway 15R-33L intersection that is aligned with the FAA Airport Capital Improvement Plan (ACIP). The project will include additional pavement repairs as needed, and 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.

PURPOSE & NEED SUMMARY STATEMENT: To maintain a safe runway with minimal surface defects, the pavement surface needs to be replaced periodically. The 2023 Pavement Condition Index (PCI) report identified Runway 10-28 in fair range over the next few years. Additionally, while the runway is closed, all existing pavement lighting will be replaced with LED lights to reduce power usage and maintenance.

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

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

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

If Project Outside PFA:
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Construction underway.

EXPLANATION: This project provides compliance with FAA Part 139 regulations to ensure airfield movement and safety is maximized. 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: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,406	2,158	977	1,248	0	0	0	0	0	1,248	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	83,410	300	300	83,110	0	0	0	0	0	83,110	0
Total	**86,816**	**2,458**	**1,277**	**84,358**	**0**	**0**	**0**	**0**	**0**	**84,358**	**0**
Federal-Aid	62,397	0	0	62,397	0	0	0	0	0	62,397	0
Special	24,419	2,458	1,277	21,960	0	0	0	0	0	21,960	0
Other	0	0	0	0	0	0	0	0	0	0	0

0442; Federally funded through Bipartisan Infrastructure Law (BIL) Airport Infrastructure Grant.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: Project cost increased by $9.3M due to actual bids received. Project accelerated due to multiple emergency pavement repairs resulting in unplanned airfield closures and operational impacts. Adhering to delivery schedule will mitigating service

USAGE: Improve standards and accommodate projected annual flight operations.

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



PROJECT: Runway 15R/33L Pavement Mill and Overlay at BWI Marshall Airport

DESCRIPTION: This project will resurface runway 15R/33L at BWI Marshall. The project will include additional pavement repairs as needed, and tie-ins to adjacent taxiways and runway. The 2023 Pavement Condition Index (PCI) report identified Runway 15R/33L in fair range over the next few years. 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.

PURPOSE & NEED SUMMARY STATEMENT: To maintain a safe runway with minimal surface defects, the pavement surface needs to be replaced periodically. The 2023 Pavement Condition Index (PCI) report identified Runway 15R/33L in fair range over the next few years. Additionally, while the runway is closed, all existing pavement lighting will be replaced with LED lights to reduce power usage and maintenance.

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

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

EXPLANATION: This project provides compliance with FAA Part 139 regulations to ensure airfield movement and safety is maximized. 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

- [X] Project Inside PFA
- [ ] Project Outside PFA — [ ] Grandfathered; [ ] Exception Will Be Required; [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

STATUS: Project construction anticipated in FY 2031.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,184	0	0	0	0	0	0	1,184	0	1,184	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	11,350	0	0	0	0	0	0	11,350	0	11,350	0
Total	**12,533**	**0**	**0**	**0**	**0**	**0**	**0**	**12,533**	**0**	**12,533**	**0**
Federal-Aid	9,400	0	0	0	0	0	0	9,400	0	9,400	0
Special	3,133	0	0	0	0	0	0	3,133	0	3,133	0
Other	0	0	0	0	0	0	0	0	0	0	0

0565; Federally funded through Airport Improvement Program Grant.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
None.

USAGE: Accommodate projected annual flight operations.

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



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

DESCRIPTION: This project will provide a comprehensive pavement rehabilitation of the small commercial service Runway 15L/33R (for general aviation) and connecting taxiways that is aligned with the FAA Airport Capital Improvement Plan (ACIP). The 2023 Pavement Management Plan (PMP) Pavement Condition Index (PCI) for these pavements ranges from fair to very poor. The pavement distresses include alligator cracking, block cracking and weathering. The Project will include pavement, grading and related infrastructure improvements.

PURPOSE & NEED SUMMARY STATEMENT: The project will enhance airfield safety and operations through pavement rehabilitation to meet FAA standards. It will also improve the functional and structural service life of the existing pavement.

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

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

EXPLANATION: This project provides compliance with FAA Part 139 regulations to ensure airfield movement and safety is maximized. 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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Preliminary Engineering Underway.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,075	9	9	0	2,066	0	0	0	0	2,066	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	17,574	0	0	0	0	17,574	0	0	0	17,574	0
Total	**19,649**	**9**	**9**	**0**	**2,066**	**17,574**	**0**	**0**	**0**	**19,640**	**0**
Federal-Aid	14,737	0	0	0	0	14,737	0	0	0	14,737	0
Special	4,912	9	9	0	2,066	2,837	0	0	0	4,903	0
Other	0	0	0	0	0	0	0	0	0	0	0

0268; Federally funded through Airport Improvement Program Grant and Bipartisan Infrastructure Law (BIL) Airport Infrastructure Grant.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: Project cost increased by $7.1M due to revised cost estimates.

USAGE: Improve standards and accommodate projected annual flight operations.

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



PROJECT: Taxiway F Relocation at BWI Marshall Airport

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

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

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

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

EXPLANATION: This project provides compliance with FAA Part 139 regulations to ensure airfield movement and safety is maximized. 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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Construction completed in December 2025.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,573	3,573	659	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	43,870	43,870	8,934	0	0	0	0	0	0	0	0
Total	**47,444**	**47,444**	**9,593**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Federal-Aid	32,679	32,679	6,344	0	0	0	0	0	0	0	0
Special	14,765	14,765	3,249	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

2220, 2221 Federally Funded through the Airport Improvement Program Grant.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
Project cost reduced by $2.7M due to project cost savings.

USAGE: Improve standards and accommodate projected annual flight operations.

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



PROJECT: Taxiway T Reconstruction at BWI Marshall Airport

DESCRIPTION: This project will reconstruct portions of Taxiway T from the existing asphalt pavement to concrete that is aligned with the FAA Airport Capital Improvement Plan (ACIP). The project is intended to address the existing pavement condition and meet FAA Design Standards for Taxiway Geometry. The Pavement Condition Index (PCI) for portions of this pavement is rated in the low-end of fair condition. All taxiway lighting and signage will be replaced with high efficiency LED lighting systems.

PURPOSE & NEED SUMMARY STATEMENT: The project will enhance airfield safety and operations through reconstruction of pavement to meet FAA standards. The areas identified for upgrades were determined through independent pavement analysis as required by the FAA. Pavement sections within the limits of the project have PCI ranges from fair to poor according to the 2023 Pavement Management Plan (PMP) Update. In addition, the replacement of taxiway lighting and signage will enhance safety and energy efficiency.

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

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

EXPLANATION: This project provides for compliance with 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

- [X] Project Inside PFA
- [ ] Project Outside PFA — [ ] Grandfathered; [ ] Exception Will Be Required; [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

STATUS: Construction completed in October 2025.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

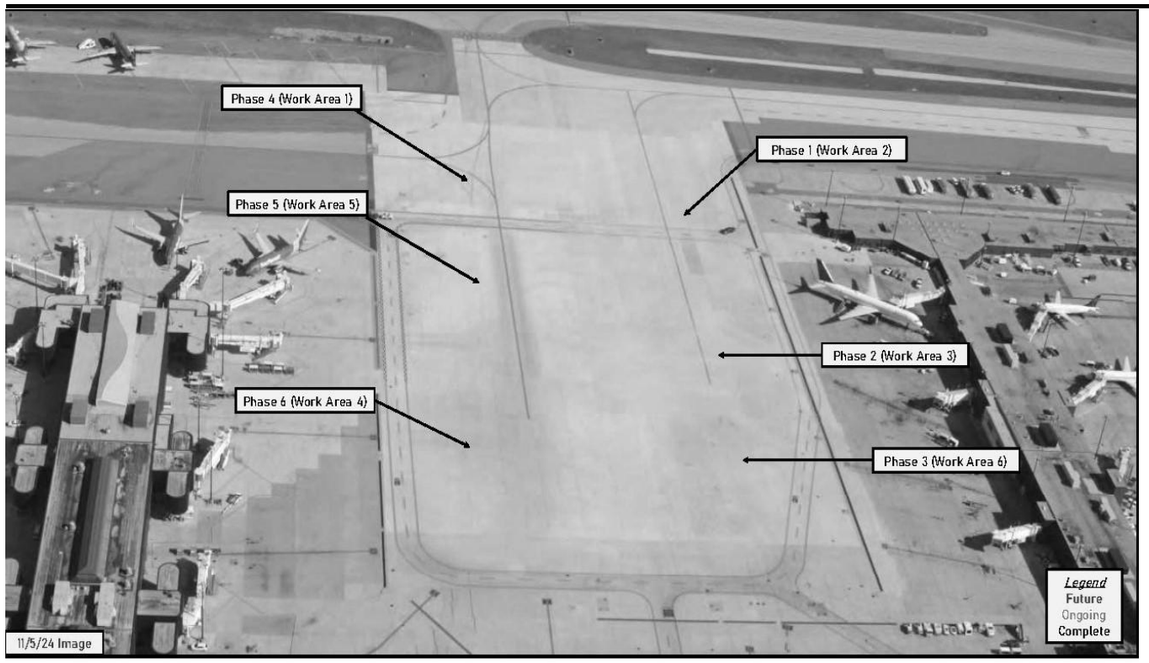
PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,977	3,977	1,921	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	34,757	34,757	7,154	0	0	0	0	0	0	0	0
Total	**38,734**	**38,734**	**9,075**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Federal-Aid	29,101	29,101	7,643	0	0	0	0	0	0	0	0
Special	9,633	9,633	1,432	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

0205, 2204; Federally funded through Airport Improvement Program Grant and Bipartisan Infrastructure Law (BIL) Airport Infrastructure Grant.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
Project cost reduced by $3.4M due to project cost savings.

USAGE: Accommodate projected annual flight operations.

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



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." 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:

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

EXPLANATION: This project provides compliance with FAA Part 139 regulations to ensure airfield movement and safety is maximized. 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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Construction completed in July 2025.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

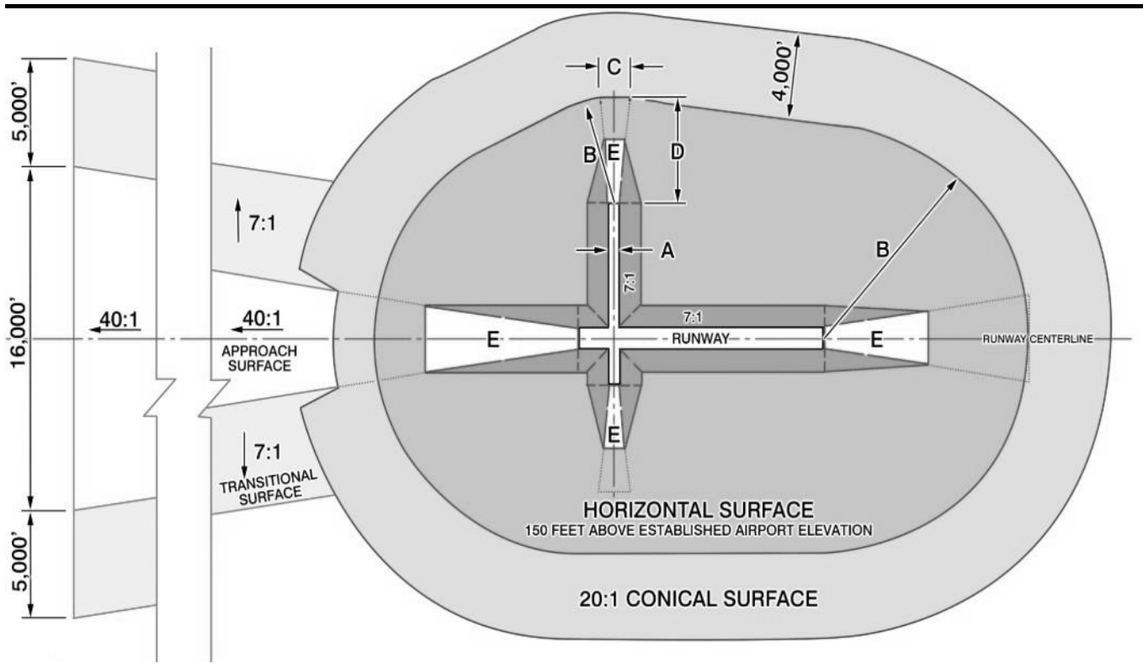
PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	858	858	114	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	20,093	20,093	652	0	0	0	0	0	0	0	0
Total	**20,951**	**20,951**	**766**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Federal-Aid	15,178	15,178	578	0	0	0	0	0	0	0	0
Special	5,773	5,773	188	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

0252; Federally funded through Bipartisan Infrastructure Law (BIL) Airport Infrastructure Grant.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

USAGE: Improve standards and accommodate projected annual flight operations.

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



PROJECT: Obstruction Removal Program at BWI Marshall and Martin State Airports

DESCRIPTION: This multi-phase program will maintain the airspace surrounding BWI Marshall and Martin State Airports to make free of manmade and vegetative obstruction that could become hazardous to aircraft navigation. Includes all planning, design, construction/demolition, tree removal, permitting, and compensatory mitigation as required.

PURPOSE & NEED SUMMARY STATEMENT: This program is required to maintain compliance with Federal Aviation Administration (FAA) airspace protection and airport design standards, and helps to ensure the safety of aircraft operations for both the traveling public and neighboring communities.

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

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

EXPLANATION: This program helps to ensure the safety of aircraft operations for both the traveling public and the neighboring communities by removing manmade and vegetative obstructions to airspace navigation in a sustainable manner consistent with Federal Aviation Administration (FAA) regulations, environmental best practices and Maryland State regulations on natural resource management.

SMART GROWTH STATUS:

- [ ] Project Not Location Specific
- [ ] Not Subject to PFA Law
- [X] Project Inside PFA
- [ ] Project Outside PFA
  - [ ] Grandfathered
  - [ ] Exception Will Be Required
  - [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

STATUS: Planning underway.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	165	165	139	0	0	0	0	0	0	0	0
Engineering	1,033	927	673	0	35	35	35	0	0	106	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	10,260	17	17	0	1,615	101	1,814	1,712	5,000	10,242	0
Total	**11,458**	**1,109**	**829**	**0**	**1,651**	**137**	**1,849**	**1,712**	**5,000**	**10,349**	**0**
Federal-Aid	3,450	0	0	0	1,150	137	1,150	1,013	0	3,450	0
Special	8,008	1,109	829	0	501	0	699	699	5,000	6,899	0
Other	0	0	0	0	0	0	0	0	0	0	0

0440, 9431 Federally Funded through Airport Improvement Program Grant.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
Added to Primary Construction Program.

USAGE: Improve standards and accommodate projected annual flight operations.

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:

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Community and Support the Economy
- [ ] 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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Construction complete for North and South BGE substations. Electrical substation ST-AB replacement is anticipated to be completed in Fall 2026.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,592	2,373	768	1,219	0	0	0	0	0	1,219	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	26,457	24,432	5,101	2,025	0	0	0	0	0	2,025	0
Total	**30,049**	**26,805**	**5,869**	**3,244**	**0**	**0**	**0**	**0**	**0**	**3,244**	**0**
Federal-Aid	1	1	0	0	0	0	0	0	0	0	0
Special	11,779	11,440	1,602	340	0	0	0	0	0	340	0
Other	18,269	15,364	4,267	2,904	0	0	0	0	0	2,904	0

0170, 0254; Federally funded through CARES stimulus; Other funding source is Passenger Facility Charge (PFC) Revenue.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
None.

USAGE: Accommodate projected annual passenger growth.

OPERATING COST IMPACT: Cost fully 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:**

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Community and Support the Economy
- [ ] 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
- [X] Project Inside PFA
- [ ] Project Outside PFA
  - [ ] Grandfathered
  - [ ] Exception Will Be Required
  - [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

STATUS: Construction completed in July 2025.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

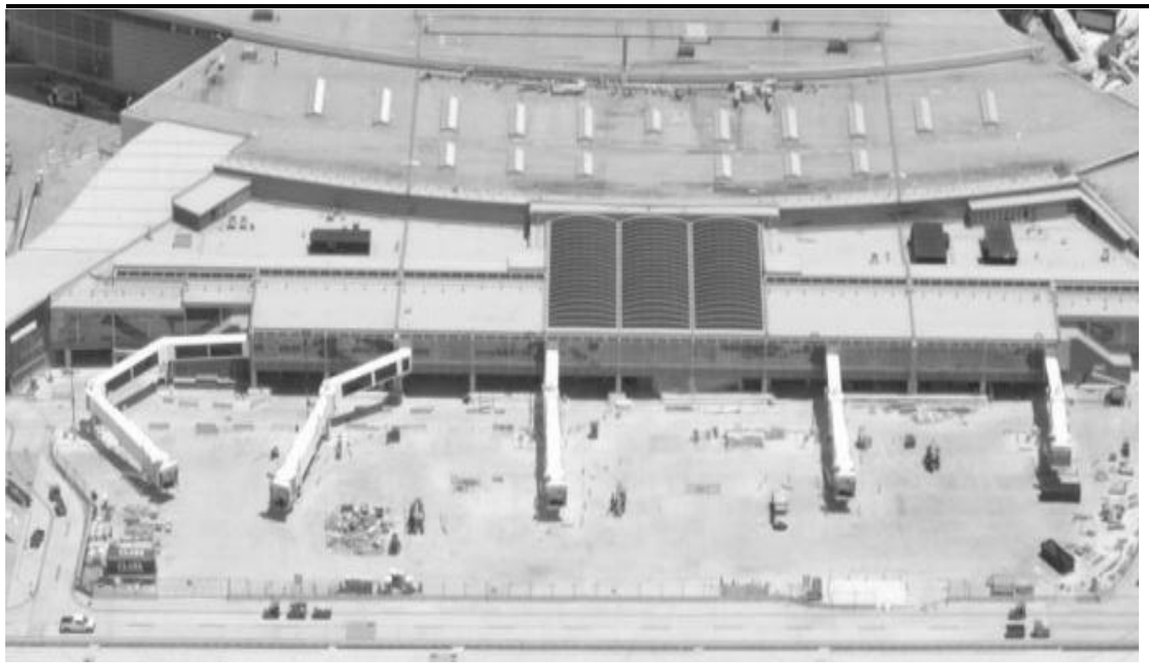
PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	14	14	0	0	0	0	0	0	0	0	0
Engineering	1,422	1,422	49	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	24,436	24,436	209	0	0	0	0	0	0	0	0
Total	**25,872**	**25,872**	**258**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Federal-Aid	58	58	0	0	0	0	0	0	0	0	0
Special	24,716	24,716	258	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

2336; Federal funding was CARES stimulus.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
None.

USAGE: Accommodate projected annual flight operations.

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



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

DESCRIPTION: This project will comprise of 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, automated exit lanes, 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:**

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

EXPLANATION: Passenger ease of movement and providing travel options are some of the primary focuses 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
- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Project opened in January 2026. Additional scope items including inbound BHS tunnel lighting, Southwest Management Suite build out, and automated exit lane technology at Concourse B to be completed by December 2026.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

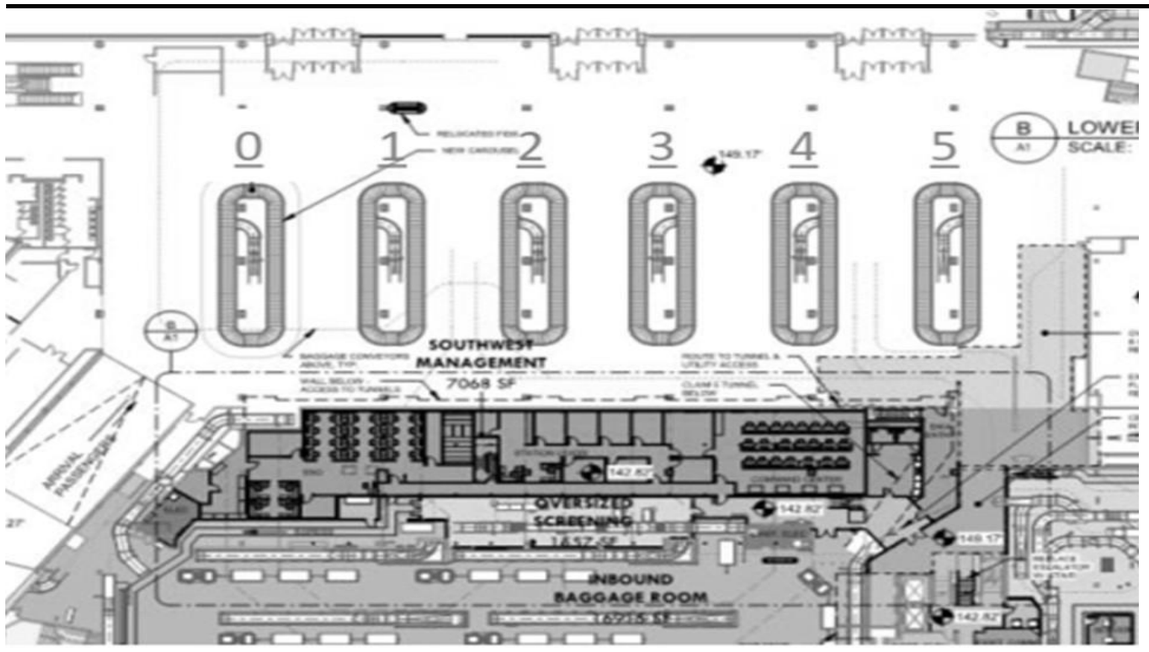
PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	77,335	74,534	6,526	2,800	0	0	0	0	0	2,800	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	412,370	370,750	84,927	41,620	0	0	0	0	0	41,620	0
Total	**489,705**	**445,284**	**91,453**	**44,420**	**0**	**0**	**0**	**0**	**0**	**44,420**	**0**
Federal-Aid	38,469	38,469	7,626	0	0	0	0	0	0	0	0
Special	27,654	27,654	301	0	0	0	0	0	0	0	0
Other	423,582	379,161	83,526	44,420	0	0	0	0	0	44,420	0

0232, 0233, 0234, 9597; Other funding source is Special Transportation Project Revenue Bonds. Federally funded through past CARES stimulus and current Bipartisan Infrastructure Law (BIL) Airport Terminal Program Grant.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
None.

USAGE: Accommodate projected annual passenger growth.

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



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

DESCRIPTION: This project will replace the five (5) existing baggage claim carousels and inbound lines with new carousels in Concourse A/B as well as install one (1) new additional baggage claim carousel. When complete, there will be a total of six (6) baggage claim carousels to accommodate Concourse A/B.

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

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

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

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

SMART GROWTH STATUS:

- [ ] 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: Construction completed. Bag claim open to service.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

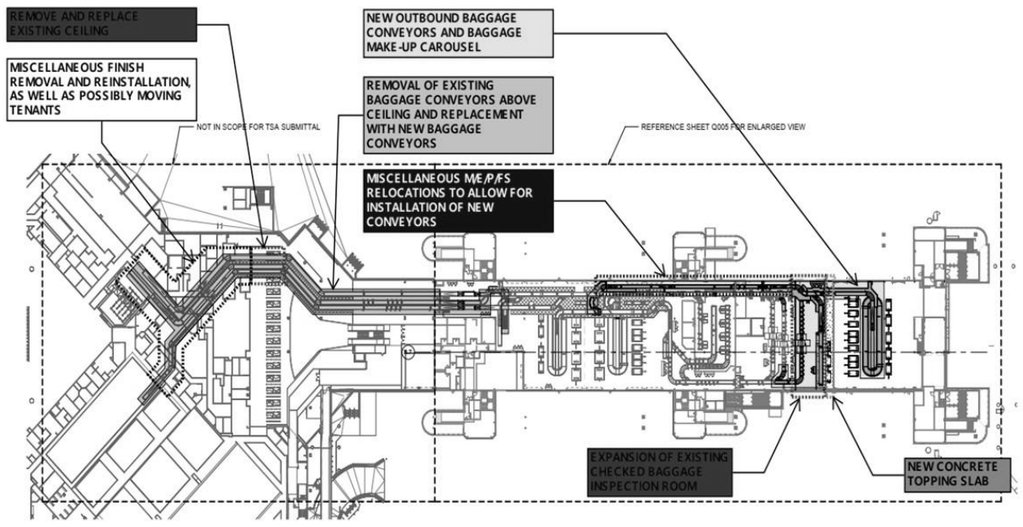
PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	218	218	19	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	22,176	16,353	7,193	5,822	0	0	0	0	0	5,822	0
Total	**22,394**	**16,571**	**7,212**	**5,822**	**0**	**0**	**0**	**0**	**0**	**5,822**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	214	214	19	0	0	0	0	0	0	0	0
Other	22,179	16,357	7,193	5,822	0	0	0	0	0	5,822	0

0258; Other funding source is Passenger Facility Charge (PFC) Revenue and Revenue Bonds.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
Project cost reduced by $8.2M due to cost savings.

USAGE: Accommodate existing and projected annual passenger demand.

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



PROJECT: Concourse E Outbound 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:**

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [ ] Serve Community and Support the Economy
- [ ] 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: [ ] 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: Construction is underway with anticipated completion Summer 2027.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

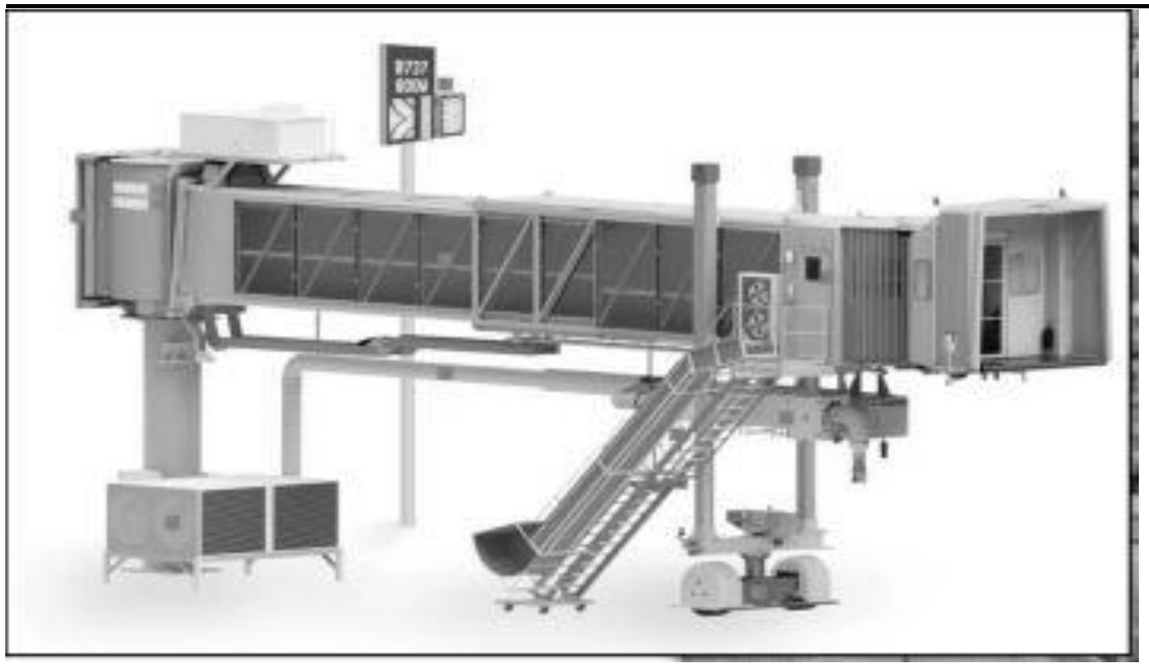
PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,275	3,047	830	1,228	0	0	0	0	0	1,228	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	18,887	18,838	15,361	5,000	0	0	0	0	20,361	0
Total	**43,523**	**21,934**	**19,668**	**16,589**	**5,000**	**0**	**0**	**0**	**0**	**21,589**	**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	42,488	20,899	19,668	16,589	5,000	0	0	0	0	21,589	0

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

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
None.

USAGE: Accommodate existing and projected annual passenger demand.

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



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:

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [ ] Serve Community and Support the Economy
- [ ] 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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Phase 1: PBB construction will begin September 2026. Elevator upgrades are underway. Phase 2: Vestibule door replacement construction anticipated for Winter 2026.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

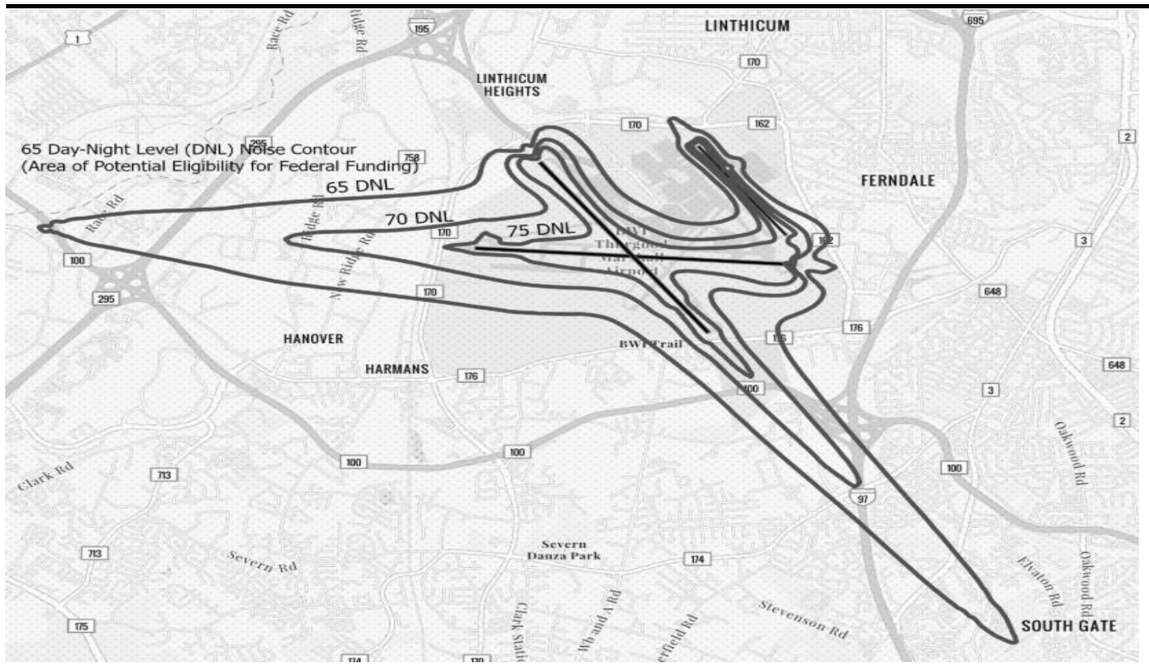
PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	6,765	3,548	998	1,030	1,030	1,158	0	0	0	3,217	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	59,726	4,171	3,690	16,287	24,745	14,524	0	0	0	55,555	0
Total	**66,491**	**7,719**	**4,688**	**17,316**	**25,774**	**15,682**	**0**	**0**	**0**	**58,772**	**0**
Federal-Aid	14,574	0	0	4,372	5,830	4,372	0	0	0	14,574	0
Special	18,677	7,569	4,538	2,628	6,624	1,856	0	0	0	11,108	0
Other	33,240	150	150	10,316	13,321	9,453	0	0	0	33,090	0

0261, 0269, 0511; Federally funded through Bipartisan Infrastructure Law (BIL) Airport Terminal Program Grant. Other funding source is Passenger Facility Charge (PFC) Revenue.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
Project cost reduced by $17.0M due to actual bids as well as deferral of parking garage facility doors for fiscal capacity reasons.

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 navigation 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:**

- [ ] Enhance Safety and Security
- [ ] Deliver System Quality
- [X] Serve Community and Support the Economy
- [X] 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: [ ] 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: This is a multi-phase program. Four Federal AIP grants have been received to date for program planning, design and construction. Three phases are complete and one phase is in construction. Two additional phases have been designed but are deferred pending FAA required update to the BWI Marshall CFR Part 150 Noise Compatibility Plan which is programmed to take place 2026-2028, after which new phases will be defined and pursued.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	8,829	7,207	3,246	418	0	0	0	120	1,084	1,622	0
Right-of-way	1,433	727	(0)	0	706	0	0	0	0	706	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	24,697	4,714	2,097	1,414	2,688	0	0	10,471	5,409	19,983	0
Total	**34,959**	**12,648**	**5,344**	**1,832**	**3,394**	**0**	**0**	**10,591**	**6,493**	**22,311**	**0**
Federal-Aid	27,811	9,965	3,924	1,468	2,715	0	0	8,468	5,195	17,846	0
Special	580	580	580	0	0	0	0	0	0	0	0
Other	6,568	2,103	839	364	679	0	0	2,123	1,299	4,465	0

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

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
None.

USAGE: This is a community-based program.

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 reallocation of the rental car operators, customer service counters, associated wayfinding signage, restriping of exterior fire lanes, and reconfiguring the entry/exit plaza. Also included is an upgrade to the Fire Suppression & Alarm System. The Consolidated Rental Car Facility (CRCF) shuttle buses will also be refurbished which will extend their useful life by three years.

PURPOSE & NEED SUMMARY STATEMENT: A Facility Condition Assessment was completed for the Consolidated Rental Car Facility outlining the need for these improvements. Reallocation of tenant lease areas is required by the tenant lease agreements.

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

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

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

SMART GROWTH STATUS:

- [ ] 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: Construction expected to begin in Fall 2026.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

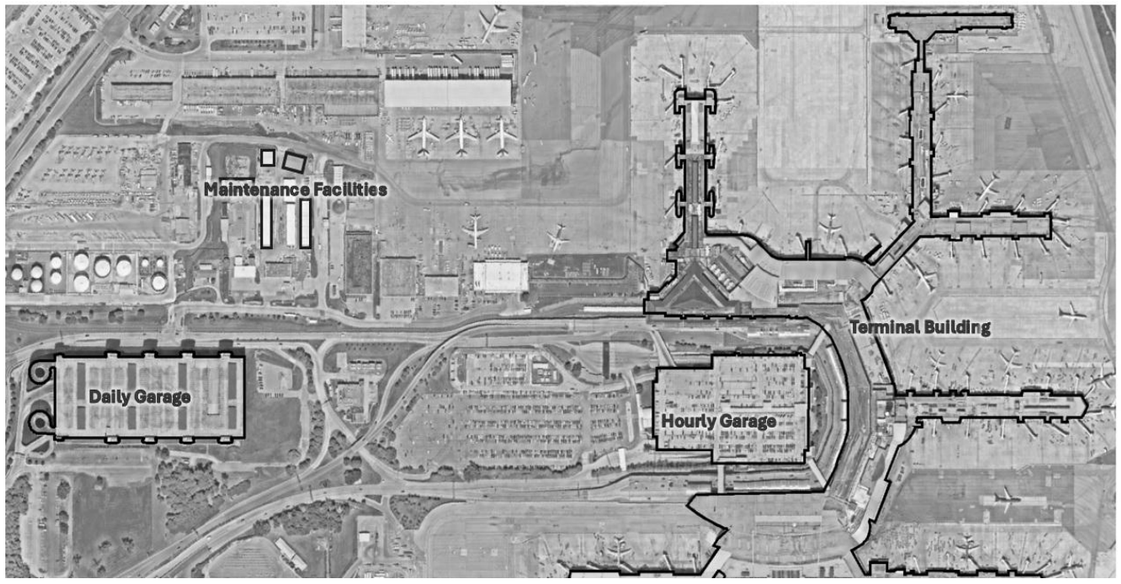
PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	60	60	(0)	0	0	0	0	0	0	0	0
Engineering	4,734	1,929	752	1,645	1,160	0	0	0	0	2,805	0
Right-of-way	15	15	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	24,722	3,925	1,582	11,408	9,390	0	0	0	0	20,798	0
Total	**29,531**	**5,928**	**2,334**	**13,053**	**10,550**	**0**	**0**	**0**	**0**	**23,603**	**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	29,531	5,928	2,334	13,053	10,550	0	0	0	0	23,603	0

0242, 0509, 0516, 0753, 2130, 2132; Other funding source is Customer Facility Charge (CFC) Revenue.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: Cost increased by $3.7M due to scope increases related to additional Minor Projects added to Program.

USAGE: Accommodate projected annual rental car operations.

OPERATING COST IMPACT: None.



PROJECT: Facilities Management Program

DESCRIPTION: This program includes BWI Operations Program, Parking Facility Repairs, Grounds Maintenance Building Rehabilitation, and the Terminal Modernization. Repairs to the Hourly and Daily garages are needed to maintain a state of good repair. Work includes concrete repairs; power washing, resealing, and restriping floors; electrical repairs; expansion joint replacements; and repairs to roofing and oil-water separator.

Terminal modernization improvements including roof replacements, interior lighting and flooring upgrades, baggage handling system (BHS) improvements and security system updates at BWI Marshall Airport. Roof replacements and flooring/lighting improvements will occur throughout the main terminal and at Concourses C and D. Whereas the BHS improvements will occur in the main terminal and support air carriers operating from Concourse B through E.

PURPOSE & NEED SUMMARY STATEMENT: This program is needed to maintain a state of good repair. Garage decks need to be cleared and re-sealed with Silane to prevent damage to post-tensioned cable support. The terminal modernization program will replace aging infrastructure nearing end of life.

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

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

EXPLANATION: This program supports ongoing state of good repair to ensure safe and efficient airport operations. BWI Marshall and Martin State Airports support the movement of people, goods and State economy.

SMART GROWTH STATUS: [X] 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: Procurement Underway for BWI Parking Facility Repairs. Terminal Modernization Program includes future Passenger Facility Charge (PFC) projects and funding capacity, which excludes Transportation Trust Fund (TTF) required funds for ineligible program costs.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,719	3,371	1,440	0	1,028	1,320	0	0	0	2,348	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	137,029	0	0	1,953	21,543	28,532	29,200	28,800	27,000	137,029	0
Total	**142,747**	**3,371**	**1,440**	**1,953**	**22,571**	**29,852**	**29,200**	**28,800**	**27,000**	**139,377**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	25,478	3,371	1,440	600	8,846	4,661	4,200	2,800	1,000	22,107	0
Other	117,270	0	0	1,353	13,726	25,191	25,000	26,000	26,000	117,270	0

0259, 0541, 0667, 0795, 0802; Other Funding source is Passenger Facility Charge (PFC) Revenue.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: Added to Primary Construction Program; consolidated Roof Replacement with Facilities Management to more accurately capture entire program.

USAGE: Accommodate existing and projected annual passenger demand.

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



PROJECT: Fleet Management Program - Fire Fighting Equipment

DESCRIPTION: Replacement of various specialized Aircraft Rescue and Fire Fighting (ARFF) vehicles and associated emergency response equipment. Such equipment includes tower/ladders used for elevated rescue and fire suppression; heavy rescue apparatuses used for technical rescue incidents, vehicle extrication, and structural collapse incidents; pumper and aerial ladders used for fire suppression, elevated water supply and master stream operations, and standpipe support. This program is not subject to FAA required Index.

PURPOSE & NEED SUMMARY STATEMENT: Existing vehicles and equipment are approaching or have exceeded end of useful life and are exhibiting wear and tear. Maintaining reliable structural firefighting resources supports MAA's Airport Fire & Rescue Department's ability to provide emergency response capabilities necessary to support BWI Airport Operating Certificate under FAA 14 CFR Part 139.

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

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

EXPLANATION: This project provides the equipment necessary to maintain airport operations safely during emergency response events. BWI Marshall and Martin State Airports support the movement of people, goods and State economy.

SMART GROWTH STATUS:

- [ ] 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: Procurement Underway for five pieces of equipment.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	12,041	27	27	0	2,014	0	3,000	3,500	3,500	12,014	0
Total	**12,041**	**27**	**27**	**0**	**2,014**	**0**	**3,000**	**3,500**	**3,500**	**12,014**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	12,041	27	27	0	2,014	0	3,000	3,500	3,500	12,014	0
Other	0	0	0	0	0	0	0	0	0	0	0

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SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
Added to Primary Construction Program due to urgent need of ARFF equipment.

USAGE: Maintain airport and airfield operations during emergency response events.

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



PROJECT: Fleet Management Program - Snow Equipment

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

PURPOSE & NEED SUMMARY STATEMENT: BWI Marshall Airport has approximately 20 million square feet of priority 1 airfield pavement area to keep clear of snow and receives approximately 18 inches of snow per year. The current snow equipment has reached the end of its useful life and needs to be replaced.

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

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

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

SMART GROWTH STATUS:

- [ ] 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: Procurement of snow equipment underway.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	19,598	18,462	7,945	1,135	0	0	0	0	0	1,135	0
Total	**19,598**	**18,462**	**7,945**	**1,135**	**0**	**0**	**0**	**0**	**0**	**1,135**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	1,750	1,750	0	0	0	0	0	0	0	0	0
Other	17,848	16,712	7,945	1,135	0	0	0	0	0	1,135	0

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

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
None.

USAGE: Maintain airport and airfield operations during a snow event.

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



PROJECT: Fleet Management Program - Operations

DESCRIPTION: This program includes the replacement of various critical equipment and light duty operating vehicles used to conduct airport operations at BWI Marshall and Martin State Airports.

PURPOSE & NEED SUMMARY STATEMENT: Existing light duty vehicles and equipment are approaching or have exceeded end of useful life and are exhibiting wear and tear. Maintaining reliable resources supports MAA's ability to operate safely and efficiently.

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

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

EXPLANATION: This project provides non fire and snow related vehicles and equipment necessary to maintain airport operations safely and efficiently. BWI Marshall and Martin State Airports support the movement of people, goods and State economy.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA — [ ] Grandfathered; [ ] Exception Will Be Required; [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

STATUS: Vehicle and equipment replacement is currently underway.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	19,366	5,772	1,754	1,074	3,227	1,472	1,467	2,300	4,055	13,594	0
Total	**19,366**	**5,772**	**1,754**	**1,074**	**3,227**	**1,472**	**1,467**	**2,300**	**4,055**	**13,594**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	19,366	5,772	1,754	1,074	3,227	1,472	1,467	2,300	4,055	13,594	0
Other	0	0	0	0	0	0	0	0	0	0	0

0228, 1928, 1929, 2053

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
Added to Primary Construction Program.

USAGE: Maintain airport and airfield operations for non-fire and snow related events.

OPERATING COST IMPACT: Non-landside recovered through airport user fees.



PROJECT: IT Infrastructure Program

DESCRIPTION: This program serves as a centralized funding stream designed to maintain, modernize, and safeguard the organization's core operational technology and critical IT infrastructure. The program addresses high-priority, cross-functional technology needs ranging from network modernizations and server refreshes to enterprise device rollouts, industrial OT systems, and critical cybersecurity hardware. This program also supports Multi Use Flight Information Display System (MUFIDS), Integrated Aircraft Stand System (IASS), and Common Use Terminal Equipment (CUTE) replacement and upgrades.

PURPOSE & NEED SUMMARY STATEMENT: This critical funding addresses historic gaps and in cohesion of technology infrastructure strategy. This funding allows the airport to leverage economies of scale, enforce robust enterprise standards, and maintain an adaptable infrastructure capable of supporting next-generation aviation technologies. By prioritizing projects aligned with capitalization guidelines that directly mitigate operational risk, eliminate technical debt, and ensure business continuity, this funding provides the essential financial foundation required to keep enterprise operations running reliably and securely.

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

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

EXPLANATION: MDOT's Enterprise Technology strategy advises the foundational digital infrastructure, software platforms, and operational systems that support the entire airport ecosystem. It acts as the digital backbone of the business enabling the MAA and stakeholders to communicate, share data, and function as a cohesive community.

SMART GROWTH STATUS: [X] Project Not Location Specific [X] 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 IT system projects ongoing.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

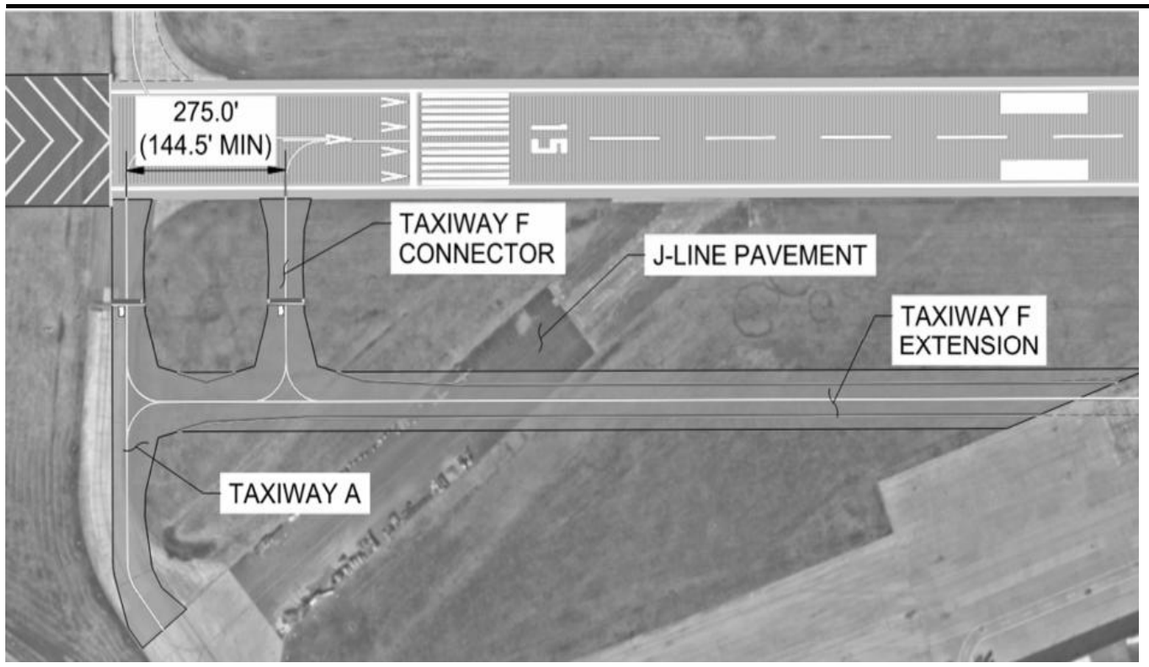
PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	592	592	59	0	0	0	0	0	0	0	0
Engineering	3,959	3,322	76	75	242	75	245	0	0	637	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	73,611	38,406	8,936	4,190	9,172	3,609	1,849	9,476	6,909	35,205	0
Total	**78,162**	**42,320**	**9,070**	**4,265**	**9,414**	**3,684**	**2,094**	**9,476**	**6,909**	**35,842**	**0**
Federal-Aid	187	187	0	0	0	0	0	0	0	0	0
Special	59,016	37,823	7,390	1,343	688	684	2,094	9,476	6,909	21,193	0
Other	18,959	4,310	1,680	2,922	8,727	3,000	0	0	0	14,649	0

0166, 0225, 0281, 0300, 0374, 0447, 0479, 0515, 0518, 0524, 0526, 0654, 0726, 0728, 0733, 0797, 0798, 0799; Other funding source is Passenger Facility Charge (PFC) revenue.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
Project cost increased by $15.5M due to new year in program as well as consolidation of Multi-Use Flight Display System (MUFIDS) project into this program.

USAGE: Enhance MDOT's information technology infrastructure and strategy.

OPERATING COST IMPACT: N/A



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 Airport 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:

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

EXPLANATION: This project enhances 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

- [X] Project Inside PFA
- [ ] Project Outside PFA — [ ] Grandfathered; [ ] Exception Will Be Required; [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

STATUS: Preliminary Engineering Underway for drainage improvement on Wilson Point Road.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,137	583	343	128	0	0	375	51	0	554	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	3,833	0	0	1,083	0	0	1,395	1,356	0	3,833	0
Total	**4,970**	**583**	**343**	**1,211**	**0**	**0**	**1,769**	**1,407**	**0**	**4,387**	**0**
Federal-Aid	3,950	0	0	1,150	0	0	1,545	1,255	0	3,950	0
Special	1,020	583	343	61	0	0	224	152	0	437	0
Other	0	0	0	0	0	0	0	0	0	0	0

0273, 0277

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
None.

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, 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 a published 8,100 feet of usable runway length. Phase II of the program will complete the associated environmental mitigation as well as Navaid relocations.

PURPOSE & NEED SUMMARY STATEMENT: Runway 15-33 at Martin State Airport (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 airspace protection standards. Rehabilitation efforts coincided with the Maryland Air National Guard's infrastructure needs to support a 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:

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

EXPLANATION: Improvements enhance safety by reducing the risk of aircraft damage and maintaining navigable airspace per FAA standards. Pavement improvements 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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Construction of runway complete. Amtrak catenary lowering is at 30% design and was submitted to Amtrak for review. NAVAID relocation preliminary design is complete.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,580	713	107	67	200	0	600	0	0	867	0
Engineering	2,602	2,602	451	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	39,125	32,029	0	0	0	0	2,873	4,224	0	7,096	0
Total	**43,308**	**35,344**	**558**	**67**	**200**	**0**	**3,473**	**4,224**	**0**	**7,964**	**0**
Federal-Aid	34,298	30,341	368	0	0	0	1,756	2,201	0	3,957	0
Special	9,010	5,003	190	67	200	0	1,717	2,023	0	4,007	0
Other	0	0	0	0	0	0	0	0	0	0	0

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

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
None.

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: Airport Traffic Control Tower at Martin State Airport

DESCRIPTION: This project replaces the 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:

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [ ] Serve Community and Support the Economy
- [ ] 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
- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Construction started May in 2025 and is ongoing. Completion anticipated in Winter 2026.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

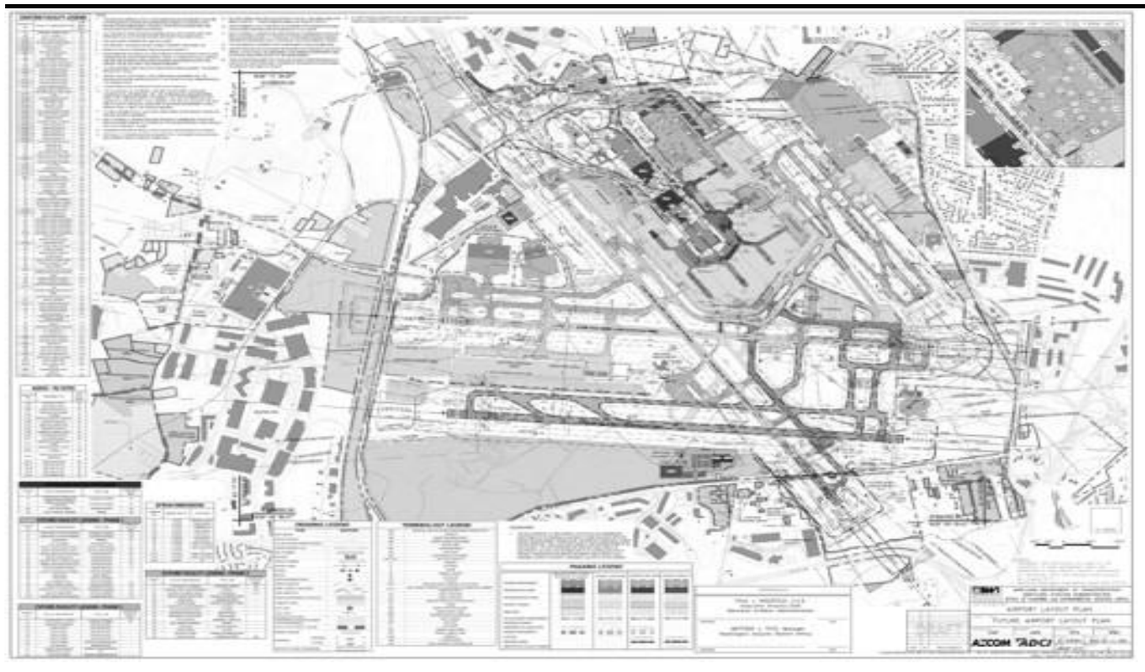
PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,630	3,630	897	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	24,006	12,091	10,789	11,915	0	0	0	0	0	11,915	0
Total	**27,636**	**15,721**	**11,686**	**11,915**	**0**	**0**	**0**	**0**	**0**	**11,915**	**0**
Federal-Aid	13,802	8,650	6,527	5,152	0	0	0	0	0	5,152	0
Special	13,834	7,071	5,159	6,763	0	0	0	0	0	6,763	0
Other	0	0	0	0	0	0	0	0	0	0	0

1121; Federal funding is Bipartisan Infrastructure Law (BIL) Airport Terminal Program and Federal Contract Tower Grants.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
None.

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: This project is dedicated to developing 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 update 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 use within the surrounding areas.

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

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Community and Support the Economy
- [X] 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

- [X] Project Inside PFA
- [ ] Project Outside PFA — [ ] Grandfathered; [ ] Exception Will Be Required; [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

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

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

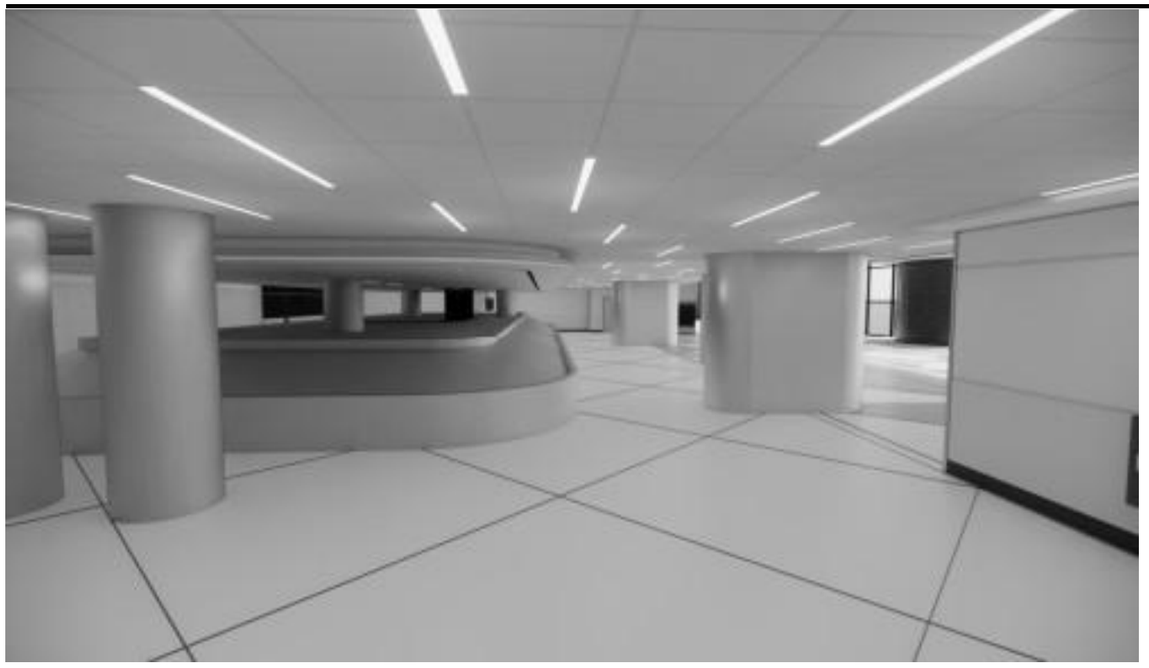
PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	8,076	2,076	0	0	2,000	2,000	2,000	0	0	6,000	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	**8,076**	**2,076**	**0**	**0**	**2,000**	**2,000**	**2,000**	**0**	**0**	**6,000**	**0**
Federal-Aid	4,500	0	0	0	1,500	1,500	1,500	0	0	4,500	0
Special	3,576	2,076	0	0	500	500	500	0	0	1,500	0
Other	0	0	0	0	0	0	0	0	0	0	0

0303; Federally funded through Bipartisan Infrastructure Law (BIL) Airport Infrastructure Grant.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
State funding swapped with Federal funding.

USAGE: Accommodate projected annual passenger growth.

OPERATING COST IMPACT: N/A



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. It includes minor demolition and the fit-out of vacant shell space including architectural, mechanical and electrical improvements.

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:

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

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

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

- [X] Project Inside PFA
- [ ] Project Outside PFA — [ ] Grandfathered; [ ] Exception Will Be Required; [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

STATUS: Preliminary engineering underway.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

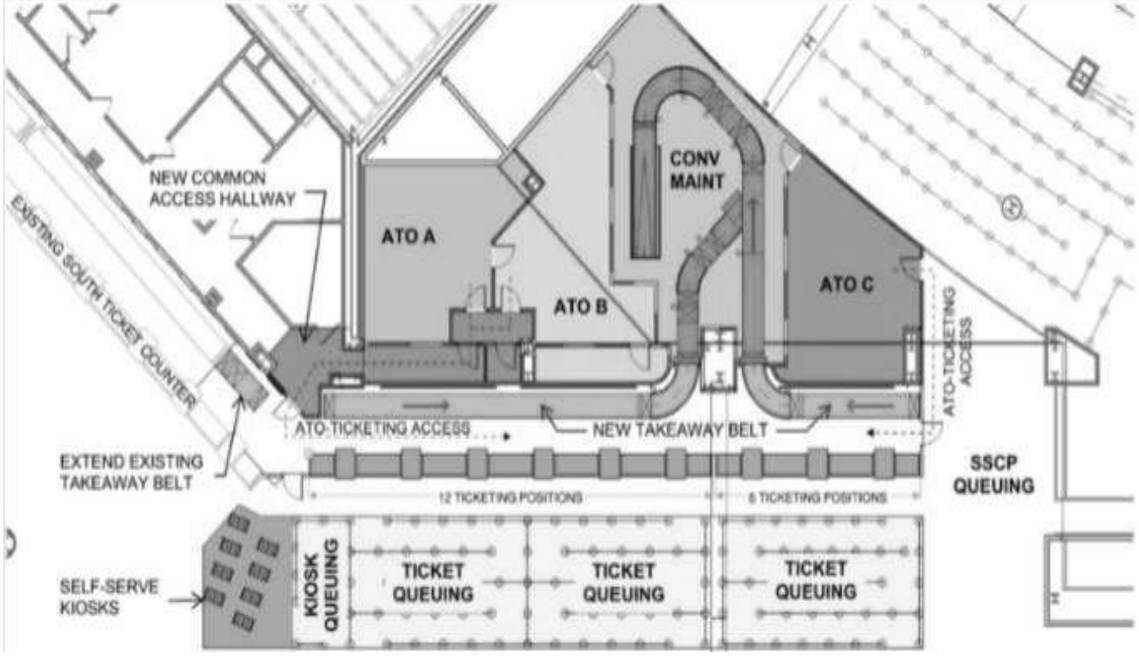
PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,266	1,187	577	952	127	0	0	0	0	1,079	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	9,934	0	0	4,580	5,354	0	0	0	0	9,934	0
Total	**12,201**	**1,187**	**577**	**5,533**	**5,481**	**0**	**0**	**0**	**0**	**11,014**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	1,506	294	77	558	654	0	0	0	0	1,212	0
Other	10,694	893	500	4,975	4,826	0	0	0	0	9,802	0

0342; Other funding source is Passenger Facility Charge (PFC) Revenue.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
Project cost decreased due to revised cost estimates.

USAGE: Accommodate projected annual passenger growth.

OPERATING COST IMPACT: Cost fully 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. These two expansions will increase common use capability and flexibility for our air carries as well as provide additional check-in counters, kiosks, bag belts, airline ticket office space and queuing areas to accommodate airline growth and new market entrants.

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
- [X] Deliver System Quality
- [X] Serve Community and Support the Economy
- [ ] Promote Environmental Stewardship

EXPLANATION: Passenger ease of movement is a primary focus of the airport. These improvements provide 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

- [X] Project Inside PFA
- [ ] Project Outside PFA — [ ] Grandfathered; [ ] Exception Will Be Required; [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

STATUS: Construction anticipated to start in Winter 2026.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

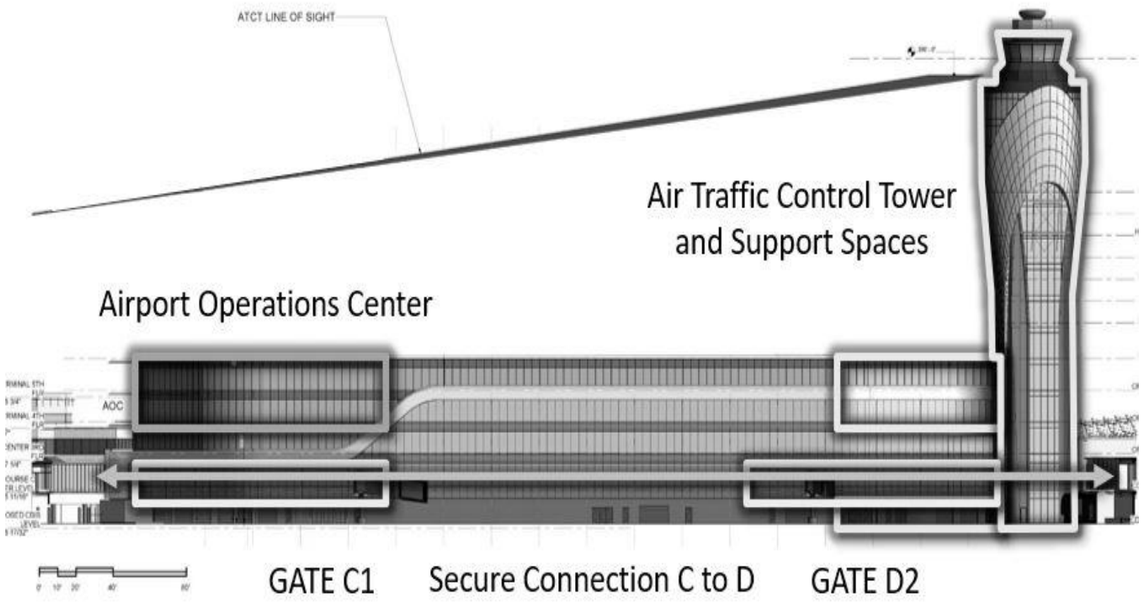
PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,846	2,864	747	755	1,228	0	0	0	0	1,982	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	20,194	140	140	5,191	11,415	3,447	0	0	0	20,054	0
Total	**25,040**	**3,004**	**887**	**5,946**	**12,643**	**3,447**	**0**	**0**	**0**	**22,036**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	6,690	1,270	325	1,146	4,274	0	0	0	0	5,420	0
Other	18,350	1,734	562	4,800	8,369	3,447	0	0	0	16,616	0

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

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
Project cost reduced by $2.3M due to actual bids.

USAGE: Accommodate projected annual passenger growth.

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



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

DESCRIPTION: This project will replace the existing 75+ year old Airport Traffic Control Tower (ATCT) at BWI Marshall. Additional elements of the project include expanded baggage handling capability at the lower level of the terminal, 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. It will also construct the final post-security passenger connector between concourses C and D.

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 75 years old.

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

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Community and Support the Economy
- [ ] 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
- [X] Project Inside PFA
- [ ] Project Outside PFA
  - [ ] Grandfathered
  - [ ] Exception Will Be Required
  - [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

STATUS: Preliminary engineering underway.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,187	2,187	10	0	0	0	0	0	0	0	0
Engineering	39,359	3,159	1,475	19,200	17,000	0	0	0	0	36,200	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	**41,546**	**5,346**	**1,485**	**19,200**	**17,000**	**0**	**0**	**0**	**0**	**36,200**	**0**
Federal-Aid	71	71	0	0	0	0	0	0	0	0	0
Special	5,476	5,276	1,485	200	0	0	0	0	0	200	0
Other	36,000	0	0	19,000	17,000	0	0	0	0	36,000	0

0272, 2216; Federal funding was CARES stimulus. Other funding source is Passenger Facility Charge (PFC) Revenue and Revenue Bonds.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
Project cost increased by $32M to continue progressing design.

USAGE: Accommodate projected annual passenger growth.

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

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND AVIATION ADMINISTRATION - LINE 33

PROJECT ID	PROJECT NAME		TOTAL PROGRAMMED COST	STATUS
Airport Technology				
MAAPRJ000312	Aircraft Gate Management System	$	318	Ongoing
Airport Utilities				
MAAPRJ000415	Airfield Lighting and Cable Rehabilitation	$	6,000	FY 2027
MAAPRJ000508	Bldg 129 Code Compliance and Renovations	$	382	Completed
MAAPRJ000537	North Cargo Substation	$	1,976	FY 2028
MAAPRJ000539	CUP Cooling Tower Refurbishment	$	478	Completed
MAAPRJ000540	Remediation of Swaying Domestic Water Pipes	$	665	Completed
MAAPRJ000663	BWI/MTN Mechanical system condition assessment	$	400	Underway
MAAPRJ000775	Water Line Condition Assessment	$	200	Underway
Annual Fees and Inspection Program				
MAA7000	Terminal Spaceframe Inspection	$	820	Ongoing
Architecture				
MAAPRJ000231	Architect Initiatives	$	752	Ongoing
Building Permits & Inspections				
MAAPRJ000164	Building Permits and Inspections	$	1,760	Ongoing
Commercial Management				
MAAPRJ000227	Facility Condition Assessments (OCM)	$	2,104	Ongoing
Construction Management & Inspection				
MAAPRJ000208	Comp CMI SBR AE19-006 (Drive)	$	6,290	Ongoing
MAAPRJ000209	Comp CMI SBR AE19-002 (Brudis)	$	851	Ongoing
MAAPRJ000210	Comp CMI SBR AE19-004 (Specialized)	$	1,520	Ongoing
MAAPRJ000211	Comp CMI SBR AE19-005 (Mimar)	$	1,751	Ongoing

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND AVIATION ADMINISTRATION - LINE 33

PROJECT ID	PROJECT NAME		TOTAL PROGRAMMED COST	STATUS
D/E Connector				
MAAPRJ000371	Concourse D/E Connector Patio Roof Leak Repair	$	460	Completed
Engineering Program Support				
MAAPRJ000538	Construction Management Software	$	951	Underway
MAAPRJ000694	Environmental, Social, Governance (ESG) Strategy and Reporting	$	73	Underway
Environmental Compliance				
MAAPRJ000199	Comp Environmental Compliance SV20-007	$	10,986	Ongoing
MAAPRJ000222	Terminal Environmental Mitigation MC21-006	$	381	Ongoing
MAAPRJ000523	eGSE Chargers and Supporting Infrastructure	$	5,083	Design Underway
MAAPRJ000730	BWI Diesel Fuel Tank Emergency Repairs	$	2,272	Underway
MAAPRJ000762	BWI Loading Rack Containment and Canopy Cover	$	148	Completed
MAAPRJ000770	PFAS Transition	$	1,073	Underway
MAAPRJ000800	PC Air Units and 400Hz Support	$	3,442	Design Underway
Environmental Planning				
MAAPRJ000195	Comp Environmental Planning AE-21-001	$	5,274	Ongoing
MAAPRJ000214	Stream & Wetland Restoration Mitigation Services MC 20-014	$	316	Ongoing
MAAPRJ000223	USDA Wildlife Management Services	$	3,609	Ongoing
MAAPRJ000453	MTN Decarbonization Study	$	300	Completed
MAAPRJ000454	BWI Decarbonization Study	$	1,271	Completed
GIS				
MAA2040	Airport Project Administration System (AirPass)	$	2,837	Ongoing
MAA2079	Security and Life Safety Systems CAD Update	$	1,290	Ongoing
MAA2222	MDOT Asset Management	$	2,203	Ongoing
MAA7600	Facility Management Program	$	3,026	Ongoing

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND AVIATION ADMINISTRATION - LINE 33

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Information Technology CTIPP			
MAA7405	Permanent Noise Monitoring System	$ 2,370	Ongoing
Loading Bridges			
MAAPRJ000721	Consolidated Mechanical Program	$ 305	Completed
MAAPRJ000763	PBB PC Air Lowering and Tunnel Roller Replacement	$ 442	Completed
Misc Office Support			
MAA2311	Safety Management Support	$ 431	Completed
MTN Facilities			
MAAPRJ000444	MTN Airport Catenary Lowering - Amtrak Design Agreement	$ 321	Design Underway
MAAPRJ000695	MTN Sanitary Sewage Discharge	$ 56	Design Underway
MAAPRJ000772	MTN Small Equipment	$ 49	Underway
MAAPRJ000779	MTN Tanks Replacement	$ 300	FY 2027
MAAPRJ000783	MTN Automated Weather Observation Station (AWOS) Relocation	$ 1,000	FY 2030
MAAPRJ000789	MTN Sewer Line and Fuel Pumps	$ 1,700	FY 2028
Noise Support			
MAA2307	BWI Part 150 / Airport Noise Zone Update	$ 4,371	Underway
MAA2309	BWI Community Roundtable	$ 950	Ongoing
MAA2318	Comp Acoustical Services Contract SV 19-001	$ 2,456	Ongoing
Op to Cap			
MAAPRJ000796	PFC Financing and Administration Costs	$ 500	Underway
Operating Facilities			
MAA1931	Hourly Garage Parking Guidance System Replacement	$ 3,941	Completed
MAAPRJ000338	ARFF Kitchen	$ 973	Completed

MINOR PROJECTS PROGRAM

(Dollars in Thousands)

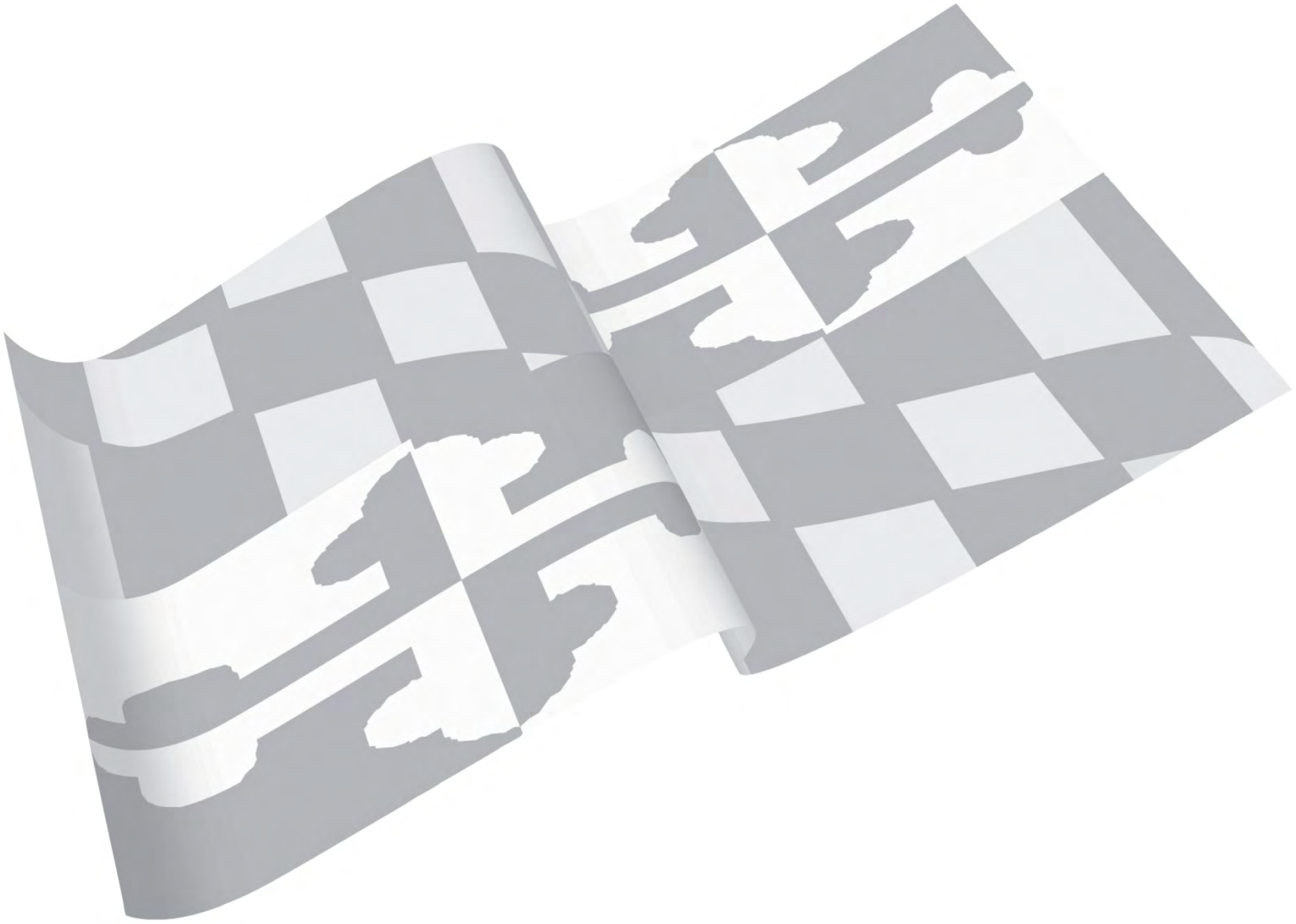
MARYLAND AVIATION ADMINISTRATION - LINE 33

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Operating Facilities			
MAAPRJ000418	BWI ATCT Refurbishment	$ 2,192	FY 2027
MAAPRJ000423	Replace Parking Signs on Daily Garage (Large "P"sign)	$ 100	FY 2027
MAAPRJ000698	Rehabilitation of the underside of the Upper Level Roadway	$ 131	Design Underway
MAAPRJ000786	Long Term Parking Lot Banner Pole Replacement	$ 200	Underway
Pavement Mgmt - BWI Airside			
MAAPRJ000309	Erosion Repairs	$ 2,102	FY 2027
MAAPRJ000341	Expand Group V Aircraft Parking Position (Convert Manager's Lot)	$ 5,409	Underway
MAAPRJ000801	RW 10 Light Lane Road Culvert Improvements	$ 2,500	FY 2030
Pavement Mgmt -BWI Landside			
MAAPRJ000366	Comprehensive Paving Improvements CO22-005	$ 4,194	Ongoing
MAAPRJ000603	Elkridge Landing Employee Lot Repairs (2023 PMP 28-03)	$ 1,630	Underway
Planning			
MAAPRJ000167	Regional Air Passenger Survey	$ 400	Ongoing
MAAPRJ000226	MAA Strategic Plan	$ 994	Underway
MAAPRJ000333	Multimodal Ground Transportation Center and Automated People Mover	$ 1,000	Study Underway
Pre-Construction Project Env, Plan, Eng			
MAA1943	Pavement Management Plan - BWI/MTN	$ 4,969	Underway
MAA1959	BWI Aerial Photogrammetry & Airspace Analysis	$ 731	Ongoing
MAAPRJ000773	BWI Sewer Line Improvements	$ 1,181	Ongoing
Real Estate Services			
MAA7018	Real Estate Property Services	$ 770	Ongoing
MAA7810	10-01 RPZ Property Acquisition	$ 1,701	Ongoing
MAAPRJ000163	Real Estate Services SV-20-006	$ 549	Underway
MAAPRJ000485	Real Estate Consulting Support SV-25-002	$ 1,190	Ongoing

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND AVIATION ADMINISTRATION - LINE 33

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Roofs and Windows			
MAAPRJ000754	Building 115 (Bunkhouse) Roof Overlay	$ 125	Completed
MAAPRJ000755	Glass Window Repairs	$ 117	Completed
Tenant Facilities			
MAA7500	Terminal Leasehold Modifications	$ 2,575	Ongoing
MAAPRJ000724	Cargo Building 107 (Concession Delivery Distribution Center)	$ 453	Completed
MAAPRJ000751	Concession Redevelopment Consultant Support	$ 1,000	Ongoing
Terminal Facilities			
MAAPRJ000279	Checkpoint D/E Expansion	$ 8,002	Underway
MAAPRJ000697	BWI Roadway Canopy Fire Damage Repair	$ 1,134	Underway
MAAPRJ000701	BWI Terminal Carpet Replacement	$ 453	FY 2027
MAAPRJ000794	Central Terminal Revitalization	$ 299	Underway
Vehicles and Equipment			
MAA2198	BWI Mobile Stairs and Medical Lift	$ 1,185	Underway
MAAPRJ000725	MDTA Police Vehicles	$ 5,307	Underway
MAAPRJ000764	ARFF Battery Tool and Lifting Bags	$ 222	Completed



MDOT MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND PORT ADMINISTRATION

MARYLAND PORT ADMINISTRATION
CAPITAL PROGRAM SUMMARY
($ MILLIONS)

	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	SIX - YEAR TOTAL
Major Construction Program	**303.0**	**215.0**	**90.4**	**87.4**	**83.9**	**97.8**	**877.5**
System Preservation	271.8	189.8	83.9	75.4	67.9	77.9	766.7
Expansion/Efficiency	12.7	0.1	-	-	0.7	10.0	23.5
Safety & Security	0.6	0.3	0.1	-	-	-	0.9
Environment	16.3	24.3	6.1	11.2	14.1	8.6	80.5
Administration	1.6	0.6	0.3	0.9	1.2	1.3	5.9
Major Development & Evaluation Program	**90.7**	**70.2**	**67.2**	**57.4**	**46.7**	**33.4**	**365.6**
System Preservation	1.7	23.3	37.2	57.4	46.7	33.4	199.7
Expansion/Efficiency	0.1	0.0	-	-	-	-	0.1
Safety & Security	0.0	-	0.0	-	-	-	0.0
Environment	88.9	46.8	30.0	-	-	-	165.7
Minor Program	**16.9**	**16.8**	**24.5**	**38.6**	**32.9**	**30.1**	**159.7**
System Preservation	12.3	12.9	20.8	23.9	24.3	23.4	117.7
Safety & Security	0.4	0.5	0.4	0.5	0.5	0.5	2.7
Environment	2.8	2.8	2.6	11.8	6.9	3.4	30.3
Administration	1.3	0.6	0.7	2.4	1.2	2.8	9.0
Capital Salaries, Wages & Other Costs	**7.5**	**7.7**	**7.8**	**8.3**	**9.4**	**9.5**	**50.2**
TOTAL	**418.1**	**309.7**	**189.9**	**191.7**	**172.9**	**170.7**	**1,452.9**
Special Funds	305.6	225.8	140.6	186.5	172.9	170.7	1,201.9
Federal Funds	85.5	66.5	45.0	5.3	-	-	202.3
Other Funds	27.1	17.4	4.3	-	-	-	48.7
Special Funds Breakdown							
Transportation Trust Fund	292.4	203.1	129.9	178.7	170.8	160.1	1,135.0
Reimbursement Funds	13.2	22.7	10.6	7.8	2.0	10.6	66.9
SPECIAL FUNDS TOTAL	**305.6**	**225.8**	**140.6**	**186.5**	**172.9**	**170.7**	**1,201.9**
Other Funds Breakdown							
Other (Not GO Bonds)	27.1	17.4	4.3	-	-	-	48.7
OTHER FUNDS TOTAL	**27.1**	**17.4**	**4.3**	**-**	**-**	**-**	**48.7**



PROJECT: Howard Street Tunnel Project

DESCRIPTION: The project consists of reconstructing the 131-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:

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [X] 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

- [X] Project Inside PFA
- [ ] Project Outside PFA — [ ] Grandfathered; [ ] Exception Will Be Required; [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

STATUS: The project reached a significant milestone in May 2026 when double stack clearance was achieved at all 22 sites. At this time, CSX is operating daily double-stack trains in and out of the Port of Baltimore. Remaining construction activities are expected to wrap up in Spring 2027.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: Overall costs were reduced by $13.3M as CSX is finishing most work on the tunnel and cash flows were revised for the remaining work.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [X] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,588	2,588	0	0	0	0	0	0	0	0	0
Engineering	25,620	25,620	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	453,496	442,139	226,204	11,357	0	0	0	0	0	11,357	0
Total	**481,704**	**470,347**	**226,204**	**11,357**	**0**	**0**	**0**	**0**	**0**	**11,357**	**0**
Federal-Aid	125,000	125,000	54,606	0	0	0	0	0	0	0	0
Special	160,681	151,944	92,102	8,737	0	0	0	0	0	8,737	0
Other	196,022	193,403	79,496	2,619	0	0	0	0	0	2,619	0

177



PROJECT: Reduced Emission Locomotives for CSX Curtis Bay Yard

DESCRIPTION: The project will replace three older, non-regulated emissions diesel-electric switching locomotives with reduced or zero emissions locomotives at the Port of Baltimore. The project 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 (FRA) 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
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [X] Promote Environmental Stewardship

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

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
  - [ ] Grandfathered
  - [ ] Exception Will Be Required
  - [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

STATUS: MDOT and FRA are negotiating the grant agreement.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	23,169	0	0	5,797	17,371	0	0	0	0	23,169	0
Total	**23,169**	**0**	**0**	**5,797**	**17,371**	**0**	**0**	**0**	**0**	**23,169**	**0**
Federal-Aid	11,584	0	0	2,899	8,686	0	0	0	0	11,584	0
Special	0	0		0	0	0	0	0	0	0	0
Other	11,584	0	0	2,899	8,686	0	0	0	0	11,584	0

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: Funding was moved from FY 2026 into FY 2027 as MDOT and FRA are working on a final grant agreement.



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 as a Maryland State Park, and MPA is coordinating with the Department of Natural Resources on the development of the North Cell for a wildlife habitat and passive recreation.

PURPOSE & NEED SUMMARY STATEMENT: During its operational life, Hart-Miller Island was necessary to enable dredging of the shipping channels for the Port of Baltimore. The current work is necessary to complete the re-development of the site for public and ecological benefit. This includes activities such as water monitoring and management, invasive species control, permit compliance, site maintenance, studies and design.

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

- [ ] Enhance Safety and Security
- [ ] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [X] 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
- [X] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [X] Grandfathered
- [ ] Exception Will Be Required
- [ ] 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.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	110,134	96,134	2,136	2,200	2,200	2,000	2,200	2,700	2,700	14,000	0
Total	**110,134**	**96,134**	**2,136**	**2,200**	**2,200**	**2,000**	**2,200**	**2,700**	**2,700**	**14,000**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	110,134	96,134	2,136	2,200	2,200	2,000	2,200	2,700	2,700	14,000	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: Overall costs went up by $2.5M as $2.7M was added in FY 2032 while spending in FY 2026 was less than anticipated.

5002, 5004



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
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [ ] Promote Environmental Stewardship

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.

SMART GROWTH STATUS: [ ] 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: Dike raising to +60 feet began in 2021 and was substantially 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 began in 2025 with construction anticipated to start in FY29.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: Cash flows were realigned based on updated project schedules for the +60 feet dike raising phase of construction. Overall costs increased by $46.4M because engineering and construction costs have been added for the next phase of the project to fully fund the raising of the dikes to +80 feet.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	765	765	0	0	0	0	0	0	0	0	0
Engineering	22,875	6,850	0	14,852	1,173	0	0	0	0	16,025	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	265,763	175,503	7,455	3,495	3,266	20,000	21,000	21,000	21,500	90,260	0
Total	**290,414**	**184,129**	**7,455**	**18,347**	**4,439**	**20,000**	**21,000**	**21,000**	**21,500**	**106,285**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	290,414	184,129	7,455	18,347	4,439	20,000	21,000	21,000	21,500	106,285	0
Other	0	0	0	0	0	0	0	0	0	0	0

5305, 5308, 5309



PROJECT: Masonville Dredged Material Containment Facility Expansion and Related Projects

DESCRIPTION: The Masonville Dredged Material Containment Facility (DMCF) is an existing 193-acre dredged material placement site located in Baltimore City. The dikes are being raised at the facility to increase the capacity for the placement of dredged material from the shipping channels for the Port of Baltimore as part of the State's 20-Year Dredged Material Management Plan (DMMP). This program supports the placement, monitoring and management of material dredged from the shipping channels for the Port of Baltimore, and design and construction of containment sites, monitoring during and after placement, and site operations of the DMCF. Linked to the adjacent DMCF site is Masonville Cove, a waterfront campus that has been extensively restored and became the nation's first Urban Wildlife Refuge Partnership. Masonville Cove serves as both a refuge for wildlife and a public gateway, reconnecting nearby communities to the shoreline. Masonville Cove welcomes over 6,000 students and community visitors

PURPOSE & NEED SUMMARY STATEMENT: Placement capacity for dredged material from Baltimore Harbor is currently provided by the existing Cox Creek and Masonville DMCFs. The capacity that is currently available is not adequate to accommodate necessary dredging of the shipping channels for the Port of Baltimore over the 20-year planning period of the State's DMMP. Raising of the existing dikes at Masonville is necessary to create capacity to ensure safe and efficient passage of shipping vessels calling at the Port of Baltimore. Masonville Cove is linked to the adjacent Masonville DMCF and getting to the site can be challenging. Construction of the Masonville Cove Connector will allow for safe and equitable access to Masonville Cove.

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

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

SMART GROWTH STATUS: [ ] 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

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

STATUS: Base dike widening construction was completed May 2023. The +30 feet expansion was completed in June 2026. The contract for +42 feet expansion was awarded June 2026 with construction anticipated to start August 2026. Design for the Masonville Cove Connector has reached 30% with planning and design ongoing.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: Cash flows increased $12.9M. Most of this increase is attributed the addition of $10M added in FY 2032 to fund the completion of the Masonville Cove Connector.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	612	303	22	214	94	0	0	0	0	308	0
Engineering	1,379	381	160	998	0	0	0	0	0	998	0
Right-of-way	133	0	0	133	0	0	0	0	0	133	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	362,271	298,434	11,428	19,808	18,616	3,300	3,300	4,512	14,300	63,836	0
Total	**364,394**	**299,119**	**11,610**	**21,153**	**18,710**	**3,300**	**3,300**	**4,512**	**14,300**	**65,276**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	364,394	299,119	11,610	21,153	18,710	3,300	3,300	4,512	14,300	65,276	0
Other	0	0	0	0	0	0	0	0	0	0	0

5232, 5235, 5237, 000222



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

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

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

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

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

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

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

- [ ] Project Inside PFA
- [X] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [X] Exception Granted

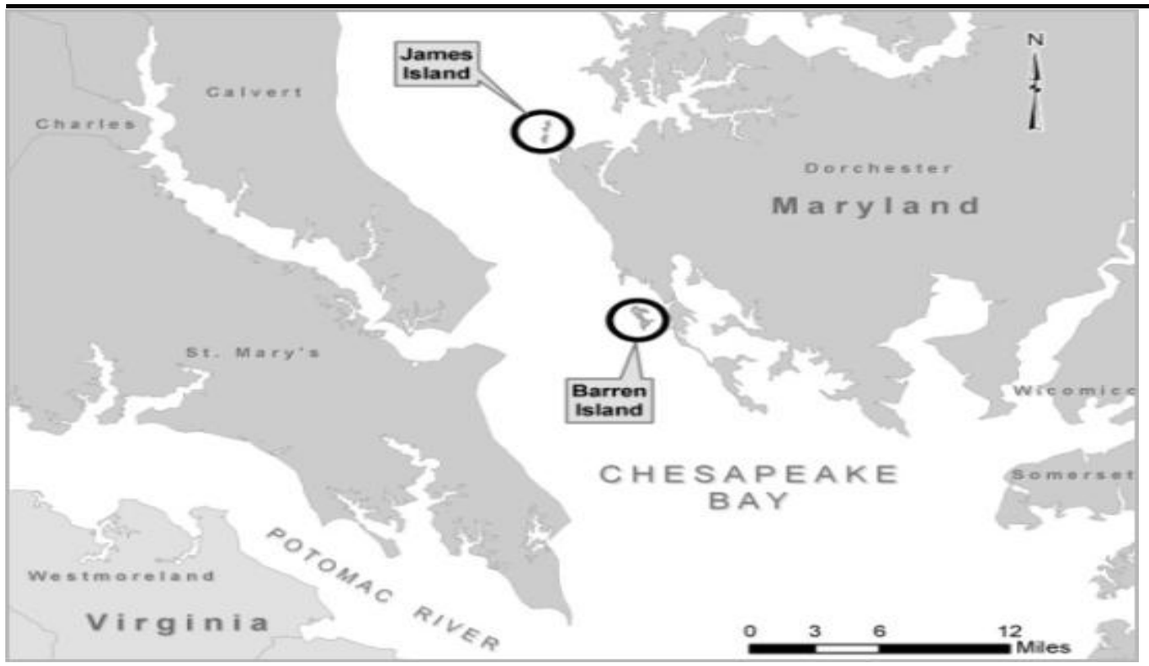
STATUS: The Paul S. Sarbanes Ecosystem Project at Poplar Island continues to accept dredged material placement.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	20,179	16,929	709	500	500	450	500	600	700	3,250	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	219,924	172,149	7,500	7,275	7,500	5,500	7,500	9,500	10,500	47,775	0
Total	**240,103**	**189,078**	**8,209**	**7,775**	**8,000**	**5,950**	**8,000**	**10,100**	**11,200**	**51,025**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	240,103	189,078	8,209	7,775	8,000	5,950	8,000	10,100	11,200	51,025	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: $11.2M in funding was added. $10.1M was added in FY 2032 to cover ongoing design and construction costs.

5101, 5103, 5105, 5402



PROJECT: Mid-Chesapeake Bay Island Ecosystem Restoration Project

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

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

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

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

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.

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

- [ ] Project Inside PFA
- [X] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [X] Exception Granted

STATUS: Construction continues on Barren Island and construction started on James Island in May 2026.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [X] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,435	5,435	7	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	385,694	86,008	2,450	148,443	84,960	17,783	14,500	16,500	17,500	299,686	0
Total	**391,129**	**91,443**	**2,457**	**148,443**	**84,960**	**17,783**	**14,500**	**16,500**	**17,500**	**299,686**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	391,129	91,443	2,457	148,443	84,960	17,783	14,500	16,500	17,500	299,686	0
Other	0	0	0	0	0	0	0	0	0	0	0

5231

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: Costs increased by $17.5M mainly due to funding being added to FY 2032 to continue the construction of this project.



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
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [X] Promote Environmental Stewardship

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

SMART GROWTH STATUS: [X] 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: MPA is continuing to develop the Cox Creek Sediment Technology and Reuse (STAR) site to support the advancement of the innovative reuse and beneficial reuse of dredged material. MPA has awarded contracts to nine companies to test the feasibility of using material dredged from Baltimore's channels for other applications.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: Overall estimated project costs increased by $19.5M, mainly due to funds being added in FY 2026 and FY 2027 for the development the STAR site and for capacity recovery efforts to extend placement capacity at the Port of Baltimore's dredged facility placement sites. Additional funds of $10.6 million were added in FY 2032 to continue to develop and advance the innovative reuse and beneficial reuse of dredged material program.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	7,221	4,121	502	700	500	300	500	500	600	3,100	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	49,533	14,701	8,257	8,915	5,556	1,326	4,015	5,010	10,010	34,832	0
Total	**56,754**	**18,822**	**8,759**	**9,615**	**6,056**	**1,626**	**4,515**	**5,510**	**10,610**	**37,932**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	56,754	18,822	8,759	9,615	6,056	1,626	4,515	5,510	10,610	37,932	0
Other	0	0	0	0	0	0	0	0	0	0	0

5005, 5007, 5241, 000181, 000182, 000311



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
- [ ] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [X] 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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

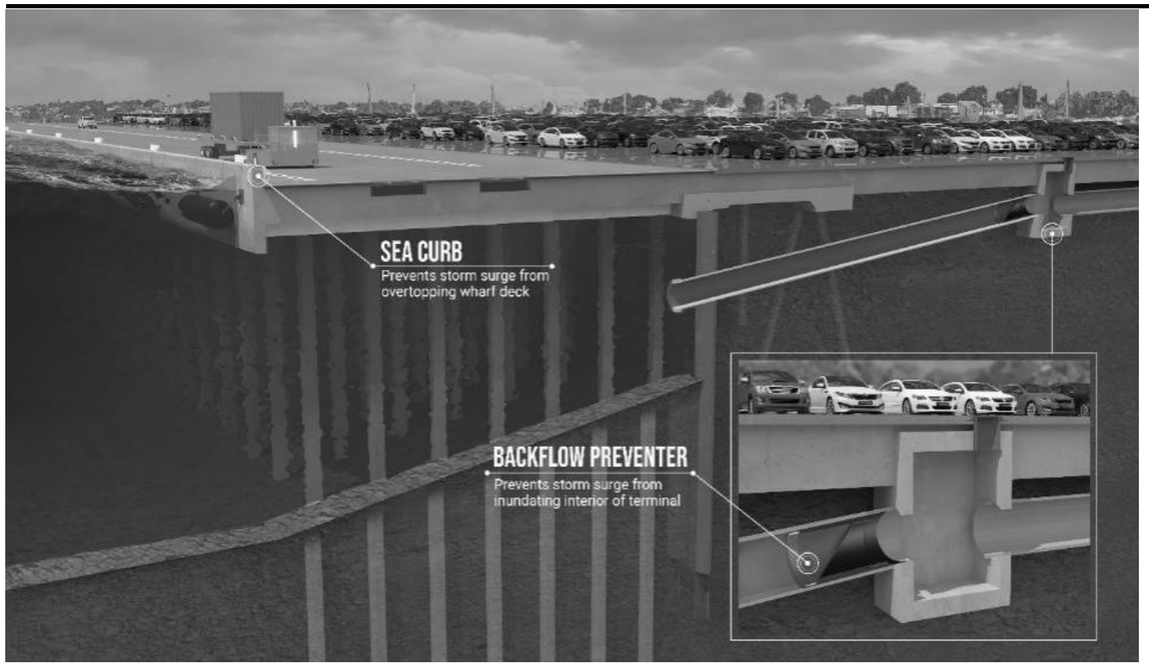
STATUS: MPA acquired the STAR site property in December 2022 and remediation efforts are ongoing.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
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	11,074	5,467	5,000	27,780	22,290	6,330	1,310	600	63,310	140
Total	**75,000**	**11,550**	**5,467**	**5,000**	**27,780**	**22,290**	**6,330**	**1,310**	**600**	**63,310**	**140**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	74,524	11,074	5,467	5,000	27,780	22,290	6,330	1,310	600	63,310	140
Other	476	476	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: There were no significant changes.

