



DRAFT

FY2022 – FY2027

Maryland Consolidated Transportation Program

2022 State Report on Transportation

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MARYLAND'S CONSOLIDATED TRANSPORTATION PROGRAM

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

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

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

For the hearing impaired, Maryland Relay 711.

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

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

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MARYLAND'S CONSOLIDATED TRANSPORTATION PROGRAM

The Maryland Department of Transportation (MDOT) is pleased to present the State's Draft six-year capital investment program for transportation, the Draft FY 2022 – FY 2027 Consolidated Transportation Program (CTP).


The CTP is the capital budget outlook and a key part of the State Report on Transportation (SRT) which MDOT publishes each year. The SRT contains three important documents: the Maryland Transportation Plan (MTP); the Consolidated Transportation Program (CTP); and the annual Attainment Report (AR) on Transportation System Performance. MDOT last updated the MTP, the 20-year vision for Maryland's transportation system, in January 2019. The performance measures were updated along with the MTP, with direction from the AR Advisory Committee, based on the updated 2040 MTP Goals and Objectives (please visit mdot.maryland.gov/ARAC to learn more). The MTP and AR are updated every five years following extensive outreach efforts and collaboration with the public, local jurisdictions, and State agencies to ensure they reflect the needs and priorities of Marylanders. To learn more about the 2040 MTP, visit: mdot.maryland.gov/MTP. The 2040 MTP goals are:

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

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

MAINTAINING PRIORITIES

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

	<p>MISSION STATEMENT</p> <p><i>"The Maryland Department of Transportation is a customer-driven leader that delivers safe, sustainable, intelligent, and exceptional transportation solutions in order to connect our customers to life's opportunities."</i></p>
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The COVID-19 global pandemic had a significant impact on transportation use and consequently on Transportation Trust Fund (TTF) revenues. The MDOT team stepped up to deliver critical services that helped other front-line workers get to their jobs and maintain connections across the supply chain and continued to support statewide transportation services and needs. Despite the challenges of operating during a pandemic health crisis, more than 10,000 MDOT employees and our private sector partners continued to deliver outstanding customer service in every business unit across the Department.

As the State's economy and transportation network continues to recover, this Draft CTP looks to the future with a focus on preserving what we have, planning for future projects, and building what we can to further support Maryland's economy. With limited revenues and resources, MDOT must

strategically and efficiently ensure our transportation investments maintain and further our priorities. MDOT is developing a Blueprint to better outline MDOT's system of the future as an integrated, smart, cleaner, and more autonomous and connected system.

The MDOT Blueprint is a collaboration that reflects how we, as an agency without barriers, are transforming tomorrow's transportation today. Founded in the unique mission and goals of each Transportation Business Unit (TBU), and through the reverberating and overlapping impact of projects supported by multiple TBUs, MDOT is improving how we propel the movement of goods and services and connect people with the places where they live, work, and recreate. This is how our System of Systems safely and efficiently keeps Maryland on the move – this is how we create the complete customer experience.

To celebrate our past successes and illustrate how together we are improving the future of transportation, we will:

Drive our initiatives with four strategic priorities:

1. Focus on the customer
2. Modernize the organization
3. Manage our assets
4. Advance major projects

Ground ourselves by focusing on Safety, Efficiency, Access, and Mobility.

Feature the benefits of our interoperability through the eyes of Marylanders by joining them on their daily journeys – both today and in the future – where they encounter a variety of MDOT initiatives with the key collaborative themes of:

- Asset Management
- Customer Service
- Technology, Data, and Innovation
- Economic Growth
- Sustainability, Environmental Stewardship, and Resiliency



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

Safety continues to be the number one priority for MDOT. The COVID-19 global pandemic presented unique challenges to how MDOT employees across the Department interact with customers to deliver services. The Department also maintains a focus on protecting our employees on the front lines and behind the scenes through enhanced cleaning and disinfecting of facilities and services, providing Personal Protective Equipment, and reengineering worksites to facilitate social distancing. We will not compromise on our commitment to continually improve the safety and security of our customers and partners in everything we do.

It is critical we commit to safety and security in our designs, in our construction, as well as in our operations and maintenance of the State's transportation system. We promote a culture of safety in our business practices and educate our traveling public on good safety behavior and practices. MDOT works with our federal and local law enforcement partners on a daily basis to constantly evaluate and implement measures to reduce the vulnerability of Maryland citizens and facilities. With federal and State investments, progress is being made on a variety of fronts.



Traffic fatalities in Maryland increased from 535 in 2019 to 573 in 2020. Speeding accounts for more than 9,800 crashes and 4,500 injuries each year in Maryland. As no life lost is acceptable, MDOT continues to strive to do what it can to reduce traffic fatalities.

Strategic Highway Safety Plan

MDOT promotes traffic safety through the many infrastructure and behavioral programs and projects implemented by MDOT SHA and MDOT MVA Maryland Highway Safety Office, which is the lead agency for the State's Strategic Highway Safety Plan (SHSP). The SHSP is a statewide, comprehensive safety plan that provides a coordinated framework for reducing deaths and severe injuries on all public roads. Through extensive outreach and involvement of federal, State, local, and private sector safety stakeholders, the Plan establishes statewide goals and critical emphasis areas. As an outgrowth of this initiative, many local communities have developed, or are in the process of developing, local road safety plans using the SHSP as a guide. The Federal Highway Administration (FHWA) has designated this program as a proven countermeasure because it tailors solutions to local issues and needs.

MDOT continues to urge Marylanders to demonstrate safe behavior when driving by focusing on some simple, common rules of the road:



- Have a safe and sober ride... a designated driver, cab, ride share, or public transportation.
- Park the phone before you drive. Distracted driving accounts for more than 54,000 crashes and more than 26,000 injuries per year in Maryland.
- Always buckle up! It's the single most important way to save your life in a crash. Seatbelt use in Maryland was 89.9 percent in 2020.
- Adapt your driving. Leave a little early. You won't feel the need to speed or drive aggressively.
- Look twice for pedestrians, bicyclists, and motorcyclists, especially when changing lanes or approaching an intersection.
- Use crosswalks and bike lanes. Be visible on the road.
- Move over when approaching an emergency vehicle or tow truck using visual signals. If you are unable to move over, slow down.

Safeguarding Motorists and Monitoring the Roadways Across the State

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



When an incident occurs, our MDOT SHA and MDTA employees are often the first to respond. CHART drivers patrol 2.4 million miles a year, respond to approximately 23,000 incidents, and assist another 27,000 motorists. This means they are helping a driver or responding to an incident every 10 minutes, even during this COVID-19 emergency. With satellite Traffic Operations Centers and emergency traffic patrols spread across the State to handle peak-period traffic incidents, CHART has assisted nearly 1.2 million motorists since the program began in the mid-1980s. MDOT SHA’s CHART incident management program saved motorists \$1.4 billion in user costs due to reduced delay, fuel savings and crash reductions, and helped reduce delays by 32.6 million vehicle hours in CY 2019. Meanwhile, MDTA drivers last year patrolled more than 1.2 million miles, assisted drivers of 6,453 vehicles and changed 5,940 flat tires. They also removed 6,537 disabled vehicles from roadways.

MDOT Leadership in Safety Efforts

- In September 2020, MDOT MVA’s Maryland Highway Safety Office launched Be the Driver, a highway safety campaign focused on safe driving behaviors. It addresses areas of highway safety concerns as identified in Maryland’s SHSP and focuses on the common contributing factors of fatal crashes. These areas include Occupant Protection, Aggressive Driving, Impaired Driving, Distracted Driving, Motorcycle Safety, and Pedestrian and Bicycle Safety.
- Between September 2020 and April 2021, a multi-agency team participated in the Learning Collaborative on State Strategies to Strengthen and Leverage Data to Address Impaired Driving, hosted by the National Governors Association’s Center for Best Practices and supported by the Centers for Disease Control and Prevention. The Maryland team was led by MDOT MVA Administrator Christine Nizer, supported by Secretary Greg Slater, and focused on how to advance our efforts in collecting actionable impaired driving data and using it to improve public health and safety.
- For the seventh year, MDOT MTA continued to be ranked as the safest transit system of the top 12 U.S. transit agencies.
- During the past 10 winter seasons, MDOT SHA and MDTA were able to clear the roads on primary and interstate highways in fewer than four hours, on average.
- MDOT MVA’s work with REAL ID resulted in Maryland being the first state in the nation to be recertified by the Department of Homeland Security for REAL ID compliance. With about 80% of drivers and card holders already REAL ID compliant, MDOT MVA is well on its way to meeting the REAL ID deadline, which has been extended to May 3, 2023, due to the COVID-19 pandemic.



Asset Management

State of Good Repair is the condition in which a transportation asset, such as transportation infrastructure, services, or vehicles are able to operate at a full level of performance. MDOT is committed to ensuring all of its transportation assets remain in a State of Good Repair. To accomplish this, we continuously catalog and evaluate our assets, which helps us maximize our limited resources by directing them to those most in need of improvements.

Asset management is considered 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. Asset management is a holistic approach of balancing costs, opportunities, and risks against the desired performance of assets. MDOT houses the State's transportation agencies in one organization, ensuring the interconnectivity of the State highways, toll facilities, transit, aviation, ports, and motor vehicle and driver services. MDOT will continue to focus on the transportation infrastructure that is most in need of repair.

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



A key focus area is the condition of bridges across Maryland. MDOT SHA continues to make significant progress in reducing the number of poor rated bridges (the bridges are safe but need repairs/replacement) on the State's highway system to ensure safe travel for our customers. Each year, additional

bridges are identified as poor rated, and through our asset management plan, these projects advance to the construction phase as needed. MDOT recorded 29 poor rated MDOT SHA bridges - the lowest level since tracking began and one of the lowest percentages of any state transportation agency in the nation. These bridges are in the process of being addressed, with nine currently in the construction phase, and the rest in the design phase with construction funding either in place or pending.

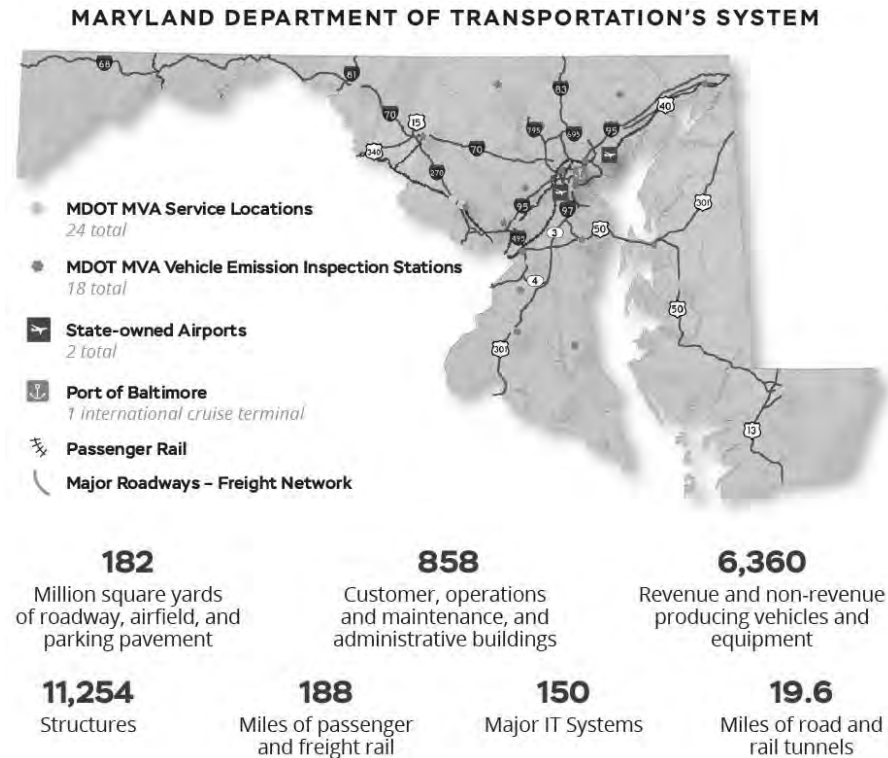


MDOT SHA improved or treated 83% of all State Highway lane miles since the beginning of FY 2015, spending \$209 million of system preservation funds in FY 2020 alone. In CY 2020, 91% of MDOT SHA's highway network was in overall preferred maintenance condition, and in CY 2020, 91% of the MDOT SHA and MDTA roadway network was in overall acceptable pavement condition, using MDOT SHA definitions. Using, Federal Highway Administration definitions, MDOT SHA has reported 86% of its system in fair/good condition.

In FY 2021, through the Statewide Aviation Grant Program, MDOT MAA administered \$2.2 million to public-use airports across the State. These grants support the flying public with airport improvement and infrastructure preservation projects, safety equipment acquisitions and environmental compliance activities. This State investment leveraged over \$33.1 million in Federal Aviation Administration funds and \$1.0 million in airport owner investment. This level of funding is expected to provide \$15-\$20 million each year over the next six years. In addition, \$2.4 million was allocated to non-State-owned public-use airports as part of the federal Coronavirus Response and Relief Supplemental Appropriation Act (CRRSAA).

In December 2020, the MDTA re-opened the newly constructed I-895 bridge north of the Baltimore Harbor Tunnel (I-895), featuring two lanes of traffic in both the northbound and southbound directions from north of the tunnel,

through the tunnel and to the toll plaza. Fully completed in July 2021, the three-year, \$189 million I-895 Bridge Project replaced the 60-year-old bridges and Holabird Avenue exit ramp north of the Harbor Tunnel and rehabilitated the tunnel. The new northbound and southbound I-895 structures replace the MDTA's only poor rated bridge in its inventory.



Construction is underway on the MDTA's \$463 million project to build a new US 301 bridge to replace the 80-year-old Governor Harry W. Nice Memorial/Senator Thomas "Mac" Middleton Bridge over the Potomac River. The project is one of Maryland's largest transportation initiatives and will improve mobility, safety and economic opportunities for Southern Maryland, northeastern Virginia, and the region. The MDTA kicked off major construction in July 2020, and the new, wider, four-lane crossing will open to traffic by early 2023. Once open, the new bridge will:

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

Transit Fleet



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

- The \$400 million replacement of metro railcars and signal system is underway.
- The \$160 million overhaul of the 53-vehicle light rail vehicle fleet which will be complete in 2022.
- The \$54 million overhaul of 63 MARC III passenger coaches which is advancing with seven overhauled coaches currently in service.
- The \$280 million to rehabilitate and renew metro tunnel, track, systems, and stations.

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

Customer Service

Under Governor Hogan's leadership, MDOT aims to provide premier customer service to all customers. There are many examples highlighting MDOT employees providing exceptional customer service.

MDOT MVA launched its new *Customer Connect* system, providing additional options and increased flexibility for Marylanders doing business with

MDOT MVA. *Customer Connect* provides more access to online transactions, reduces the use of paper forms, and enhances security. With more online services now available than ever before, MDOT MVA is encouraging residents to take advantage of the convenience provided by *Customer Connect* from the comfort and safety of home.

The federal REAL ID deadline has been extended to May 2023. If you are unsure about your identification status MDOT MVA's REAL ID Lookup Tool (<https://mva.maryland.gov/Pages/realidlookup.aspx>) provides 24/7 access to check REAL ID status by entering a driver's license or ID card number on the secure website. In addition, an Online Document Guide (license.mva.maryland.gov) provides a checklist of documents and allows customers to schedule an appointment at any MDOT MVA branch.



In August 2020, MDOT MAA opened the new five-gate extension of A Concourse, which added important services and amenities for travelers and supports further growth from Southwest Airlines. The \$48 million improvement project consists of a 55,000 square-foot, five-gate extension of Concourse A. The project includes new airline hold-rooms and jet bridges, upgraded restrooms, and three new food and retail concessions. This project received five awards from the Maryland Quality Initiative (MDQI) including the 2021 Project of the Year.