5311



PROJECT: Dundalk Marine Terminal Resiliency and Flood Mitigation

DESCRIPTION: The project will provide critical flood protection improvements at Dundalk Marine Terminal. The project will install tide gates to prevent storm surges from flowing back through the drains onto the terminal; installing a perimeter barrier to prevent storm surges from overtopping the berths; and constructing a new box culvert with lateral drains to deal with extreme rain events. MPA is using a $10 million FY20 Better Utilizing Investments to Leverage Development (BUILD) grant and $41.3 million in Promoting Resilient Operations for Transformative, Efficient, Cost-saving Transportation (PROTECT) Federal Formula funding that is coming from SHA.

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

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

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

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

SMART GROWTH STATUS: [ ] 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: MPA began construction on the project in March 2025. Construction continues on all three phases of this project.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: Costs increased by $3.0M due to unforeseen site conditions. Cash flows were readjusted because of changes in the schedule.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	74,465	65,330	55,952	9,135	0	0	0	0	0	9,135	0
Total	**74,465**	**65,330**	**55,952**	**9,135**	**0**	**0**	**0**	**0**	**0**	**9,135**	**0**
Federal-Aid	10,000	9,248	7,933	752	0	0	0	0	0	752	0
Special	64,465	56,082	48,019	8,383	0	0	0	0	0	8,383	0
Other	0	0	0	0	0	0	0	0	0	0	0



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:

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [X] 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

- [X] Project Inside PFA
- [ ] Project Outside PFA — [ ] Grandfathered; [ ] Exception Will Be Required; [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

STATUS: Electrical System inspection is underway with repairs being made as necessary.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,368	518	235	500	200	400	200	200	350	1,850	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	1,118	1,118	0	0	0	0	0	0	0	0	0
Construction	20,103	9,103	0	0	1,000	4,000	2,000	2,000	2,000	11,000	0
Total	**23,590**	**10,740**	**235**	**500**	**1,200**	**4,400**	**2,200**	**2,200**	**2,350**	**12,850**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	23,590	10,740	235	500	1,200	4,400	2,200	2,200	2,350	12,850	0
Other	0	0	0	0	0	0	0	0	0	0	0

1837, 000292, 000300

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: Overall costs increased by $0.5M. Cash flows were realigned to meet current needs and funds were added in FY2032.



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:

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [ ] Serve Communities and Support the Economy
- [X] 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

- [X] Project Inside PFA
- [ ] Project Outside PFA
  - [ ] Grandfathered
  - [ ] Exception Will Be Required
  - [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

STATUS: The project has been delayed because funds were reduced for fiscal capacity reasons.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	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

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: $4.3M in construction funds were removed due to fiscal capacity reasons.

2714, 000273



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:

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [ ] 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

- [X] Project Inside PFA
- [ ] Project Outside PFA — [ ] Grandfathered; [ ] Exception Will Be Required; [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

STATUS: Construction for the new HVAC system and ceiling upgrades are scheduled to start in June 2027.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	117	117	0	0	0	0	0	0	0	0	0
Engineering	180	180	180	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	23,686	1,486	0	1,000	2,200	0	9,000	10,000	0	22,200	0
Total	**23,982**	**1,782**	**180**	**1,000**	**2,200**	**0**	**9,000**	**10,000**	**0**	**22,200**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	23,982	1,782	180	1,000	2,200	0	9,000	10,000	0	22,200	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: Overall costs increased by $0.7M because the slightly higher costs than anticipated for the construction of the new HVAC system and Ceiling upgrades.

1638,1655, 000239, 000384



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:

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] 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

- [X] 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. The elevator modernization was completed in March 2026. Major renovations for tenant expansion started in FY 2025 and will continue through FY 2028.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: $17.0 million was added to the project to cover addition tenant renovations.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	9,324	3,424	2,000	1,900	2,000	500	500	500	500	5,900	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	83,645	34,684	4,133	17,711	16,750	1,250	4,750	4,750	3,750	48,961	0
Total	**92,968**	**38,107**	**6,133**	**19,611**	**18,750**	**1,750**	**5,250**	**5,250**	**4,250**	**54,861**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	92,968	38,107	6,133	19,611	18,750	1,750	5,250	5,250	4,250	54,861	0
Other	0	0	0	0	0	0	0	0	0	0	0

3107, 3217, 000178, 000274, 000275, 000288, 000339



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:

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [ ] 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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Construction began in March 2026.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	7,362	1,462	1,462	5,900	0	0	0	0	0	5,900	0
Total	**7,362**	**1,462**	**1,462**	**5,900**	**0**	**0**	**0**	**0**	**0**	**5,900**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	7,362	1,462	1,462	5,900	0	0	0	0	0	5,900	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: Funds were reduced by $3.0M as the final bid was lower than anticipated.

361



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. In addition, COPR at MPA's Hawkins Point Landfill requires remediation efforts to control leachates.

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 and HPMT 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:

- [X] Enhance Safety and Security
- [ ] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [X] 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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

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

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	976	731	33	33	31	31	50	50	50	245	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	133,020	91,221	6,914	8,987	5,599	5,338	9,125	6,000	6,750	41,799	0
Total	**133,996**	**91,952**	**6,947**	**9,020**	**5,630**	**5,369**	**9,175**	**6,050**	**6,800**	**42,044**	**0**
Federal-Aid	15	15	0	0	0	0	0	0	0	0	0
Special	133,981	91,937	6,947	9,020	5,630	5,369	9,175	6,050	6,800	42,044	0
Other	0	0	0	0	0	0	0	0	0	0	0

1011, 1102, 1106, 1108, 1707, 9000

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: The total cost increased by $29.1M because the COPR remediation efforts at the Hawkins Point Landfill were added to this PIF and $6.8M was added to FY 2032 for ongoing remediation efforts.



PROJECT: Dredged Material Placement and Monitoring

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

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

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

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

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

SMART GROWTH STATUS: [X] 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: 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.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: The overall cost increased by $8.8M because cash flows were adjusted, and funding was added to FY 2029 and FY 2032.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	58,749	40,184	3,389	3,075	3,095	2,570	3,050	3,375	3,400	18,565	0
Engineering	33,467	23,552	1,663	1,696	1,569	1,200	1,750	1,850	1,850	9,915	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	82,986	58,878	10,500	3,926	5,742	5,440	9,000	0	0	24,108	0
Total	**175,201**	**122,613**	**15,552**	**8,697**	**10,406**	**9,210**	**13,800**	**5,225**	**5,250**	**52,588**	**0**
Federal-Aid	46,233	31,125	10,500	3,926	5,742	5,440	0	0	0	15,108	0
Special	128,968	91,488	5,052	4,771	4,664	3,770	13,800	5,225	5,250	37,480	0
Other	0	0	0	0	0	0	0	0	0	0	0

5206,5245-46,5260,5401,5419-20,5425-27, 000226, 000236



PROJECT: Port of Baltimore Rail Capacity Modernization Project

DESCRIPTION: The Intermodal Container Transfer Facility (ICTF) sits adjacent to Seagirt Marine Terminal. The project will replace existing infrastructure with five new working rail tracks and adding infrastructure to support reduced or zero emission 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.

PURPOSE & NEED SUMMARY STATEMENT: The project is needed to modernize the ICTF's rail yard infrastructure to support increased demand for double stacked trains of containerized cargo now that the Port has full double stack capability.

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

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

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

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

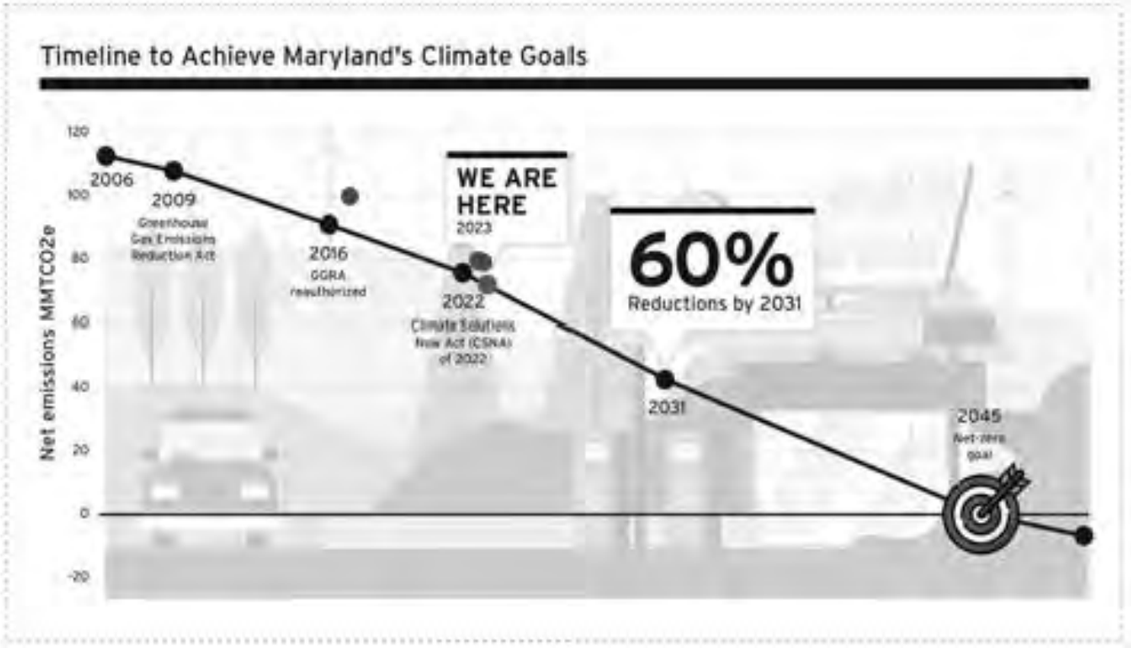
- [X] Project Inside PFA
- [ ] Project Outside PFA — [ ] Grandfathered; [ ] Exception Will Be Required; [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

STATUS: The FRA grant agreement was signed in June 2026. Construction is anticipated to start in October 2026.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	22,400	0	0	16,170	6,230	0	0	0	0	22,400	0
Total	**22,400**	**0**	**0**	**16,170**	**6,230**	**0**	**0**	**0**	**0**	**22,400**	**0**
Federal-Aid	13,320	0	0	8,960	4,360	0	0	0	0	13,320	0
Special	0	0		0	0	0	0	0	0	0	0
Other	9,080	0	0	7,210	1,870	0	0	0	0	9,080	0

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: Cash flows were revised to reflect an updated schedule.



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
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [X] Promote Environmental Stewardship

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.

SMART GROWTH STATUS: [X] 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: MPA is currently replacing older diesel engines with cleaner diesel burning engines or with electric vehicles when possible. Work has begun on the EPA Clean Port grant to bring the necessary power into Dundalk Marine Terminal and procuring electric forklifts. In addition, several tenants have started to procure electric material handling equipment.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: Overall project costs increased by $1.5M. This is mainly due to $2.3M being added to FY 2032 for future CSNA initiatives, such as lighting and HVAC upgrades.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	172,357	29,927	14,411	72,818	35,227	22,611	2,000	8,000	1,775	142,431	0
Engineering	3,197	1,116	1,036	714	714	653	0	0	0	2,081	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	52,305	14,008	5,611	16,763	12,161	7,624	250	1,000	500	38,297	0
Total	**227,860**	**45,051**	**21,058**	**90,295**	**48,101**	**30,887**	**2,250**	**9,000**	**2,275**	**182,808**	**0**
Federal-Aid	148,284	17,901	16,680	68,731	37,516	24,136	0	0	0	130,383	0
Special	51,922	24,935	2,163	7,239	3,775	2,448	2,250	9,000	2,275	26,987	0
Other	27,654	2,215	2,215	14,326	6,811	4,302	0	0	0	25,439	0

0184, 0299, 0310, 0312, 5418, 0372-0374, 0386



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:

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] 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

- [X] Project Inside PFA
- [ ] Project Outside PFA — [ ] Grandfathered; [ ] Exception Will Be Required; [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

STATUS: The USACE has recommended the advancement of the Seagirt Loop Channel improvement project, which includes deepening to 50 feet and widening portions of the channel. Federal funding as part of the cost-shared project has been requested in the next Congressional Appropriations bill.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: $7.68M was added to the construction budget and cash flows were changed to reflect the updated construction schedule.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,730	1,492	150	238	0	0	0	0	0	238	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	15,745	0	0	0	5,116	6,884	3,745	0	0	15,745	0
Total	**17,475**	**1,492**	**150**	**238**	**5,116**	**6,884**	**3,745**	**0**	**0**	**15,983**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	17,475	1,492	150	238	5,116	6,884	3,745	0	0	15,983	0
Other	0	0	0	0	0	0	0	0	0	0	0



PROJECT: Dundalk Marine Terminal Berths 11 - 13 Reconstruction

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:

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] 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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: NEPA was finalized for the 1st Phase of Berth 11 - 13 Reconstruction in June 2026. Final Design continues on the project as MPA and MARAD work on the INFRA agreement for Phase 1. Construction is expected to start in FY 2028.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: $30.5 million was added to in FY 2032 for the start of Phase 3 of this project.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,250	2,750	820	1,000	0	0	0	0	500	1,500	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	141,510	0	0	0	17,010	25,750	38,750	30,000	30,000	141,510	(0)
Total	**145,760**	**2,750**	**820**	**1,000**	**17,010**	**25,750**	**38,750**	**30,000**	**30,500**	**143,010**	**(0)**
Federal-Aid	30,906	0	0	0	10,206	15,450	5,250	0	0	30,906	0
Special	114,854	2,750	820	1,000	6,804	10,300	33,500	30,000	30,500	112,104	(0)
Other	0	0	0	0	0	0	0	0	0	0	0

284



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:

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] 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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Engineering was paused as MPA is focusing efforts on other berths at Dundalk Marine Terminal.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,207	1,207	10	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	**1,207**	**1,207**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	1,207	1,207	10	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

8004



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
- [X] Deliver System Quality
- [X] 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

- [X] Project Inside PFA
- [ ] Project Outside PFA — [ ] Grandfathered; [ ] Exception Will Be Required; [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

STATUS: Design funding is on hold for Pier 3 demolition, Pier 4/5 Rehab and the waterline replacement.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	157	157	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	2,346	2,346	0	0	0	0	0	0	0	0	0
Total	**2,503**	**2,503**	**50**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	2,503	2,503	50	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: Project costs were reduced by $0.4M as funds were reduced for fiscal capacity reasons.

1659, 000204, 000265, 000290, 000391



PROJECT: St Helena Property

DESCRIPTION: The 17.27-acre brownfield site is located along Broening Highway across from MPA's Dundalk Marine Terminal.

PURPOSE & NEED SUMMARY STATEMENT: The site will be redeveloped and used for Port of Baltimore expansion

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

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [ ] 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

- [X] Project Inside PFA
- [ ] Project Outside PFA
  - [ ] Grandfathered
  - [ ] Exception Will Be Required
  - [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

STATUS: MPA acquired the property in April 2026. MPA will assess the best of use this property along with the next steps while completing the Long-Term Master Vision Plan.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	125	0	0	75	50	0	0	0	0	125	0
Engineering	79	79	0	0	0	0	0	0	0	0	0
Right-of-way	5,905	5,905	5,905	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	**6,109**	**5,984**	**5,905**	**75**	**50**	**0**	**0**	**0**	**0**	**125**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	6,109	5,984	5,905	75	50	0	0	0	0	125	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: $1.1M in funding was added to cover the revised cost of the acquisition and future monitoring of the property.

000207, 000294



PROJECT: Enterprise IT Capital Program - MPA OTTS

DESCRIPTION: This is the MDOT Enterprise Information Technology (IT) Program. This program supports IT projects which enhance MDOT's information technology infrastructure and strategy, including cybersecurity, innovation, IT oversight responsibilities, hardware/software upgrades, and end-of-life replacements.

PURPOSE & NEED SUMMARY STATEMENT: These reflected capital funds contribute to the MDOT Enterprise Information Technology Program.

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

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

EXPLANATION: Information technology supports the MDOT enterprise. Information technology enhances MDOT's ability to achieve its goals by supporting specific transportation projects and information technology projects that enhances the safety, security, and efficiency of MDOT.

SMART GROWTH STATUS: [ ] Project Not Location Specific [X] 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: MPA IT Projects are ongoing.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,259	1,384	220	200	225	0	450	0	0	875	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	21,140	15,127	879	2,060	652	400	400	1,226	1,275	6,013	0
Total	**23,399**	**16,511**	**1,099**	**2,260**	**877**	**400**	**850**	**1,226**	**1,275**	**6,888**	**0**
Federal-Aid	4,496	4,279	295	217	0	0	0	0	0	217	0
Special	18,903	12,232	804	2,042	877	400	850	1,226	1,275	6,671	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: $2.5M was added to cover the replacement of End-of-Life equipment and to provide funding for IT projects in FY 2032.

1779, 1791, 1941, 1942, 3124, 3211, 3215-16, 0185-0187, 0208-0209, 0213, 0217, 0219-0220, 0227-0228, 0242, 0293, 0297, 0307, 0329, 0375, 0383

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND PORT ADMINISTRATION - LINE 26

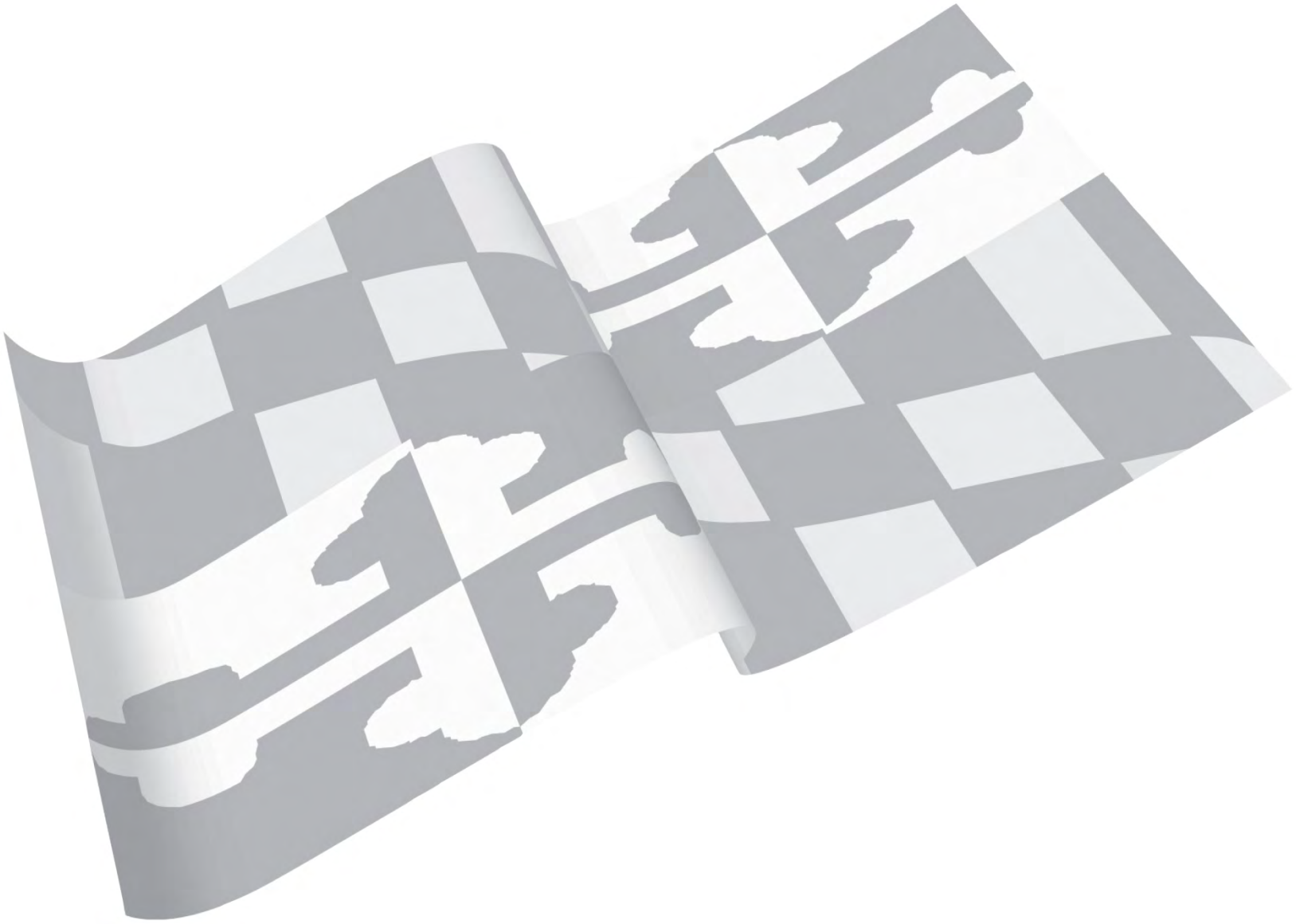
PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Engineering Agency Wide Building Repairs			
MPA1854	Agency Wide Facility Improvements	$ 36,891	Ongoing
MPAPRJ000305	Fire Protection Systems Replacement	$ 7,300	FY 2027
MPAPRJ000382	Agency Wide Facilities A&E	$ 4,550	Underway
Engineering Comprehensive Paving Program			
MPA1706	Agency Wide Comprehensive Paving	$ 15,558	Ongoing
MPA1842	Agency Wide Paving Repairs	$ 15,681	Completed
Engineering Waterfront Structures Program			
MPA1730	Agency Wide Waterfront Structure Repair	$ 37,214	Ongoing
Environment			
MPA1400	Environmental Remediation	$ 1,319	Ongoing
MPA5208	Agency Wide Oyster Reseeding	$ 60,300	Ongoing
MPAPRJ000315	COASTAL RESILIENCY & ADAPTATION PLAN (BRIC Grant)	$ 200	Completed
MPAPRJ000385	TMDL Remediation Projects	$ 8,825	FY 2030
MPAPRJ000394	Colgate Creek Living Shoreline	$ 5,225	FY 2030
Harbor Development - Dredge Material Management			
MPAPRJ000332	Climate Challenge Reimbursement Grant	$ 364	Ongoing
Harbor Development - General			
MPA5217	Environmental Studies - MERC	$ 10,682	Ongoing
MPA5221	Chesapeake Bay PORTS System	$ 9,868	Ongoing
MPA5224	Economic Studies - UMCES	$ 5,608	Ongoing
Landside - Security Enhancements			
MPAPRJ000281	One Stop Security Processing at DMT Truck Plaza	$ 1,247	Completed

MINOR PROJECTS PROGRAM

(Dollars in Thousands)

MARYLAND PORT ADMINISTRATION - LINE 26

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Landside - Security Enhancements			
MPAPRJ000393	MDTA Police Protection	$ 21	FY 2027
Landside Facility and Capital Equipment			
MPA3038	Sprinkler Repairs	$ 3,659	Ongoing
MPA3106	Railroad Inspection and Construction	$ 13,480	Ongoing
MPA3233	Vehicles and Light Trucks	$ 4,829	Ongoing
MPAPRJ000387	MDTA Police Take-Home Vehicles	$ 1,475	Completed
Landside Major Projects - Engineering			
MPAPRJ000272	DMT Waterline Rehabilitation Program	$ 16,786	Design Underway
MPAPRJ000371	DMT MAT Trailers	$ 801	Ongoing
Landside Studies and Open Ended Contracts			
MPA1281	Construction Management & Inspection	$ 17,022	Ongoing
MPA1286	Portwide Engineering and Design Contracts	$ 42,739	Ongoing
MPAAWC000188	MPA Diving Services	$ 482	Ongoing
MPAAWC000308	CATS/GIS - JMT	$ 4,240	Ongoing
MPAAWC000309	CATS/GIS - KCI	$ 4,389	Ongoing
MPAPRJ000223	Waterfront Structure Inspections	$ 6,737	Ongoing
MPAPRJ000238	Agency Wide Structures Engineering	$ 6,530	Ongoing
Landside System Preservation			
MPAPRJ000392	SLP Sand Filters	$ 250	FY 2027
Planning and Finance			
MPA3501	Open Ended Planning Studies	$ 4,801	Ongoing

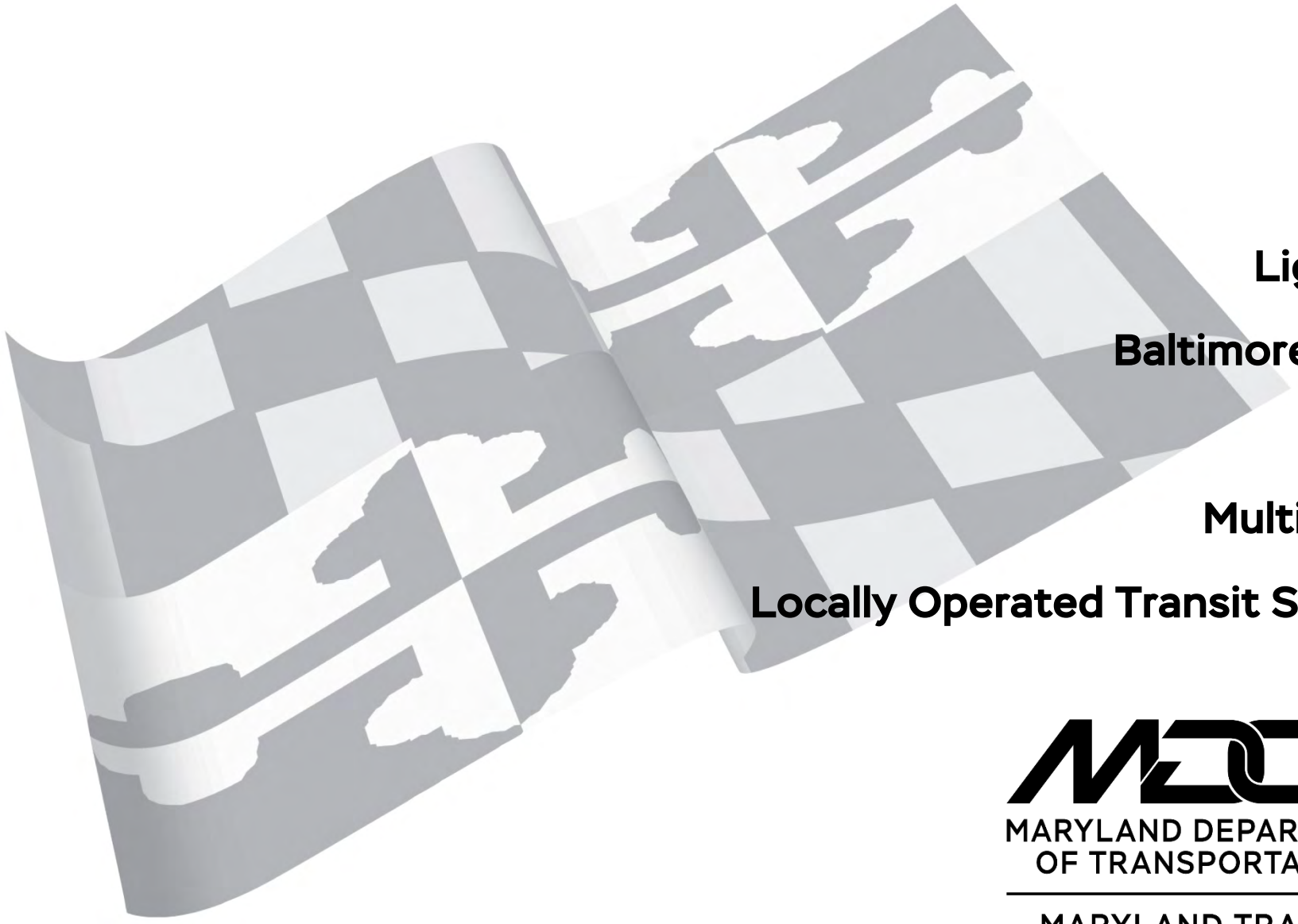


MDOT MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION

MARYLAND TRANSIT ADMINISTRATION
CAPITAL PROGRAM SUMMARY
($ MILLIONS)

	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	SIX - YEAR TOTAL
Major Construction Program	**853.6**	**1,063.9**	**935.3**	**861.5**	**777.9**	**759.9**	**5,252.0**
System Preservation	304.1	405.1	565.5	563.9	491.9	501.0	2,831.6
Expansion/Efficiency	483.6	586.1	264.9	197.6	190.8	187.6	1,910.7
Safety & Security	9.1	6.4	1.1	-	-	-	16.7
Local Funding	4.2	13.2	53.3	49.7	42.1	21.3	183.9
Environment	50.6	50.0	50.0	50.0	51.2	50.0	301.8
Administration	2.0	3.0	0.4	0.2	1.8	-	7.5
Major Development & Evaluation Program	**71.9**	**42.6**	**46.3**	**1.4**	**1.1**	**5.6**	**168.8**
Expansion/Efficiency	56.1	41.3	46.3	0.4	0.4	5.6	150.0
Safety & Security	0.6	0.6	0.0	1.0	0.7	-	2.9
Local Funding	0.3	0.7	-	-	-	-	1.0
Environment	14.9	-	-	-	-	-	14.9
Minor Program	**46.1**	**48.0**	**47.0**	**29.8**	**31.6**	**10.2**	**212.6**
System Preservation	27.0	32.6	38.2	27.5	23.0	10.2	158.4
Expansion/Efficiency	5.9	3.1	0.4	0.2	2.1	-	11.7
Safety & Security	5.0	6.8	3.0	0.4	0.4	-	15.6
Environment	3.8	4.2	4.4	0.4	3.2	-	16.0
Administration	4.5	1.4	0.9	1.3	2.8	-	10.9
Capital Salaries, Wages & Other Costs	**19.8**	**21.9**	**21.9**	**20.5**	**23.2**	**22.0**	**129.2**
TOTAL	**991.4**	**1,176.3**	**1,050.4**	**913.2**	**833.7**	**797.6**	**5,762.6**
Special Funds	670.0	751.4	544.0	474.1	423.8	423.8	3,287.0
Federal Funds	318.7	388.6	446.1	363.6	319.9	319.5	2,156.5
Other Funds	2.7	36.3	60.3	75.4	90.0	54.4	319.2
Special Funds Breakdown							
General Fund	56.6	8.8	4.8	-	0.0	-	70.1
Transportation Trust Fund	613.4	742.6	539.2	474.1	423.8	423.8	3,216.9
SPECIAL FUNDS TOTAL	**670.0**	**751.4**	**544.0**	**474.1**	**423.8**	**423.8**	**3,287.0**
Other Funds Breakdown							
GARVEE	-	30.0	57.0	75.0	90.0	54.4	306.4
Other (Not GARVEE)	2.7	6.3	3.3	0.4	0.0	0.0	12.8
OTHER FUNDS TOTAL	**2.7**	**36.3**	**60.3**	**75.4**	**90.0**	**54.4**	**319.2**



MARC

Freight

Light Rail

Baltimore Metro

Bus

Multi-Modal

Locally Operated Transit Systems

MDOT

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION

MDOT MTA CONSTRUCTION PROGRAM



PROJECT: MARC Maintenance, Layover, & Storage Facilities

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

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

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

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

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

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Construction for the MARC Martin State Airport Station improvements began in FY 2026 and is underway. Design for the MARC Martin State Airport Station high-level platforms will be complete in FY 2027.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
None.

USAGE:
MARC annual ridership in FY 2026 exceeded 5.3 million.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	76	76	(0)	0	0	0	0	0	0	0	0
Engineering	19,110	11,098	2,575	3,557	4,455	0	0	0	0	8,012	0
Right-of-way	2,033	2,033	2	0	0	0	0	0	0	0	0
Utility	598	598	37	0	0	0	0	0	0	0	0
Construction	123,276	59,872	3,475	14,300	37,646	11,458	0	0	0	63,404	0
Total	**145,093**	**73,677**	**6,089**	**17,857**	**42,101**	**11,458**	**0**	**0**	**0**	**71,416**	**0**
Federal-Aid	112,366	57,121	4,551	13,380	32,714	9,150	0	0	0	55,245	0
Special	31,227	16,531	1,513	4,247	8,141	2,308	0	(0)	0	14,696	0
Other	1,500	25	25	229	1,246	0	0	0	0	1,475	0

1217, 1545, 1571, 1738, 1986, 2307, 2451



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 and Washington Union Stations, 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:

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] 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: [X] 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: Ongoing projects on the Penn Line are governed by the Passenger Rail Investment and Improvement Act of 2008. Northbound and southbound staircase replacement project at MARC Halethorpe Station completed in FY 2026.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	14,372	5,672	2,100	8,700	0	0	0	0	0	8,700	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	491,337	293,013	32,370	28,109	37,200	37,015	32,000	32,000	32,000	198,324	0
Total	**505,710**	**298,686**	**34,471**	**36,809**	**37,200**	**37,015**	**32,000**	**32,000**	**32,000**	**207,024**	**0**
Federal-Aid	395,001	229,516	26,227	29,447	29,625	29,612	25,600	25,600	25,600	165,484	0
Special	110,709	69,169	8,244	7,362	7,575	7,403	6,400	6,400	6,400	41,539	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
Project funding allocation increased by $31.0M due to the new program year (FY 2032) and the addition of the MARC Penn Station Master Plan project, which includes MTA funding to Amtrak for state of good repair improvements to stairs, escalators, and elevators at Penn Station.

USAGE:
MARC annual ridership in FY 2026 exceeded 5.3 million.

0183, 1460, 1734, 2327, 2329, 2545, 2632



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:**

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] 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: [X] Project Not Location Specific [ ] Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA — [ ] Grandfathered; [ ] Exception Will Be Required; [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

STATUS: Anacostia River lift bridge and installation of new switch panels at F-Tower, Dorsey, and JD interlocking completed in FY 2026. QN tower signal upgrades at Washington Union Station and corridor integrity monitoring projects will be completed in FY 2027. 30% design for MARC College Park Accessible station project to be completed in FY 2028.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
Project funding allocation increased by $6.8M due to the addition of new switch panel installation projects at MARC Jessup and Savage Stations. Increases are offset by various completed MARC-CSX Joint Benefit projects.

USAGE:
MARC annual ridership in FY 2026 exceeded 5.3 million.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,340	426	316	914	0	0	0	0	0	914	0
Engineering	5,729	2,488	253	1,742	1,250	250	0	0	0	3,242	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	188,998	140,465	7,654	8,657	4,228	17,649	6,000	6,000	6,000	48,533	0
Total	**196,087**	**143,398**	**8,223**	**11,312**	**5,478**	**17,899**	**6,000**	**6,000**	**6,000**	**52,689**	**0**
Federal-Aid	150,856	109,304	9,533	8,451	4,382	14,319	4,800	4,800	4,800	41,552	0
Special	45,230	34,094	(1,311)	2,861	1,096	3,580	1,200	1,200	1,200	11,137	0
Other	0	0	0	0	0	0	0	0	0	0	0

0687, 1937, 2299, 2300, 2302, 2303, 2304, 2305, 2408, 2440, 2521



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 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:**

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

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

SMART GROWTH STATUS: [X] 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: Overhaul of 63 MARC III railcars is complete following final inspections and project certifications, including safety-critical items. Stage 2 overhauls for MARC IV railcar trucks (54 railcars) will begin in FY 2027. Scope development for mid-life overhaul of MARC IV scheduled to begin in FY 2027.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
Project funding allocation increased by $27.0M due to the new program year and miscellaneous adjustments.

USAGE:
MARC annual ridership in FY 2026 exceeded 5.3 million.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,604	934	313	300	700	670	0	0	0	1,670	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	255,365	61,978	1,914	4,208	17,102	18,278	23,550	35,200	27,000	125,338	68,050
Total	**257,969**	**62,911**	**2,227**	**4,508**	**17,802**	**18,948**	**23,550**	**35,200**	**27,000**	**127,008**	**68,050**
Federal-Aid	150,274	49,745	1,750	3,148	14,223	15,158	18,840	28,160	21,000	100,529	0
Special	107,695	13,166	477	1,360	3,579	3,790	4,710	7,040	6,000	26,479	68,050
Other	0	0	0	0	0	0	0	0	0	0	0

1304, 1502, 1567, 1569, 2371, 2553



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 Douglass 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:

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

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

SMART GROWTH STATUS: [X] 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: MARC MP36PH-3C Locomotive mid-life overhaul (26 locomotives) and MARC New Locomotives currently in procurement, the latter of which includes a joint procurement with Massachusetts Bay Transportation Authority (MBTA).

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	13,918	2,235	435	486	674	10,523	0	0	0	11,683	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	260,982	15,405	2,612	16,948	16,701	30,775	80,675	52,078	48,000	245,177	400
Total	**274,900**	**17,640**	**3,047**	**17,434**	**17,375**	**41,298**	**80,675**	**52,078**	**48,000**	**256,859**	**400**
Federal-Aid	217,890	12,683	2,285	13,947	13,900	33,038	64,540	41,663	38,120	205,207	0
Special	57,010	4,958	762	3,487	3,475	8,260	16,135	10,416	9,880	51,652	400
Other	0	0	0	0	0	0	0	0	0	0	0

1444, 1500, 1501, 1568, 2559

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
Project cost allocation increased by $18.8M due to the new program year and miscellaneous adjustments.

USAGE:
MARC annual ridership in FY 2026 exceeded 5.3 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:

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

EXPLANATION: Ensure the safe operation of MARC service.

SMART GROWTH STATUS: [X] 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 Positive Train Control (PTC) third touch in FY 2026. Survey of MARC equipment is ongoing and is expected to be complete in FY 2027.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	477	477	(0)	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	42,666	36,807	2,378	3,844	0	1,008	1,008	0	0	5,860	0
Total	**43,143**	**37,284**	**2,378**	**3,844**	**0**	**1,008**	**1,008**	**0**	**0**	**5,860**	**0**
Federal-Aid	34,785	29,730	2,151	3,442	0	806	806	0	0	5,055	0
Special	8,358	7,553	226	401	0	202	202	(0)	0	805	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
None.

USAGE:
MARC annual ridership in FY 2026 exceeded 5.3 million.

1380, 2453, 2454



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:

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] 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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: 100% design efforts for concrete and asphalt bus loop pavement and storm water facilities at MARC BWI Station are complete. Project expecting to be readvertised in FY 2027.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
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	7,286	130	917	425	0	0	0	0	1,342	0
Total	**10,853**	**9,510**	**130**	**917**	**425**	**0**	**0**	**0**	**0**	**1,342**	**0**
Federal-Aid	6,731	5,657	(152)	734	340	0	0	0	0	1,074	0
Special	4,121	3,853	282	183	85	0	0	0	0	268	0
Other	0	0	0	0	0	0	0	0	0	0	0

1209, 2059

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
None.

USAGE:
MARC annual ridership in FY 2026 exceeded 5.3 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 facilities 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:

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

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

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

- [X] Project Inside PFA
- [ ] Project Outside PFA — [ ] Grandfathered; [ ] Exception Will Be Required; [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

STATUS: Station renovation design complete and construction is anticipated to begin in FY 2027.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	524	524	107	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	2,097	70	70	1,040	987	0	0	0	0	2,027	0
Total	**2,621**	**594**	**177**	**1,040**	**987**	**0**	**0**	**0**	**0**	**2,027**	**0**
Federal-Aid	2,049	428	104	832	789	0	0	0	0	1,621	0
Special	572	166	73	208	197	0	(0)	0	0	405	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
None.

USAGE:
MARC annual ridership in FY 2026 exceeded 5.3 million.

1844



PROJECT: Freight Rail Program

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

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

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

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [ ] 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: [X] 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: 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 2026 - 31 CTP:
None.

USAGE:

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	12,208	10,745	1,058	1,224	64	0	175	0	0	1,463	0
Right-of-way	225	225	182	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	29,178	21,798	1,036	198	867	3,797	0	1,000	1,517	7,379	0
Total	**41,611**	**32,769**	**2,276**	**1,422**	**931**	**3,797**	**175**	**1,000**	**1,517**	**8,842**	**0**
Federal-Aid	2,500	2,500	269	0	0	0	0	0	0	0	0
Special	38,796	29,954	2,007	1,422	931	3,797	175	1,000	1,517	8,842	0
Other	315	315	0	0	0	0	0	0	0	0	0

0213, 1661, 1662, 1663, 1744, 1787, 1788, 1789, 1790, 1792, 1793, 1875, 1926, 1929, 1930, 2044, 2045, 2147, 2148, 2149, 2150, 2152



PROJECT: Homeland Security

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

- [X] Enhance Safety and Security
- [X] 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: [X] 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: FY 2022 Homeland Security grant activities are complete, and grant closeout is underway. FY 2025 Homeland Security activities are underway, and include security/emergency drills and exercises, Anti-Terrorism Teams (ATT), and special events and surge overtime.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,751	1,751	776	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	7,659	410	410	6,839	410	0	0	0	0	7,249	0
Total	**9,411**	**2,162**	**1,186**	**6,839**	**410**	**0**	**0**	**0**	**0**	**7,249**	**0**
Federal-Aid	9,411	2,162	1,200	6,839	410	0	0	0	0	7,249	0
Special	(0)	(0)	(14)	(0)	0	0	0	0	0	(0)	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
Project funding allocation decreased by $6.9M due to the removal of completed prior-year Homeland Security grant funded projects. Offsetting adjustments include the addition of FY 2025 Homeland Security grant projects.

USAGE:

90708



PROJECT: Metro and Light Rail Maintenance of Way

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

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

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

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] 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

- [X] Project Inside PFA
- [ ] Project Outside PFA — [ ] Grandfathered; [ ] Exception Will Be Required; [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

STATUS: Various ongoing design and construction efforts as MTA continues to ensure railway elements are kept in a state of good repair. MOW contract and material orders currently in procurement.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	12,966	10,387	1,158	703	837	900	139	0	0	2,580	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	193,001	108,057	1,465	11,285	12,807	31,237	10,341	6,612	12,663	84,944	0
Total	**205,967**	**118,444**	**2,623**	**11,989**	**13,643**	**32,137**	**10,480**	**6,612**	**12,663**	**87,524**	**0**
Federal-Aid	39,699	14,299	1,723	8,791	10,762	559	0	5,289	0	25,400	0
Special	166,268	104,145	900	3,198	2,882	31,579	10,480	1,322	12,663	62,123	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
Funds for a new Brandt Truck were reduced for fiscal capacity reasons.

USAGE:
Light Rail annual ridership in FY 2026 exceeded 5.6 million.
Metro annual ridership in FY 2026 exceeded 4.2 million.

0239, 1465, 1599, 1748, 1770, 1804, 1890, 2543, 2619



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:

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

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.

SMART GROWTH STATUS: [X] 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: All 52 vehicles undergoing mid-life overhaul have been completed and returned to service. Minor closeout activities anticipated in FY 2027. Other minor light rail vehicle repairs ongoing.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,503	3,154	0	0	0	349	0	0	0	349	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	224,695	221,869	5,084	966	678	900	283	0	0	2,827	0
Total	**228,198**	**225,023**	**5,084**	**966**	**678**	**1,249**	**283**	**0**	**0**	**3,176**	**0**
Federal-Aid	151,733	151,653	8,763	0	80	0	0	0	0	80	0
Special	76,465	73,370	(3,679)	966	598	1,249	283	0	0	3,096	0
Other	0	0	0	0	0	0	0	0	0	0	0

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

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
None.

USAGE:
Light Rail annual ridership in FY 2026 exceeded 5.6 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:**

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] 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

- [X] Project Inside PFA
- [ ] Project Outside PFA — [ ] Grandfathered; [ ] Exception Will Be Required; [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

STATUS: Phase 1 and 2 design for catenary system rehabilitation is complete. Catenary surge protection device grounding replacement began in FY 2026. Wide Area Network (WAN) Open Transport Network (OTN) replacement has been deferred to FY 2028. Substation component replacement is waiting notice to proceed (NTP).

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
Project funding allocation decreased by $127.0M as the traction power substation major rehabilitation project was reassigned to the Light Rail Modernization Program PIF (Line 46). Completed train control signal UPS upgrade, and Elm Road and South Yard substation repairs were removed.

USAGE:
Light Rail annual ridership in FY 2026 exceeded 5.6 million.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,735	2,961	614	774	0	0	0	0	0	774	0
Right-of-way	836	429	300	406	0	0	0	0	0	406	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	51,553	8,714	1,895	10,307	14,166	14,485	800	0	0	39,759	3,081
Total	**56,124**	**12,104**	**2,809**	**11,487**	**14,166**	**14,485**	**800**	**0**	**0**	**40,939**	**3,081**
Federal-Aid	21,717	2,948	466	6,129	8,551	4,089	0	0	0	18,769	0
Special	34,406	9,156	2,343	5,358	5,616	10,396	800	0	0	22,170	3,081
Other	0	0	0	0	0	0	0	0	0	0	0

1466, 1522, 1531, 1555, 1749, 2490, 2507, 2661



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:

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

EXPLANATION: Rehabilitation/replacement of Light Rail trackwork is needed to ensure 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

- [X] 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. North Avenue Yard reconstruction placed on hold following initial concept design submittal.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	44	44	31	0	0	0	0	0	0	0	0
Engineering	11,822	11,221	2,484	602	0	0	0	0	0	602	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	38,893	35	17	75	7,507	26,420	4,856	0	0	38,858	0
Total	**50,759**	**11,300**	**2,532**	**677**	**7,507**	**26,420**	**4,856**	**0**	**0**	**39,460**	**0**
Federal-Aid	7,374	1,160	683	207	6,006	0	0	0	0	6,213	0
Special	43,386	10,139	1,849	469	1,501	26,420	4,856	0	0	33,246	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
Project funding allocation decreased by $2.3M due to schedule and scope changes to various projects. The following completed projects were removed from the PIF: Timonium grade crossing, SOGR group survey & LiDAR alignment, peer review of design for ground track, and replacement of structural timber ties at 3 bridges.

USAGE:
Light Rail annual ridership in FY 2026 exceeded 5.6 million.

1616, 1940, 1941, 1942, 1943, 1944, 1945, 1946, 1947, 1948, 1949, 1950, 1956, 1957, 2194, 2226, 2233, 2245, 2572, 2574, 2577, 2644



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:

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

EXPLANATION: Interlocking renewals are needed to ensure 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

- [X] Project Inside PFA
- [ ] Project Outside PFA — [ ] Grandfathered; [ ] Exception Will Be Required; [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

STATUS: Replacement of the Reisterstown Plaza East interlocking construction is anticipated to begin in FY 2027. Design efforts for all other interlockings ongoing.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	10,934	10,934	426	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	83,961	40,726	2,472	454	0	9,848	24,904	8,028	0	43,235	0
Total	**94,894**	**51,659**	**2,897**	**454**	**0**	**9,848**	**24,904**	**8,028**	**0**	**43,235**	**0**
Federal-Aid	67,587	33,183	1,735	179	0	7,879	19,923	6,423	0	34,404	0
Special	27,307	18,477	1,162	274	0	1,970	4,981	1,606	0	8,830	0
Other	0	0	0	0	0	0	0	0	0	0	0

1223, 1720, 1772

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
None.

USAGE:
Metro annual ridership in FY 2026 exceeded 4.2 million.



PROJECT: Metro Station Rehabilitation Program

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

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:

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

EXPLANATION: Rehabilitating Metro Stations will increase safety, reliability, and improve the customer experience for metro riders.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA — [ ] Grandfathered; [ ] Exception Will Be Required; [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

STATUS: Metro platform rehab and snow melt system design is complete.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,678	3,431	458	502	0	0	0	745	0	1,248	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	4,414	1,814	185	0	2,600	0	0	0	0	2,600	0
Total	**9,092**	**5,244**	**643**	**502**	**2,600**	**0**	**0**	**745**	**0**	**3,848**	**0**
Federal-Aid	2,942	862	(18)	0	2,080	0	0	0	0	2,080	0
Special	6,150	4,382	661	502	520	(0)	(0)	745	0	1,768	0
Other	0	0	0	0	0	0	0	0	0	0	0

1560, 1565, 1725, 1854, 1883, 2048, 2573, 2647

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
Project funding allocation decreased by $19.2M due to funds reduced for the Platform Rehab and Snow Melt System, Repairs at 6 Metro Stations, and Shot Tower Station Enhancement projects for fiscal capacity reasons.

USAGE:
Metro annual ridership in FY 2026 exceeded 4.2 million.



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:

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

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

SMART GROWTH STATUS: [X] 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: Metro train control and vehicle replacement, ongoing overhauls and repairs, and communications-based train control installation are underway. 9 new metro cars have been conditionally accepted and entered service in FY 2026. Commissioning is underway for additional cars.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
Project funding allocation decreased by $1.8M miscellaneous program adjustments.

USAGE:
Metro annual ridership in FY 2026 exceeded 4.2 million.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,712	5,670	282	42	0	0	0	0	0	42	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	546,298	444,839	65,345	50,286	38,617	7,258	5,298	0	0	101,459	0
Total	**552,010**	**450,509**	**65,628**	**50,328**	**38,617**	**7,258**	**5,298**	**0**	**0**	**101,501**	**0**
Federal-Aid	415,915	336,130	49,756	39,140	30,760	5,806	4,078	0	0	79,785	0
Special	136,095	114,379	15,872	11,188	7,856	1,452	1,220	(0)	0	21,716	0
Other	0	0	0	0	0	0	0	0	0	0	0

1281, 1415, 1642, 1766, 1864, 2626



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:

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] 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

- [X] Project Inside PFA
- [ ] Project Outside PFA — [ ] Grandfathered; [ ] Exception Will Be Required; [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

STATUS: Construction of the wheel truing machine, hoists and lifts is complete. Vehicle wash upgrade is currently in procurement and is expected to be advertised in FY 2027.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,846	2,715	80	130	0	0	0	0	0	130	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	30,869	14,055	1,319	548	4,967	4,156	7,024	120	0	16,814	0
Total	**33,714**	**16,770**	**1,398**	**678**	**4,967**	**4,156**	**7,024**	**120**	**0**	**16,945**	**0**
Federal-Aid	23,633	12,018	28	12	3,663	3,200	4,739	0	0	11,615	0
Special	10,082	4,752	1,371	666	1,303	956	2,285	120	0	5,330	0
Other	0	0	0	0	0	0	0	0	0	0	0

1530, 1795, 2666

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
None.

USAGE:
Metro annual ridership in FY 2026 exceeded 4.2 million.



PROJECT: Metro Systems Overhauls and Replacements

DESCRIPTION: Includes the replacement of key systems throughout Metro Subway including communication, switch heater, stray current monitoring, preventive maintenance forecasting software, and electrical/power systems.

PURPOSE & NEED SUMMARY STATEMENT: Upgrades and replacements of systems throughout the Metro system are required to reduce system failures and improve reliability.

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

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

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.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA — [ ] Grandfathered; [ ] Exception Will Be Required; [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

STATUS: Design for substation emergency trips was completed in FY 2026. Electrical assessments and study are underway for electric systems upgrade. Track intrusion detection and alert system project is underway. Corrosion control program is expected to be advertised in FY 2027. TC&C room power distribution expecting to be issued notice to proceed (NTP) in FY 2027.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: Project funding allocation increased by $4.2M due to the addition of substation breaker refurbishment and the corrosion control program. Funds for the Tunnel Stray Current Monitoring System were reduced for fiscal capacity reasons.

USAGE:
Metro annual ridership in FY 2026 exceeded 4.2 million.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	8,298	4,375	616	813	1,994	390	357	370	0	3,923	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	31,940	5,253	1,547	6,197	8,208	3,622	2,443	3,217	3,000	26,687	0
Total	**40,238**	**9,628**	**2,162**	**7,010**	**10,203**	**4,012**	**2,800**	**3,587**	**3,000**	**30,610**	**0**
Federal-Aid	12,660	913	296	2,242	4,708	1,176	1,622	2,000	0	11,747	0
Special	27,578	8,715	1,866	4,768	5,495	2,836	1,178	1,587	3,000	18,863	0
Other	0	0	0	0	0	0	0	0	0	0	0

1533, 1558, 1559, 1562, 1564, 1615, 1617, 1742, 1752, 1777, 1827, 2575, 2646



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:

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

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.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA — [ ] Grandfathered; [ ] Exception Will Be Required; [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

STATUS: Inspections to identify various metro system infrastructure in need of repair/replacement are ongoing. Design for tunnel pumping station rehab was completed in FY 2026. Construction for ventilation fan noise mitigation was completed in FY 2026 will close out in FY 2027. 100% design for the Metro Street Grate Rehab project is ongoing.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
None.

USAGE:
Metro annual ridership in FY 2026 exceeded 4.2 million.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	6,030	4,905	698	403	720	1	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	76,563	25,083	2,686	2,046	8,403	5,095	33,907	2,030	0	51,480	0
Total	**82,593**	**29,988**	**3,384**	**2,449**	**9,123**	**5,096**	**33,907**	**2,030**	**0**	**52,605**	**0**
Federal-Aid	35,080	13,644	1,724	814	4,839	3,200	11,533	1,051	0	21,436	0
Special	47,513	16,345	1,660	1,635	4,284	1,896	22,374	979	0	31,169	0
Other	0	0	0	0	0	0	0	0	0	0	0

0529, 1498, 1514, 1557, 1561, 1835, 1848, 2067, 2116, 2616



PROJECT: Eastern Bus Facility Rehabilitation

DESCRIPTION: The facility was originally constructed in the 1930's and given the age of the facility and current condition, the facility requires several repairs, replacements, and improvements to bring the facility back to a functional and efficient state of good repair. The project scope includes improvements to support spaces and supervisors' offices, replacement of the bus wash, the replacement of existing storage sheds and trailers with one pre-engineered storage building, provision of an ADA compliant route through the site, traffic signal modifications, concrete repair, signage and pavement marking upgrades, replacement of the oil water separator, new hose reels, new diesel fuel ports, new overhead doors, and increased power capacity to the site.

PURPOSE & NEED SUMMARY STATEMENT: This project will renovate the facility to achieve a state of good repair while improving the capacity and efficiency of the facility in all buildings and throughout the site. The renovation will also address workplace and environmental safety needs.

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

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

EXPLANATION: This project will renovate the facility to achieve a state of good repair while improving the capacity and efficiency of the facility in all buildings and throughout the site.

SMART GROWTH STATUS: [ ] 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: 100% design is ongoing is anticipated to be completed in FY 2027.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,055	1,256	852	600	1,198	1,000	1,000	0	0	3,798	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	32,918	0	0	0	4,875	20,044	8,000	0	0	32,918	0
Total	**37,973**	**1,256**	**852**	**600**	**6,073**	**21,044**	**9,000**	**0**	**0**	**36,717**	**0**
Federal-Aid	18,175	947	678	480	4,859	5,649	6,241	0	0	17,229	0
Special	19,798	310	174	120	1,215	15,395	2,759	0	0	19,488	0
Other	0	0	0	0	0	0	0	0	0	0	0

2523

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
The Zero Emission Eastern Bus Facility Redevelopment project has been deferred due to funding capacity reasons. Instead, the Eastern Bus Facility will be rehabilitated.

USAGE:
Core Bus annual ridership in FY 2026 exceeded 49.7 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:

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

EXPLANATION: Rehabilitation of bus facilities and equipment is necessary to keep them in a state of good repair and provide a safe, efficient, and well-heated workplace for MTA employees.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Vehicular & pedestrian doors replacement is underway. Gable window construction anticipated to be completed in FY 2027.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,933	1,655	213	53	225	0	0	0	0	278	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	34,206	16,146	5,505	4,565	11,883	1,612	0	0	0	18,060	0
Total	**36,139**	**17,801**	**5,719**	**4,618**	**12,108**	**1,612**	**0**	**0**	**0**	**18,338**	**0**
Federal-Aid	11,256	1,976	1,952	2,560	6,720	0	0	0	0	9,280	0
Special	24,884	15,825	3,767	2,058	5,389	1,612	0	0	0	9,058	0
Other	0	0	0	0	0	0	0	0	0	0	0

1518, 1527, 1528, 1529, 1746, 1750, 1877, 2057, 2560

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
Bus lift contract at Bush Division and maintenance equipment replacement were added to the PIF. Bush Division boiler replacement was removed from PIF as project is complete. Washington Blvd Paint Booth Replacement was deferred due to funding capacity reasons. The changes resulted in no significant cost change.

USAGE:
Core Bus annual ridership in FY 2026 exceeded 49.7 million.



PROJECT: Beyond the Bus Stop

DESCRIPTION: The Beyond the Bus Stop program aims to improve amenities for both riders and operators at bus stops around the network. The Beyond the Bus Stop program will improve the customer experience by adding real-time information signage and shelter improvements to bus stops, including some multi-modal transfers. The program also includes constructing a comfort station at the Patapsco Light Rail Station for use by our operators. Blue Light phones will also be added at these locations.

PURPOSE & NEED SUMMARY STATEMENT: With the launch of real-time information on the Transit mobile application, real-time information signage will extend that availability to the users of the Baltimore system who do not have access to mobile technology. MTA bus operators currently lack sufficient restrooms while operating their routes.

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

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

EXPLANATION: This project provides blue light phones and improves existing comfort station facilities for use by operators, making the execution of their jobs safer and more comfortable. Real-time information signage and shelters make for a more vital community by enhancing the customer experience.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Beyond the Bus Stop completed in FY 2026. Real-time information signage (RTIS) and blue light have been installed and are operational.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	100	100	69	0	0	0	0	0	0	0	0
Engineering	431	431	101	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	2,987	2,987	1,416	0	0	0	0	0	0	0	0
Total	**3,518**	**3,518**	**1,587**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Federal-Aid	2,606	2,606	1,400	0	0	0	0	0	0	0	0
Special	912	912	186	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

1524

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
None.

USAGE:
Core Bus annual ridership in FY 2026 exceeded 49.7 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:

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] 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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Design for Garrison and Belair transit priority initiatives (TPI) brought to semi-final stage and systemwide data re-analysis underway.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,606	2,507	125	0	0	0	61	38	0	99	0
Engineering	2,728	2,238	99	158	0	0	332	0	0	490	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	7,872	7,872	0	0	0	0	0	0	0	0	0
Total	**13,205**	**12,616**	**224**	**158**	**0**	**0**	**392**	**38**	**0**	**589**	**0**
Federal-Aid	7,544	7,278	367	0	0	0	265	0	0	265	0
Special	5,662	5,338	(143)	158	0	0	127	38	0	323	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
None.

USAGE:
Core Bus annual ridership in FY 2026 exceeded 49.7 million.

1470, 1537, 1756, 1767, 1768



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:**

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

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

SMART GROWTH STATUS: [X] 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: Procurement of 70 buses (50 40' buses and 20 60' articulated buses) is underway and expected to be delivered in FY 2027. Lines 25 and 26 are related to MTA's bus procurement.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
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	769,511	425,820	668	45,885	29,925	70,708	80,783	81,096	35,294	343,691	0
Total	**769,852**	**426,161**	**668**	**45,885**	**29,925**	**70,708**	**80,783**	**81,096**	**35,294**	**343,691**	**0**
Federal-Aid	627,611	349,661	2,693	39,002	25,436	60,102	54,478	68,932	30,000	277,950	0
Special	142,241	76,500	(2,025)	6,883	4,489	10,606	26,305	12,164	5,294	65,741	0
Other	0	0	0	0	0	0	0	0	0	0	0

1447, 2635

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
Project funding allocation increased by $106.0M due to new program year and additional funding in FY 30 and FY 31 to support annual bus procurements of 67 buses per year.

USAGE:
Core Bus annual ridership in FY 2026 exceeded 49.7 million.



PROJECT: Alternative Fuel Bus Procurement

DESCRIPTION: Purchase of zero emission and hybrid buses as apart of MTA's annual bus buys to replace buses that have exceeded their useful life. The MTA has 811 buses in its active fleet. These zero emission and hybrid buses can be accommodated within MTA's existing facilities.

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:

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

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

SMART GROWTH STATUS: [X] 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: 50 battery electric buses (BEB) were delivered in FY 2026. Hybrid buses began delivery in FY 2025, with full delivery expected by the end of FY 2027. Lines 25 and 26 are related to MTA's bus procurement.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	211,559	110,633	73,763	32,215	34,441	34,270	0	0	0	100,926	0
Total	**211,559**	**110,633**	**73,763**	**32,215**	**34,441**	**34,270**	**0**	**0**	**0**	**100,926**	**0**
Federal-Aid	179,488	93,495	62,339	27,517	29,274	29,202	0	0	0	85,994	0
Special	32,071	17,139	11,424	4,698	5,166	5,068	(0)	(0)	0	14,932	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
None.

USAGE:
Core Bus annual ridership in FY 2026 exceeded 49.7 million.

1923



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: 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
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [X] Promote Environmental Stewardship

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

SMART GROWTH STATUS: [X] 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: BEB pilots began in January 2024. Additional charging infrastructure has been installed at both the Kirk and Northwest Bus Divisions.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	566	566	190	0	0	0	0	0	0	0	0
Engineering	1,127	1,127	6	0	0	0	0	0	0	0	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	14,536	11,334	827	491	799	1,913	0	0	0	3,202	0
Total	**16,442**	**13,239**	**1,023**	**491**	**799**	**1,913**	**0**	**0**	**0**	**3,202**	**0**
Federal-Aid	2,964	2,964	223	0	0	0	0	0	0	0	0
Special	9,852	6,650	800	491	799	1,913	0	0	0	3,202	0
Other	3,626	3,626	0	0	0	0	0	0	0	0	0

1706, 1996, 2102

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
None.

USAGE:
Core Bus annual ridership in FY 2026 exceeded 49.7 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: 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:

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

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.

SMART GROWTH STATUS: [X] 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: Commissioning for BEB charging station at Kirk Division was completed in FY 2026. Fuel cell electric buses and hydrogen infrastructure projects were deferred. Commissioning is ongoing for Northwest battery electric bus (BEB) charging stations.

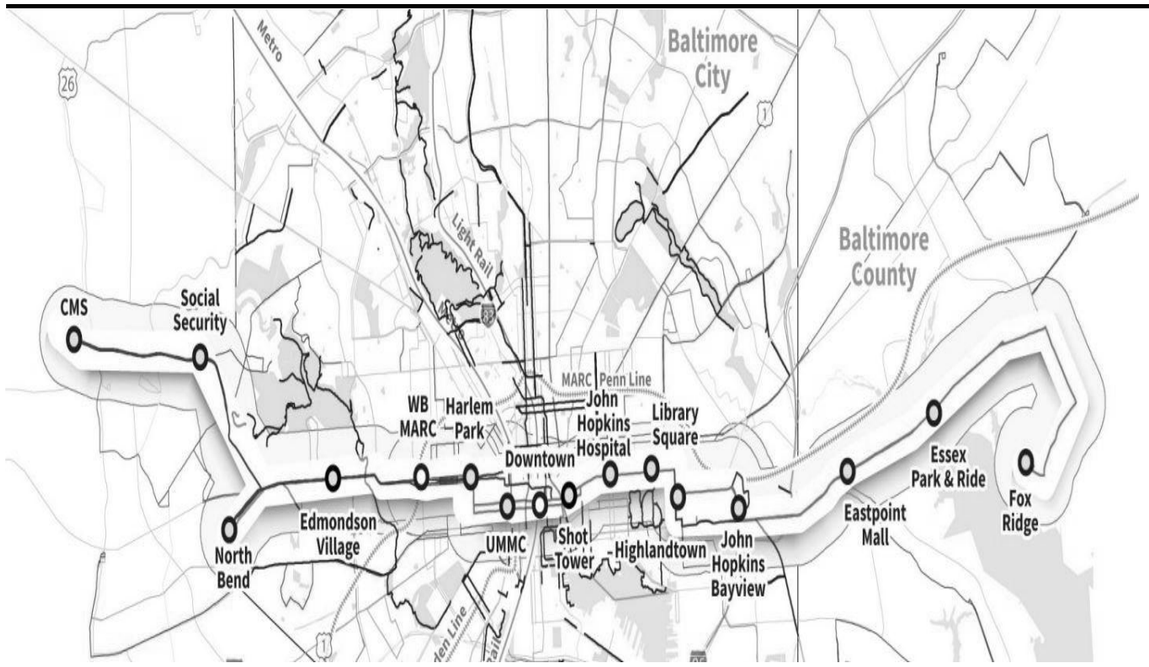
SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
Project funding allocation increased by $3.7M due to the addition of Zero Electric Bus (ZEB) interim charging infrastructure project.

USAGE:
Core Bus annual ridership in FY 2026 exceeded 49.7 million.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	7,960	7,823	359	137	0	0	0	0	0	137	0
Engineering	7,251	6,994	252	257	0	0	0	0	0	257	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	3,190	2,085	2,045	1,105	0	0	0	0	0	1,105	0
Total	**18,402**	**16,903**	**2,656**	**1,499**	**0**	**0**	**0**	**0**	**0**	**1,499**	**0**
Federal-Aid	11,430	11,225	1,560	206	0	0	0	0	0	206	0
Special	6,972	5,678	1,096	1,293	(0)	(0)	(0)	0	0	1,293	0
Other	0	0	0	0	0	0	0	0	0	0	0

1757, 2020, 2136, 2166



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:

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [X] 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: [ ] 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: MTA, in partnership with FTA, executed the RAISE grant in FY 2025. 100% design for Phases 1 and 2 is complete, with construction to begin in CY 2026.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	3,386	3,386	356	0	0	0	0	0	0	0	0
Engineering	8,927	8,009	1,998	718	200	0	0	0	0	918	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	45,504	100	100	11,168	24,515	9,721	0	0	0	45,404	0
Total	**57,817**	**11,495**	**2,454**	**11,886**	**24,715**	**9,721**	**0**	**0**	**0**	**46,322**	**0**
Federal-Aid	23,000	2,960	306	5,036	10,875	4,129	0	0	0	20,040	0
Special	24,817	7,671	1,284	4,561	8,897	3,688	0	0	0	17,146	0
Other	10,000	864	864	2,289	4,943	1,904	0	0	0	9,136	0

2017, 2053

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
None.

USAGE:
Core Bus annual ridership in FY 2026 exceeded 49.7 million.

PROJECT: Fast Forward

DESCRIPTION: The Fast Forward program will facilitate capital investment to four project categories: dedicated bus lanes, bus stops and transit hubs, wayfinding and customer experience, and bike and shared mobility. These objectives were created by the Central Maryland Regional Transit Plan to accomplish within the next 25 years.

PURPOSE & NEED SUMMARY STATEMENT: Project will improve customer experience, bus and rail reliability, travel speeds, on time performance, and passenger safety of multiple MTA bus routes.

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

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [X] 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: [X] 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: War Memorial Hub - design project concept completed in FY26. Construction of bus stop ADA improvements underway in FY2027.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,255	1,255	38	0	0	0	0	0	0	0	0
Engineering	4,399	4,033	140	238	128	0	0	0	0	366	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	17,105	9,644	607	2,636	1,459	1,035	334	1,997	0	7,461	0
Total	**22,759**	**14,932**	**784**	**2,874**	**1,587**	**1,035**	**334**	**1,997**	**0**	**7,827**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	22,759	14,932	784	2,874	1,587	1,035	334	1,997	0	7,827	0
Other	0	0	0	0	0	0	0	0	0	0	0

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

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
Project funding allocation decreased by $1.3M as the bicycle initiatives were removed from the program due to completion. Funds for the Dedicated Bus Lanes Repainting Project were reduced for fiscal capacity reasons.

USAGE:
Core Bus annual ridership in FY 2026 exceeded 49.7 million.



PROJECT: Mobility Vehicle Procurement

DESCRIPTION: Procurement of paratransit services vehicle replacement.

PURPOSE & NEED SUMMARY STATEMENT: Mobility vehicles are required to meet service demand and adhere to performance standards. Regular replacement of vehicles is required to maintain established service benchmarks for on-time performance, travel time, and schedule compliance.

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

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

EXPLANATION: Ongoing mobility vehicle procurement to ensure that mobility fleet is maintained in a state of good repair.

SMART GROWTH STATUS: [X] 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: FY 2026 procurement of 50 vehicles (20 small cutaway buses and 30 large cutaway buses) was completed in FY 2026. FY 2027 Procurement of 130 vehicles will begin in FY 2027.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	47	47	1	0	0	0	0	0	0	0	0
Right-of-way	45	45	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	116,967	35,770	6,126	0	8,158	17,722	18,439	11,091	25,786	81,196	0
Total	**117,059**	**35,863**	**6,127**	**0**	**8,158**	**17,722**	**18,439**	**11,091**	**25,786**	**81,196**	**0**
Federal-Aid	89,346	28,603	5,212	0	6,096	10,393	14,751	8,873	20,629	60,743	0
Special	27,713	7,260	915	(0)	2,061	7,329	3,688	2,218	5,157	20,453	0
Other	0	0	0	0	0	0	0	0	0	0	0

1633, 1694, 1814, 2105, 2326, 2537, 2710

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
Project funding allocation increased by $18.4M due to the addition of new program year and miscellaneous adjustments.

USAGE:
Demand Response Mobility and Call-A-Ride annual ridership in FY 2026 exceeded 1.8 and 2.0 million, respectively.



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 for the core services including Bus, Light Rail, and Metro.

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:

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] 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

- [X] Project Inside PFA
- [ ] Project Outside PFA — [ ] Grandfathered; [ ] Exception Will Be Required; [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

STATUS: MTA has deployed over 800 fareboxes across the bus fleet and added bar code scanners to Metro Subway faregates to allow for use of the CharmPass QR code.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,428	2,428	20	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	58,649	49,366	8,447	7,953	353	977	0	0	0	9,283	0
Total	**61,077**	**51,794**	**8,467**	**7,953**	**353**	**977**	**0**	**0**	**0**	**9,283**	**0**
Federal-Aid	6,186	6,186	240	0	0	0	0	0	0	0	0
Special	54,890	45,608	8,227	7,953	353	977	(0)	0	0	9,283	0
Other	0	0	0	0	0	0	0	0	0	0	0

1329, 1429, 1459, 1680, 2113, 2114, 2115

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
Funds reduced by $41.2M for fiscal capacity reasons. Potential financing options are being evaluated.

USAGE:



PROJECT: Enterprise IT Capital Program - MTA OTTS

DESCRIPTION: This is the MDOT Enterprise Information Technology (IT) Program. This program supports IT projects which enhance MDOT's information technology infrastructure and strategy, including cybersecurity, innovation, IT oversight responsibilities, hardware/software upgrades, and end-of-life replacements.

PURPOSE & NEED SUMMARY STATEMENT: These reflected capital funds contribute to the MDOT Enterprise Information Technology Program.

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

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

EXPLANATION: Information technology supports the MDOT enterprise. Information technology enhances MDOT's ability to achieve its goals by supporting specific transportation projects and information technology projects that enhances the safety, security, and efficiency of MDOT.

SMART GROWTH STATUS: [X] 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 major IT infrastructure orders are currently underway.

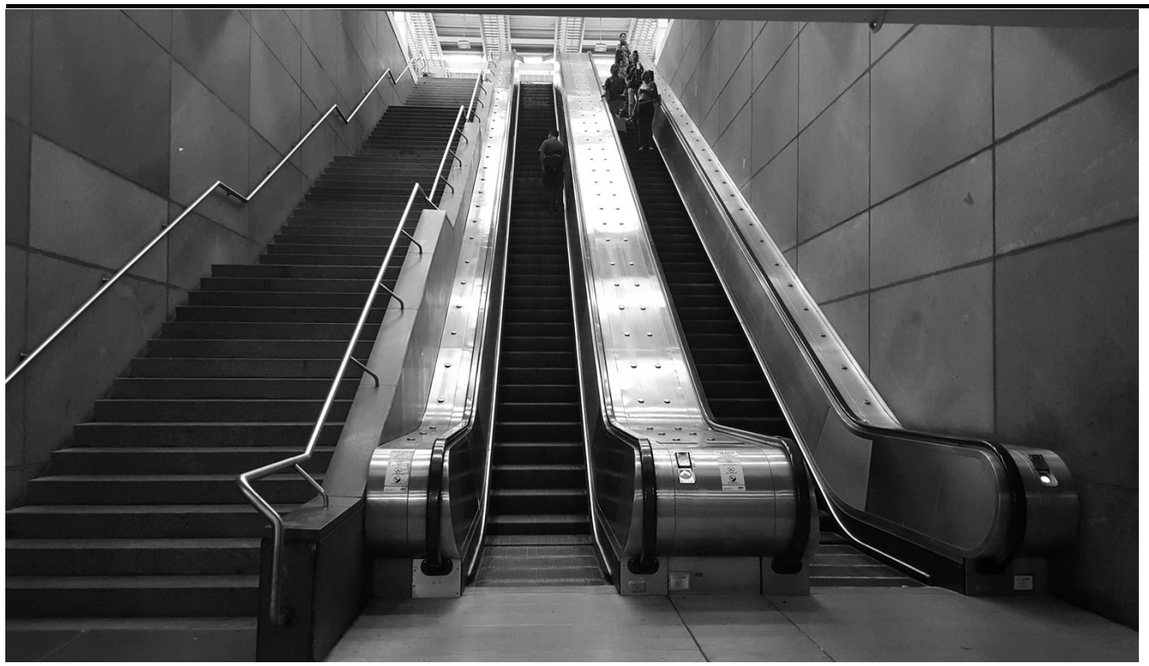
POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	97,263	60,199	13,812	2,431	1,906	3,024	0	16,703	13,000	37,064	0
Total	**97,263**	**60,199**	**13,812**	**2,431**	**1,906**	**3,024**	**0**	**16,703**	**13,000**	**37,064**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	97,263	60,199	13,812	2,431	1,906	3,024	0	16,703	13,000	37,064	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: Project funding allocation increased by $5.8M due to the new program year and miscellaneous adjustments. Telecom UPS replacement was removed from the program due to its completion. Funds for the Radio Shop CCTV Maintenance were reduced for fiscal capacity reasons.

USAGE:

1396, 1691, 1763, 1778, 1972, 1990, 1991, 2005, 2061, 2203, 2206, 2218, 2239, 2243, 2319, 2320, 2335, 2360, 2374, 2412, 2447, 2509, 2518, 2520



PROJECT: Agencywide Elevator and Escalator Rehabilitation

DESCRIPTION: Funding for the rehabilitation and replacement of elevators and escalators that have reached the end of their useful life. Activities include bringing elevators and escalators up to current ADA and safety standards.

PURPOSE & NEED SUMMARY STATEMENT: This project will provide safety critical upgrades to the elevator and escalator infrastructure. Upgrades will also bring all elevators and escalators to compliance with ADA requirements.

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

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

EXPLANATION: Rehabilitation of the elevator and escalators is necessary to keep them in a state of good repair.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Mondawmin elevator construction was completed in FY 2026. Procurement underway for replacement of various metro elevators, including Reisterstown Metro Station.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	8,668	3,926	508	1,032	2,492	757	462	0	0	4,742	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	123,297	9,858	1,113	1,516	9,204	9,666	12,126	12,000	62,194	106,706	6,733
Total	**131,965**	**13,783**	**1,621**	**2,548**	**11,696**	**10,423**	**12,588**	**12,000**	**62,194**	**111,449**	**6,733**
Federal-Aid	54,542	6,343	(155)	528	8,243	5,438	1,273	2,392	30,326	48,198	0
Special	77,424	7,440	1,776	2,020	3,453	4,985	11,315	9,608	31,868	63,250	6,733
Other	0	0	0	0	0	0	0	0	0	0	0

1627, 1689, 1690, 1932, 1933, 1984, 2007, 2174, 2222, 2366

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
Project funding allocation decreased by $164.8M as funds for the replacement of 81 Escalators Project were reduced for fiscal capacity reasons.

USAGE:
Metro annual ridership in FY 2026 exceeded 4.3 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:

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

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

SMART GROWTH STATUS: [X] 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 first purchase of replacement police radios completed in FY 2026. Design for metro tunnel radio BDA system upgrade is underway and expected to be completed in FY 2027.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
None.

USAGE:

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	610	435	0	175	0	0	0	0	0	175	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	22,310	16,882	2,450	75	3,875	1,478	0	0	0	5,428	0
Total	**22,920**	**17,317**	**2,450**	**250**	**3,875**	**1,478**	**0**	**0**	**0**	**5,603**	**0**
Federal-Aid	10,880	7,646	1,960	200	2,580	454	0	0	0	3,234	0
Special	12,040	9,671	490	50	1,295	1,023	0	0	0	2,368	0
Other	0	0	0	0	0	0	0	0	0	0	0

1456, 2620



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
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [X] 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

- [X] 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 revenue service availability date to Winter 2027. While major construction is nearing completion, resolution and payment for utility conflicts continues. Extensive testing, including operator training, and preparations for revenue service are underway.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
Project funding allocation increased by $414.0M due to planned application of third-party revenues directly to the Transportation Trust Fund, contractually required payments for Amendment 7, increased federal regulatory requirements, and costs related to resolving utility conflicts.

USAGE:
Annual ridership estimated at 20.4 million trips in the year 2035.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	53,638	52,738	575	825	75	0	0	0	0	900	0
Engineering	566,630	565,679	37,376	651	300	0	0	0	0	951	0
Right-of-way	326,178	310,024	14,194	15,327	827	0	0	0	0	16,154	0
Utility	9,898	2,690	1,023	4,805	2,403	0	0	0	0	7,208	0
Construction	3,032,206	2,205,182	174,646	414,482	409,489	3,053	0	0	0	827,024	0
Total	**3,988,549**	**3,136,313**	**227,814**	**436,091**	**413,093**	**3,053**	**0**	**0**	**0**	**852,236**	**0**
Federal-Aid	1,104,602	1,103,702	12,998	825	75	0	0	0	0	900	0
Special	2,669,991	1,818,654	214,816	435,266	413,018	3,053	0	0	0	851,336	0
Other	213,956	213,956	0	0	0	0	0	0	0	0	0

1042, 1453, 1487, 1488, 1525, 1526, 1573, 1597, 2515, 2541



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
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [X] 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

- [X] Project Inside PFA
- [ ] Project Outside PFA — [ ] Grandfathered; [ ] Exception Will Be Required; [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

STATUS: Availability payments are anticipated to start in FY 2028.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	847,311	0	0	0	90,291	190,068	191,322	188,046	187,584	847,311	0
Total	**847,311**	**0**	**0**	**0**	**90,291**	**190,068**	**191,322**	**188,046**	**187,584**	**847,311**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	847,311	0	0	0	90,291	190,068	191,322	188,046	187,584	847,311	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
Project funding allocation increased by $187.6M due to the addition of FY 32 availability payment. This has been broken out of the main Purple Line project (Line 36).

USAGE:
Annual ridership estimated at 20.4 million trips in the year 2035.

1042



PROJECT: Locally Operated Transit Systems Capital Procurement Projects (Local Jurisdictions)

DESCRIPTION: Funding to rural and small urban jurisdictions for transit vehicles, equipment, and facilities. In addition, the MTA provides rideshare funds to Baltimore City, Anne Arundel, Baltimore, Calvert, Carroll, Frederick, Harford, Howard, Montgomery and Prince George's Counties, and the Tri-County Council for Southern Maryland to promote the use of carpools and vanpools. MTA facilitates federal funds for locally-sponsored projects.

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

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

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

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

SMART GROWTH STATUS: [X] 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: Funds are awarded based on an annual application cycle.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,168	1,168	816	0	0	0	0	0	0	0	0
Engineering	47,936	36,061	1,906	2,665	3,213	1,512	1,495	1,495	1,495	11,875	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	485,523	306,521	54,464	10,985	13,160	47,406	46,998	40,628	19,827	179,003	0
Total	**534,628**	**343,750**	**57,185**	**13,650**	**16,373**	**48,917**	**48,493**	**42,123**	**21,322**	**190,878**	**0**
Federal-Aid	470,573	295,852	52,369	12,445	14,462	45,986	42,297	39,646	19,885	174,721	0
Special	59,551	43,395	4,817	1,205	1,911	2,931	6,196	2,476	1,437	16,157	0
Other	4,503	4,503	0	0	0	0	0	0	0	0	0

90200

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
Project funding allocation increased by $7.4M due to the new program year and miscellaneous 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:

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

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.

SMART GROWTH STATUS: [X] 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: Funds are awarded based on a biennial application cycle.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	81,416	59,846	3,893	500	6,041	10,098	4,931	0	0	21,570	0
Total	**81,416**	**59,846**	**3,893**	**500**	**6,041**	**10,098**	**4,931**	**0**	**0**	**21,570**	**0**
Federal-Aid	74,571	53,001	4,063	500	6,041	10,098	4,931	0	0	21,570	0
Special	5,988	5,988	(170)	(0)	0	0	0	0	0	(0)	0
Other	857	857	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
None.

USAGE:

90201



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:

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

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

SMART GROWTH STATUS: [X] 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: Funds are awarded on an annual basis for local bus replacements.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,149	3,777	1,529	372	0	0	0	0	0	372	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	81,157	67,643	6,578	2,800	2,114	2,000	2,600	2,000	2,000	13,514	0
Total	**85,306**	**71,420**	**8,108**	**3,172**	**2,114**	**2,000**	**2,600**	**2,000**	**2,000**	**13,886**	**0**
Federal-Aid	38,913	29,741	7,129	2,772	1,600	1,600	1,600	1,600	0	9,172	0
Special	46,393	41,679	979	400	514	400	1,000	400	2,000	4,714	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
Project funding allocation increased by $2.4M due to the new program year.

USAGE:

90203



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:**

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

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

SMART GROWTH STATUS: [X] 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 funding will support annual bus replacements and improvements to bus stops throughout the Prince George's County.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,284	2,015	1,155	269	0	0	0	0	0	269	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	49,774	24,174	11,281	10,100	6,700	6,700	1,100	500	500	25,600	0
Total	**52,057**	**26,188**	**12,436**	**10,369**	**6,700**	**6,700**	**1,100**	**500**	**500**	**25,869**	**0**
Federal-Aid	43,449	19,655	12,208	9,694	6,650	6,650	400	400	0	23,794	0
Special	8,608	6,533	228	675	50	50	700	100	500	2,075	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
None.

USAGE:

90204



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:

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] 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: [X] 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: FY 2023 and FY 2024 Statewide Transit Innovation Grant (STIG) awarded projects are ongoing. Projects are expected to be completed in FY 2027.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	(130)	0	0	0	0	0	0	0	0
Construction	2,462	2,462	321	0	0	0	0	0	0	0	0
Total	**2,462**	**2,462**	**192**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	2,462	2,462	192	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
None.

USAGE:

1511



PROJECT: Frederick Douglass Tunnel

DESCRIPTION: Replace the existing 1.4-mile B&P Tunnel, which dates from the Civil War era. At nearly 150 years old, it is the oldest tunnel Amtrak inherited and a single point of failure for MARC's Penn line and the Northeast Corridor. 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. The budget shown is only the MTA commitment to the project.

PURPOSE & NEED SUMMARY STATEMENT: The tunnel suffers from a variety of age-related issues such as excessive water infiltration, a deteriorating structure, and a sinking floor. There are no fire and life safety systems that help keep passengers safe in the event of emergencies, and excessive costly maintenance is required. Due to its age, delays are chronic — more than 10% of weekday trains are delayed, and delays occur on 99% of weekdays.

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

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

EXPLANATION: Replacing the 150 year-old tunnel will allow for more efficient and reliable commutes for MARC train riders.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
  - [ ] Grandfathered
  - [ ] Exception Will Be Required
  - [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

STATUS: Amtrak continues to advance various elements of this multi-faceted program, with MTA coordination. Construction activities for new West Baltimore MARC Station began in FY 2026. Design and construction coordination with Amtrak is ongoing.

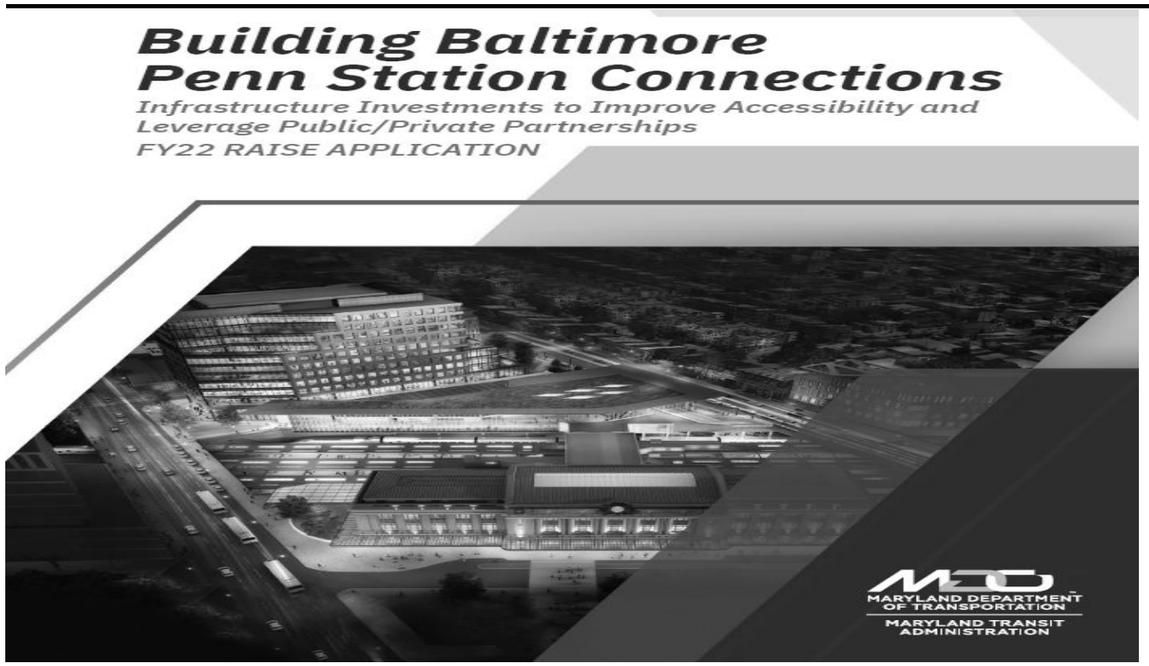
SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
None.

USAGE:

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [X] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	597	597	196	0	0	0	0	0	0	0	0
Engineering	3,118	1,541	496	421	0	0	0	1,156	0	1,577	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	450,000	0	0	50,000	50,000	50,000	50,000	50,000	50,000	300,000	150,000
Total	**453,715**	**2,138**	**692**	**50,421**	**50,000**	**50,000**	**50,000**	**51,156**	**50,000**	**301,577**	**150,000**
Federal-Aid	1,626	414	201	337	0	0	0	875	0	1,212	0
Special	452,089	1,724	491	50,084	50,000	50,000	50,000	50,281	50,000	300,365	150,000
Other	0	0	0	0	0	0	0	0	0	0	0

1799



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:

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [ ] 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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: MTA is continuing to coordinate with federal partners (FRA and FTA) to finalize grant agreements.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	698	230	(0)	234	234	0	0	0	0	468	0
Engineering	1,407	0	0	703	704	0	0	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	6,406	5,587	0	0	11,993	782
Total	**14,880**	**230**	**(0)**	**937**	**938**	**6,406**	**5,587**	**0**	**0**	**13,868**	**782**
Federal-Aid	11,000	0	0	750	750	5,125	3,454	0	0	10,079	922
Special	2,880	230	(0)	187	188	769	1,686	0	0	2,830	(180)
Other	1,000	0	0	0	0	512	447	0	0	959	41

2240

SIGNIFICANT CHANGE FROM FY 2026 - 31 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.

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:

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [X] 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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: MTA is currently negotiating the RAISE grant agreement with USDOT. Conceptual design is underway for topside improvements.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,000	599	300	300	101	0	0	0	0	401	0
Engineering	3,589	0	(0)	1,077	1,436	1,077	0	0	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	29,411	0	0	0	29,411	0
Total	**34,000**	**599**	**300**	**1,377**	**1,537**	**30,488**	**0**	**0**	**0**	**33,401**	**0**
Federal-Aid	20,000	0	0	646	861	18,493	0	0	0	20,000	0
Special	13,000	599	300	698	632	11,070	0	0	0	12,401	0
Other	1,000	0	0	32	43	925	0	0	0	1,000	0

2188

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
None.

USAGE:
Metro annual ridership in FY 2026 exceeded 4.2 million.
Core Bus annual ridership in FY 2026 exceeded 49.7 million.



PROJECT: Light Rail Modernization Program

DESCRIPTION: MTA will replace its entire existing aged fleet of Light Rail vehicles serving the Baltimore region; upgrade the stations and the maintenance facilities to accommodate the new vehicles, replace the Howard Street rail, replace and rehabilitate the traction power substations and other necessary improvements to modernize the Light Rail system. The 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:

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [X] 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: [X] 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: Replacement signal system specifications complete in FY 2026. Cromwell Maintenance Facility request for proposals (RFP) was advertised in FY 2027. Vehicle and train control proposals were received and have started evaluation. Stations and track modernization request for qualifications (RFQ) are in evaluation.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
Project funding allocation increased by $145.8M as the traction power substation major rehabilitation project was reassigned from the Light Rail Systems Overhauls and Replacements PIF (Line 13).

USAGE:
Light Rail annual ridership in FY 2026 exceeded 5.6 million.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,764	1,568	240	196	0	0	0	0	0	196	0
Engineering	30,326	22,292	9,062	3,139	215	1,608	3,072	0	0	8,034	0
Right-of-way	445	136	131	309	0	0	0	0	0	309	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	1,538,711	286	80	23,759	112,983	170,549	193,938	214,924	223,784	939,938	598,487
Total	**1,571,246**	**24,282**	**9,514**	**27,403**	**113,199**	**172,156**	**197,010**	**214,924**	**223,784**	**948,477**	**598,487**
Federal-Aid	550,313	11,526	6,396	14,335	56,742	72,585	72,947	82,209	124,610	423,430	115,357
Special	377,933	12,755	3,118	13,068	26,456	42,571	49,063	42,715	44,780	218,654	146,524
Other	643,000	0	0	0	30,000	57,000	75,000	90,000	54,393	306,393	336,607

1472, 1554, 1618, 1859, 1896, 1958, 2049, 2079, 2157, 2443, 2444



PROJECT: Susquehanna River Bridge Replacement

DESCRIPTION: Amtrak will lead design and construction to replace the Susquehanna River Bridge. The budget shown is only the MTA commitment to the project.

PURPOSE & NEED SUMMARY STATEMENT: Built in 1906, the Susquehanna Bridge will need to be rehabilitated or replaced to ensure future improvements to capacity, trip time, and safety for passengers.

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

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

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

SMART GROWTH STATUS: [ ] 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: Amtrak continues to advance design in coordination with its Construction Manager at Risk (CMAR) contractor.