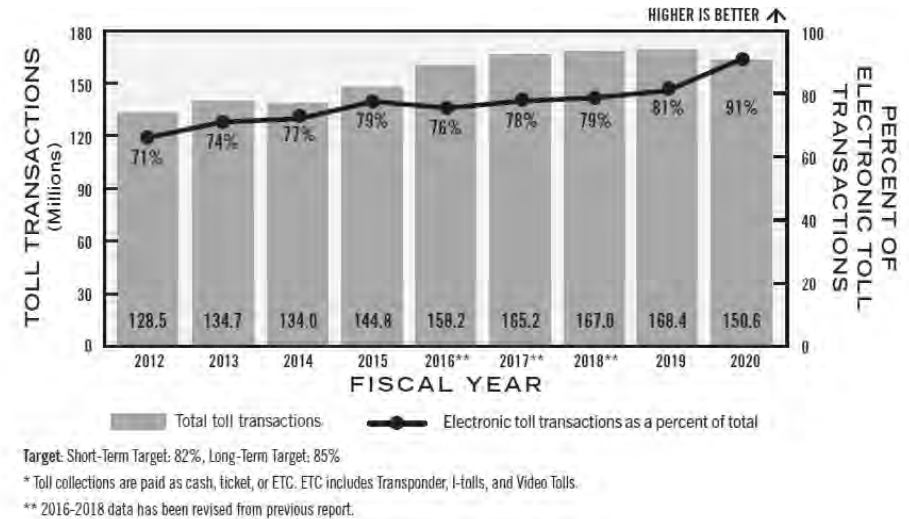
MDOT MAA welcomed a new concept that offers private rest and workstation rooms for BWI Marshall Airport passengers. Minute Suites offers private rooms where airport passengers can relax, nap or work before a flight or during a layover. At BWI Marshall, Minute Suites provides five relaxation and workstation rooms on Concourse C. The private rooms are accessible for passengers flying from concourses A, B, or C. The Minute Suites include a daybed, television, workstation, free WiFi, and other amenities.

Technology, Data, and Innovation

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



In April 2021, the MDTA brought Maryland into the next generation of tolling with the launch of DriveEzMD. The launch included a new website, web chat, expanded customer call center, new toll payment choices, text notifications and more. As Maryland's new home for all things tolling, DriveEzMD encompasses *E-ZPass*, a brand-new Pay-By-Plate option, and Video Tolling.



Regional Transit Plan for Central Maryland and Statewide Transit Plan

MDOT MTA completed a new Regional Transit Plan (RTP) for Central Maryland, providing a 25-year plan for improving public transportation. The Plan focuses on seven topics to provide a better understanding of what transit resources exist while also exploring opportunities to improve mobility. Those topics include: State of Good Repair; Funding; New Mobility; Customer Experience; Service Quality and Integration; Access; and Corridors. The Central Maryland Region includes Anne Arundel, Baltimore, Harford and Howard counties as well as Baltimore City. MDOT MTA collaborated with a broad range of partners, including a regional commission, local governments, other transit providers, and the public to develop this Plan. In 2020, the RTP Implementation Team was formed and will, along with the public and all stakeholders, be engaged in implementing 30 strategies identified in the 5-year action plan. More than half of those strategies, 22 in total, were started or completed in the first year of implementation. To learn more and view the progress dashboard, or to view the Plan, visit: rtp.mta.maryland.gov.

The 5-year action plan includes the launch of the first two RTP Corridor Feasibility Studies – North-South Corridor roughly between Towson and Downtown Baltimore and an East-West Corridor between the Bayview community and Ellicott City. To learn more about the RTP corridors, visit: <https://rtpcorridors.com/>.

MDOT MTA is also addressing statewide planning needs through the Statewide Transit Plan (STP). The Statewide Transit Plan will outline a 50-year vision for transit in Maryland and builds upon existing regional and local transit plans across the State. The STP will be completed by the end of CY 2021 after a public comment period anticipated in Fall 2021. To learn more about the STP, visit: <https://www.mta.maryland.gov/statewide-plan>.



Transit Apps

MDOT MTA continues to promote two mobile apps for smart phones. The CharmPass Mobile Ticketing app, introduced in September 2018, allows riders to pay for MDOT MTA services from a smart phone for all Local Bus, Metro SubwayLink, Light RailLink, MARC Train, and Commuter Bus Services. Electronic and mobile fare payment allowed for the creation of a 90-minute free transfer policy and use of employer-sponsored transit benefits within the

app. MDOT MTA launched a partnership with Transit app in June 2018, which provides real-time transit information, trip planning, and step-by-step navigation. Further, through the Transit app, MDOT MTA launched real-time tracking for MARC Train service in August 2020.

MDOT MTA has also provided grants and technical support to Locally Operated Transit Systems to launch mobile ticketing in rural and suburban service areas. For example, MDOT MTA's Statewide Transit Innovation grant provided funding for Cecil Transit to launch its own trip planning and mobile payment app. MDOT MTA continues to work with local and private transit providers toward increasingly integrated and open payment and trip planning options.

Reliable, On-Time Service

BaltimoreLink, launched in June 2017, continues to provide more people with faster and more reliable access to transit, jobs, and services in the region. Since the launch of BaltimoreLink, on-time performance (OTP) has increased substantially. To achieve improved OTP, MDOT MTA implemented new programs and innovations, including dedicated bus lanes and transit signal priority, to make riding easier and more efficient than ever.

Real-time Global Positioning System (GPS) data is one of the tools MDOT MTA uses to manage and monitor service. MDOT MTA uses real-time data daily to resolve identified service issues along specific routes. MDOT MTA has an online performance dashboard that offers searchable performance data for all core services, including Local Bus routes (CityLink, LocalLink, and Express BusLink), which provides on-time, early, and late arrival percentages. Light Rail, Metro, MARC, and Commuter Bus riders can also access this real-time information through the "Transit" app to know when their bus or train will arrive. To learn more about the performance improvements, visit: mta.maryland.gov/performance-improvement.

MDOT MTA launched the Transit Priority Initiative (TPI) in 2018, building on traffic improvements such as dedicated bus lanes and transit signal priority piloted for BaltimoreLink, and identifying additional roadways and bus routes to prioritize for similar improvements. A TPI Toolkit was published identifying additional tools for increasing travel time reliability, reducing delays, and enhancing pedestrian and bicyclist safety and outlining how and why MDOT MTA might apply each treatment to improve service. MDOT MTA has conducted outreach and conceptual plans for the Belair Road/Gay Street Corridor and Garrison Boulevard/Bloomingdale Corridor. MDOT MTA was also awarded Transportation Alternatives Program (TAP) grants to advance design and begin planning additional corridors. To learn more about the Transit Priority Initiative, visit: <https://www.mta.maryland.gov/transit-priority-initiative>.



Commuter Choice Maryland

To promote commuter travel alternatives and support the mobility, health and wealth of its community, environment, and business partners, MDOT continues to promote Commuter Choice Maryland. The benefits of Commuter Choice Maryland are significant, as were demonstrated during mandatory remote work orders in 2020. Commuter Choice Maryland encourages commuters to explore and use alternate means of transportation to and from work, giving them travel choices convenient to them, such as transit, ridesharing (carpool/vanpool), biking, walking, teleworking, and alternative work schedules. These options help reduce commuter stress, reduce congestion, and conserve energy. We have also observed that Commuter Benefits help to attract and retain top employee talent.

Maryland businesses offering Commuter Benefits can also take advantage of the Maryland Commuter Tax Credit, designed to encourage businesses of all sizes to provide Commuter Benefits to their employees.

In 2020, during the COVID-19 pandemic, many people were ordered or strongly encouraged to work from home, which gave us an opportunity to assess how many people could effectively and productively work remotely, while improving air quality and reducing congestion. Studies have shown that many people working remotely are working on average up to three hours more per week and being very productive. As people more widely return to their office location, they should continue to consider teleworking as an option, as appropriate.

Commuter Choice Maryland began seeking partners with State and local organizations, nonprofits and private-sector companies across Maryland for its new Commuter Choice Maryland Partner Program. Through the program, Commuter Choice Maryland partners with organizations to help them promote Commuter Benefits, and also recognizes employers across the State who are

leaders in promoting alternative commuting options and benefits. These partners are helping Maryland achieve important goals, such as reduced traffic congestion, cleaner air and fewer greenhouse gas emissions, as well as increased economic opportunity.

To learn more, please visit CommuterChoiceMaryland.com or email: commuterchoice@mdot.maryland.gov or call: 410-865-1100 between 8:30 am and 5:00 pm Monday – Friday.

IncenTrip

MDOT has been pursuing the expansion of the IncenTrip application statewide into Maryland as a congestion mitigation effort. The purpose of IncenTrip is to reduce traffic congestion in the weekday peak periods by encouraging Maryland travelers and employers to increase the use of public transportation, ridesharing (carpooling and vanpooling), walking, biking, teleworking, and alternative work schedules. Maryland travelers using the application will earn points when they make decisions to avoid congestion, and the points can be redeemed for rewards.

Connected and Automated Vehicle (CAV) Technology

Connected and automated vehicles (CAV) are an important foundation for the future of mobility in Maryland as we continually strive to increase access to all transportation options and improve the reliability of our transportation system. Maryland is embracing CAV technology and innovation through continuing collaboration with a wide variety of stakeholders, including planners, engineers, emergency responders, private entrepreneurs, researchers, policymakers, and many others within Maryland. Maryland's [CAV Working Group](#) provides a central point of coordination for all entities seeking to test and develop CAV technology, as the Group sets about implementing tangible strategies that will enable us to reap the benefits of CAV technology in a safe and efficient manner. CAV will not only affect transportation, but this life-changing technology will impact our health, prosperity, and access to resources during difficult times. This technology can help save lives. Lack of action is a real risk; keeping the status quo will mean hundreds of lives every year in Maryland will continue to be lost due to traffic-related crashes.

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

efficiently, or guide a vehicle to take appropriate action given the surroundings. Automated vehicles use sensors and other technologies to understand the environment to similarly assist drivers or guide the vehicle; eventually, very high-level automation may be able to perform driving tasks in place of a human driver. Maryland is proactively providing tangible information to our communities and stakeholders to help effectively realize the benefits this vehicle technology can provide. The recently published Maryland CAV Strategic Framework demonstrates the State's continued leadership in this area and focus on identifying the many life-saving and economic benefits of CAV technology, while continuing to prioritize collaboration across the State.



Economic Growth - Keeping Maryland Moving

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



The MDOT has reported gradual recoveries after the unprecedented speed and depth of decline of transportation revenues due to the COVID-19 pandemic. Revenues for FY 2021 are expected to come in \$100 million higher than what was estimated for the previous FY 2021 – FY 2026 Final CTP. Current estimates for FY 2022 are \$140 million higher than the previous FY 2021 – FY 2026 Final CTP estimates. Revenues have stabilized and are expected to recover during the six-year period as the State recovers from the impact of COVID-19 and more normal travel patterns resume.

BWI Airport

Over the last five years (2015-2020), air cargo tonnage at BWI Marshall has increased at an average annual rate of 19% - more than doubling the volume processed in 2015. Much of this can be attributed to the shift in consumer buying patterns to e-commerce and last-mile delivery. With the opening of the new Midfield Cargo building in late-2019, BWI has become one of Amazon's top 5 busiest air cargo facilities in the nation (out of 35) and currently employs over 1,200 persons. As of 2020, BWI Marshall has 57% of the regional market share handling more cargo than Dulles International and Reagan National airports combined. Moving forward, MDOT MAA continues to explore opportunities to accommodate growth in both the domestic and international air cargo markets.

Port of Baltimore

In CY 2020, the Helen Delich Bentley Port of Baltimore handled 1,729 ship calls that brought 37.5 million tons of foreign cargo to Maryland. The Port remains top ranked among all U.S. seaports for cars/light trucks, Ro/Ro, and imported gypsum. Nearly 140,000 jobs in Maryland, including more than 15,300 direct jobs, are generated by the Port of Baltimore.



The ongoing cargo increases at the Port of Baltimore's public marine terminals are spurring capital projects that will place the Port in a very competitive position for future growth. The MDOT MPA is reconstructing and strengthening its Dundalk Marine Terminal berths to better accommodate the increasing size of heavy farm and construction machinery. The Port of Baltimore currently handles more of this commodity than any other port in the nation.

Dredging is complete for a second, 50-foot-deep berth at the Seagirt Marine Terminal and four additional Neo-Panamax cranes will arrive and be operational in FY 2022. That will allow Baltimore to handle two of the world's largest ships simultaneously. Complementing the new Seagirt berth are plans to expand Baltimore's Howard Street Tunnel. The expanded tunnel will allow for double-stacked container rail cars, clearing a longtime hurdle for the Port and giving the East Coast seamless double-stack capacity from Maine to Florida. The Howard Street Tunnel project benefits from public-private investment from the federal government, Maryland, CSX, and others, and is expected to increase the Port's business by about 160,000 containers

annually. It will also generate about 6,550 construction jobs and an additional 7,300 jobs from the increased business. The project received final National Environmental Policy Act approval in FY 2021 and will break ground in FY 2022. More information on the Howard Street Tunnel Project can be found at: www.mpa.maryland.gov/HST.

General Freight

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

Public-Private Partnerships

Public-Private Partnerships (P3) will continue to be an important tool over the coming years, where we can find opportunities to partner with our federal, State, regional, local, and private partners to advance projects of importance to Maryland. MDOT has a demonstrated history of successful P3 projects at the Port of Baltimore and travel plazas owned by the MDTA.

The P3 agreement with Ports America Chesapeake continues to solidify the Port's position as Maryland's economic engine. The above-described second 50-foot-deep berth project at Seagirt Marine Terminal is part of a \$122.1 million investment, with \$105 million from Ports America, \$10.5 million from the State and \$6.6 million in federal funding.

MDOT remains committed to the construction of the entire 16-mile Purple Line light rail corridor which will connect Prince George's and Montgomery counties inside the Capital Beltway, with 21 stations connecting to: Metrorail's orange, green, yellow, and red lines; the MARC Brunswick, Camden, and Penn lines; regional and local bus services; and Amtrak at New Carrollton. Partnering with the concessionaire a new contractor is expected to be brought on this fall to complete the construction efforts. For more information about the project, visit: purplelinemd.com.



Work also continues on the Hogan Administration's Traffic Relief Plan (TRP) to reduce traffic congestion, increase economic development, enhance safety and improve Marylanders' quality of life. The TRP includes a number of projects -- the largest being the I-495 and I-270 P3 Program's Phase 1: New American Legion Bridge I-270 to I-70 Traffic Relief Plan. The first section of the New American Legion Bridge I-270 to I-70 Traffic Relief Plan, known as Phase 1 South, will advance the historic Capital Beltway Accord between Maryland and Virginia by replacing the nearly 60-year-old American Legion Bridge (ALB) while providing congestion relief for millions of travelers in the National Capital Region. To start, Phase 1 South proposes to provide two new High-Occupancy Toll (HOT), lanes in each direction from the vicinity of the George Washington Memorial Parkway in Virginia across the ALB to I-270 and up I-270 to I-370 while keeping the existing general-purpose highway lanes free. The HOT lanes will help meet the region's growing travel needs for a balanced transportation system by providing new options and opportunities for multi-modal travel -- bus transit, carpooling and vanpooling, improved bike/pedestrian and vehicle connections -- and the choice to pay a toll when Marylanders need a faster, more reliable trip. The second section of the New American Legion Bridge I-270 to I-70 Traffic Relief Plan, known as Phase 1 North, is in the early planning stages and will look to extend the HOT lanes north to I-70 in Frederick. Up-to-date information is provided on the P3 Program website at: 495-270-p3.com.

Work also continues on the Hogan Administration's Baltimore Traffic Relief Plan, including the I-695 Transportation Systems Management and Operations (TSMO) and I-695 at I-70 Triple Bridges projects. The I-695 TSMO

project will reduce congestion and improve reliability on I-695 from the I-70 Interchange to MD 43 through a number of strategies, including converting portions of the existing median shoulder to a toll-free travel lane during the morning and evening rush hours. The I-695 at I-70 Triple Bridges project will address the structural needs at the interchange, reduce congestion, and retain all existing access movements.

The second element of the Baltimore TRP is the proposed extension of the Express Toll Lanes (ETLs) on I-95 north of Baltimore, which will provide innovative congestion relief. This MDTA project is funded with toll revenue.

The third element of the TRP is the deployment of cutting-edge smart traffic signals to improve traffic operation and ease congestion. Sixteen of the currently planned 32 corridors across the State have been completed. The system uses real-time traffic conditions and computer software that adjusts the timing of traffic signals, synchronizes the entire corridor, and effectively deploys artificial intelligence to keep traffic moving. More information on the complete Traffic Relief Plan is available on the MDOT SHA website: roads.maryland.gov.



Walking/Biking

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



Throughout October 2021, MDOT will host the second-annual Walktober campaign alongside various state agencies, county governments, and national non-profit organizations. The Walktober campaign builds from core agency partnerships around health, education, and aging to help celebrate the seventh annual "Walk Maryland Day" on October 6, 2021, while expanding the agenda to reflect broader planning and advocacy concerns identified as part of Maryland's Bicycle and Pedestrian Master Plan. Over 50 individual events and programs are scheduled in October 2021 throughout the State to encourage walking, which is Maryland's official state exercise. On Thursdays throughout the month, MDOT will offer free walk-focused webinars (called Walkinars), which will discuss topics such as infrastructure, safety, and health. To learn more about Walktober, visit: mdot.maryland.gov/walktober.

Walktober 2021 builds on the success of last year's event with the creation of MDOT's Pedestrian newsletter, titled *Walk this Way*, and the addition of the Pedestrian Subcommittee of the Governor's Maryland Bicycle Pedestrian Advisory Committee.