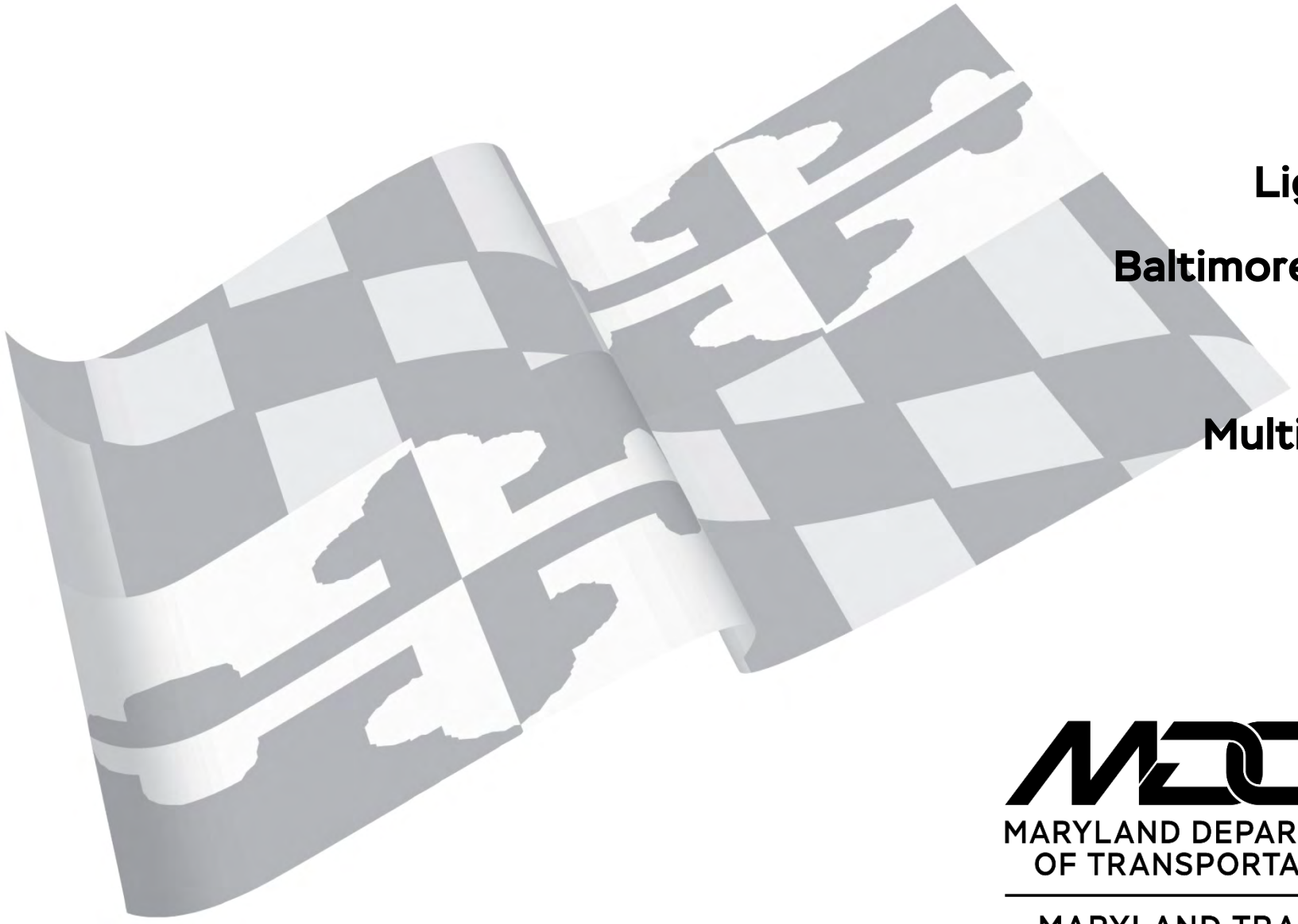
POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	34	34	(0)	0	0	0	0	0	0	0	0
Engineering	3,000	1,500	1,500	1,500	0	0	0	0	0	1,500	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	31,360	0	0	3,733	3,733	3,733	3,733	8,213	8,213	31,360	0
Total	**34,394**	**1,534**	**1,500**	**5,233**	**3,733**	**3,733**	**3,733**	**8,213**	**8,213**	**32,860**	**0**
Federal-Aid	27	27	0	0	0	0	0	0	0	0	0
Special	34,367	1,507	1,500	5,233	3,733	3,733	3,733	8,213	8,213	32,860	0
Other	0	0	0	0	0	0	0	0	0	0	0

2227

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
Project funding allocation increased by $7.3M due to the new program year and miscellaneous program adjustments.

USAGE:



MARC

Light Rail

Baltimore Metro

Bus

Multi-Modal

MDOT

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION

MDOT MTA DEVELOPMENT & EVALUATION PROGRAM



PROJECT: Agency Customer Experience Technology Initiatives

DESCRIPTION: Supports the development of customer enhancements throughout the agency, including improved workflows, resource utilization, data analysis, digital solutions, business intelligence, passenger information communications, and rider outreach.

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:

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

EXPLANATION: This project will improve safety, reliability, and the overall customer experience.

SMART GROWTH STATUS: [X] 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: 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 oversight of a rider experience team to engage riders and co-create solutions to issues.

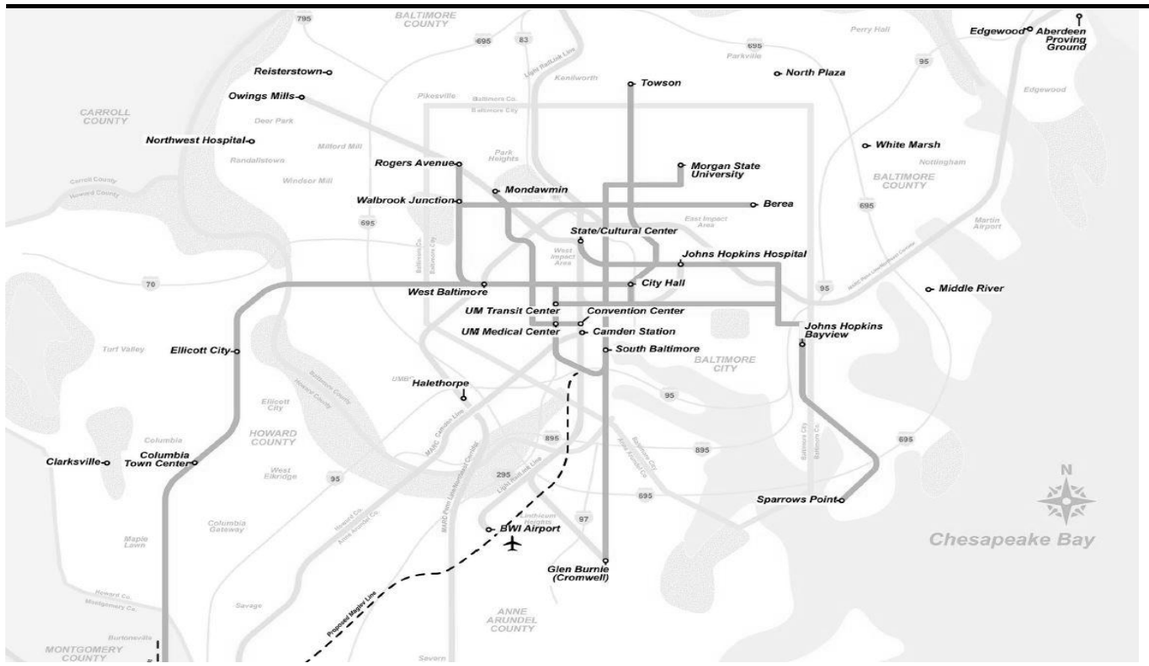
SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
None.

USAGE:

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	8,671	6,101	1,451	20	577	0	1,038	935	0	2,570	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	349	234	190	0	0	0	0	115	0	115	0
Total	**9,108**	**6,423**	**1,641**	**20**	**577**	**0**	**1,038**	**1,050**	**0**	**2,685**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	9,108	6,423	1,641	20	577	0	1,038	1,050	0	2,685	0
Other	0	0	0	0	0	0	0	0	0	0	0

1566, 1677



PROJECT: Regional Transit Plan Corridor Studies

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

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

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

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

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

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
  - [ ] Grandfathered
  - [ ] Exception Will Be Required
  - [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

STATUS: Project closeout activities were completed for all associated projects.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	4,840	4,840	(18)	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	**4,840**	**4,840**	**(18)**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Federal-Aid	1,020	1,020	(42)	0	0	0	0	0	0	0	0
Special	3,820	3,820	24	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
None.

USAGE:

1710, 1903, 2211



PROJECT: Patapsco Ave Pedestrian/Bicycle Bridge

DESCRIPTION: Preliminary engineering and assessment of a pedestrian bridge to connect the Cherry Hill neighborhood to the Patapsco Avenue Light Rail Station.

PURPOSE & NEED SUMMARY STATEMENT: Pedestrians often cross over restricted areas of CSX and Light Rail tracks to access the Patapsco Light Rail Station, posing a danger to themselves and train operators. Designing a safe passage over Patapsco Avenue for trail users will reduce preventable accidents.

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

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

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

SMART GROWTH STATUS:

- [ ] Project Not Location Specific
- [ ] Not Subject to PFA Law
- [X] Project Inside PFA
- [ ] Project Outside PFA
  - [ ] Grandfathered
  - [ ] Exception Will Be Required
  - [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

STATUS: 30% design is ongoing and anticipated to be completed in FY 2028. $5 million was received in community project funding to support the project and will be administered in partnership with SHA.

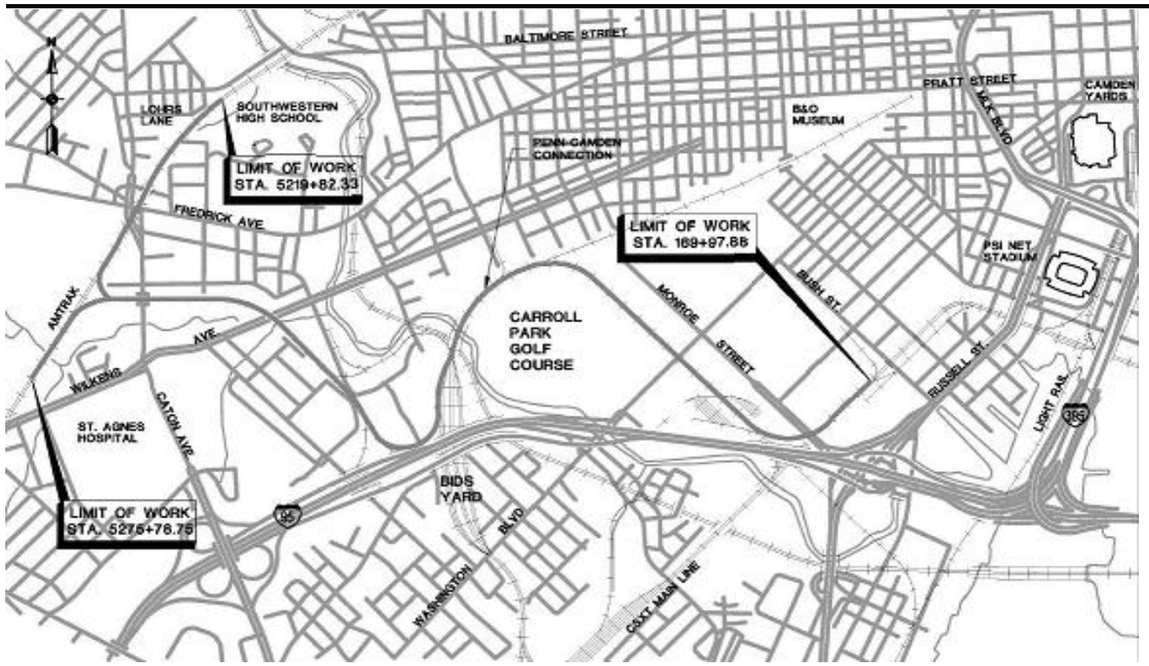
POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	45	15	15	30	0	0	0	0	0	30	0
Engineering	1,802	1,302	612	500	0	0	0	0	0	500	0
Right-of-way	183	113	113	70	0	0	0	0	0	70	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	**2,030**	**1,430**	**740**	**600**	**0**	**0**	**0**	**0**	**0**	**600**	**0**
Federal-Aid	624	624	75	0	0	0	0	0	0	0	0
Special	1,406	806	666	600	0	0	0	0	0	600	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
None.

USAGE:

1551



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:

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [ ] Serve Communities and Support the Economy
- [ ] 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 Not Location Specific [ ] Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA — [ ] Grandfathered; [ ] Exception Will Be Required; [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

STATUS: 30% design and NEPA Environmental Assessment development are underway.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2	0	0	2	0	0	0	0	0	2	0
Engineering	14,907	7,450	3,645	7,116	341	0	0	0	0	7,457	0
Right-of-way	4,604	584	105	4,020	0	0	0	0	0	4,020	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	**19,512**	**8,033**	**3,750**	**11,138**	**341**	**0**	**0**	**0**	**0**	**11,479**	**0**
Federal-Aid	15,639	6,474	3,889	8,893	272	0	0	0	0	9,165	0
Special	3,873	1,559	(139)	2,246	68	(0)	(0)	(0)	0	2,314	0
Other	0	0	0	0	0	0	0	0	0	0	0

1570

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
Project funding allocation increased by $4.0M as MTA pursuing the purchase of Claremont Branch in FY 2027.

USAGE:
MARC annual ridership in FY 2026 exceeded 5.3 million.



PROJECT: MARC Stations and Service Studies

DESCRIPTION: Design for various station improvements such as high-level platforms and canopies, accessible entrances, and station amenities at multiple MARC locations, both new and existing. Additionally, this project will explore potential service expansion by way of rail capacity modeling along the MARC Penn, Camden, and Brunswick lines.

PURPOSE & NEED SUMMARY STATEMENT: Improving upon current infrastructure is needed not only to maintain a MARC assets in state of good repair, but to provide better customer services at MARC stations and lines.

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

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

EXPLANATION: Improving upon various stations and amenities while exploring system expansion opportunities will provide enhanced customer service along MARC lines.

SMART GROWTH STATUS: [X] 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 MARC Growth and Transformation Plan was published in FY 2026, which details service opportunities, projects needed to achieve each scenario, associated costs and next steps for Maryland's passenger rail service. Conceptual design for MARC Bayview and Elkton Stations is complete, as required by Senate Bill 514.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
None.

USAGE:
MARC annual ridership in FY 2026 exceeded 5.3 million.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,323	1,323	156	0	0	0	0	0	0	0	0
Engineering	4,850	4,850	68	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	**6,173**	**6,173**	**224**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Federal-Aid	4,586	4,586	(120)	0	0	0	0	0	0	0	0
Special	1,587	1,587	344	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

2165, 2167, 2168, 2169, 2171



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:**

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

EXPLANATION: These plans are used by individual LOTS to enhance transit within their communities.

SMART GROWTH STATUS: [ ] Project Not Location Specific [X] 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: Outreach to local jurisdictions throughout the state of Maryland is ongoing. TDP's are provided for LOTS throughout the State of Maryland.

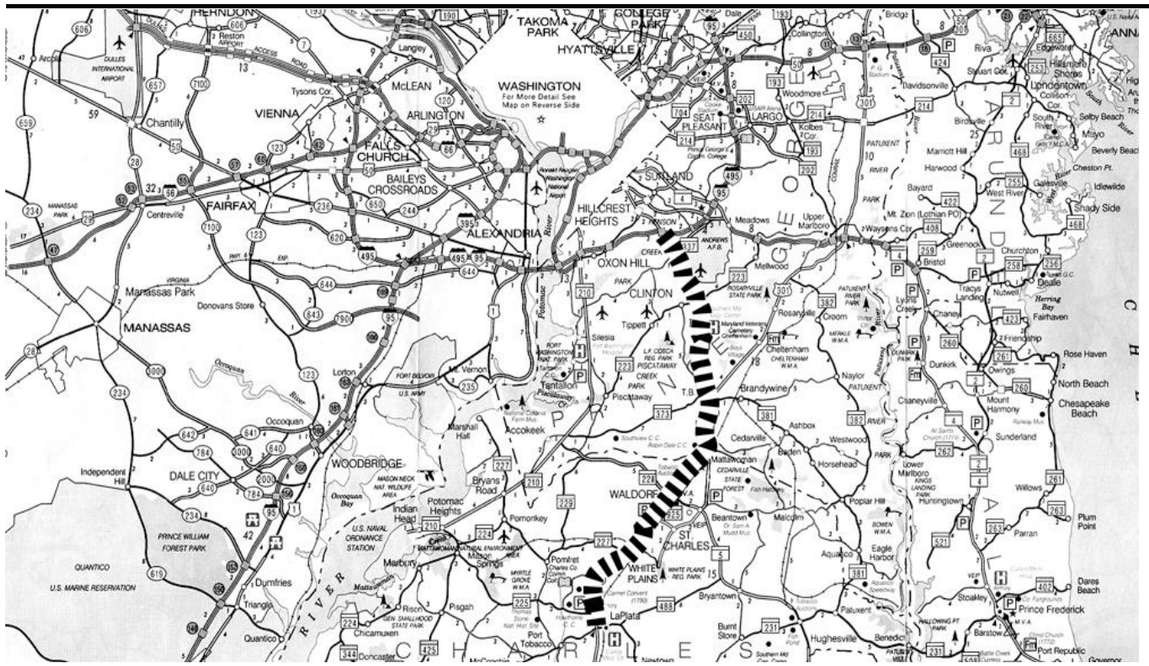
POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	5,103	4,061	475	344	698	0	0	0	0	1,042	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	**5,103**	**4,061**	**475**	**344**	**698**	**0**	**0**	**0**	**0**	**1,042**	**0**
Federal-Aid	3,583	2,691	504	306	587	0	0	0	0	892	0
Special	1,503	1,353	(29)	38	111	0	0	0	0	150	0
Other	17	17	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
None.

USAGE:

90202



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
- [ ] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [X] Promote Environmental Stewardship

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

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

- [ ] Project Inside PFA
- [X] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [X] Exception Will Be Required
- [ ] Exception Granted

STATUS: Screenings in preparation of the Planning and Environment Linkages (PEL) Study were completed and presented to the Intergovernmental Project Committee in FY 2026.

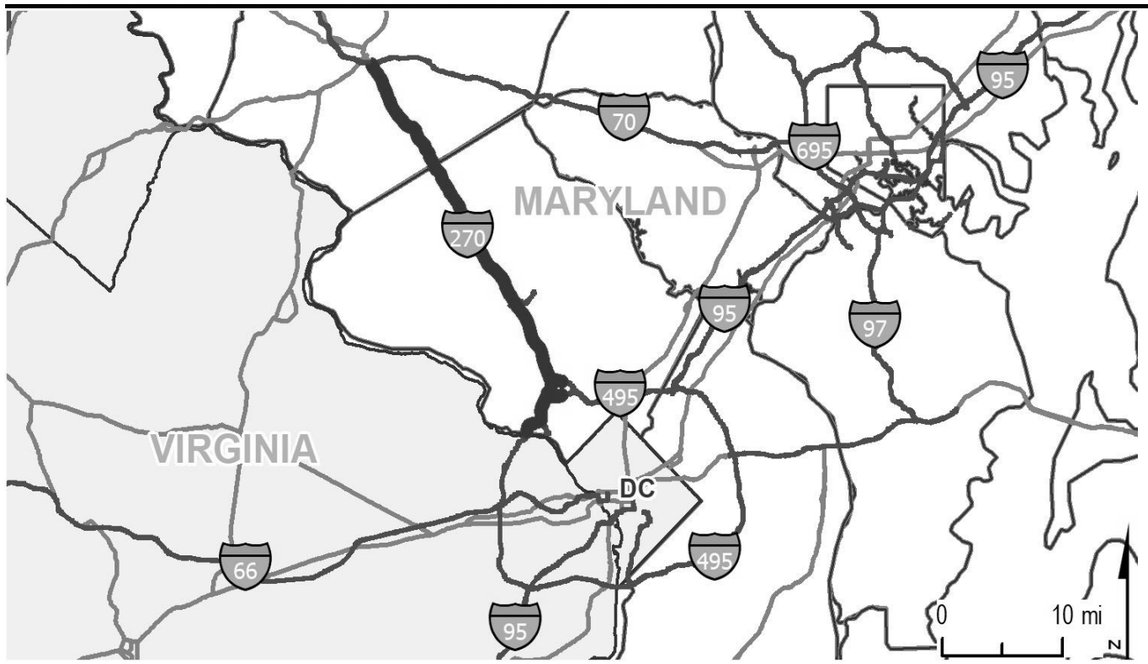
POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [X] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	40,239	14,733	6,481	5,330	3,543	6,950	0	0	0	15,822	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	**40,239**	**14,733**	**6,481**	**5,330**	**3,543**	**6,950**	**0**	**0**	**0**	**15,822**	**9,684**
Federal-Aid	15,000	5,000	3,303	3,764	1,236	5,000	0	0	0	10,000	0
Special	25,239	9,733	3,179	1,565	2,307	1,950	0	0	0	5,822	9,684
Other	0	0	0	0	0	0	0	0	0	0	0

1206

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
Project funding allocation increased by $5.2M due to receipt of a third congressional directed spending grant and miscellaneous adjustments.

USAGE:



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

DESCRIPTION: This project will facilitate coordination with stakeholders on future transit investments along the I-495/I-270 corridors. This project is now incorporated in SHA Statewide Line 10 - I-270 and I-495 Phase I, a project that is focused on people throughput and improving transit access.

PURPOSE & NEED SUMMARY STATEMENT: This project supports coordination regarding future transit investments along the I-495/I-270 corridors.

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

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

EXPLANATION: Maintain a High Standard and Modernize Maryland's Multimodal Transportation System.

SMART GROWTH STATUS: [X] 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 American Legion Bridge +270 (ALB+270) Multimodal Program was completed in FY 2025 and closed out in FY 2026.

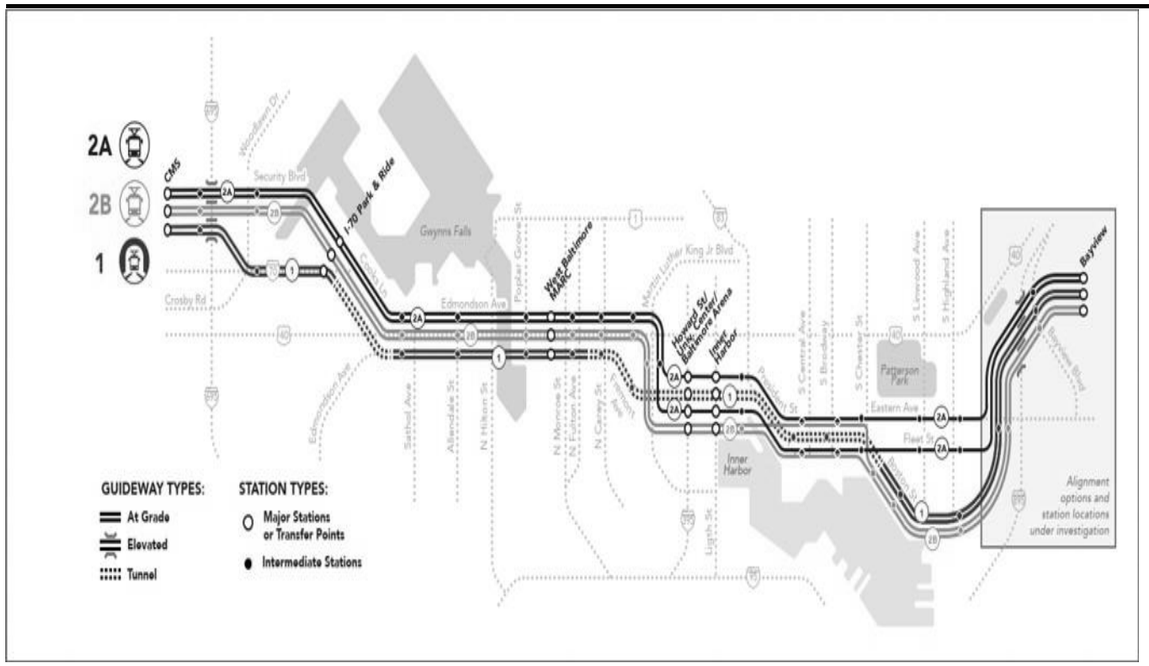
POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	343	343	86	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	**343**	**343**	**86**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	343	343	86	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
None.

USAGE:

2058



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.

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
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [X] Promote Environmental Stewardship

EXPLANATION: The Red Line project presents an investment that will provide 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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: These options under consideration include a full 14-mile light rail project, a phased light rail project, and revisiting bus rapid transit (BRT). MTA held open houses in May 2026, and public engagement is ongoing. Continued technical and environmental work is ongoing to ensure that the project is competitive for future federal funding.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
None.

USAGE:

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [X] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	156,458	62,494	35,718	30,116	36,115	27,541	191	0	0	93,964	0
Engineering	67,896	562	284	481	287	287	180	0	0	1,235	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	**224,354**	**63,056**	**36,002**	**30,597**	**36,402**	**27,828**	**371**	**0**	**0**	**95,199**	**66,100**
Federal-Aid	112,118	38,712	27,357	24,000	27,492	21,914	0	0	0	73,406	0
Special	112,236	24,344	8,645	6,597	8,910	5,914	371	0	0	21,793	66,100
Other	0	0	0	0	0	0	0	0	0	0	0

1894



PROJECT: MARC BWI 4th Track

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 Frederick Douglass Tunnel (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).

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

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

EXPLANATION: This project will address a future major bottleneck for MARC and Amtrak service expansion on the Northeast Corridor upon completion of the Frederick Douglass Tunnel.

SMART GROWTH STATUS: [ ] 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: Amtrak has presented initial concepts to MTA and will be advancing to its final 5% conceptual design in FY 2028.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	20,000	925	925	1,000	1,000	11,475	0	0	5,600	19,075	0
Right-of-way	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	**20,000**	**925**	**925**	**1,000**	**1,000**	**11,475**	**0**	**0**	**5,600**	**19,075**	**0**
Federal-Aid	15,848	740	740	800	800	9,028	0	0	4,480	15,108	0
Special	4,152	185	185	200	200	2,447	0	0	1,120	3,967	0
Other	0	0	0	0	0	0	0	0	0	0	0

2170

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
Project funding allocation increased by $5.6M due to the new program year.

USAGE:
MARC annual ridership in FY 2026 exceeded 5.3 million.



PROJECT: 5th Division Bus

DESCRIPTION: This project will design and construct a fifth bus division to serve MTA core bus transit. The division will contain space for staff, bus operations, maintenance, and additional support services. This space will support MTA's ongoing efforts to add new core bus service and improve reliability of existing core bus service.

PURPOSE & NEED SUMMARY STATEMENT: MTA will require additional operations and maintenance space to operate additional bus service because its four current bus divisions are all at capacity.

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

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

EXPLANATION: Construction of a Bus 5th Division is necessary to provide new core bus service to meet growing ridership demand as well as to improve system reliability.

SMART GROWTH STATUS: [ ] 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: Design was issued notice to proceed (NTP) in FY 2026 and is underway. Right of way acquisition is also underway.

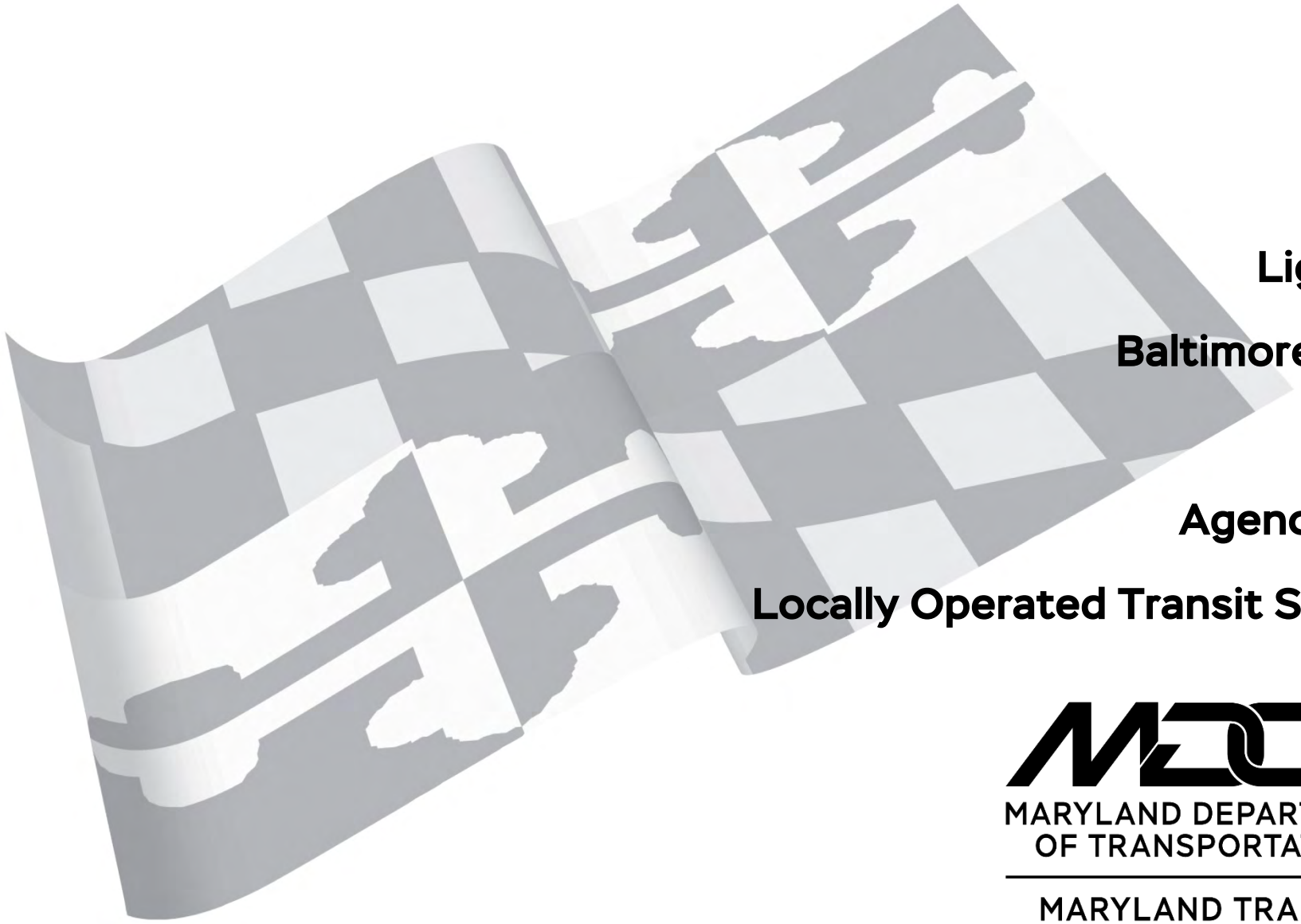
POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	240	0	0	200	40	0	0	0	0	240	0
Engineering	7,806	6	6	7,800	0	0	0	0	0	7,800	0
Right-of-way	16,500	1,600	1,600	14,900	0	0	0	0	0	14,900	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	74	74	62	0	0	0	0	0	0	0	0
Total	**24,620**	**1,680**	**1,668**	**22,900**	**40**	**0**	**0**	**0**	**0**	**22,940**	**0**
Federal-Aid	19,600	1,228	1,228	18,372	0	0	0	0	0	18,372	0
Special	5,020	452	440	4,528	40	0	0	0	0	4,568	0
Other	0	0	0	0	0	0	0	0	0	0	0

2347, 2526

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
Project funding allocation increased by $10.0M to fund 30% design and acquire property for the new facility.

USAGE:
Core Bus annual ridership in FY 2026 exceeded 49.7 million.



MARC

Freight

Light Rail

Baltimore Metro

Bus

Agency Wide

Locally Operated Transit Systems

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION

MDOT MTA MINOR PROJECTS

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND TRANSIT ADMINISTRATION - LINE 59

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
AGY - ADA Compliance				
MTAPRJ001983	AGY Technical Accessibility Reviews	$	1,720	Underway
AGY - Environmental Compliance				
MTA1592	AGY -EPA/MDE Compliance	$	4,222	Underway
AGY - Facilities - Pavement				
MTAPRJ001821	BUS 1331 S Monroe St Pavement Reconstruction	$	1,733	Design Completed
MTAPRJ002348	LTR North Ave Yard Replacement Parking (Assoc. Projects)	$	1,366	FY 2027
AGY - Facilities - Roof				
MTAPRJ001865	MTR Rogers Ave and Reisterstown Roof Replacement	$	5,801	FY 2028
MTAPRJ001867	MTR Wabash Systems Maintenance Building Roof Replacement	$	2,150	FY 2026
MTAPRJ001918	AGY Roof Replacement Milford Mill	$	1,514	FY 2028
MTAPRJ002028	LTR Cherry Hill Roof Replacement	$	271	Deferred
MTAPRJ002088	BUS North West Division Transportation Roof Replacement	$	4,120	Deferred
MTAPRJ002120	MTR Wabash Main Roof Replacement	$	3,974	Completed
MTAPRJ002396	MTR OCC Roof Replacement	$	1,292	-
AGY - Guideway - T&S				
MTAPRJ002334	AGY Procurement of 115RE Rail and Rail Welding	$	3,516	-
AGY - Non-Revenue Vehicles				
MTAPRJ002539	AGY FY2026 Non-Revenue Vehicles Procurement	$	5,940	-
AGY - Planning Initiatives				
MTAPRJ002613	MARC - Kensington MARC Station Overpass	$	188	-

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND TRANSIT ADMINISTRATION - LINE 60

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
AGY - Stormwater Management			
MTAPRJ001968	LTR Mount Washington SWM Improvements	$ 1,085	Design Completed
MTAPRJ001993	AGY Dunkirk & Golden Beach Repair	$ 974	Design Completed
MTAPRJ002214	LTR Cromwell Station Pond Repairs	$ 736	Under Construction
AGY - Systems			
MTAPRJ002501	BUS FY24 SMART Grant TSP	$ 1,249	Underway
AGY - TMDL Compliance			
MTAPRJ001632	MARC TMDL Martins Stormwater Management Repair & Retorfit - Staffing	$ 2,482	Design Underway
MTAPRJ001931	MTR TMDL Milford Mill SWM Repair and Retrofit	$ 465	Deferred
MTAPRJ001934	BUS TMDL Northwest Bus SWM Repair and Retrofit	$ 1,653	Deferred
MTAPRJ001935	MARC TMDL Bowie State SWM Repair and Retrofit	$ 317	Deferred
BUS - Equipment			
MTAPRJ002054	BUS Division Equipment	$ 6,020	FY 2026
BUS - Facilities			
MTAPRJ001964	BUS White Marsh Comfort Station	$ 1,775	Completed
MTAPRJ002177	BUS Washington Blvd Bldg 9 Structural Remediation	$ 4,109	FY 2026
MTAPRJ002183	BUS Washington Blvd Bldgs 1-4 Drainage Remediation	$ 901	FY 2026
BUS - Revenue Vehicles			
MTAPRJ001954	BUS Major Component Replacements	$ 23,790	Ongoing
MTAPRJ002551	BUS Unified Systems Architecture (USA) Support	$ 3,173	Ongoing
BUS - Systems			
MTAPRJ002268	BUS Integrated Bus Parts Manual System	$ 1,600	-

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND TRANSIT ADMINISTRATION - LINE 61

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
FRT - Freight Grade Crossings				
MTAPRJ002363	FRT Warner Street Highway Rail Grade Crossing	$	1,918	Design Underway
LOTS - Locally Operated Transit Systems				
MTAPRJ002621	OLTS Aberdeen Station Square	$	5,600	Design Underway
LTR - Bridge Preservation - T&S				
MTAPRJ001724	LTR Repairs to Bridges and WS Structures	$	3,487	FY 2027
LTR - Drainage				
MTAPRJ001722	LTR Maple - Twin Oaks Drainage Improvement SW340	$	7,980	FY 2027
MTAPRJ001727	LTR Newbury Streambank Stabilization NW 310	$	634	-
MTAPRJ001927	LTR Church Lane Drainage NE 724	$	360	Completed
MTAPRJ002164	LTR Camp Meade North Drainage Repairs SW 365	$	1,004	Underway
LTR - Guideway - T&S				
MTAPRJ002637	LTR Clipper Mill Grade Crossing Repairs	$	200	Under Construction
MTAPRJ002699	LTR Catenary Poles Inspection Frequencies - 2026-27	$	425	-
LTR - Systems Maintenance				
MTAPRJ002200	LTR Grade Crossing Lighting Upgrades	$	507	-
MTAPRJ002201	LTR Signal Relays Repair and Maintenance	$	450	-
MTAPRJ002202	LTR CIH and TPSS UPS and Battery Charger Maintenance	$	176	Underway
MARC - Facilities - FE				
MTAPRJ002216	MARC Muirkirk Pavement & SWM Repairs	$	453	Under Construction

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND TRANSIT ADMINISTRATION - LINE 62

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
MARC - Facilities - T&S				
MTAPRJ002651	MARC Station Inspections 2025	$	208	Ongoing
MARC - Guideway				
MTAPRJ002330	MARC New Carrollton SOGR (Assoc. Projects)	$	3,000	Under Construction
MTAPRJ002331	MARC West Baltimore Station (Assoc. Projects)	$	1,808	Design Underway
MTAPRJ002362	MARC Bush River Bridge Replacement	$	980	Design Underway
MTAPRJ002365	MARC Gunpowder River Bridge Replacement	$	1,580	Design Underway
MOL - Systems				
MTAPRJ002562	MOL Trapeze System Replacement - Software	$	350	Underway
MTR - Bridge & Elevated Structures - T&S				
MTAPRJ001747	MTR Reisterstown Plaza Beam Repair	$	1,158	-
MTAPRJ002550	MTR State Center Station Leak & Structural Repair	$	217	Design Underway
MTR - Facilities Maintenance				
MTAPRJ001754	MTR Rehabilitation of Deluge Valve Room & Valve Pit	$	486	Under Construction
MTAPRJ002192	MTR Lexington Market Metro Facility	$	459	Design Underway
MTR - Guideway - Ops				
MTAPRJ001897	MTR Operator Simulator	$	215	Deferred
MTAPRJ002309	MTR Metro Rail Components & Sub-Assemblies	$	1,413	-
MTR - Revenue Vehicles				
MTAPRJ002662	MTR New Railcar Shop Equipment	$	81	-

MINOR PROJECTS PROGRAM

(Dollars in Thousands)

MARYLAND TRANSIT ADMINISTRATION - LINE 63

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
MTR - Safety Initiatives			
MTAPRJ002470	MTR Safety Equipment	$ 428	-
MTR - Systems Maintenance			
MTA1535	MTR Metro UPS Life Extension and Modernization	$ 5,058	FY 2027
MTAPRJ001745	AGY LED Lighting Replacement	$ 0	Deferred
POL - Systems			
MTA1516	AGY POL Video Management System Replacement	$ 8,417	FY 2027

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 64

PROJECT NAME		TOTAL PROGRAMMED COST	STATUS
- FY 2027 and 2028			
	$	-	-
Allegany County FY 2027 and 2028			
Preventive Maintenance (FY25)	$	400	Ongoing
Preventive Maintenance (FY26 5311)	$	200	Ongoing
Transit Development Plan (FY24 5304)	$	100	Underway
Annapolis County FY 2026 Completions			
Mobile Lift (FY26 LU)	$	85	Complete
Annapolis County FY 2027 and 2028			
2 Small Electric Bus Replacements -1803 & 1805 (FY24 5339)	$	812	FY27
Automatic Vehicle Location System (FY23 5339)	$	98	FY27
Office Furniture (FY26 LU)	$	25	FY27
Passenger Ferry Vesses (FY22 5307)	$	3,500	FY27
Roof Replacement (FY LU)	$	450	FY27
Preventive Maintenance (FY26 LU)	$	650	Ongoing
Anne Arundel County FY 2026 Completions			
2 Minivan Expansions (FY25 5339)	$	182	Complete
3 Small Cutaway Bus Expansions (FY25 5339)	$	375	Complete
Mobile Radios (FY19 5339)	$	35	Complete
Ridesharing (FY24)	$	197	Complete
Anne Arundel County FY 2027 and 2028			
1 35' Allison E-Gen Flex Hybrid Bus (FY22 6339)	$	1,081	FY27
3 Minivan Expansions (FY24 5339)	$	213	FY27
3 Small Cutaway Bus Expansions (FY24 5339)	$	366	FY27
4 Electric Expansion Buses (FY22 ARPA SWAP)	$	584	FY27

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 64

PROJECT NAME		TOTAL PROGRAMMED COST	STATUS
Anne Arundel County FY 2027 and 2028 (cont'd)			
4 Small Expansion Buses (FY26 5339)	$	656	FY27
Ridesharing (FY26)	$	197	Underway
Baltimore City FY 2026 Completions			
8 Heavy Duty Replacement Buses - 1201 - 1210 (FY20 CARES)	$	3,400	Complete
Baltimore City FY 2027 and 2028			
Ferry Engineering/Design (FY22 5307)	$	78	FY26
2 Ferry Acquistion (FY22 5307)	$	3,965	FY27
4 Heavy Duty Replacement Buses - 1203, 1206, 1209 & 1212 (FY25 5339)	$	3,608	FY27
40' Hybrid Diesel-Elect Replacement Bus - 1201 (FY26 5339)	$	958	FY27
40' Hybrid Diesel-Elect Replacement Bus - 1210 (FY26 5339)	$	958	FY27
40' Hybrid Diesel-Elect Replacement Bus - 1211 (FY26 5339)	$	958	FY27
Feasibility Study (FY25 5304)	$	50	FY27
Ferry Terminal Engineering/Design (FY22 5307)	$	146	FY27
Ferry Terminal Rennovation (FY22 5307)	$	1,687	FY27
Bus Stop Relocation (FY24 5339)	$	300	Underway
Passenger Ferry Vessel (FY23 STATE)	$	1,600	Underway
Ridesharing (FY26)	$	82	Underway
Ridesharing (FY26) - Baltimore Metropolitan Council	$	170	Underway
Baltimore County FY 2027 and 2028			
2 Small Expansion Buses (FY23 5339)	$	193	FY27
4 Medium Duty Bus Expansion (FY25 5311)	$	1,119	FY27
4 Samsara Dashcams (FY26 5311)	$	68	FY27
5 Small Cutaway Bus Expansions (FY24 5339)	$	440	FY27
Transit Development Plan - TDP (FY26 5304)	$	100	FY27
Calvert County FY 2026 Completions			
3 Small Replacement Buses- 144, 148 & 149 (FY25 5339)	$	327	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 64

PROJECT NAME		TOTAL PROGRAMMED COST	STATUS
Calvert County FY 2026 Completions (cont'd)			
Automatic Passenger Counters (FY25 5307)	$	9	Complete
Automatic Passenger Counters (FY25 5311)	$	35	Complete
AVL Equipment (FY18 5339)	$	4	Complete
Preventive Maintenance (FY25 5307)	$	26	Complete
Calvert County FY 2027 and 2028			
DPW Fuel Depot (FY23 5307)	$	76	FY27
DPW Fuel Depot (FY23 5311)	$	284	FY27
DPW Fuel Depot (FY24 5307)	$	16	FY27
DPW Fuel Depot (FY24 5311)	$	158	FY27
DPW Fuel Depot (FY26 5307)	$	19	FY27
DPW Fuel Depot (FY26 5311)	$	72	FY27
Small Replacement Bus - 150 (FY26 5339)	$	143	FY27
Small Replacement Bus - 154 (FY26 5339)	$	143	FY27
Station Assessment (FY24 5307)	$	42	FY27
Station Assessment (FY24 5311)	$	59	FY27
Transfer Station - D&E (FY26 5307)	$	47	FY27
Transfer Station - D&E (FY26 5311)	$	178	FY27
Transfer Station Needs Assessment (FY23 5307)	$	22	FY27
Preventive Maintenance (FY26 5307)	$	32	Ongoing
Preventive Maintenance (FY26 5311)	$	119	Ongoing
Ridesharing (FY26)	$	9	Underway
Transfer Station Needs Assessment (FY23 5311)	$	83	Underway
Carroll County FY 2026 Completions			
Small Replacement Bus - 3309 (FY26 5339)	$	118	Complete
Carroll County FY 2027 and 2028			
Small Replacement Bus - 3326 (FY26 5339)	$	132	FY27
Small Replacement Bus - 3329 (FY26 5339)	$	132	FY27
Preventive Maintenance (FY26 5311)	$	200	Ongoing

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 64

PROJECT NAME		TOTAL PROGRAMMED COST	STATUS
Carroll County FY 2027 and 2028 (cont'd)			
Transit Development Plan - TDP (FY25 5304)	$	100	Underway
Cecil County FY 2026 Completions			
Preventive Maintenance (FY25 5311)	$	200	Complete
Cecil County FY 2027 and 2028			
1 Medium Replacement Bus - 251 (FY26 SSTAP)	$	152	FY26
Land Acquisition - Transit Hub	$	1,000	FY27
Transit Hub D & E (FY23 5307)	$	400	FY27
Preventive Maintenance (FY26 5307)	$	200	Ongoing
Transit Hub D & E (FY22 5307)	$	400	Underway
Charles County FY 2026 Completions			
Preventive Maintenance (FY25 5307)	$	215	Complete
Charles County FY 2027 and 2028			
Construction Oversight (FY23 5307)	$	500	FY27
Facility Construction (FY22 5307)	$	750	FY27
Facility Construction (FY23 5307)	$	4,250	FY27
Facility Construction (FY24 5307)	$	5,000	FY27
Facility Construction (FY24 5311)	$	2,375	FY27
Facility Construction (FY25 5307)	$	2,000	FY27
Small Replacement Bus - T81 (FY26 5339)	$	142	FY27
Small Replacement Bus - T83 (FY26 5339)	$	142	FY27
Small Replacement Bus - T87 (FY26 5339)	$	142	FY27
Preventive Maintenance (FY26 5307)	$	227	Ongoing
Bus Stop Improvements (FY26 5307)	$	150	Underway
Design & Engineering for Facility (FY21)	$	500	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 64

PROJECT NAME		TOTAL PROGRAMMED COST	STATUS
Dorchester County FY 2026 Completions			
Fencing Around Facility (FY23 5311)	$	100	Complete
Transit Development Plan (FY23 5304)	$	90	Complete
Dorchester County FY 2027 and 2028			
Preventive Maintenance (FY26 5311)	$	62	Ongoing
Eastern Shore Non-Profits FY 2027 and 2028			
Delmarva Community Svcs - 1 Small Bus Replacement (12/2) - 220 (FY26/27)	$	122	FY27
Delmarva Community Svcs - Mobility Management (FY26/27)	$	114	Ongoing
Delmarva Community Svcs - Preventive Maintenance (FY24/25)	$	30	Ongoing
Delmarva Community Svcs - Preventive Maintenance (FY26/27)	$	48	Ongoing
Delmarva Community Transit - Mobility Management (FY22/23 5310)	$	333	Ongoing
Elderly/ Disabled Non-Profits FY 2026 Completions			
Action in Maturity - Preventive Maintenance (FY24/25)	$	24	Complete
ARC Northern Chesapeake - Minivan Expansion (5B) (FY26/27)	$	84	Complete
ARC Northern Chesapeake - Minivan Replacement (5A) - 128 (FY26/27)	$	98	Complete
ARC Northern Chesapeake - Minivan Replacement (5A) - 130 (FY26/27)	$	98	Complete
ARC of Central Chesapeake - Preventive Maintenance (FY22/23)	$	3	Complete
ARC of Southern Maryland - 2 Van Expansions Type 4 (FY22/23)	$	132	Complete
ARC of Southern Maryland - 3 Minivan Expansion (5A) (FY26/FY27)	$	288	Complete
Associated Catholic Charities - Preventive Maintenance (FY24/25)	$	132	Complete
Chesterwye Center - Minivan Expansion (1A) (FY26/FY27)	$	75	Complete
Fello, Inc. - 1 Van Expansion Type 1 (FY24/25)	$	70	Complete
Fello, Inc. - 1 Van Expansion Type 4 (FY24/25)	$	66	Complete
Fello, Inc. - Minivan Expansion (1A) (FY26/FY27)	$	75	Complete
Fello, Inc. - Minivan Expansion (1A) (FY26/FY27)	$	75	Complete
Fello, Inc. - Minivan Expansion (1A) (FY26/FY27)	$	75	Complete
Fello, Inc. - Preventive Maintenance (FY22/23)	$	3	Complete
Lifestyles of Maryland - 2 Van Expansions Type 1 (FY24/25)	$	140	Complete
Lifestyles of Maryland - Preventive Maintenance (FY24/25)	$	28	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

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PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Elderly/ Disabled Non-Profits FY 2026 Completions (cont'd)		
Partners in Care - Equipment Tablets (FY24/25)	$ 3	Complete
Partners In Care - Technology & Equipment (FY26/FY27)	$ 54	Complete
Progress Unlimited - Minivan Expansion (5B) (FY26/FY27	$ 85	Complete
Progress Unlimited, Inc. - 1 Van Expansion Type 4 (FY24/25)	$ 66	Complete
Prologue Inc. - 1 Van Replacement - (5302) Type 3A (FY24/25)	$ 70	Complete
Providence Center - 2 Minivan Expansion (FY26/FY27)	$ 186	Complete
Richcroft, Inc. - 2 Minivan Expansions (2A) (FY26/FY27)	$ 160	Complete
Spring Dell Center - 1 Van Expansion Type 4 (FY24/25)	$ 66	Complete
Spring Dell Center - 1 Van Replacement (29) Type 1 (FY24/25)	$ 70	Complete
Spring Dell Center - Preventive Maintenance (FY24/25)	$ 27	Complete
Spring Dell Center - Minivan Replacement (1A) - 66 (FY26/FY27)	$ 77	Complete
Spring Dell Center - Preventive Maintenance (FY22/23)	$ 42	Complete
Washington County CAC - Mobility Management (FY24/25)	$ 350	Complete
Washington County CAC - Preventive Maintenance (FY24/25)	$ 24	Complete
Worcester County Commission on Aging - Preventive Maintenance (FY22/23)	$ 24	Complete
Elderly/ Disabled Non-Profits FY 2027 and 2028		
ARC of Central Chesapeake - 1 Van Expansion Type 1 (FY24/25)	$ 70	FY26
ARC of Central Chesapeake - 1 Van Expansion Type 4 (FY24/25)	$ 66	FY26
ARC of Central Chesapeake - 3 Minivan Expansion (1A) (FY26/FY27)	$ 225	FY26
ARC of Central Chesapeake - PPE (FY22/23)	$ 1	FY26
Humanim - 2 Small Expansion Buses (3A) (FY26/FY27)	$ 222	FY26
Appalachian Parent Association - 1 Van Expansion Type 1 (FY24/25)	$ 70	FY27
Appalachian Parent Association - Small Replacement Bus (3A) - 201 (FY26/FY27)	$ 131	FY27
Appalachian Parent Association - Small Replacement Bus (3A) - 202 (FY26/FY27)	$ 131	FY27
ARC Northern Chesapeake - Minivan Expansion (5B) (FY26/27)	$ 84	FY27
ARC Northern Chesapeake - Minivan Expansion (5B) (FY26/27)	$ 84	FY27
ARC of Carroll County - Minivan Expansion (1A) (FY26/FY27)	$ 91	FY27
ARC of Carroll County - Small Replacement Bus (2A) - 1046 (FY26/FY27)	$ 101	FY27
Associated Catholic Charities - Minivan Expansion (Wheelchair Lift) (FY26/FY27)	$ 225	FY27
Athelas Institute - Sm Replacement Bus - A-127 (FY26/FY27)	$ 147	FY27
Athelas Institute - Small Replacement Bus - A-125 (FY26/FY27)	$ 147	FY27
Bayside Community Network - Minivan Expansion (5B) (FY26/27)	$ 83	FY27

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PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Elderly/ Disabled Non-Profits FY 2027 and 2028 (cont'd)		
Bayside Community Network - Minivan Expansion (5B) (FY26/27)	$ 73	FY27
Chesterwye Center - Minivan Replacement (5B) - 6 (FY26/FY27)	$ 84	FY27
Daybreak Adult Day Services - Minivan Expansion (3A) (FY26/FY27)	$ 84	FY27
Daybreak Adult Day Services - Small Replacement Bus (3A) - 9 (FY26/FY27)	$ 111	FY27
Dorchester County Commission on Aging - Small Replacement Bus (3A) - 6 (FY26/FY27)	$ 113	FY27
Dove Pointe, Inc. - Small Replacement Bus (7A) - 151 (FY26/FY27)	$ 96	FY27
Dove Pointe, Inc. - Small Replacement Bus (7A) - 152 (FY26/FY27)	$ 96	FY27
Fello, Inc. - PPE (FY22/23)	$ 1	FY27
Friends Aware - Minivan Expansion (5B) (FY26/FY27)	$ 91	FY27
Harford Center - Sm Replacement Bus (3A) - 9 (FY26/27)	$ 117	FY27
Harford Center - Small Replacement Bus (3A) - 1 (FY26/27)	$ 117	FY27
Johns Hopkins Health System - Small Replacement Bus - 24-015 (FY26/FY27)	$ 129	FY27
League of People w/Disabilities - 2 Minivans Expansion (3A) (FY26/FY27)	$ 142	FY27
League of People w/Disabilities - 2 Minivans Expansion (3A) (FY26/FY27)	$ 162	FY27
League of People w/Disabilities - Minivan Replacement (3A) - 43981HTFREDDIE (FY26/FY27)	$ 115	FY27
LifeBridge Health - 3 Small Bus Replacements (3A) - 59, 1323, 1355 (FY26/FY27)	$ 348	FY27
LifeBridge Health - Minivan Expansion (FY26/FY27)	$ 85	FY27
LifeBridge Health - Minivan Replacement - 28 (FY26/FY27)	$ 85	FY27
Lifestyles of Maryland - 3 Small Replacement Buses (3A) - 1, 2, 3 (FY26/FY27)	$ 372	FY27
Lower Shore Enterprises - Small Replacement Bus (3A) - 94 (FY26/FY27)	$ 138	FY27
Meritus Health - Minivan Expansion (5B) (FY26/FY27)	$ 91	FY27
Nuwave Health Services - 2 Small Expansion Buses (3A) (FY26/FY27)	$ 228	FY27
Partners in Care - Equipment Q'Straint Security Belts (FY24/25)	$ 8	FY27
Partners In Care - Small Bus Expansion (FY26/FY27)	$ 111	FY27
Providence Center - 8 Minivan Replacements - W-2, W-6, W-7, W-8, W-11, W-12, W-13, W-14 (FY26/FY27)	$ 648	FY27
Sheppard Pratt Health System - 1 Van Replacement (1-A) Type 4 (FY24/25)	$ 66	FY27
Sheppard Pratt Health System - 33 Dual Facing Cameras (FY24/25)	$ 16	FY27
Sheppard Pratt Health System - License & Subscriptions Fees for Dual Facing Cameras (FY24/25)	$ 20	FY27
Sheppard Pratt Health System - Minivan Replacement (3A) - 1FDFE4FS6EDA83585 (FY26/FY27)	$ 101	FY27

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PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Elderly/ Disabled Non-Profits FY 2027 and 2028 (cont'd)		
Sheppard Pratt Health System - Minivan Replacement (5A) - 1FD3E35L78DB59150 (FY26/FY27)	$ 101	FY27
Sheppard Pratt Health System - Small Replacement Bus (3A) - 1FDFE4FS9KDC59590 (FY26/FY27)	$ 109	FY27
Somerset Community Services - 2 Small Replacement Buses (2A) - 2140 & 2141 (FY26/FY27)	$ 202	FY27
Spring Dell Center - 2 Small Replacement Buses (4A) - 75 & 76 (FY26/FY27)	$ 242	FY27
St. Mary's Adult Medical Day Care - 1 Van Expansion Type 4 (FY24/25)	$ 66	FY27
St. Mary's Adult Medical Day Care - Small Expansion Bus (3A) - (FY26/FY27)	$ 116	FY27
St. Mary's Adult Medical Day Care - Small Replacement Bus (3A) - 63 (FY26/FY27)	$ 116	FY27
St. Mary's Nursing Center - Minivan Replacement (5B) - 1 (FY26/FY27)	$ 91	FY27
Unified Community Connections - 2 Small Replacement Buses (1A) - 639 & 640 (FY26/FY27)	$ 202	FY27
Unified Community Connections - Minivan Replacement (3A) - 18 (FY26/FY27)	$ 83	FY27
Washington County CAC - 2 Van Expansions Type 4 (FY24/25)	$ 132	FY27
Worcester County Devel. Ctr - Small Expansion Bus (DRW) (FY26/FY27)	$ 107	FY27
Worcester County Devel. Ctr - Small Expansion Bus (DRW) (FY26/FY27)	$ 107	FY27
Action in Maturity - Preventive Maintenance (FY26/FY27)	$ 40	Ongoing
Allegany County HRDC - Mobility Management (FY26/27)	$ 93	Ongoing
Allegany County HRDC - Preventive Maintenance (FY26/27)	$ 15	Ongoing
Allegany County HRDC, Inc. - Mobility Management (FY22/23)	$ 46	Ongoing
Appalachian Parent Association - Preventive Maintenance (FY26/FY27)	$ 33	Ongoing
ARC of Central Chesapeake - Preventive Maintenance (FY24/25)	$ 12	Ongoing
Associated Catholic Charities - Preventive Maintenance (FY26/FY27)	$ 168	Ongoing
Bayside Community Network - Mobility Management (FY24/25)	$ 29	Ongoing
Chesterwye Center - Preventive Maintenance (FY26/FY27)	$ 18	Ongoing
Comprehensive Housing Assistance - Mobility Management (FY24/25)	$ 141	Ongoing
Comprehensive Housing Assistance - Preventive Maintenance (FY24/25)	$ 13	Ongoing
Comprehensive Housing Assistance - Mobility Management (FY26/FY27)	$ 363	Ongoing
Dorchester County Commission on Aging - Preventive Maintenance (FY26/FY27)	$ 20	Ongoing
Fello, Inc. - Preventive Maintenance (FY24/25)	$ 12	Ongoing
Friends Aware - Preventive Maintenance (FY26/FY27)	$ 37	Ongoing
Harford Center - Preventive Maintenance (FY26/27)	$ 20	Ongoing
Johns Hopkins Health System - Preventive Maintenance (FY26/FY27)	$ 65	Ongoing

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PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Elderly/ Disabled Non-Profits FY 2027 and 2028 (cont'd)		
LifeBridge Health - Preventive Maintenance (FY26/FY27)	$ 150	Ongoing
Partners in Care - Mobility Management (FY24/25)	$ 792	Ongoing
Partners in Care - Preventive Maintenance (FY24/25)	$ 40	Ongoing
Partners In Care - Mobility Management (FY26/FY27)	$ 719	Ongoing
Partners In Care - Preventive Maintenance (FY26/FY27)	$ 40	Ongoing
Progress Unlimited - Preventive Maintenance (FY26/FY27	$ 75	Ongoing
Sheppard Pratt Health System - Preventive Maintenance (FY24/25)	$ 30	Ongoing
Sheppard Pratt Health System - Preventive Maintenance (FY26/FY27)	$ 84	Ongoing
Spring Dell Center - Preventive Maintenance (FY26/FY27)	$ 34	Ongoing
St. Mary's Nursing Center - Preventive Maintenance (FY26/FY27)	$ 11	Ongoing
Washington CAC - Mobility Management (FY26/FY27)	$ 350	Ongoing
Washington CAC - Mobility Management (FY26/FY27)	$ 56	Ongoing
Washington CAC - Preventive Maintenance (FY26/FY27)	$ 30	Ongoing
Worcester County Commission on Aing - Mobility Management (FY26/FY27)	$ 200	Ongoing
Appalachian Parent Association - Tire Changer (FY24/25)	$ 20	Underway
Frederick County FY 2026 Completions		
2 Heavy Duty Bus Replacements - 37985 & 37986 (FY24 5339)	$ 1,042	Complete
Small Bus Replacement-38624 (FY25 5339)	$ 131	Complete
Small Bus Replacement-38798 (FY25 5339)	$ 131	Complete
Frederick County FY 2027 and 2028		
3 HD 30' Replacement Buses - 40225, 40226, 40227 (FY26 5307)	$ 2,085	FY27
Heavy Duty Replacement Bus - 37982 (FY25 5307)	$ 650	FY27
Heavy Duty Replacement Bus - 37984 (FY25 5307)	$ 650	FY27
Heavy Duty Replacement Bus - 37985 (FY25 5307)	$ 650	FY27
Preventive Maintenance (FY26 5307)	$ 700	Ongoing
Preventive Maintenance (FY26 5311)	$ 70	Ongoing
Ridesharing (FY26)	$ 124	Underway

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PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Garrett County FY 2026 Completions (cont'd)		
Minivan Replacement- 206 (FY25 5339)	$ 86	Complete
Minivan Replacement- 209 (FY25 5339)	$ 86	Complete
Garrett County FY 2027 and 2028		
4 Small Replacement Buses - 212, 213, 214, 216 (FY26 5339)	$ 448	FY27
Bendpak 4 -Post Vehicle Lift (FY24 5311)	$ 23	FY27
Bendpak Pipe Bender (FY24 F311)	$ 9	FY27
Preventive Maintenance (FY26 5311)	$ 300	Ongoing
Transit Development Plan - TDP (FY25 5304)	$ 100	Underway
Harford County FY 2026 Completions		
Preventive Maintenance (FY25 5307)	$ 1,000	Complete
Harford County FY 2027 and 2028		
1 Heavy Duty Bus Replacement - 827 (FY21 5307)	$ 406	FY26
1 Maintenance Support Vehicle Replacement (FY23 5339)	$ 75	FY26
4 Heavy Duty Bus Replacments - 8032, 8033, 8034, 8035 (FY20 CARES)	$ 1,800	FY26
4 Medium Duty Replacement Buses 8029, 8030, 8031, 8032 (FY20 5339)	$ 3,956	FY26
4 Support Vehicles (Vans) Expansion (FY20 CARES)	$ 216	FY26
Bus Shelter Installation (FY20 CARES)	$ 239	FY26
Bus Stop Benches (FY20 CARES)	$ 25	FY26
Facility Roof Replacement (FY20 CARES)	$ 363	FY26
Generator Replacement (FY20 CARES)	$ 125	FY26
Security Camera System (FY20 CARES)	$ 60	FY26
1 30' Heavy Duty Replacement Bus - 8036 (FY22 5339)	$ 417	FY27
1 Med 30' Bus Replacement (FY26 (5339)	$ 396	FY27
2 Medium-Heavy Replacement Buses - 8035, 818 (FY21 5339)	$ 1,340	FY27
2 Small Replacement Buses - 8018, 8028 (FY21 5339)	$ 422	FY27
Accident Avoidance Techn S/W (FY26 5339)	$ 60	FY27
RouteMatch Software (FY20 CARES)	$ 300	FY27
Transit Bus Simulator S/W (FY26 5307)	$ 30	FY27

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PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Harford County FY 2027 and 2028 (cont'd)		
Microtransit Services Study (FY23 5303)	$ 150	Underway
Ridesharing (FY26)	$ 88	Underway
RouteMatch Hardware (FY20 CARES)	$ 300	Underway
Howard County FY 2026 Completions		
Bus Stop Annunciators (FY20 5339 Discretionary)	$ 225	Complete
Preventive Maintenance (FY24 LU)	$ 50	Complete
Howard County FY 2027 and 2028		
1 Heavy Duty Bus Replacement - 200 (FY23 5339)	$ 524	FY27
1 Heavy Duty Bus Replacement - 201 (FY24 5339)	$ 449	FY27
1 Heavy Duty Bus Replacement - 202 (FY24 5339)	$ 449	FY27
1 Heavy Duty Bus Replacement - 9521 (FY24 5339)	$ 449	FY27
1 Heavy Duty Bus Replacment - 203 (FY23 5339)	$ 524	FY27
1 Heavy Duty Bus Replacment - 204 (FY23 5339)	$ 524	FY27
Heavy Duty Bus Replacement - 9534 (FY25 5339)	$ 600	FY27
Heavy Duty Bus Replacement - 9535 (FY25 5339)	$ 600	FY27
Heavy Duty Replacement Bus - 9525 (FY26 5339)	$ 693	FY27
Small Replacement Bus - 213 (FY26 5339)	$ 136	FY27
Ridesharing (FY26)	$ 131	Underway
Montgomery County FY 2026 Completions		
Bus Replacement - 35ft (FY24 5307)	$ 2,000	Complete
Bus Replacement (FY23 WAG)	$ 2,000	Complete
Montgomery County FY 2027 and 2028		
Bus Replacement - 35ft (FY25 WAG)	$ 2,000	FY27
Bus Replacement (FY26 WAG)	$ 2,000	FY27
Ridesharing (FY26)	$ 372	Underway

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PROJECT NAME		TOTAL PROGRAMMED COST	STATUS
Ocean City FY 2027 and 2028			
2 60' Articulated Replacement Buses - 2940 & 2941 (FY25 5311)	$	1,700	FY27
2 60' Articulated Replacement Buses - 2940 & 3780 (FY26 5339)	$	2,332	FY27
Small Replacement Bus - 3002 (FY26 5339)	$	121	FY27
Transition Plan for Zero Emission Vehicles (FY25 5311)	$	149	FY27
Preventive Maintenance (FY26 5311)	$	875	Ongoing
Prince George's County FY 2026 Completions			
5 - Battery Electric Expansion Buses/Delivery (FY22 5339)	$	4,258	Complete
6 Electric Battery Expansion Buses (FY21 5339 LoNo Discretionary)	$	5,799	Complete
Prince George's County FY 2027 and 2028			
10-Battery Electric Buses/Delivery 40' (FY25 5339 Discretionary)	$	6,724	FY27
15 - Battery Electric Expansion Buses/Delivery (FY22 5339)	$	12,218	FY27
20 - Data Access Tools (FY22 5339)	$	50	FY27
3 Sm Replacement Buses - 62709-11 (FY26 SSTAP)	$	377	FY27
4 Charging Infrastructures (FY21 5339 LoNo Discretionary)	$	260	FY27
5-Battery Electric Buses/Delivery 35' (FY25 5339 Discretionary)	$	3,362	FY27
5-Battery Electric Vans/Delivery (FY25 5339 Discretionary)	$	561	FY27
5-On-Route Charges (Equipment Only) (FY22 5339)	$	1,075	FY27
Apprenticeship Program (FY22 5339)	$	500	FY27
Bus OEM Operating, Maint, First Responders (FY22 5339)	$	250	FY27
Bus OEM Operator, Maintenance, First Resp (FY25 5339 Discretionary)	$	200	FY27
Bus Replacement - 35ft (FY24 5307)	$	500	FY27
Bus Replacement - 35ft (FY25 WAG)	$	500	FY27
Bus Replacement (FY21 WAG)	$	500	FY27
Bus Replacement (FY23 WAG)	$	500	FY27
Bus Replacement (FY26 WAG)	$	500	FY27
Configurables/Options (FY22 5339)	$	1,080	FY27
Data Collection, Existing Cond Doc & Eval (FY22 Persist Poverty)	$	217	FY27
Depot Chargers (Equipment Only) (FY22 5339)	$	557	FY27
Depot Construction (FY22 5339)	$	1,378	FY27
Depot/Microgrid Phase II Concept Design (FY25 5339 Discretionary)	$	150	FY27

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PROJECT NAME		TOTAL PROGRAMMED COST	STATUS
Prince George's County FY 2027 and 2028 (cont'd)			
Develop Project Design & Tech Eng Document (FY22 Persist Poverty)	$	363	FY27
Infrastructure Training (FY22 5339)	$	100	FY27
Infrastructure Training (FY25 5339 Discretionary)	$	200	FY27
Meetings & Project Management (FY22 Persist Poverty)	$	87	FY27
Microgrid (FY22 5339)	$	6,000	FY27
Microgrid Phase II Construction (FY25 5339 Discretionary)	$	160,054	FY27
NTI Training (FY22 5339)	$	150	FY27
NTI Training (FY25 5339 Discretionary)	$	50	FY27
On-Route Construction (FY22 5339)	$	2,450	FY27
PPE, Tools, and Equipment (FY22 5339)	$	213	FY27
PPE, Tools, and Equipment (FY25 5339 Discretionary)	$	70	FY27
Project Management and Technical Support (FY25 5339 Discretionary)	$	671	FY27
Spare Parts (FY22 5339)	$	120	FY27
Training Aids, Simulators, Components, Equip (FY22 5339)	$	350	FY27
Training Aids, Simulators, Components, Equip (FY25 5339 Discretionary)	$	100	FY27
Transit Center Construction (FY22 Raise)	$	47,000	FY27
Workforce Development Program (FY25 5339 Discretionary)	$	1,000	FY27
Project Mangement & Tech Support (FY22 5339)	$	503	Underway
Ridesharing (FY26)	$	269	Underway
Queen Anne's County FY 2026 Completions			
2 Minivan Replacements- 261 & 319 (FY25 5339)	$	160	Complete
Preventive Maintenance (FY23 5311 & LU)	$	80	Complete
Queen Anne's County FY 2027 and 2028			
2 Power Washers (FY26 5311)	$	242	FY27
2 Small Replacement Buses - 200 & 318 (FY26 5339)	$	244	FY27
New Bus Shelters (FY24 5339)	$	30	Underway
Transportation Development Plan - TDP (FY25 5304)	$	100	Underway

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PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
St. Mary's County FY 2026 Completions (cont'd)		
2 Small Replacement Buses - 48-6176 & 18-6297 (FY23 5339)	$ 229	Complete
2 Small Replacement Buses -16 & 17 (FY24 5339)	$ 238	Complete
Preventive Maintenance (FY22 5307 & 5311)	$ 175	Complete
Preventive Maintenance (FY23 5307 & 5311)	$ 100	Complete
Preventive Maintenance (FY25 5307)	$ 30	Complete
Preventive Maintenance (FY25 5311)	$ 21	Complete
St. Mary's County FY 2027 and 2028		
1 Medium Replacement - 13 6292 (FY25 5339)	$ 232	FY27
1 Small Bus Replacement - 19 6311 (FY25 5339)	$ 115	FY27
1 Small Bus Replacement - 21 6313 (FY25 5339)	$ 115	FY27
3 Bus Shelters (FY24 5339)	$ 43	FY27
4 Minivan Replacements - 15, 20, 148(FY26 5339)	$ 448	FY27
Concrete Slab (FY26 5339)	$ 45	FY27
Transit Development Plan - TDP (FY26 5304)	$ 100	FY27
Preventive Maintenance (FY26 5307)	$ 35	Ongoing
Preventive Maintenance (FY26 5311)	$ 25	Ongoing
Talbot County FY 2026 Completions		
1 Minivan Replacement - 1118 (FY23 5339)	$ 111	Complete
1 Sedan Replacement - 1050 (FY23 5339)	$ 50	Complete
1 Small Replacement Bus - 1115 (FY25 5339)	$ 113	Complete
1 Small Replacement Bus - 802 (FY23 5339)	$ 109	Complete
2 Small Bus Replacements - 1119 & 602 (FY24 5339)	$ 220	Complete
Preventive Maintenance (FY24 5311)	$ 30	Complete
Preventive Maintenance (FY25 5311)	$ 30	Complete
Preventive Maintenance (FY26 5311)	$ 35	Complete
Tri-County Council for Lower Eastern Shore FY 2026 Completions		
1 Small Bus Replacement - 13 (FY24 5339)	$ 122	Complete
1 Small Bus Replacement - 94 (FY25 5339)	$ 110	Complete

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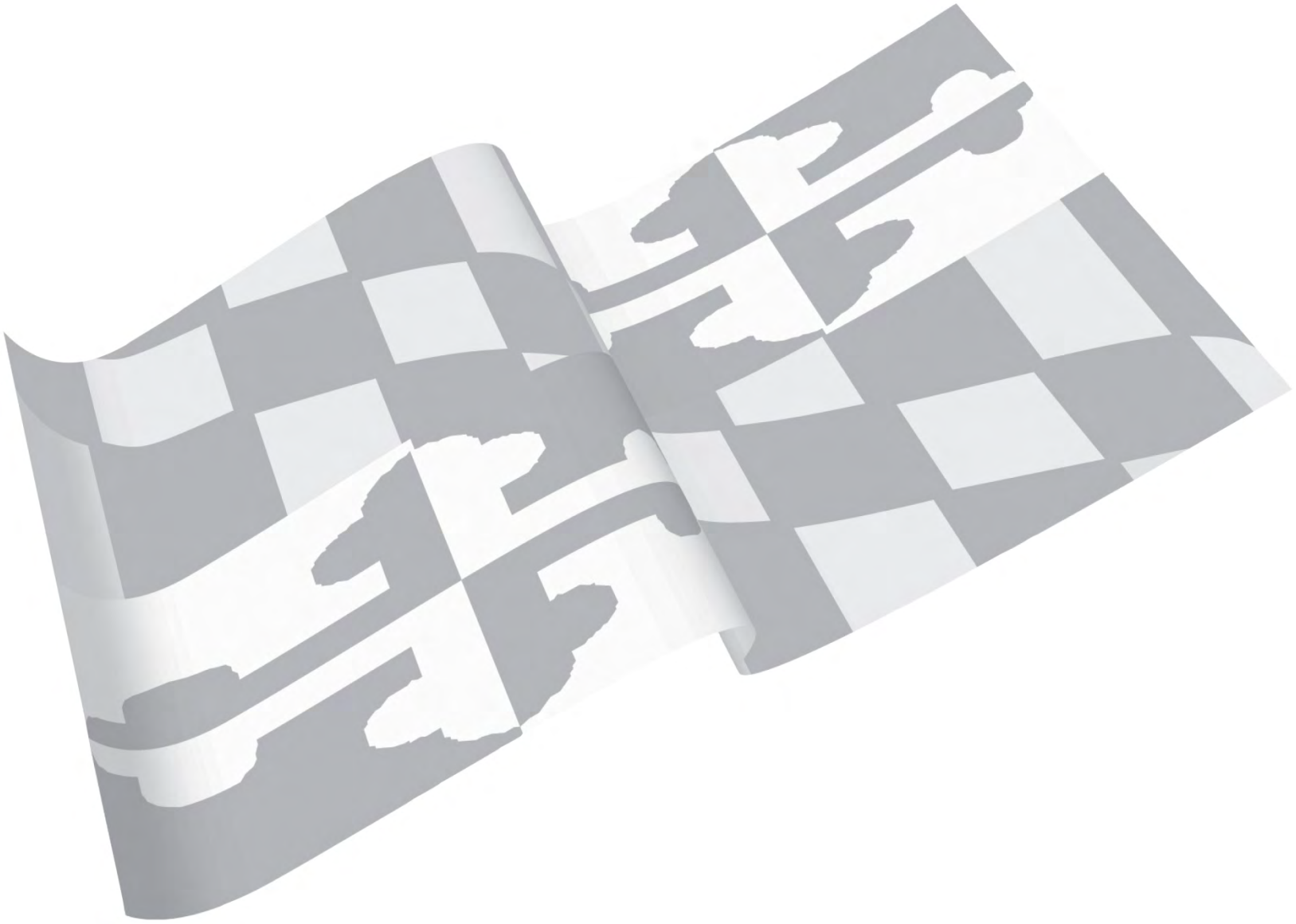
PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Tri-County Council for Lower Eastern Shore FY 2026 Completions (cont'd)		
1 Small Bus Replacement - 97 (FY25 5339)	$ 110	Complete
1 Small Bus Replacement- 122 (FY24 5307)	$ 113	Complete
2 Medium Replacement Buses - 274, 275 (FY23 5339)	$ 279	Complete
Mobility Management (FY24 5307)	$ 143	Complete
Mobility Management (FY25 5307)	$ 143	Complete
Preventive Maintenance (FY24 5307)	$ 800	Complete
Preventive Maintenance (FY25 5307)	$ 800	Complete
Ridesharing (FY25)	$ 109	Complete
Tri-County Council for Lower Eastern Shore FY 2027 and 2028		
2 Small Replacement Buses - 114 & 115 (FY26 5339)	$ 254	FY27
CCTV Upgrade (FY26 5311)	$ 56	FY27
Facility Security Expansion (FY26 5311)	$ 70	FY27
Generator (FY25 5307)	$ 500	FY27
Minivan Expansion (FY26 5307)	$ 90	FY27
Minivan Expansion (FY26 5339)	$ 90	FY27
Mobility Management (FY26 5307)	$ 143	FY27
Network Infrastructure Upgrade (FY26 5307)	$ 110	FY27
Preventive Maintenance (FY26 5307)	$ 800	Ongoing
Bus Security Cameras (FY20 CARES)	$ 400	Underway
Ridesharing (FY26)	$ 109	Underway
Study of System Design (FY23 5303PP)	$ 410	Underway
Washington County FY 2026 Completions		
1 Support Vehicles Replacement - N-1 (FY20 CARES)	$ 49	Complete
Forklift (FY23 5307)	$ 35	Complete
Preventive Maintenance (FY20 CARES)	$ 1,352	Complete
Routing/Dispatch Transportation Hard & Software (FY24 5307)	$ 300	Complete
Shop Truck Replacement- T-1	$ 62	Complete
Support Vehicle Replacement - S-1 (FY24 5339)	$ 40	Complete
Transit Development Plan - TDP (FY24 5304)	$ 95	Complete
Vehicle Wash Machine (FY23 5307)	$ 45	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 64

PROJECT NAME		TOTAL PROGRAMMED COST	STATUS
Washington County FY 2027 and 2028			
2 HD Replacement Buses - 713 & 714 (FY26 5307)	$	1,266	FY27
Oil/Water Separator Replacement	$	60	FY27
Small Replacement Bus - 508 (FY26 5307)	$	130	FY27
WCT Roof Replacement (FY23 5339)	$	56	FY27
Preventive Maintenance (FY26 5307)	$	400	Ongoing



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WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
CAPITAL PROGRAM SUMMARY
($ MILLIONS)

	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	SIX - YEAR TOTAL
Major Construction Program	**530.5**	**567.7**	**543.3**	**545.6**	**554.3**	**562.2**	**3,303.6**
Local Funding	530.5	567.7	543.3	545.6	554.3	562.2	3,303.6
Major Development & Evaluation Program	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Minor Program	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Capital Salaries, Wages & Other Costs	**-**	**-**	**-**	**-**	**-**	**-**	**-**
TOTAL	**530.5**	**567.7**	**543.3**	**545.6**	**554.3**	**562.2**	**3,303.6**
Special Funds	187.8	359.5	364.3	369.3	374.5	379.8	2,035.1
Federal Funds	-	-	-	-	-	-	-
Other Funds	342.7	208.3	179.0	176.3	179.8	182.4	1,268.5
Special Funds Breakdown							
General Fund	-	167.0	167.0	167.0	167.0	167.0	835.0
Transportation Trust Fund	187.8	192.5	197.3	202.3	207.5	212.8	1,200.1
SPECIAL FUNDS TOTAL	**187.8**	**359.5**	**364.3**	**369.3**	**374.5**	**379.8**	**2,035.1**
Other Funds Breakdown							
GO Bonds	167.0	-	-	-	-	-	167.0
Other (Not GO Bonds)	175.7	208.3	179.0	176.3	179.8	182.4	1,101.5
OTHER FUNDS TOTAL	**342.7**	**208.3**	**179.0**	**176.3**	**179.8**	**182.4**	**1,268.5**



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 2027 - 2032 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 2027 - 2032 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: [X] 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 FY 2027 - 2032 CIP was adopted by the WMATA Board of Directors on April 23, 2026.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	5,642,642	3,834,872	266,210	281,246	318,445	294,041	296,302	304,934	312,802	1,807,770	0
Total	**5,642,642**	**3,834,872**	**266,210**	**281,246**	**318,445**	**294,041**	**296,302**	**304,934**	**312,802**	**1,807,770**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	2,177,798	1,471,492	102,500	105,500	110,195	115,031	120,012	125,142	130,426	706,306	0
Other	3,464,844	2,363,380	163,710	175,746	208,250	179,010	176,290	179,792	182,376	1,101,464	0

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: The estimated cost allocation increased by $326.5M due to the addition of FY 2032, adjustments in WMATA's annual subsidy request from Maryland and adjustments in FY 2027 - FY 2031 Federal funds received directly by WMATA.

9006



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 before advancing development solicitations for the Joint Development opportunities. This funding represents one way MDOT supports the Maryland State Plan's goals to advance transit-oriented development as an important tool in tackling the affordable housing shortage and leveraging infrastructure to bolster inclusive economic growth. In addition to Joint Development, the program consists of station area planning to address access and capacity needs around transit stations served by WMATA.

PURPOSE & NEED SUMMARY STATEMENT: The program funds Maryland's allocated share of WMATA's Project Development Program.

SMART GROWTH STATUS: [X] 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 Development Program planning studies are ongoing.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	31,760	25,760	1,000	1,000	1,000	1,000	1,000	1,000	1,000	6,000	0
Total	**31,760**	**25,760**	**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	31,760	25,760	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 2026 - 31 CTP: The total estimated cost allocation increased $1.0M due to the addition of funding for FY 2032.

8011



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 2031. 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, the Federal Transit Administration, and the Washington Metrorail Safety Commission.

SMART GROWTH STATUS: [X] Project Not Location Specific [ ] Not Subject to PFA Law

[ ] Project Inside PFA
[ ] Project Outside PFA — [ ] Grandfathered; [ ] Exception Will Be Required; [ ] Exception Granted
[ ] PFA Status Yet to Be Determined

STATUS: FTA's dedicated funding allocation for WMATA in FY 2027 is $150.0M. Maryland's share of matching funds is $50.0M. Increases $50M due to the addition of funding for FY 2032.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: The total estimated cost increased $50.0M due to the addition of funding for FY 2032.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	1,100,000	800,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	300,000	0
Total	**1,100,000**	**800,000**	**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	1,061,500	761,500	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

9008



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 to fund 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 prior purchase of long-term bonds issued by WMATA on behalf of the state to fund WMATA's Capital Improvement Program (CIP).

SMART GROWTH STATUS: [X] 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: Maryland's share of WMATA debt payment with programmed funding beginning in FY 2020 and continuing through FY 2027 - 2032. 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 2026 - 31 CTP: The total estimated cost allocation increased by $31.3M due to the addition of FY 2032 funding.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	510,450	322,634	31,257	31,269	31,278	31,292	31,307	31,322	31,348	187,816	0
Total	**510,450**	**322,634**	**31,257**	**31,269**	**31,278**	**31,292**	**31,307**	**31,322**	**31,348**	**187,816**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	510,450	322,634	31,257	31,269	31,278	31,292	31,307	31,322	31,348	187,816	0
Other	0	0	0	0	0	0	0	0	0	0	0

9013



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 2024), $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 provides $167M annually to WMATA's CIP beginning in FY 2020.

SMART GROUTH STATUS: [X] 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

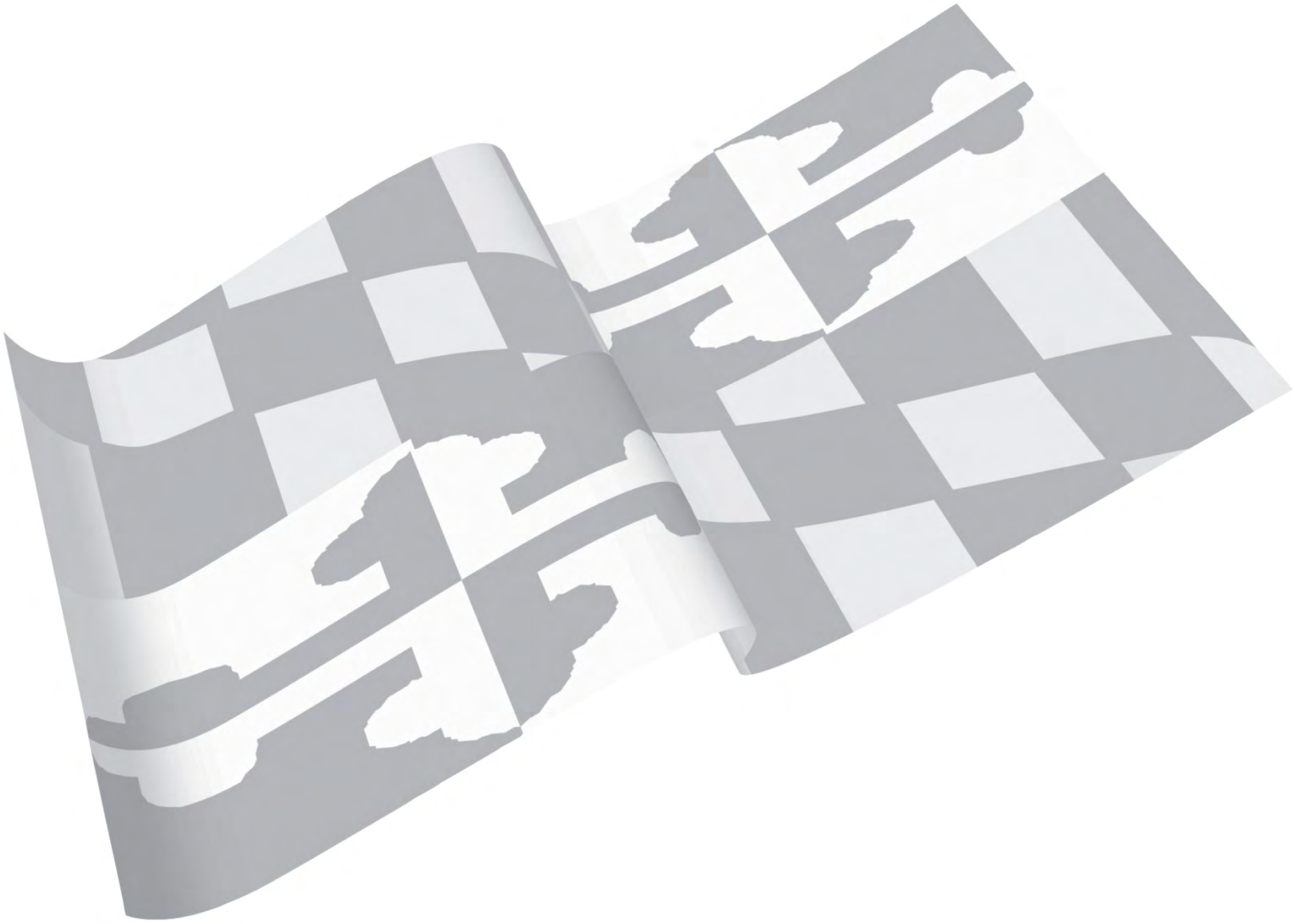
STATUS: Maryland's share of the $500.0M annual dedicated funding to WMATA's CIP is $167.0M.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [X] FEDERAL [X] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	2,171,000	1,169,000	167,000	167,000	167,000	167,000	167,000	167,000	167,000	1,002,000	0
Total	**2,171,000**	**1,169,000**	**167,000**	**167,000**	**167,000**	**167,000**	**167,000**	**167,000**	**167,000**	**1,002,000**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	1,670,000	835,000	0	0	167,000	167,000	167,000	167,000	167,000	835,000	0
Other	501,000	334,000	167,000	167,000	0	0	0	0	0	167,000	0

9011 - FY27 GO Bond

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: The total estimated cost allocation increased $167.0M due to the addition of funding in FY 2032.

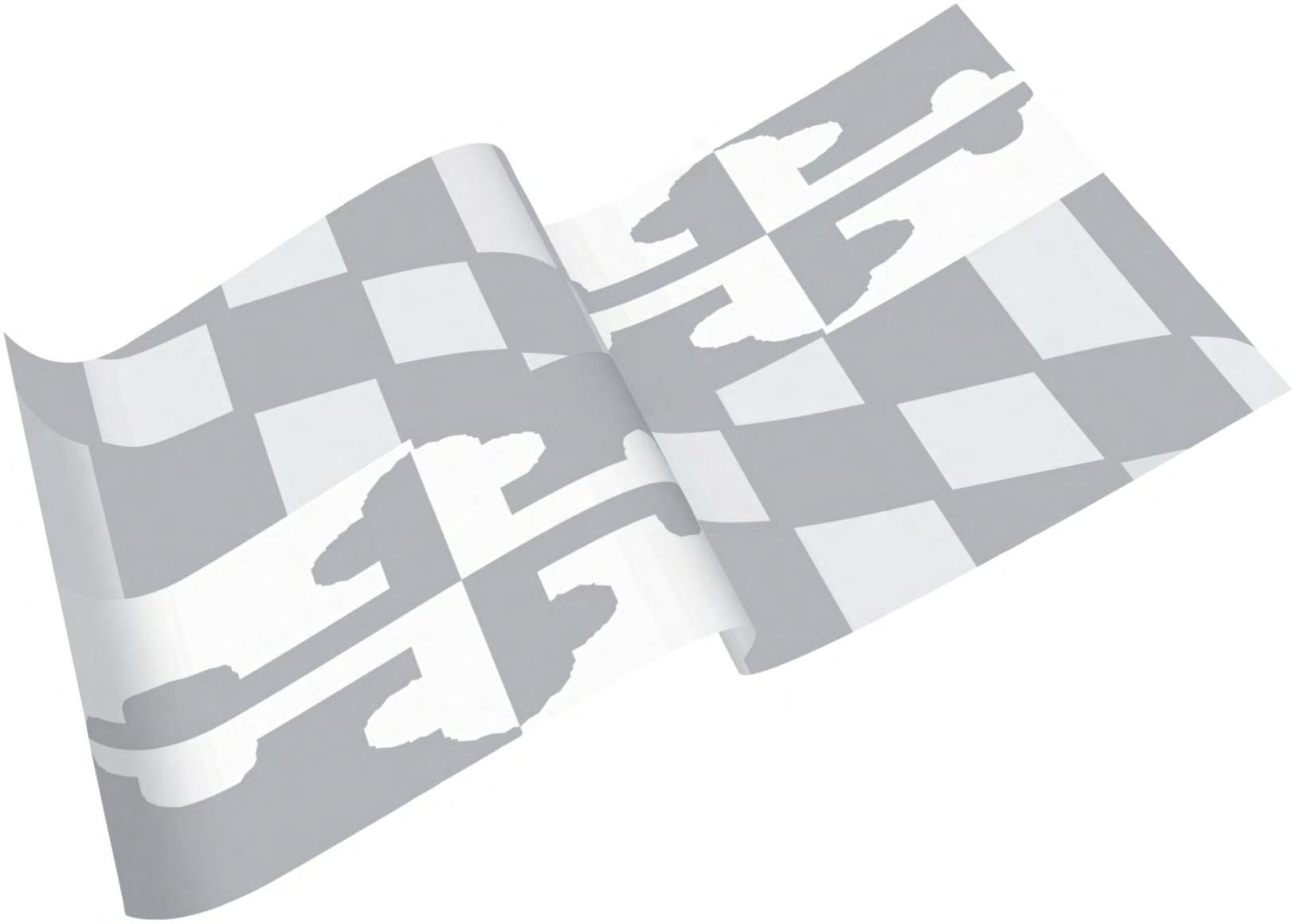


MDOT MARYLAND DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY ADMINISTRATION

STATE HIGHWAY ADMINISTRATION
CAPITAL PROGRAM SUMMARY
($ MILLIONS)

	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	SIX - YEAR TOTAL
Major Construction Program	**146.7**	**219.5**	**278.8**	**191.4**	**142.1**	**133.8**	**1,112.4**
System Preservation	0.1	-	-	-	-	-	0.1
Expansion/Efficiency	117.0	188.1	235.6	160.1	115.6	125.7	942.1
Safety & Security	7.7	8.8	14.0	12.1	11.1	8.0	61.9
Administration	21.9	22.6	29.2	19.2	15.4	-	108.3
Major Development & Evaluation Program	**55.8**	**85.5**	**163.8**	**166.0**	**39.2**	**24.9**	**535.1**
System Preservation	0.1	0.1	0.1	0.0	-	-	0.3
Expansion/Efficiency	18.5	23.3	34.3	34.2	23.9	21.9	156.1
Safety & Security	34.1	59.6	127.3	129.5	13.9	3.0	367.5
Administration	3.1	2.5	2.2	2.2	1.4	-	11.2
Minor Program	**883.5**	**1,085.5**	**1,064.9**	**1,112.9**	**1,082.0**	**1,079.9**	**6,308.6**
System Preservation	489.2	587.2	598.0	629.6	630.1	632.4	3,566.6
Expansion/Efficiency	50.6	72.2	75.3	77.4	58.8	58.8	393.2
Safety & Security	148.6	211.5	191.0	196.0	188.3	184.3	1,119.7
Local Funding	110.6	102.4	95.4	90.9	90.9	90.9	581.1
Environment	58.5	66.4	54.7	56.9	58.2	57.9	352.6
Administration	26.1	45.7	50.4	62.1	55.6	55.6	295.5
Capital Salaries, Wages & Other Costs	**-**	**-**	**-**	**-**	**-**	**-**	**-**
TOTAL	**1,086.0**	**1,390.5**	**1,507.5**	**1,470.3**	**1,263.3**	**1,238.6**	**7,956.1**
Special Funds	203.8	256.9	302.6	333.8	266.4	273.0	1,636.6
Federal Funds	867.2	1,095.0	1,093.3	1,041.4	981.9	950.6	6,029.5
Other Funds	15.0	38.5	111.5	95.0	15.0	15.0	290.0
Special Funds Breakdown							
Transportation Trust Fund	203.8	256.9	302.6	333.8	266.4	273.0	1,636.6
SPECIAL FUNDS TOTAL	**203.8**	**256.9**	**302.6**	**333.8**	**266.4**	**273.0**	**1,636.6**
Other Funds Breakdown							
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**



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MDOT 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.

SMART GROWTH STATUS: [X] 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

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

[X] Enhance Safety and Security
[X] Deliver System Quality
[X] Serve Communities and Support the Economy
[ ] 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.

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 2026 - 31 CTP: The six-year total program funds were reduced by $3.8 million for fiscal capacity reasons.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [X] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	30,439	28,842	1,269	892	141	141	141	141	141	1,597	0
Engineering	36,691	23,370	4,121	2,300	2,200	2,221	2,200	2,200	2,200	13,321	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	249	249	0	0	0	0	0	0	0	0	0
Construction	64,541	38,261	4,687	4,879	5,040	4,703	3,686	3,986	3,986	26,280	0
Total	**131,919**	**90,721**	**10,077**	**8,071**	**7,381**	**7,065**	**6,027**	**6,327**	**6,327**	**41,198**	**0**
Federal-Aid	85,650	56,702	8,332	6,898	6,131	5,153	3,658	3,554	3,554	28,948	0
Special	46,269	34,019	1,745	1,173	1,250	1,912	2,369	2,773	2,773	12,250	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 (2026) N/A

PROJECTED (2046) N/A

STIP REFERENCE #State1 8/1/2026



PROJECT: Sidewalk Program

DESCRIPTION: This program provides matching funds for the construction of sidewalks adjacent to SHA roadways.

PURPOSE & NEED SUMMARY STATEMENT: Program supports community revitalization efforts and efforts to encourage pedestrian usage of sidewalks along SHA roadways.

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

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 program supports pedestrian and Vision Zero safety improvements, community revitalization and other efforts to encourage pedestrian usage of sidewalks along SHA roadways. It also provides safer access to transit service for both bus and fixed rail systems.

STATUS: Individual projects are shown in the System Preservation Minor Projects Program pages in the county where the project is located. MDOT is able to advance all phases of this project because of the funding provided by the Governor and Legislature in the last session.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: The six-year total cost increase of $6.9 million supports MDOT's commitment to sidewalk projects throughout the State.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	4,802	1,007	0	0	0	0	1,265	1,265	1,265	3,795	0
Engineering	105,892	42,928	17,200	14,964	11,000	10,000	10,000	8,500	8,500	62,964	0
Right-of-way	2,864	1,291	668	1,573	0	0	0	0	0	1,573	0
Utilities	347	347	0	0	0	0	0	0	0	0	0
Construction	212,297	33,133	9,192	13,381	37,039	43,159	37,231	24,177	24,177	179,164	0
Total	**326,202**	**78,706**	**27,060**	**29,918**	**48,039**	**53,159**	**48,496**	**33,942**	**33,942**	**247,496**	**0**
Federal-Aid	267,079	57,112	22,179	25,547	39,228	44,864	42,626	28,852	28,852	209,967	0
Special	59,123	21,595	4,881	4,371	8,811	8,295	5,870	5,090	5,090	37,529	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

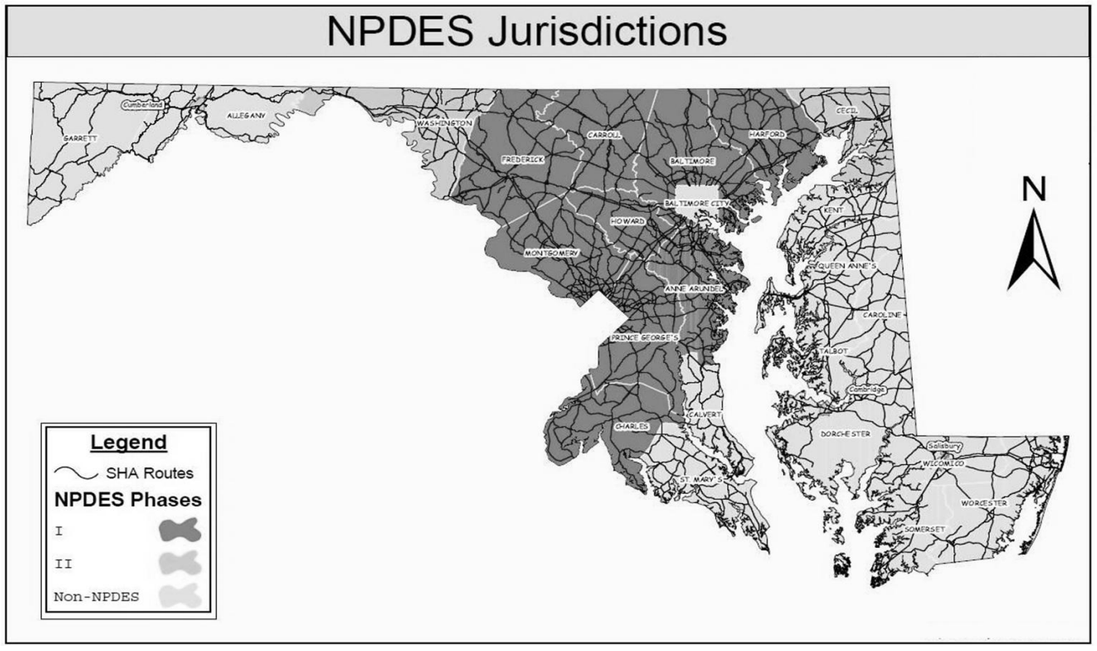
STATE - N/A
FEDERAL - N/A
STATE SYSTEM: N/A

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2026) N/A

PROJECTED (2046) N/A

STIP REFERENCE #State2 8/1/2026



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, rivers, and the Chesapeake Bay.

SMART GROWTH STATUS: [ ] Project Not Location Specific [X] 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, and construction underway.

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

[ ] Enhance Safety and Security
[X] Deliver System Quality
[X] Serve Communities and Support the Economy
[X] 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, rivers, and the Chesapeake Bay.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: The six-year cost increase of $13.0 million supports ongoing MS-4 Permit-related maintenance and compliance efforts.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	35,912	21,705	3,630	1,707	2,500	2,500	2,500	2,500	2,500	14,207	0
Engineering	54,719	30,048	7,616	2,171	4,500	4,500	4,500	4,500	4,500	24,671	0
Right-of-way	6,366	1,366	0	0	1,000	1,000	1,000	1,000	1,000	5,000	0
Utilities	35	35	0	0	0	0	0	0	0	0	0
Construction	438,251	213,845	12,770	48,010	40,150	36,169	32,715	33,681	33,681	224,406	0
Total	**535,283**	**266,999**	**24,016**	**51,888**	**48,150**	**44,169**	**40,715**	**41,681**	**41,681**	**268,284**	**0**
Federal-Aid	304,437	119,389	16,581	30,229	34,105	29,181	30,344	30,595	30,595	185,049	0
Special	230,845	147,610	7,435	21,659	14,045	14,988	10,371	11,086	11,086	83,235	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 (2026) N/A

PROJECTED (2046) N/A

STIP REFERENCE #State3 8/1/2026



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.

SMART GROWTH STATUS: [X] 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

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

[ ] Enhance Safety and Security
[X] Deliver System Quality
[X] Serve Communities and Support the Economy
[X] 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.

STATUS: Construction is underway on NEVI Round 1 sites with completion of all sites expected by Fall 2026. Round 2 sites have been selected and are currently in the award phase. Round 3 is currently in procurement.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,228	1,028	125	200	500	500	0	0	0	1,200	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	66,548	3,700	3,700	6,200	8,600	16,600	12,400	19,048	0	62,848	0
Total	**68,776**	**4,728**	**3,825**	**6,400**	**9,100**	**17,100**	**12,400**	**19,048**	**0**	**64,048**	**0**
Federal-Aid	68,083	4,035	3,825	6,400	9,100	17,100	12,400	19,048	0	64,048	0
Special	692	692	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 (2026) N/A

PROJECTED (2046) N/A

STIP REFERENCE #AZ3401 8/1/2026



PROJECT: Carbon Reduction Program

DESCRIPTION: The Carbon Reduction Program (CRP) funds projects that contribute to the reduction of transportation emissions from on-road highway sources.

PURPOSE & NEED SUMMARY STATEMENT: The Carbon Reduction Program aims to help reduce pollution from transportation sector sources, and contribute to the achievement of state long range transportation goals and federal surface transportation program goals established in the Infrastructure Investment and Jobs Act (IIJA).

SMART GROWTH STATUS: [X] 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

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

[ ] Enhance Safety and Security
[X] Deliver System Quality
[X] Serve Communities and Support the Economy
[X] Promote Environmental Stewardship

EXPLANATION: The CRP funds a wide range of projects designed to reduce carbon dioxide emissions from on-road highway sources -- from installing infrastructure to support the electrification of freight vehicles or personal cars, to constructing Bus Rapid Transit corridors, to facilitating micro-mobility and biking. Under the CRP, MDOT developed a State Carbon Reduction Strategy document in coordination with Metropolitan Planning Organizations to identify projects and strategies tailored to reduce carbon dioxide emissions statewide.

STATUS: Project development and delivery activities are underway. This represents a summary of apportioned CRP funding. Current project allocations remain subject to federal funding availability and the legislative reauthorization of the federal surface transportation act.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	22,389	2,711	1,407	2,811	2,811	3,514	3,514	3,514	3,514	19,678	0
Right-of-way	5,664	378	378	755	755	944	944	944	944	5,286	0
Utilities	5,664	378	378	755	755	944	944	944	944	5,286	0
Construction	78,472	8,988	4,963	9,926	9,926	12,408	12,408	12,408	12,408	69,484	0
Total	**112,189**	**12,455**	**7,126**	**14,247**	**14,247**	**17,810**	**17,810**	**17,810**	**17,810**	**99,734**	**0**
Federal-Aid	112,189	12,455	7,126	14,247	14,247	17,810	17,810	17,810	17,810	99,734	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 (2026) N/A

PROJECTED (2046) N/A

STIP REFERENCE #State5 8/1/2026



PROJECT: Complete Streets Program

DESCRIPTION: The Maryland Complete Streets Program consists of a range of context driven approaches to deploying engineering countermeasures across the state's transportation network. This includes SHA's implementation of the Pedestrian Safety Action Plan (PSAP), Vulnerable Road User (VRU) Assessment projects, District Pedestrian Safety projects, and Complete Streets Quick Build projects. Through these efforts, priority locations for vulnerable user safety investments are identified and addressed to support Maryland's safety and accessibility goals.

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

SMART GROWTH STATUS: [X] Project Not Location Specific [X] Not Subject to PFA Law

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

[ ] Grandfathered
[ ] Exception Will Be Required
[ ] Exception Granted

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

[X] Enhance Safety and Security
[X] Deliver System Quality
[X] Serve Communities and Support the Economy
[X] 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.

STATUS: Construction of one PSAP project is underway, five are anticipated to begin construction in FY 2027, and twelve are in design. Six VRU-Round 1 corridors are in design, and seven VRU-Round 2 corridors are in planning. Four District Pedestrian Safety projects are in design, and one is anticipated to begin construction in FY 2027. Six Quick Build projects were completed in 2025, and one in 2026.
SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: The cost increase of $32.0 million is primarily due to additional design work, including the PSAP Round 3 projects.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,610	2,053	1,424	557	0	0	0	0	0	557	0
Engineering	101,567	39,398	20,467	35,947	17,084	6,770	1,579	790	0	62,170	0
Right-of-way	2,892	864	864	682	471	407	407	61	0	2,028	0
Utilities	2,097	0	0	669	1,400	28	0	0	0	2,097	0
Construction	150,730	12,750	9,036	22,256	47,679	30,604	18,322	10,811	8,308	137,980	0
Total	**259,896**	**55,064**	**31,791**	**60,111**	**66,634**	**37,808**	**20,308**	**11,662**	**8,308**	**204,832**	**0**
Federal-Aid	246,550	52,754	30,315	58,555	62,483	35,379	18,798	10,855	7,726	193,796	0
Special	13,347	2,311	1,476	1,556	4,151	2,429	1,510	807	582	11,036	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

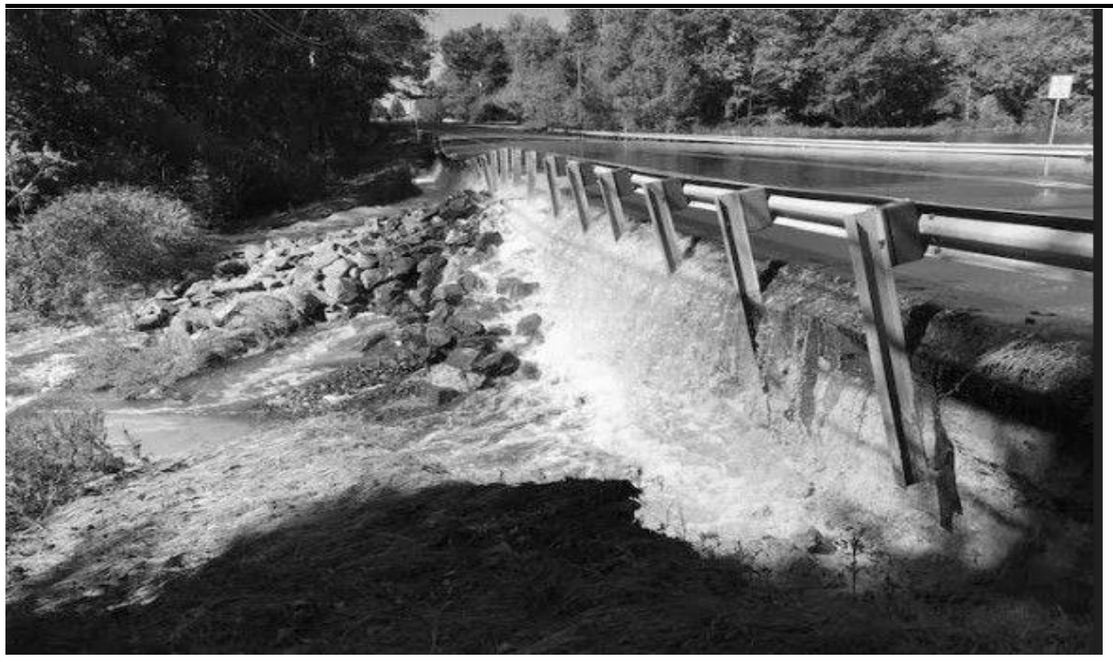
STATE - N/A
FEDERAL - N/A
STATE SYSTEM: N/A

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2026) N/A

PROJECTED (2046) N/A

STIP REFERENCE #State6 8/1/2026



PROJECT: PROTECT Program

DESCRIPTION: The Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program (PROTECT) funds surface transportation projects with a focus on resilience to natural hazards and disasters.

PURPOSE & NEED SUMMARY STATEMENT: The PROTECT Program aims to help make surface transportation more resilient to current and future weather events, natural disasters, and changing conditions, through support of planning activities, community resilience improvements, evacuation route improvements, and at-risk coastal infrastructure in alignment with state transportation goals and federal program goals established under the Infrastructure Investment and Jobs Act.

SMART GROWTH STATUS: [X] 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

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

[X] Enhance Safety and Security
[X] Deliver System Quality
[X] Serve Communities and Support the Economy
[X] Promote Environmental Stewardship

EXPLANATION: The PROTECT Program will fund a wide range of projects including planning activities, resilience improvements, community resilience and evacuation route activities, and at-risk coastal infrastructure activities in all phases of project development. Under the PROTECT Program, MDOT developed a Transportation Resilience Improvement Plan to identify projects and strategies tailored to improve the resilience of the statewide transportation system.

STATUS: Project development and delivery activities are underway. This represents a summary of apportioned 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 is being used for the Maryland Port Administration's Dundalk Marine Terminal Resiliency and Flood Mitigation Project.
SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	12,787	1,273	822	1,645	1,645	2,056	2,056	2,056	2,056	11,514	0
Right-of-way	6,439	429	429	859	859	1,073	1,073	1,073	1,073	6,010	0
Utilities	6,439	429	429	859	859	1,073	1,073	1,073	1,073	6,010	0
Construction	102,210	10,596	6,544	13,087	13,087	16,360	16,360	16,360	16,360	91,614	0
Total	**127,875**	**12,727**	**8,224**	**16,450**	**16,450**	**20,562**	**20,562**	**20,562**	**20,562**	**115,148**	**0**
Federal-Aid	115,088	11,454	7,402	14,805	14,805	18,506	18,506	18,506	18,506	103,634	0
Special	12,787	1,273	822	1,645	1,645	2,056	2,056	2,056	2,056	11,514	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 (2026) N/A

PROJECTED (2046) N/A

STIP REFERENCE #State7 8/1/2026



PROJECT: Traffic Relief Plan (Phase 2) Smart Traffic Signals

DESCRIPTION: The Smart Signal 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 smoothly.

PURPOSE & NEED SUMMARY STATEMENT: Deploying cutting-edge Smart Traffic Signals technology and tools will improve traffic operations and ease congestion.

SMART GROWTH STATUS: [ ] Project Not Location Specific [X] Not Subject to PFA Law

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

[ ] Grandfathered
[ ] Exception Will Be Required
[ ] Exception Granted

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

[X] Enhance Safety and Security
[X] Deliver System Quality
[X] Serve Communities and Support the Economy
[X] Promote Environmental Stewardship

EXPLANATION: The Smart Signals traffic management system will improve traffic operations and reduce congestion.

STATUS: Engineering and construction underway, or completed, along 24 corridors throughout the State. Once the current project portfolio is completed, the program will sunset and continue under SHA's System Preservation Program.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,017	1,537	20	0	150	160	170	0	0	480	0
Engineering	4,114	2,355	272	0	1,396	363	0	0	0	1,759	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	412	92	44	25	142	153	0	0	0	320	0
Construction	33,156	22,328	4,129	4,845	2,781	2,467	735	0	0	10,828	0
Total	**39,699**	**26,312**	**4,465**	**4,870**	**4,469**	**3,143**	**905**	**0**	**0**	**13,387**	**0**
Federal-Aid	30,181	18,470	3,621	4,434	3,878	2,675	724	0	0	11,711	0
Special	9,378	7,702	844	436	591	468	181	0	0	1,676	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 (2026) N/A

PROJECTED (2046) N/A

STIP REFERENCE #State8 8/1/2026



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 complete. No construction funding available.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	9,689	9,689	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	**9,689**	**9,689**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Federal-Aid	9,185	9,185	0	0	0	0	0	0	0	0	0
Special	505	505	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

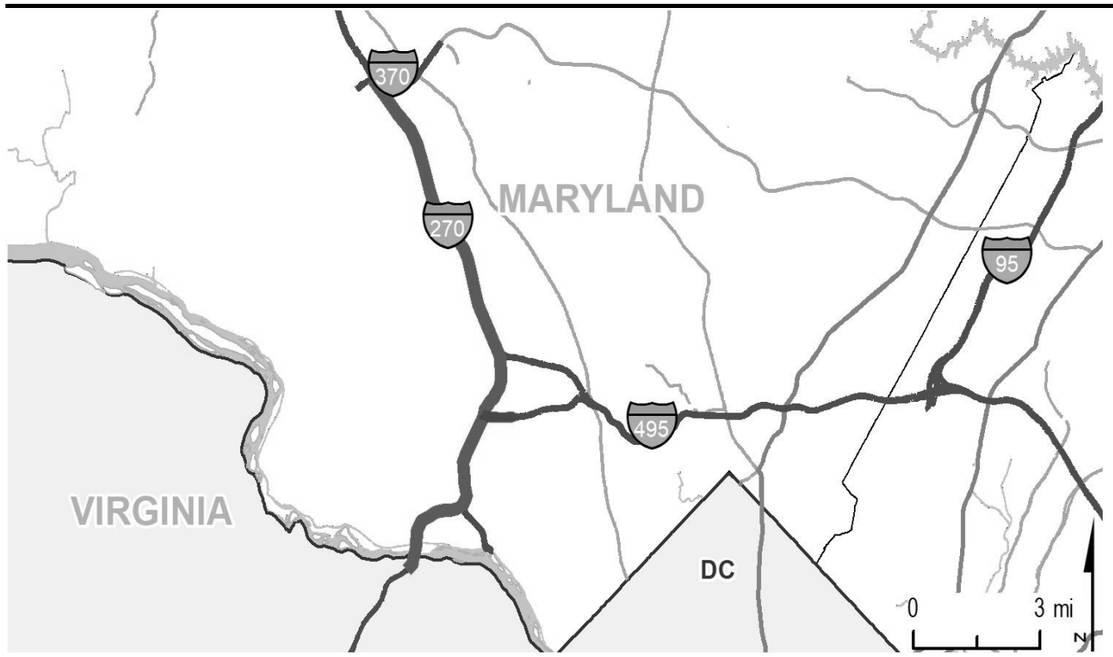
STATE - Principal Arterial
FEDERAL - Interstate
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2026) N/A

PROJECTED (2046) N/A

STIP REFERENCE #AZ0481 8/1/2026



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.

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

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

STATUS: Preliminary engineering continues along with efforts focused on grant pursuit, environmental and technical refinement, and procurement preparation activities pending construction funding. Assessment of state of good repair needs and replacement of American Legion Bridge to align with regional priorities continues as well as coordination for Montgomery County's Bus Rapid Transit
SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	61,994	61,566	455	214	214	0	0	0	0	428	0
Engineering	132,000	79,961	15,000	26,000	10,000	2,000	12,000	2,039	0	52,039	0
Right-of-way	7,000	0	0	0	1,000	6,000	0	0	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	**200,994**	**141,527**	**15,455**	**26,214**	**11,214**	**8,000**	**12,000**	**2,039**	**0**	**59,467**	**0**
Federal-Aid	102,485	43,967	14,250	26,000	10,800	7,960	11,760	1,998	0	58,518	0
Special	98,509	97,560	1,205	214	414	40	240	41	0	949	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

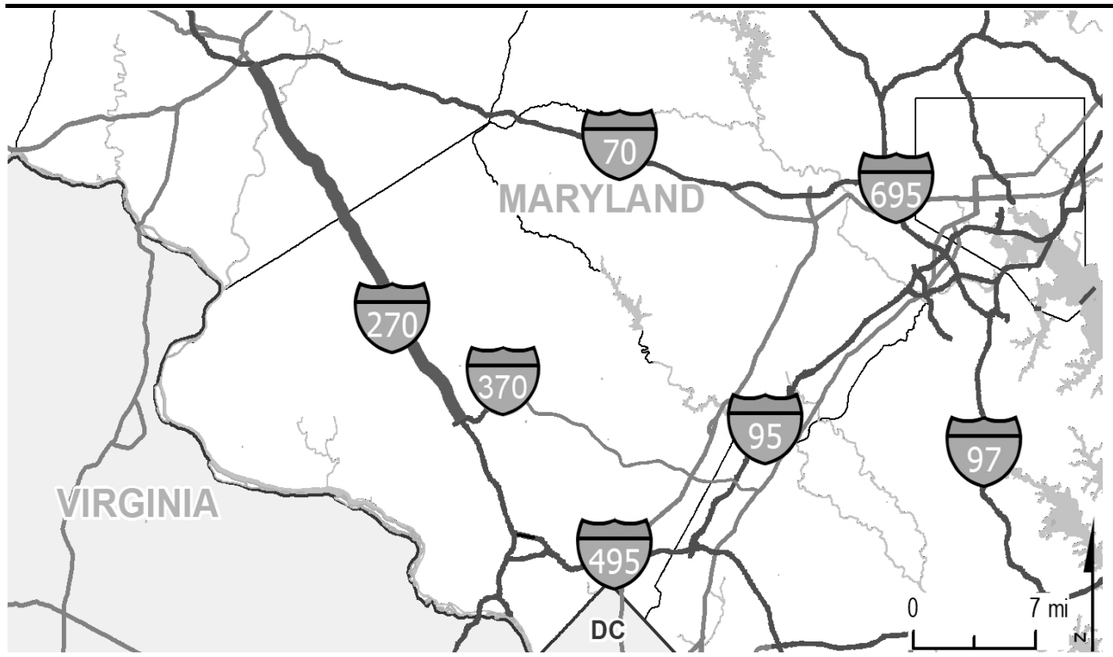
STATE - Principal Arterial
FEDERAL - Interstate
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2026) N/A

PROJECTED (2046) N/A

STIP REFERENCE #AW0734 8/1/2026



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: Preliminary traffic and safety analysis underway for the multimodal environmental study.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	24,969	791	500	850	8,000	10,000	5,328	0	0	24,178	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	**24,969**	**791**	**500**	**850**	**8,000**	**10,000**	**5,328**	**0**	**0**	**24,178**	**0**
Federal-Aid	24,453	741	450	850	7,840	9,800	5,221	0	0	23,711	0
Special	517	50	50	0	160	200	107	0	0	467	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 (2026) N/A

PROJECTED (2046) N/A

STIP REFERENCE #AW0735 8/1/2026

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				
XX163Y	-	Preservation and Minor Rehab of Movable and Fixed Bridges, Culverts, and Retaining Walls	$ 21,278	Completed
XB163D	-	Cleaning and Painting of Bridge Nos. 0213500, 0214900, 0215000, 0216200, 0220000, and 1802600	$ 5,100	FY 2027
XB163E	-	Cleaning and Painting of Bridge Nos. 0315700, 0321703, 0321704, 0325000, 0329600, 0334700, and 03593X0	$ 3,700	FY 2027
XB163F	-	Cleaning and Painting of Bridge Nos. 1500700, 1500900, 1502700, 1510500, 1511000, 1511100, 1511300, and 1511400	$ 3,900	FY 2027
XB163G	-	Cleaning and Painting of Bridge Nos. 1001200, 1001800, 1004200, 1004400, 1014400, 1017600, 1018101/02, and 1018700	$ 3,203	FY 2027
XB163H	-	Bridge Rehabilitation of Bridge Nos. 03018, 03195, 03196, 03199, 03201, 03202, 0326001/02, 03280, & 0326101/02	$ 7,450	FY 2027
XB5181	-	Cleaning and Painting of Bridge Nos. 01004, 01019, 01059, 01061, 01099, 01132, 01155, 01157, 11043, 11044, and 11047	$ 4,300	FY 2027
XQ3441	-	Bridge Joint Rehabilitation at Various Locations in Prince George's and Montgomery Counties	$ 2,000	FY 2027
XQ6091	-	Bridge Joint Rehabilitation at Various Locations in Baltimore and Harford Counties	$ 2,000	FY 2027
AZ2571	-	Bridge Inspection at Various Locations Statewide	$ 5,172	Under Construction
AZ3292	-	Bridge Inspection Statewide - FY 2026 & FY 2027	$ 32,866	Under Construction
XB1631	-	Cleaning and Painting of Bridge Nos. 601400, 1612100, 1614201, 1614202, and 1614700	$ 2,988	Under Construction
XB1632	-	Cleaning and Painting of Bridge Nos. 0112800, 0113000, 0113300, 0113800, and 0114400	$ 1,515	Under Construction
XB1633	-	Cleaning and Painting of Bridge Nos. 0301300, 1202500, 1202600, 1202800, 1203200, 1204300, 1206800, and 1207700	$ 3,917	Under Construction
XB1634	-	Cleaning and Painting of Bridge Nos. 1012200, 1012903, 1012904, 1013003, 1013004, and 1018400	$ 2,007	Under Construction
XB1635	-	Cleaning and Painting of Bridge Nos. 0300700, 0312400, and 0337600	$ 1,704	Under Construction
XB1636	-	Cleaning and Painting of Bridge Nos. 0701803, 0701804, 0702800, 0703500, and 0704500	$ 4,395	Under Construction
XB1637	-	Cleaning and Painting of Bridge Nos. 0204900, 0206200, 0214000, 0214800, 0215400, 0218400, and 0221200	$ 2,475	Under Construction
XB1638	-	Cleaning and Painting of Bridge Nos. 1503900, 1504500, 1504603, 1504604, 1504900, and 1506800	$ 4,172	Under Construction
XB163A	-	Cleaning and Painting of Bridge Nos. 1602701, 1602702, 1608800, 1609100, 1611300, and 1624400	$ 2,791	Under Construction
XB163C	-	Cleaning and Painting of Bridge Nos. 2300400 (Pocomoke Drawbridge) and 2300700 (Ocean City Drawbridge)	$ 5,383	Under Construction
XX163X	-	Preservation and Minor Rehab of Movable and Fixed Bridges, Culverts, and Retaining Walls	$ 25,003	Under Construction

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				
XX1871	-	Bridge Rehabilitation at Various Locations in Allegany, Garrett, and Washington Counties	$ 6,565	Under Construction
XZ1031	-	Preservation and Minor Rehab of Movable and Fixed Bridges, Culverts, and Retaining Walls	$ 17,902	Under Construction
XZ1032	-	Preservation and Minor Rehab of Movable and Fixed Bridges, Culverts, and Retaining Walls	$ 15,832	Under Construction
C.H.A.R.T. Projects				
AZ3501	US50	Improvements from Bay Bridge to Ocean City	$ 15,070	Under Construction
Environmental Preservation				
AZ0791	-	Landscape Installation and Establishment at Various Locations in Allegany and Washington Counties	$ 54	Completed
XX3687	-	Landscape Installation and Establishment at Various Locations in Carroll, Frederick, and Howard Counties	$ 308	Completed
AT3132	-	Landscape Installation and Establishment at Various Locations in Kent, Queen Anne's, and Talbot Counties	$ 424	Under Construction
XX3683	-	Landscape at Various Locations in Montgomery and Prince George's County	$ 446	Under Construction
Noise Barriers				
AZ3561	-	Noise Barrier Program - Engineering and Asset Management - Statewide	$ 1,376	FY 2027
XB5211	-	Noise Abatement Rehabilitation at Various Locations Statewide	$ 2,577	Under Construction
Resurface/Rehabilitate				
XX153B	-	Patching Various Locations in Kent, Caroline, Queen Anne's, and Talbot Counties	$ 5,296	Completed
XX1935	-	Pavement Marking at Various Locations in Anne Arundel, Calvert, Charles, and St. Mary's Counties	$ 1,784	Completed
XX2338	-	Pavement Marking at Various Locations in Dorchester, Somerset, Wicomico and Worcester Counties	$ 2,153	Completed
XX3764	-	Safety and Resurfacing Improvements at Various Locations on NHS in Baltimore and Harford Counties	$ 12,619	Completed
XY241U	-	Joint Sealing at Various Locations in Carroll, Frederick, and Howard Counties	$ 2,509	Completed
XY244F	-	Micro-Surface Treatment at Various Locations in Carroll, Frederick, and Howard Counties	$ 3,991	Completed

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Statewide - LINE 12

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Resurface/Rehabilitate				
XY247C	-	Guardrail Improvements at Various Locations in Caroline, Cecil, Kent, Queen Anne's, and Talbot Counties	$ 751	Completed
XY250G	-	Pavement Marking at Various Locations in Cecil, Caroline, Kent, Queen Anne's, and Talbot Counties	$ 1,304	Completed
XB1372	-	Surface Treatment at Various Locations Statewide	$ 2,514	FY 2027
XB3283	-	Surface Treatment at Various Locations in Montgomery and Prince George's County	$ 2,100	FY 2027
XQ2337	-	Sidewalk Improvements at Various Locations in Carroll, Frederick, and Howard Counties	$ 3,403	FY 2027
XQ237M	-	Resurfacing Improvements at Various Locations in Montgomery and Prince George's Counties	$ 7,124	FY 2027
XQ250N	-	Pavement Marking at Various Locations in Baltimore and Harford Counties	$ 5,718	FY 2027
XQ4281	-	Joint Sealing at Various Locations in Baltimore and Harford Counties	$ 694	FY 2027
XQ5411	-	Patching Various Locations in Dorchester, Somerset, Wicomico, and Worcester Counties	$ 2,988	FY 2027
XQ5461	-	Pavement Marking at Various Locations in Anne Arundel, Calvert, Charles, and St. Mary's Counties	$ 3,524	FY 2027
XQ6101	-	Surface Treatment at Various Locations in Carroll, Frederick, and Howard Counties	$ 4,030	FY 2027
XQ6781	-	Joint Sealing Various Locations in Carroll, Frederick, and Howard Counties	$ 2,630	FY 2027
XB1371	-	Surface Treatment at Various Locations Statewide	$ 1,102	Under Construction
XB1891	-	Surface Treatment at Various Locations Statewide	$ 1,829	Under Construction
XB237L	-	Surface Treatment at Various Locations in Montgomery and Prince George's Counties	$ 7,438	Under Construction
XB244N	-	Surface Treatment at Various Locations in Carroll and Frederick Counties	$ 2,236	Under Construction
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	$ 7,219	Under Construction
XQ1323	-	Patching Bridge Approaches at Various Locations in Montgomery and Prince George's Counties	$ 3,075	Under Construction
XQ1371	-	Surface Treatment at Various Locations Statewide	$ 2,046	Under Construction
XQ153A	-	Patching Various Locations in Kent, Caroline, Queen Anne's, and Talbot Counties	$ 3,945	Under Construction
XQ1795	-	Micro-Surface Treatment at Various Locations in Anne Arundel, Calvert, Charles, and St. Mary's Counties	$ 7,584	Under Construction
XQ1891	-	Surface Treatment at Various Locations Statewide	$ 2,180	Under Construction
XQ1892	-	Surface Treatment at Various Locations Statewide	$ 2,380	Under Construction

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Statewide - LINE 12

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Resurface/Rehabilitate				
XQ2293	-	Joint Sealing at Various Locations in Montgomery and Prince George's Counties	$ 2,884	Under Construction
XQ229D	-	Joint Sealing at Various Locations in Montgomery and Prince George's Counties	$ 2,981	Under Construction
XQ2321	-	Sidewalk Upgrades for ADA Compliance in Dorchester, Somerset, Wicomico, and Worcester Counties	$ 1,052	Under Construction
XQ237K	-	Guardrail Improvements at Various Locations in Montgomery and Prince George's Counties	$ 6,466	Under Construction
XQ2417	-	Joint Sealing at Various Locations in Carroll, Frederick, and Howard Counties	$ 3,302	Under Construction
XQ2441	-	Joint Sealing at Various Locations in Dorchester, Somerset, Wicomico, and Worcester Counties	$ 1,085	Under Construction
XQ2447	-	Micro-Surface Treatment at Various Locations in Carroll, Frederick, and Howard Counties	$ 5,928	Under Construction
XQ244C	-	Joint Sealing at Various Locations in Calvert, Charles, and St. Mary's Counties	$ 999	Under Construction
XQ244K	-	Joint Sealing at Various Locations in Baltimore and Harford Counties	$ 1,158	Under Construction
XQ244L	-	Joint Sealing at Various Locations in Calvert, Charles, and St. Mary's Counties	$ 854	Under Construction
XQ244N	-	Surface Treatments at Various Locations Calvert, Charles, and St. Mary's Counties	$ 1,863	Under Construction
XQ2466	-	Joint Sealing at Various Locations in Allegany, Garrett, and Washington Counties	$ 1,378	Under Construction
XQ246B	-	Sidewalk Improvements at Various Locations in Montgomery and Prince George's Counties	$ 2,330	Under Construction
XQ249H	-	Surface Treatment at Various Locations in Baltimore and Harford Counties	$ 2,856	Under Construction
XQ2502	-	Pavement Marking at Various Locations in Cecil, Caroline, Kent, Queen Anne's, and Talbot Counties	$ 1,629	Under Construction
XQ2505	-	Pavement Marking at Various Locations in Anne Arundel, Calvert, Charles, and St. Mary's Counties	$ 1,457	Under Construction
XQ2506	-	Pavement Marking at Various Locations in Allegany and Garrett Counties	$ 2,488	Under Construction
XQ2507	-	Pavement Marking at Various Locations in Carroll, Frederick, and Howard Counties	$ 1,558	Under Construction
XQ250A	-	Pavement Marking at Various Locations in Montgomery and Prince George's Counties	$ 2,631	Under Construction
XQ250M	-	Pavement Marking at Various Locations in Baltimore and Harford Counties	$ 3,652	Under Construction
XQ251Q	-	Pavement Marking at Various Locations in Carroll, Frederick, and Howard Counties	$ 2,345	Under Construction

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Statewide - LINE 12

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Resurface/Rehabilitate				
XQ2522	-	Pavement Marking at Various Locations in Cecil, Caroline, Kent, Queen Anne's, and Talbot Counties	$ 3,569	Under Construction
XQ2543	-	Pavement Marking at Various Locations in Montgomery and Prince George's Counties	$ 1,163	Under Construction
XQ2601	-	Patching Various Locations in Dorchester, Somerset, Wicomico, and Worcester Counties	$ 3,411	Under Construction
XQ3251	-	Safety and Resurfacing Improvements at Various Locations on IS Routes in Baltimore County	$ 9,095	Under Construction
XQ3261	-	Safety and Resurfacing Improvements at Various Locations on NHS in Baltimore and Harford Counties	$ 8,487	Under Construction
XQ3422	-	Joint Sealing at Various Locations in Cecil, Kent, Queen Anne's, Caroline, and Talbot Counties	$ 2,759	Under Construction
XQ412K	-	Patching Bridge Approaches at Various Locations in Calvert, Charles, and St. Mary's Counties	$ 997	Under Construction
XQ537A	-	Asphalt Patching on Bridge Approaches at Various Locations in Calvert, Charles, and St. Mary's Counties	$ 2,228	Under Construction
XQ5383	-	Surface Treatment at Various Locations in Prince George's and Montgomery Counties	$ 5,930	Under Construction
XQ6711	-	Pavement Markings at Various Locations in Dorchester, Somerset, Wicomico, and Worcester Counties	$ 1,592	Under Construction
XX179C	-	Surface Treatment at Various Locations in Anne Arundel, Calvert, Charles, and St. Mary's Counties	$ 4,089	Under Construction
XX2324	-	Sidewalk Upgrades for ADA Compliance at Various Locations in Dorchester, Somerset, Wicomico, and Worcester Counties	$ 1,375	Under Construction
XY233T	-	Sidewalk Upgrades for ADA Compliance at Various Locations in Carroll, Frederick, and Howard Counties	$ 4,483	Under Construction
XY245F	-	Guardrail Improvements at Various Locations in Baltimore and Harford Counties	$ 8,137	Under Construction
XY246S	-	Crack Sealing and Asphalt Mastic Repairs at Various Locations in Allegany, Garrett, and Washington Counties	$ 1,792	Under Construction
XZ1011	-	Resurfacing Improvements at Various Locations in Kent and Queen Anne's Counties	$ 3,580	Under Construction
Safety/Spot Improvement				
XX1861	-	Drainage Improvements at Various Locations in Baltimore, Carroll, Frederick, Harford, and Howard Counties	$ 4,041	Completed
XX228M	-	Installation of Raised Pavement Markers at Various Locations in Carroll, Frederick, and Howard Counties	$ 2,588	Completed
XX228P	-	Installation of Raised Pavement Markers at Various Locations	$ 988	Completed

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Statewide - LINE 12

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Safety/Spot Improvement				
XX2342	-	Installation of Raised Pavement Markers at Various Locations in Caroline, Cecil, Kent, Queen Anne's, & Talbot Counties	$ 2,040	Completed
XX3717	-	Traffic Barrier Upgrades at Various Locations in Carroll, Frederick, and Howard Counties	$ 5,482	Completed
XX668G	-	Installation of Rumble Strips at Various Locations in Baltimore and Harford Counties	$ 359	Completed
XY245P	-	Traffic Barrier Upgrades at Various Locations in Allegany, Garrett, and Washington Counties	$ 3,852	Completed
XB1346	-	Installation of Rumble Strips at Various Locations in Allegany, Garrett, and Washington Counties	$ 1,042	FY 2027
XQ1771	-	Surface Treatment at Various Locations Statewide	$ 2,025	FY 2027
XQ228B	-	Installation of Raised Pavement Markers at Various Locations in Montgomery and Prince George's Counties	$ 1,969	FY 2027
XQ6071	-	Installation of Raised Pavement Markers at Various Locations in Carroll, Frederick, and Howard Counties	$ 2,625	FY 2027
XB245B	-	Guardrail Improvements at Various Locations in Allegany, Garrett, and Washington Counties	$ 3,216	FY 2028
XB6715	-	Geometric Improvements at Various Locations in Anne Arundel, Calvert, and Charles Counties	$ 3,912	FY 2028
XQ2474	-	Guardrail Improvements at Various Locations in Baltimore and Harford Counties	$ 3,575	FY 2028
XQ536B	-	Guardrail Improvements at Various Locations in Calvert, Charles, and St Mary's Counties	$ 2,026	FY 2028
XB1676	-	Drainage Improvements at Various Locations in Allegany, Garrett, and Washington Counties	$ 1,689	Under Construction
XB1825	-	Drainage Improvements at Various Locations in Anne Arundel and Calvert Counties	$ 2,513	Under Construction
XB1963	-	Drainage Improvements at Various Locations in Montgomery and Prince George's Counties	$ 4,036	Under Construction
XB1964	-	Drainage Improvements at Various Locations in Baltimore and Harford Counties	$ 2,221	Under Construction
XB228D	-	Installation of Raised Pavement Markers at Various Locations in Allegany, Garrett, and Washington Counties	$ 2,438	Under Construction
XB2356	IS68	Drainage Improvements at Various Locations in Allegany and Garrett Counties	$ 2,616	Under Construction
XB235H	-	Drainage Improvements at Various Locations in Allegany and Garrett Counties	$ 1,278	Under Construction
XQ1935	-	Installation of Raised Pavement Markers at Various Locations in Anne Arundel, Calvert, Charles, and St. Mary's Counties	$ 800	Under Construction
XQ2283	-	Installation of Raised Pavement Markers at Various Locations in Montgomery and Prince George's Counties	$ 2,523	Under Construction

MINOR PROJECTS PROGRAM

(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Statewide - LINE 12

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Safety/Spot Improvement				
XQ2285	-	Installation of Raised Pavement Markers at Various Locations in Anne Arundel, Calvert, Charles, and St Mary's Counties	$ 1,261	Under Construction
XQ2287	-	Installation of Raised Pavement Markers at Various Locations in Carroll, Frederick, and Howard Counties	$ 1,580	Under Construction
XQ250R	-	Pavement Marking at Various Locations in Dorchester, Somerset, Wicomico, and Worcester Counties	$ 557	Under Construction
XQ3691	-	Installation of Raised Pavement Markers at Various Locations in Dorchester, Somerset, Wicomico, and Worcester Counties	$ 450	Under Construction
XQ371G	-	Traffic Barrier Upgrades at Various Locations in Carroll, Frederick, and Howard Counties	$ 6,139	Under Construction
XQ5361	-	Traffic Barrier Upgrades at Various Locations in Dorchester, Somerset, Wicomico, and Worcester Counties	$ 3,144	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
XX229A	-	Geometric Improvements at Various Locations in Montgomery and Prince George's Counties	$ 16,411	Under Construction
XX2411	-	Drainage Improvements at Various Locations in DO, SO, WI, WO, CO, CE, KE, QA, & TA Counties	$ 5,834	Under Construction
Sidewalks				
XB5353	-	ADA Sidewalk Upgrades in Montgomery and Prince George’s Counties	$ 1,014	FY 2027
TMDL Compliance				
AZ4131	-	Forest Planting and Establishment at MSMU and NPS	$ 367	FY 2027
Traffic Management				
AZ3461	IS95	Capital Beltway - Lighting Improvements from I-495 at US 1	$ 6,800	FY 2027
AZ3462	IS495	Capital Beltway - Lighting Improvement at US 29 and MD 193	$ 4,821	FY 2027
AZ3471	-	SMARTER Center at Morgan State University	$ 800	FY 2027
XQ3201	-	Signing Modifications at Various Locations in AA, BA, CA, CH, HA, MO, PG, and SM Counties	$ 5,042	FY 2027
XQ3731	-	Signing Modifications at Various Locations in Allegany, Garrett, Washington, Carroll, Frederick, & Howard Counties	$ 3,757	FY 2027
XQ5282	-	Signing Modifications at Various Locations in CE, CO, DO, KE, QA, SO, TA, WI, & WO Counties	$ 4,214	FY 2027
XQ142A	-	Signalization at Various Locations Statewide	$ 10,284	Under Construction

MINOR PROJECTS PROGRAM

(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Statewide - LINE 12

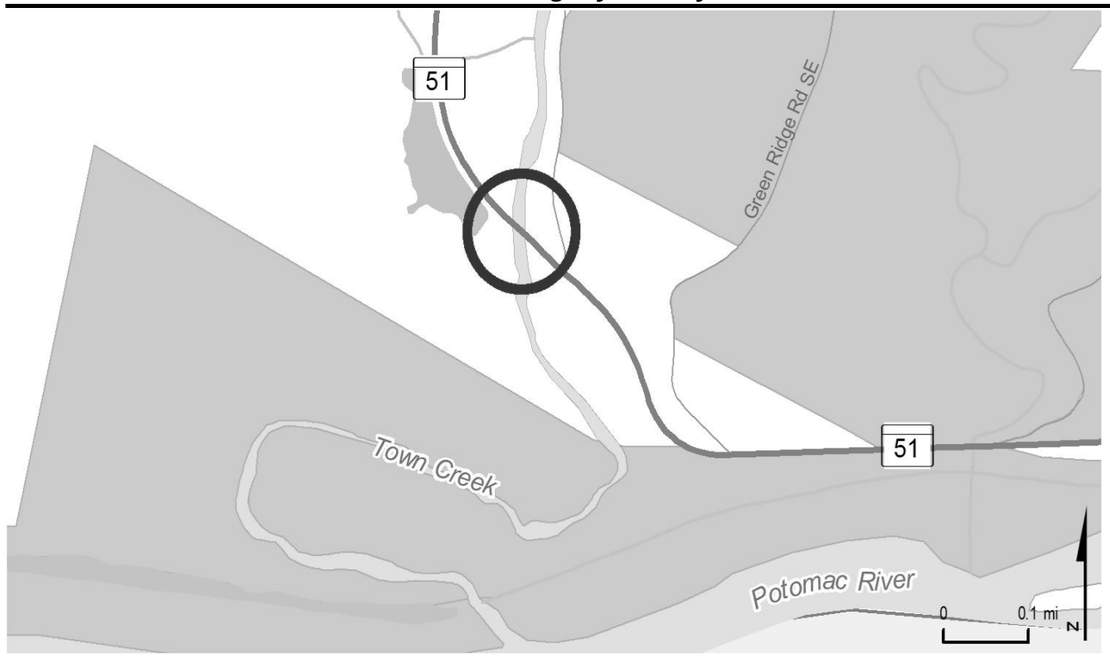
PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Traffic Management				
XQ1692	-	Signalization at Various Locations in CE, CO, DO, KE, QA, SO, TA, WI, and WO Counties	$ 8,458	Under Construction
XQ1694	-	Signalization at Various Locations in Baltimore and Harford Counties	$ 6,366	Under Construction
XQ1842	-	Signalization at Various Locations in Allegany, Carroll, Frederick, Garrett, Howard, and Washington Counties	$ 5,396	Under Construction
XQ1843	-	Signalization at Various Locations in Montgomery and Prince George's Counties	$ 6,039	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
XQ1902	-	Lighting Modifications at in AA, AL, CA, CH, CL, FR, GA, HO, MO, PG, SM, and WA	$ 4,601	Under Construction
XX1425	-	Signalization and Lighting Improvements at Various Locations in Anne Arundel, Calvert, Charles, and St. Mary's Counties	$ 10,215	Under Construction
XX1841	-	Signalization at Various Locations Statewide	$ 13,437	Under Construction
XX1842	-	Signalization at Various Locations in Allegany, Carroll, Frederick, Garrett, Howard, and Washington Counties	$ 8,407	Under Construction
XX1941	-	Signing Modifications at Various Locations in CE, CO, DO, KE, QA, SO, TA, WI, & WO Counties	$ 10,573	Under Construction
XX3881	-	Signing Modifications at Various Locations in AA, BA, CA, CH, HA, MO, PG, and 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	$ 9,626	Under Construction
XY1814	-	Signalization at Various Locations in Baltimore and Harford Counties	$ 10,311	Under Construction
Transportation Alternatives Program				
AZ3801	-	Bicycle and Pedestrian Route Improvements - Martin Luther King Jr. Boulevard Sidepath - Safe Routes to School	$ 400	Design Underway
AZ3251	-	Western Region State Trail Maintenance Program	$ 420	Under Construction
Truck Weight				
AZ2651	IS70	Baltimore National Pike - Rehab Weigh Station at West Friendship and New Market TWIS Facility	$ 12,953	FY 2027

MARYLAND DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY ADMINISTRATION



ALLEGANY COUNTY



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.

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

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 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 2026 - 31 CTP: The cost increase of $1.1 million is due to additional design costs.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,500	2,244	398	942	314	0	0	0	0	1,256	0
Right-of-way	124	8	8	45	45	26	0	0	0	116	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	15,000	0	0	0	5,500	7,000	2,500	0	0	15,000	0
Total	**18,624**	**2,252**	**406**	**987**	**5,859**	**7,026**	**2,500**	**0**	**0**	**16,372**	**0**
Federal-Aid	17,389	1,776	358	945	5,600	6,693	2,375	0	0	15,613	0
Special	1,235	476	48	42	259	333	125	0	0	759	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

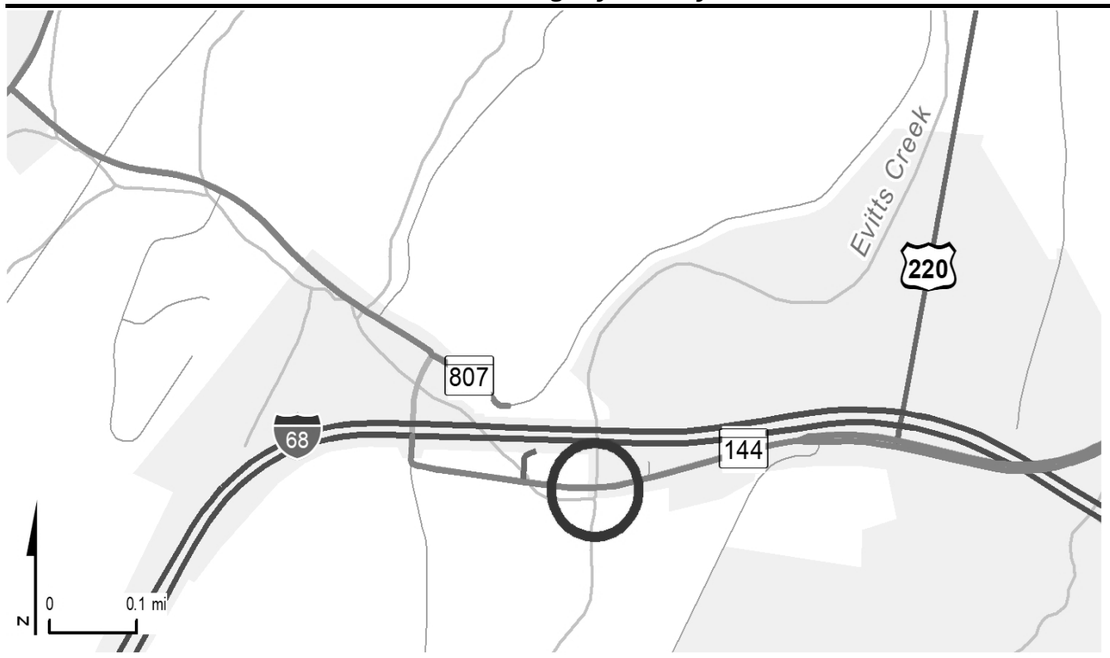
STATE - Minor Collector
FEDERAL - Major Collector
STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2026) 1,700

PROJECTED (2046) 1,900

STIP REFERENCE #AL2321 8/1/2026



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.

SMART GROWTH STATUS: [ ] Project Not Location Specific [X] Not Subject to PFA Law

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

[ ] Grandfathered
[ ] Exception Will Be Required
[ ] Exception Granted

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

[X] Enhance Safety and Security
[X] Deliver System Quality
[X] Serve Communities and Support the Economy
[ ] Promote Environmental Stewardship

EXPLANATION: This bridge, constructed in 1966, is nearing the end of its structural life and is currently rated poor.

STATUS: Engineering underway. Construction anticipated to begin in FY 2027.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,439	1,899	207	540	0	0	0	0	0	540	0
Right-of-way	43	43	43	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	7,757	0	0	2,017	5,740	0	0	0	0	7,757	0
Total	**10,239**	**1,942**	**250**	**2,557**	**5,740**	**0**	**0**	**0**	**0**	**8,297**	**0**
Federal-Aid	8,546	668	214	2,425	5,453	0	0	0	0	7,878	0
Special	1,693	1,274	36	132	287	0	0	0	0	419	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

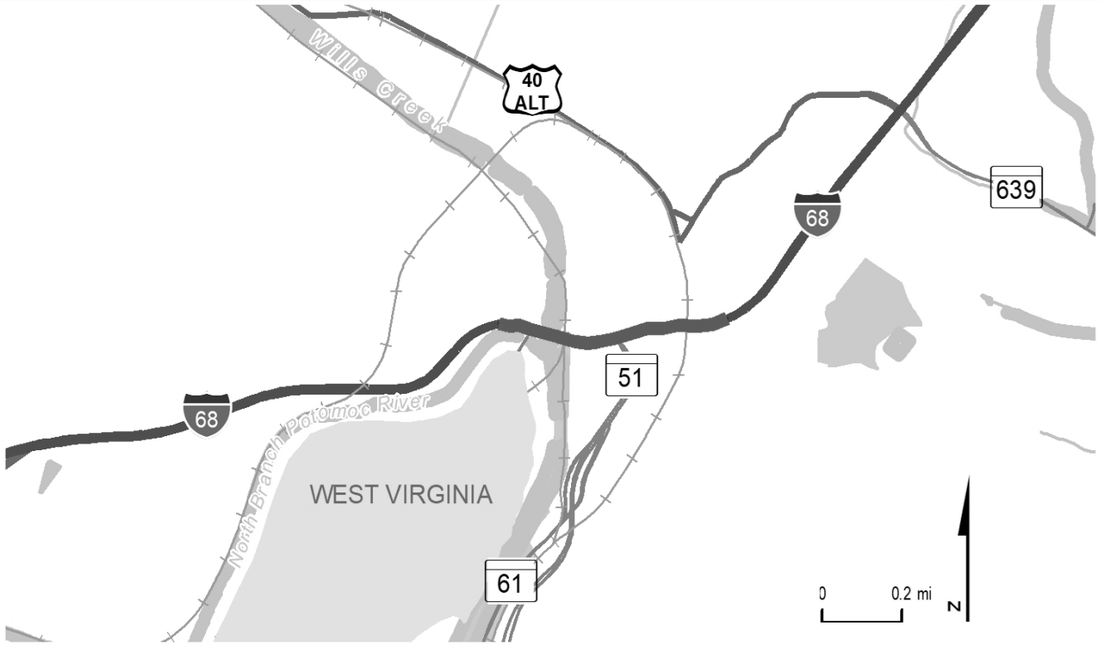
STATE - Major Collector
FEDERAL - Major Collector
STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2026) 3,900

PROJECTED (2046) 4,300

STIP REFERENCE #AL3981 8/1/2026



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.

SMART GROWTH STATUS: ☐ 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

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

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

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 awarded a $1.6 million Bridge Investment Program (BIP) Planning grant ($400,000 state match) to develop conceptual alternatives and assess impacts to ensure community connectivity concerns are incorporated in project development. The design of the rehabilitation project is on hold pending the outcome of the planning study anticipated to be complete in FY 2028.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: Project moved to the Development and Evaluation Program from the Construction Program. The cost decrease of $45 million is due to the removal of construction funding pending the outcome of the planning study.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,000	450	450	1,200	350	0	0	0	0	1,550	0
Engineering	2,416	836	0	0	0	0	0	0	0	0	1,580
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	0	0	0	0	0	0	0	0	0	0	0
Total	**6,916**	**1,286**	**450**	**1,200**	**350**	**0**	**0**	**0**	**0**	**1,550**	**4,080**
Federal-Aid	5,853	868	360	960	280	0	0	0	0	1,240	3,745
Special	1,063	418	90	240	70	0	0	0	0	310	335
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

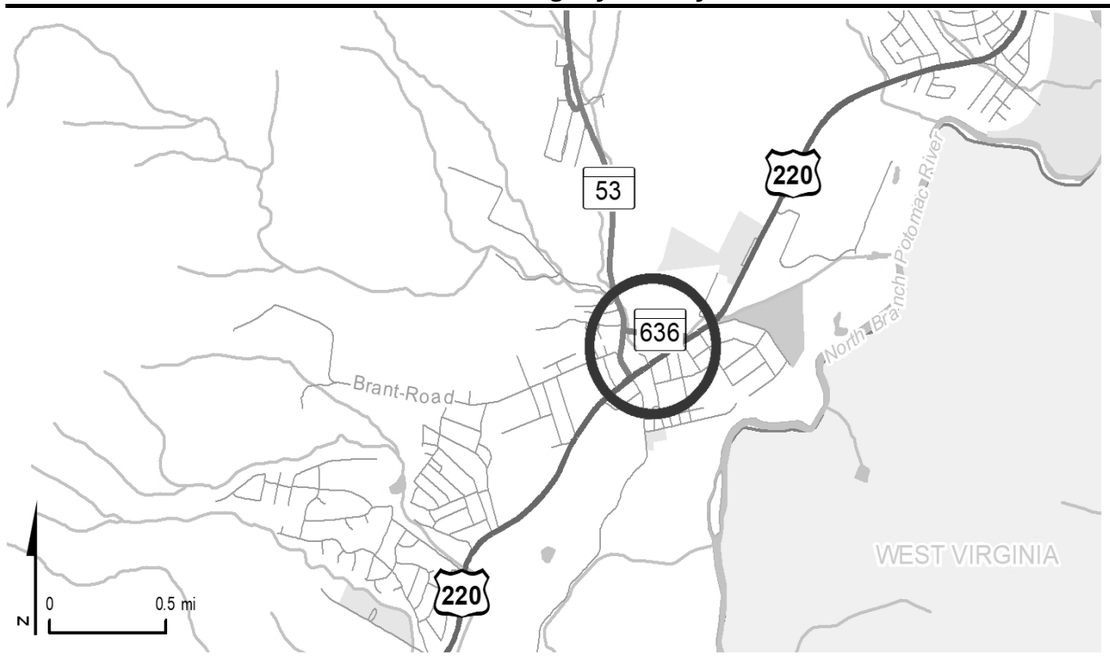
STATE - Principal Arterial
FEDERAL - Interstate
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2026) 30,900 - 48,800

PROJECTED (2046) 33,900 - 53,700

STIP REFERENCE #AL6211 8/1/2026



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 accessibility, safety and operations in Cresaptown.

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.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	133	133	0	0	0	0	0	0	0	0	0
Engineering	4,560	1,149	400	1,511	1,500	400	0	0	0	3,411	0
Right-of-way	1,597	251	250	1,346	0	0	0	0	0	1,346	0
Utilities	432	0	0	100	332	0	0	0	0	432	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	**6,722**	**1,533**	**650**	**2,957**	**1,832**	**400**	**0**	**0**	**0**	**5,189**	**0**
Federal-Aid	6,104	1,333	605	2,737	1,654	380	0	0	0	4,771	0
Special	618	200	45	220	178	20	0	0	0	418	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

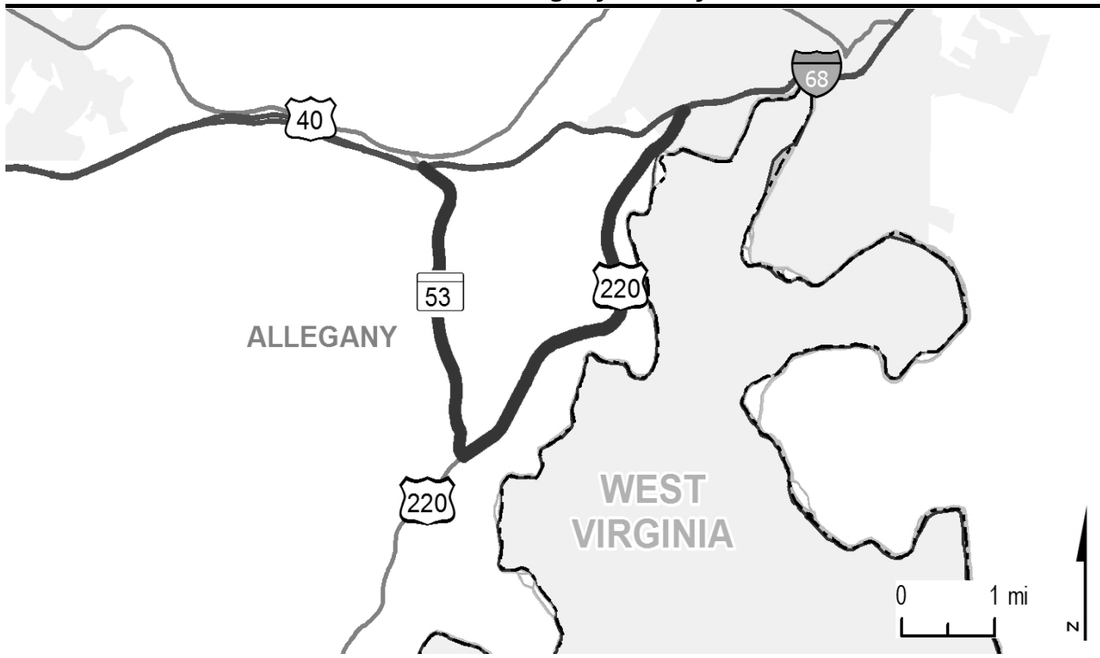
STATE - Minor Arterial
FEDERAL - Other Principal Arterial
STATE SYSTEM: Primary and Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2026) 16,800

PROJECTED (2046) 18,600

STIP REFERENCE #AL4451 8/1/2026



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

- [X] 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. See Allegany County Line 4 for Cresaptown Improvements.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
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 (2026) (US 220) 16,800
(MD 53) 6,500 - 13,500

PROJECTED (2046) (US 220) 18,600
(MD 53) 7,600 - 17,000

STIP REFERENCE #AL6131 8/1/2026

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Allegany County - LINE 6

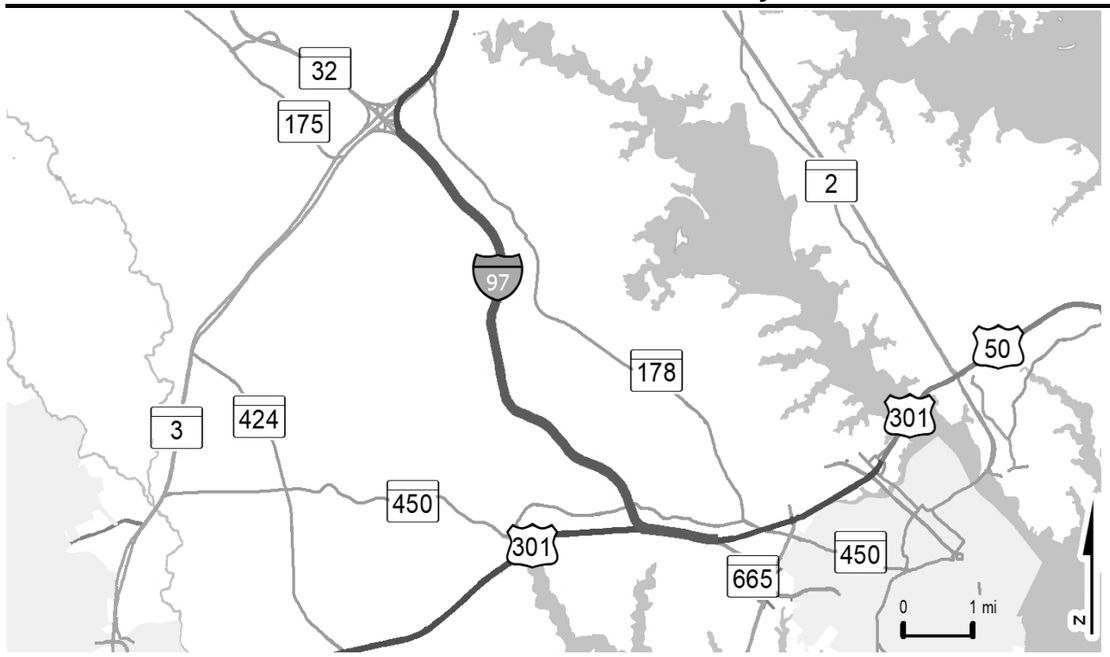
PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Bridge Replacement/Rehabilitation				
AL5751	MD144	Old National Pike - Bridge Deck Replacement of Bridge No. 0103400 over Town Creek	$ 5,010	FY 2029
Resurface/Rehabilitate				
AL5131	MD135	Pratt Street - Slope Protection from Garrett County Line to Grant Street	$ 5,934	Completed
AL2131	MD135	Westernport Road - Safety and Resurfacing Improvements from Westernport to Ravenscroft Road	$ 3,603	FY 2027
XQ8011	-	Resurfacing Improvements at Various Locations in Allegany County	$ 2,776	Under Construction
XQ9011	-	Resurfacing Improvements at Various Locations in Allegany County	$ 4,347	Under Construction
Sidewalks				
AL5101	MD736	Braddock Road - Sidewalk Improvements from Park Avenue to Braddock Street	$ 6,270	FY 2027
AL5871	US40 Alt	National Highway - Sidewalk Improvements from MD 658 to Old Cash Valley Road	$ 261	Under Construction
Traffic Management				
AL6231	IS68	National Highway - Signing Modifications at Haystack Mountain	$ 3,549	Completed
Transportation Alternatives Program				
AL1021	-	Gap Borden Tunnel Lining Restoration	$ 7,756	Under Construction

MARYLAND DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY ADMINISTRATION



ANNE ARUNDEL COUNTY



PROJECT: I-97, US 50 to MD 32

DESCRIPTION: Enhance safety and improve mobility between US 50 and MD 32.

PURPOSE & NEED SUMMARY STATEMENT: This project will enhance roadway safety by reducing the number of crashes and improving traffic flow. It will also maintain the underlying infrastructure by improving both the pavement and stormwater drainage assets.

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

[ ] Project Inside PFA
[X] Project Outside PFA
[ ] PFA Status Yet to Be Determined

[ ] Grandfathered
[X] Exception Will Be Required
[ ] Exception Granted

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

[X] Enhance Safety and Security
[X] Deliver System Quality
[X] Serve Communities and Support the Economy
[ ] Promote Environmental Stewardship

EXPLANATION: This project will help reduce the number of vehicles that use parallel roads like MD 2 and MD 3. These arterial roadways are also used by pedestrians, bicyclists, and transit riders, so reducing traffic on them will make it safer for everyone and help buses run more smoothly and reliably.

STATUS: Engineering underway. The project is contingent on the fulfillment of a cost-sharing agreement with Anne Arundel County for all phases of the project.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: The cost increase of $69.5 million is due to a revised construction cost estimate including additional cost for inflation and mitigation/regulatory requirements.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	310	310	0	0	0	0	0	0	0	0	0
Engineering	9,658	5,651	2,621	1,835	2,172	0	0	0	0	4,007	0
Right-of-way	884	0	0	133	177	177	177	177	44	884	0
Utilities	2,015	0	0	209	834	834	139	0	0	2,015	0
Construction	176,438	0	0	0	25,237	36,387	40,147	40,147	34,520	176,438	0
Total	**189,306**	**5,962**	**2,621**	**2,177**	**28,420**	**37,398**	**40,463**	**40,324**	**34,564**	**183,344**	**0**
Federal-Aid	177,115	4,400	2,344	1,950	26,672	35,252	38,174	38,049	32,618	172,715	0
Special	1,285	1,285	0	0	0	0	0	0	0	0	0
Other	10,906	277	277	227	1,748	2,146	2,289	2,275	1,946	10,629	0

Classification:

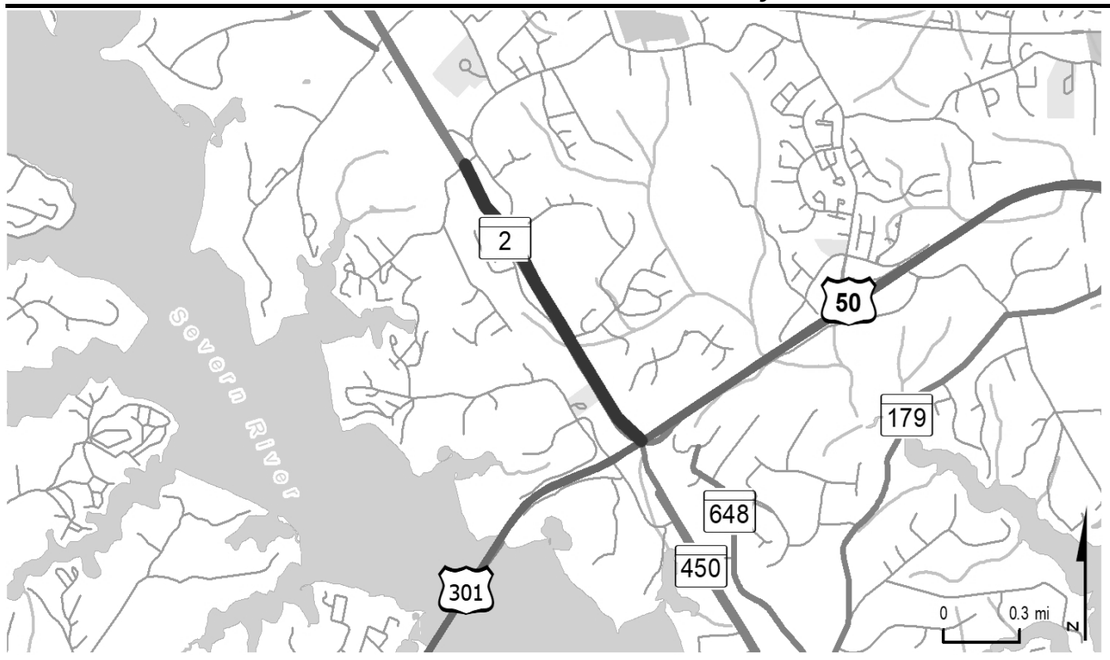
STATE - Principal Arterial
FEDERAL - Interstate
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2026) 95,500 - 110,000

PROJECTED (2046) 118,400 - 135,300

STIP REFERENCE #AA9451 8/1/2026



PROJECT: MD 2, Ritchie Highway

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 road users and reduce congestion along MD 2.

SMART GROWTH STATUS: [ ] Project Not Location Specific [X] Not Subject to PFA Law

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

[ ] Grandfathered
[ ] Exception Will Be Required
[ ] Exception Granted

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

[X] Enhance Safety and Security
[X] Deliver System Quality
[X] Serve Communities and Support the Economy
[ ] Promote Environmental Stewardship

EXPLANATION: This project will enhance operations, safety, and accessibility along MD 2 from US 50 to Arnold Road improving travel for all users.

STATUS: Engineering underway. This project is contingent on the fulfillment of a cost-sharing agreement with Anne Arundel County for all phases of the project.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,354	2,704	850	1,500	1,150	0	0	0	0	2,650	0
Right-of-way	801	0	0	154	160	160	160	167	0	801	0
Utilities	807	0	0	538	269	0	0	0	0	807	0
Construction	10,712	0	0	0	3,339	1,136	1,567	1,676	2,994	10,712	0
Total	**17,674**	**2,704**	**850**	**2,192**	**4,918**	**1,296**	**1,727**	**1,843**	**2,994**	**14,970**	**0**
Federal-Aid	13,622	2,289	601	1,588	3,703	999	1,329	1,419	2,295	11,333	0
Special	0	0	0	0	0	0	0	0	0	0	0
Other	4,052	415	249	604	1,215	297	398	424	699	3,637	0

Classification:

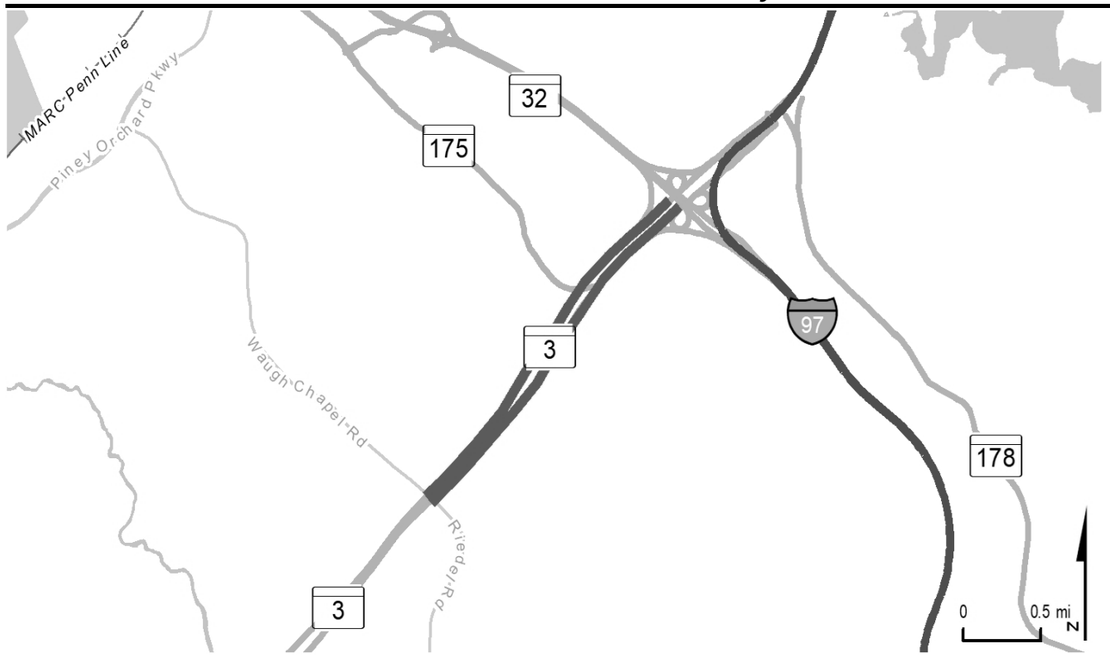
STATE - Principal Arterial
FEDERAL - Other Principal Arterial
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2026) 60,600

PROJECTED (2046) 73,900

STIP REFERENCCE #AA9081 8/1/2026



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 allow for a future 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 road users along the corridor.

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

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

EXPLANATION: This project will improve roadway operations and provide pedestrian accommodations and bicycle connections while maintaining safety for all users.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

If Project Outside PFA:
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Engineering underway. This project is contingent on the fulfillment of a cost-sharing agreement with Anne Arundel County for all phases of the project.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	7,815	4,215	1,850	1,900	1,700	0	0	0	0	3,600	0
Right-of-way	6,636	0	0	1,275	1,326	1,328	1,326	1,381	0	6,636	0
Utilities	1,613	0	0	768	845	0	0	0	0	1,613	0
Construction	23,715	0	0	0	7,777	5,111	5,791	5,036	0	23,715	0
Total	**39,779**	**4,215**	**1,850**	**3,943**	**11,648**	**6,439**	**7,117**	**6,417**	**0**	**35,564**	**0**
Federal-Aid	30,178	2,855	1,346	2,981	8,895	4,980	5,501	4,966	0	27,323	0
Special	856	856	0	0	0	0	0	0	0	0	0
Other	8,745	504	504	962	2,753	1,459	1,616	1,451	0	8,241	0

Classification:

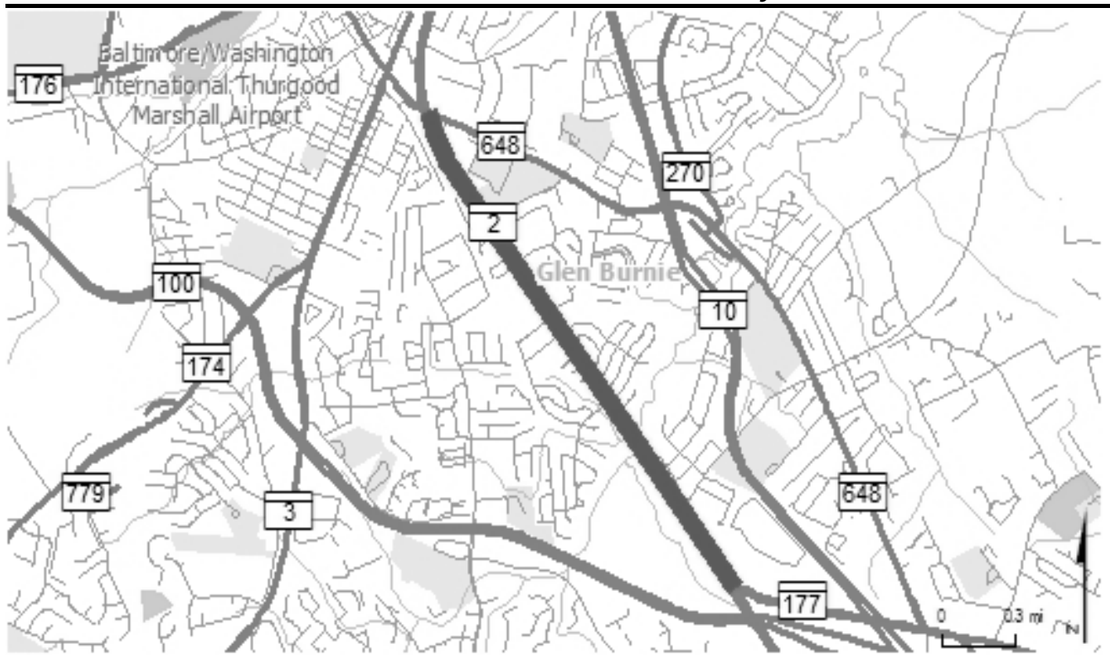
STATE - Principal Arterial
FEDERAL - Other Principal Arterial
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2026) 74,000 - 80,880

PROJECTED (2046) 85,000 - 92,900

STIP REFERENCE #AA0371 8/1/2026



PROJECT: MD 2, Governor Ritchie Highway

DESCRIPTION: Safety Improvements in the MD 2 corridor from MD 177 to MD 648. Improvements include shared-use paths on both sides of MD 2 and along eastbound MD 648. Roadway geometric improvements throughout the project limits, including pavement removal to be implemented to increase safety for vulnerable road users. Shared use path connections between MD 2 and the nearby Baltimore and Annapolis (B&A) Trail are also included

PURPOSE & NEED SUMMARY STATEMENT: This project is part of the Pedestrian Safety Action Plan Program which utilizes a data-driven approach to prioritize corridors for vulnerable road user safety projects.

SMART GROWTH STATUS: [ ] 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

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

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

EXPLANATION: This project will make Context Driven improvements on MD 2 from MD 177 (Mountain Road) to MD 648 (Baltimore Annapolis Boulevard) making travel safe for all users.

STATUS: Engineering and right-of-way acquisition underway. Construction anticipated to begin in FY 2027.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: The cost increase of $2.4 million is due to a higher engineer's estimate for construction.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,500	4,580	2,567	920	0	0	0	0	0	920	0
Right-of-way	355	196	196	39	39	39	39	3	0	159	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	17,706	0	0	3,980	9,224	4,502	0	0	0	17,706	0
Total	**23,561**	**4,776**	**2,763**	**4,939**	**9,263**	**4,541**	**39**	**3**	**0**	**18,785**	**0**
Federal-Aid	22,372	4,518	2,515	4,694	8,802	4,316	39	3	0	17,854	0
Special	1,189	258	248	245	461	225	0	0	0	931	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

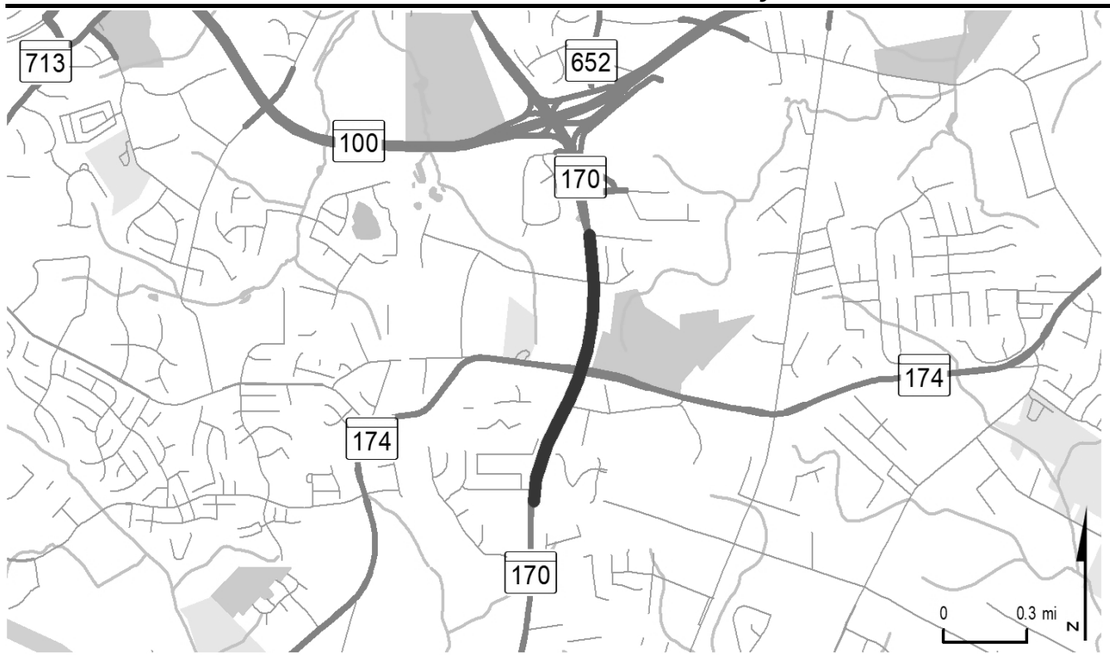
STATE - Principal Arterial
FEDERAL - Other Principal Arterial
STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2026) 18,800

PROJECTED (2046) 20,700

STIP REFERENCE #AA9691 8/1/2026



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 [X] Not Subject to PFA Law

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

[ ] Grandfathered
[ ] Exception Will Be Required
[ ] Exception Granted

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

[X] Enhance Safety and Security
[X] Deliver System Quality
[X] Serve Communities and Support the Economy
[ ] Promote Environmental Stewardship

EXPLANATION: This project will enhance traffic flow and safety along MD 170 (Telegraph Road) from Norcross Lane to Wieker Road.

STATUS: Engineering underway. This project is contingent on the fulfillment of a cost-sharing agreement with Anne Arundel County.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,142	3,392	250	375	375	0	0	0	0	750	0
Right-of-way	1,068	0	0	267	534	267	0	0	0	1,068	0
Utilities	2,520	0	0	420	1,260	840	0	0	0	2,520	0
Construction	14,919	0	0	0	0	5,606	4,151	3,794	1,368	14,919	0
Total	**22,649**	**3,392**	**250**	**1,062**	**2,169**	**6,713**	**4,151**	**3,794**	**1,368**	**19,257**	**0**
Federal-Aid	15,818	1,924	200	850	1,735	4,802	2,900	2,651	956	13,894	0
Special	1,831	1,468	50	128	182	53	0	0	0	363	0
Other	5,000	0	0	84	252	1,858	1,251	1,143	412	5,000	0

Classification:

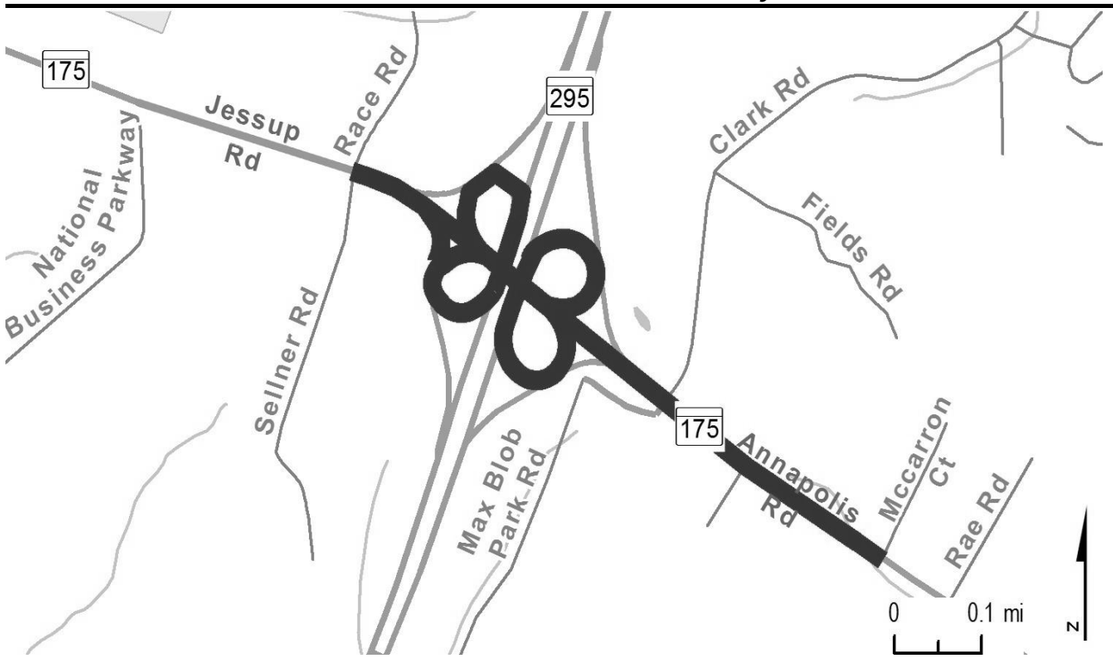
STATE - Intermediate Arterial
FEDERAL - Other Principal Arterial
STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2026) MD 170: 25,900 MD 174: 19,800

PROJECTED (2046) MD 170: 30,000 MD 174: 26,800

STIP REFERENCE #AA1951 8/1/2026



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.

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

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

If Project Outside PFA:
- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

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 address safety concerns at the MD 295 interchange and improve mobility for BRAC expansion at Fort Meade.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: The cost increase of $1.9 million is due to construction change orders.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	6,044	6,044	0	0	0	0	0	0	0	0	0
Right-of-way	16,393	16,393	0	0	0	0	0	0	0	0	0
Utilities	3,592	3,121	232	471	0	0	0	0	0	471	0
Construction	61,726	52,259	20,361	8,018	1,449	0	0	0	0	9,467	0
Total	**87,755**	**77,817**	**20,593**	**8,489**	**1,449**	**0**	**0**	**0**	**0**	**9,938**	**0**
Federal-Aid	58,993	49,551	20,154	8,038	1,404	0	0	0	0	9,442	0
Special	27,186	26,690	439	451	45	0	0	0	0	496	0
Other	1,576	1,576	0	0	0	0	0	0	0	0	0

Classification:

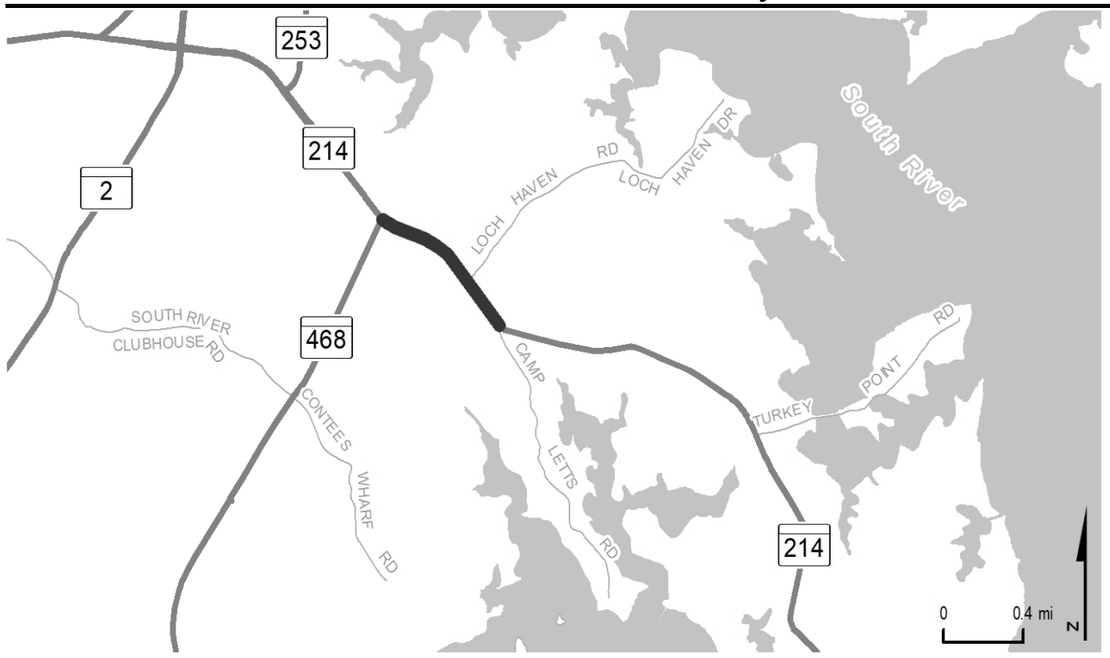
STATE - Urban Minor Arterial
FEDERAL - Urban Minor Arterial
STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2026) 32,100 - 38,700

PROJECTED (2046) 45,000 - 55,000

STIP REFERENCE #AA4363 8/1/2026



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
☐ PFA Status Yet to Be Determined

☐ Grandfathered
☒ Exception Will Be Required
☐ Exception Granted

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 safety and operations along MD 214 (Central Avenue) between MD 468 (Muddy Creek Road) and Camp Letts Road.