MDOT is committed to improving bicycle and pedestrian safety, access and mobility. MDOT SHA's Context Driven approach has improved pedestrian safety statewide and created separated bike lanes expanding network connectivity. The CTP includes key discretionary programs, such as the Federal Transportation Alternatives Program and the State's Kim Lamphier Bikeways Network Program. For the second year in a row, \$3.8 million is available through the Bikeways Program for the design and construction of bike facilities.

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

Sustainability, Environmental Stewardship, and Resiliency

MDOT is committed to environmental stewardship and continues to be a national leader in implementing innovative and multimodal strategies that protect our natural, cultural, and community resources. The following examples illustrate how MDOT works in coordination with State, local, and national partners, among others, to ensure that we make sustainable progress toward our State and local goals related to air and water quality, as well as energy and land conservation.

Through partnerships with the Maryland Department of the Environment (MDE) and the State's Metropolitan Planning Organizations (MPOs), MDOT is reducing emissions of criteria pollutants, such as particulate matter, as well as the ozone precursors, volatile organic compounds (VOCs) and nitrogen oxides (NOx). In addition to addressing the National Ambient Air Quality Standards (NAAQS) for criteria pollutants, set by the US Environmental Protection Agency (EPA), MDOT is also working to reduce greenhouse gas (GHG) emissions from the transportation sector. Maryland has goals to reduce GHG emissions statewide by 40 percent by 2030, from 2006 emissions levels. In July 2020, the World Resources Institute (WRI) recognized Maryland as the top GHG-reducing state in the nation. The WRI study on "America's New Climate Economy" found that Maryland has successfully reduced emissions by 38 percent between 2005 and 2017 all while growing our economy. MDOT continues to produce annual reports illustrating the progress made toward reducing transportation sector GHGs and submits those State agency reports to the Maryland Commission on Climate Change and the Maryland General Assembly.

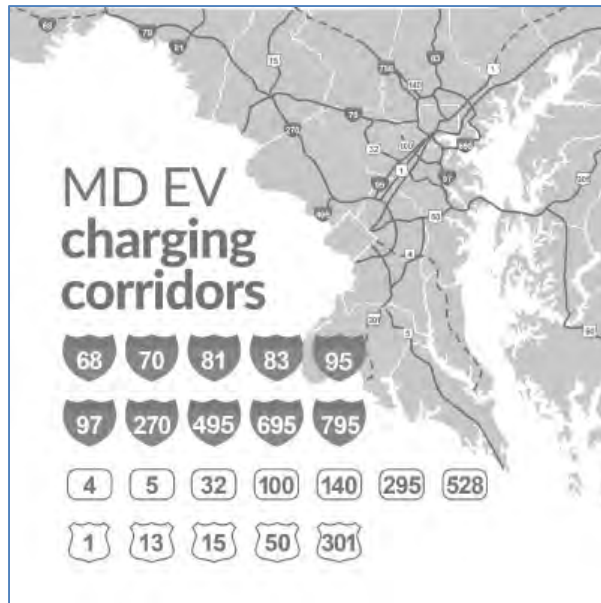


Criteria pollutant and GHG emissions from the transportation sector are greatly reduced through vehicle technology advancement. This includes the passage of corporate average fuel economy (CAFE) standards, the advent and

adoption of electric and hybrid-electric vehicles (EVs), and the burgeoning opportunity afforded through CAV technologies. MDOT continues to lead Maryland's Zero Emission Electric Vehicle Infrastructure Council (ZEEVIC) and the Maryland CAV Working Group. We have found success through collaboration, boasting robust growth in EV ownership and publicly available charging infrastructure.

During the three-year period from July 1, 2018 to August 1, 2021 EV ownership in Maryland increased by more than 160 percent from 13,207 to more than 36,000 registrations. Under MDOT's leadership, Maryland has successfully nominated 22 EV alternative fuel corridors (AFCs), two liquified petroleum gas (LPG) AFCs, one compressed natural gas (CNG) AFC, and one liquified natural gas (LNG) AFC under the FHWA's AFC solicitation.

The MDOT has worked to facilitate and support the deployment of Electric Vehicles (EVs) and Electric Vehicle Supply Equipment (EVSEs) to mitigate climate change and improve air quality. To support this growing demand, Maryland has been working to deploy a robust EVSE infrastructure of more than 1,000 charging stations and 2,700 charging outlets. Of these, 24 are installed at light rail, metro, bus, and MARC train



stations, providing a transit EV connection by allowing users to charge at transit stations while commuting to work.

MDOT also invests in a variety of Travel Demand Management (TDM) strategies that provide alternatives to driving alone and limit emissions from the transportation sector. TDM efforts, such as carpooling, car sharing, transit, teleworking, and variable pricing infrastructure, as promoted in the Commuter Choice Maryland program, reduce congestion and lower commuting costs, in addition to providing environmental benefits. MDOT's work force is also participating in telework on a broader scale in the aftermath of pandemic restrictions, and we will continue to monitor these arrangements.

Four MDOT TBUs were awarded Volkswagen Settlement funds to replace more than 40 vehicles. These funds will allow MDOT MAA to incorporate zero emission vehicles (ZEV) into airport shuttle operations, MDOT MTA to transition to ZEV transit buses, and MDOT SHA and MDOT MPA to replace older vehicles and equipment. More than 200 tons of NOx will be reduced as a result of these vehicle replacements. MDOT TBUs also have begun planning for MDOT light-duty fleet vehicle electrification and installation of EV charging stations at MDOT work sites.

In May 2021, MDOT MAA and BGE installed new electric vehicle charging stations at BWI Marshall Airport. The four new DC fast charging (DCFC) stations, located in the Airport's Cell Phone Lot, will allow motorists to charge their electric vehicles while waiting for airline passengers to arrive.

By coordinating land-use, transportation, and resource planning with partners in other agencies and local governments, MDOT helps to ensure that the investments made will meet multiple needs for the citizens of Maryland. Using the State's Green Infrastructure Plan and Chesapeake Bay Restoration priorities as a guide, MDOT TBUs are minimizing negative impacts and using project mitigation to support the State's broader conservation goals. To help decrease pollution from entering our waterways, the CTP supports a three-pronged approach: retrofitting older parts of the transportation network with the latest stormwater management technology; restoring natural filters through stream restoration, forest establishment, and wetland creation; and adopting protective operational practices. These actions will move the State closer to meeting mandated water quality targets.