STATUS: Engineering underway. This project is contingent on the fulfillment of a cost-sharing agreement with Anne Arundel County.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,893	1,043	550	1,200	1,200	450	0	0	0	2,850	0
Right-of-way	3,449	0	0	663	689	691	689	689	28	3,449	0
Utilities	3,524	0	0	528	705	705	705	705	176	3,524	0
Construction	10,521	0	0	0	0	3,582	1,657	2,046	3,236	10,521	0
Total	**21,387**	**1,043**	**550**	**2,391**	**2,594**	**5,428**	**3,051**	**3,440**	**3,440**	**20,344**	**0**
Federal-Aid	13,759	0	0	902	1,048	3,948	2,389	2,703	2,769	13,759	0
Special	0	0	0	0	0	0	0	0	0	0	0
Other	7,628	1,043	550	1,489	1,546	1,480	662	737	671	6,585	0

Classification:

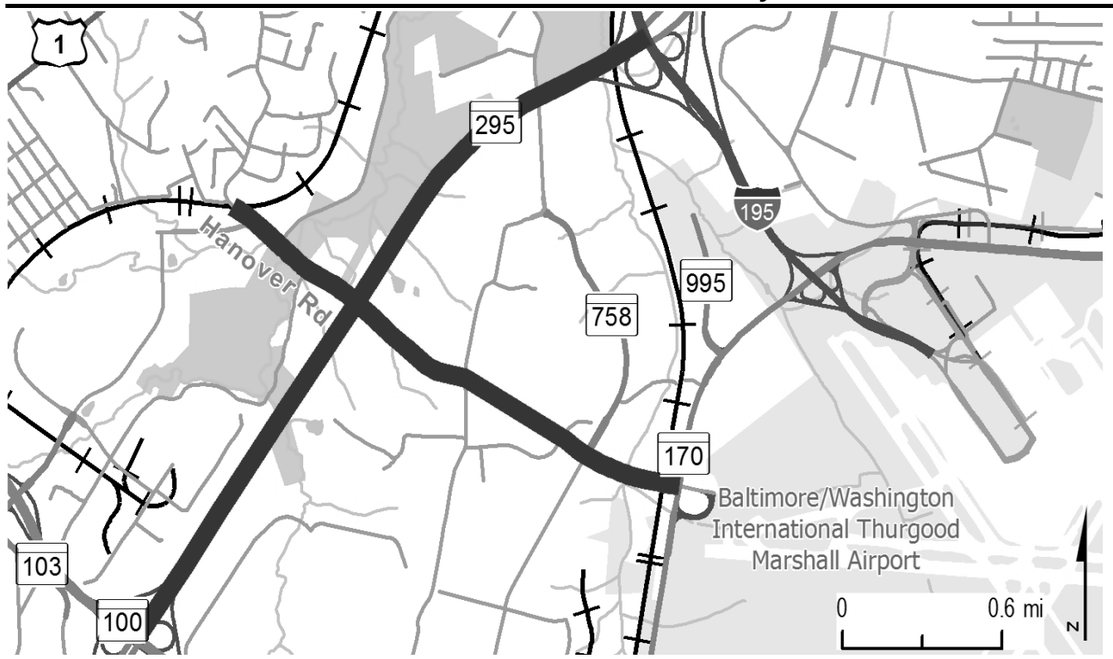
STATE - Minor Arterial
FEDERAL - Other Principal Arterial
STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2026) 17,900

PROJECTED (2046) 19,800

STIP REFERENCE #AA0391 8/1/2026



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

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

STATUS: In an effort to ensure the CTP reflects currently active projects, the Final CTP will not provide PIFs for projects which have been on hold for greater than 5 years. This PIF will not appear in the Final CTP but will be restored when funding becomes available.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
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:

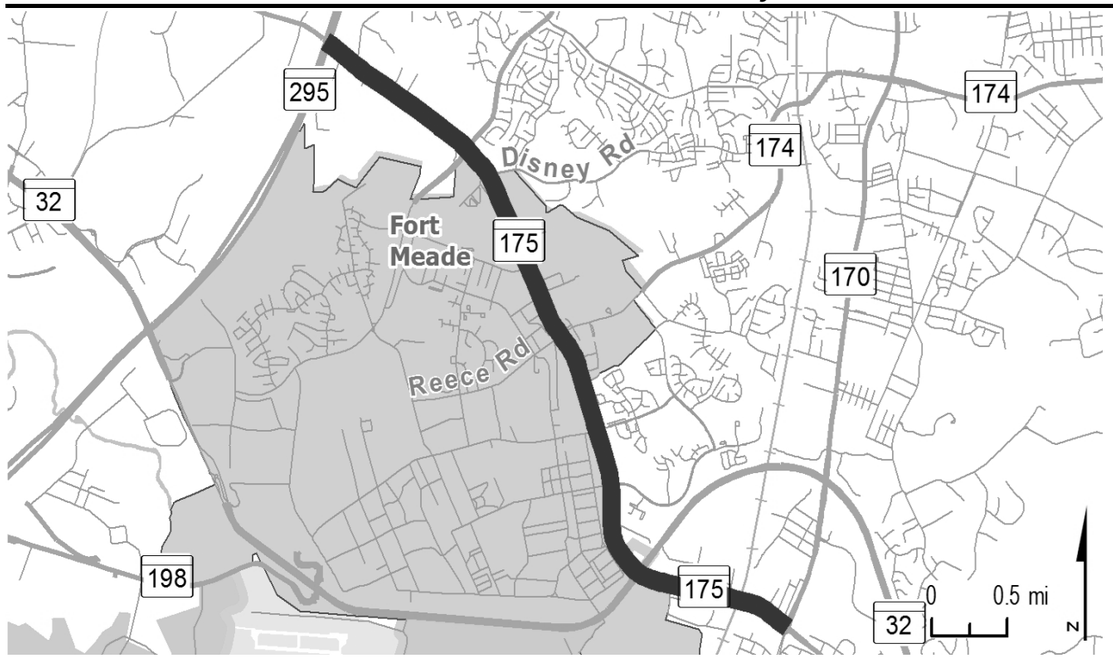
STATE - Principal Arterial
FEDERAL - Freeway/Expressway
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2026) 101,600

PROJECTED (2046) 130,000

STIP REFERENCE #AA3721 8/1/2026



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: In an effort to ensure the CTP reflects currently active projects, the Final CTP will not provide PIFs for projects which have been on hold for greater than 5 years. This PIF will not appear in the Final CTP but will be restored when funding becomes available.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,660	2,660	0	0	0	0	0	0	0	0	0
Engineering	4,889	4,889	0	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**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Federal-Aid	6,274	6,274	0	0	0	0	0	0	0	0	0
Special	1,284	1,284	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

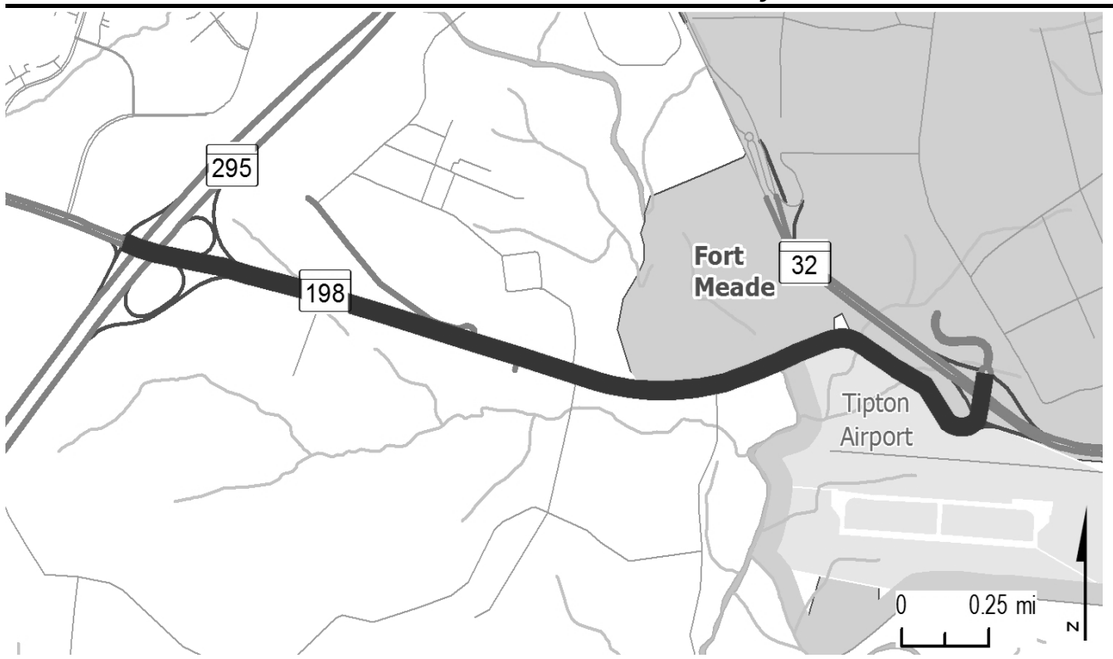
STATE - Minor Arterial
FEDERAL - Minor Arterial
STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2026) 25,600 - 39,200

PROJECTED (2046) 43,000 - 65,000

STIP REFERENCE #AA4361 8/1/2026



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 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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: In an effort to ensure the CTP reflects currently active projects, the Final CTP will not provide PIFs for projects which have been on hold for greater than 5 years. This PIF will not appear in the Final CTP but will be restored when funding becomes available.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
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 (2026) 24,900

PROJECTED (2046) 32,000

STIP REFERENCE #AA5101 8/1/2026

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Anne Arundel County - LINE 11

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Bicycle Retrofit				
AA0581	MD713	Arundel Mills Boulevard - Shared-Use Path from Arundel Way to Ridge Road	$ 8,803	Under Construction
Commuter Action Improvements				
XB3705	-	Ridesharing Facility Improvements at Various Locations in Anne Arundel County	$ 851	Under Construction
Environmental Preservation				
XB239A	-	Drainage Improvements - Outfall Stabilization and Restoration at Various Locations in Anne Arundel County - Phase 2	$ 3,003	Under Construction
Resurface/Rehabilitate				
AA0161	IS195	Metropolitan Boulevard - Slope Protection Improvements from MD 295 Interchange to Baltimore County Line	$ 4,069	FY 2027
AAA851	IS97	Pavement Marking at MD 176 to I-695 Including I-695 Ramps 4 and 6	$ 1,835	FY 2027
XQ241A	-	Joint Sealing at Various Locations in Anne Arundel County	$ 993	FY 2027
XQ537B	-	Patching Various Locations in Anne Arundel County	$ 3,025	FY 2027
XQ6741	-	Patching Various Locations in Anne Arundel County	$ 3,675	FY 2027
XQ1275	-	Patching Various Locations in Anne Arundel County	$ 2,946	Under Construction
XQ244M	-	Joint Sealing at Various Locations in Anne Arundel County	$ 1,017	Under Construction
XQ5022	-	Safety and Resurfacing Improvements at Various Locations in Southern Anne Arundel County	$ 8,164	Under Construction
XQ5375	-	Patching Various Locations in Anne Arundel County	$ 1,521	Under Construction
XQ6022	-	Safety and Resurfacing Improvements at Various Locations in Southern Anne Arundel County	$ 3,139	Under Construction
XQ9023	-	Safety and Resurfacing Improvements at Various Locations in Northern Anne Arundel County	$ 7,225	Under Construction
XQ9024	-	Safety and Resurfacing Improvements at Various Locations in Northern Anne Arundel County	$ 5,238	Under Construction
Safety/Spot Improvement				
AA8851	MD450	Defense Highway - Drainage and Geometric Improvements from MD 424 to Crownsville Road	$ 2,186	Design Underway
XB1671	-	Drainage Improvements at Various Locations in Anne Arundel County	$ 1,885	FY 2027
XB1892	-	Surface Treatment at Various Locations in Anne Arundel County	$ 5,016	FY 2027
AA8521	MD2	Ritchie Highway - Geometric Improvements from Joyce Lane to MD 648D	$ 5,582	FY 2028
XQ536A	-	Guardrail Improvements at Various Locations in Anne Arundel County	$ 2,194	FY 2028

MINOR PROJECTS PROGRAM

(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Anne Arundel County - LINE 11

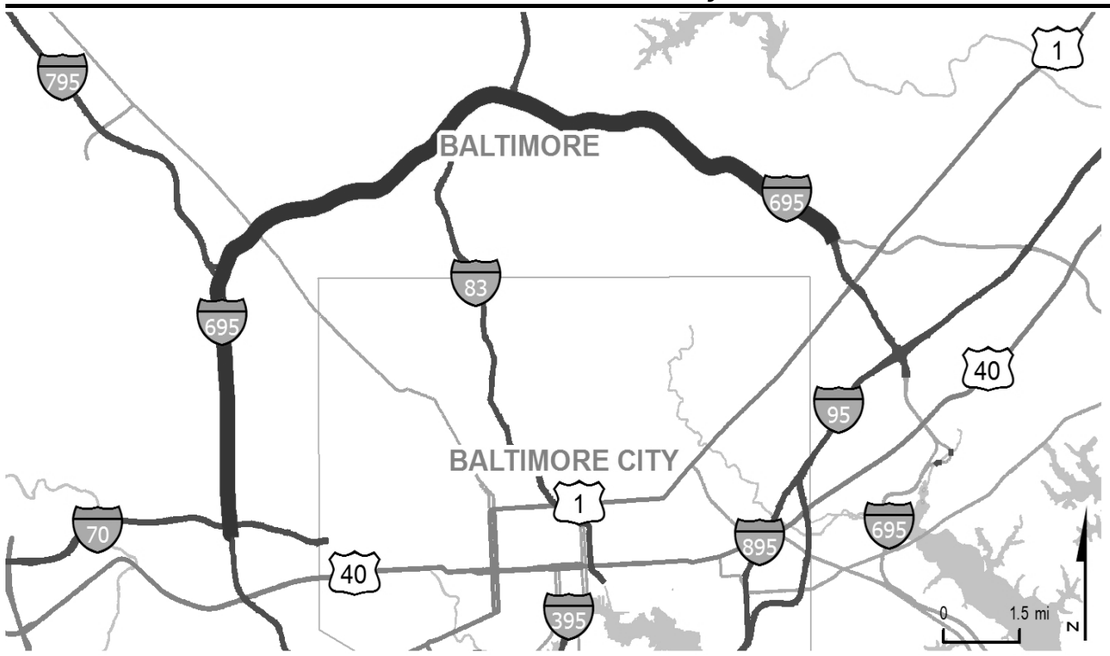
PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Sidewalks				
AA9201	MD3 BUS	New Cut Road/Crain Highway - Safety Improvements from Stevenson Road to Oak Manor Drive - Pedestrian Safety Action Plan	$ 12,538	FY 2027
AA1781	MD173	Fort Smallwood Road - Sidewalk Improvements from Duvall Highway to Kenton Drive	$ 6,379	Under Construction
Transportation Alternatives Program				
AA9791	-	Anne Arundel County Accessibility Study Phase II - Safe Routes to School	$ 240	Completed
AA0111	-	Bicycle and Pedestrian Route Improvements - Baybrook Connector Trail	$ 750	Design Underway
AA9131	-	Hammons Ferry School Sidewalk Improvements - Safe Routes to School	$ 450	Design Underway
AA9851	-	So-Glebe Branch Stream Restoration Phases B & C	$ 1,818	Design Underway
AA0261	-	Bicycle and Pedestrian Route Improvements - South Shore Trail - Phase II	$ 2,489	Under Construction

MARYLAND DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY ADMINISTRATION



BALTIMORE COUNTY



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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

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

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [ ] 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.

STATUS: Construction underway. Area 1 (I-70 to I-83) is anticipated to be open to service in calendar year 2027 with full project completion (Areas 1- 3) in 2028. Area 2 limits are MD 41 to MD 43. Area 3 limits are I-83 to MD 41.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: The cost increase of $4.6 million is due to construction change orders including traffic calming measures.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,921	5,921	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	31	0	0	31	0	0	0	0	0	31	0
Construction	190,519	123,586	23,484	24,629	33,675	8,629	0	0	0	66,933	0
Total	**196,471**	**129,507**	**23,484**	**24,660**	**33,675**	**8,629**	**0**	**0**	**0**	**66,964**	**0**
Federal-Aid	194,748	127,913	23,406	24,619	33,595	8,621	0	0	0	66,835	0
Special	1,723	1,594	78	41	80	8	0	0	0	129	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

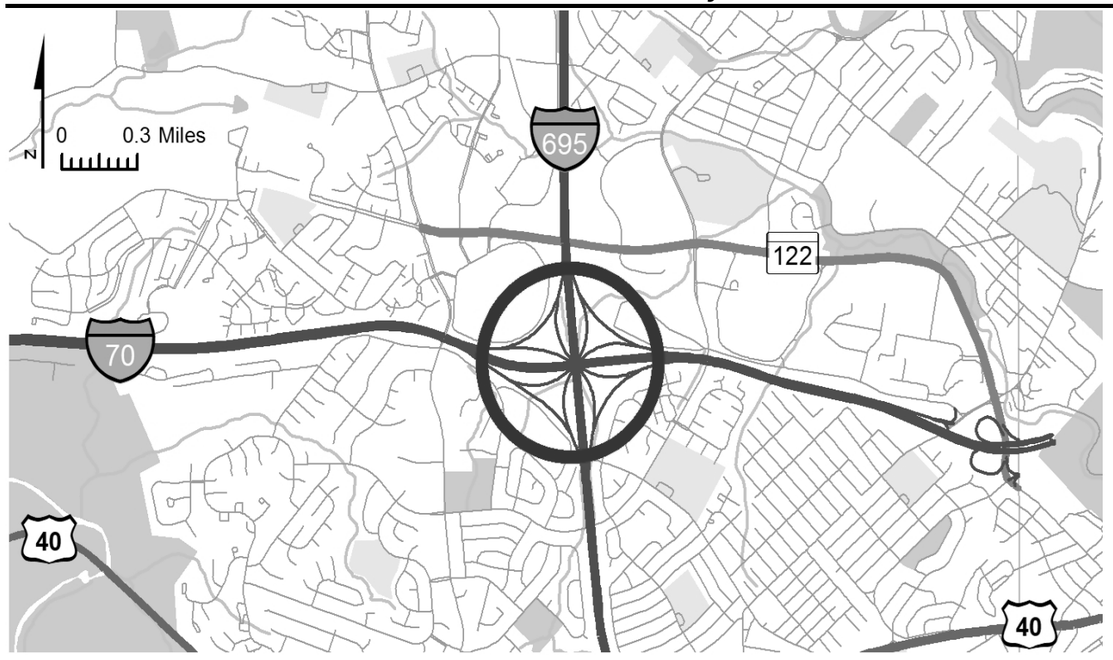
STATE - Principal Arterial
FEDERAL - Interstate
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2026) 156,000 - 212,300

PROJECTED (2046) 184.000 - 249,700

STIP REFERENCE #BA0061 8/1/2026



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, to include cleaning and painting of the existing bridge structures.

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

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

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

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 address state of good repair needs of the bridges in the vicinity of the I-695/I-70 interchange.

STATUS: Through the Bridge Replacement and Rehabilitation Program, extensive substructure repairs were performed in 2018 to keep the bridges in a state of good repair and painting of the structural steel was performed in 2026 as a preservation measure to extend the life of the structural steel elements. In an effort to ensure the CTP reflects currently active projects, this PIF will not appear in the Final CTP.
SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	7,695	7,695	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	**7,695**	**7,695**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Federal-Aid	7,323	7,323	0	0	0	0	0	0	0	0	0
Special	372	372	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

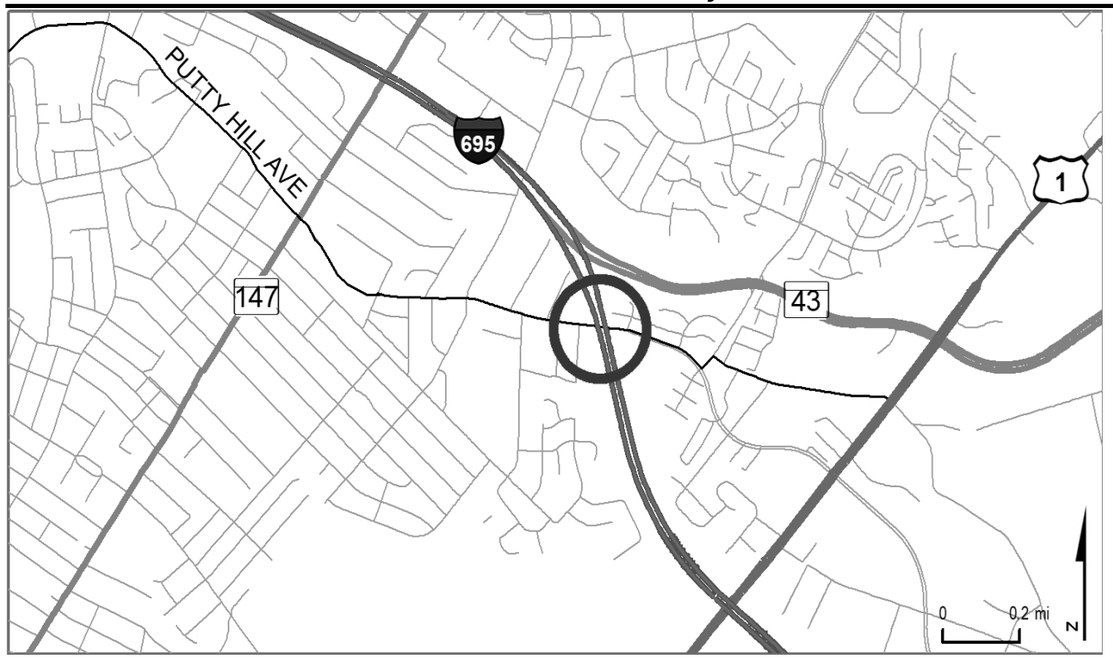
STATE - Principal Arterial
FEDERAL - Interstate
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2026) 169,500 - 203,600

PROJECTED (2046) 198,400 - 238,200

STIP REFERENCE #BA0062 8/1/2026



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.

SMART GROWTH STATUS: ☐ 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

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

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [ ] 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.

STATUS: Construction phase for utility work to begin in FY 2027.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,310	3,310	0	0	0	0	0	0	0	0	0
Right-of-way	889	889	0	0	0	0	0	0	0	0	0
Utilities	2,451	2,409	249	42	0	0	0	0	0	42	0
Construction	23,000	0	0	2,000	6,000	5,000	5,000	5,000	0	23,000	0
Total	**29,650**	**6,608**	**249**	**2,042**	**6,000**	**5,000**	**5,000**	**5,000**	**0**	**23,042**	**0**
Federal-Aid	27,039	5,088	148	2,001	5,700	4,750	4,750	4,750	0	21,951	0
Special	2,611	1,520	101	41	300	250	250	250	0	1,091	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

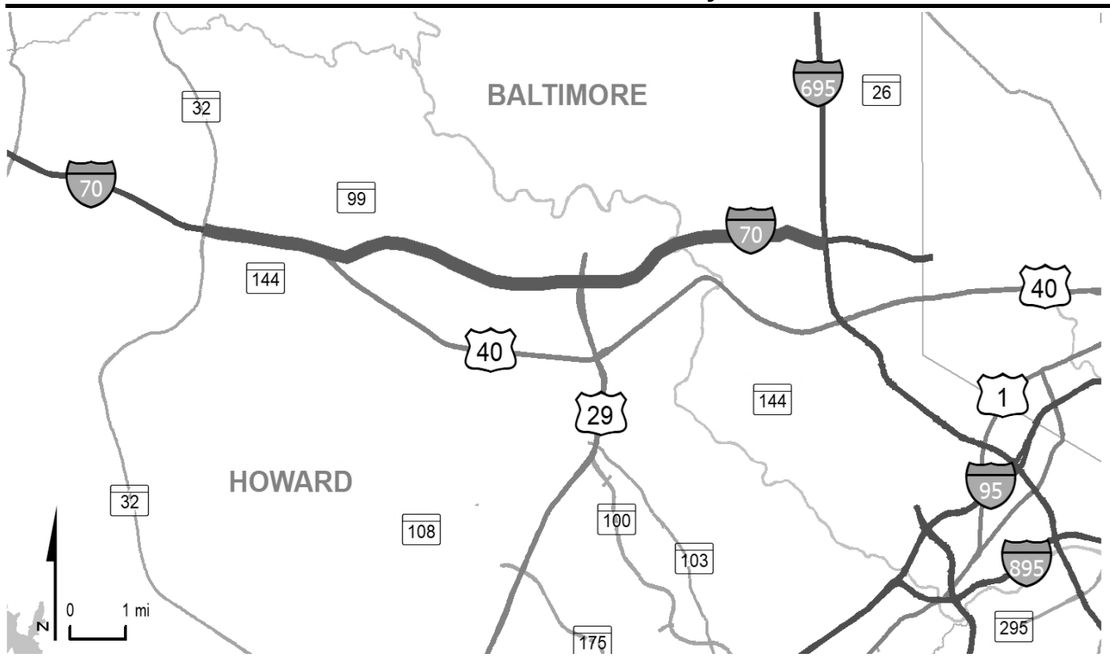
STATE - Principal Arterial
FEDERAL - Interstate
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2026) 15,200

PROJECTED (2046) 19,100

STIP REFERENCE #BA1451 8/1/2026



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: Environmental analysis and engineering underway.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	432	432	0	0	0	0	0	0	0	0	0
Engineering	7,152	300	300	1,000	1,600	1,300	1,952	1,000	0	6,852	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	**7,584**	**732**	**300**	**1,000**	**1,600**	**1,300**	**1,952**	**1,000**	**0**	**6,852**	**0**
Federal-Aid	7,005	270	270	1,000	1,568	1,274	1,913	980	0	6,735	0
Special	579	462	30	0	32	26	39	20	0	117	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

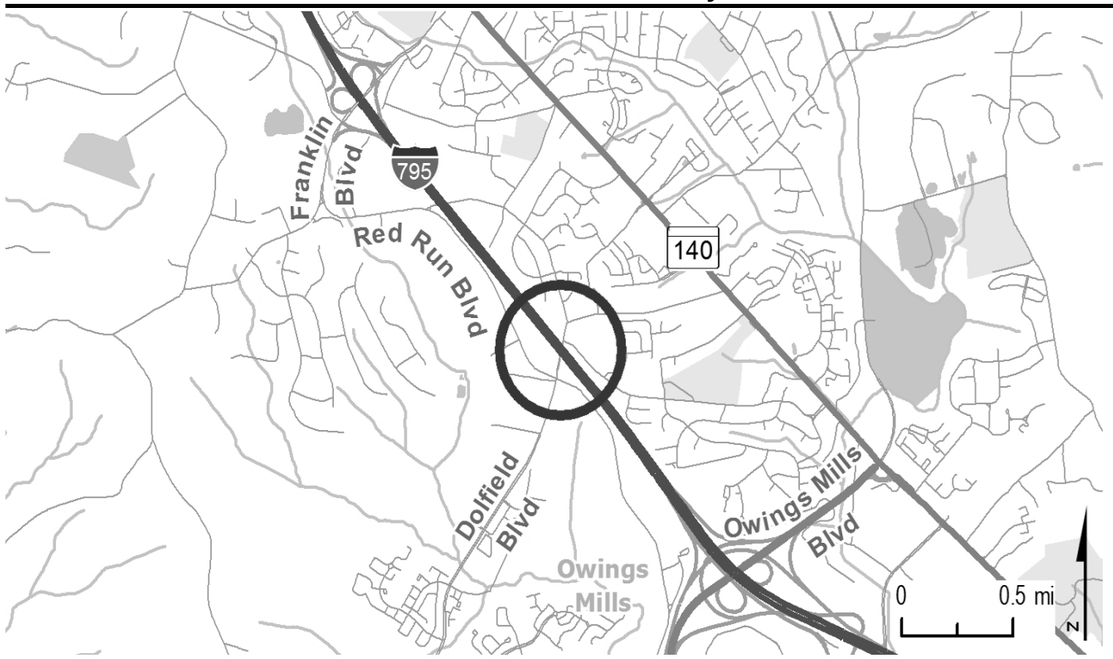
STATE - Principal Arterial
FEDERAL - Interstate
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2026) 73.300 - 113,900

PROJECTED (2046) 91,600 - 131,000

STIP REFERENCE #AZ2321 8/1/2026



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 Dolfied 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 road users along Dolfield Boulevard and Tollgate Road.

SMART GROWTH STATUS: ☐ 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: Engineering underway. County contributed $0.65 million toward planning.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	3,484	3,484	0	0	0	0	0	0	0	0	0
Engineering	12,425	8,071	600	2,200	2,154	0	0	0	0	4,354	0
Right-of-way	3,998	0	0	0	0	1,999	1,999	0	0	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	**19,907**	**11,555**	**600**	**2,200**	**2,154**	**1,999**	**1,999**	**0**	**0**	**8,352**	**0**
Federal-Aid	13,969	6,125	570	2,200	2,046	1,799	1,799	0	0	7,845	0
Special	5,938	5,431	30	0	108	200	200	0	0	508	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

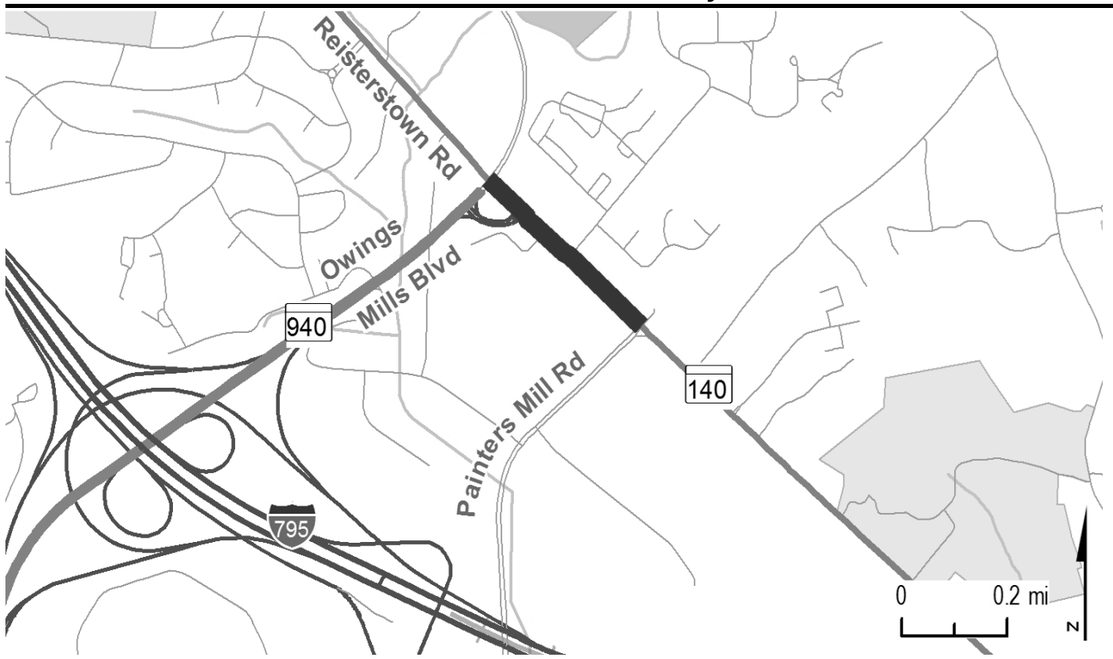
STATE - Principal Arterial
FEDERAL - Interstate
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2026) 75,600

PROJECTED (2046) 108,200

STIP REFERENCE #BA4511 8/1/2026



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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: In an effort to ensure the CTP reflects currently active projects, the Final CTP will not provide PIFs for projects which have been on hold for greater than 5 years. This PIF will not appear in the Final CTP but will be restored when funding becomes available.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
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 (2026) 38,800 (MD 140)

PROJECTED (2046) 55,100 (MD 140)

STIP REFERENCE #BA7291 8/1/2026

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Baltimore County - LINE 7

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Bridge Replacement/Rehabilitation				
XB1639	IS695	IS-695/IS-70 Triple Bridges - Cleaning and Painting of Bridge Nos. 0312703/04, 0312805/06, 0312903/04, and 0322703/04	$ 3,055	Under Construction
Environmental Preservation				
XB3684	-	Landscape Installation and Establishment at Various Locations in Baltimore County	$ 162	Completed
Intersection Capacity Improvements				
BAA802	MD26	Liberty Road - Geometric Improvements at Old Court Road, Rolling Road, and Milford Mill Road	$ 2,030	Under Construction
Resurface/Rehabilitate				
XX386B	-	Safety and Resurfacing Improvements at Various Locations on IS Routes in Baltimore County	$ 13,439	Completed
XY7032	-	Resurfacing Improvements at Various Locations in Baltimore County West of I-83	$ 10,028	Completed
BAB371	US40	Pulaski Highway - Safety and Resurfacing Improvements from Days Cove Road to Harford/Baltimore County Line	$ 2,985	FY 2027
XB2464	-	Sidewalk Improvements at Various Locations in Baltimore County	$ 856	FY 2027
XQ6031	-	Patching Various Locations East of I-83 in Baltimore County	$ 4,354	FY 2027
BA9823	MD45	York Road - Water Transmission Main, Safety and Resurfacing Improvements from Towson Roundabout to Newell Avenue	$ 4,060	Under Construction
BAA321	MD144	Frederick Road - Safety and Resurfacing Improvements from I-695 to Baltimore County/City Line	$ 3,083	Under Construction
BAA341	MD542	Loch Raven Boulevard - Water Main Replacement, Safety and Resurfacing from South of Taylor Avenue to Joppa Road	$ 4,591	Under Construction
XQ3252	-	Safety and Resurfacing Improvements at Various Locations on IS Routes in Baltimore County	$ 5,846	Under Construction
XQ3262	-	Safety and Resurfacing Improvements at Various Locations in Baltimore County	$ 6,427	Under Construction
XQ6032	-	Patching Various Locations West of I-83 in Baltimore County	$ 2,867	Under Construction
Safety/Spot Improvement				
BA7381	MD940	Owings Mills Boulevard - Geometric Improvements at Red Run Boulevard	$ 5,060	FY 2028
BAB881	IS83	Harrisburg Expressway - Guardrail Improvements from Mt. Carmel Road to Middletown Road	$ 3,720	FY 2028

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Baltimore County - LINE 7

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Safety/Spot Improvement				
BA0242	MD139	Charles Street - Intersection Reconstruction, Safety and Resurfacing Improvements from Baltimore Co/City Line to MD 134	$ 5,921	Under Construction
BAA261	MD30	Hanover Pike - Intersection Reconstruct at Bortner Road/Dover Road	$ 1,129	Under Construction
Sidewalks				
BAB151	MD150	Eastern Boulevard - Safety Improvements from MD 702 to MD 700 - Pedestrian Safety Action Plan	$ 4,650	FY 2027
TMDL Compliance				
BAB451	IS695	Baltimore Beltway - Double Rock Stream Restoration Adaptive Management	$ 861	FY 2027
Transportation Alternatives Program				
BAB611	-	Pedestrian Improvements and Connection for Edgemere Elementary School, Sparrows Middle/High School	$ 160	Under Construction
Urban Reconstruction				
BA5151	US1	Belair Road - Baltimore City Line to I-695 (Funded for Design Only)	$ 8,150	Design Underway

MARYLAND DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY ADMINISTRATION



BALTIMORE CITY

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Baltimore City - LINE 1

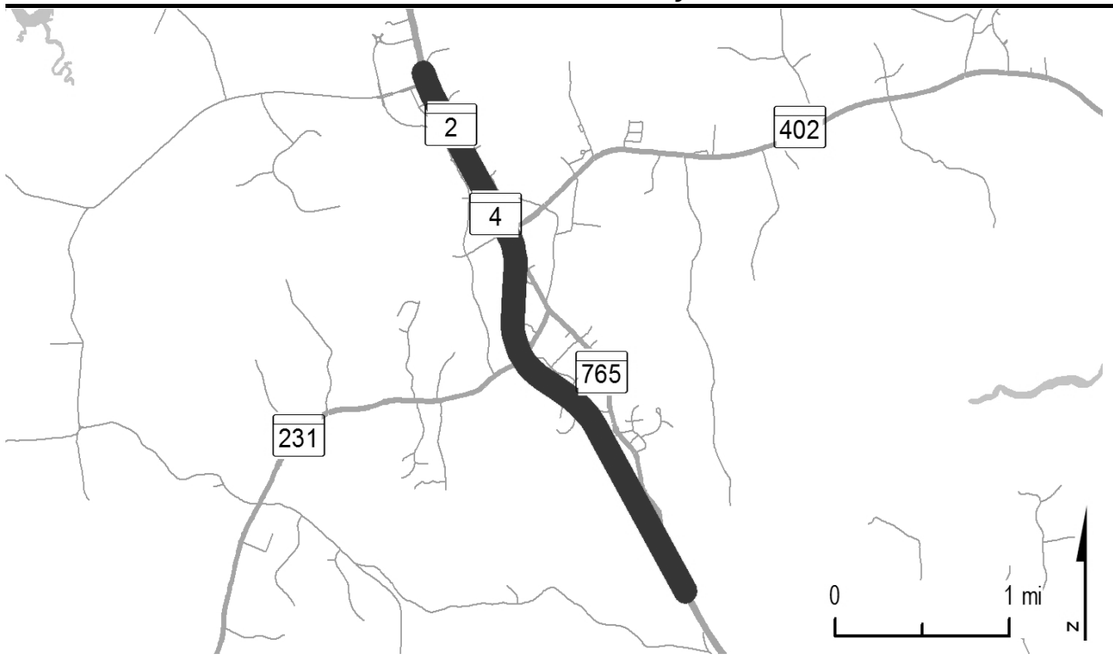
PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Bridge Replacement/Rehabilitation				
SHAPRJ000718	-	Hanover Street Bridge - Repair and Resurface (Baltimore City Project)	$ 3,000	FY 2027
Transportation Alternatives Program				
AX3524	-	Baltimore City Safe Routes to School Projects	$ 973	Design Underway
AZ0301	-	Improving the First Mile of American Railroading	$ 1,183	Design Underway
AZ2611	-	Bicycle and Pedestrian Route Improvements - Baltimore Greenway Trails Network - Middle Branch Segment	$ 250	Design Underway
AXA141	-	Inner Harbor Crosswalks and Bicycle Wayfinding Enhancements	$ 1,050	Under Construction

MARYLAND DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY ADMINISTRATION



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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: In an effort to ensure the CTP reflects currently active projects, the Final CTP will not provide PIFs for projects which have been on hold for greater than 5 years. This PIF will not appear in the Final CTP but will be restored when funding becomes available.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
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:

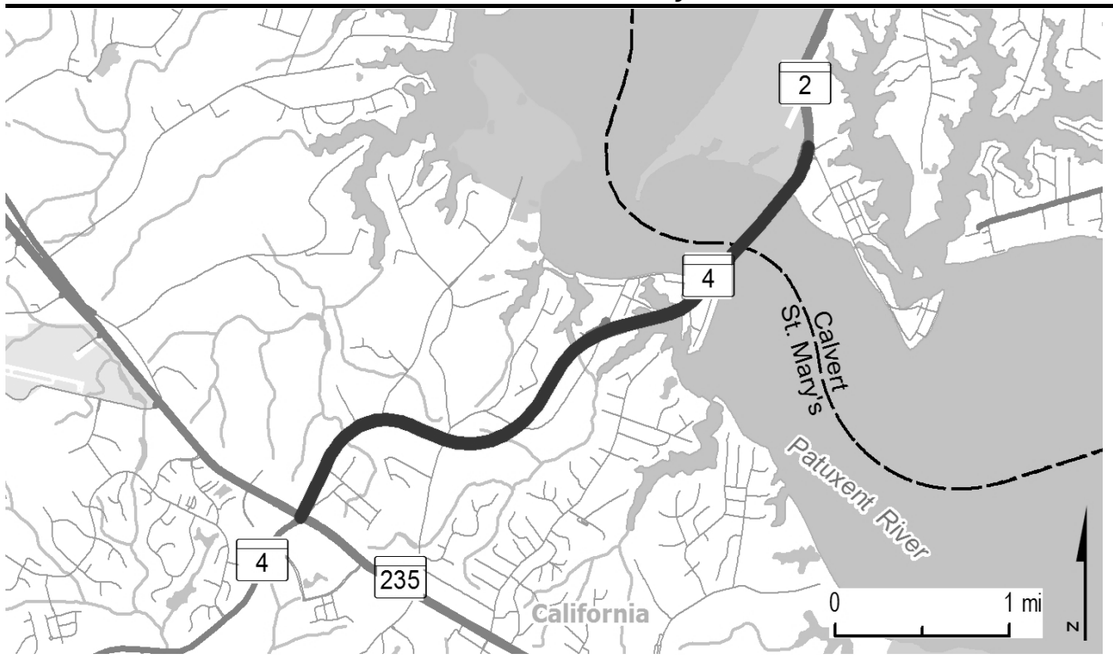
STATE - Intermediate Arterial
FEDERAL - Other Principal Arterial
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2026) 37,900 - 45,600

PROJECTED (2046) 48,300 - 60,100

STIP REFERENCE #CA4131 8/1/2026



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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Patuxent River Studies underway including bathymetric (river-bottom) surveys, U.S. Coast Guard coordination, and navigation clearance determination.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	4,942	4,942	0	0	0	0	0	0	0	0	0
Engineering	2,919	1,219	300	1,700	0	0	0	0	0	1,700	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**	**6,161**	**300**	**1,700**	**0**	**0**	**0**	**0**	**0**	**1,700**	**0**
Federal-Aid	1,802	272	270	1,530	0	0	0	0	0	1,530	0
Special	6,058	5,888	30	170	0	0	0	0	0	170	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 (2026) 30,100

PROJECTED (2046) 39,800

STIP REFERENCE #SM3511 8/1/2026

MINOR PROJECTS PROGRAM

(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Calvert County - LINE 3

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Resurface/Rehabilitate				
XQ2041	-	Safety and Resurfacing Improvements at Various Locations in Calvert County	$ 4,184	Under Construction
XQ9041	-	Safety and Resurfacing Improvements at Various Locations in Calvert County	$ 3,964	Under Construction
Safety/Spot Improvement				
CA2761	MD231	Hallowing Point Road - Geometric Improvements at MD 508	$ 14,612	FY 2027
CA1181	MD231	Hallowing Point Road - Geometric Improvements from Toye Lane to West of Prince Frederick Boulevard	$ 13,864	FY 2028
CA3461	MD231	Hallowing Point Road - Safety Improvements at Skipjack Road	$ 6,190	FY 2029
Transportation Alternatives Program				
CA5191	MD261	Bayside Road - Sidewalk and Safety Improvements - Safe Routes to School	$ 160	Completed

MARYLAND DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY ADMINISTRATION



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
Intersection Capacity Improvements				
CO2191	MD404	Shore Highway - Harmony Road to Greenwood Road - PEL Study	$ 500	Completed
Resurface/Rehabilitate				
XY9052	-	Resurfacing Improvements at Various Locations in Caroline County	$ 8,321	Completed
XQ9053	-	Resurfacing Improvements at Various Locations in Caroline County	$ 3,353	Under Construction
XQ9054	-	Resurfacing Improvements at Various Locations in Caroline County	$ 4,425	Under Construction

MARYLAND DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY ADMINISTRATION



CARROLL COUNTY



PROJECT: MD 32, Sykesville Road, 2nd Street to Main Street

DESCRIPTION: Improve intersection geometry, extend turn lanes, and modify access along MD 32 from 2nd Street to Main Street. 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
- ☐ Project Outside PFA
- ☐ PFA Status Yet to Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

STATUS: Engineering underway. Construction anticipated to begin in FY 2029.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: Project moved to the Construction Program from the Development and Evaluation Program. The cost increase of $2.0 million is due to the addition of right-of-way, utility, and construction phase funding.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	703	703	0	0	0	0	0	0	0	0	0
Engineering	1,224	784	325	300	140	0	0	0	0	440	0
Right-of-way	8	0	0	0	8	0	0	0	0	8	0
Utilities	100	0	0	0	100	0	0	0	0	100	0
Construction	1,500	0	0	0	0	1,250	250	0	0	1,500	0
Total	**3,535**	**1,487**	**325**	**300**	**248**	**1,250**	**250**	**0**	**0**	**2,048**	**0**
Federal-Aid	2,708	762	309	285	236	1,188	238	0	0	1,946	0
Special	828	725	16	15	12	63	13	0	0	102	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

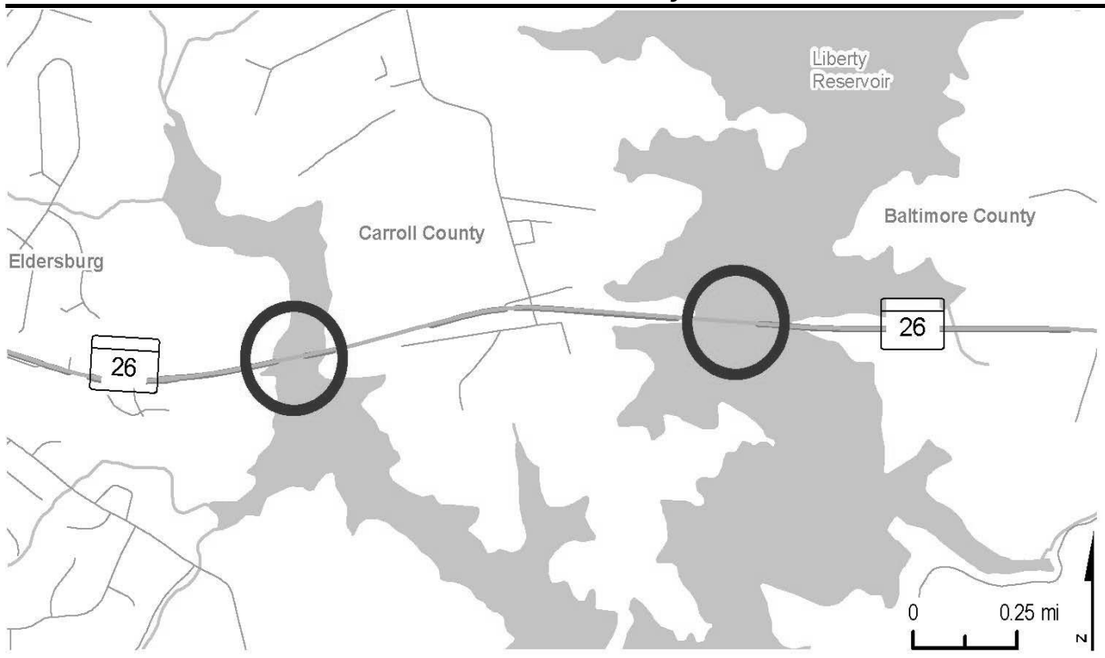
STATE - Minor Arterial
FEDERAL - Other Principal Arterial
STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2026) 21,100 - 27,800

PROJECTED (2046) 37,200 - 42,400

STIP REFERENCE #CL5031 8/1/2026



PROJECT: MD 26, Liberty Road

DESCRIPTION: Bridge Deck Replacement of Bridge Nos. 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.

SMART GROWTH STATUS: [ ] Project Not Location Specific [X] Not Subject to PFA Law

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

[ ] Grandfathered
[ ] Exception Will Be Required
[ ] Exception Granted

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

[X] Enhance Safety and Security
[X] Deliver System Quality
[X] Serve Communities and Support the Economy
[ ] Promote Environmental Stewardship

EXPLANATION: The existing bridge decks are nearing the end of their useful service life with one bridge currently rated in poor condition. Bridge deck replacements will address the deficiencies.

STATUS: Engineering underway. Construction anticipated to begin in FY 2029.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: The cost increase of $1.6 million is due to additional design costs.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,011	1,458	624	537	460	556	0	0	0	1,553	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	6,300	19,913	18,788	0	45,001	0
Total	**48,012**	**1,458**	**624**	**537**	**460**	**6,856**	**19,913**	**18,788**	**0**	**46,554**	**0**
Federal-Aid	45,528	1,227	577	535	460	6,541	18,917	17,848	0	44,301	0
Special	2,484	231	47	2	0	315	996	940	0	2,253	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 (2026) 19,800

PROJECTED (2046) 21,400

STIP REFERENCE #CL2591 8/1/2026



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.

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: In an effort to ensure the CTP reflects currently active projects, the Final CTP will not provide PIFs for projects which have been on hold for greater than 5 years. This PIF will not appear in the Final CTP but will be restored when funding becomes available. See Carroll County Line 4.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
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:

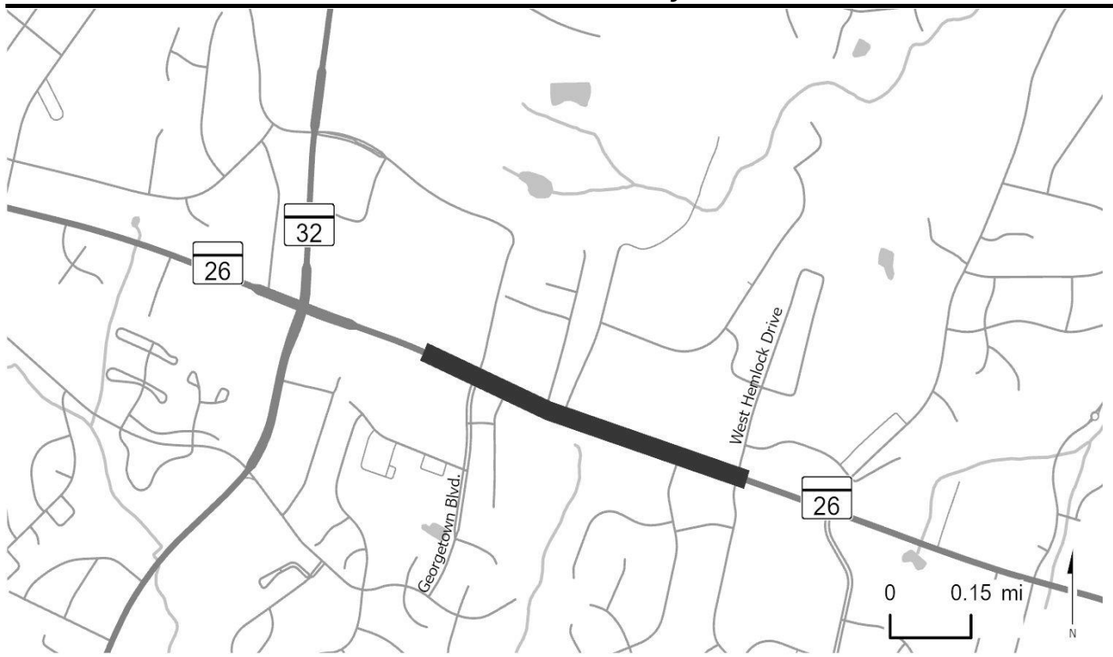
STATE - Intermediate Arterial
FEDERAL - Other Principal Arterial
STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2026) 15,900 - 32,200

PROJECTED (2046) 19,500 - 42,400

STIP REFERENCE #CL8501 8/1/2026



PROJECT: MD 26, Liberty Road

DESCRIPTION: Safety Improvements on MD 26 west of Georgetown Boulevard to West Hemlock Drive. Improvements include roadway widening, sidewalk and median installation, and signal reconstruction.

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: Preliminary engineering anticipated to begin in FY 2028.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: New project added to the Development and Evaluation Program. This project is contingent on the finalization of a cost sharing agreement with Carroll County. Funding for additional phases will be included in the Final CTP upon execution of a project agreement.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	550	0	0	0	400	150	0	0	0	550	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	**550**	**0**	**0**	**0**	**400**	**150**	**0**	**0**	**0**	**550**	**0**
Federal-Aid	440	0	0	0	320	120	0	0	0	440	0
Special	0	0	0	0	0	0	0	0	0	0	0
Other	110	0	0	0	80	30	0	0	0	110	0

Classification:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2026) 31,100

PROJECTED (2046) 36,100

STIP REFERENCE #CLNEW3 8/1/2026

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Carroll County - LINE 5

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Intersection Capacity Improvements				
CL3771	MD97	Littlestown Pike - Bachmans Valley Road to MD 140 in Westminster - PEL Study	$ 504	Study Underway
Resurface/Rehabilitate				
XQ9062	-	Safety and Resurfacing Improvements at Various Locations in Carroll County	$ 8,288	Under Construction
Sidewalks				
CL1071	MD31	New Windsor Road - Sidewalk Improvements from Lambert Avenue to East of Church Street	$ 9,680	FY 2027
CL3941	MD27	Manchester Road - Bicycle and Pedestrian Route Improvements from West of MD 140 to Hahn Road	$ 4,939	Under Construction
Transportation Alternatives Program				
CL4871	MD32	Washington Road - Sidewalk Upgrades for ADA Compliance from Washington Lane to Kate Wagner Road - Safe Routes to School	$ 569	Under Construction

MARYLAND DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY ADMINISTRATION



CECIL COUNTY

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Cecil County - LINE 1

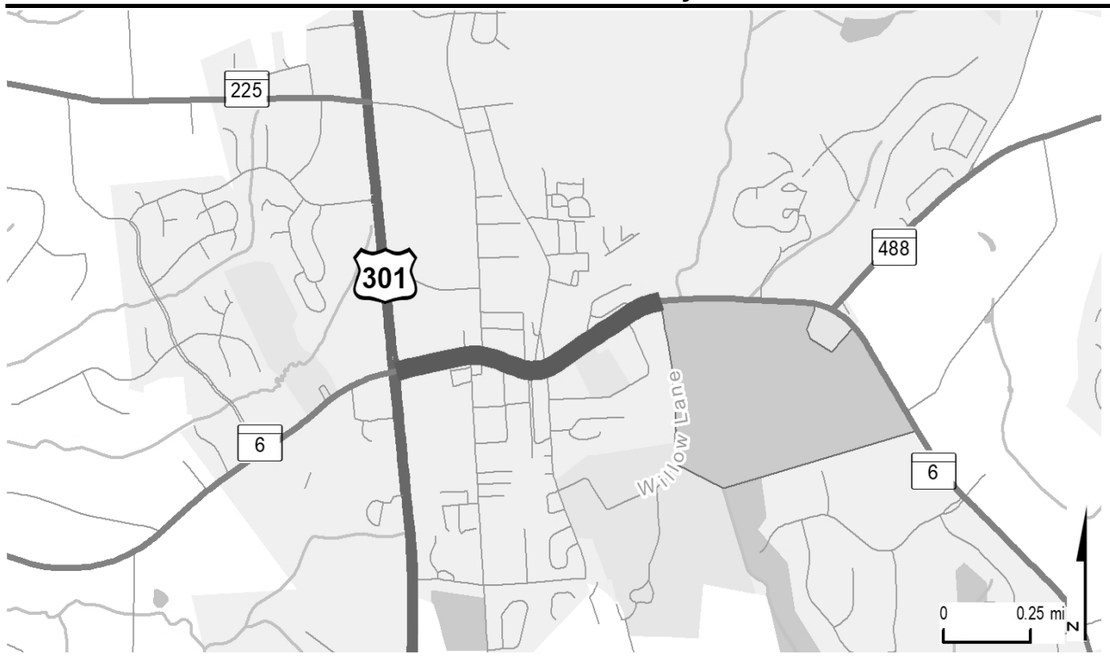
PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Bridge Replacement/Rehabilitation				
CE4241	MD267	Baltimore Street/Bladen Street - Cleaning and Painting of Bridges Nos. 0702900 and 0703100 over Amtrak	$ 5,177	Under Construction
Resurface/Rehabilitate				
XY9072	-	Resurfacing Improvements at Various Locations in Cecil County	$ 9,616	Completed
XQ9073	-	Resurfacing Improvements at Various Locations in Cecil County	$ 3,304	Under Construction
Sidewalks				
CE2471	MD222	Perryville Road - Sidewalk Improvements from Cedar Corner Road to St. Marks Church Road	$ 3,347	Under Construction
CE4091	MD7	Delaware Avenue - New Sidewalk Construction from MD 281 to South of Big Elk Creek Bridge	$ 4,410	Under Construction
Truck Weight				
CE4002	US301	Blue Star Memorial Highway - Weigh Station - Cecilton and Foy Hill Truck Weigh Inspection Station	$ 8,232	Completed
Urban Reconstruction				
CE4661	MD222	Main Street - Community Safety and Enhancements from South of High Street to Mill Street	$ 4,400	Design Underway

MARYLAND DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY ADMINISTRATION



CHARLES COUNTY



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 make Complete Streets safety and accessibility improvements for vulnerable road users along MD 6 and provide other enhancements to create a sense of place in La Plata.

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

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

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

EXPLANATION: This project will enhance safety and accessibility along MD 6 from US 301 to Willow Street and create a sense of place in La Plata.

STATUS: Engineering and right-of-way acquisition underway. Construction anticipated to begin in FY 2028.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: Project moved to the Construction Program from the Development and Evaluation Program. The cost increase of $10.0 million is due to additional design costs and funding for construction.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,124	2,959	735	1,856	309	0	0	0	0	2,165	0
Right-of-way	326	140	140	62	62	62	0	0	0	186	0
Utilities	2,499	0	0	937	937	625	0	0	0	2,499	0
Construction	8,367	0	0	0	1,150	2,413	2,230	1,335	1,239	8,367	0
Total	**16,316**	**3,099**	**875**	**2,855**	**2,458**	**3,100**	**2,230**	**1,335**	**1,239**	**13,217**	**0**
Federal-Aid	14,951	2,836	836	2,411	2,234	2,905	2,119	1,268	1,178	12,115	0
Special	1,365	263	39	444	224	195	111	67	61	1,102	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

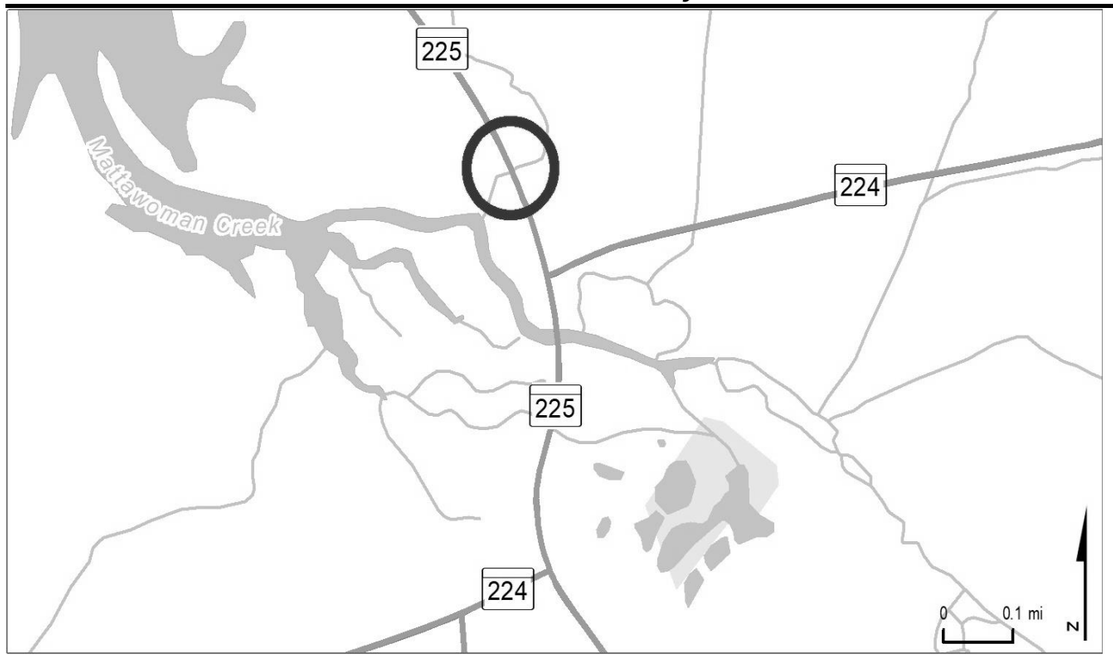
STATE - Minor Arterial
FEDERAL - Minor Arterial
STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2026) 22,400

PROJECTED (2046) 31,800

STIP REFERENCE #CH2481 8/1/2026



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.

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

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 structure (series of large pipes), built in 1951, is nearing the end of its useful service life and is currently rated poor.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: The cost decrease of $1.4 million is due to a favorable bid on the construction contract and lower design costs.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,080	2,080	400	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	181	181	3	0	0	0	0	0	0	0	0
Construction	1,996	180	180	1,816	0	0	0	0	0	1,816	0
Total	**4,257**	**2,441**	**583**	**1,816**	**0**	**0**	**0**	**0**	**0**	**1,816**	**0**
Federal-Aid	2,215	428	190	1,787	0	0	0	0	0	1,787	0
Special	2,042	2,013	393	29	0	0	0	0	0	29	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

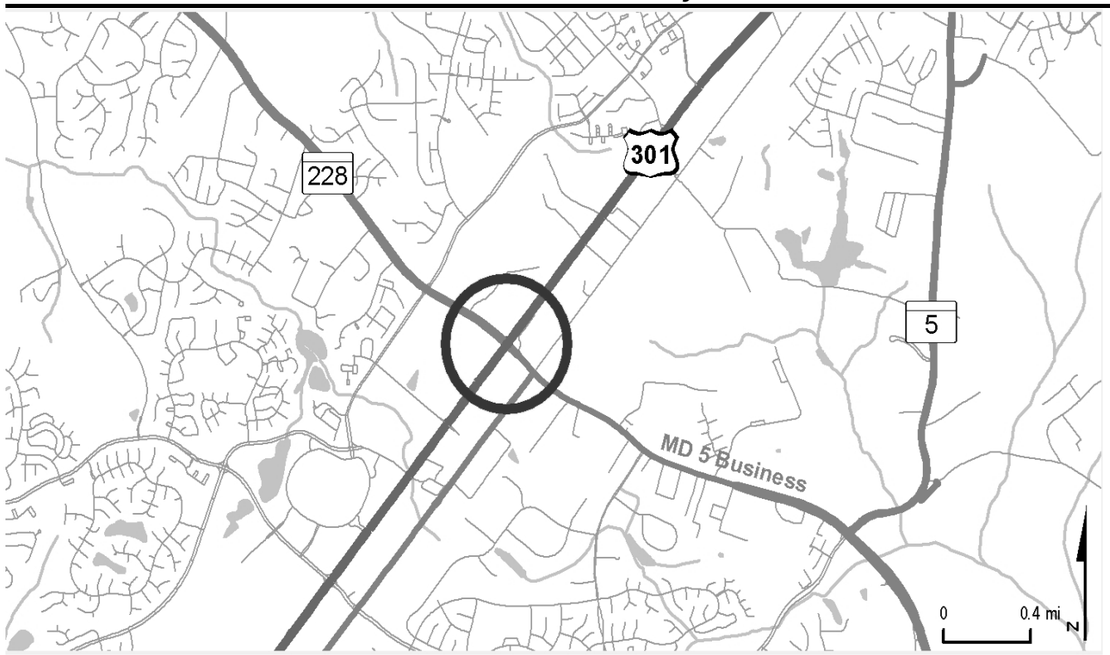
STATE - Intermediate Arterial
FEDERAL - Minor Arterial
STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2026) 7,800

PROJECTED (2046) 9,400

STIP REFERENCE #CH1681 8/1/2026



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

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

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

STATUS: In an effort to ensure the CTP reflects currently active projects, the Final CTP will not provide PIFs for projects which have been on hold for greater than 5 years. This PIF will not appear in the Final CTP but will be restored when funding becomes available.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
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:

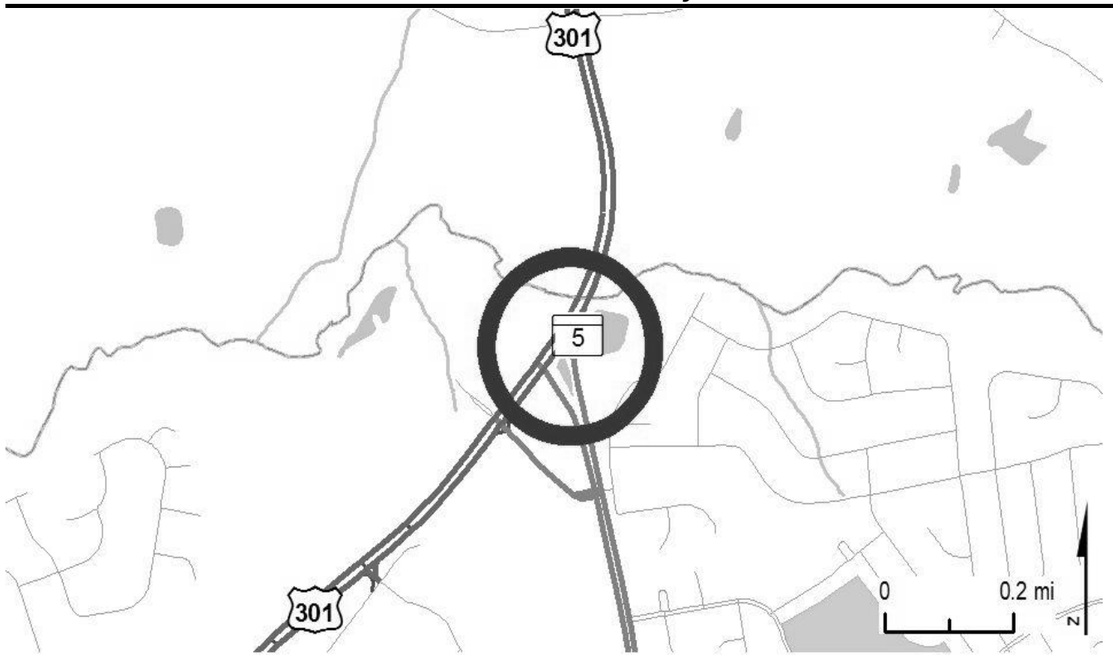
STATE - Principal Arterial
FEDERAL - Other Principal Arterial
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2026) 60,400

PROJECTED (2046) 83,300

STIP REFERENCE #CH2031 8/1/2026



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: In an effort to ensure the CTP reflects currently active projects, the Final CTP will not provide PIFs for projects which have been on hold for greater than 5 years. This PIF will not appear in the Final CTP but will be restored when funding becomes available.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
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 (2026) 101,000 (US 301)

PROJECTED (2046) 132,100 (US 301)

STIP REFERENCE #CHNEW1 8/1/2026

MINOR PROJECTS PROGRAM

(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Charles County - LINE 5

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Resurface/Rehabilitate				
CH1221	-	Safety and Resurfacing Improvements at US 301 from Prince George's County to MD 5K and MD 5 from US 301 to MD 5K	$ 2,932	FY 2027
XQ3081	-	Safety and Resurfacing Improvements at Various Locations in Charles County	$ 8,364	Under Construction
XQ6081	-	Safety and Resurfacing Improvements at Various Locations in Charles County	$ 2,553	Under Construction
Transportation Alternatives Program				
CH4101	-	La Plata Bikeways - Bicycle and Pedestrian Route - Milton Somers Middle School to Laurel Springs Regional Park	$ 1,443	Design Underway
HS2321	-	Charles County Mill Hill Project - Safe Routes to School	$ 515	Under Construction

MARYLAND DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY ADMINISTRATION



DORCHESTER COUNTY

MINOR PROJECTS PROGRAM

(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Dorchester County - LINE 1

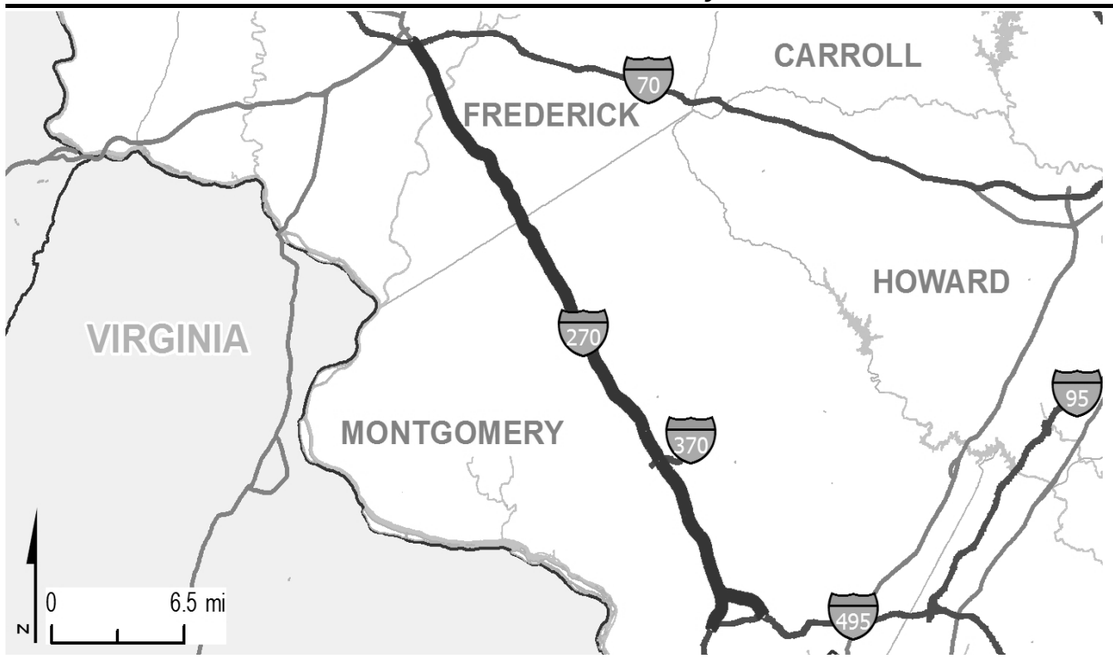
PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Resurface/Rehabilitate				
XY8091	-	Safety and Resurfacing Improvements at Various Locations in Dorchester County	$ 9,474	Completed
XQ4091	-	Safety and Resurfacing Improvements at Various Locations in Dorchester County	$ 5,586	FY 2027
Safety/Spot Improvement				
DO3921	MD392	East New Market Bypass - Roundabout Improvements at MD 14	$ 5,746	FY 2027
DO4011	US50	Ocean Gateway - Geometric Improvements at Aireys Road Spur	$ 3,125	FY 2027

MARYLAND DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY ADMINISTRATION



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

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

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

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: 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.

STATUS: Open to service. Additional ramp metering construction complete.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	128,502	128,502	2,393	0	0	0	0	0	0	0	0
Total	**128,502**	**128,502**	**2,393**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	128,502	128,502	2,393	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

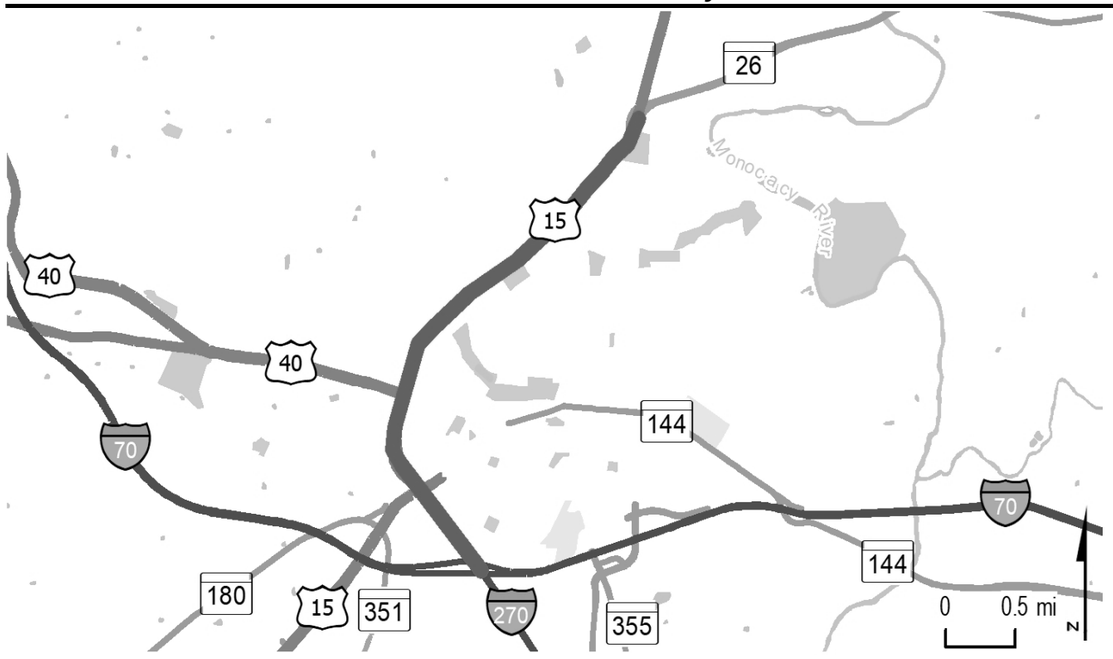
STATE - Principal Arterial
FEDERAL - Interstate
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2026) 83,100 - 239,600

PROJECTED (2046) 109,500 - 311,600

STIP REFERENCE #MO0691 8/1/2026



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, providing auxiliary lanes between interchange ramps, 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.

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

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 address safety, operations, and mobility needs in the US 15 corridor.

STATUS: Engineering, right-of-way acquisition and utilities are underway. Construction anticipated to begin in FY 2028.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: The cost increase of $83.2 million is due to additional design costs and an increase in the construction cost estimate including inflation.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	3,610	3,610	0	0	0	0	0	0	0	0	0
Engineering	20,003	12,763	8,000	6,500	740	0	0	0	0	7,240	0
Right-of-way	3,713	100	100	1,800	1,300	513	0	0	0	3,613	0
Utilities	3,024	605	605	2,419	0	0	0	0	0	2,419	0
Construction	250,365	0	0	0	25,040	50,729	60,117	60,975	53,504	250,365	0
Total	**280,715**	**17,078**	**8,705**	**10,719**	**27,080**	**51,242**	**60,117**	**60,975**	**53,504**	**263,637**	**0**
Federal-Aid	270,608	12,235	8,172	10,477	26,564	50,227	58,915	59,756	52,434	258,373	0
Special	10,107	4,843	533	242	516	1,015	1,202	1,220	1,070	5,264	0
Other	0	0	0	0	0	0	0	0	0	0	0

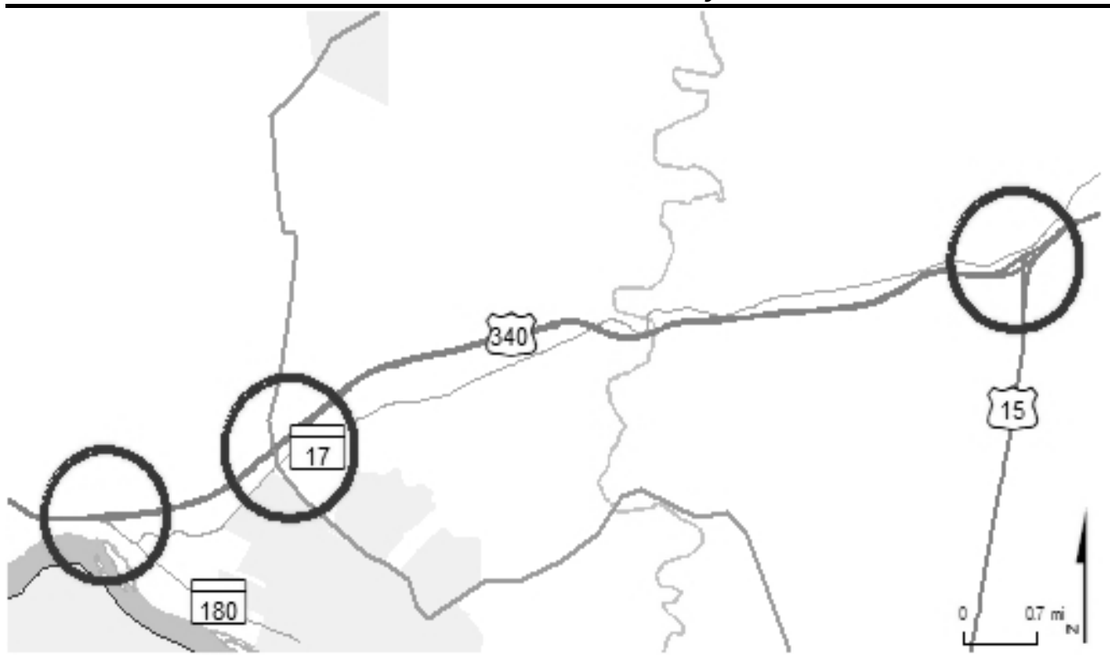
Classification:

STATE - Principal Arterial
FEDERAL - Freeway/Expressway
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2026)	86,400 - 121,200 (US 15)
	83,800 - 121,200 (US 40)
PROJECTED (2046)	111,600 - 152,900 (US 15)
	108,400 - 152,900 (US 40)

STIP REFERENCE #FR1881 8/1/2026



PROJECT: US 340, Jefferson National Pike

DESCRIPTION: Extension of acceleration lanes on US 340 at MD 17, MD 180, and US 15 NB.

PURPOSE & NEED SUMMARY STATEMENT: This project will address safety and operations at the interchange access points.

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

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 merge lane lengths and alignments are below current standards for the type of roadway and speeds. The improvements will enhance safety and operations of the roadway.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,884	1,884	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	15,270	4,299	4,296	8,345	2,626	0	0	0	0	10,971	0
Total	**17,154**	**6,183**	**4,306**	**8,345**	**2,626**	**0**	**0**	**0**	**0**	**10,971**	**0**
Federal-Aid	16,923	5,952	4,297	8,345	2,626	0	0	0	0	10,971	0
Special	231	231	9	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

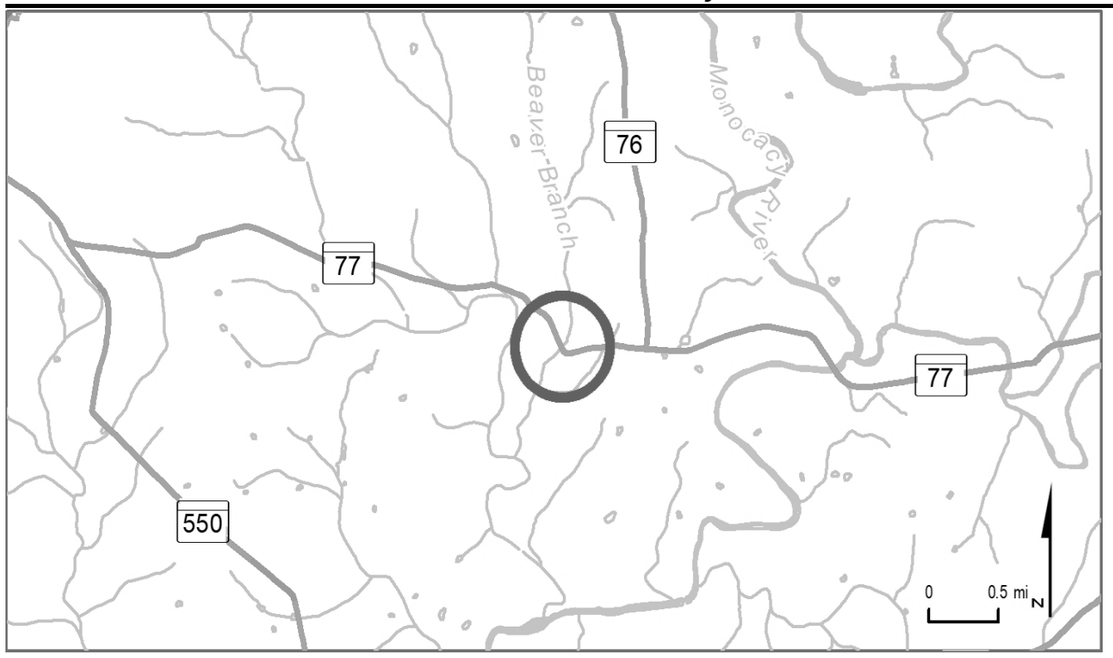
STATE - Principal Arterial
FEDERAL -
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2026) (MD 17) 24,600 (MD 180) 25,000 (US 15NB) 37,100

PROJECTED (2046) (MD 17) 32,000 (MD 180) 33,800 (US 15NB) 48,200

STIP REFERENCE #FR7021 8/1/2026



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.

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

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 1932, is nearing the end of its useful service life and is currently rated fair.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,942	1,942	10	0	0	0	0	0	0	0	0
Right-of-way	106	106	12	0	0	0	0	0	0	0	0
Utilities	753	374	370	379	0	0	0	0	0	379	0
Construction	4,494	4,374	4,063	120	0	0	0	0	0	120	0
Total	**7,295**	**6,796**	**4,455**	**499**	**0**	**0**	**0**	**0**	**0**	**499**	**0**
Federal-Aid	6,273	5,777	4,443	496	0	0	0	0	0	496	0
Special	1,022	1,019	12	3	0	0	0	0	0	3	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

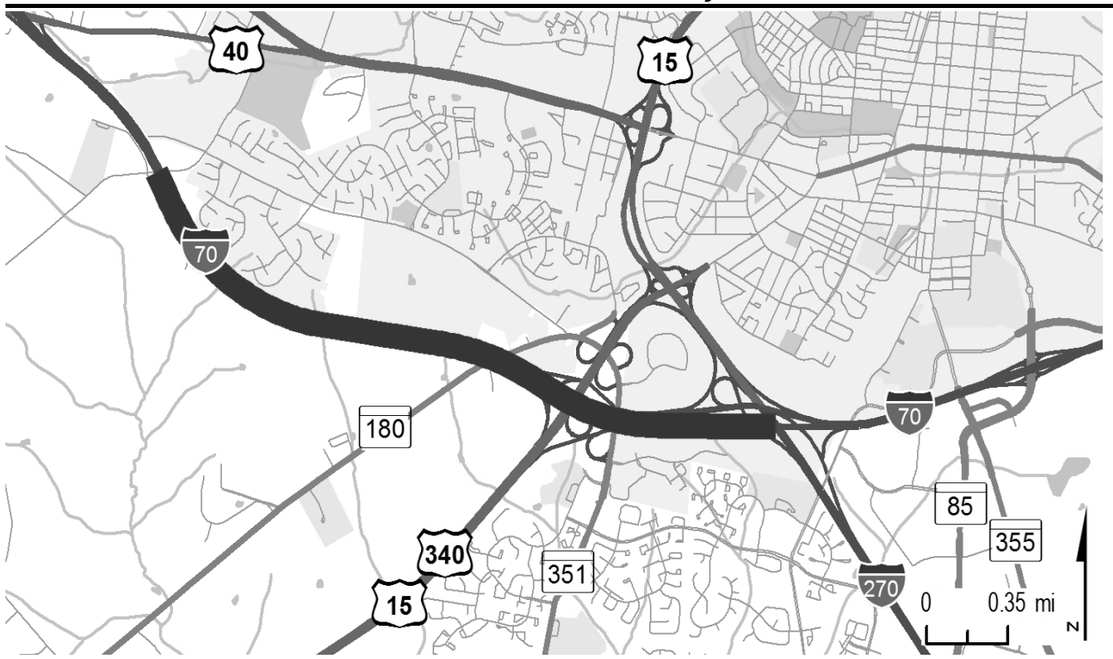
STATE - Major Collector
FEDERAL - Major Collector
STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2026) 900

PROJECTED (2046) 1,200

STIP REFERENCE #FR1541 8/1/2026



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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: In an effort to ensure the CTP reflects currently active projects, the Final CTP will not provide PIFs for projects which have been on hold for greater than 5 years. This PIF will not appear in the Final CTP but will be restored when funding becomes available.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
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:

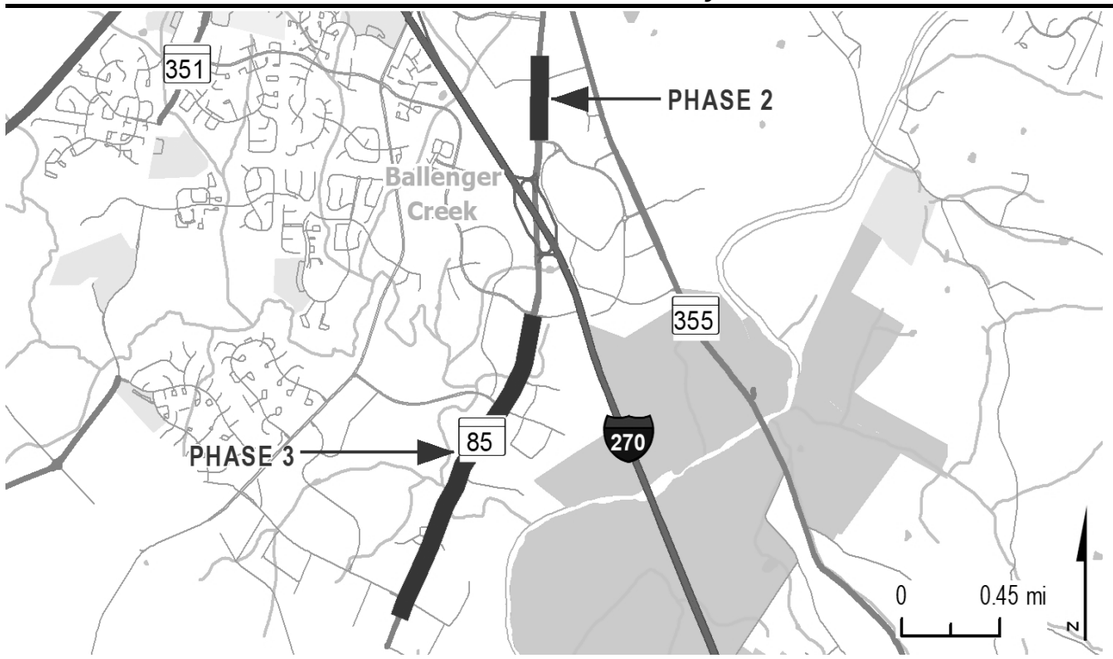
STATE - Principal Arterial
FEDERAL - Interstate
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2026) 100,500

PROJECTED (2046) 155,300

STIP REFERENCE: #FR8668 8/1/2026



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 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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: In an effort to ensure the CTP reflects currently active projects, the Final CTP will not provide PIFs for projects which have been on hold for greater than 5 years. This PIF will not appear in the Final CTP but will be restored when funding becomes available.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
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 (2026) 17,300 - 53,100 (Phases 1 - 3)

PROJECTED (2046) 28,400 - 82,300 (Phases 1 - 3)

STIP REFERENCE #FRNEW3 8/1/2026

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Frederick County - LINE 7

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Bridge Replacement/Rehabilitation				
FR7241	MD17	South Potomac Street - Replacement of Small Structure No. 10236X0 over Branch of Middle Creek	$ 2,519	FY 2028
FR7791	US15	James Monroe Highway - Cleaning and Painting of Bridge No. Bridge 1001700 over CSX and Potomac River	$ 11,984	Under Construction
Commuter Action Improvements				
FR6861	IS70	Eisenhower Memorial Highway - Major Rest Area - Eastbound and Westbound Truck Parking Expansion	$ 10,007	Completed
Resurface/Rehabilitate				
XY9101	-	Safety and Resurfacing Improvements at Various Locations in Frederick County	$ 16,000	Completed
FR7581	MD17	Myersville Middletown Road - Resurfacing Improvements from Ventrie Court to Eagle Bay Drive	$ 2,048	Under Construction
XQ5101	-	Safety and Resurfacing Improvements at Various Locations in Frederick County	$ 7,092	Under Construction
XQ9102	-	Safety and Resurfacing Improvements at Various Locations in Frederick County	$ 8,387	Under Construction
Safety/Spot Improvement				
FR6721	MD355	Urbana Pike - Geometric Improvements at Doctor Perry Road/Big Woods Road	$ 6,673	FY 2027
FR7431	US15	Catoctin Mountain Highway - Geometric Improvements at Angleberger Road	$ 10,483	Under Construction
TMDL Compliance				
XB0621	-	Reforestation at Various Locations in Frederick County	$ 1,420	Under Construction
Traffic Management				
FR7942	IS70	Eisenhower Memorial Highway - Lighting Improvements at US 15 and MD 180	$ 7,186	FY 2027
Transportation Alternatives Program				
FR0761	US40	West Patrick Street - Bicycle and Pedestrian Route Improvements from Baughman's Lane to Waverly Drive	$ 724	Completed

MINOR PROJECTS PROGRAM

(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Frederick County - LINE 7

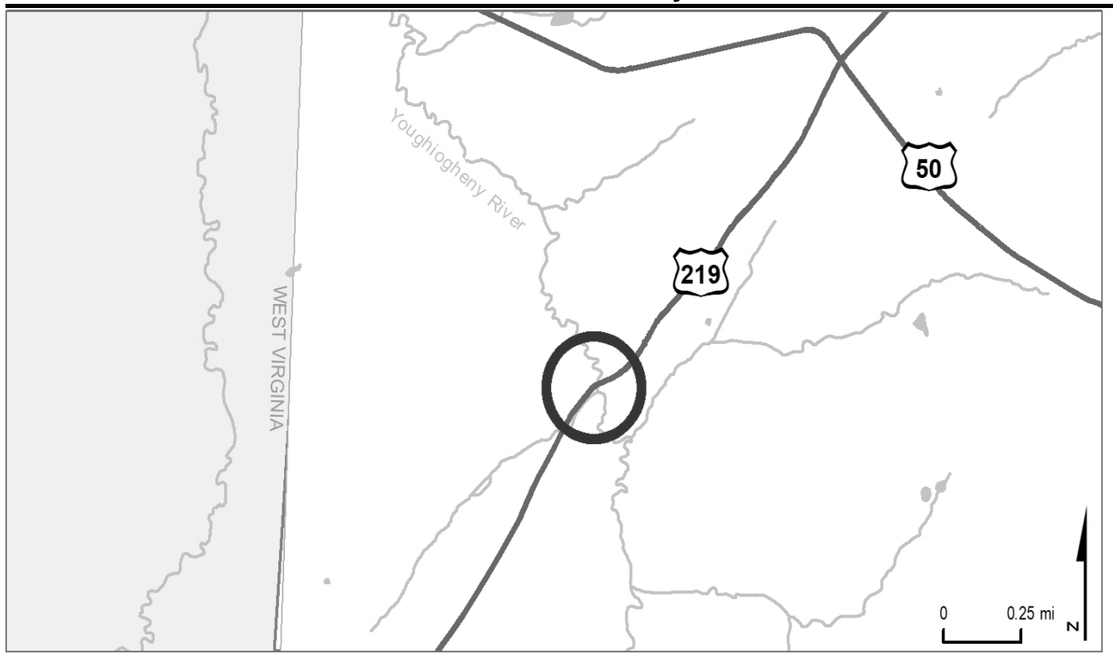
PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Transportation Alternatives Program				
FR0731	-	Bicycle and Pedestrian Route Improvements at East Street Rails with Trails	$ 479	Design Underway
FR7571	-	Bicycle and Pedestrian Route Improvements - New Design Roadside Path Phase I	$ 500	Design Underway
FR8071	-	Bicycle and Pedestrian Route Improvements - 7th Street Bicycle Lane Design Project	$ 306	Design Underway
FR8101	-	Brunswick H Street School Corridor from 2nd Avenue to Souder Road - Safe Routes to School	$ 331	Design Underway
FRTAP1	-	Frederick and Pennsylvania Line Railroad Trail	$ 4,800	Design Underway

MARYLAND DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY ADMINISTRATION



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.

SMART GROWTH STATUS: [ ] Project Not Location Specific [X] Not Subject to PFA Law

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

[ ] Grandfathered
[ ] Exception Will Be Required
[ ] Exception Granted

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

[X] Enhance Safety and Security
[X] Deliver System Quality
[ ] Serve Communities and Support the Economy
[ ] Promote Environmental Stewardship

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 underway.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,558	3,558	80	0	0	0	0	0	0	0	0
Right-of-way	379	379	27	0	0	0	0	0	0	0	0
Utilities	261	126	126	135	0	0	0	0	0	135	0
Construction	12,224	2,389	2,378	9,232	603	0	0	0	0	9,835	0
Total	**16,422**	**6,452**	**2,611**	**9,367**	**603**	**0**	**0**	**0**	**0**	**9,970**	**0**
Federal-Aid	15,117	5,173	2,572	9,341	603	0	0	0	0	9,944	0
Special	1,305	1,279	39	26	0	0	0	0	0	26	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

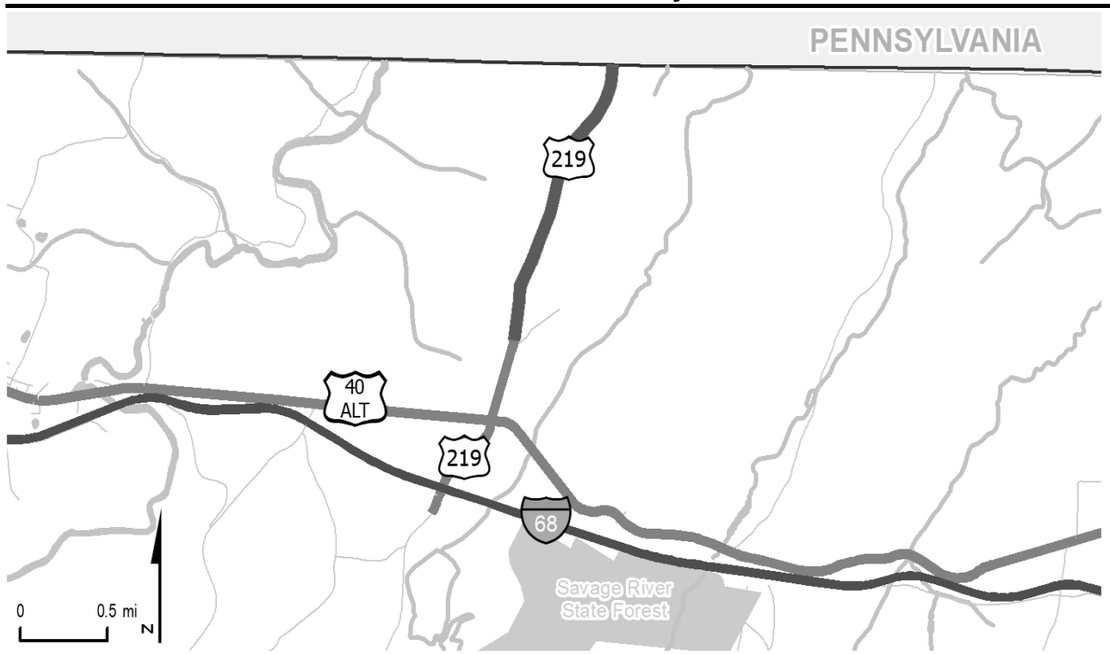
STATE - Minor Arterial
FEDERAL - Other Principal Arterial
STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2026) 1,600

PROJECTED (2046) 1,800

STIP REFERENCE #GA1731 8/1/2026



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

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

STATUS: Engineering underway. 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 2026 - 31 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	6,694	6,694	0	0	0	0	0	0	0	0	0
Engineering	10,531	1,031	541	3,200	3,300	3,000	0	0	0	9,500	0
Right-of-way	5,463	0	0	0	1,821	1,821	1,821	0	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	**22,688**	**7,725**	**541**	**3,200**	**5,121**	**4,821**	**1,821**	**0**	**0**	**14,963**	**0**
Federal-Aid	18,351	3,934	514	3,200	4,939	4,639	1,639	0	0	14,417	0
Special	4,338	3,791	27	0	182	182	182	0	0	546	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

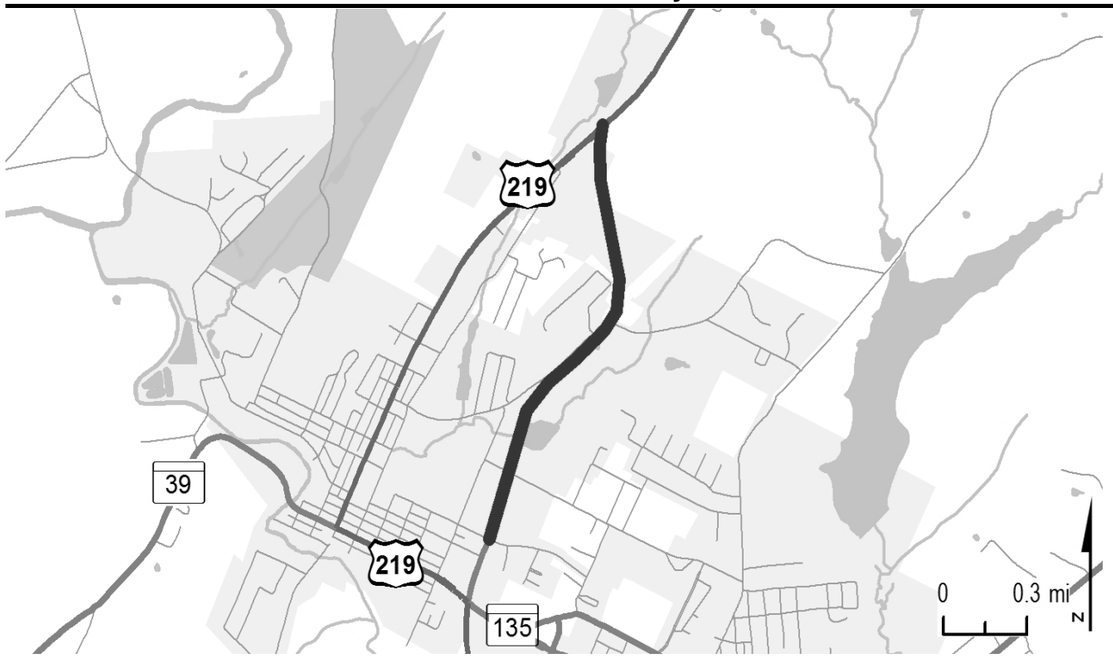
STATE - Minor Arterial
FEDERAL - Other Principal Arterial
STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2026) 5,200

PROJECTED (2046) 5,700

STIP REFERENCE #GA6463 8/1/2026



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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: In an effort to ensure the CTP reflects currently active projects, the Final CTP will not provide PIFs for projects which have been on hold for greater than 5 years. This PIF will not appear in the Final CTP but will be restored when funding becomes available.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
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 (2026) 11,000

PROJECTED (2046) 14,500

STIP REFERENCE #GA5991 8/1/2026

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Garrett County - LINE 4

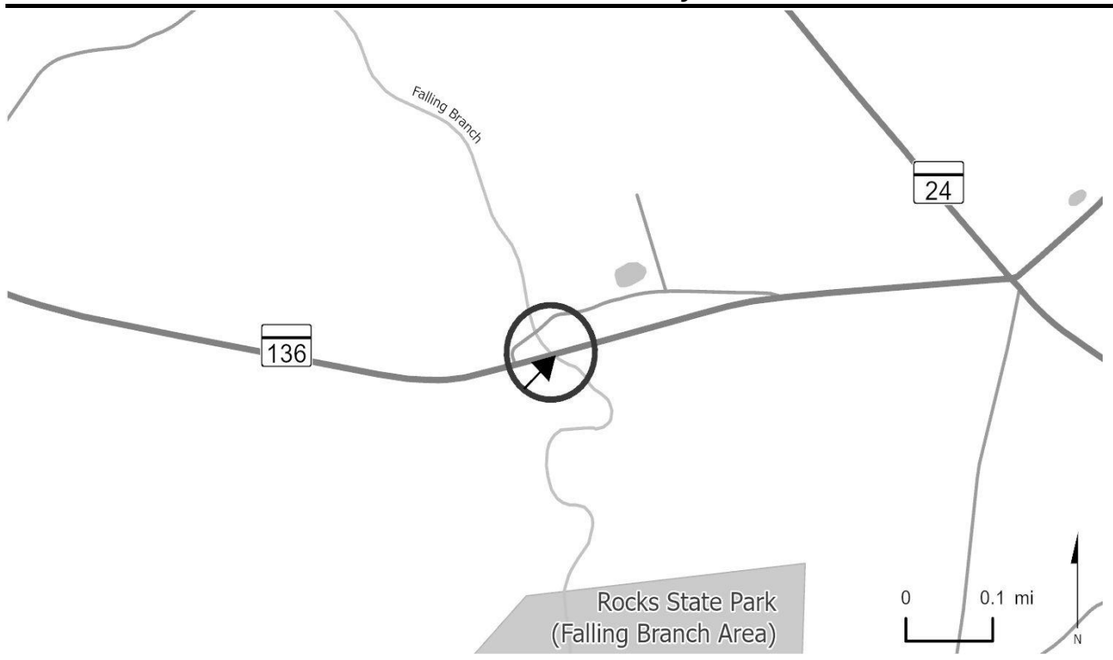
PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Bridge Replacement/Rehabilitation				
GA4221	MD135	Maryland Highway - Bridge Deck Replacement for Bridge No. 1101400 over Little Youghiogheny River	$ 10,145	Under Construction
GA4281	MD42	Friendsville Road - Bridge Deck Overlay on Bridge No. 1005400 over Youghiogheny River	$ 4,228	Under Construction
Commuter Access Improvements				
GA4331	US219	Chestnut Ridge Road - Ridesharing Facilities at US 40 Alt	$ 1,514	Completed
Resurface/Rehabilitate				
XY8111	-	Safety and Resurfacing Improvements at Various Locations in Garrett County	$ 4,882	Completed
GA4321	MD546	Finzel Road - Safety and Resurfacing Improvements from Beall School Road to Pennsylvania State Line	$ 5,475	FY 2027
GA2531	MD669	Springs Road - Safety and Resurfacing Improvements from US 40 Alt to Pennsylvania State Line	$ 2,546	Under Construction
XQ8111	-	Resurfacing Improvements at Various Locations in Garrett County	$ 5,227	Under Construction
Safety/Spot Improvement				
GA1061	US219	Garrett Highway - Center Turn Lane and Bicycle and Pedestrian Route Improvements from Glendale Road to Lake Shore Drive	$ 2,172	Completed
Transportation Alternatives Program				
GA1281	-	Casselman Bridge Restoration	$ 4,132	Under Construction

MARYLAND DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY ADMINISTRATION



HARFORD COUNTY



PROJECT: MD 136, Calvary Road

DESCRIPTION: Replacement of Bridge No. 120031001 over Falling 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.

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 2026 - 31 CTP: New project added to the Construction Program. Construction anticipated to begin in FY 2028.

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 bridge, constructed in 1931, is nearing the end of its useful service life and is currently rated poor based on substructure condition.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,000	1,265	434	1,041	694	0	0	0	0	1,735	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	6,000	0	0	0	2,140	3,860	0	0	0	6,000	0
Total	**9,000**	**1,265**	**434**	**1,041**	**2,834**	**3,860**	**0**	**0**	**0**	**7,735**	**0**
Federal-Aid	8,121	806	362	969	2,679	3,667	0	0	0	7,315	0
Special	879	459	72	72	155	193	0	0	0	420	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

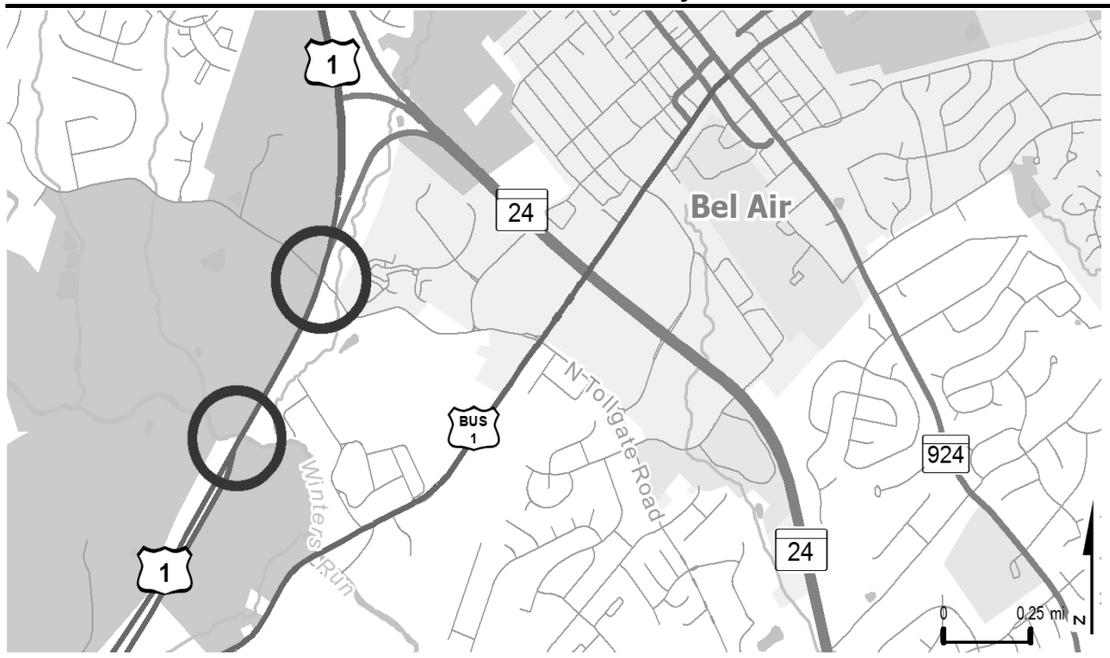
STATE - Rural Major Collector
FEDERAL - Rural Major Collector
STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2026) 2,200

PROJECTED (2046) 2,750

STIP REFERENCE #HA0961 8/1/2026



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:**

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

SMART GROWTH STATUS: [ ] 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

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).

STATUS: Engineering underway. Construction anticipated to begin in FY 2027.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	431	431	325	0	0	0	0	0	0	0	0
Engineering	4,362	2,829	168	1,533	0	0	0	0	0	1,533	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	462	0	0	222	222	18	0	0	0	462	0
Construction	20,000	0	0	2,493	10,640	6,867	0	0	0	20,000	0
Total	**25,255**	**3,260**	**493**	**4,248**	**10,862**	**6,885**	**0**	**0**	**0**	**21,995**	**0**
Federal-Aid	22,802	1,967	490	4,023	10,275	6,537	0	0	0	20,835	0
Special	2,453	1,293	3	225	587	348	0	0	0	1,160	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 (2026) 43,900

PROJECTED (2046) 65,500

STIP REFERENCE #HA1051 8/1/2026



PROJECT: MD 22, Churchville Road

DESCRIPTION: Intersection reconstruction from MD 136 to MD 155.

PURPOSE & NEED SUMMARY STATEMENT: The purpose of this project is to improve safety and operations in Churchville.

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 anticipated to begin in FY 2027.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: New project added to the Development and Evaluation Program. The project is contingent on the finalization of a cost-sharing agreement with Harford County.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,000	0	0	400	1,500	1,500	600	0	0	4,000	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	**4,000**	**0**	**0**	**400**	**1,500**	**1,500**	**600**	**0**	**0**	**4,000**	**0**
Federal-Aid	3,200	0	0	320	1,200	1,200	480	0	0	3,200	0
Special	0	0	0	0	0	0	0	0	0	0	0
Other	800	0	0	80	300	300	120	0	0	800	0

Classification:

STATE - Urban Principal Arterial
FEDERAL - Other Principal Arterial
STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2026) 20,400

PROJECTED (2046) 23,700

STIP REFERENCE #HAA011 8/1/2026

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Harford County - LINE 4

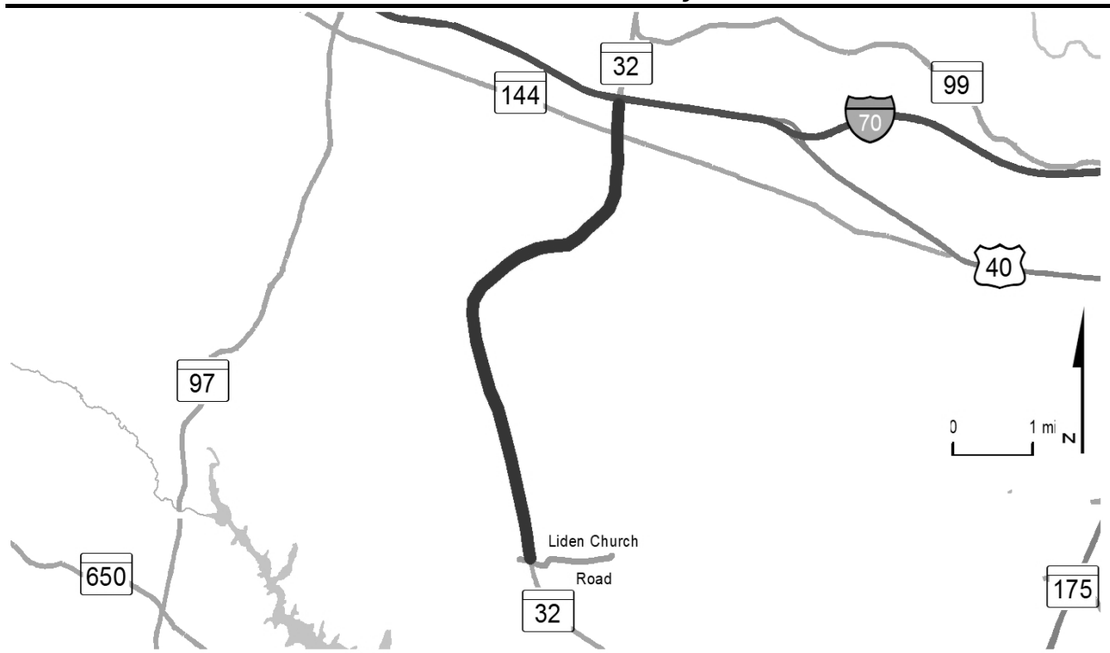
PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Intersection Capacity Improvements				
HA0941	MD24	Emmorton Road - Additional Lane on US 1 Bypass South to Boulton Street	$ 1,085	Design Underway
HA0942	MD24	Emmorton Road - Widen and Resurfacing from US 1 Bypass to Boulton Street	$ 5,278	FY 2027
HA5541	MD23	East-West Highway - Roundabout Improvements at Grafton Shop Road	$ 3,900	FY 2027
Resurface/Rehabilitate				
XY7121	-	Mill and Resurfacing Improvements at Various Locations East of US 1 in Harford County	$ 9,336	Completed
XY8122	-	Mill and Resurfacing Improvements at Various Locations West of US 1 in Harford County	$ 16,121	Completed
XQ131B	-	Pavement Patching at Various Locations in Harford County	$ 6,174	FY 2027
HA5411	-	Guardrail Improvements at US 1 Bypass to US 1 Business and MD 24 from MD 924 to MacPhail Road	$ 3,259	Under Construction
XQ3263	-	Safety and Resurfacing Improvements at Various Locations in Harford County	$ 5,617	Under Construction
Safety/Spot Improvement				
HA5001	MD543	Fountain Green Road - Geometric Improvements at MD 136	$ 4,154	Design Completed
HA5002	MD543	Fountain Green Road - Geometric Improvements at MD 136	$ 5,847	Under Construction
Sidewalks				
HA6071	US40	Philadelphia Boulevard - Safety Improvements from MD 22 to MD 715 - Pedestrian Safety Action Plan	$ 5,637	Design Underway
Transportation Alternatives Program				
HA3213	-	Bicycle and Pedestrian Route Improvements at Ma & Pa Connector Trail, Segment 3	$ 2,757	Under Construction

MARYLAND DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY ADMINISTRATION



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.

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 project relieves traffic congestion and addresses safety concerns along MD 32 in Howard County.

STATUS: Open to service.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: Construction funding for noise mitigation is contingent on the legislature providing the full authorization for the pre-authorization funding included in the state legislature's FY 2027 budget.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,234	2,234	0	0	0	0	0	0	0	0	0
Engineering	10,026	9,726	0	0	300	0	0	0	0	300	0
Right-of-way	14,347	14,297	313	50	0	0	0	0	0	50	0
Utilities	4,768	3,276	2,238	1,492	0	0	0	0	0	1,492	0
Construction	99,555	94,555	47	0	1,500	2,500	1,000	0	0	5,000	0
Total	**130,930**	**124,088**	**2,598**	**1,542**	**1,800**	**2,500**	**1,000**	**0**	**0**	**6,842**	**0**
Federal-Aid	107,458	103,727	2,084	1,231	750	1,250	500	0	0	3,731	0
Special	20,971	20,360	514	311	300	0	0	0	0	611	0
Other	2,500	0	0	0	750	1,250	500	0	0	2,500	0

Classification:

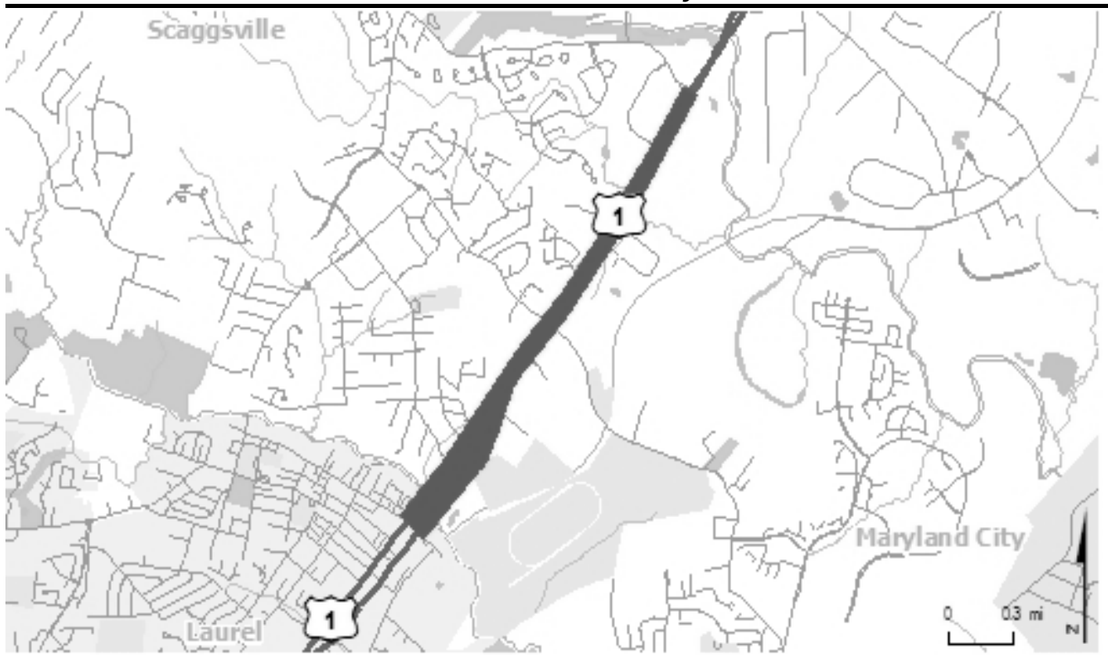
STATE - Principal Arterial
FEDERAL - Other Principal Arterial
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2026) 24,400

PROJECTED (2046) 42,600

STIP REFERENCE #HO7563 8/1/2026



PROJECT: US 1, Washington Boulevard

DESCRIPTION: Safety and accessibility improvements in the US 1 corridor from the Prince George's County line to Gorman Road. Improvements include upgrades to existing, and installation of new ADA compliant sidewalks, curbs, ramps, medians, crosswalks, grass buffers, lighting and traffic signals. A 2-foot monolithic median on Bridge No. 16001 will also be included.

PURPOSE & NEED SUMMARY STATEMENT: This project is part of the Pedestrian Safety Action Plan Program which utilizes a data-driven approach to prioritize corridors for vulnerable road users safety projects.

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

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 make Context Driven improvements on US 1 from the Prince George's County Line to Gorman Road making travel safe for all users.

STATUS: Engineering and right-of-way acquisition underway. Construction anticipated to begin in FY 2027.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,852	5,108	2,878	744	0	0	0	0	0	744	0
Right-of-way	1,262	413	413	208	208	208	208	17	0	849	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	17,890	0	0	3,118	9,466	5,306	0	0	0	17,890	0
Total	**25,004**	**5,521**	**3,291**	**4,070**	**9,674**	**5,514**	**208**	**17**	**0**	**19,483**	**0**
Federal-Aid	23,609	5,088	3,219	3,846	9,201	5,249	208	17	0	18,521	0
Special	1,395	433	72	224	473	265	0	0	0	962	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

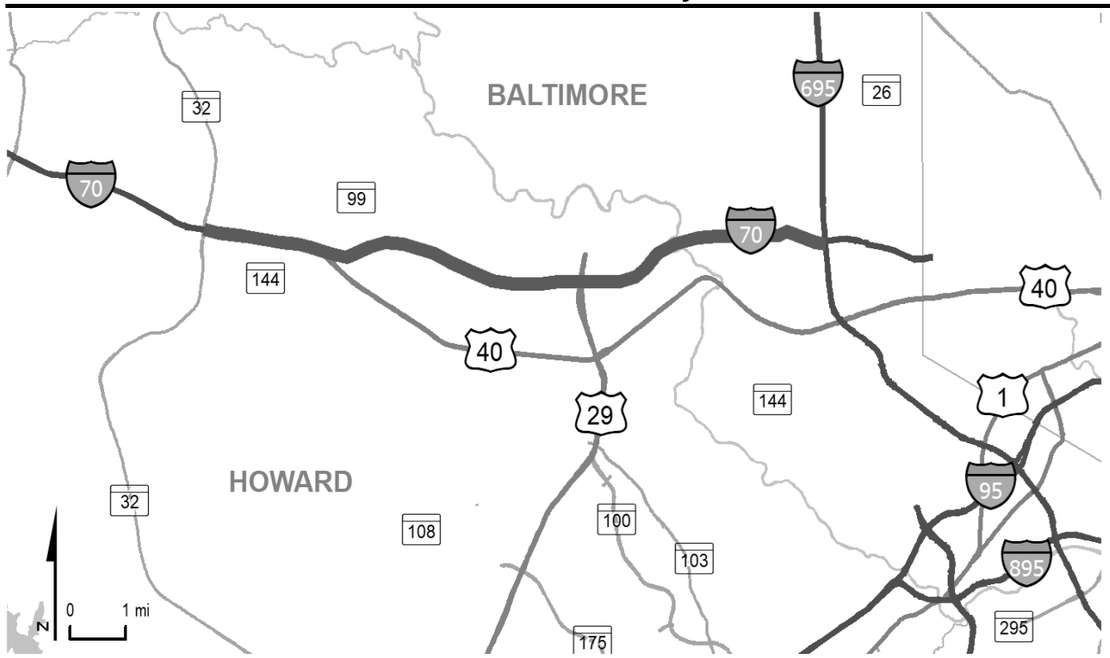
STATE - Minor Arterial
FEDERAL - Other Principal Arterial
STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2026) 30,500

PROJECTED (2046) 33,600

STIP REFERENCE #HO5411 8/1/2026



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: Environmental analysis and engineering underway.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	432	432	0	0	0	0	0	0	0	0	0
Engineering	7,152	300	300	1,000	1,600	1,300	1,952	1,000	0	6,852	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	**7,584**	**732**	**300**	**1,000**	**1,600**	**1,300**	**1,952**	**1,000**	**0**	**6,852**	**0**
Federal-Aid	7,005	270	270	1,000	1,568	1,274	1,913	980	0	6,735	0
Special	579	462	30	0	32	26	39	20	0	117	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

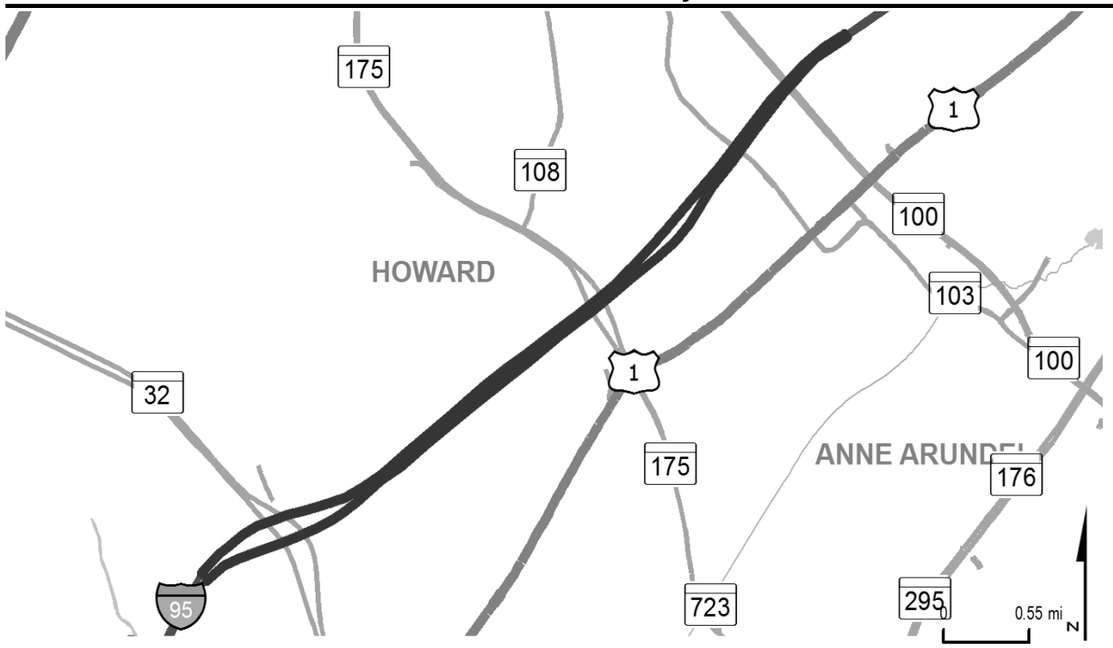
STATE - Principal Arterial
FEDERAL - Interstate
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2026) 73.300 - 113,900

PROJECTED (2046) 91,600 - 131,000

STIP REFERENCE #AZ2321 8/1/2026



PROJECT: I-95, Active Traffic Management

DESCRIPTION: Construct facilities to accommodate peak hour shoulder use on I-95 between MD 32 and MD 100.

PURPOSE & NEED SUMMARY STATEMENT: This project will address congestion and safety concerns along I-95.

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

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

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

STATUS: In an effort to ensure the CTP reflects currently active projects, the Final CTP will not provide PIFs for projects which have been on hold for greater than 5 years. This PIF will not appear in the Final CTP but will be restored when funding becomes available.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
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:

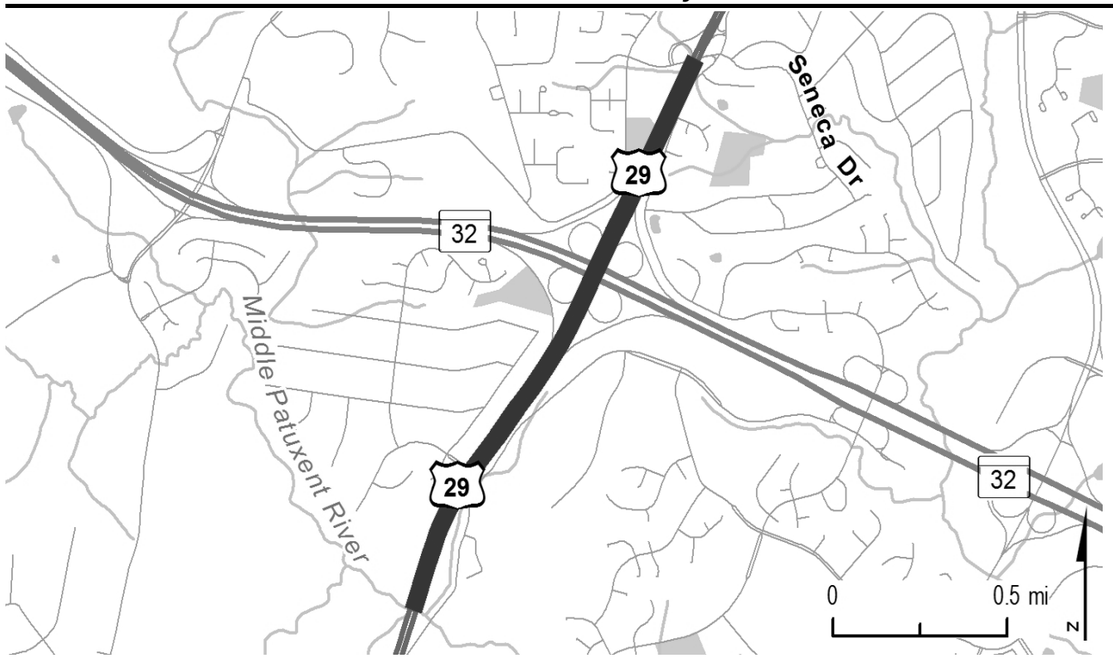
STATE - Principal Arterial
FEDERAL - Interstate
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2026) 204,600 - 212,300

PROJECTED (2046) 234,200 - 246,500

STIP REFERENCE #HO7261 8/1/2026



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

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

STATUS: Feasibility study for improving bicycle access to the River's Edge community is complete. Project on hold.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	809	809	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	**809**	**809**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	809	809	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

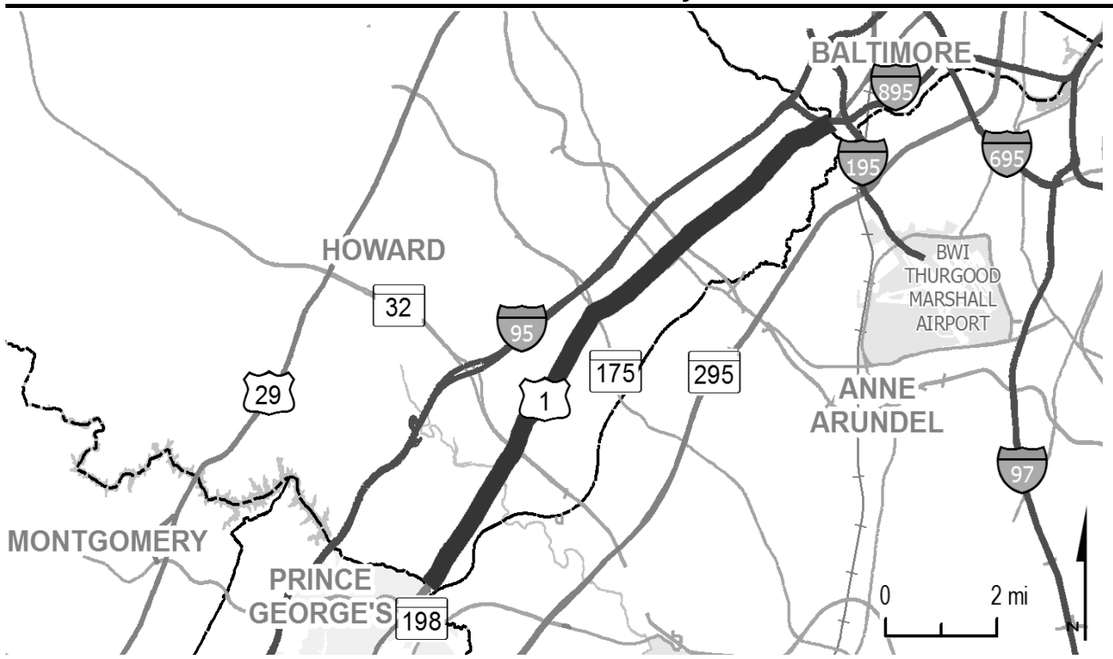
STATE - Principal Arterial
FEDERAL - Freeway/Expressway
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2026) 45,400

PROJECTED (2046) 69,100

STIP REFERENCE #HO3173 8/1/2026



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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: In an effort to ensure the CTP reflects currently active projects, the Final CTP will not provide PIFs for projects which have been on hold for greater than 5 years. This PIF will not appear in the Final CTP but will be restored when funding becomes available.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
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 (2026) 19,300 - 42,300

PROJECTED (2046) 38,600 - 65,800

STIP REFERENCE #HO3321 8/1/2026

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Howard County - LINE 7

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Intersection Capacity Improvements				
HO1241	IS70	Geometric Improvements at US 29 Southbound Ramp	$ 4,236	Under Construction
Resurface/Rehabilitate				
XQ2131	-	Safety and Resurfacing Improvements at Various Locations in Howard County	$ 7,101	Under Construction
XY9131	-	Safety and Resurfacing Improvements at Various Locations in Howard County	$ 16,524	Under Construction
Safety/Spot Improvement				
HO2152	US1	Washington Boulevard - Sidewalk Improvements from Rowanberry Drive and Doctor Patel Drive	$ 2,668	Under Construction
TMDL Compliance				
XB1701	-	Drainage Improvements at Various Locations in Howard County	$ 4,913	FY 2027
Transportation Alternatives Program				
HO105C	-	Bicycle and Pedestrian Route Improvements at Dobbin Road and Mcgaw Road	$ 220	Completed
HO5691	-	Patuxent Branch Trail Surface Upgrade - Bicycle and Pedestrian Route Improvements	$ 1,655	Design Underway
HO5831	-	Dobbin Road - Shared Use Path at MD 175 to Oakland Mills Road, McGaw Road and Oak Hall Lane	$ 6,000	Design Underway

MARYLAND DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY ADMINISTRATION



KENT COUNTY

MINOR PROJECTS PROGRAM

(Dollars in Thousands)

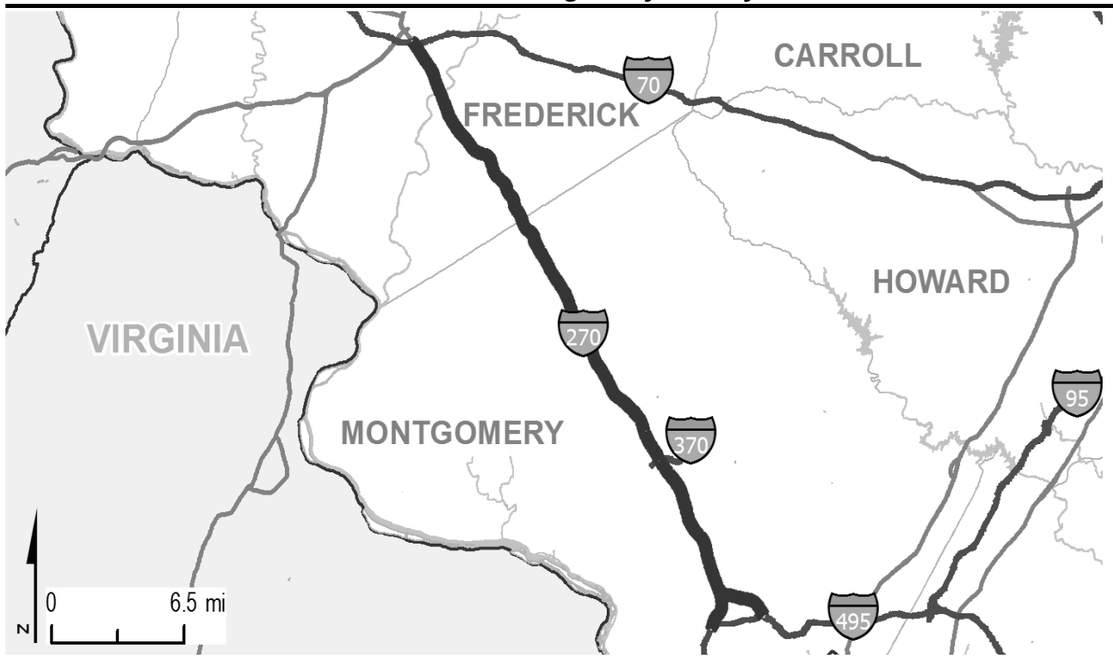
STATE HIGHWAY ADMINISTRATION - Kent County - LINE 1

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Resurface/Rehabilitate				
XY9142	-	Resurfacing Improvements at Various Locations in Kent County	$ 7,344	Completed
XQ9143	-	Resurfacing Improvements at Various Locations in Kent County	$ 3,288	Under Construction

MARYLAND DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY ADMINISTRATION

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

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

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

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: 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.

STATUS: Open to service. Additional ramp metering construction complete.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	128,502	128,502	2,393	0	0	0	0	0	0	0	0
Total	**128,502**	**128,502**	**2,393**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	128,502	128,502	2,393	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 (2026) 83,100 - 239,600

PROJECTED (2046) 109,500 - 311,600

STIP REFERENCE #MO0691 8/1/2026



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 all users.

SMART GROWTH STATUS: ☐ 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

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

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

EXPLANATION: This project will improve safety and accessibility along MD 97, including enhancing bicycle and pedestrian connectivity and accessibility while balancing vehicular mobility in the corridor.

STATUS: Engineering, right-of-way acquisition, and utilities underway. Montgomery County contributed $3.0 million towards planning.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: The cost increase of $12.5 million is due to a revised engineer's estimate for construction including inflation.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	3,000	3,000	0	0	0	0	0	0	0	0	0
Engineering	9,985	8,800	900	700	485	0	0	0	0	1,185	0
Right-of-way	16,424	15,255	1,785	1,169	0	0	0	0	0	1,169	0
Utilities	5,464	420	420	2,522	2,522	0	0	0	0	5,044	0
Construction	27,449	0	0	0	1,635	4,827	6,978	7,339	6,670	27,449	0
Total	**62,321**	**27,474**	**3,105**	**4,391**	**4,642**	**4,827**	**6,978**	**7,339**	**6,670**	**34,847**	**0**
Federal-Aid	53,428	19,774	2,965	4,069	4,287	4,730	6,838	7,192	6,537	33,654	0
Special	5,894	4,701	140	322	355	97	140	147	133	1,193	0
Other	3,000	3,000	0	0	0	0	0	0	0	0	0

Classification:

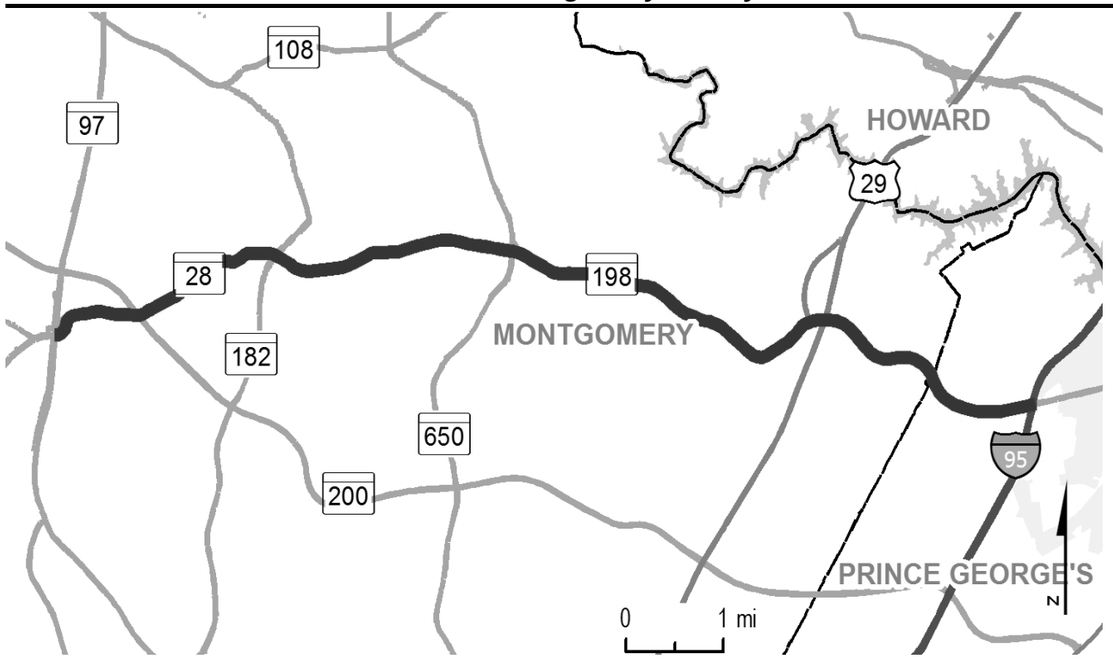
STATE - Intermediate Arterial
FEDERAL - Other Principal Arterial
STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2026) 65,400

PROJECTED (2046) 72,300

STIP REFERENCE #MO2241 8/1/2026



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

☐	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 2026 - 31 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	9,158	9,158	0	0	0	0	0	0	0	0	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**	**9,161**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Federal-Aid	3,206	3,206	0	0	0	0	0	0	0	0	0
Special	5,954	5,954	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

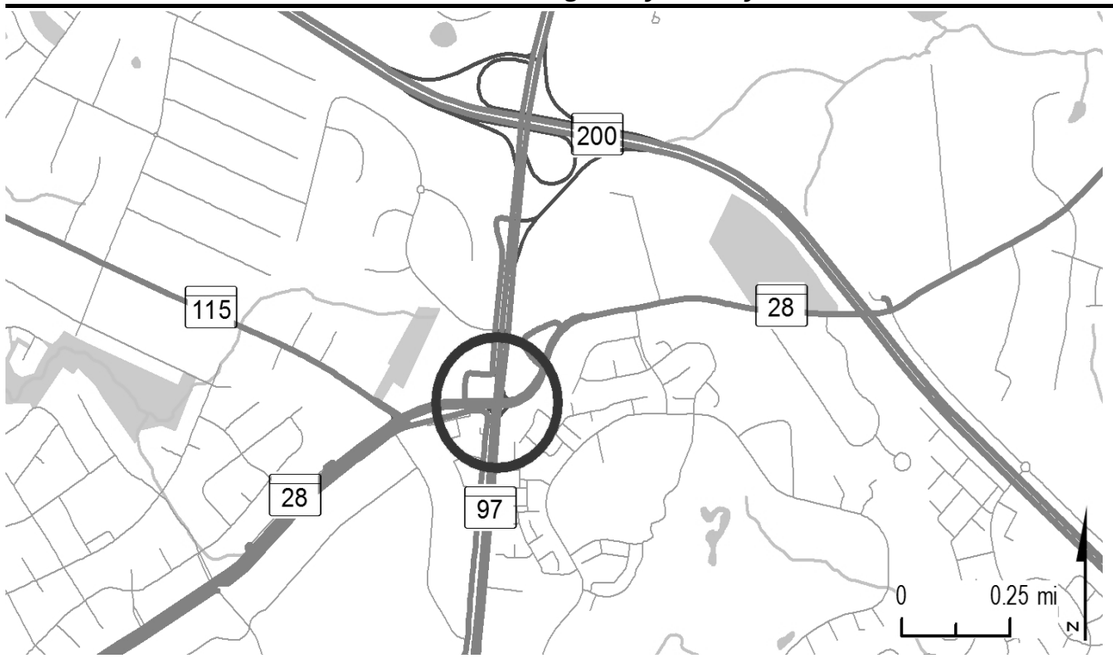
Classification:

STATE - Intermediate Arterial
FEDERAL - Other Principal Arterial
STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2026)	16,100 - 23,200 (MD 28)
	17,300 - 46,200 (MD 198)
PROJECTED (2046)	25,000 - 35,900 (MD 28)
	27,100 - 61,100 (MD 198)

STIP REFERENCE #MO8862 8/1/2026



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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: In an effort to ensure the CTP reflects currently active projects, the Final CTP will not provide PIFs for projects which have been on hold for greater than 5 years. This PIF will not appear in the Final CTP but will be restored when funding becomes available.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
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:

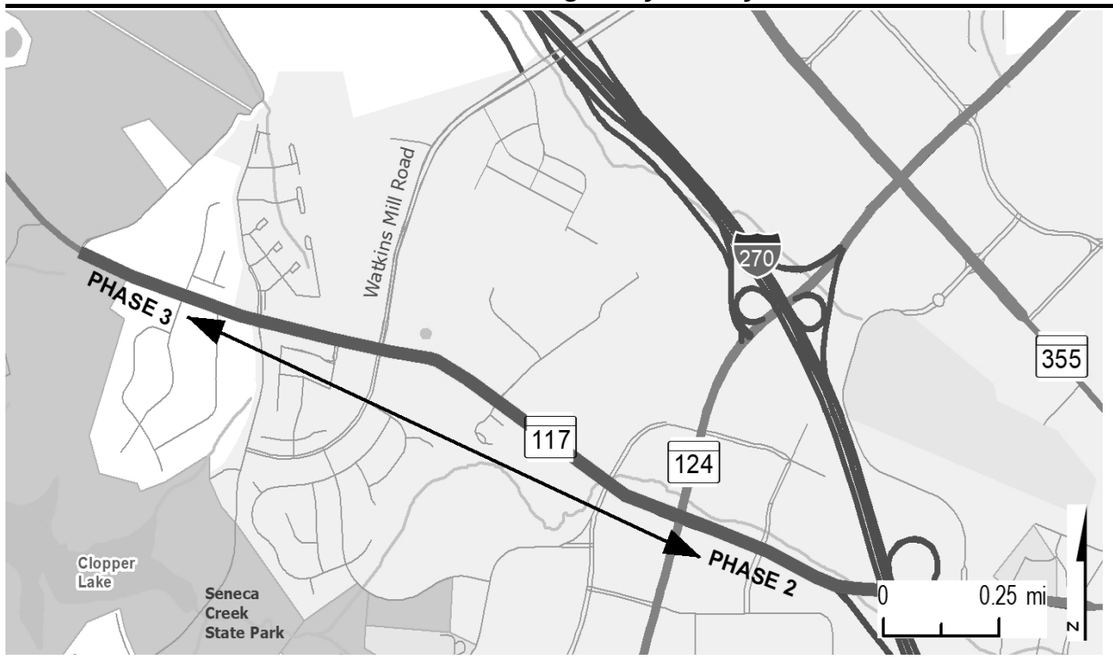
STATE - Intermediate Arterial
FEDERAL - Other Principal Arterial
STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2026) 49,100

PROJECTED (2046) 59,400

STIP REFERENCE #MO8521 8/1/2026



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

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

STATUS: In an effort to ensure the CTP reflects currently active projects, the Final CTP will not provide PIFs for projects which have been on hold for greater than 5 years. This PIF will not appear in the Final CTP but will be restored when funding becomes available.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
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 (2026)	24,300 - 42,800 (Phase 2)
	29,500 - 49,500 (Phase 3)
PROJECTED (2046)	32,000 - 53,200 (Phase 2)
	39,600 - 55,700 (Phase 3)

STIP REFERENCE #MO6711 8/1/2026

MINOR PROJECTS PROGRAM

(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Montgomery County - LINE 6

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Bicycle Retrofit				
MO9981	MD390	16th Street - Bicycle and Pedestrian Route Improvements from Spring Street to 2nd Avenue	$ 10,031	Under Construction
Resurface/Rehabilitate				
XB2151	-	Safety and Resurfacing Improvements at Various Locations in Montgomery County	$ 8,358	FY 2027
MO994M	MD355	Frederick Road - Safety and Resurfacing Improvements from Brookes Avenue to Montgomery Village Avenue	$ 3,722	Under Construction
XQ131M	-	Patching Various Locations in Montgomery County	$ 3,122	Under Construction
XQ5151	-	Resurfacing Improvements at Various Locations in Montgomery County	$ 4,303	Under Construction
XQ5152	-	Safety and Resurfacing Improvements at Various Locations in Montgomery County	$ 7,287	Under Construction
Safety/Spot Improvement				
MO1251	MD124	Quince Orchard Road - Safety Improvements at Russell Avenue	$ 5,161	FY 2028
MO9971	MD650	New Hampshire Avenue - Safety Improvements from Northampton Drive to Powder Mill Road - Pedestrian Safety Action Plan	$ 12,846	Under Construction
Sidewalks				
MOA721	MD193	University Boulevard - Safety Improvements from US 29 to MD 97 - Pedestrian Safety Action Plan	$ 3,161	Design Underway
TMDL Compliance				
MO0321	-	Stream Restoration of Watts Branch Tributary at Plymouth Woods	$ 3,736	FY 2027
Transportation Alternatives Program				
MO0201	-	Sidewalk Improvements at Forest Glen Road	$ 248	Completed
MO0992	-	Enhancing Biking and Bike Safety in Takoma Park Project	$ 99	Design Underway
MO9561	-	Sidewalk Improvements at North Stonestreet Avenue	$ 280	Design Underway
MOA691	-	Bicycle and Pedestrian Route Improvements from Industrial Drive Path to Morris Park	$ 400	Design Underway
MO0221	-	Bicycle and Pedestrian Route Improvements at North Branch Hiker - Biker Trail	$ 2,000	Under Construction
MOA831	MD188	Wilson Lane - Pedestrian Safety Improvements at Cordell Avenue	$ 47	Under Construction
MOA881	-	Bicycle and Pedestrian Route Improvements - Fleet and Monroe Complete Streets	$ 224	Under Construction

MINOR PROJECTS PROGRAM

(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Montgomery County - LINE 6

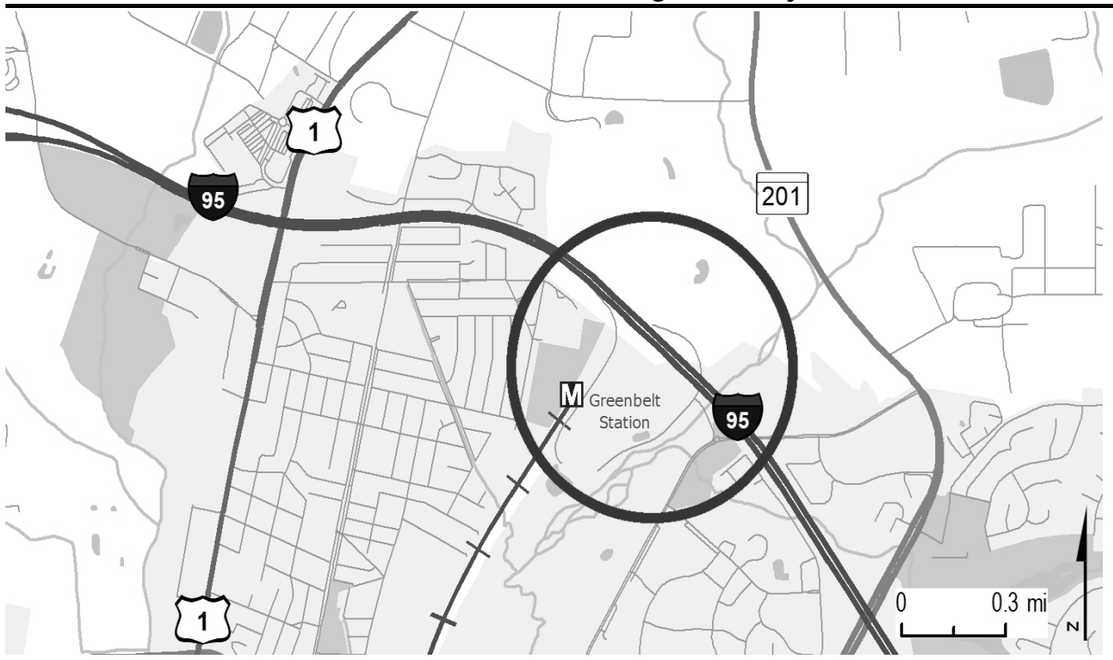
PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Transportation Alternatives Program				
MONEW9	-	MD 355 Clarksburg Shared Use Path	$ 3,673	Under Construction

MARYLAND DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY ADMINISTRATION



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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

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

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [ ] 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.

STATUS: Engineering paused for coordination with stakeholders. Cashflows shown are based on order of magnitude estimates and will be refined with further scope development.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,561	1,561	0	0	0	0	0	0	0	0	0
Engineering	22,736	12,736	0	0	2,500	2,500	2,500	2,500	0	10,000	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	**265,251**	**15,251**	**0**	**0**	**30,000**	**110,000**	**107,500**	**2,500**	**0**	**250,000**	**0**
Federal-Aid	51,426	1,426	0	0	6,500	13,500	27,500	2,500	0	50,000	0
Special	13,824	13,824	0	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:

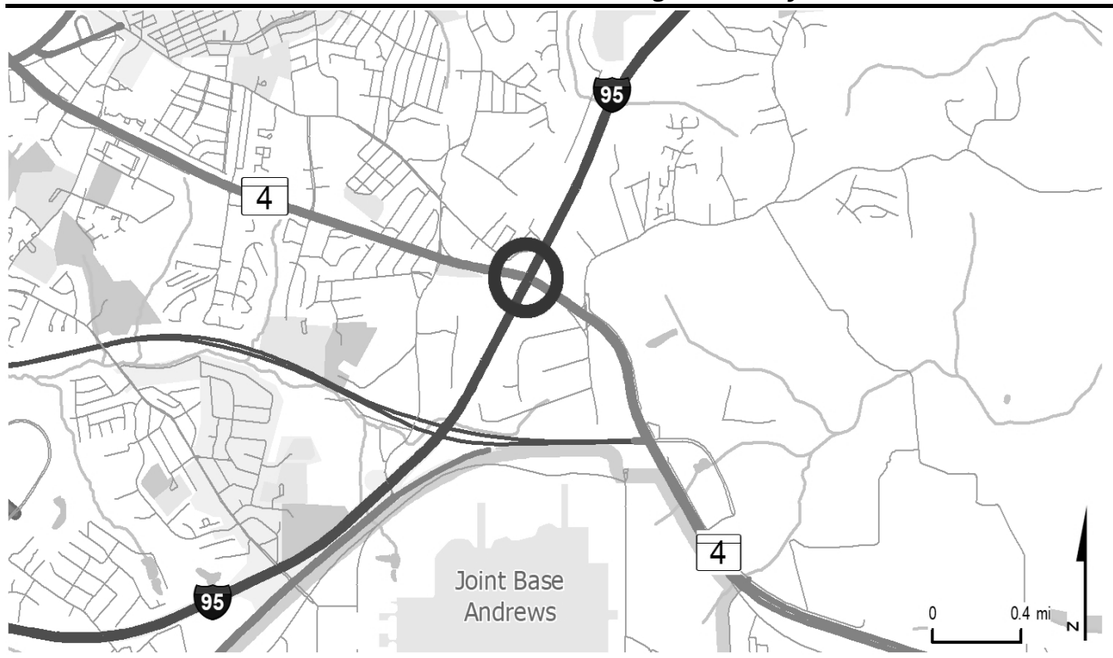
STATE - Principal Arterial
FEDERAL - Interstate
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2026) 216,900

PROJECTED (2046) 246,500

STIP REFERENCE #PG3331 8/1/2026



PROJECT: I-95, Capital Beltway

DESCRIPTION: Replacement of Bridge Nos. 1615905 and 1615906 on I-495 over MD 4.

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. Completion of the planned improvements will also improve the operation and safety of the interchange.

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

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 bridges, built in 1963, are nearing the end of their useful service life and are currently rated fair.

STATUS: Engineering and right-of-way acquisition underway. Construction anticipated to begin in FY 2027.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: The cost increase of $23.9 million is due to a revised engineer's estimate for construction including inflation. Construction is anticipated to begin in FY 2027.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	7,251	6,214	1,284	1,037	0	0	0	0	0	1,037	0
Right-of-way	526	260	245	84	84	84	14	0	0	266	0
Utilities	1,000	0	0	0	1,000	0	0	0	0	1,000	0
Construction	79,999	0	0	9,908	28,738	27,015	14,338	0	0	79,999	0
Total	**88,776**	**6,474**	**1,529**	**11,029**	**29,822**	**27,099**	**14,352**	**0**	**0**	**82,302**	**0**
Federal-Aid	81,707	3,644	1,525	10,392	28,286	25,749	13,636	0	0	78,063	0
Special	7,069	2,830	4	637	1,536	1,350	716	0	0	4,239	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

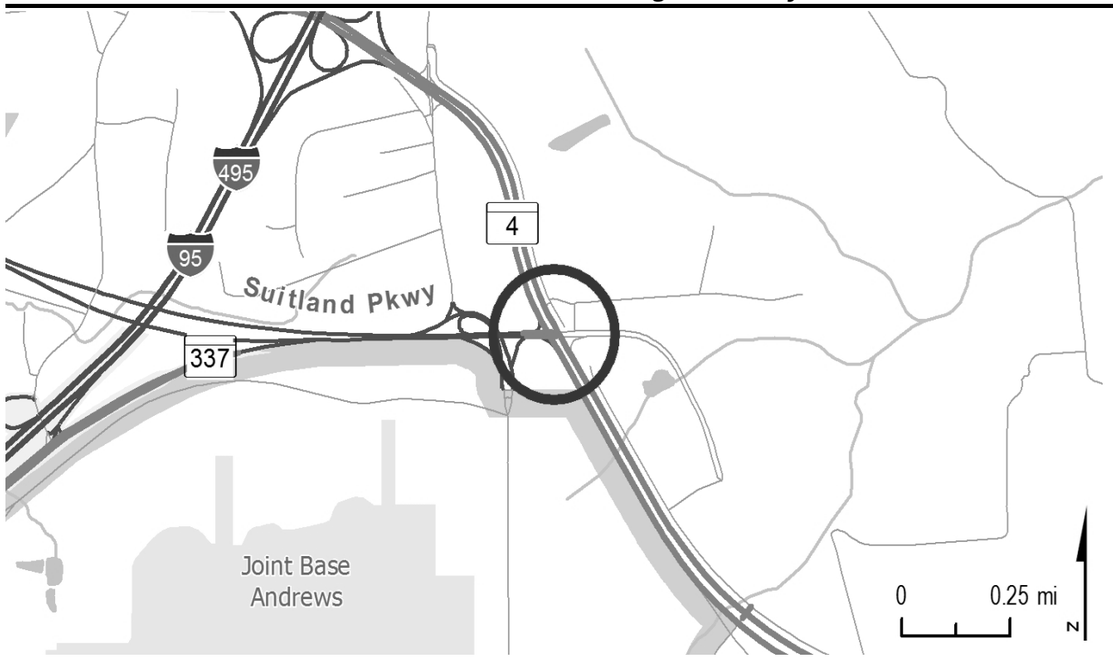
STATE - Principal Arterial
FEDERAL - Interstate
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2026) 212,500

PROJECTED (2046) 242,100

STIP REFERENCE #PG0191 8/1/2026



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.

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

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

If Project Outside PFA:
- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

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 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 2026 - 31 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	22,138	22,138	0	0	0	0	0	0	0	0	0
Right-of-way	14,133	13,563	122	392	178	0	0	0	0	570	0
Utilities	8,773	8,687	13	52	34	0	0	0	0	86	0
Construction	225,142	114,962	39,824	32,815	33,356	44,009	0	0	0	110,180	0
Total	**270,186**	**159,350**	**39,959**	**33,259**	**33,568**	**44,009**	**0**	**0**	**0**	**110,836**	**0**
Federal-Aid	230,147	119,791	38,616	33,040	33,418	43,898	0	0	0	110,356	0
Special	37,872	37,392	1,343	219	150	111	0	0	0	480	0
Other	2,168	2,168	0	0	0	0	0	0	0	0	0

Classification:

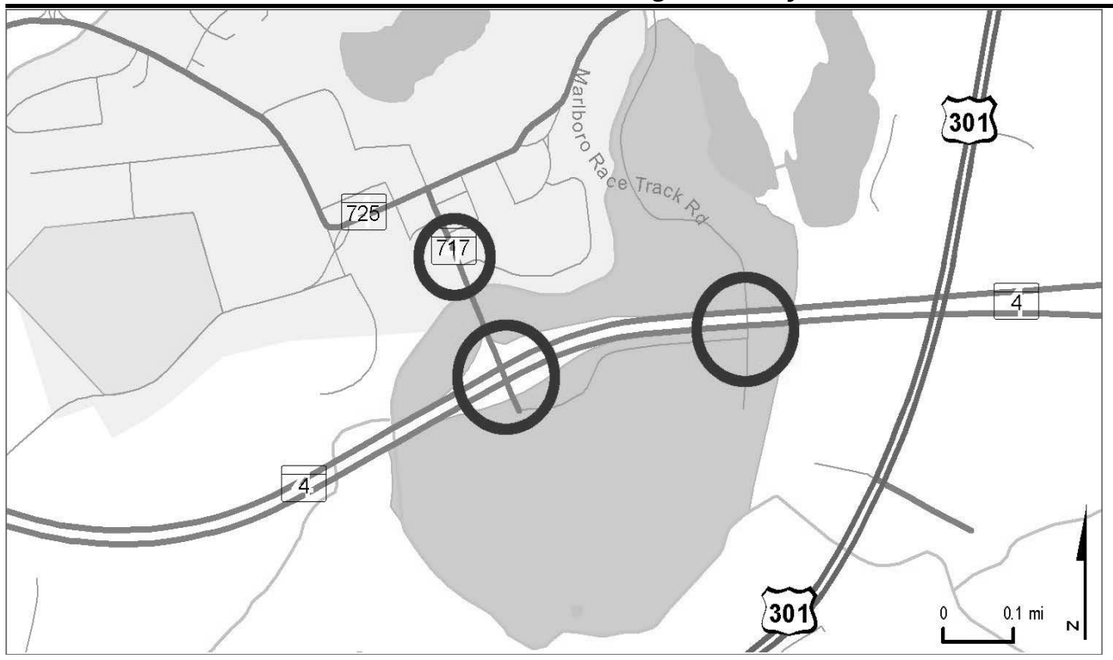
STATE - Intermediate Arterial
FEDERAL - Freeway/Expressway
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2026) 66,100

PROJECTED (2046) 84,750

STIP REFERENCE #PG6181 8/1/2026



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 Western Branch.

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:**

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

- [X] 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 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 is subject to flooding. The project will provide improved pedestrian facilities.

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	7,500	3,617	648	2,026	1,857	0	0	0	0	3,883	0
Right-of-way	74	0	0	63	11	0	0	0	0	74	0
Utilities	27	0	0	20	7	0	0	0	0	27	0
Construction	44,999	0	0	0	2,645	10,476	12,134	11,308	8,436	44,999	0
Total	**52,600**	**3,617**	**648**	**2,109**	**4,520**	**10,476**	**12,134**	**11,308**	**8,436**	**48,983**	**0**
Federal-Aid	48,671	1,998	647	2,071	4,365	9,952	11,527	10,743	8,015	46,673	0
Special	3,929	1,619	1	38	155	524	607	565	421	2,310	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

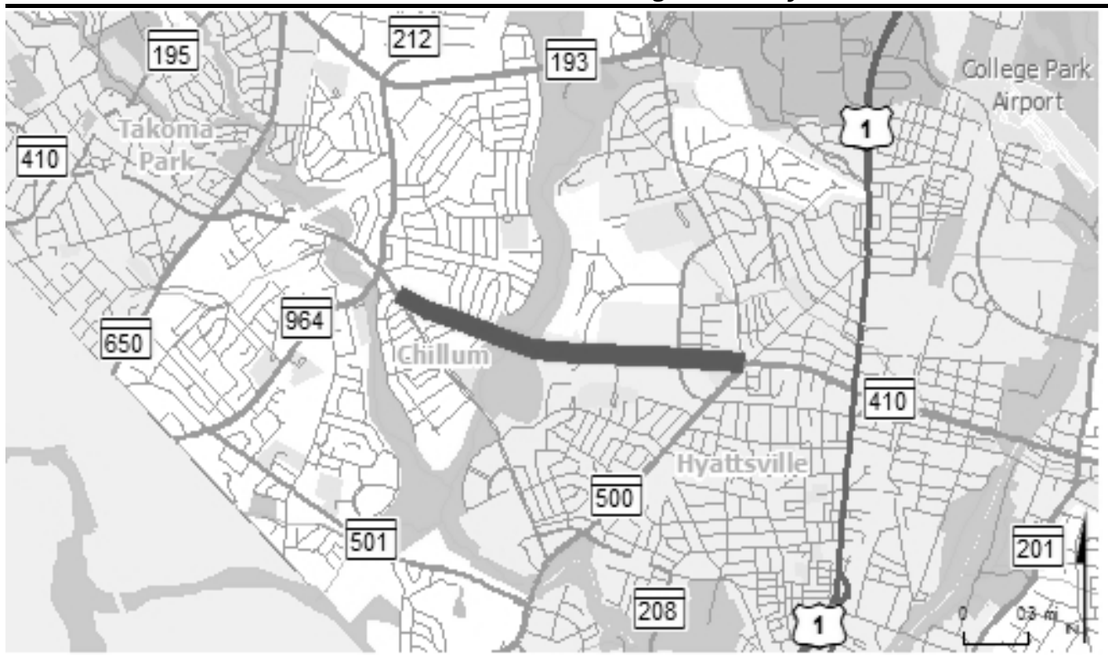
STATE - Intermediate Arterial and Minor Arterial
FEDERAL - Freeway/Expressway and Minor Arterial
STATE SYSTEM: Primary and Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2026) 53,200 (MD 4) and 7,900 (MD 717)

PROJECTED (2046) 66,500 (MD 4) and 9,700 (MD 717)

STIP REFERENCE #PG2582 8/1/2026



PROJECT: MD 410, East-West Highway

DESCRIPTION: Safety and accessibility improvements in the MD 410 corridor from Adelphi Road/ MD 500 to MD 212. Improvements include the elimination of channelized right-turn lanes, sidewalk construction, pedestrian refuge areas and curb extensions.

PURPOSE & NEED SUMMARY STATEMENT: This project is part of the Pedestrian Safety Action Plan Program which utilizes a data-driven approach to prioritize corridors for vulnerable road user safety.

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

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

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

EXPLANATION: This project will make Context Driven improvements on MD 410 from MD 212 (Riggs Road) to Adelphi Road/ MD 500 (Queens Chapel Road) making travel safe for all users.

STATUS: Engineering and right-of-way acquisition underway. Construction anticipated to begin in FY 2027.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: The cost increase of $3.2 million is for utilities and additional design funding.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,562	3,302	1,882	260	0	0	0	0	0	260	0
Right-of-way	1,021	25	25	239	239	239	239	40	0	996	0
Utilities	1,854	0	0	556	1,298	0	0	0	0	1,854	0
Construction	15,000	0	0	828	2,411	2,831	2,994	2,844	2,428	14,336	664
Total	**21,437**	**3,327**	**1,907**	**1,883**	**3,948**	**3,070**	**3,233**	**2,884**	**2,428**	**17,446**	**664**
Federal-Aid	20,003	2,917	1,508	1,722	3,672	2,929	3,083	2,742	2,307	16,455	631
Special	1,434	410	399	161	276	141	150	142	121	991	33
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

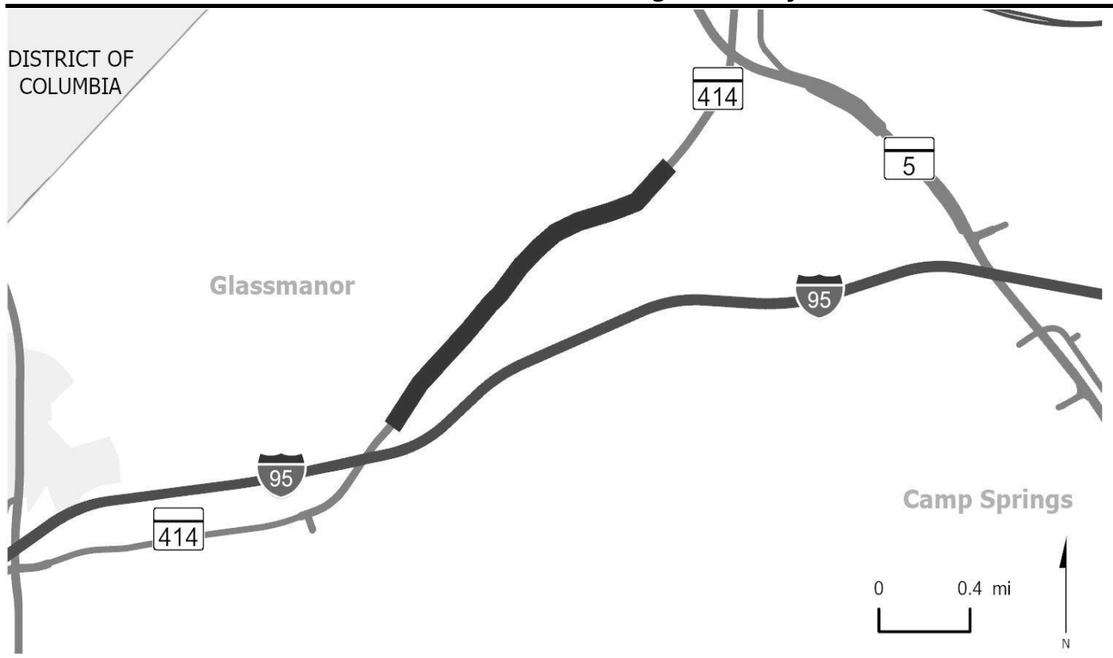
STATE - Principal Arterial
FEDERAL - Other Principal Arterial
STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2026) 27,800 - 41,200

PROJECTED (2046) 31,300 - 47,400

STIP REFERENCE #PGA441 8/1/2026



PROJECT: MD 414, St. Barnabas Road

DESCRIPTION: Safety and accessibility improvements from I 95 ramp 2 to MD 5 ramp 5, provide safe and accessible pedestrian facilities within the project limits by eliminating channelized right turn lanes, reduce turning radius and install mid-block crossing, ADA ramp upgrades, lease lighting upgrades, install high visibility continental crosswalks, reduce lane width, and install new traffic signals.

PURPOSE & NEED SUMMARY STATEMENT: Provide safe and accessible pedestrian facilities within the project limits. The project will directly address the vulnerable road user connectivity, accessibility and safety needs along the 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

If Project Outside PFA:
- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

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 overall goal of the project is to enhance safety for all road users along MD 414, from I-95 ramp 2 to MD 5 ramp 5, while maintaining acceptable trade-offs in vehicular mobility. To be consistent with the Complete Streets Policy, this project includes a constraint to provide improvements that reduce vehicular speeds to align fully with the context and roadway type.

STATUS: Engineering underway. Construction anticipated to begin in FY 2027.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: New project added to the Construction Program.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,000	1,390	542	610	0	0	0	0	0	610	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	101	0	0	31	42	28	0	0	0	101	0
Construction	15,000	0	0	854	2,642	3,113	3,210	2,634	2,547	15,000	0
Total	**17,101**	**1,390**	**542**	**1,495**	**2,684**	**3,141**	**3,210**	**2,634**	**2,547**	**15,711**	**0**
Federal-Aid	16,236	1,311	478	1,427	2,547	2,981	3,049	2,502	2,419	14,925	0
Special	865	79	64	68	137	160	161	132	128	786	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

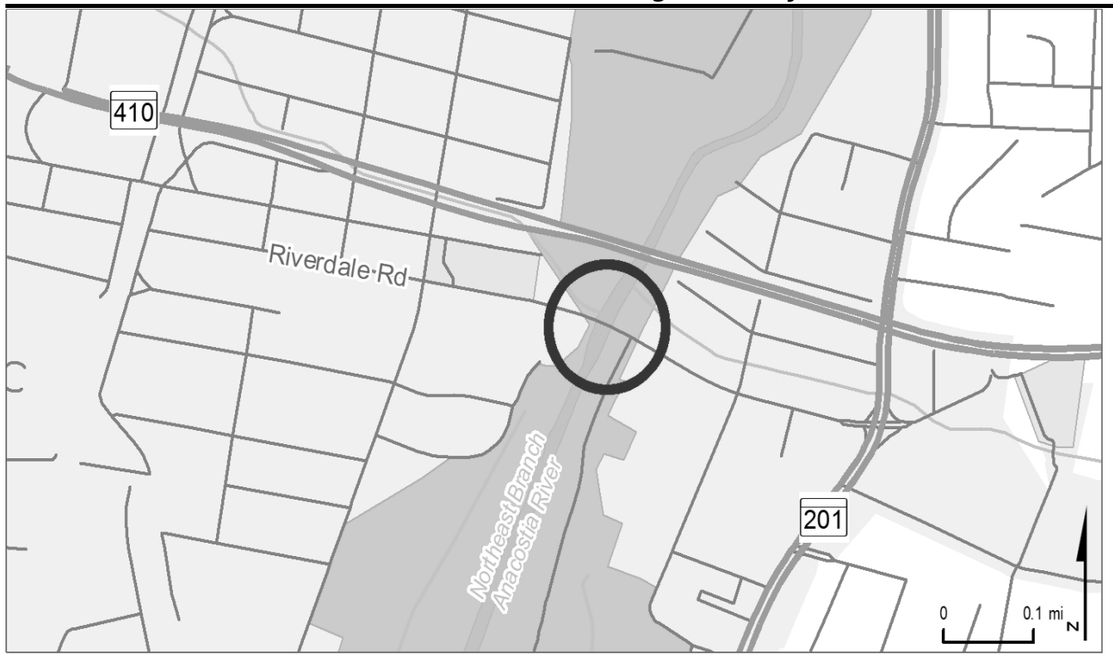
STATE - Major Collector
FEDERAL - Major Collector
STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2026) 35,800 - 43,200

PROJECTED (2046) 39,400 - 47,500

STIP REFERENCE #PGA431 8/1/2026



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.

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

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 1931, is nearing the end of its useful service life and is rated poor based on deck and superstructure condition.

STATUS: Engineering underway. Construction anticipated to begin in FY 2028.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,966	1,979	75	538	449	0	0	0	0	987	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	8,274	0	0	0	1,154	4,316	2,804	0	0	8,274	0
Total	**11,240**	**1,979**	**75**	**538**	**1,603**	**4,316**	**2,804**	**0**	**0**	**9,261**	**0**
Federal-Aid	9,788	1,171	71	412	1,440	4,101	2,664	0	0	8,617	0
Special	1,452	808	4	126	163	215	140	0	0	644	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

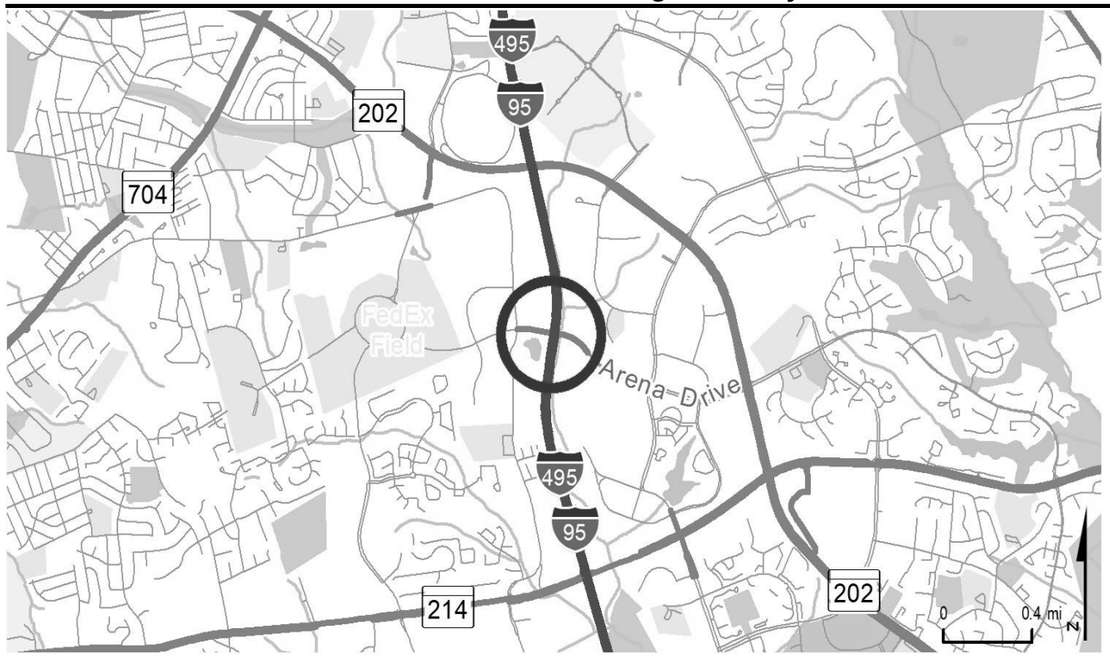
STATE - Minor Collector
FEDERAL - Major Collector
STATE SYSTEM: N/A

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2026) 5,900

PROJECTED (2046) 7,800

STIP REFERENCE #PG9671 8/1/2026



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 is currently on hold, as coordination is underway with Prince George's County and the adjacent developer on project connections to the Downtown Largo master plan.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: The cost increase of $1.7 million is due to increased design costs.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	11,627	5,797	700	0	2,500	2,500	830	0	0	5,830	0
Right-of-way	4,226	0	0	0	400	1,330	2,496	0	0	4,226	0
Utilities	2,100	0	0	0	0	909	1,191	0	0	2,100	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	**17,953**	**5,797**	**700**	**0**	**2,900**	**4,739**	**4,517**	**0**	**0**	**12,156**	**0**
Federal-Aid	15,214	3,666	665	0	2,755	4,502	4,291	0	0	11,548	0
Special	2,739	2,132	35	0	145	237	226	0	0	608	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

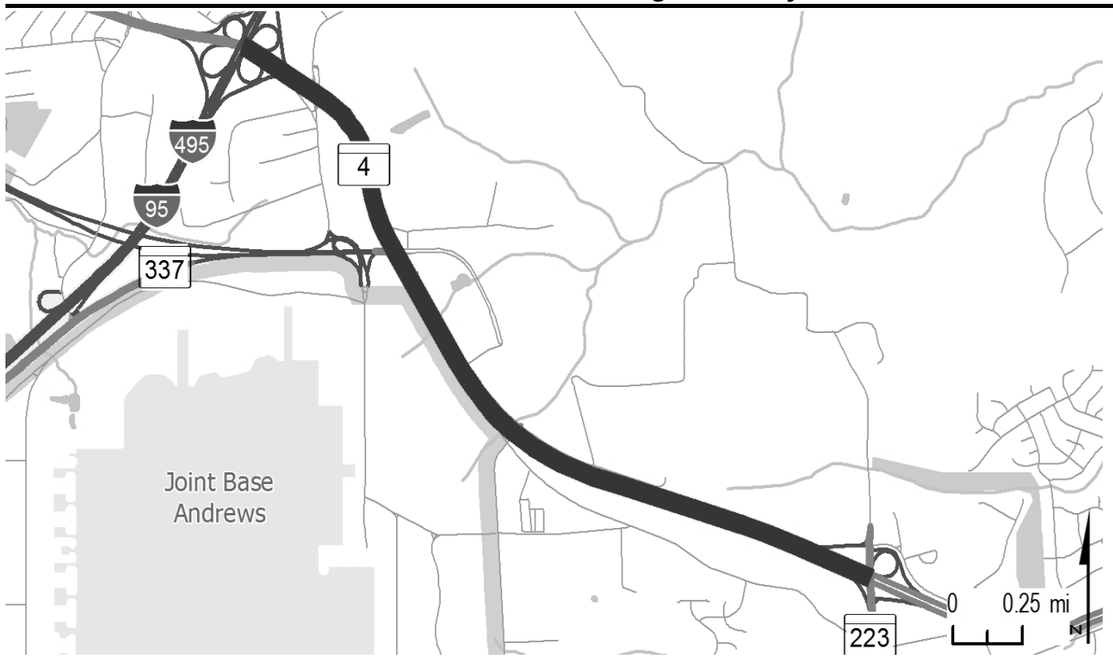
STATE - Principle Arterial
FEDERAL - Interstate
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2026) 215,000

PROJECTED (2046) 262,300

STIP REFERENCE #PGA201 8/1/2026



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 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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: In an effort to ensure the CTP reflects currently active projects, the Final CTP will not provide PIFs for projects which have been on hold for greater than 5 years. This PIF will not appear in the Final CTP but will be restored when funding becomes available.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
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:

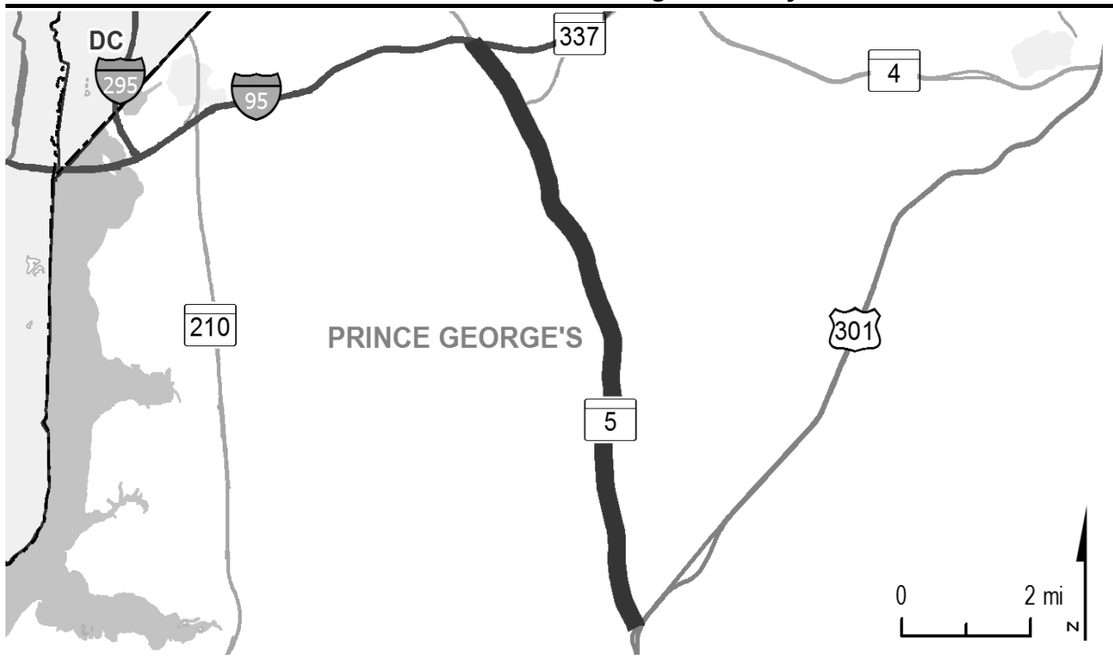
STATE - Intermediate Arterial
FEDERAL - Freeway/Expressway
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2026) 66,100

PROJECTED (2046) 84,750

STIP REFERENCE #PG9171 8/1/2026



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

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

STATUS: In an effort to ensure the CTP reflects currently active projects, the Final CTP will not provide PIFs for projects which have been on hold for greater than 5 years. This PIF will not appear in the Final CTP but will be restored when funding becomes available.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
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:

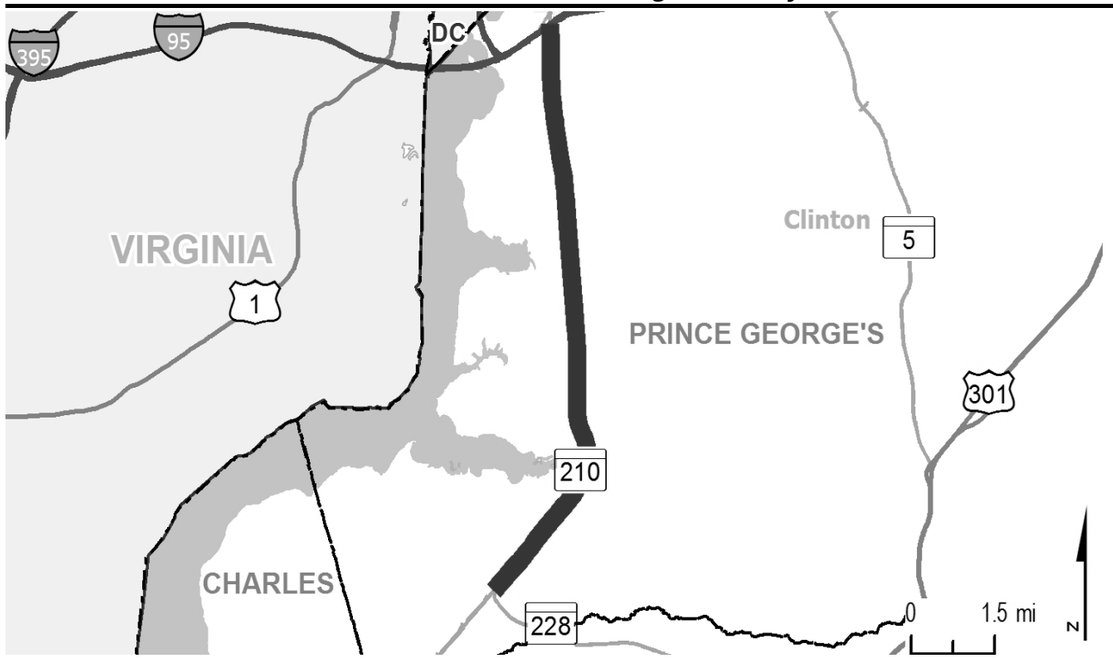
STATE - Principal Arterial
FEDERAL - Freeway/Expressway
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2026) 66,600 - 134,100

PROJECTED (2046) 89,700 - 148,200

STIP REFERENCE #PG3916 8/1/2026



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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Preliminary engineering underway for Palmer Road/ Livingston Road and Old Fort Road (south) interchange. Prince George's County contributing $1.0 million for engineering with additional contribution anticipated.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,523	2,523	0	0	0	0	0	0	0	0	0
Engineering	11,909	4,535	1,532	3,000	3,000	1,374	0	0	0	7,374	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	**15,413**	**8,039**	**1,532**	**3,000**	**3,000**	**1,374**	**0**	**0**	**0**	**7,374**	**0**
Federal-Aid	9,850	3,276	1,433	2,683	2,683	1,208	0	0	0	6,574	0
Special	4,564	4,564	0	0	0	0	0	0	0	0	0
Other	1,000	200	99	317	317	166	0	0	0	800	0

Classification:

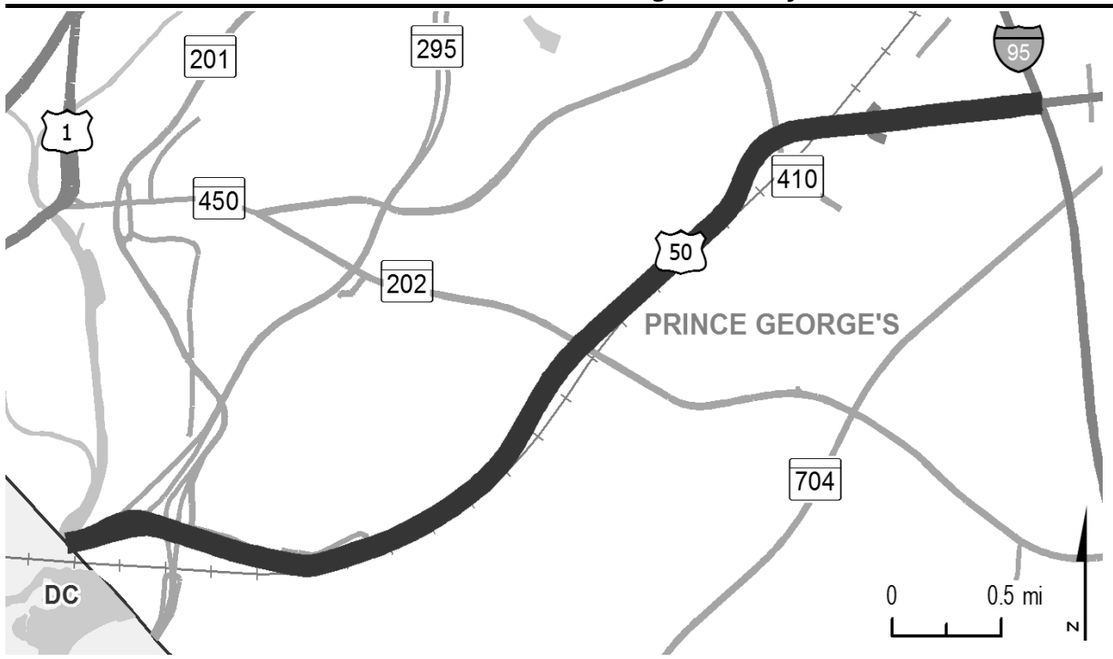
STATE - Intermediate Arterial
FEDERAL - Freeway/Expressway
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2026) 61,300 - 95,500

PROJECTED (2046) 74,800 - 116,500

STIP REFERENCE #PG2211 8/1/2026



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

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

STATUS: In an effort to ensure the CTP reflects currently active projects, the Final CTP will not provide PIFs for projects which have been on hold for greater than 5 years. This PIF will not appear in the Final CTP but will be restored when funding becomes available.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
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:

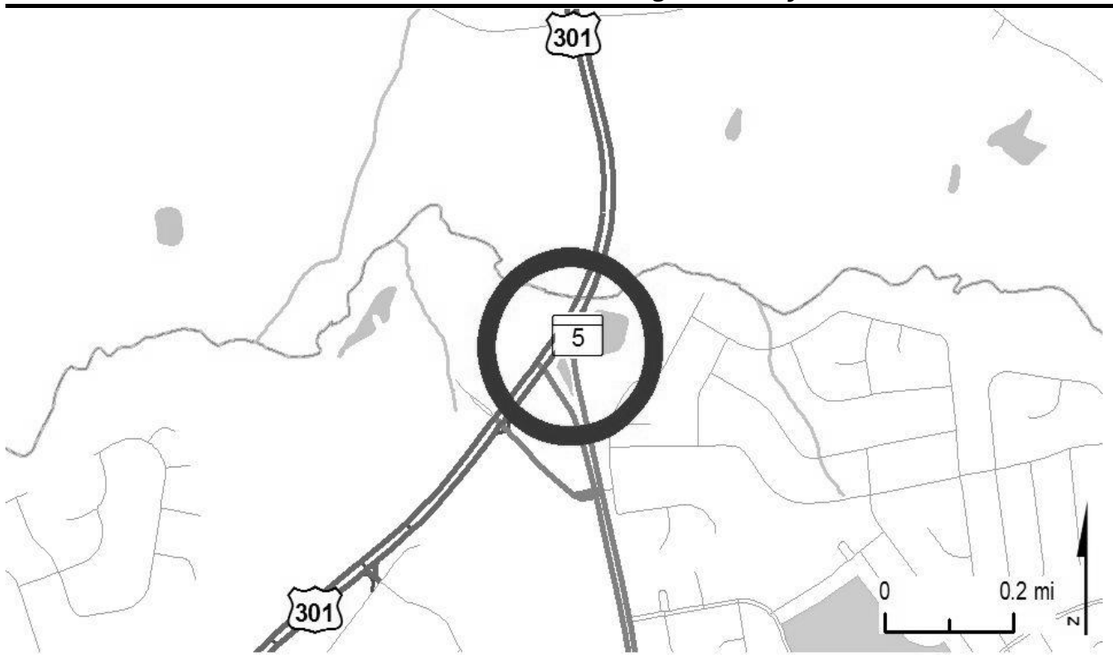
STATE - Principal Arterial
FEDERAL - Freeway/Expressway
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2026) 77,800 - 149,400

PROJECTED (2046) 87,600 - 162,600

STIP REFERENCE #PG0641 8/1/2026



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

STATUS: In an effort to ensure the CTP reflects currently active projects, the Final CTP will not provide PIFs for projects which have been on hold for greater than 5 years. This PIF will not appear in the Final CTP but will be restored when funding becomes available.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
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:

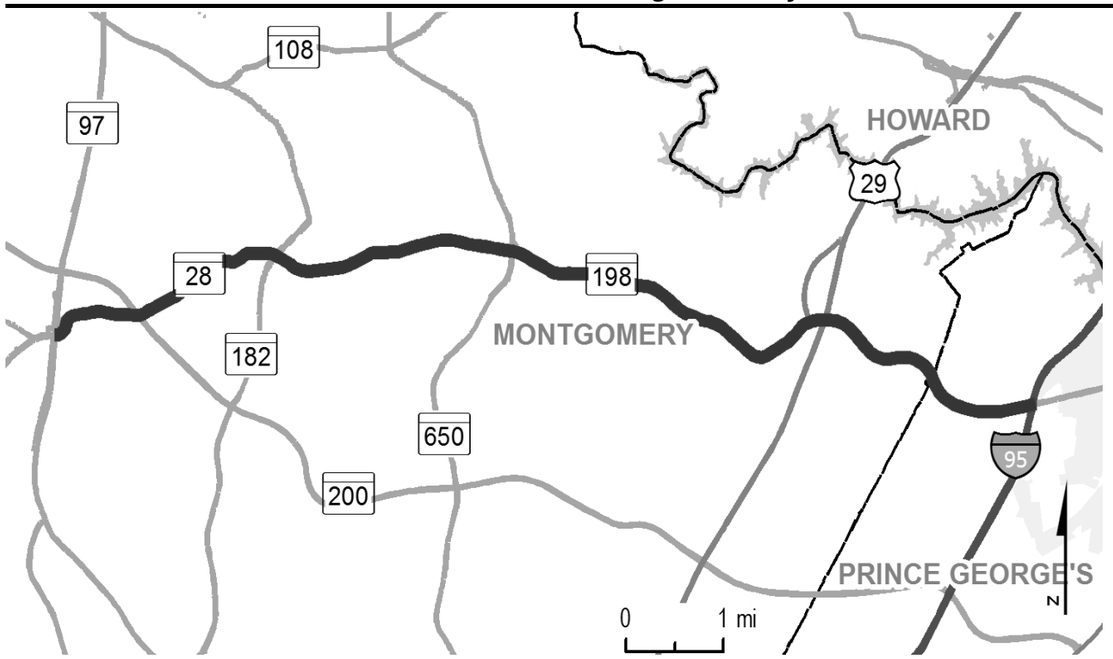
STATE - Primary Arterial
FEDERAL - Other Principal Arterial
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2026) 101,000 (US 301)

PROJECTED (2046) 132,100 (US 301)

STIP REFERENCE #CHNEW1 8/1/2026



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

☐	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 2026 - 31 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	9,158	9,158	0	0	0	0	0	0	0	0	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**	**9,161**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Federal-Aid	3,206	3,206	0	0	0	0	0	0	0	0	0
Special	5,954	5,954	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 (2026)	16,100 - 23,200 (MD 28)
	17,300 - 46,200 (MD 198)
PROJECTED (2046)	25,000 - 35,900 (MD 28)
	27,100 - 61,100 (MD 198)

STIP REFERENCE #MO8862 8/1/2026



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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Updating environmental documentation.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,824	1,824	0	0	0	0	0	0	0	0	0
Engineering	6,400	4,892	0	400	1,108	0	0	0	0	1,508	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	**8,223**	**6,715**	**0**	**400**	**1,108**	**0**	**0**	**0**	**0**	**1,508**	**0**
Federal-Aid	3,788	2,356	0	380	1,053	0	0	0	0	1,433	0
Special	3,435	3,359	0	20	55	0	0	0	0	75	0
Other	1,000	1,000	0	0	0	0	0	0	0	0	0

Classification:

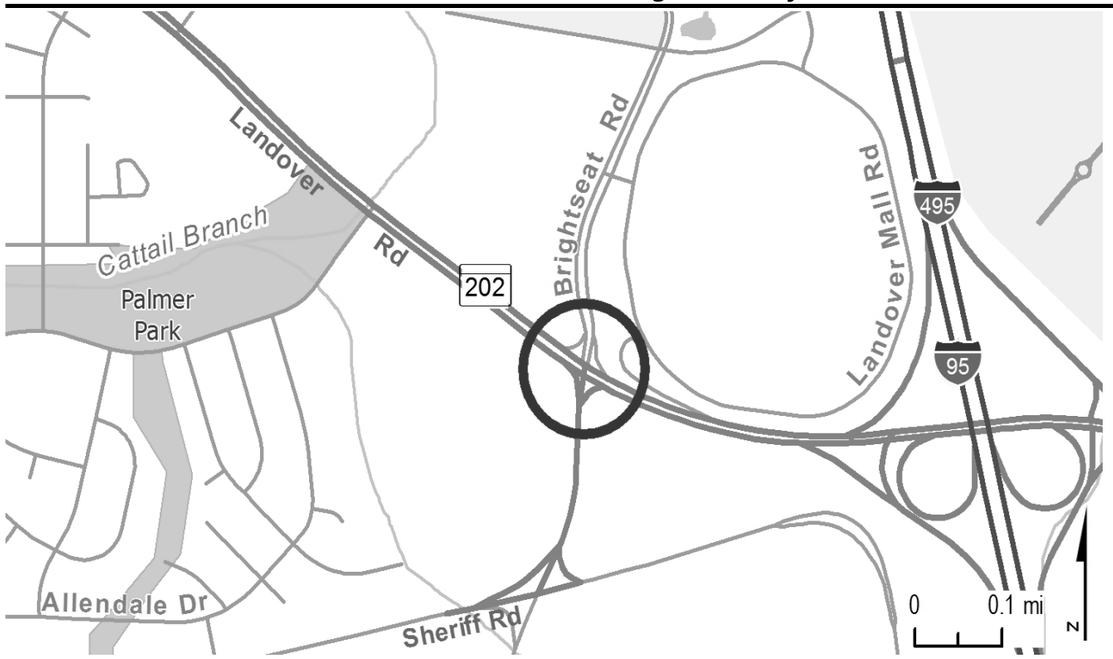
STATE - Intermediate Arterial
FEDERAL - Other Principal Arterial
STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2026) 31,000

PROJECTED (2046) 44,300

STIP REFERENCE #PG6911 8/1/2026



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: In an effort to ensure the CTP reflects currently active projects, the Final CTP will not provide PIFs for projects which have been on hold for greater than 5 years. This PIF will not appear in the Final CTP but will be restored when funding becomes available.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
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:

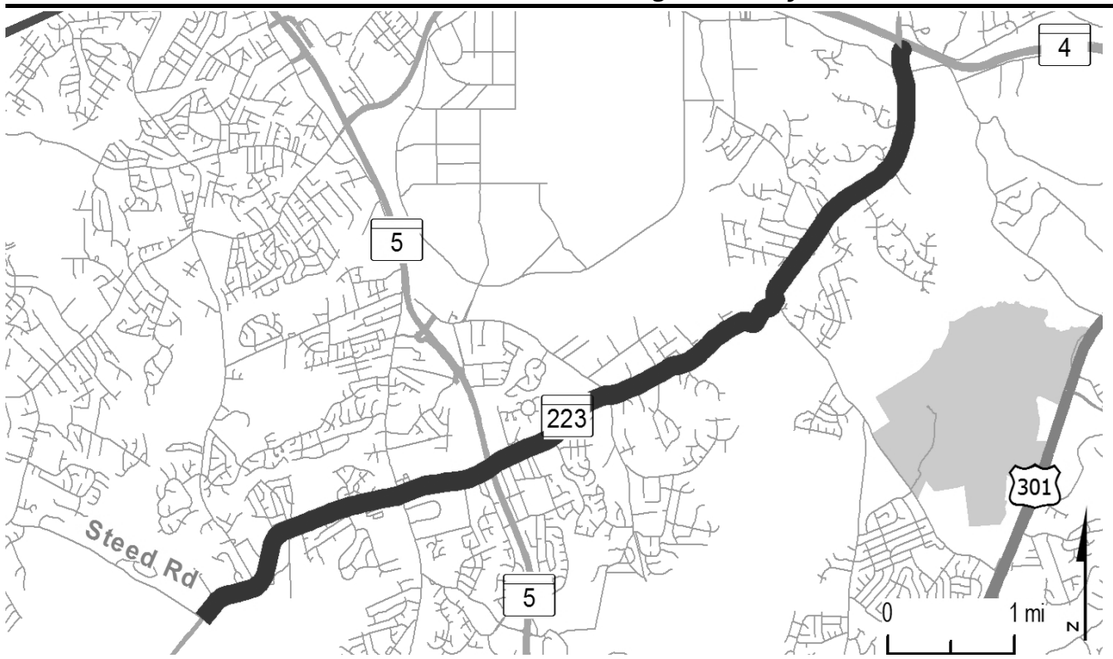
STATE - Minor Arterial
FEDERAL - Other Principal Arterial
STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2026) 51,900

PROJECTED (2046) 64,700

STIP REFERENCE #PG6191 8/1/2026



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: In an effort to ensure the CTP reflects currently active projects, the Final CTP will not provide PIFs for projects which have been on hold for greater than 5 years. This PIF will not appear in the Final CTP but will be restored when funding becomes available.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
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 (2026) 18,800 - 38,900

PROJECTED (2046) 21,600 - 44,700

STIP REFERENCE #PG5811 8/1/2026



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 the corridor.