Chapter 30

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

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

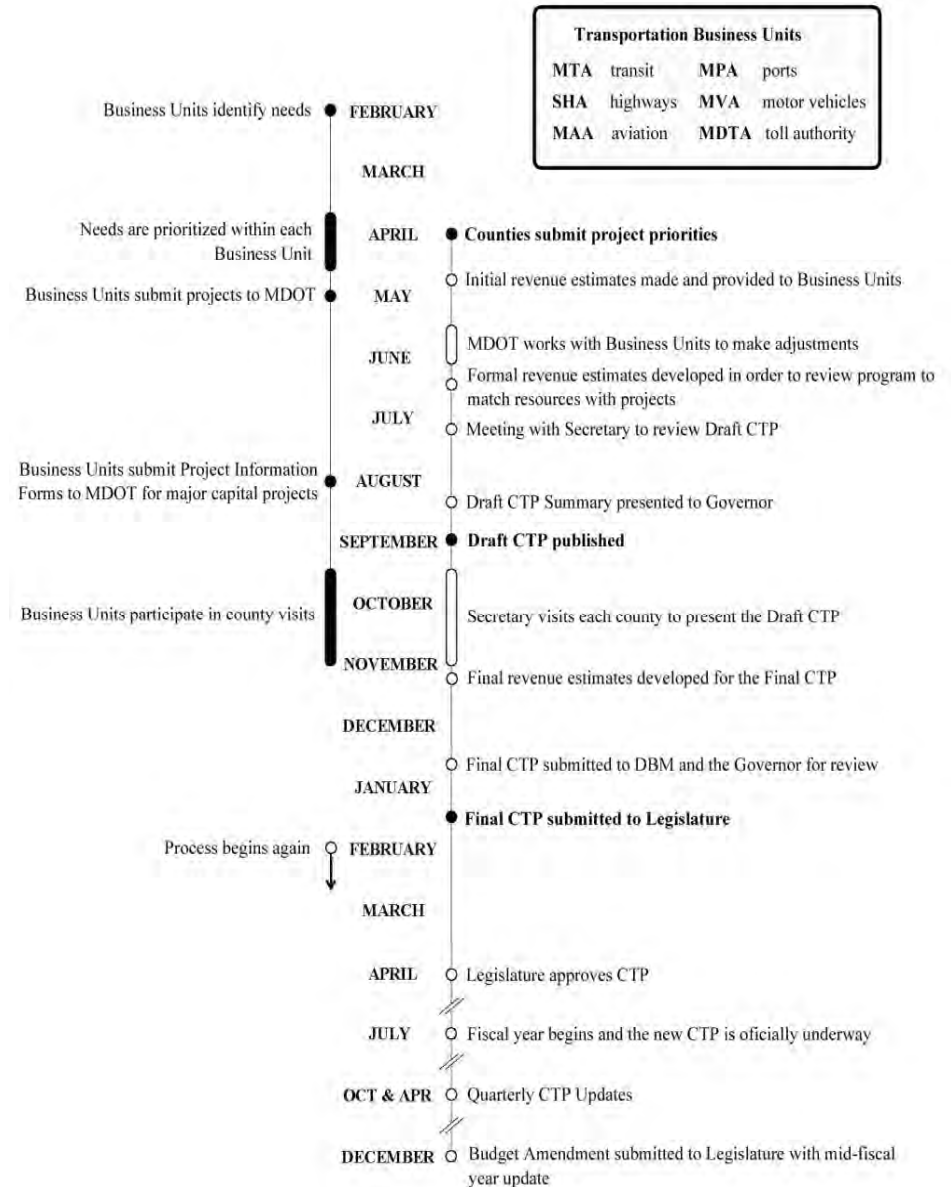
Process for CTP Development

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

These criteria include:

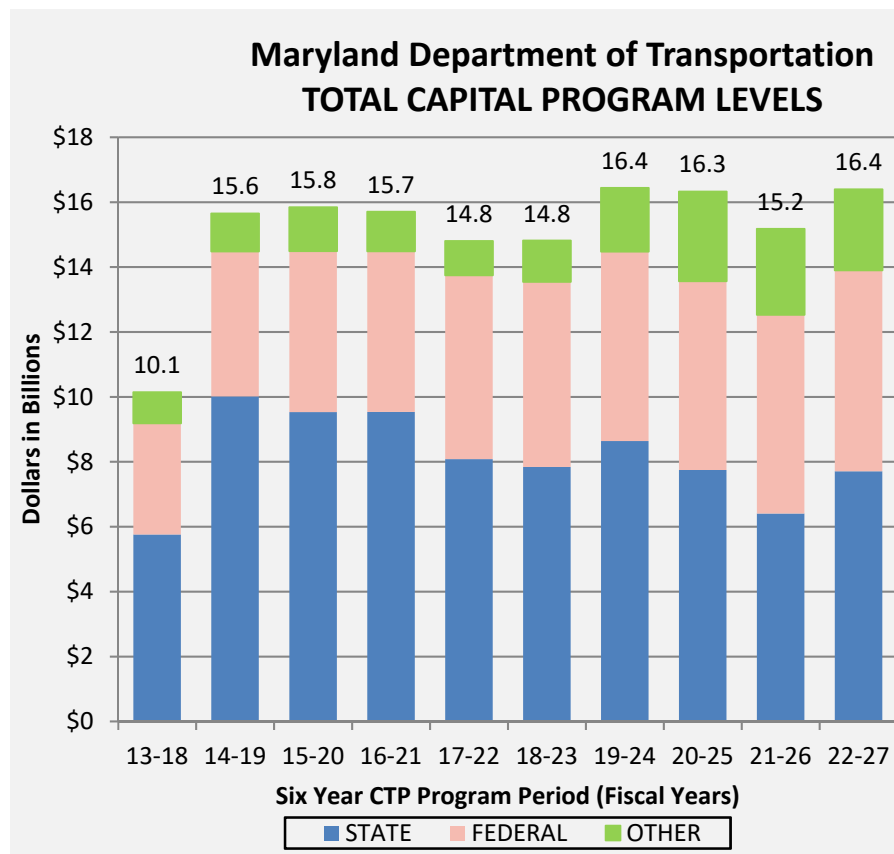
- Meets all federal and other legal mandates (e.g. Total Maximum Daily Load (TMDL) compliance, Positive Train Control (PTC), Federal Aviation Administration (FAA) regulations to maintain airport permits);
- Supports MDOT's program priorities and MTP goals (safety, system preservation, economic development,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

CTP Development Process



FINANCING MARYLAND'S TRANSPORTATION PRIORITIES

In developing the CTP and establishing funding levels, MDOT must account for State and local economic growth, fluctuations in State transportation revenue, and allocations of federal funding. The State's Transportation Trust Fund supports MDOT investments through a dedicated account. The Transportation Trust Fund utilizes a variety of revenue sources, which provides funding that enables MDOT to address important capital and operating needs including congestion relief, safety improvements, and transit availability, as well as maintaining the competitiveness of the Port of Baltimore and BWI Marshall Airport.



State Revenue Projections

The economic challenges and uncertainty surrounding the COVID-19 global pandemic impacted virtually all MDOT operations and revenues. At the worst point, traffic volumes on Maryland roads, ridership across all MDOT MTA services, and passenger traffic at BWI Marshall Airport were all severely down. As more people become vaccinated and businesses return to more normal operations, MDOT expects revenues will gradually recover. In anticipation of that recovery, estimated State revenues for this Draft FY 2022 – FY 2027 CTP are \$1.2 billion higher than the estimates for the previous Final CTP. Total projected revenues amount to \$31.3 billion for the six-year period. This estimate is based on the revenue sources used by MDOT and includes bond proceeds and federal funds that will be used for operating, capital and debt payment expenses.

Pertinent details are as follows:

- **Opening Balance:** MDOT will transition to a \$175 million fund balance in FY 2022 to accommodate working cash flow requirements throughout the year.
- **Motor Fuel Tax:** This revenue is projected to be \$7.2 billion during the six-year period. As of July 1, 2021, the motor fuel tax rates were 36.1 cents per gallon gasoline and 36.85 cents per gallon diesel fuel, which is a 0.2 cents per gallon decline from the previous tax rate. The Consumer Price Index (CPI) effect is estimated to average 5.3 cents per gallon during the program period. The 5 percent sales and use tax equivalent rate effective July 1, 2021 is 9.0 cents per gallon. The rate is estimated to average 10.3 cents per gallon during the program period. This revenue estimate is up \$500 million from the estimate in the previous Final CTP, reflecting the anticipated recovery from the impacts of COVID-19.
- **Motor Vehicle Titling Tax:** This source is projected to yield \$6.1 billion. The titling tax of 6 percent of the fair market value of motor vehicles, less an allowance for trade-in vehicles, is applied to new and used vehicles sold and to vehicles of new residents. This revenue source follows the cycle of auto sales with periods of decline and growth. During the six-year planning period, vehicle sales, which declined at the peak of the global pandemic, are projected to recover and follow a normal business cycle around an underlying upward trend.
- **Motor Vehicle Registration/Miscellaneous, and Other Fees:** These fees are projected to generate \$4 billion. This forecast assumes revenues will increase an average of 1.5 percent every two-year cycle.

Although the timing of revenues from this source has been delayed due to MDOT MVA branch closures and later re-opening by appointment, the overall revenue estimate remains essentially the same during the six-year period.

- **Corporate Income Tax:** The transportation share of corporate income tax revenues is estimated to be \$1.5 billion. MDOT receives 14.6 percent of the State's 8.25 percent corporate income tax revenues.
- **Federal Aid:** This source is projected to contribute \$7.7 billion for operating and capital programs. This amount does not include \$599 million received directly by WMATA. The majority of federal aid is capital; although COVID-19 relief and recovery funds are more than doubling funds programmed for operating assistance in the six-year program. Since federal aid supports a significant portion of the capital program, a more detailed discussion of federal aid assumptions is presented in the next section of this summary.
- **Operating Revenues:** These revenues are projected to provide a six-year total of \$2.7 billion, with \$861 million from MDOT MTA, \$314 million from MDOT MPA, and \$1.5 billion from MDOT MAA. MDOT MTA revenues primarily include rail and bus fares, which are indexed to inflation. MDOT MPA revenues include terminal operations, the World Trade Center, and other Port-related revenues. MDOT MAA revenues include flight activities, rent and user fees, parking, airport concessions, and other aviation-related fees.
- **Bond Proceeds:** It is projected that \$1.6 billion of Consolidated Transportation Bonds will be sold in the six-year period. The level of bonds that could be issued is dependent on MDOT's net revenues and is down \$300 million from the previous Final CTP due to the revenue declines from COVID-19. This level of bonds is affordable within the financial parameters used by MDOT.
- **Other Sources:** The remaining sources are projected to provide \$531 million. These sources include General Fund revenues, county contributions to MDOT projects, earned interest from trust funds, reimbursements, and miscellaneous revenues.

FEDERAL AID ASSUMPTIONS

The Fixing America's Surface Transportation (FAST) Act, which provides vital federal funding for highway, transit, and other multimodal projects, has been extended through September 30, 2021. Maryland's apportionment for FFY21 is approximately \$658 million for highways. Additionally, President Trump signed the FY21 Appropriations and COVID Relief legislation on December 27, 2020. This legislation includes a \$2 billion General Fund supplement for highways. Of this, Maryland will receive approximately \$11 million for bridge replacement and rehabilitation, and \$10 million for Surface Transportation Block Grant (STBG) program eligible projects. For the COVID relief portion of this legislation, \$10 billion is provided to State DOTs. These funds are not considered as stimulus funds, rather, a recovery (backstop) for lost revenue due to the pandemic. Maryland's share of this backstop funding is approximately \$150 million.

(Please note that the FY21 Appropriations and COVID Relief legislation provides funds for other modes, such as transit, airports, etc.)



For FFY21, this CTP includes the Congressional appropriation of FAST Act authorized amounts for FFY21 and assumes a reauthorization will occur at the current levels and applies that assumption through FFY27.

Federal aid, representing 22 percent of the total funding in Maryland's Transportation Trust Fund (TTF), supports the multimodal investments in this, the State's Draft FY 2022 - FY 2027 CTP.

Federal Stimulus Funding

The MDOT received roughly \$500 million in American Rescue Plan Act of 2021 (ARPA) funding through the State of Maryland. This funding was leveraged to preserve capital projects in the program as well as enable additional high priority projects to move forward. A majority of these funds were directed to critical system preservation needs. The MDOT SHA utilized funding to ensure that the MDOT SHA bridge and highway assets remain in a state of good repair. In addition to two major bridge preservation projects, a portion of these funds was applied to multiple highway resurfacing projects statewide, to include the use of diamond grinding, a preventative maintenance solution, as well as high friction surface treatment, which provides the highest skid resistance of any treatment used in the highway industry. These funds also enabled ongoing extensive resurfacing work being performed on the MDOT State highway network throughout at least five different counties over the next several years. The MDOT MTA was also able to preserve funding for state of good repair needs for bus, Metro, MARC and Light Rail facilities and systems as well as enable investments in a Zero Emission Bus fleet, dedicated bus lanes, safe access to bus stops, shelters and an investment in ADA goals. The MDOT MVA was able to preserve funding for critical preservation needs related to branch office buildings as well as Customer Connect upgrades.

The MDOT was able to restore funding to high priority projects impacted by budget constraints resulting from the COVID-19 global pandemic. The MDOT MAA was able to preserve funding for critical infrastructure projects such as the Airline Maintenance Facility Infrastructure as well as the North Cargo Fuel Tank Expansion. The MDOT MPA utilized funds to preserve ongoing projects contributing to the preservation of the 50-foot channel system into the Port of Baltimore, to include the expansion of the Masonville Dredged Material Containment Facility (DMCF). The COVID-19 global pandemic significantly impacted the Transportation Trust Fund (TTF) revenues, and by effectively leveraging ARPA funds, MDOT was able to continue to provide critical services and invest in critical infrastructure needs.

Highways and Transit

Most of the federal funds received by MDOT come from the Federal Highway Trust Fund (FHTF), which provides transportation investment for projects in the following areas: highways and transit; multimodal freight; safety and security; system preservation; bike and pedestrian; congestion mitigation; and electric vehicle infrastructure.

The CTP allocates these federal funds to projects in the program based on reasonable assumptions of authorization given the FAST Act. MDOT expects to have approximately \$658 million in highway formula funding and \$199 million in transit formula funding in FFY 2021 for MDOT projects. The Purple Line has received a commitment from the Federal Transit Administration for New Starts funding. The FFY18 Appropriations Act supported the Administration's request for \$900 million for Maryland's Purple Line, and to date the project has received \$805 million in appropriations from the combined FFY16 - FFY21 Appropriations bills.

Federal highway program funds authorized and apportioned to the states are subject to annual ceilings, which determine how much of the appropriated money can be obligated in any given year. This ceiling is referred to as Obligation Authority (OA) and is imposed by Congress annually in response to prevailing economic policy. Since FFY04, OA has ranged from 84 percent to 95 percent. The OA level received in FFY 2019 was 90.1 percent and in FFY20 was 90.6 percent. Given that Congress has passed a long-term bill with inflation built in, this CTP assumes an OA level of 90 percent for FFY22 through FFY27.



Washington Metropolitan Area Transit Authority — WMATA

Under the programs initiated via the FAST Act, in FY22, WMATA anticipates receiving \$324.7 million in FTA formula grants and \$15.7 million in other federal grants (Congestion Mitigation and Air Quality) for bus and rail preservation activities. Additionally, FFY22 funding of \$148.5 million is

provided through the federal Continuing Resolution while a successor grant program for the Passenger Rail Investment and Improvement Act (PRIIA) is developed and passed. In total, WMATA expects to receive \$488.9 million in federal capital funding in FY22 in addition to the \$625 million in Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) federal relief funding it received to compensate for lost operating revenue. (NOTE: \$89 million of the \$714 million in CRRSAA Act relief funds apportioned to WMATA was distributed to the local transit operators in the WMATA service district.) Beginning in the third quarter of FY22, WMATA will begin utilizing relief funds received as a result of the ARPA, from which it will receive \$1.06 billion in operating cost assistance.

The MDOT's top priority regarding WMATA remains restoring the safety and reliability of the system. This is demonstrated through investments in safety and state of good repair. In 2018, the jurisdictions cooperated to create a new, dedicated capital funding source for WMATA totaling \$500 million annually, of which Maryland contributes \$167 million each year. In addition to this funding commitment, this CTP includes a total of \$297 million (\$49.5 million each year in FY22 through FY27) as Maryland's matching contribution required by the federal PRIIA legislation. To date, the signatory parties have fulfilled their promise by providing formula funds to match federal grants provided from FY10 through FY21.

Overall, WMATA's six-year capital budget is \$13.6 billion, not including PRIIA funding in FYs 2022 through 2027 as no successor program has yet been ratified by Congress. This includes \$5.9 billion in State/local funding, \$5.6 billion in debt (including debt generated from bond sales utilizing the jurisdictional dedicated capital funding), \$2.1 billion from federal sources, and \$55 million in reimbursable funds to complete the extension of the Metrorail Silver Line.

Aviation

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



In response to the pandemic, Congress enacted the Corona Virus Aid, Relief, and Economic Security (CARES) Act which allocated \$107.7 million in additional funding to Maryland airports, of which 82% went to BWI Marshall and Martin State airports (\$87.8 million) for operating costs. In FFY19, MDOT MAA received \$9.9 million toward the reconstruction of Taxiway Z and in December 2019 received \$3.4 million of Supplemental AIP funding to Rehabilitate Taxiway Lighting & Reconstruct Taxiway F1 to meet EB75 standards. In FFY20, the combination of AIP and CARES provided 100% federal funding for the following projects: passenger boarding bridges on Concourse A (\$1.8 million); noise mitigation program initiation (\$0.7 million); and the reconstruction of Taxiway T Phase I (\$11.4 million). The AIP also provided another \$29.8 million to other public use airports throughout Maryland.

Martin State Airport continues to receive its annual \$150,000 AIP entitlement funding, which is applied to eligible projects. Several development projects at Martin are expected to become eligible for AIP discretionary funding pending a favorable finding on the ongoing programmatic Environmental Assessment (as required by the National Environmental Policy Act) that is anticipated to be complete in CY 2021.



In State FY 2021, MDOT MAA administered \$2.16 million to public-use airports across the State through the Statewide Aviation Grant Program. These grants support the flying public with airport improvement and infrastructure preservation projects, safety equipment acquisitions and environmental compliance activities. This State investment leveraged over \$33.08 million in FAA funds and \$1.02 million in airport owner investment. This level of funding is expected to provide \$15-\$20 million each year over the next six years. In addition, FAA allocated \$2.37 million to non-State-owned public-use airports as part of the CRRSAA.