SMART GROWTH STATUS: ☐ 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: In an effort to ensure the CTP reflects currently active projects, the Final CTP will not provide PIFs for projects which have been on hold for greater than 5 years. This PIF will not appear in the Final CTP but will be restored when funding becomes available.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
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 (2026) 24,900 - 31,000

PROJECTED (2046) 32,400 - 40,300

STIP REFERENCE #PG6541 8/1/2026



PROJECT: US 1, Baltimore Avenue

DESCRIPTION: Reconstruct US 1 from MD 193 to Sunnyside Avenue. This is Segments 2 and 3 (1.9 miles) of a 3-segment project to upgrade US 1 from College Avenue to Sunnyside Avenue. Bicycle and pedestrian facilities will be included.

PURPOSE & NEED SUMMARY STATEMENT: There are significant mobility needs along this segment of US 1. This project would improve traffic operations, pedestrian circulation, safety, and accommodate planned revitalization within College Park.

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

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

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

STATUS: Engineering underway. Segment 1 is open to service.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,387	1,387	0	0	0	0	0	0	0	0	0
Engineering	8,800	900	900	2,000	2,000	1,600	1,200	1,100	0	7,900	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	**10,187**	**2,287**	**900**	**2,000**	**2,000**	**1,600**	**1,200**	**1,100**	**0**	**7,900**	**0**
Federal-Aid	8,502	720	720	2,000	1,960	1,568	1,176	1,078	0	7,782	0
Special	1,685	1,567	180	0	40	32	24	22	0	118	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 (2026) 45,500

PROJECTED (2046) 50,300

STIP REFERENCE #PG2531 8/1/2026

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
Bridge Replacement/Rehabilitation				
PG0672	MD382	Croom Road - Replacement of Small Structure No. 16043X0 over County Line Creek	$ 5,422	Under Construction
Resurface/Rehabilitate				
XB5162	-	Safety and Resurfacing Improvements at Various Locations in Prince George's County	$ 8,333	FY 2027
PG0431	US301	Crain Highway - Safety and Resurfacing Improvements from Charles County Line to Structure No. 16056	$ 5,370	Under Construction
PG8501	IS95	Capital Beltway - Safety and Resurfacing Improvements from Livingston Road to South of Auth Road	$ 13,566	Under Construction
PG8531	MD210	Indian Head Highway - Safety and Resurfacing Improvements from Seneca Drive Spur to DC Line	$ 2,538	Under Construction
XB131G	-	Patching Various Locations in Prince George's County	$ 3,020	Under Construction
XQ131G	-	Patching Various Locations in Prince George's County	$ 2,931	Under Construction
XQ4162	-	Safety and Resurfacing Improvements at Various Locations in Prince George's County	$ 7,945	Under Construction
XQ5161	-	Safety and Resurfacing Improvements at Various Locations in Prince George's County	$ 4,004	Under Construction
Safety/Spot Improvement				
PG0111	MD201	Kenilworth Avenue - Intersection Reconstruction - M Square Betterments near River Road	$ 1,857	Completed
PG8901	-	Bicycle and Pedestrian Route Improvements - Purple Line Alignment	$ 4,551	Completed
PG8571	MD202	Landover Road - Geometric Improvements from MD 450 to 57th Avenue	$ 4,680	FY 2027
PG6252	IS495	Capital Beltway - Drainage Improvements at WSSC Watermain near Everhart Place	$ 3,515	Under Construction
PG6261	MD223	Piscataway Road - Intersection Improvements at Floral Park Road	$ 8,428	Under Construction
PGA481	MD650	New Hampshire Avenue - Safety Improvements from MD 193 to Montgomery County Line - Pedestrian Safety Action Plan	$ 5,561	Under Construction
Sidewalks				
PGA901	MD201	Kenilworth Avenue - Safety Improvements from 52nd Avenue to Good Luck Road - Pedestrian Safety Action Plan	$ 3,161	Design Underway
PGA911	MD214	Central Avenue - Safety Improvements from Southern Avenue to Ritchie Road - Pedestrian Safety Action Plan	$ 5,500	Design Underway

MINOR PROJECTS PROGRAM

(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Prince George's County - LINE 20

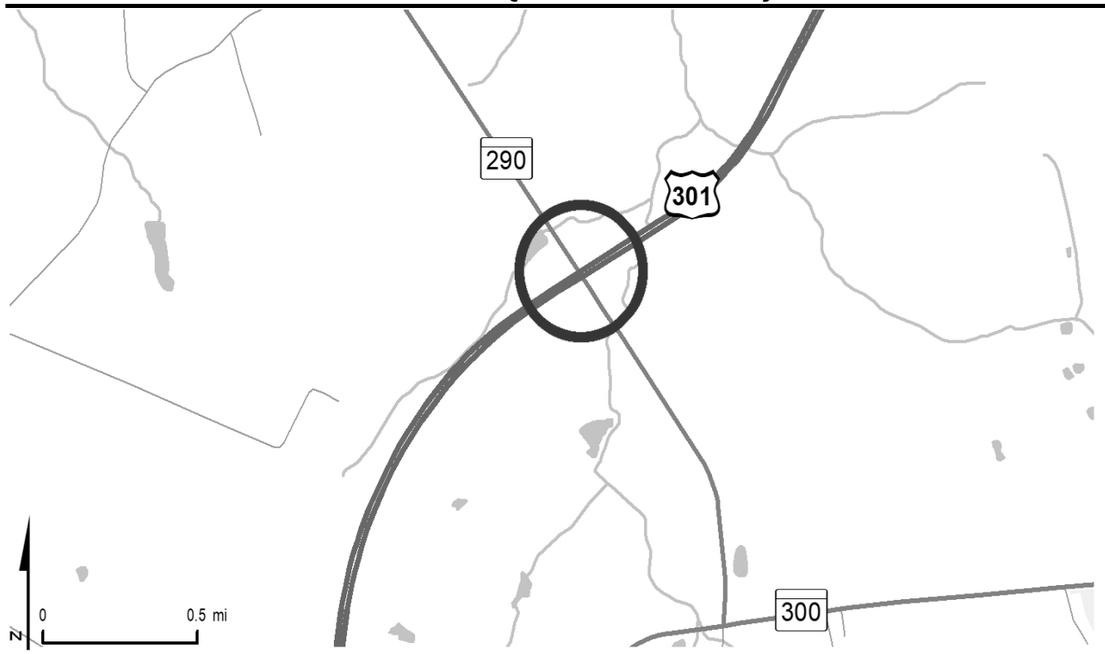
PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Transportation Alternatives Program				
PGA381	-	Bicycle and Pedestrian Route Improvements at Central Avenue Connector Trail - Phase I	$ 749	Design Underway
PGA651	-	Signal Modification, Pedestrian Safety, and Access Improvement	$ 1,456	Design Underway
PGB191	-	Greenbelt Station/WMATA Hiker Biker Trail	$ 1,529	Design Underway
PGA501	-	Bicycle and Pedestrian Route Improvements on Metzerott Road	$ 4,603	Under Construction

MARYLAND DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY ADMINISTRATION



QUEEN ANNE'S COUNTY



PROJECT: US 301, Blue Star Memorial Highway

DESCRIPTION: Replacement of Bridge No. 1701102 on US 301 Southbound over MD 290.

PURPOSE & NEED SUMMARY STATEMENT: The purpose of this project is to replace the existing bridge on US 301 Southbound over MD 290. While the bridge is rated in fair condition and is safe for the traveling public, it is showing signs of advancing deterioration.

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

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 1967, is currently rated in fair condition and in an advancing state of deterioration. The roadway surface was repaved as an interim action to improve the rideability until a new structure could be put in place. By replacing the bridge at this time, it will keep the roadway safe and open to traffic.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: The cost decrease if $1.8 million is due to a favorable bid on the construction contract and lower than anticipated design costs.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	992	992	115	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	6,289	11	11	4,646	1,632	0	0	0	0	6,278	0
Total	**7,281**	**1,003**	**126**	**4,646**	**1,632**	**0**	**0**	**0**	**0**	**6,278**	**0**
Federal-Aid	6,894	616	110	4,646	1,632	0	0	0	0	6,278	0
Special	387	387	16	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

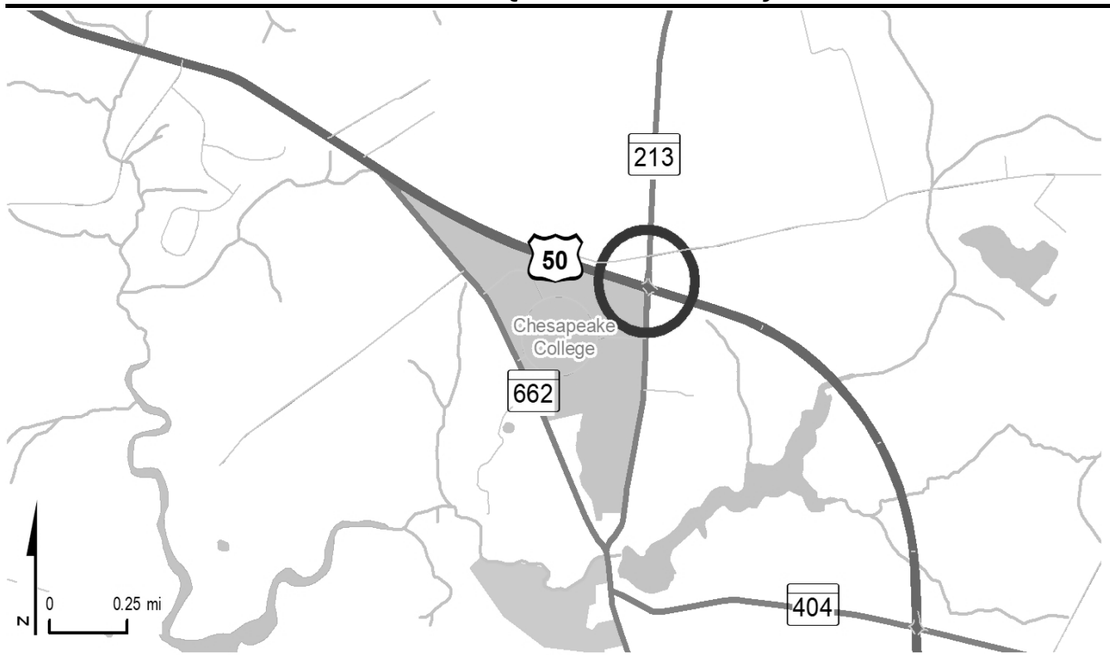
STATE - Other Principal Arterial
FEDERAL - Principal Arterial
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2026) 13,600

PROJECTED (2046) 17,700

STIP REFERENCE #QA2991 8/1/2026



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: In an effort to ensure the CTP reflects currently active projects, the Final CTP will not provide PIFs for projects which have been on hold for greater than 5 years. This PIF will not appear in the Final CTP but will be restored when funding becomes available.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,557	1,557	0	0	0	0	0	0	0	0	0
Engineering	492	492	0	0	0	0	0	0	0	0	0
Right-of-way	2,523	2,523	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	**4,572**	**4,572**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Federal-Aid	745	745	0	0	0	0	0	0	0	0	0
Special	3,827	3,827	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

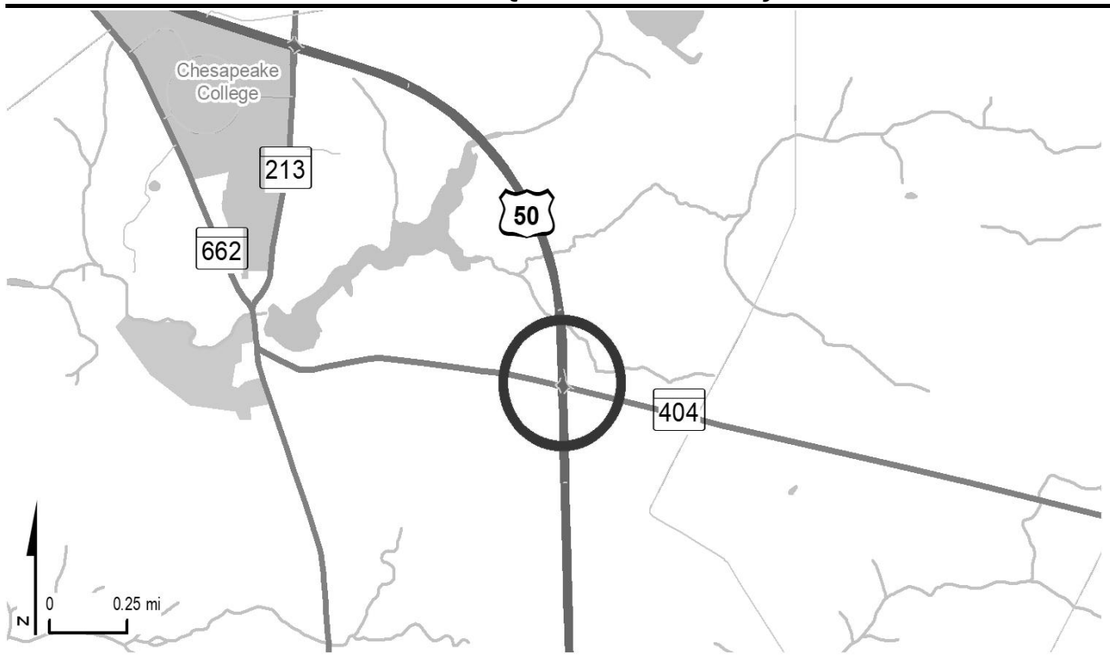
Classification:

STATE - Principal Arterial
FEDERAL - Other Principal Arterial
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2026)	46,000
	66,000 (Summer Peak)
PROJECTED (2046)	56,200
	82,900 (Summer Peak)

STIP REFERENCE #QA2364 8/1/2026



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

STATUS: In an effort to ensure the CTP reflects currently active projects, the Final CTP will not provide PIFs for projects which have been on hold for greater than 5 years. This PIF will not appear in the Final CTP but will be restored when funding becomes available.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
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 (2026)	46,000
	66,000 (Summer Peak)
PROJECTED (2046)	56,200
	82,900 (Summer Peak)

STIP REFERENCE #QA2363 8/1/2026

MINOR PROJECTS PROGRAM

(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Queen Anne's County - LINE 4

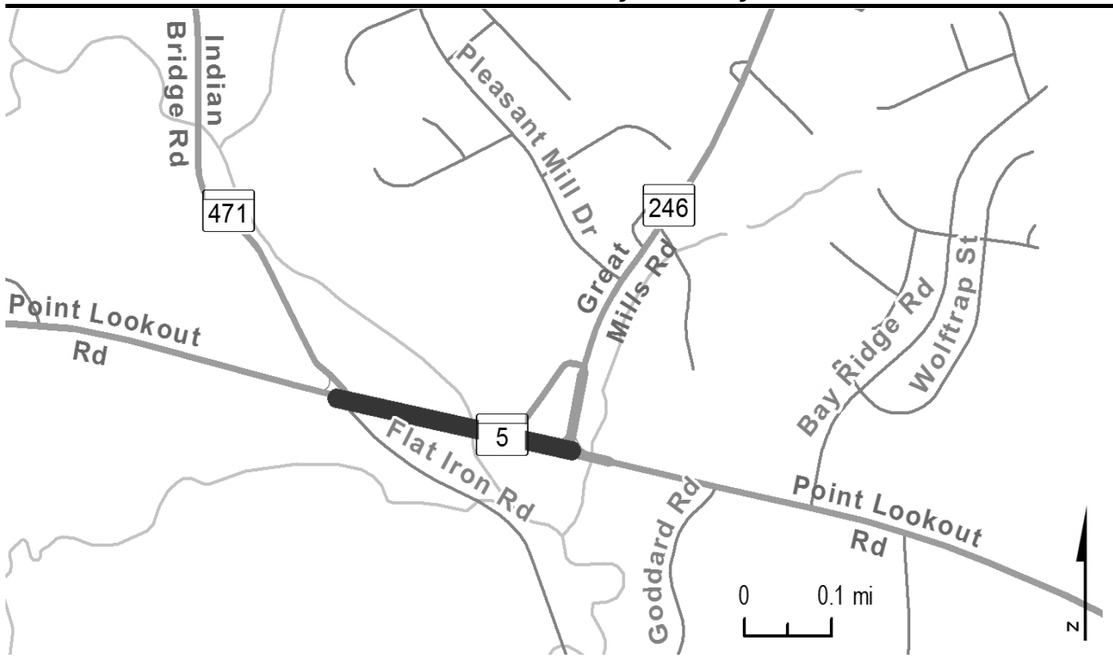
PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Intersection Capacity Improvements				
QA3061	MD18	Main Street from Castle Marina Road to MD 835 - PEL Study	$ 502	Completed
Resurface/Rehabilitate				
XY9172	-	Resurfacing Improvements at Various Locations in Queen Anne's County	$ 10,018	Completed
XQ9173	-	Resurfacing Improvements at Various Locations in Queen Anne's County	$ 3,791	Under Construction
XQ9174	-	Resurfacing Improvements at Various Locations in Queen Anne’s County	$ 4,946	Under Construction

MARYLAND DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY ADMINISTRATION



SAINT MARY'S COUNTY



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

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

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

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 provides multi-modal safety and traffic improvements along MD 5 in the Great Mills area of St. Mary's County which is undergoing residential, workforce, and commercial growth.

STATUS: Engineering and utilities underway. Construction anticipated to begin in FY 2027.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,632	1,632	0	0	0	0	0	0	0	0	0
Engineering	5,736	5,298	500	438	0	0	0	0	0	438	0
Right-of-way	4,787	4,787	6	0	0	0	0	0	0	0	0
Utilities	627	304	81	323	0	0	0	0	0	323	0
Construction	19,486	0	0	3,021	8,983	7,482	0	0	0	19,486	0
Total	**32,267**	**12,020**	**587**	**3,782**	**8,983**	**7,482**	**0**	**0**	**0**	**20,247**	**0**
Federal-Aid	23,957	4,707	558	3,608	8,534	7,108	0	0	0	19,250	0
Special	8,309	7,313	29	174	449	374	0	0	0	997	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

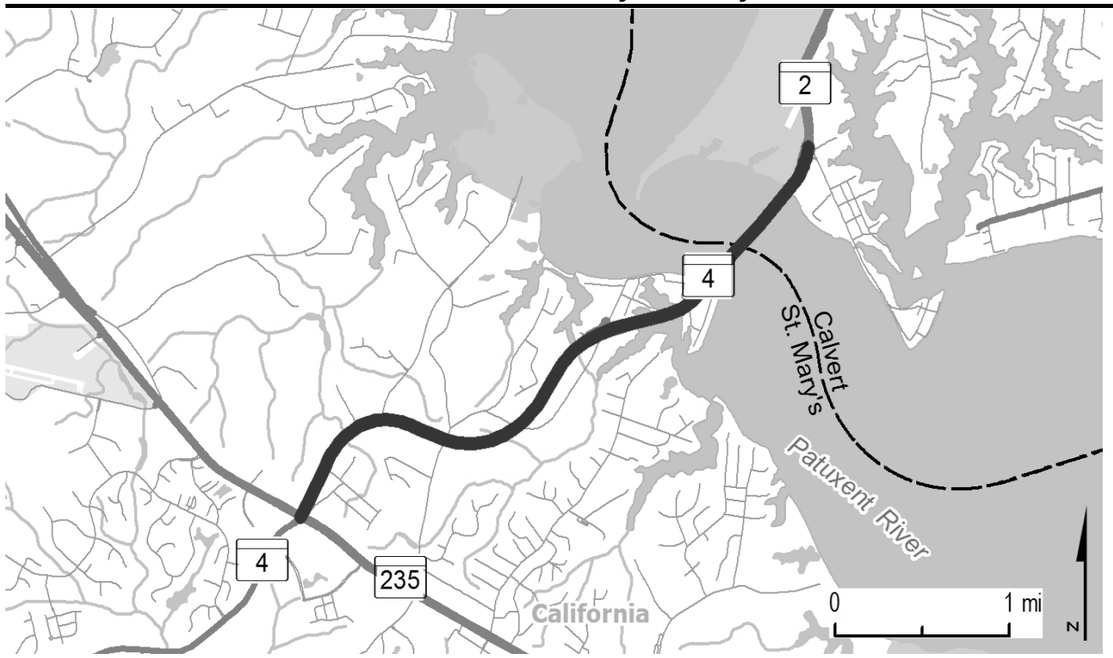
STATE - Major Collector
FEDERAL - Minor Arterial
STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2026) 21,600

PROJECTED (2046) 28,100

STIP REFERENCE #SM2101 8/1/2026



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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Patuxent River Studies underway including bathymetric (river-bottom) surveys, U.S. Coast Guard coordination, and navigation clearance determination.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	4,942	4,942	0	0	0	0	0	0	0	0	0
Engineering	2,919	1,219	300	1,700	0	0	0	0	0	1,700	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**	**6,161**	**300**	**1,700**	**0**	**0**	**0**	**0**	**0**	**1,700**	**0**
Federal-Aid	1,802	272	270	1,530	0	0	0	0	0	1,530	0
Special	6,058	5,888	30	170	0	0	0	0	0	170	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 (2026) 30,100

PROJECTED (2046) 39,800

STIP REFERENCE #SM3511 8/1/2026

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Saint Mary's County - LINE 3

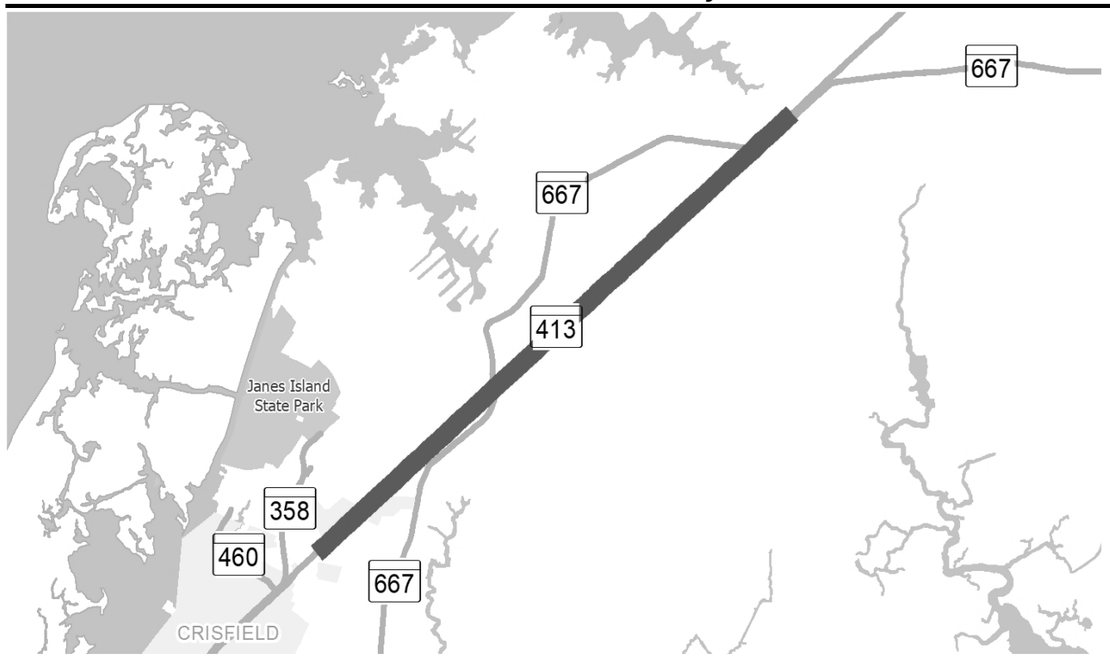
PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Resurface/Rehabilitate				
XQ9181	-	Safety and Resurfacing Improvements at Various Locations in St. Mary's County	$ 3,802	Under Construction
Safety/Spot Improvement				
SM1231	MD249	Piney Point Road - Drainage Improvements from Thomas Road to Stark Drive	$ 13,583	FY 2028
Sidewalks				
SM1241	MD235	Three Notch Road - Safety Improvements from MD 246 to MD 237 - Pedestrian Safety Action Plan	$ 3,161	Design Underway
SM2052	MD245	Hollywood Road - Sidewalk Improvements from Baldridge Street to Town Run Drive - Phase 2	$ 2,315	Design Underway
Transportation Alternatives Program				
SM3833	-	Bicycle and Pedestrian Route Improvements at Three Notch Trail - Phase VII	$ 3,511	Design Underway

MARYLAND DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY ADMINISTRATION



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 [X] Not Subject to PFA Law

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

[ ] Grandfathered
[ ] Exception Will Be Required
[ ] Exception Granted

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

[X] Enhance Safety and Security
[X] Deliver System Quality
[X] Serve Communities and Support the Economy
[ ] 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 Ph. 2C (north of Big Annemessex River to south of US 13) is underway. Construction of Ph. 2A (Davis Ln. to Lover's Ln.) and Ph. 2B (Lover's Ln. to south of Sheriff's Office) is anticipated to begin in FY 2027. Cashflows are pending resolution of adjacent property coordination. Ph. 2C design was funded through the Transportation Alternatives and Kim Lamphier Bikeways

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,402	3,360	753	34	8	0	0	0	0	42	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	28	28	4	0	0	0	0	0	0	0	0
Construction	18,547	7,171	3,146	1,346	6,314	3,716	0	0	0	11,376	0
Total	**21,977**	**10,559**	**3,903**	**1,380**	**6,322**	**3,716**	**0**	**0**	**0**	**11,418**	**0**
Federal-Aid	19,738	8,929	3,857	1,279	5,999	3,531	0	0	0	10,809	0
Special	2,239	1,630	46	101	323	185	0	0	0	609	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 (2026) 6,200

PROJECTED (2046) 6,800

STIP REFERENCE #SO1944 8/1/2026

MINOR PROJECTS PROGRAM

(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Somerset County - LINE 2

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Resurface/Rehabilitate				
XY8191	-	Safety and Resurfacing Improvements at Various Locations in Somerset County	$ 9,420	Completed
XQ3191	-	Safety and Resurfacing Improvements at Various Locations in Somerset County	$ 3,755	Under Construction

MARYLAND DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY ADMINISTRATION



TALBOT COUNTY

MINOR PROJECTS PROGRAM

(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Talbot County - LINE 1

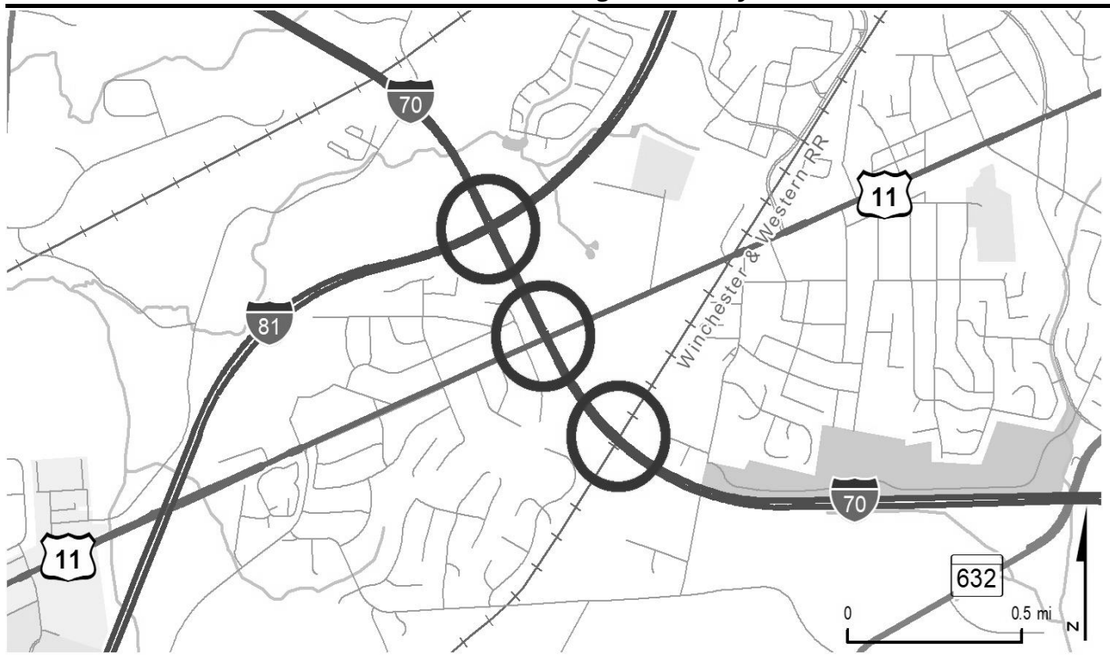
PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Resurface/Rehabilitate				
XQ9203	-	Resurfacing Improvements at Various Locations in Talbot County	$ 3,846	Under Construction
Safety/Spot Improvement				
TA2241	MD328	Matthewstown Road - Planning Study from US 50 to Black Dog Alley	$ 1,500	Completed
TA2851	MD322	Easton Parkway - Geometric Improvements at Glenwood Avenue	$ 9,055	FY 2028
TA2891	US50	Ocean Gateway - Geometric Improvements from Lomax Street to Dutchman's Lane	$ 12,467	Under Construction

MARYLAND DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY ADMINISTRATION



WASHINGTON COUNTY



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.

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

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [ ] Serve Communities and Support the Economy
- [ ] 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.

SMART GROWTH STATUS: [ ] 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: Construction underway.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,645	2,645	0	0	0	0	0	0	0	0	0
Right-of-way	208	208	0	0	0	0	0	0	0	0	0
Utilities	1,140	1,140	0	0	0	0	0	0	0	0	0
Construction	58,857	27,965	16,925	20,377	10,515	0	0	0	0	30,892	0
Total	**62,850**	**31,958**	**16,925**	**20,377**	**10,515**	**0**	**0**	**0**	**0**	**30,892**	**0**
Federal-Aid	60,252	29,568	16,473	20,241	10,443	0	0	0	0	30,684	0
Special	2,598	2,390	452	136	72	0	0	0	0	208	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

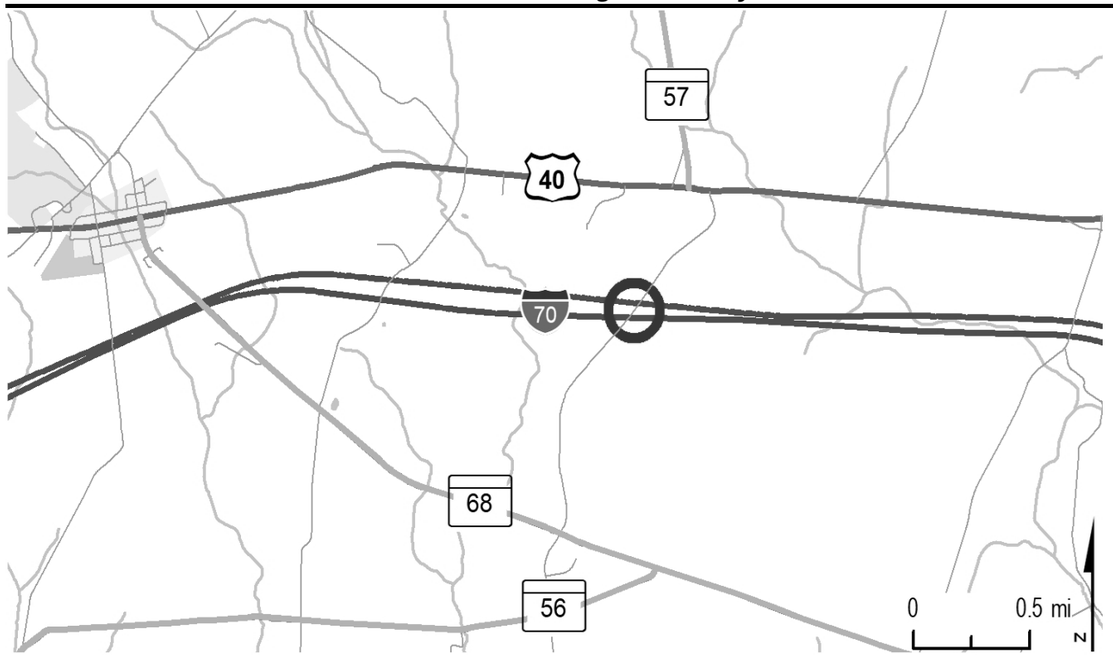
STATE - Principal Arterial
FEDERAL - Interstate
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2026) 68,000

PROJECTED (2046) 87,700

STIP REFERENCE #WA4431 8/1/2026



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

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

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

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 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: Construction underway.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,536	1,536	7	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	21,894	10,024	10,001	10,573	1,297	0	0	0	0	11,870	0
Total	**23,430**	**11,560**	**10,008**	**10,573**	**1,297**	**0**	**0**	**0**	**0**	**11,870**	**0**
Federal-Aid	23,009	11,202	9,922	10,516	1,291	0	0	0	0	11,807	0
Special	421	358	86	57	6	0	0	0	0	63	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

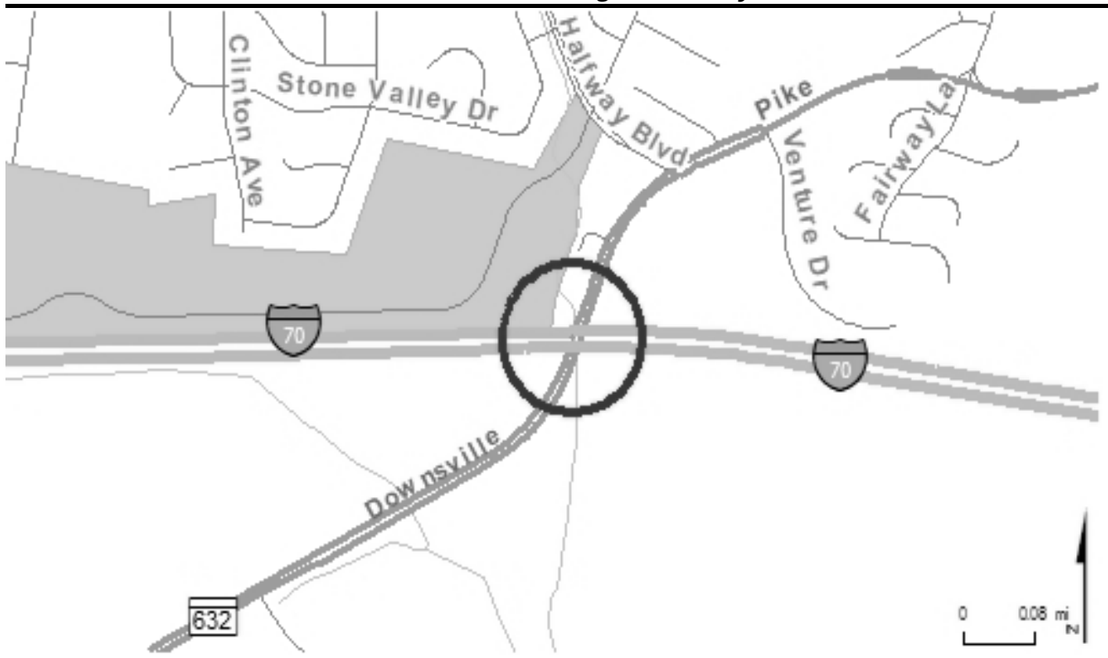
STATE - Principal Arterial
FEDERAL - Interstate
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2026) 42,400

PROJECTED (2046) 55,100

STIP REFERENCE #WA4661 8/1/2026



PROJECT: I-70, Eisenhower Highway

DESCRIPTION: Replacement of Dual Bridge Nos. 2111503 and 2111504 on I-70 over MD 632.

PURPOSE & NEED SUMMARY STATEMENT: The purpose of this project is to replace the deteriorated and poor rated bridges to keep the roadway safe and open to traffic. Replacing the bridges before they deteriorate further will prevent additional disruptions to this heavily traveled roadway.

SMART GROWTH STATUS: [ ] Project Not Location Specific [X] Not Subject to PFA Law

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

[ ] Grandfathered
[ ] Exception Will Be Required
[ ] Exception Granted

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

[X] Enhance Safety and Security
[X] Deliver System Quality
[ ] Serve Communities and Support the Economy
[ ] Promote Environmental Stewardship

EXPLANATION: The existing bridges, built in 1965, are nearing the end of their useful service lives and are rated in poor condition based on the deck and substructure ratings.

STATUS: Engineering underway. Construction anticipated to begin in FY 2027.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,046	1,990	672	1,056	0	0	0	0	0	1,056	0
Right-of-way	18	0	0	4	4	4	4	2	0	18	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	29,582	0	0	1,782	7,440	8,511	7,246	4,603	0	29,582	0
Total	**32,646**	**1,990**	**672**	**2,842**	**7,444**	**8,515**	**7,250**	**4,605**	**0**	**30,656**	**0**
Federal-Aid	31,124	1,974	666	2,741	7,068	8,085	6,884	4,372	0	29,150	0
Special	1,522	16	6	101	376	430	366	233	0	1,506	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

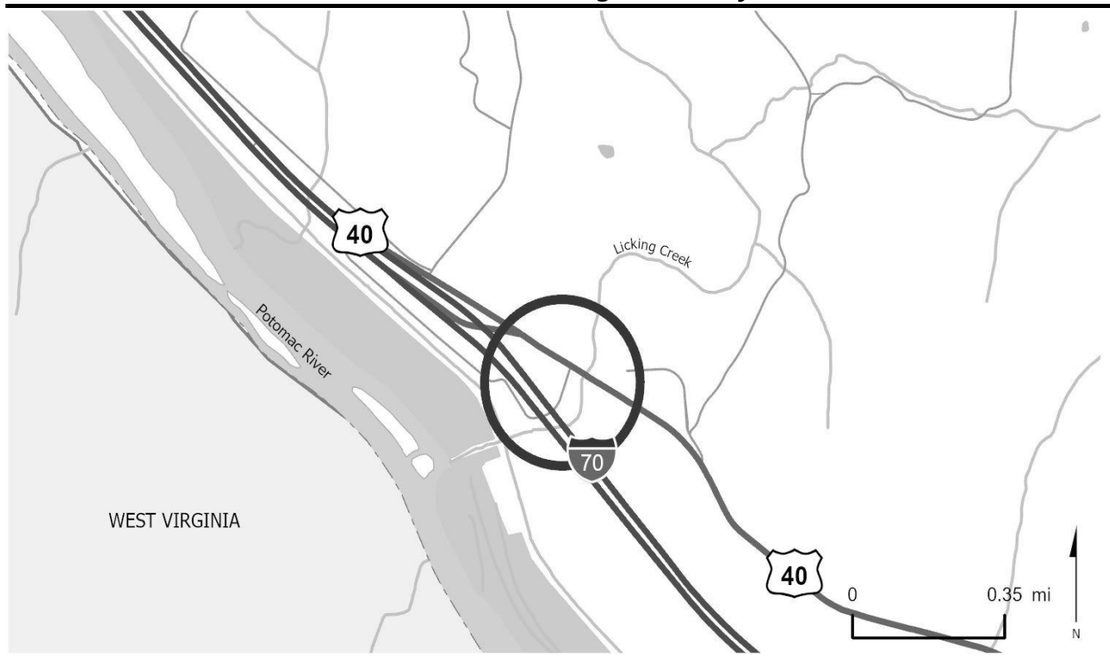
STATE - Principal Arterial
FEDERAL - Interstate
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2026) 70,800

PROJECTED (2046) 81,400

STIP REFERENCE #WA4801 8/1/2026



PROJECT: I 70, Eisenhower Memorial Highway

DESCRIPTION: Replacement of Bridge No. 2109403/04 over Licking Creek and No. 2109300 on US 40 Ramp.

PURPOSE & NEED SUMMARY STATEMENT: The purpose of this project is to replace fair rated bridges to keep the roadway safe and open to traffic and reduce frequency of impacts and deck patching. Replacing the fair rated 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

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

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

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 bridges on I-70, built in 1965, are nearing the end of their useful service lives and are rated in fair condition. They are frequently impacted due to narrow shoulders. The ramp bridge, built in 1965, is in fair condition.

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: New project added to the Construction Program.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,300	1,353	320	1,558	389	0	0	0	0	1,947	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	30,001	0	0	0	5,486	7,569	7,817	5,820	3,309	30,001	0
Total	**33,301**	**1,353**	**320**	**1,558**	**5,875**	**7,569**	**7,817**	**5,820**	**3,309**	**31,948**	**0**
Federal-Aid	31,317	895	307	1,538	5,596	7,190	7,426	5,529	3,143	30,422	0
Special	1,984	458	13	20	279	379	391	291	166	1,526	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

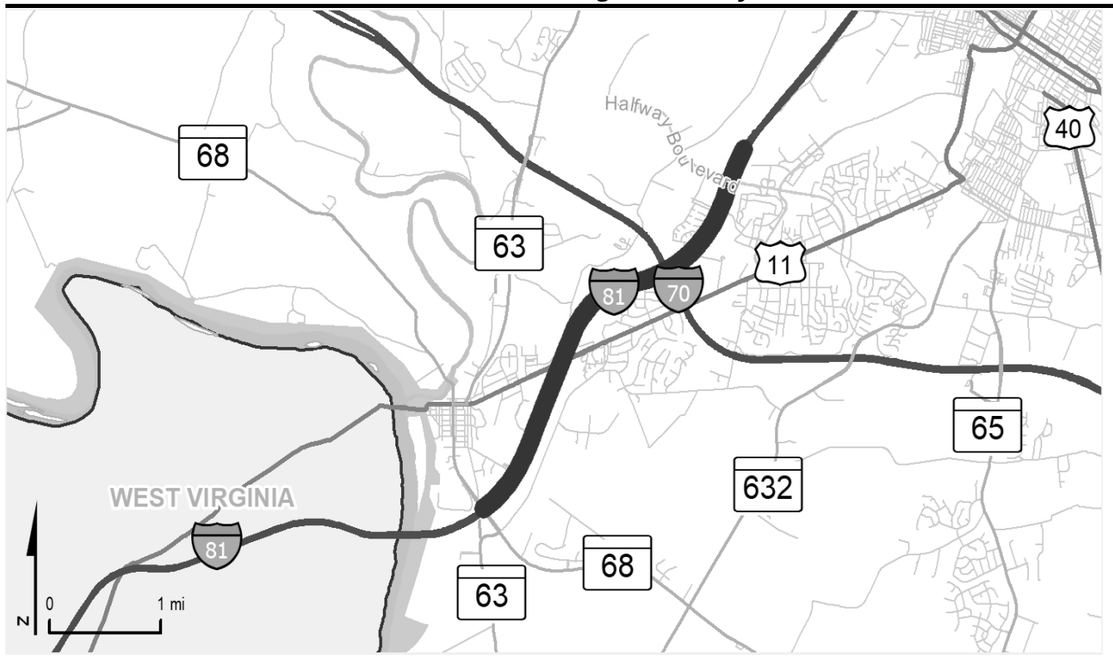
STATE - Principal Arterial
FEDERAL - Interstate
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2026) 36,500 (I-70) and 450 (US 40 Ramp)

PROJECTED (2046) 43,800 (I-70) and 625 (US 40 Ramp)

STIP REFERENCE #WA4681 8/1/2026



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.

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

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: I-81 is a critical link in western Maryland, increasing capacity supports regional transportation needs.

STATUS: Engineering, right-of-way acquisition, and utilities underway for Phase 2. Phase 2 will be delivered in two phases (Phase 2A from north of MD 63/MD 68 to I-70 and Phase 2B from I-70 to north of Halfway Blvd.) to expedite improvements. Phase 1 is open to service.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: The cost decrease is due to a revised cost estimate for an earlier construction start for Phase 2A.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	19,630	13,220	3,000	3,500	2,910	0	0	0	0	6,410	0
Right-of-way	664	50	49	338	276	0	0	0	0	614	0
Utilities	2,059	46	46	549	549	549	366	0	0	2,013	0
Construction	149,274	0	0	6,532	25,673	41,502	36,642	20,492	18,433	149,274	0
Total	**171,627**	**13,316**	**3,095**	**10,919**	**29,408**	**42,051**	**37,008**	**20,492**	**18,433**	**158,311**	**0**
Federal-Aid	163,673	8,849	2,935	10,667	28,715	41,100	36,195	20,082	18,064	154,824	0
Special	7,954	4,467	160	252	693	951	813	410	369	3,487	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

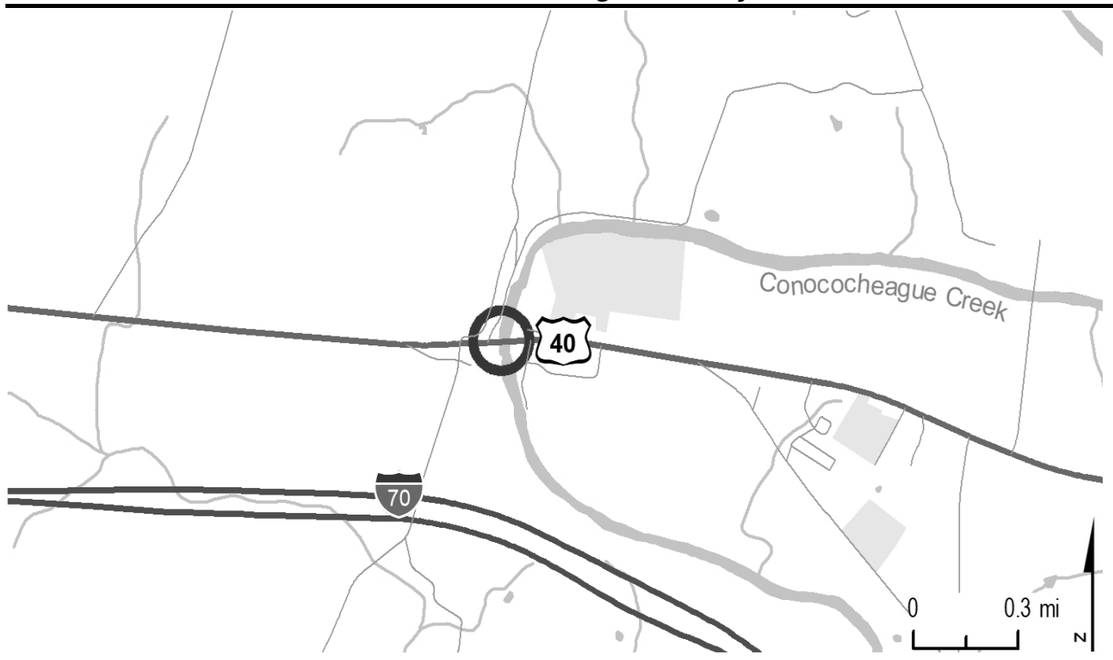
STATE - Principal Arterial
FEDERAL - Interstate
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2026) 65,600 - 86,700

PROJECTED (2046) 77,900 - 98,800

STIP REFERENCE #WA0921 8/1/2026



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

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

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

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 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.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,273	2,273	22	0	0	0	0	0	0	0	0
Right-of-way	47	47	1	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	21,628	16,489	14,741	4,737	402	0	0	0	0	5,139	0
Total	**23,948**	**18,809**	**14,764**	**4,737**	**402**	**0**	**0**	**0**	**0**	**5,139**	**0**
Federal-Aid	23,287	18,179	14,754	4,710	398	0	0	0	0	5,108	0
Special	661	630	10	27	4	0	0	0	0	31	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

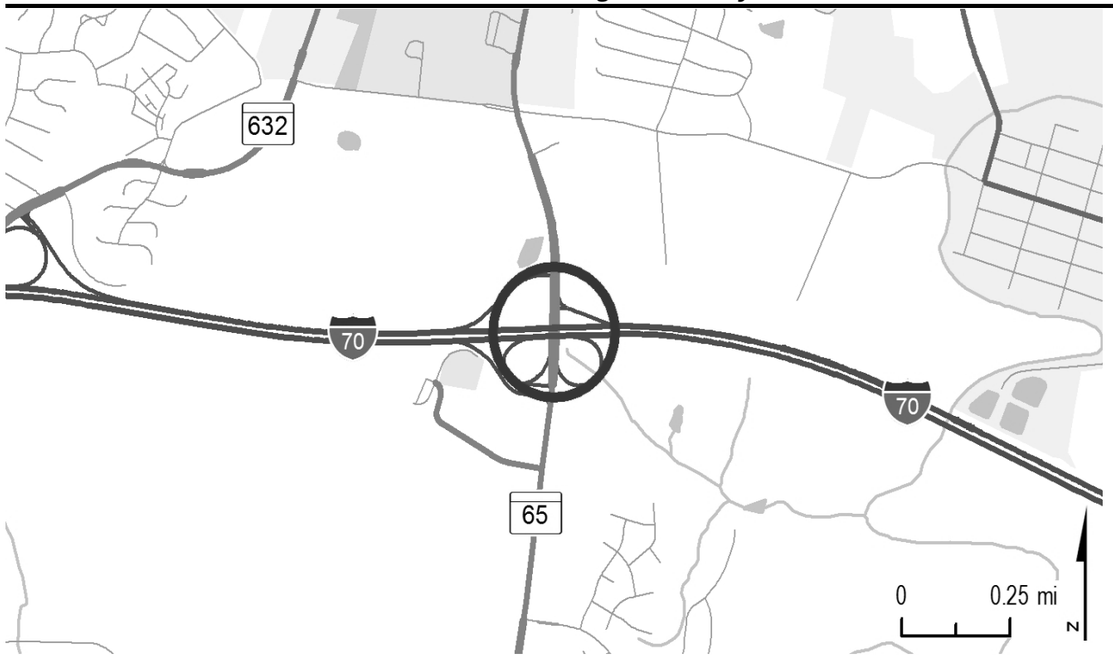
STATE - Minor Arterial
FEDERAL - Minor Arterial
STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2026) 8,000

PROJECTED (2046) 10,200

STIP REFERENCE #WA8811 8/1/2026



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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: In an effort to ensure the CTP reflects currently active projects, the Final CTP will not provide PIFs for projects which have been on hold for greater than 5 years. This PIF will not appear in the Final CTP but will be restored when funding becomes available.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
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

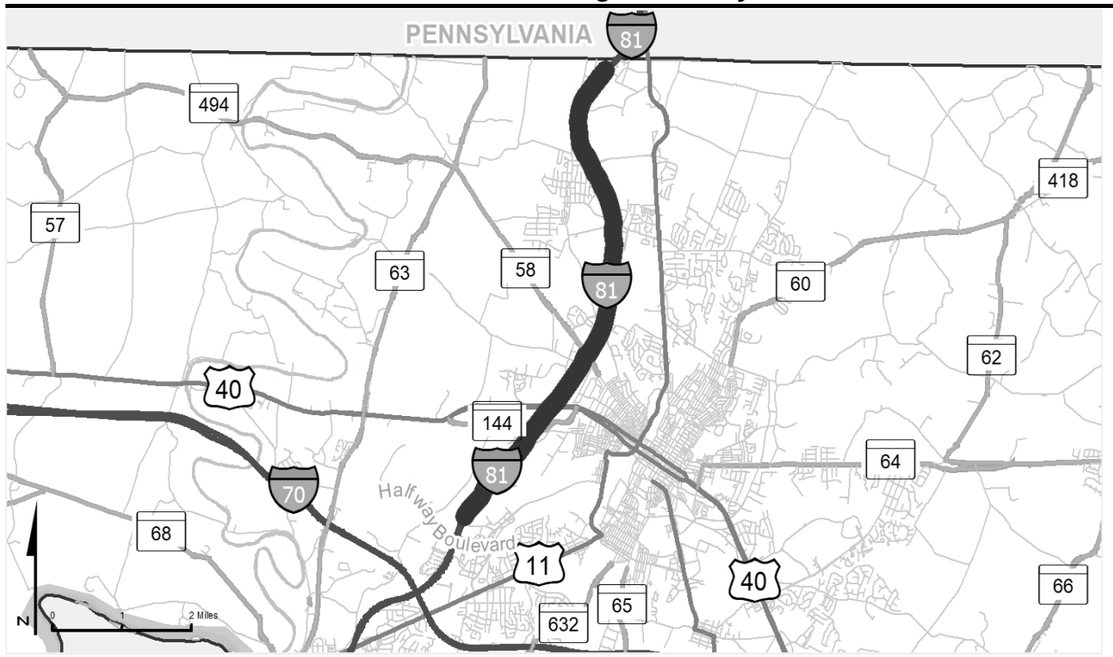
Classification:

STATE - Principal Arterial
FEDERAL - Interstate
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2026)	66,200 (I-70)
	24,300 (MD 65)
PROJECTED (2046)	88,100 (I-70)
	38,300 (MD 65)

STIP REFERENCE #WA2581 8/1/2026



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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Project (Phases 3 and 4) is on hold. Phase 1 is open to service. Phase 2 (Washington County Line 5) is funded for construction.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
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 (2026) 51,300 - 86,700

PROJECTED (2046) 67,100 - 113,300

STIP REFERENCE #WA1281 8/1/2026

MINOR PROJECTS PROGRAM

(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Washington County - LINE 9

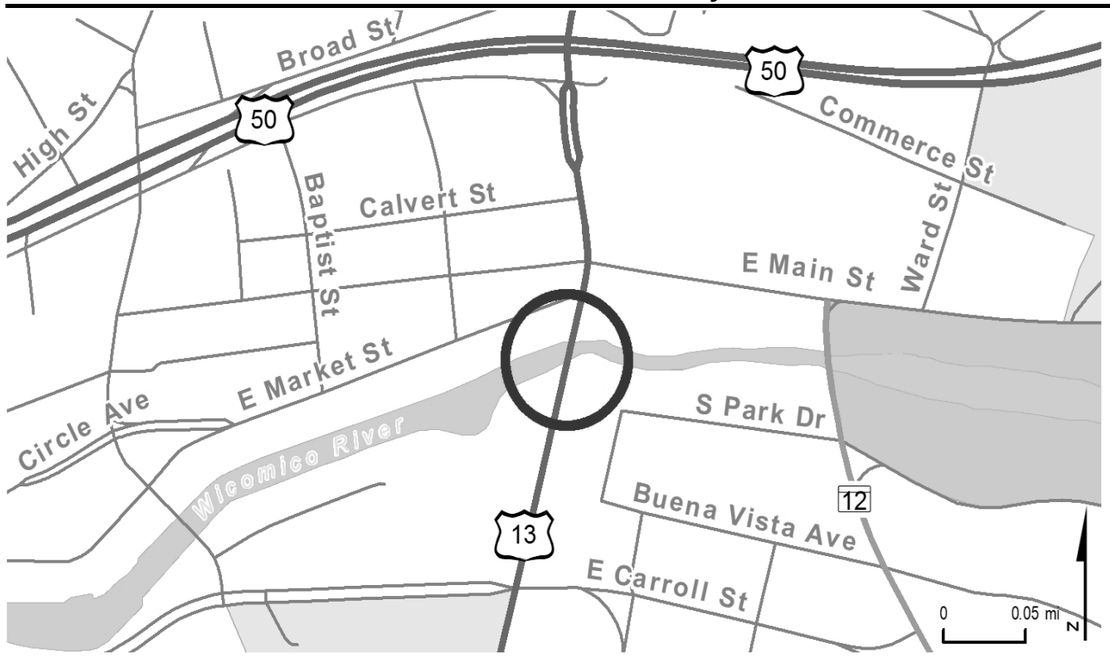
PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Bridge Replacement/Rehabilitation				
WA4991	IS70	Bridge Deck Replacement of Bridge No. 2112800 over Beaver Creek	$ 4,010	FY 2029
Resurface/Rehabilitate				
WA4501	MD615	Millstone Road - Safety and Resurfacing Improvements from I-70 Westbound to Pennsylvania State Line	$ 1,656	Completed
XQ250Q	-	Pavement Marking at Various Locations in Washington County	$ 2,225	Under Construction
XQ9211	-	Resurfacing Improvements at Various Locations in Washington County	$ 4,878	Under Construction
Safety/Spot Improvement				
WA5611	IS81	Maryland Veterans Memorial Highway - Construct Ramp at Showalter Road	$ 9,947	Completed
WA5012	MD64	Jefferson Boulevard - Geometric Improvements at MD 66	$ 2,945	Under Construction
Sidewalks				
WA4791	US40	Dual Highway - Sidewalk Improvements from Eastern Boulevard to All Star Court	$ 6,452	Completed
WA8091	US40	Dual Highway - Safety Improvements from Garland Groh Boulevard to All Star Court - Pedestrian Safety Action Plan	$ 5,206	Design Underway
Transportation Alternatives Program				
WA5711	-	Town of Boonsboro Safe Routes to School Complex - Orchard Drive, Ford Avenue, and Center Street	$ 752	Design Underway
WA5741	-	Town of Williamsport Safe Routes to School - East Sunset Avenue, South Artizan Street, and South Clifton Drive	$ 387	Design Underway
WA5321	-	Intersection Improvements along South Potomac Street and Baltimore Street in Hagerstown - Safe Routes to School	$ 550	Under Construction

MARYLAND DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY ADMINISTRATION



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.

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

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

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

- [X] 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. Project will be complete in fall 2026.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,409	2,409	10	0	0	0	0	0	0	0	0
Right-of-way	1,550	1,550	0	0	0	0	0	0	0	0	0
Utilities	1,903	1,003	0	900	0	0	0	0	0	900	0
Construction	11,048	8,619	3,476	2,429	0	0	0	0	0	2,429	0
Total	**16,910**	**13,581**	**3,486**	**3,329**	**0**	**0**	**0**	**0**	**0**	**3,329**	**0**
Federal-Aid	13,031	9,839	3,393	3,192	0	0	0	0	0	3,192	0
Special	3,879	3,742	93	137	0	0	0	0	0	137	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 (2026) 28,200

PROJECTED (2046) 32,400

STIP REFERENCE #WI2221 8/1/2026

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Wicomico County - LINE 2

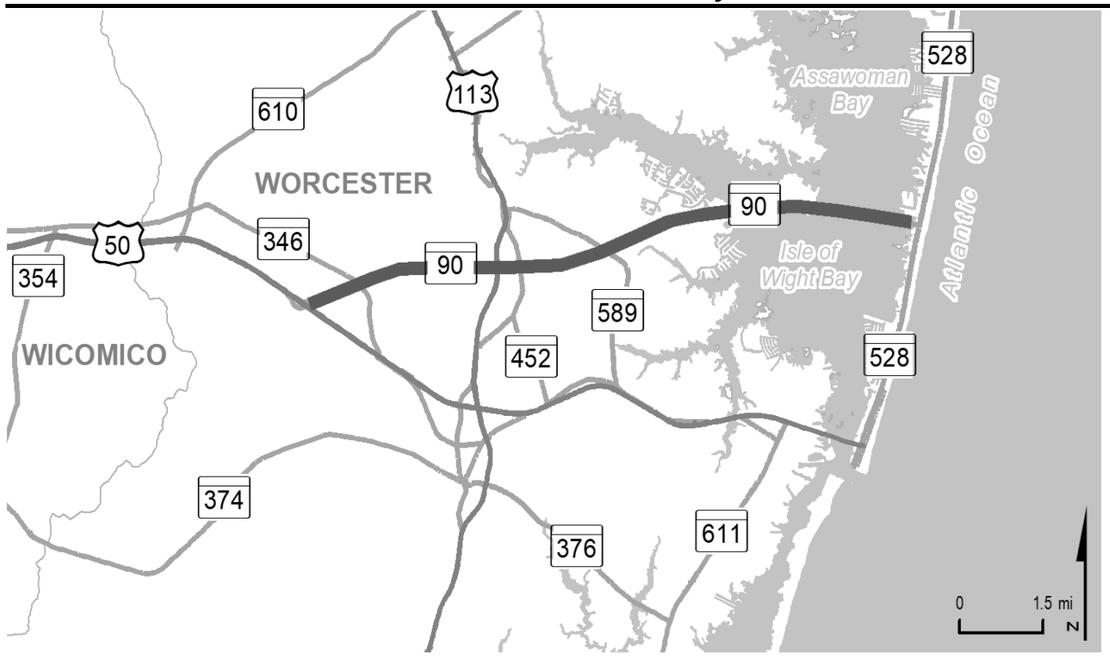
PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Bridge Replacement/Rehabilitation				
WI4191	US50	Salisbury Parkway - Bridge Rehabilitation of Bridge Nos. 2200900 and 2202800 over Wicomico River	$ 6,651	Under Construction
Resurface/Rehabilitate				
XY9211	-	Safety and Resurfacing Improvements at Various Locations in Eastern Wicomico County	$ 7,147	Completed
XY9212	-	Safety and Resurfacing Improvements at Various Locations in Western Wicomico County	$ 8,355	Completed
XY9221	-	Safety and Resurfacing Improvements at Various Locations in Wicomico County	$ 9,810	Completed
XQ5221	-	Safety and Resurfacing Improvements at Various Locations in Wicomico County	$ 4,701	Under Construction
XQ6221	-	Safety and Resurfacing Improvements at Various Locations in Wicomico County	$ 7,999	Under Construction
Safety/Spot Improvement				
WI4341	US50	Ocean Gateway - Geometric Improvements from Olde Florist Lane to East of Rockawalkin Road	$ 3,229	Design Underway
WI3461	US50	Ocean Gateway - Geometric Improvements at Old Railroad Road	$ 3,610	Under Construction
Truck Weight				
WI4171	US13	Ocean Highway - Northbound and Southbound Truck Weigh Inspection Station Facility	$ 5,539	Under Construction

MARYLAND DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY ADMINISTRATION



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

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

STATUS: Environmental analysis and engineering underway.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,542	1,542	0	0	0	0	0	0	0	0	0
Engineering	11,165	406	0	2,000	2,759	3,000	3,000	0	0	10,759	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	**12,707**	**1,948**	**0**	**2,000**	**2,759**	**3,000**	**3,000**	**0**	**0**	**10,759**	**0**
Federal-Aid	11,374	1,690	0	1,800	2,484	2,700	2,700	0	0	9,684	0
Special	1,333	258	0	200	275	300	300	0	0	1,075	0
Other	0	0	0	0	0	0	0	0	0	0	0

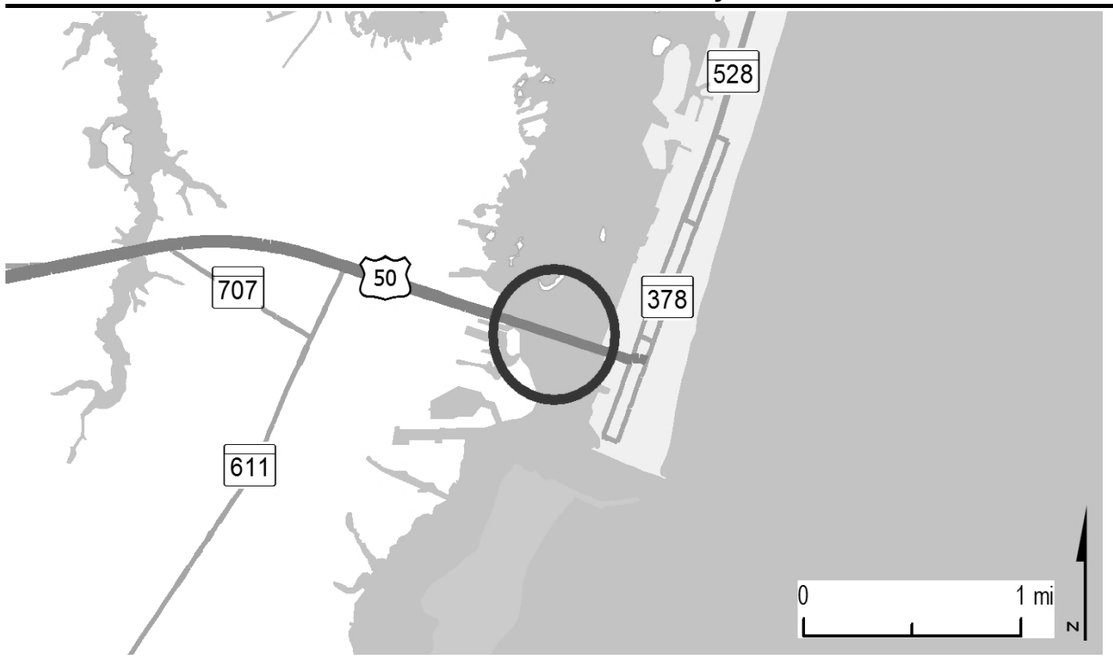
Classification:

STATE - Principal Arterial
FEDERAL - Freeway/Expressway
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2026)	9,700 - 32,000
	10,600 - 34,500 (Summer Peak)
PROJECTED (2046)	10,800 - 35,000
	11,700 - 37,800 (Summer Peak)

STIP REFERENCE #WO7821 8/1/2026



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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: In an effort to ensure the CTP reflects currently active projects, the Final CTP will not provide PIFs for projects which have been on hold for greater than 5 years. This PIF will not appear in the Final CTP but will be restored when funding becomes available.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,910	2,910	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	**2,910**	**2,910**	**0**	**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	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

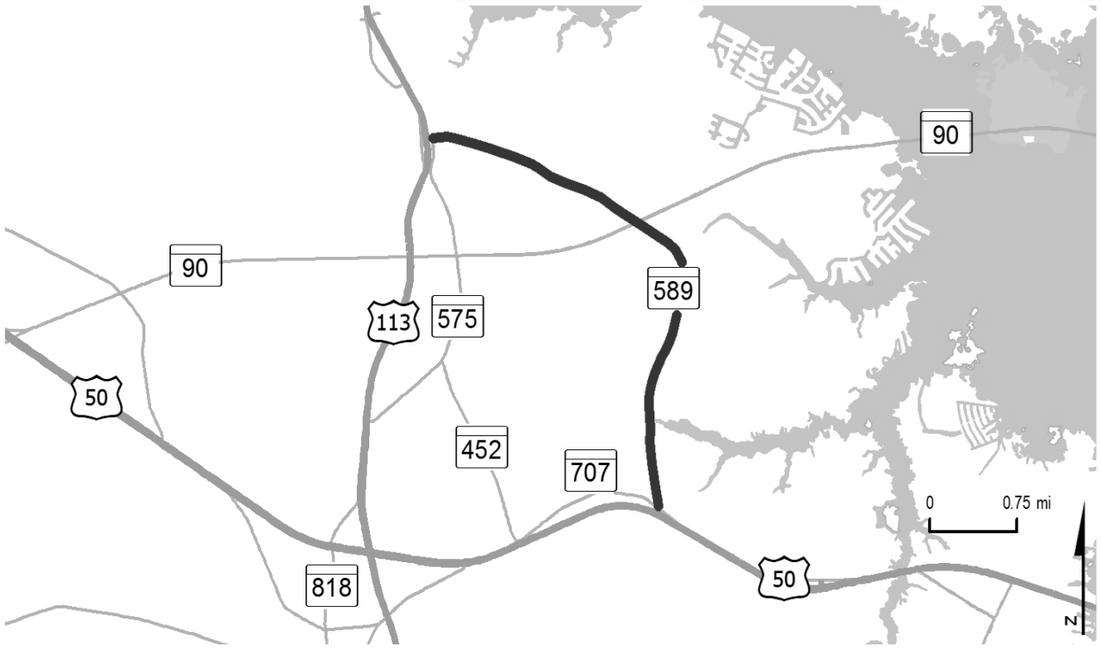
Classification:

STATE - Principal Arterial
FEDERAL - Other Principal Arterial
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2026)	33,400
	41,100 (Summer Peak)
PROJECTED (2046)	37,000
	45,700 (Summer Peak)

STIP REFERENCE #WO4191 8/1/2026



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

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

STATUS: In an effort to ensure the CTP reflects currently active projects, the Final CTP will not provide PIFs for projects which have been on hold for greater than 5 years. This PIF will not appear in the Final CTP but will be restored when funding becomes available.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
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)

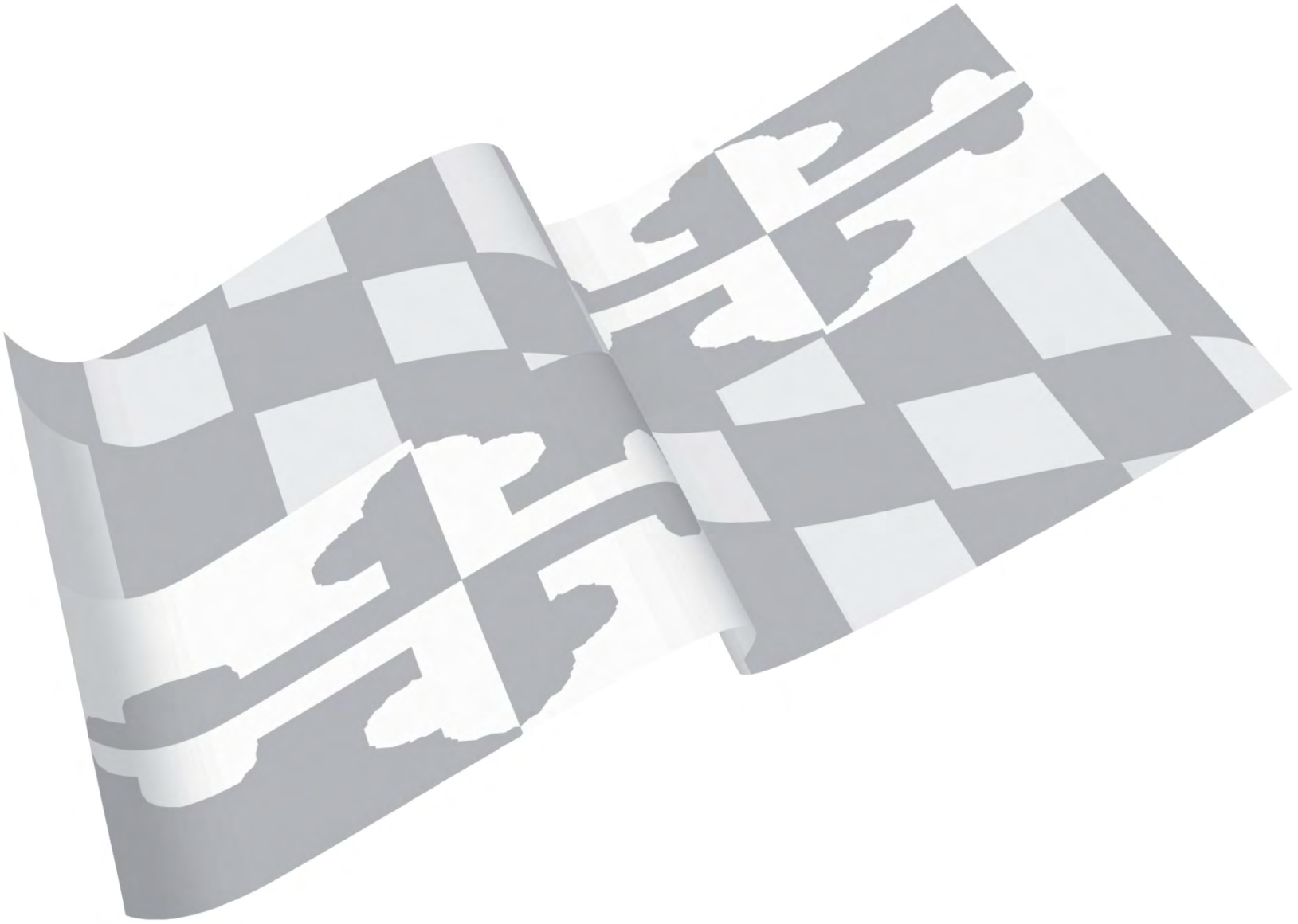
CURRENT (2026)	20,600
	22,800 (Summer Peak)
PROJECTED (2046)	26,200
	29,900 (Summer Peak)

STIP REFERENCE #WO3151 8/1/2026

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Worcester County - LINE 4

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Resurface/Rehabilitate				
XY9231	-	Safety and Resurfacing Improvements at Various Locations in Worcester County	$ 9,750	Completed
XQ4231	-	Safety and Resurfacing Improvements at Various Locations in Worcester County	$ 8,974	FY 2027
XQ3231	-	Safety and Resurfacing Improvements at Various Locations in Worcester County	$ 5,255	Under Construction
Safety/Spot Improvement				
WO4621	US50	Ocean Gateway - Geometric Improvements at MD 818	$ 5,672	FY 2028
WO5421	US50	Ocean Gateway - Geometric Improvements at MD 610	$ 5,538	FY 2028
Sidewalks				
WO4641	MD528	Coastal Highway - Safety Improvements from 15th Street to 67th Street - Pedestrian Safety Action Plan	$ 3,161	Design Underway



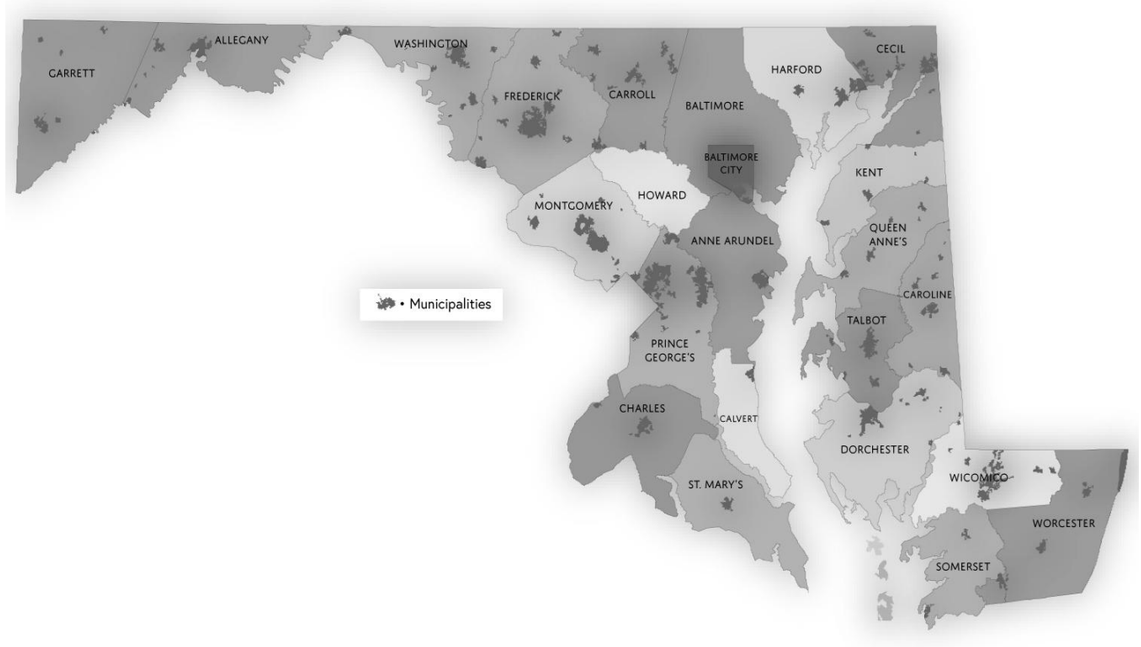


MARYLAND DEPARTMENT OF TRANSPORTATION

HIGHWAY USER REVENUE

HIGHWAY USER REVENUE
CAPITAL PROGRAM SUMMARY
($ MILLIONS)

	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	SIX - YEAR TOTAL
Highway User Revenue	**428.8**	**334.4**	**344.5**	**354.5**	**362.7**	**367.5**	**2,192.4**
TOTAL	**428.8**	**334.4**	**344.5**	**354.5**	**362.7**	**367.5**	**2,192.4**
Special Funds	428.8	334.4	344.5	354.5	362.7	367.5	2,192.4
Federal Funds	-	-	-	-	-	-	-
Other Funds	-	-	-	-	-	-	-
Special Funds Breakdown							
Transportation Trust Fund	428.8	334.4	344.5	354.5	362.7	367.5	2,192.4
SPECIAL FUNDS TOTAL	**428.8**	**334.4**	**344.5**	**354.5**	**362.7**	**367.5**	**2,192.4**



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: [X] 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

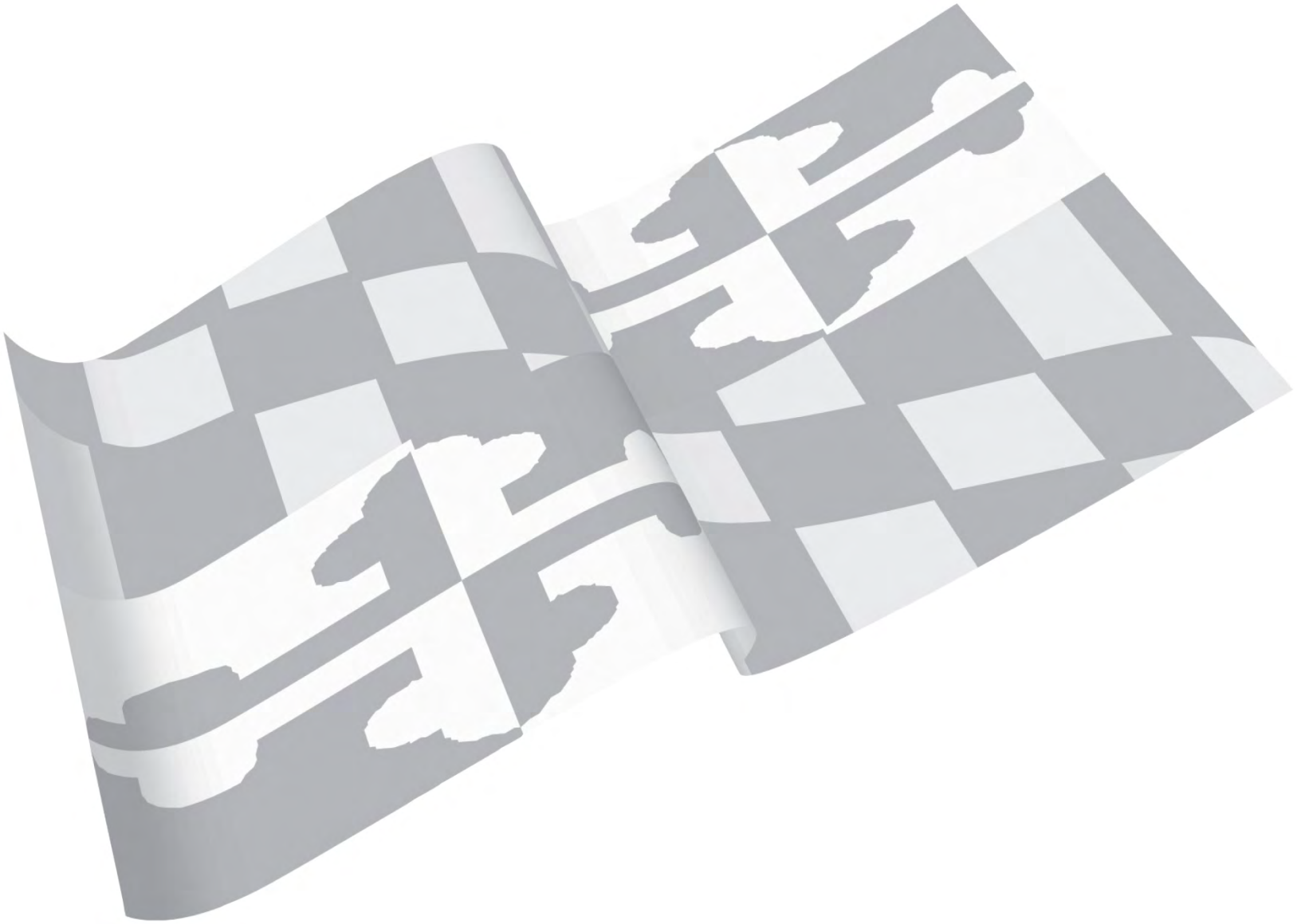
STATUS: Funding ongoing.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	4,395,552	2,203,171	425,540	428,780	334,396	344,509	354,493	362,723	367,480	2,192,381	0
Total	**4,395,552**	**2,203,171**	**425,540**	**428,780**	**334,396**	**344,509**	**354,493**	**362,723**	**367,480**	**2,192,381**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	4,395,552	2,203,171	425,540	428,780	334,396	344,509	354,493	362,723	367,480	2,192,381	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: Funding decreased $104.7 million. Highway user revenue capital grants are based on a formula contained in statute that varies based on revenue projections.

STIP REFERENCE #HUR-1 8/1/2026



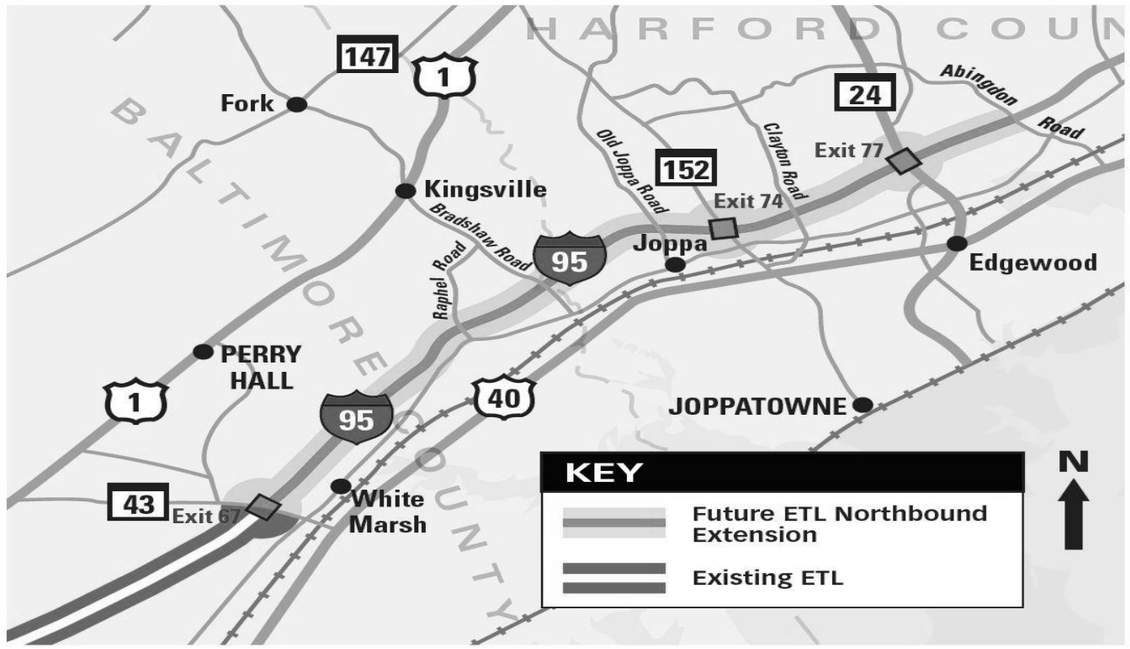
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MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSPORTATION AUTHORITY

MARYLAND TRANSPORTATION AUTHORITY
CAPITAL PROGRAM SUMMARY
($ MILLIONS)

	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	SIX - YEAR TOTAL
Major Construction Program	**665.4**	**1,434.7**	**1,278.3**	**1,106.7**	**935.7**	**102.2**	**5,523.0**
System Preservation	454.9	1,243.4	1,145.0	1,034.0	929.0	102.2	4,908.6
Expansion/Efficiency	160.8	98.1	42.3	4.9	-	-	306.2
Safety & Security	46.4	70.8	65.0	51.3	-	-	233.5
Environment	0.0	0.0	0.0	1.2	-	-	1.3
Administration	3.2	22.4	25.9	15.3	6.7	-	73.4
Major Development & Evaluation Program	**5.9**	**10.8**	**11.1**	**3.9**	**4.2**	**-**	**35.9**
System Preservation	2.4	2.8	3.1	3.9	4.2	-	16.4
Expansion/Efficiency	3.5	8.0	8.0	-	-	-	19.5
Minor Program	**192.0**	**427.7**	**626.8**	**648.1**	**706.7**	**720.9**	**3,322.2**
System Preservation	168.8	407.3	608.9	642.3	703.2	720.9	3,251.3
Expansion/Efficiency	2.3	5.2	2.6	0.3	-	-	10.3
Safety & Security	17.7	13.1	14.9	5.5	3.5	-	54.8
Environment	3.2	2.1	0.5	-	-	-	5.7
Capital Salaries, Wages & Other Costs	**-**	**-**	**-**	**-**	**-**	**-**	**-**
TOTAL	**863.4**	**1,873.2**	**1,916.2**	**1,758.6**	**1,646.6**	**823.1**	**8,881.1**
Toll Funds	**863.4**	**1,873.2**	**1,916.2**	**1,758.6**	**1,646.6**	**823.1**	**8,881.1**



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

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

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

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

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

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

SMART GROWTH STATUS: [ ] Project Not Location Specific [X] Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

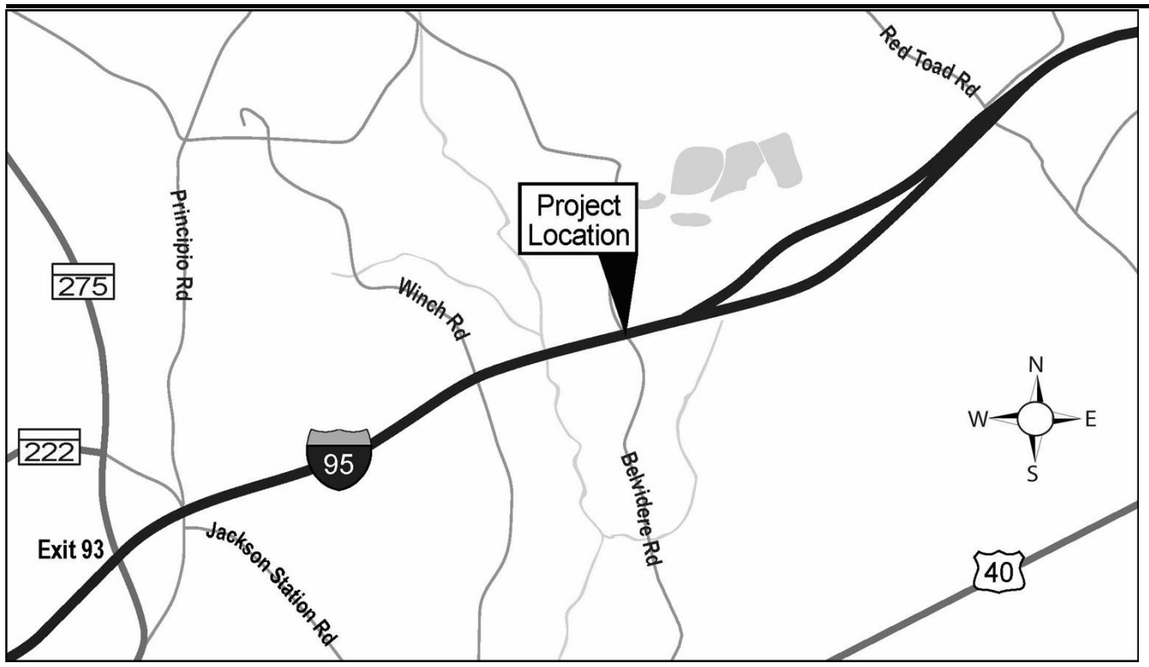
STATUS: The extended northbound I-95 Express Toll Lanes (ETL) opened on December 18, 2024, from White Marsh Boulevard (MD 43) to Mountain Road (MD 152). Engineering and construction continue on the extension from Mountain Road (MD 152) to MD 24.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	92,662	92,122	1,773	511	15	13	0	0	0	540	0
Right-of-way	7,898	7,858	0	40	0	0	0	0	0	40	0
Utility	10,947	10,904	3,030	43	0	0	0	0	0	43	0
Construction	927,797	774,964	129,220	98,932	35,834	16,892	1,175	0	0	152,833	0
Total	**1,039,304**	**885,848**	**134,023**	**99,526**	**35,849**	**16,906**	**1,175**	**0**	**0**	**153,456**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	1,039,304	885,848	134,023	99,526	35,849	16,906	1,175	0	0	153,456	0
Other	0	0	0	0	0	0	0	0	0	0	0

602



PROJECT: I-95 John F. Kennedy Memorial Highway - Construct Interchange at Belvidere Road

DESCRIPTION: The project will construct a new interchange between I-95 John F. Kennedy Memorial Highway and Belvidere Road, including constructing a new bridge over I-95.

PURPOSE & NEED SUMMARY STATEMENT: Increased development in the vicinity of Belvidere Road in Cecil County necessitates an interchange at I-95 (JFK Highway) and Belvidere Road. The project cost will be shared with Stewart Properties contributing $8.8 million for right-of-way, Cecil County contributing $1 million for construction, and MDTA providing $46.7 million, with the balance of $20 million from a Federal BUILD Grant. The BUILD Grant was awarded in December 2018. At the time of the grant application in 2018, the project was estimated at $54 million; however, the cost shown on this page reflects the low bid received from the selected Design-Build team.

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

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

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

SMART GROWTH STATUS: [ ] Project Not Location Specific [X] Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA — [ ] Grandfathered
- [ ] PFA Status Yet to Be Determined — [ ] Exception Will Be Required
- [ ] Exception Granted

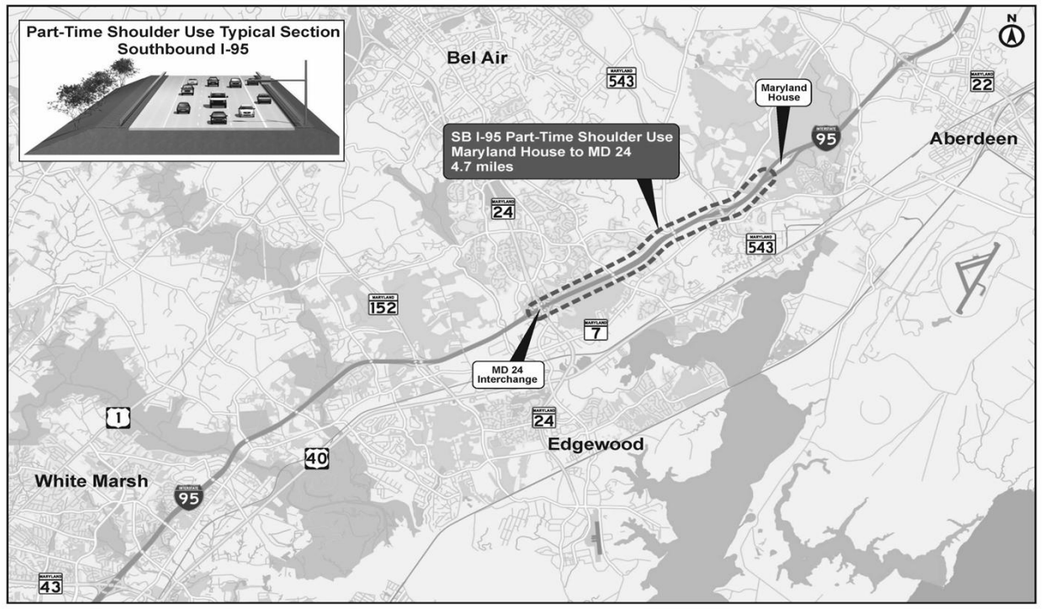
STATUS: Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	6,772	6,772	10	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	81,513	60,503	19,038	16,756	4,254	0	0	0	0	21,010	0
Total	**88,285**	**67,275**	**19,048**	**16,756**	**4,254**	**0**	**0**	**0**	**0**	**21,010**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	88,285	67,275	19,048	16,756	4,254	0	0	0	0	21,010	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: Cost increased by $6.6 million due to a rise in the overall Construction Management Inspection (CMI) percentage, recent Extra Work Authorization (EWA) approval, and the associated services.

2477



PROJECT: I-95 John F. Kennedy Memorial Highway - I-95 Southbound Hard Shoulder Running

DESCRIPTION: This project will provide part-time left shoulder use for approximately 4.7 miles on I-95 southbound from Maryland House to MD 24 in Harford County. It involves restriping I-95 and repaving the left shoulder lane to accommodate part-time left shoulder use. Installation of Intelligent Transportation System (ITS) devices to dynamically open and close the left shoulder lane based on traffic conditions is included.

PURPOSE & NEED SUMMARY STATEMENT: This project will increase capacity along southbound I-95 between Maryland House and MD 24 and reduce congestion during high traffic volumes. 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:

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

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.

SMART GROWTH STATUS: [ ] Project Not Location Specific [X] Not Subject to PFA Law

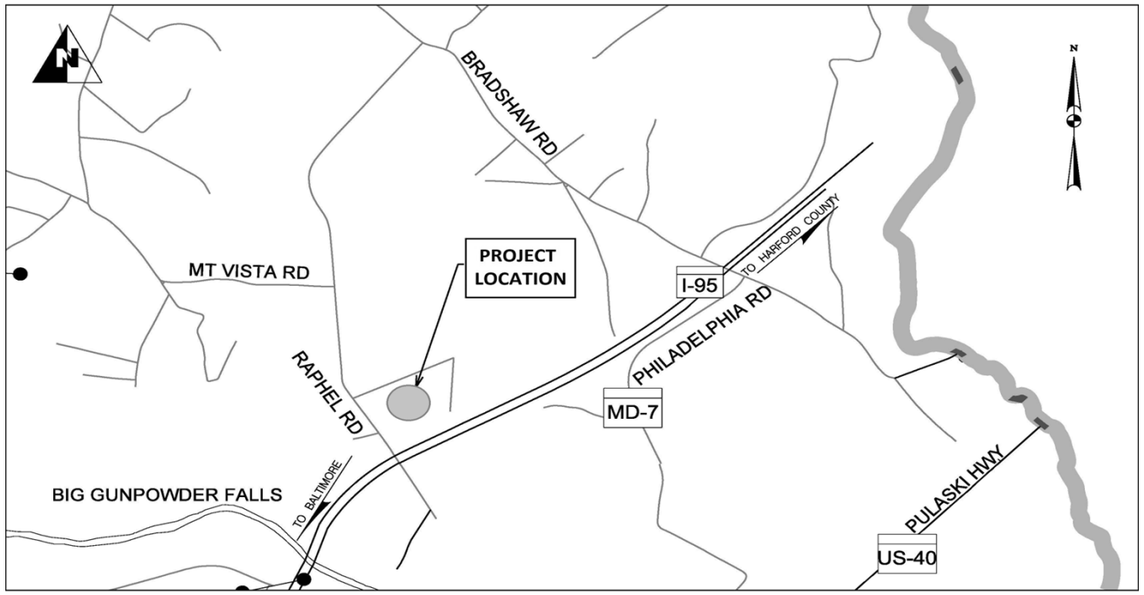
- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Engineering is underway. Pre-construction activities for BGE Service Requests are underway. Major construction expected to begin in January 2027.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,010	4,010	420	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	38,842	22	0	8,888	17,689	10,171	2,072	0	0	38,820	0
Total	**42,852**	**4,032**	**420**	**8,888**	**17,689**	**10,171**	**2,072**	**0**	**0**	**38,820**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	42,852	4,032	420	8,888	17,689	10,171	2,072	0	0	38,820	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: Cost increased by $3.6 million due to absorbed paving and w-beam scope.



PROJECT: I-95 John F. Kennedy Memorial Highway - JFK Maintenance Facility Complex

DESCRIPTION: The complex will include a new maintenance building to support office space, common areas, locker/rest rooms, automotive shop/bays, material storage, wash bay, salt storage barns, fueling island, debris dewatering pad, and vehicle storage structures. Site improvements shall include grading, pavement, drainage, utilities, storm water management, lighting, security, fencing, and landscaping.

PURPOSE & NEED SUMMARY STATEMENT: The Kennedy Highway and approach roadways require continuous maintenance and safety activities to maintain Kennedy Highway and Hatem Bridge in the highest serviceable condition for safe passage of MDTA customers. The JFK Maintenance Facility Complex will provide work areas for the staff, vehicle safety inspections, and full service repair shop bays and parts storage.

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

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

EXPLANATION: The Maintenance Building will support an environment safe for MDTA employees to perform their work duties and protection for the equipment used by operations staff.

SMART GROWTH STATUS: [ ] Project Not Location Specific [X] Not Subject to PFA Law

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

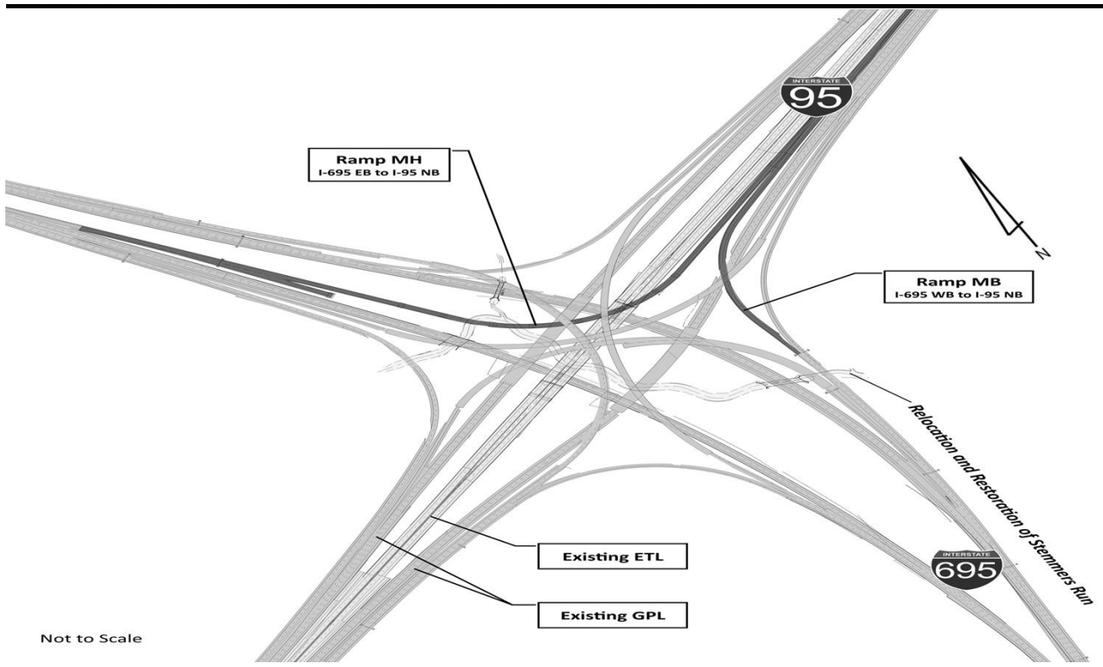
STATUS: Engineering is underway. Right-of-way acquisition is complete. Construction will begin in FY 2028.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,100	3,926	400	174	0	0	0	0	0	174	0
Right-of-way	2,750	2,750	2,750	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	45,431	76	0	0	12,836	16,991	10,690	4,839	0	45,356	0
Total	**52,281**	**6,752**	**3,150**	**174**	**12,836**	**16,991**	**10,690**	**4,839**	**0**	**45,530**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	52,281	6,752	3,150	174	12,836	16,991	10,690	4,839	0	45,530	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:
Construction start shifted from FY 2027 to FY 2028.

2500



PROJECT: I-95 John F. Kennedy Memorial Highway - I-695 Ramps to I-95 Northbound Express Toll Lanes

DESCRIPTION: Construct two I-95 Section 100 ETL Ramps from I-695 Eastbound and Westbound to I-95 Northbound ETLs.

PURPOSE & NEED SUMMARY STATEMENT: The two ETL ramps are a part of the connectivity between two major interstate roadways and specifically the northbound ETLs. This allows traffic on I-695 a choice to use the NB General Purpose (GP) lanes or the NB ETLs. This improvement will reduce the volume of traffic traveling onto the GP lanes and thereby improves traffic operation on the I-95 facility.

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

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [ ] 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: [ ] Project Not Location Specific [X] Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA — [ ] Grandfathered; [ ] Exception Will Be Required; [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

STATUS: Engineering and Utility are underway. Construction expected to begin in FY 2027.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,425	5,425	1,056	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	50	0	0	50	0	0	0	0	0	50	0
Construction	73,600	0	0	33,700	32,100	7,800	0	0	0	73,600	0
Total	**79,075**	**5,425**	**1,056**	**33,750**	**32,100**	**7,800**	**0**	**0**	**0**	**73,650**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	79,075	5,425	1,056	33,750	32,100	7,800	0	0	0	73,650	0
Other	0	0	0	0	0	0	0	0	0	0	0

2582

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.



PROJECT: I-95 John F. Kennedy Memorial Highway - JFK Wash Bay, Salt Barn and Fueling Facilities at Perryville

DESCRIPTION: I-95 JFK Perryville Turnpike Facility South Bound Improvement - Design and construction of new fueling station, salt barn, and wash bay.

PURPOSE & NEED SUMMARY STATEMENT: This project is to improve Perryville campus facilities to more efficiently and safely maintain the northern region JFK highway for MDTA customers. Existing salt barn is in poor condition and requires replacement, current fueling station location and capacity need improvement, and the site is lack of wash bay.

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

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

EXPLANATION: Old salt barn on north bound will be demolished. New salt barn and fueling station will be constructed on south bound. New wash bay will be constructed adjacent to existing Inspection Building on south bound.

SMART GROWTH STATUS: [ ] Project Not Location Specific [X] Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA — [ ] Grandfathered; [ ] Exception Will Be Required; [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

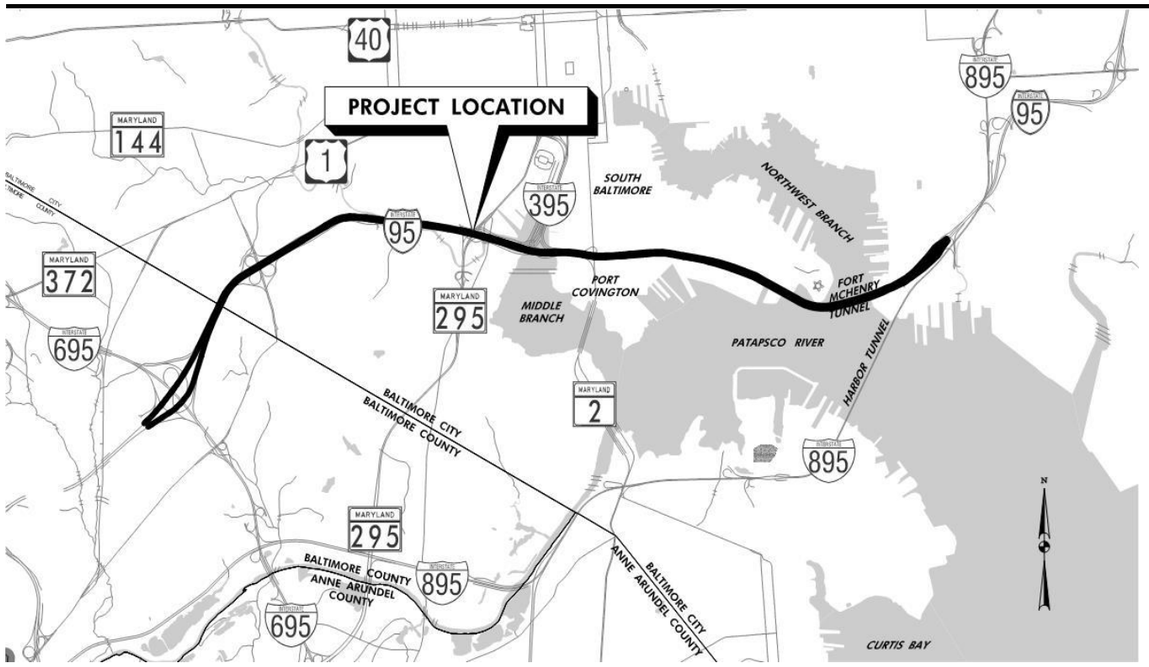
STATUS: Engineering is underway. Construction will begin in FY 2028.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: Added to the Construction Program.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,800	1,318	600	482	0	0	0	0	0	482	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	17,030	0	0	0	4,810	6,370	4,036	1,814	0	17,030	0
Total	**18,830**	**1,318**	**600**	**482**	**4,810**	**6,370**	**4,036**	**1,814**	**0**	**17,512**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	18,830	1,318	600	482	4,810	6,370	4,036	1,814	0	17,512	0
Other	0	0	0	0	0	0	0	0	0	0	0

2570



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

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

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

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

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

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

SMART GROWTH STATUS: [ ] Project Not Location Specific [X] Not Subject to PFA Law

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

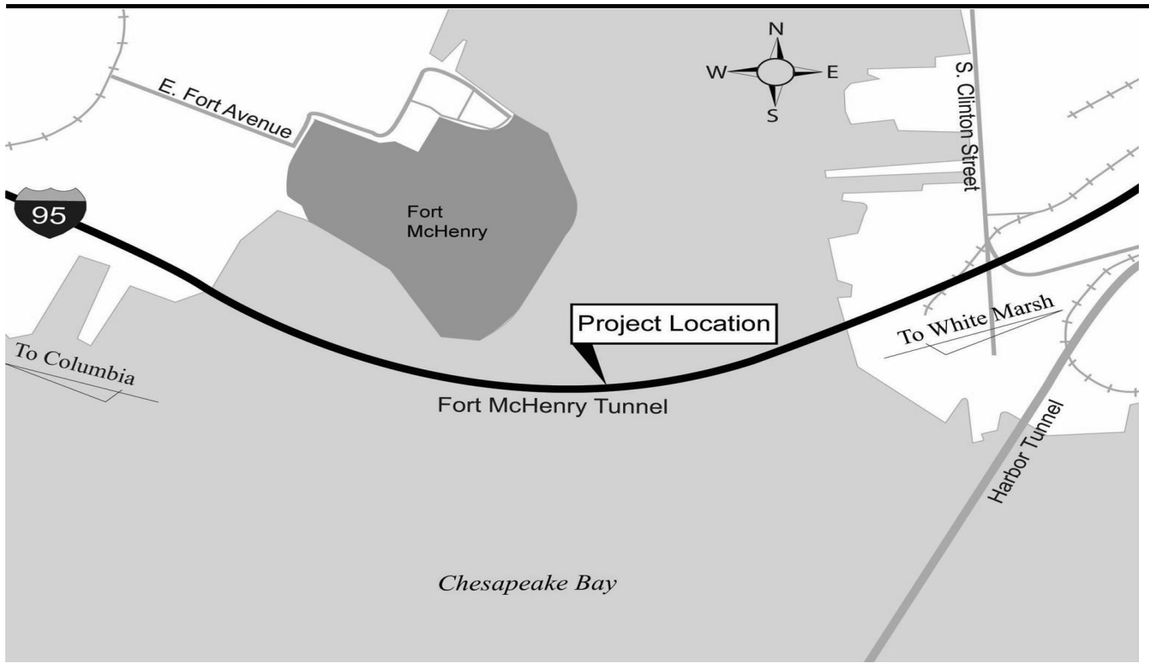
STATUS: Planning is on hold. Construction schedule to be determined. Planning funding will be for MDTA's oversight of the planning phase which is being funded by a private developer. Construction funding will be MDTA's match for future INFRA Grant.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	409	389	0	0	0	0	0	0	0	0	20
Engineering	6	6	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	32,985	0	0	0	0	0	0	0	0	0	32,985
Total	**33,400**	**395**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**33,005**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	33,400	395	0	0	0	0	0	0	0	0	33,005
Other	0	0	0	0	0	0	0	0	0	0	0

2442



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:**

- [X] Enhance Safety and Security
- [X] 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 [X] Not Subject to PFA Law

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

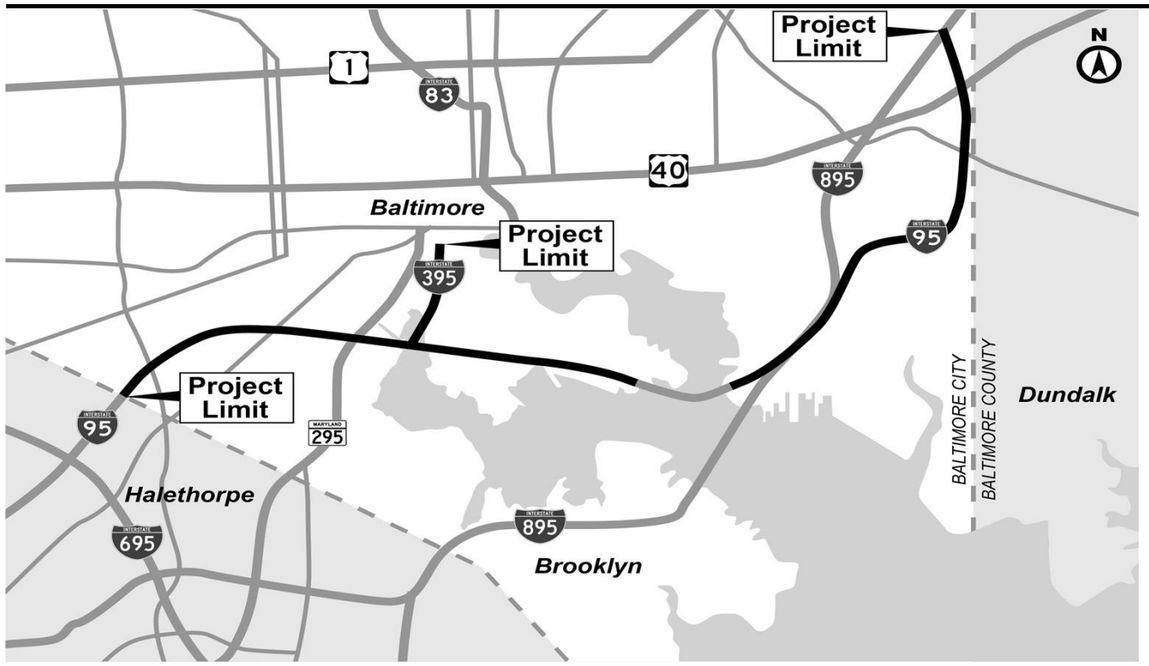
STATUS: Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
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	40,117	34,636	12,262	5,481	0	0	0	0	0	5,481	0
Total	**40,593**	**35,112**	**12,262**	**5,481**	**0**	**0**	**0**	**0**	**0**	**5,481**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	40,593	35,112	12,262	5,481	0	0	0	0	0	5,481	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: Cost increased by $7.3 million due to unforeseen site conditions and extended project duration which includes additional Construction Management Inspection (CMI) and maintenance tunnel closures.

2458



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:**

- [X] Enhance Safety and Security
- [X] 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 [X] Not Subject to PFA Law

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

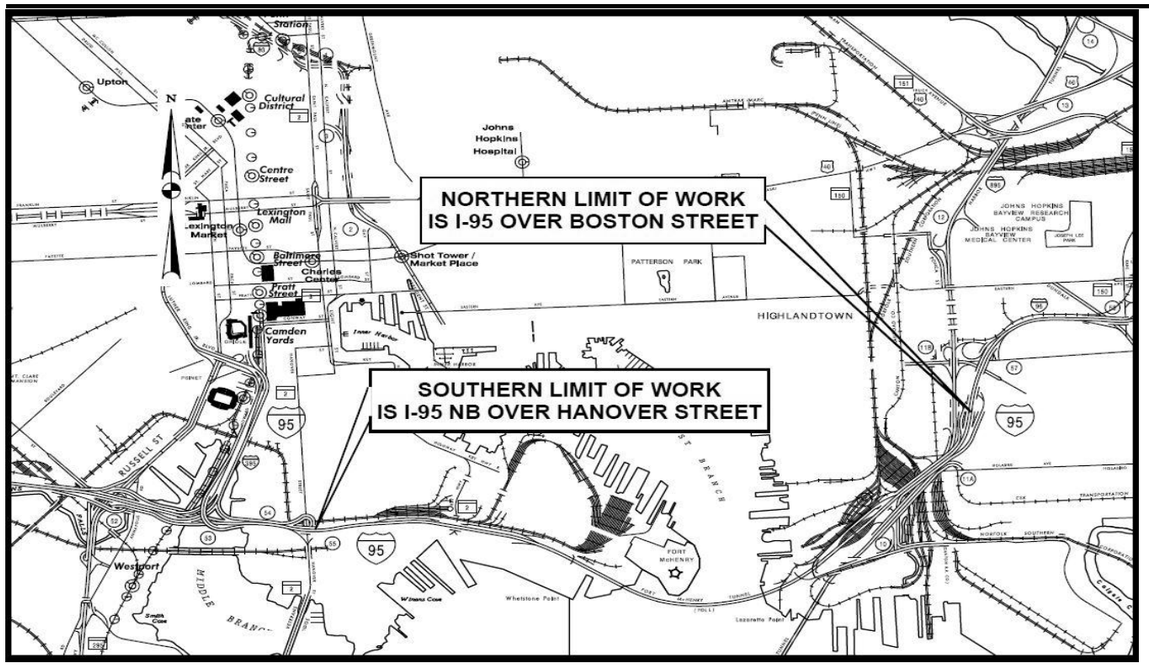
STATUS: Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	518	518	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	10,817	4,553	4,260	4,957	1,307	0	0	0	0	6,264	0
Total	**11,335**	**5,072**	**4,260**	**4,957**	**1,307**	**0**	**0**	**0**	**0**	**6,264**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	11,335	5,072	4,260	4,957	1,307	0	0	0	0	6,264	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

200



PROJECT: I-95 Fort McHenry Tunnel - FMT Facility-wide Zone Paint Program

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.

PURPOSE & NEED SUMMARY STATEMENT: Bridge inspections revealed significant areas of the structural steel with moderate to advanced section loss particularly at the steel beam ends at the locations of open roadway joints.

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

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

EXPLANATION: The patina protecting the steel is wearing off, therefore cleaning and painting the steel is needed to prevent further deterioration.

SMART GROWTH STATUS: [ ] Project Not Location Specific [X] Not Subject to PFA Law

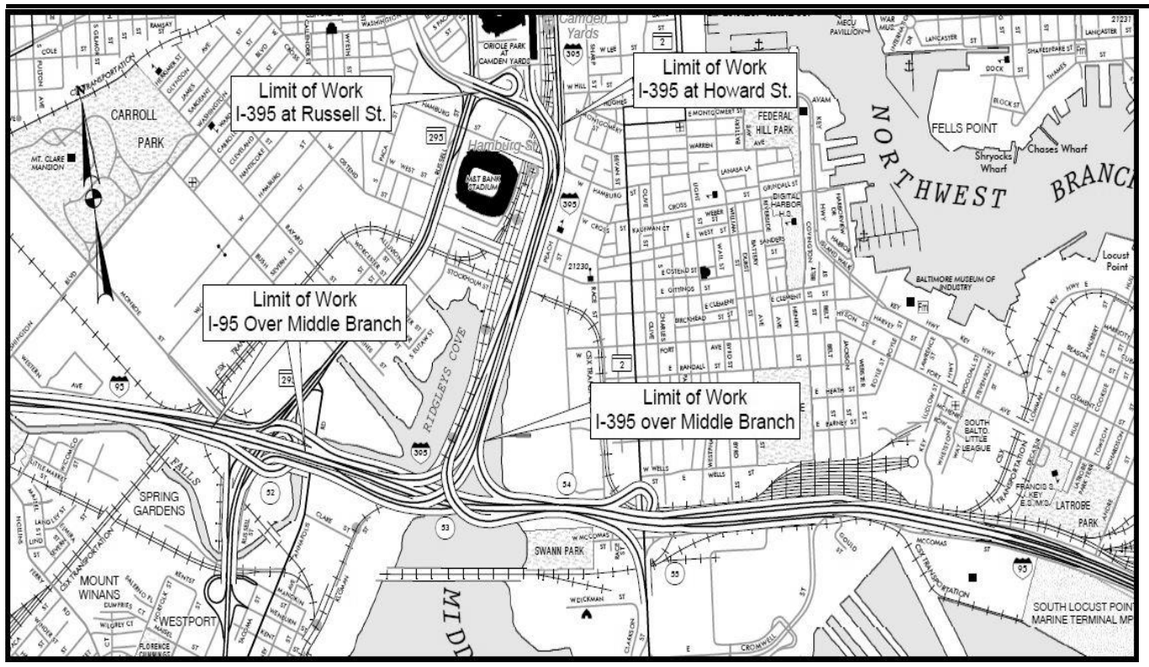
- [ ] Project Inside PFA
- [ ] Project Outside PFA — [ ] Grandfathered; [ ] Exception Will Be Required; [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

STATUS: Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	115	115	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	26,424	17,501	11,843	6,113	2,810	0	0	0	0	8,923	0
Total	**26,539**	**17,616**	**11,843**	**6,113**	**2,810**	**0**	**0**	**0**	**0**	**8,923**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	26,539	17,616	11,843	6,113	2,810	0	0	0	0	8,923	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2026 - 31 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
- [X] 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 [X] 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 expected to begin in August 2026.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	500	500	31	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	9,996	833	833	4,998	4,165	0	0	0	0	9,163	0
Total	**10,496**	**1,333**	**864**	**4,998**	**4,165**	**0**	**0**	**0**	**0**	**9,163**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	10,496	1,333	864	4,998	4,165	0	0	0	0	9,163	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

2580



PROJECT: I-95 Fort McHenry Tunnel - MDTA Police Vehicle Storage Garage and Auto Repair Shop

DESCRIPTION: Project to construct a new multi-use facility at the Fort McHenry Tunnel Campus to support the MDTA police vehicle fleet. The building will include four (4) storage bays for safe shelter of various essential vehicles and equipment including the Command Vehicle and Motorcycles. The Automotive Service Shop will have three (3) bays to provide maintenance and repair for MDTA police vehicles along with office, support and parts storage space.

PURPOSE & NEED SUMMARY STATEMENT: MDTA Police identified the necessity for a centralized facility to support storage of essential vehicles for emergency response and expansion of the patrol fleet. The police vehicle fleet will increase by approximately 175 vehicles over the next two years. These emergency response vehicles require more frequent and stringent safety inspections. The existing facility auto shops will not have the capacity to perform inspections, routine maintenance, and repairs for the increased fleet due to the total number of vehicles both new and existing. The current auto shops service the entire MDTA maintenance vehicle and heavy equipment fleet.

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

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

EXPLANATION: Provide a more suitable centralized location for safe and efficient management of the MDTA police vehicle fleet.

SMART GROWTH STATUS: [ ] Project Not Location Specific [X] 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 to begin in FY 2028.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,473	2,223	811	250	0	0	0	0	0	250	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	21,015	0	0	0	7,865	8,893	4,257	0	0	21,015	0
Total	**23,488**	**2,223**	**811**	**250**	**7,865**	**8,893**	**4,257**	**0**	**0**	**21,265**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	23,488	2,223	811	250	7,865	8,893	4,257	0	0	21,265	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

2499



PROJECT: I-695 Francis Scott Key Bridge - Key Bridge Rebuild

DESCRIPTION: This project will replace the Francis Scott Key Bridge and approaches. The project will be procured through a series of four contracts using traditional Design-Bid-Build procurement for demolition and north and south land approaches, and a Design-Build procurement for the main spans and marine approaches. The project is expected to be funded from insurance, lawsuit settlement funds 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. The MDTA will use toll revenue to fund the up front costs of the Key Bridge reconstruction, with Federal 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 allision. 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 is being delivered using an aggressive schedule, so construction can commence as soon as possible.

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

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

SMART GROWTH STATUS: [ ] Project Not Location Specific [X] 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 is complete. Engineering and Construction are underway. MDTA is pursuing four new construction contract procurements to complete the work, with staggered advertisements starting in Summer 2026.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	294	294	28	0	0	0	0	0	0	0	0
Engineering	266,172	241,580	163,726	24,591	0	0	0	0	0	24,591	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	4,922,292	289,659	287,692	308,976	1,175,859	1,104,749	1,017,836	924,237	100,976	4,632,633	0
Total	**5,188,758**	**531,534**	**451,446**	**333,567**	**1,175,859**	**1,104,749**	**1,017,836**	**924,237**	**100,976**	**4,657,224**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	5,188,758	531,534	451,446	333,567	1,175,859	1,104,749	1,017,836	924,237	100,976	4,657,224	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: On April 28, 2026, MDTA informed the Progressive Design-Build team that it would off-ramp them from the remaining construction work and deliver the remaining work under different new contracts.

2655



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:

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] 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 [X] Not Subject to PFA Law

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

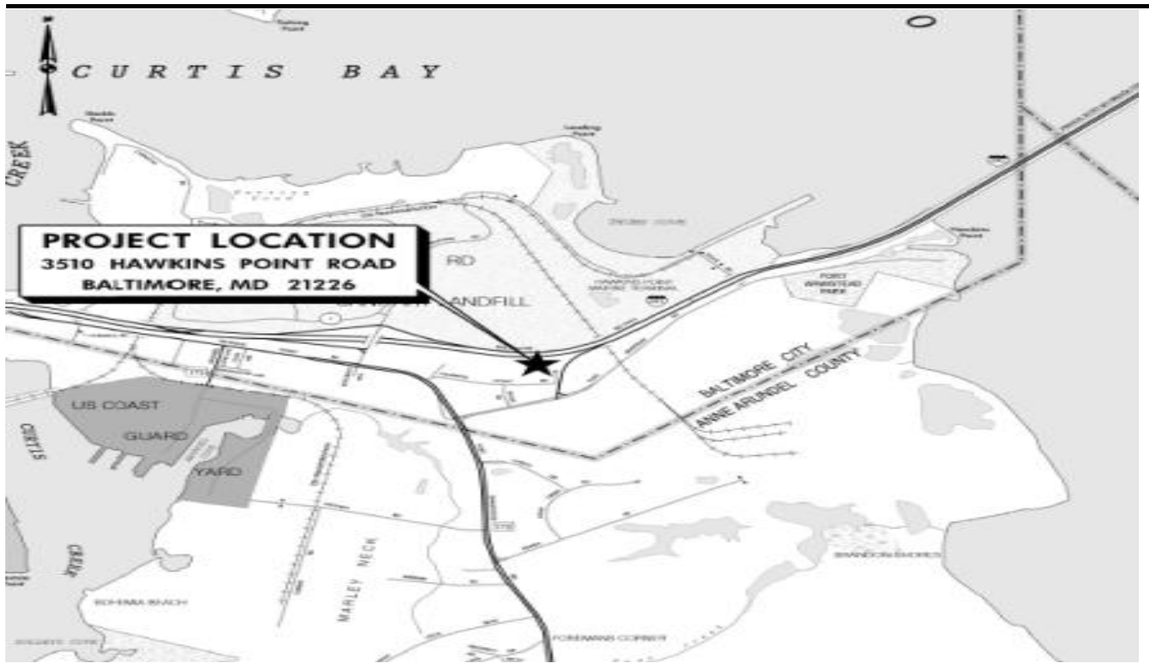
STATUS: Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,721	3,721	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	40,192	39,506	12,937	686	0	0	0	0	0	686	0
Total	**43,913**	**43,227**	**12,937**	**686**	**0**	**0**	**0**	**0**	**0**	**686**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	43,913	43,227	12,937	686	0	0	0	0	0	686	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

2450



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:**

- [X] Enhance Safety and Security
- [ ] Deliver System Quality
- [X] 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 [X] Not Subject to PFA Law

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

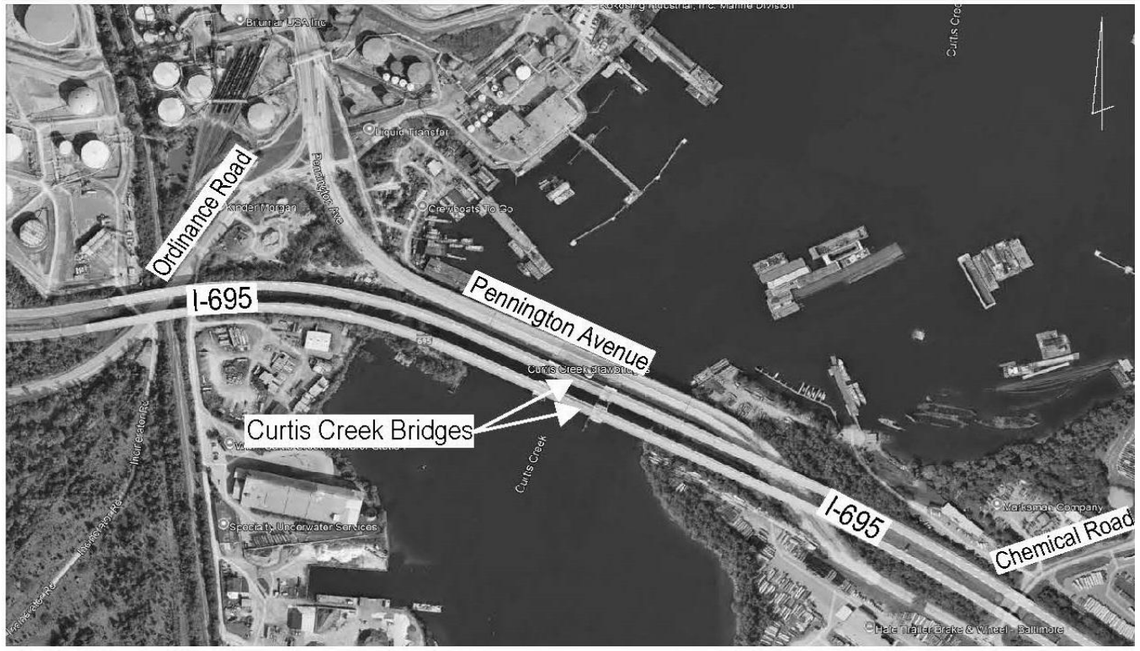
STATUS: Phase 1 is complete. Engineering for Phase 2 is underway. Construction for Phase 2 to begin in FY 2027.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,126	2,110	200	16	0	0	0	0	0	16	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	23,414	2,865	0	1,941	8,265	7,482	2,862	0	0	20,549	0
Total	**25,541**	**4,975**	**200**	**1,957**	**8,265**	**7,482**	**2,862**	**0**	**0**	**20,566**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	25,541	4,975	200	1,957	8,265	7,482	2,862	0	0	20,566	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: Cost increased by $1.1 million due to updated cost estimate at PSE design to reflect current market conditions and other factors.

2521



PROJECT: I-695 Francis Scott Key Bridge - Rehabilitation of Curtis Creek Drawbridges Superstructure

DESCRIPTION: Perform steel repairs and strengthening measures to portions of the superstructure, particularly the outer loop bascule span; performing repairs to the existing catwalks; staged removal and replacement of portions of the decks and parapets; removal and replacement of all bridge-mounted low-level lights; associated electrical work, maintenance of traffic and final pavement markings.

PURPOSE & NEED SUMMARY STATEMENT: The project is an outcome of bi-annual bridge inspection reports of multiple defects that needed repair to maintain quality functioning of the bridge. Subsequent to the inspections, bridge deck surveys and analysis revealed that several deck spans needed replacement. The purpose of the project it to efficiently address the multiple existing superstructure defects at one time. In October 2024 this project was awarded an Infrastructure for Rebuilding America (INFRA) Grant in the amount of $7.5 million.

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

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

EXPLANATION: Bridge superstructure restoration and extension of its useful life.

SMART GROWTH STATUS: [ ] Project Not Location Specific [X] 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 completed. Construction is underway.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,300	1,300	207	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	17,159	1,500	1,500	9,844	5,816	0	0	0	0	15,659	0
Total	**18,459**	**2,800**	**1,707**	**9,844**	**5,816**	**0**	**0**	**0**	**0**	**15,659**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	18,459	2,800	1,707	9,844	5,816	0	0	0	0	15,659	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: Cost decreased by $1.1 million due to favorable bids and contract award.

2619



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:

- [X] Enhance Safety and Security
- [X] 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 [X] Not Subject to PFA Law

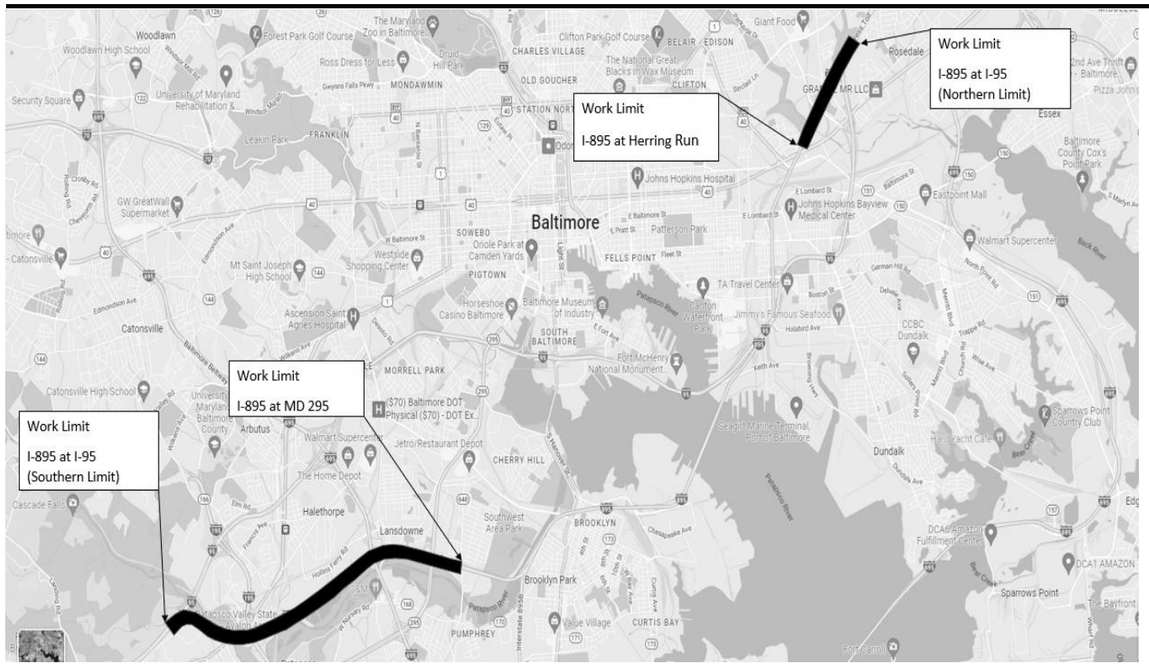
- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

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

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
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	63,319	17,376	12,742	0	0	0	0	0	12,742	0
Total	**80,675**	**67,933**	**17,376**	**12,742**	**0**	**0**	**0**	**0**	**0**	**12,742**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	80,675	67,933	17,376	12,742	0	0	0	0	0	12,742	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2026 - 31 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:

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

EXPLANATION: The I-895 roadway requires resurfacing to extend the useful life of the highway.

SMART GROWTH STATUS: [ ] Project Not Location Specific [X] 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: Open to Service. Construction is completed.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	561	561	20	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	12,284	12,284	4,000	0	0	0	0	0	0	0	0
Total	**12,845**	**12,845**	**4,020**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	12,845	12,845	4,020	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

240



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. The project will be completed in three phases: AET Conversion with Frankfurst Interchange (Gantry Work); Reconstruction Frankfurst Intersection; and I-895 Mainline & Bridge Replacement.

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:

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

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.

SMART GROWTH STATUS: [ ] Project Not Location Specific [X] Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA — [ ] Grandfathered; [ ] Exception Will Be Required; [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

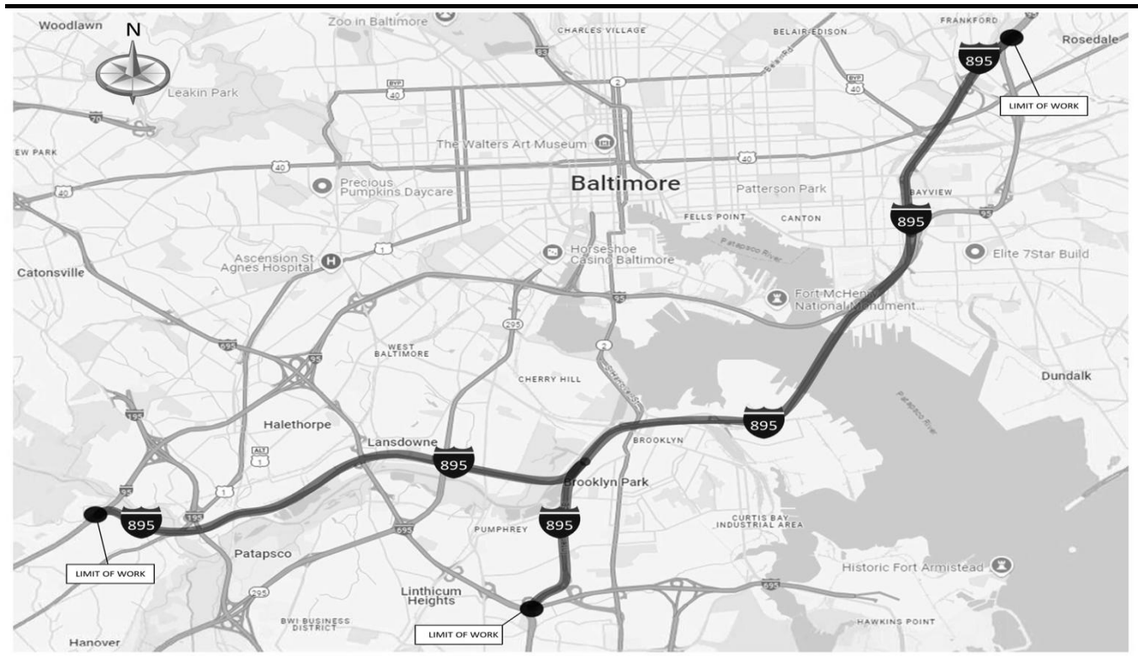
STATUS: Engineering and Construction are underway. The project was awarded an $80M MEGA grant, which will be reimburse construction costs for Phase 2 and Phase 3. Construction for Phase 2 is expected to begin in FY 2028. Construction for Phase 3 is expected after 2032. Additional funding for the balance of the project will be added later.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: Cost increased by $19.4 million due to phase 2 Construction funding added to the project.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	8,294	7,919	1,655	375	0	0	0	0	0	375	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	26,206	4,206	1,000	0	8,409	10,171	3,420	0	0	22,000	0
Total	**34,500**	**12,125**	**2,654**	**375**	**8,409**	**10,171**	**3,420**	**0**	**0**	**22,375**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	34,500	12,125	2,654	375	8,409	10,171	3,420	0	0	22,375	0
Other	0	0	0	0	0	0	0	0	0	0	0

2487



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:

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

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.

SMART GROWTH STATUS: [ ] Project Not Location Specific [X] 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: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,175	1,175	90	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	14,720	1,390	1,390	5,920	5,360	2,050	0	0	0	13,330	0
Total	**15,895**	**2,565**	**1,480**	**5,920**	**5,360**	**2,050**	**0**	**0**	**0**	**13,330**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	15,895	2,565	1,480	5,920	5,360	2,050	0	0	0	13,330	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: Cost increased by $2.2 million due to contract award amount and Construction Management Inspection (CMI).

2614



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:

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

EXPLANATION: LUS and DMS will be installed to support traffic needs.

SMART GROWTH STATUS: [ ] Project Not Location Specific [X] 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: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	754	754	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	9,841	1,174	1,174	4,112	3,366	1,189	0	0	0	8,667	0
Total	**10,594**	**1,928**	**1,174**	**4,112**	**3,366**	**1,189**	**0**	**0**	**0**	**8,667**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	10,594	1,928	1,174	4,112	3,366	1,189	0	0	0	8,667	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

2587



PROJECT: I-895 Baltimore Harbor Tunnel Thruway - Rehabilitate BHT Tunnel Lighting System

DESCRIPTION: The project will remove and replace the existing tunnel lighting system and remove and replace the existing in-tunnel puck-style lane use signals (LUS) system through the tunnel. Additionally, scope of work includes: Programmable Logic Controllers (PLC) replacements for the tunnel's control systems for both east and west tubes, and new Lighting controllers' installation at both Canton and Fairfield Ventilation Buildings.

PURPOSE & NEED SUMMARY STATEMENT: The project will install LED type luminaires and smart lighting control systems to achieve driver safety and energy savings by upgrading the controllers in ventilation buildings, and conduits & conductors inside the tunnel.

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

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

EXPLANATION: Rehabilitation is needed to improve the lifecycle of assets, and compliance with standards in energy efficiency.

SMART GROWTH STATUS: [ ] Project Not Location Specific [X] Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA — [ ] Grandfathered; [ ] Exception Will Be Required; [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

STATUS: Engineering is underway. Construction to begin in FY 2027.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	946	946	389	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	25,070	0	0	5,740	7,726	6,525	3,741	1,338	0	25,070	0
Total	**26,016**	**946**	**389**	**5,740**	**7,726**	**6,525**	**3,741**	**1,338**	**0**	**25,070**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	26,016	946	389	5,740	7,726	6,525	3,741	1,338	0	25,070	0
Other	0	0	0	0	0	0	0	0	0	0	0

2529



PROJECT: I-895 Baltimore Harbor Tunnel Thruway - Replace Eastern Avenue Bridge Over I-895

DESCRIPTION: The Eastern Avenue Utility Relocation project site is located in Baltimore City and consists of relocating existing utilities currently attached to the Eastern Avenue Bridge (Structure No. BCY127001), which carries Eastern Avenue over I-895. The Bridge is scheduled for replacement in the near future as it has reached it's lifespan and will be replaced and upgraded to meet current codes and standards. The utility relocation will be completed in advance of the bridge replacement.

PURPOSE & NEED SUMMARY STATEMENT: Based on inspection reports collected in ASIR, the Eastern Avenue Bridge has reached it's lifespan and needs to be replaced and upgraded to current codes and standards and continue to deliver traffic over I-895.

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

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

EXPLANATION: At the end of construction, the new Eastern Avenue bridge over I-895 will meet current standards to continue to allow the traveling public to cross over I-895.

SMART GROWTH STATUS: [ ] Project Not Location Specific [X] Not Subject to PFA Law

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

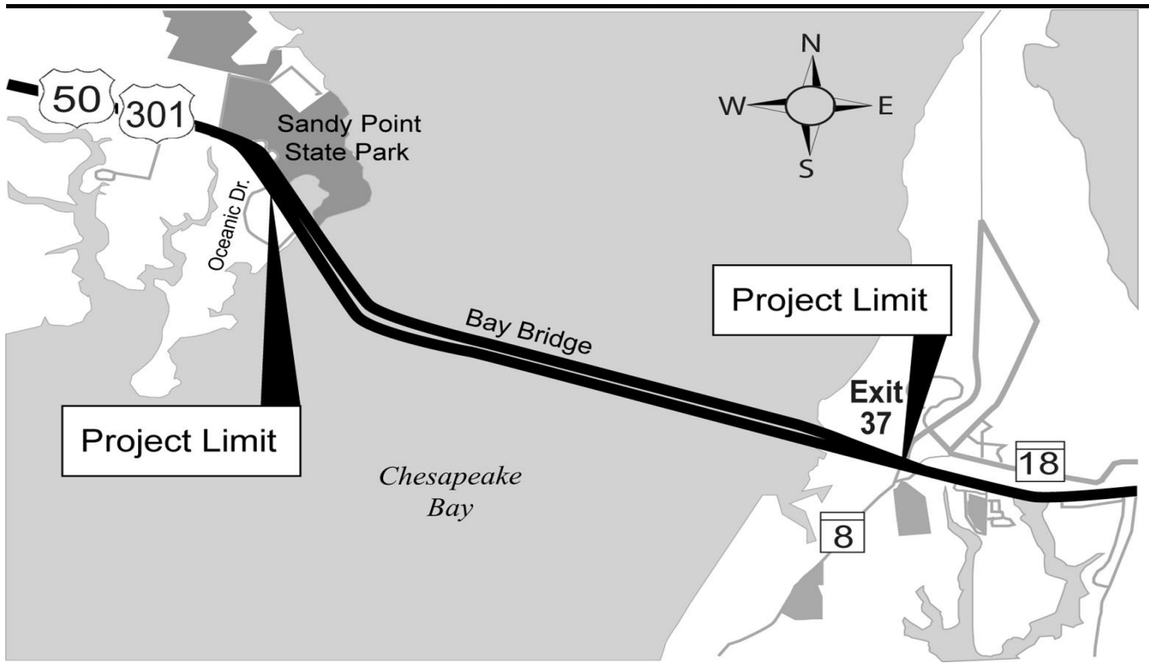
STATUS: Engineering is underway. Right-of-way acquisition to take place in FY 2027. Construction to begin in FY 2028. Initial construction funding is for the utility relocation needed prior to the replacement of the Eastern Avenue bridge over I-895. Construction funding for the bridge replacement will be added at a later time.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: Added to the Construction Program.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,100	917	461	151	32	0	0	0	0	183	0
Right-of-way	500	0	0	500	0	0	0	0	0	500	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	12,360	0	0	0	2,575	3,732	3,348	1,913	793	12,360	0
Total	**13,960**	**917**	**461**	**651**	**2,607**	**3,732**	**3,348**	**1,913**	**793**	**13,043**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	13,960	917	461	651	2,607	3,732	3,348	1,913	793	13,043	0
Other	0	0	0	0	0	0	0	0	0	0	0

2637



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

DESCRIPTION: This project includes bridge deck & floor system replacement & widening, signal gantry replacement, utility relocations, strengthening of steel truss superstructure for Deck Truss Spans T1-T13, utility relocations and strengthening of steel truss superstructure for Deck Truss Spans T14-T22, utility relocations and MASH TL-4 barrier upgrade for Suspension Spans S32-S34, and off-site storm water management work.

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:**

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] 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 [X] Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA — [ ] Grandfathered; [ ] Exception Will Be Required; [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

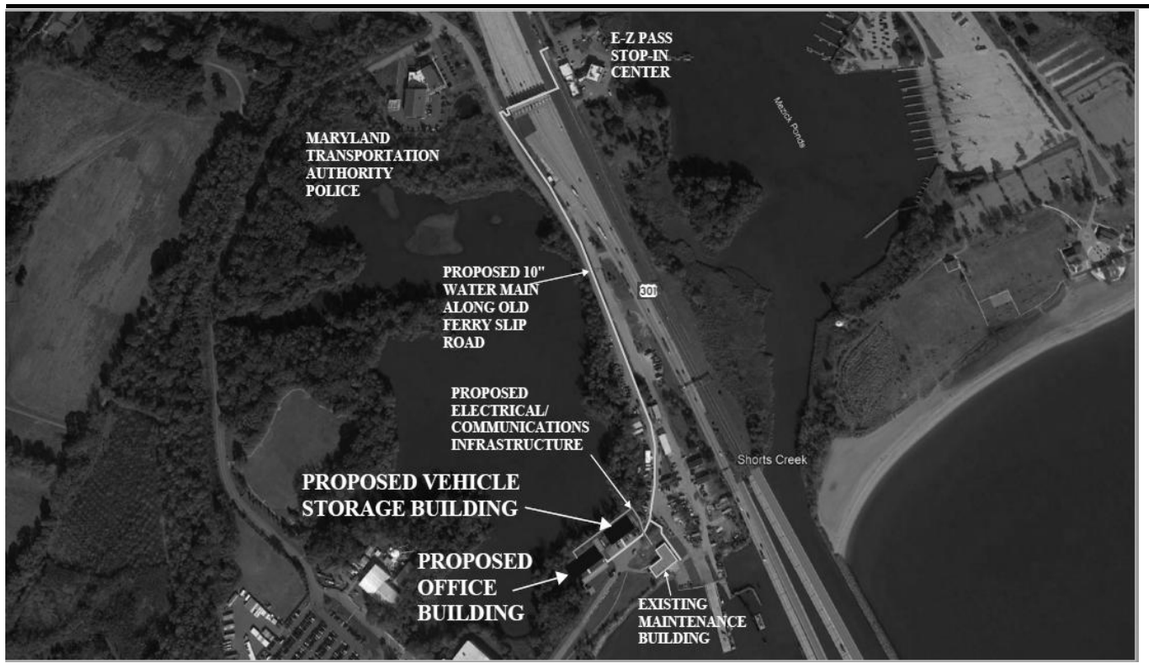
STATUS: Engineering and Construction are underway.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	13,100	13,100	285	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	238,551	203,489	45,072	35,063	0	0	0	0	0	35,063	0
Total	**251,651**	**216,589**	**45,357**	**35,063**	**0**	**0**	**0**	**0**	**0**	**35,063**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	251,651	216,589	45,357	35,063	0	0	0	0	0	35,063	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

2317



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
- [X] 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 [X] Not Subject to PFA Law

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

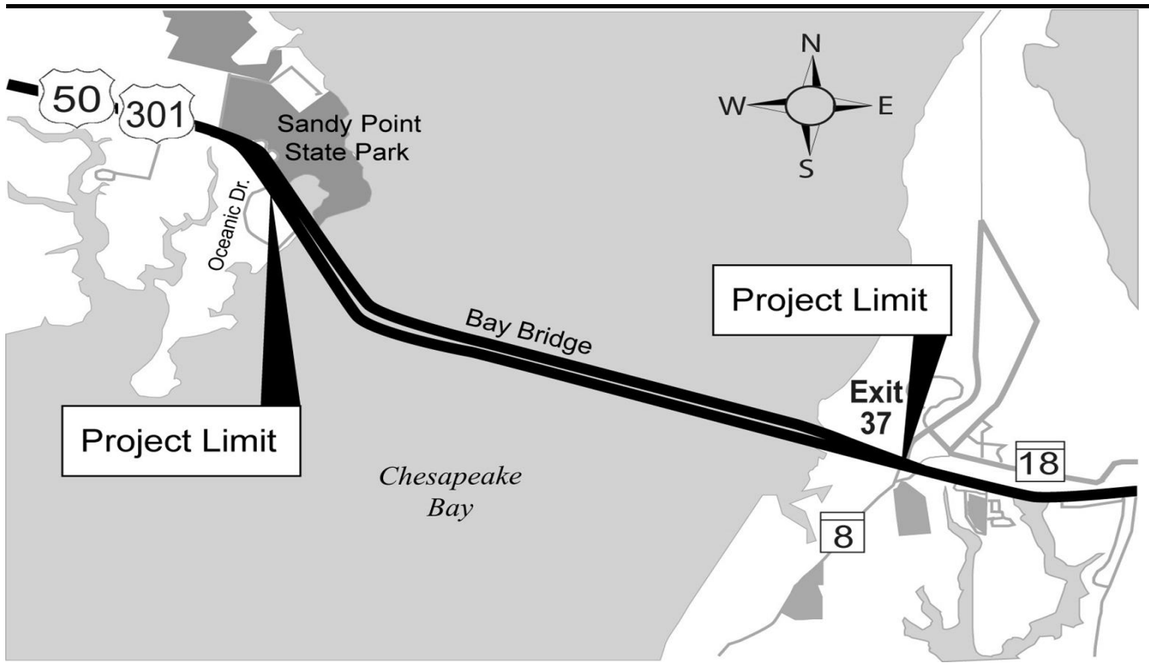
STATUS: Engineering is underway. Construction expected to begin in November 2026.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,100	3,100	46	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	9,510	21	0	1,690	4,713	2,548	537	0	0	9,489	0
Total	**12,610**	**3,121**	**46**	**1,690**	**4,713**	**2,548**	**537**	**0**	**0**	**9,489**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	12,610	3,121	46	1,690	4,713	2,548	537	0	0	9,489	0
Other	0	0	0	0	0	0	0	0	0	0	0

2470

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.



PROJECT: US 50/301 Bay Bridge - Bay Bridge Protection Project

DESCRIPTION: Design and install an enhanced pier protection system at the eastbound and westbound Bay Bridges based on current bridge standards.

PURPOSE & NEED SUMMARY STATEMENT: Enhanced pier protection measures are essential to mitigate the risk of damage from accidental ship impacts on the bridges' structural supports.

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

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

EXPLANATION: After completion of this project, major bridge supporting piers and towers will have enhanced physical protection from accidental collision by vessels during the service life of both eastbound and westbound Bay Bridges.

SMART GROWTH STATUS: [ ] Project Not Location Specific [X] Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA — [ ] Grandfathered; [ ] Exception Will Be Required; [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

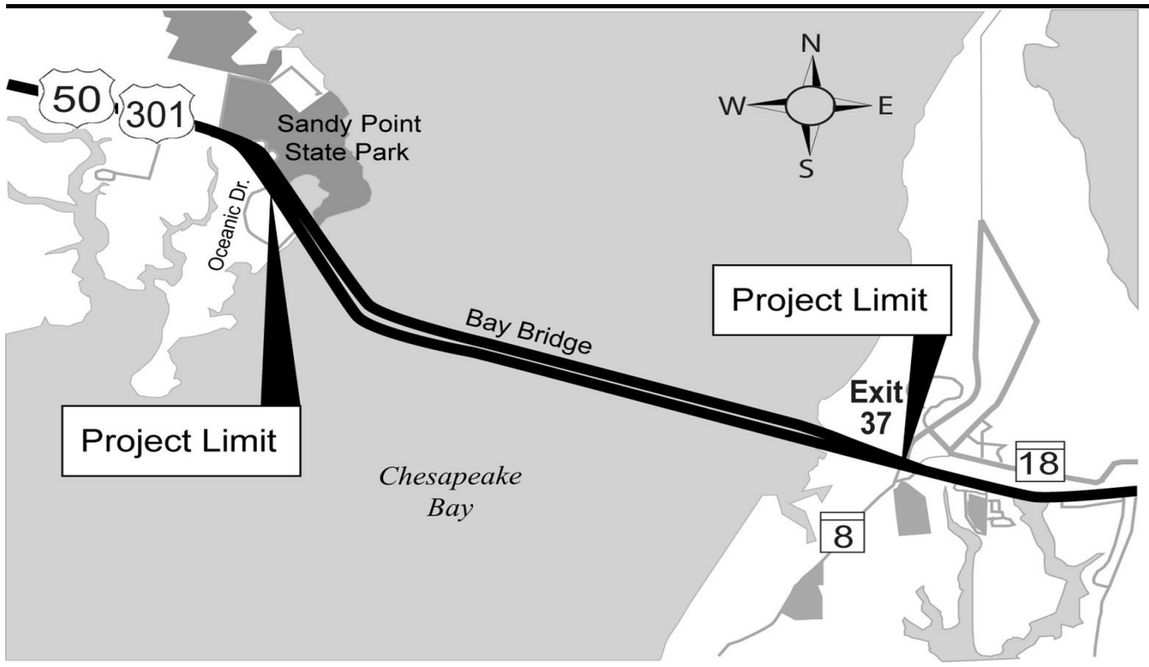
STATUS: Engineering is underway. Construction expected to begin in FY 2027.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	7,596	3,979	2,982	1,679	1,374	564	0	0	0	3,617	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	200,000	0	0	40,400	58,200	54,400	47,000	0	0	200,000	0
Total	**207,596**	**3,979**	**2,982**	**42,079**	**59,574**	**54,964**	**47,000**	**0**	**0**	**203,617**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	207,596	3,979	2,982	42,079	59,574	54,964	47,000	0	0	203,617	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

2656



PROJECT: US 50/301 Bay Bridge - EB Spans Full Paint - Phase 1 (T14-T22 & Suspension Span Towers from Water to below Roadway)

DESCRIPTION: Full blast cleaning and painting of the T14-T22 Deck Truss Superstructure and Steel Bent Substructure, which was last painted in the 1990s. The coating system in these spans has exceeded its service life and full painting of these areas is necessary to prevent corrosion, section loss and reduction of capacity. The blast cleaning and painting of the non-redundant trusses will extend the service life. Full blast cleaning and painting of the Pier 25 and Pier 26 Suspension Span Main Towers from just below the roadway to the bottom of the towers, which were last painted in the 1990s. Pin and hanger auxiliary support installation included in the scope.

PURPOSE & NEED SUMMARY STATEMENT: These areas are highly exposed to deterioration from road salt accumulation and the coating system in these select areas has exceeded its services life, with pack rust developing between the plies of steel that comprise the individual members.

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

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

EXPLANATION: This blast cleaning and painting will preserve the condition and extend the service life of the non-redundant main towers.

SMART GROWTH STATUS: [ ] Project Not Location Specific [X] Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA — [ ] Grandfathered; [ ] Exception Will Be Required; [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

STATUS: Engineering is underway. Construction is underway.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	600	600	595	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	57,704	0	0	21,593	24,420	11,691	0	0	0	57,704	0
Total	**58,304**	**600**	**595**	**21,593**	**24,420**	**11,691**	**0**	**0**	**0**	**57,704**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	58,304	600	595	21,593	24,420	11,691	0	0	0	57,704	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

2679



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
- [X] 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 [X] Not Subject to PFA Law

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

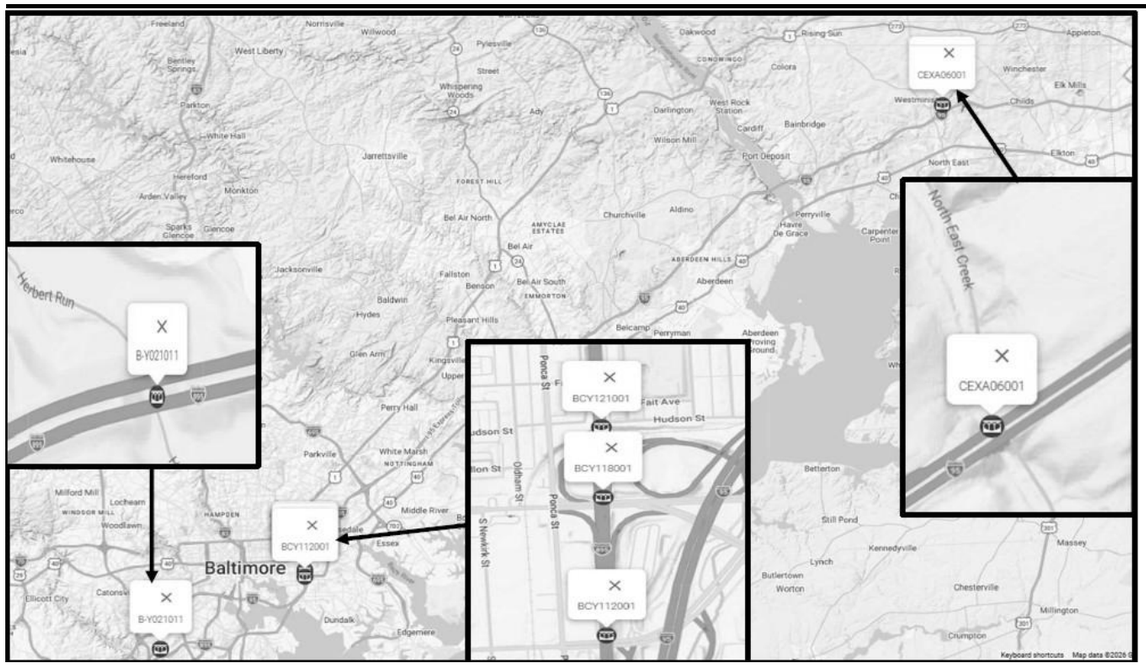
STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	907	907	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	65,029	65,029	12,201	0	0	0	0	0	0	0	0
Total	**65,936**	**65,936**	**12,201**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	65,936	65,936	12,201	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

2512



PROJECT: Authority-Wide - Multi-Area Bridge Bearings and Joints Rehabilitation

DESCRIPTION: This project includes providing labor, equipment, materials, etc that are necessary to perform bridge joint and bearing rehabilitation for selected bridge structures in BHT and JFK facilities.

PURPOSE & NEED SUMMARY STATEMENT: The project is necessitated based on inspection report and evaluation done of the existing asset condition per site investigation.

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

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

EXPLANATION: The end result of the project is to extend the life of the bridge assets and to keep them in good working order by performing needed rehabilitation.

SMART GROWTH STATUS: [ ] Project Not Location Specific [X] 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 to begin in FY 2028.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	368	243	175	125	0	0	0	0	0	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	9,660	0	0	0	1,932	3,072	2,695	1,517	444	9,660	0
Total	**10,028**	**243**	**175**	**125**	**1,932**	**3,072**	**2,695**	**1,517**	**444**	**9,785**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	10,028	243	175	125	1,932	3,072	2,695	1,517	444	9,785	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: Added to the Construction Program.

2658

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:**

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

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

SMART GROWTH STATUS: [ ] Project Not Location Specific [X] 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: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	19,361	19,361	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	123,992	109,454	9,428	5,513	3,008	3,008	3,008	0	0	14,538	0
Total	**143,353**	**128,815**	**9,428**	**5,513**	**3,008**	**3,008**	**3,008**	**0**	**0**	**14,538**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	143,353	128,815	9,428	5,513	3,008	3,008	3,008	0	0	14,538	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: Cost increased by $4 million due to additional task orders and needed consultant services.

2147

Maryland Transportation Authority

MDTA

PROJECT: Authority-Wide - Replace Electronic Toll Collection and Operating System - 4th Generation

DESCRIPTION: The project will develop the framework and consequential contracts for the 4th generation toll system. The project's contracts will replace the Electronic Toll Collection - 3rd Generation (ETC3G) contracts currently deployed. The project will design and build a replacement toll system and services to support it; 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 upgrade Electronic Toll Collection hardware and operating system software to improve system reliability and increase capacity for accurate and efficient video toll and citation processing.

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

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

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

SMART GROWTH STATUS: [ ] Project Not Location Specific [X] Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA — [ ] Grandfathered; [ ] Exception Will Be Required; [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

STATUS: Engineering is underway. Construction funding will be added in the future.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	18,501	2,101	1,833	2,400	2,800	3,100	3,900	4,200	0	16,400	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	**18,501**	**2,101**	**1,833**	**2,400**	**2,800**	**3,100**	**3,900**	**4,200**	**0**	**16,400**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	18,501	2,101	1,833	2,400	2,800	3,100	3,900	4,200	0	16,400	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: Added to the Development & Evaluation Program.

2590



PROJECT: US 50/301 Bay Bridge - William Preson Lane Jr. Memorial (Bay) Bridge Replacement

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 purpose of the Bay Bridge Replacement is to address existing and future transportation capacity needs and access across the Chesapeake Bay and at the Chesapeake Bay Bridge approaches along the US 50/301 corridor. The project is evaluating measures to reduce congestion; improve travel times and reliability, mobility, and roadway deficiencies; and accommodate maintenance activities and navigation, while minimizing impacts to local communities and the environment.

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

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

EXPLANATION: This project will replace the existing Chesapeake Bay Bridges with new structures, and demolish the existing structures after they are taken out of service.

SMART GROWTH STATUS: [ ] Project Not Location Specific [X] 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 is underway and anticipated to complete November 2026. Design expected to start following the completion of Planning. Right of Way expected to begin in FY 2028. Construction funding to be added in the future.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: The Tier 2 NEPA Study is nearing completion and project has progressed to begin preparing for bridge replacement by adding initial Design and Right of Way funding.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	28,401	26,901	7,000	1,500	0	0	0	0	0	1,500	0
Engineering	14,000	0	0	2,000	6,000	6,000	0	0	0	14,000	0
Right-of-way	4,000	0	0	0	2,000	2,000	0	0	0	4,000	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	**46,401**	**26,901**	**7,000**	**3,500**	**8,000**	**8,000**	**0**	**0**	**0**	**19,500**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	46,401	26,901	7,000	3,500	8,000	8,000	0	0	0	19,500	0
Other	0	0	0	0	0	0	0	0	0	0	0

2586, 2696



PROJECT: Enterprise IT Capital Program - MDTA OTTS

DESCRIPTION: This is the MDOT Enterprise Information Technology (IT) Program. This program supports IT projects which enhance MDOT's information technology infrastructure and strategy, including cybersecurity, innovation, IT oversight responsibilities, hardware/software upgrades, and end-of-life replacements.

PURPOSE & NEED SUMMARY STATEMENT: These reflected capital funds contribute to the MDOT Enterprise Information Technology Program.

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

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

EXPLANATION: Information technology supports the MDOT enterprise. Information technology enhances MDOT's ability to achieve its goals by supporting specific transportation projects and information technology projects that enhances the safety, security, and efficiency of MDOT.

SMART GROWTH STATUS: [X] Project Not Location Specific [X] 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: IT projects are ongoing.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	17,915	15,501	7,886	2,414	0	0	0	0	0	2,414	0
Total	**17,915**	**15,501**	**7,886**	**2,414**	**0**	**0**	**0**	**0**	**0**	**2,414**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	17,915	15,501	7,886	2,414	0	0	0	0	0	2,414	0
Other	0	0	0	0	0	0	0	0	0	0	0

2456, 2478, 2502, 2520, 2545, 2546, 2633, 2684, 2688, 2690

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: Total estimated costs increased by $4.3 million for two additional IT projects added to the program totaling $3.5 million and an increase of $800 thousand on an IT project due to tariffs increasing vendor hardware costs.

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

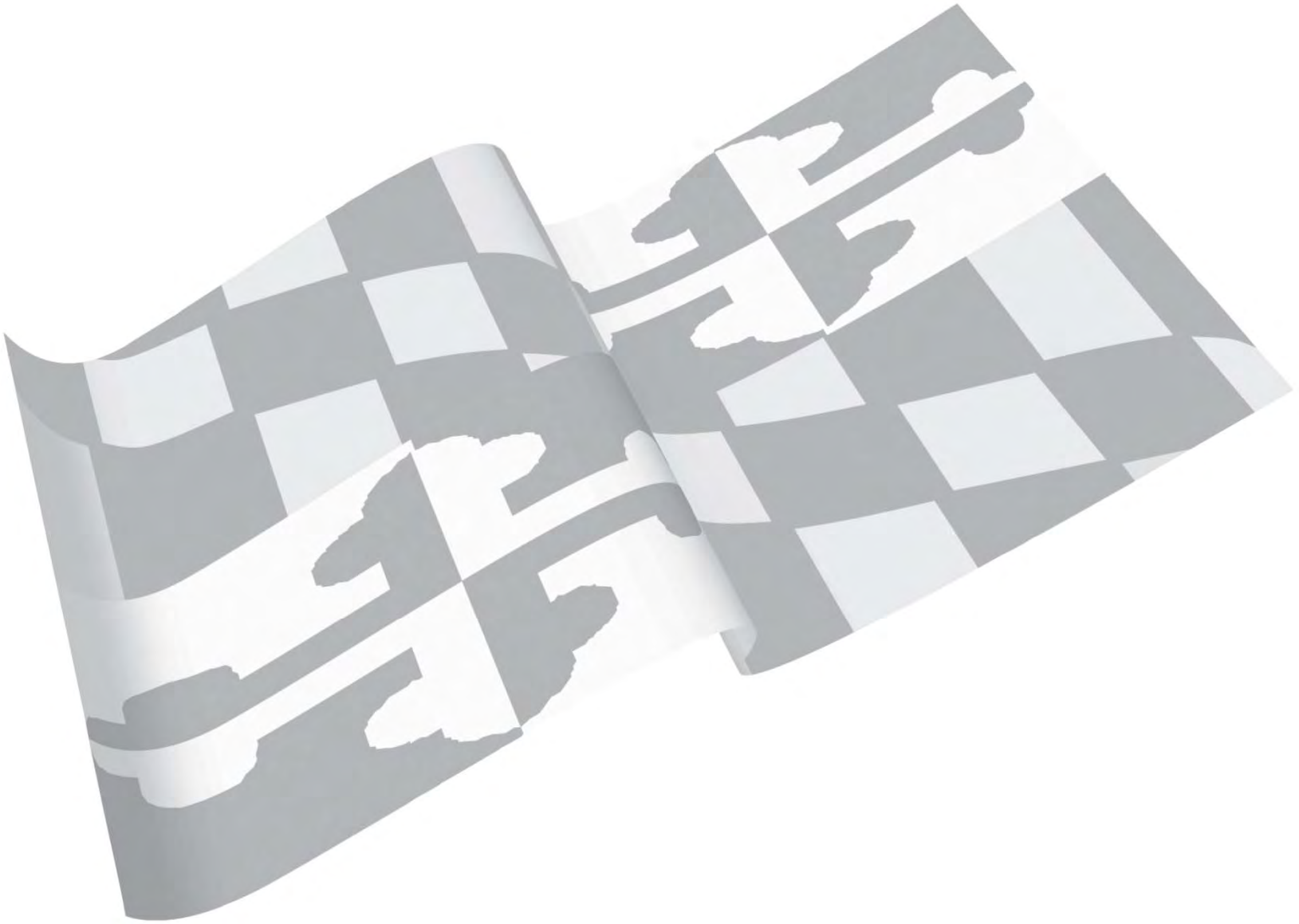
MARYLAND TRANSPORTATION AUTHORITY - LINE 34

PROJECT ID	PROJECT NAME	FACILITY CODE		TOTAL PROGRAMMED COST	STATUS
Building Preservation					
MDTAPRJ002560	BHT Maintenance/Auto Building HVAC and Roof Replacement	HT - HARBOR TUNNEL	$	7,188	Under Construction
MDTAPRJ002565	FMT East Vent Building Facade and Roof Replacement (Engineering only)	FT - FORT MCHENRY TUNNEL	$	400	Design Underway
Building Renovations/Replacements					
2438	Police Headquarters Building Envelope Renovations	KB - F.S.KEY BRIDGE	$	3,398	Completed
MDTAPRJ002569	JFK MSP Building Remodeling (Engineering only)	KH - KENNEDY HIGHWAY	$	650	Design Underway
Environmental					
2489	Drainage Rehabilitation - Phase III - Outfalls	MA - MULTI-AREA	$	6,301	Under Construction
MDTAPRJ002675	Environmental On-Call V	MA - MULTI-AREA	$	3,636	Design Underway
Equipment - System Preservation					
2471	10-Year Equipment Budget - FY 2018 through FY 2027	MA - MULTI-AREA	$	62,289	Ongoing
Highway Preservation					
MDTAPRJ002645	Resurface I-95 from the Tydings Bridge to the MD 24 Interchange (Engineering only)	KH - KENNEDY HIGHWAY	$	2,200	Design Underway
ITS/Elec Preservation & Improvements					
2497	Radio Rebroadcast and Radiax in BHT & FMT	MA - MULTI-AREA	$	5,484	Under Construction
Safety & Capacity Improvements					
2504	Bay Bridge Queue Detection System	BB - BAY BRIDGE	$	3,413	Completed
MDTAPRJ002602	Fire Alarm System Upgrades and Security System Upgrades (Engineering Only)	MA - MULTI-AREA	$	400	Design Underway

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND TRANSPORTATION AUTHORITY - LINE 34

PROJECT ID	PROJECT NAME	FACILITY CODE	TOTAL PROGRAMMED COST	STATUS
Signage				
MDTAPRJ002625	ICC Sign Panel Replacements (Engineering Only)	ICC - INTERCOUNTY CONNECTOR	$ 1,200	Design Underway
Structural Preservation				
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	$ 3,041	Completed
Tunnel Preservation				
MDTAPRJ002591	Rehabilitate Upper Plenum Liner and Ceiling (Engineering only)	HT - HARBOR TUNNEL	$ 250	Design Underway
MDTAPRJ002615	Replace and Rehabilitate FMT Electrical Switchgear (Engineering only)	FT - FORT MCHENRY TUNNEL	$ 1,000	Design Underway





MARYLAND DEPARTMENT OF TRANSPORTATION

APPENDIX A – CHAPTER 30 SCORES

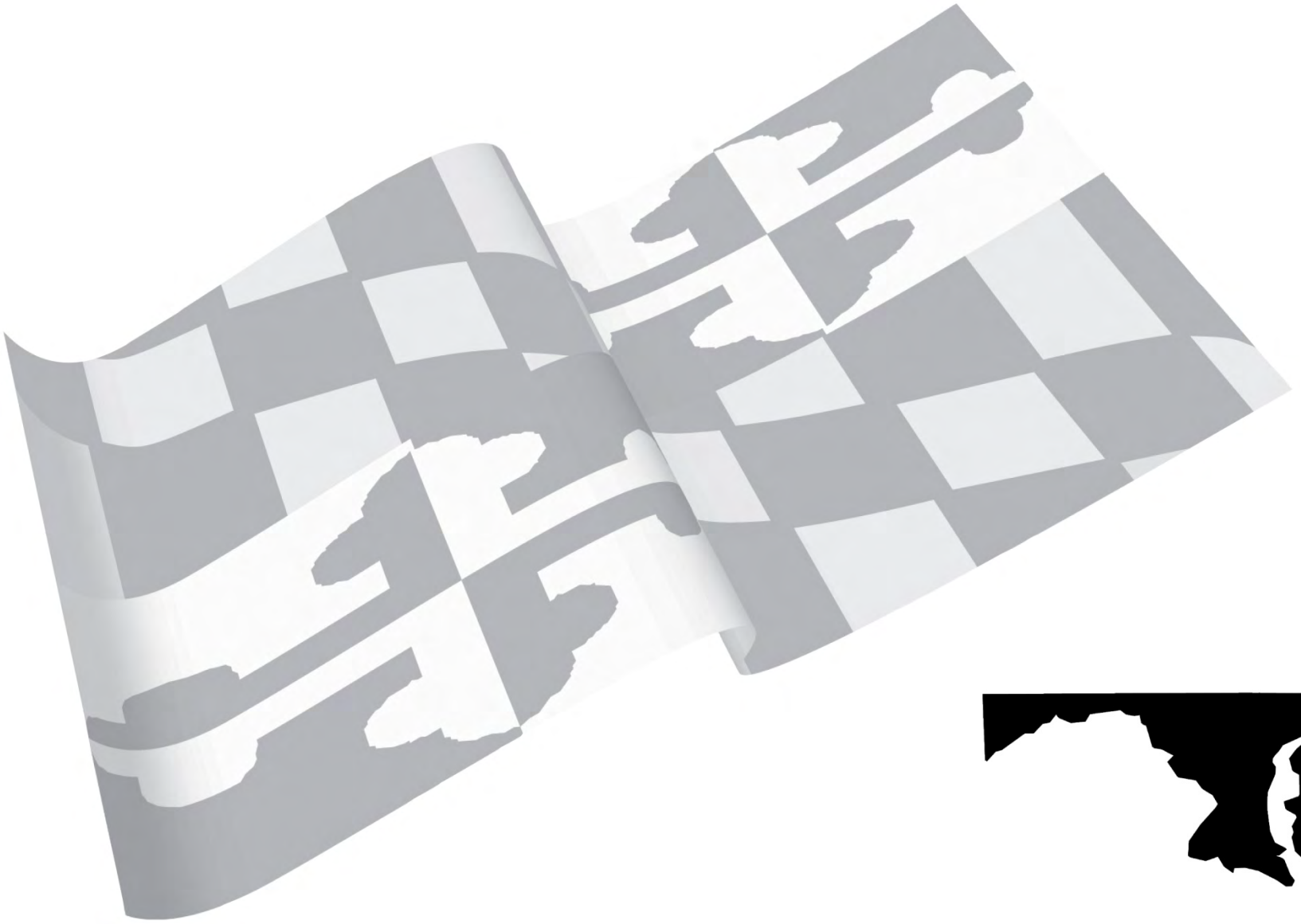
Appendix A: Chapter 30 Project Scores
Final FY 2027-32 CTP - DRAFT

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.

Project Name	Sponsor	Score	Rank
Parole Transportation Center	Anne Arundel County	262.61	1
MD 4 (Lous Way to north end of South Patuxent Beach Road)	St. Mary's County	168.75	2
MD 27 (Leishear Road to Penn Shop Road)	Carroll County	70.42	3
MD 175 (US 1 to Dorsey Run Road)	Howard County	55.62	4
MD 175 (MD 170 to Blue Water Blvd)	Anne Arundel County	47.08	5
MD 194 (MD 26 to Devilbiss Bridge Road)	Frederick County	45.25	6
MD 26 (MD 32 to Liberty Reservoir)	Carroll County	29.90	7
MD 117 (I-270 to Watkins Mill Road)	Montgomery County	26.50	8
MD 18 (Castle Marina Road to the Kent Narrows)	Queen Anne's County	22.30	9
MD 197 (MD 450 to Kenhill Drive)	Prince George's County	19.73	10
MD 198 (MD 295 to MD 32)	Anne Arundel County	17.67	11
US 29 (Seneca Drive to Middle Patuxent River)	Howard County	15.70	12
I-70 (I-270 to Alternate US 40)	Frederick County	14.72	13
MD 85 (Guilford Drive to south of Ballenger Creek)	Frederick County	13.40	14
MD 2/4 (Auto Dr to MD 765A)	Calvert County	10.56	15
MD 2 (US 50 to Wishing Rock Road)	Anne Arundel County	9.93	16
MD 355 Flash Bus Rapid Transit (Clarksburg to Bethesda)	Montgomery County	6.74	17
I-70 (US 29 to US 40)	Howard County	6.54	18
MD 295 (I-195 to MD 100) and Hanover Road (MD 170 to CSX Railroad)	Anne Arundel County	6.10	19
MD 32 (MD 26 to Howard County line)	Carroll County	5.79	20
BWI Rail Station and Fourth Track (Grove Interlocking to Winans Interlocking)	MDOT MTA	5.49	21
MD 5 (north of I-95/I-495 to US 301)	Prince George's County	5.14	22
MD 210 (MD 228 to Palmer Road)	Prince George's County	4.82	23
MD 4 (I-95/I-495 to MD 223)	Prince George's County	4.38	24

Appendix A: Chapter 30 Project Scores
Final FY 2027-32 CTP - DRAFT

Project Name	Sponsor	Score	Rank
MD 223 (MD 4 to Steed Road)	Prince George's County	4.36	25
US 29 Bus Rapid Transit (US 40 to Silver Spring Metro)	Howard County	4.26	26
South Side Transit (Branch Avenue Metro to King Street Metro)	Prince George's County	3.90	27
MD 4 Governor Thomas Johnson Bridge (MD 2 to MD 235)	St. Mary's County	3.55	28
Southern Maryland Rapid Transit (Branch Avenue Metro to Demarr Road)	Charles & Prince George's Counties	3.21	29
Bayview MARC Station	MDOT MTA	3.07	30
MD 213 Chestertown Bypass (MD 297 to south of MD 544)	Kent County	2.99	31





MARYLAND DEPARTMENT OF TRANSPORTATION

GLOSSARY

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 administrations 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 final 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.