Port of Baltimore

Terminal security efforts continue to be enhanced with federal assistance through the Federal Emergency Management Agency's Port Security Grant Program. In August 2020, MDOT MPA was awarded nearly \$1.2 million in federal assistance to improve security at its terminals. The funding is being used to strengthen cyber security initiatives and closed-circuit television capabilities at the public terminals.

The MDOT MPA received approximately \$300,000 for resiliency, reduction of greenhouse gases and environmental related grants to support its efforts in being a good steward of our environment. The MDOT MPA expects to receive approximately \$5.0 million in dredging and environmental grants in FY 2022.

Recently, USDOT announced that MDOT MPA was awarded a \$10 million grant through the Better Utilizing Investment to Leverage Development (BUILD) program that will allow MDOT MPA to make \$36.7 million in investments at Dundalk Marine Terminal to improve resiliency and make flood mitigation improvements. When the agreement between USDOT and MDOT MPA is finalized, funds will be programmed into the CTP.

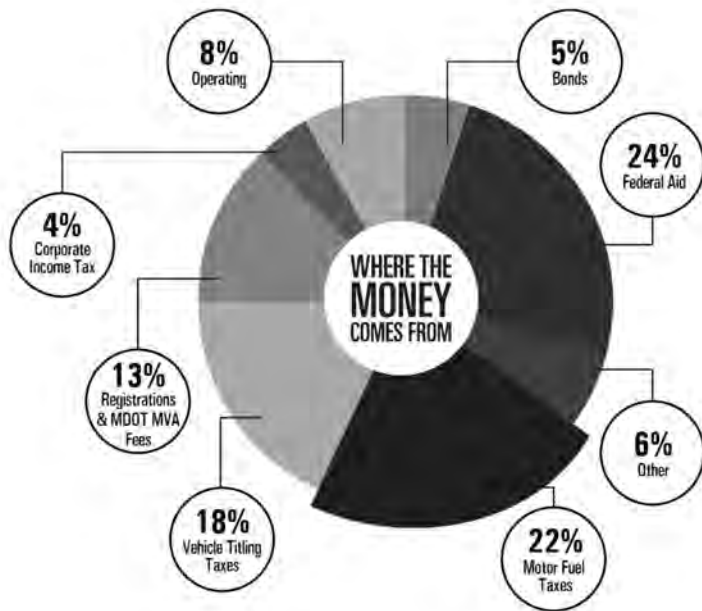
Announced by USDOT in July 2019, Maryland will receive \$125 million as part of the federal Infrastructure for Rebuilding America (INFRA) Grant Program. The funding will allow the State, in partnership with CSX, to increase clearance of the Howard Street Tunnel and bridges over the rail to allow for double-stack shipping containers. This will increase the number of containers handled by the Port of Baltimore and generate a significant number of new jobs.

The MDOT MPA was awarded a BUILD Grant of \$6.6 million in December of 2018 through the U.S. Department of Transportation to support Ports America Chesapeake, MDOT MPA's tenant, with the Seagirt Marine Terminal Berth 3 modernization project. Project construction began in August 2020 and, when completed, will increase capacity for ultra-large containerships and improve the nation's economic competitiveness by making the Port of Baltimore more efficient. The project includes adding a second 50-foot deep berth, landside improvements at the new berth, and dredging to widen and deepen the turning basin.



WHERE THE MONEY COMES FROM...

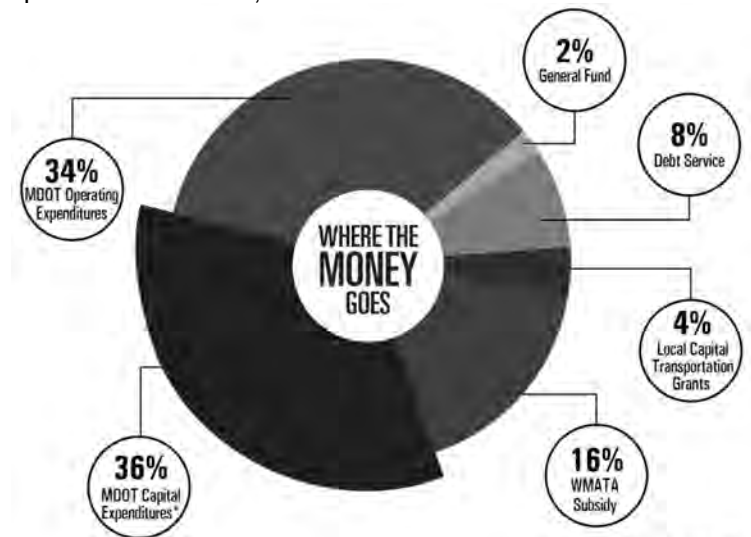
Maryland's transportation system is funded through several dedicated taxes and fees, federal aid, operating revenues, and bond sales, which are assigned to the Transportation Trust Fund. This fund is separate from the State's General Fund, which pays for most other State government operations and programs. MDOT's customers pay user fees for transportation infrastructure and services through motor fuel taxes, vehicle titling taxes, registration fees, operating revenues, and corporate income taxes. The motor fuel tax and vehicle titling tax are two of the largest sources of MDOT revenue. Operating revenues include transit fares and usage fees generated at the Port of Baltimore and BWI Marshall Airport. In addition to collecting revenue within the State, Maryland also receives federal aid for its transportation program. These federal funds must be authorized by a congressional act. The United States Congress enacted federal surface transportation authorizing legislation, known as the FAST Act, in December 2015, which provided investment in transportation infrastructure only through FFY20; however, Congress passed a continuing resolution to extend this funding at current levels through FFY21. There are currently separate reauthorization legislation that have passed the House and Senate that would provide continued funding for years to come.



Total projected Trust Fund revenues for operating and capital amount to \$31.3 billion for the six-year period covered by this CTP. These amounts are based on the assumption that the economy will return to a moderate growth scenario during the next six years. MDOT maximizes its finances by leveraging them with bonds, discretionary grants and public-private partnerships.

WHERE THE MONEY GOES...

The MDOT program is fiscally constrained, meaning that the list of projects is tied to estimates of future revenue. The Transportation Trust Fund supports operation and maintenance of State transportation systems, administration, debt service, grants, and capital projects, as well as Maryland's portion of operating and capital subsidies for WMATA. A portion of these funds is directed for General Fund purposes, including environmental, fuel tax collection, and State police programs. Funding also is provided as capital grants to Maryland's counties and Baltimore City for local transportation needs. After operating costs, debt service, and local transportation grants, the remaining money goes toward funding capital projects. This document, Maryland's Draft CTP, is the six-year capital budget for all State transportation projects. This Draft FY22 – FY27 CTP totals \$16.4 billion, \$14 billion of which comes through the Transportation Trust Fund and \$2.4 billion from "Other" fund sources, including local contributions, WMATA direct funding, PFC airport fees, airport revenue bonds, etc.



*Excluding WMATA

Planned Capital Expenditures

FY 2022-2027 DRAFT CTP SUMMARY (\$ MILLIONS)						
TRANSPORTATION BUSINESS UNITS		STATE FUNDS	FEDERAL AID	OTHER*	TOTAL	PERCENT OF TOTAL
Service Modes	MDOT TSO	118.5	6.9	9.9	135.3	0.8
	MDOT MVA	112.7	0.0	0.0	112.7	0.7
	Sub-Total	231.2	6.9	9.9	248.0	1.5
Aviation	MDOT MAA **	277.5	84.0	523.7	885.2	5.4
Maritime	MDOT MPA	889.5	152.1	104.4	1,146.0	7.0
Transit	MDOT MTA	2,060.2	1,814.0	216.4	4,090.6	25.0
	WMATA	1,153.3	0.0	1,559.2	2,712.5	16.5
	Sub-Total	3,213.5	1,814.0	1,775.6	6,803.1	41.5
Roads and Bridges	MDOT SHA	1,780.1	4,053.1	75.9	5,909.1	36.0
	HUR	1,403.1	0.0	0.0	1,403.1	8.6
	Sub-Total	3,183.2	4,053.1	75.9	7,312.2	44.6
TOTAL		7,794.9	6,110.1	2,489.5	16,394.5	100.0

Note: Figures may not add perfectly due to rounding.

* Funds not received through the Trust Fund. Includes some funds from the Maryland Transportation Authority (MDTA), Passenger Facility Charges (PFC), Customer Facility Charges (CFC) and federal funds received directly by WMATA.

** Projects using non-trust fund financing sources are included in the total.

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

EVALUATING OUR PERFORMANCE

Performance Driven

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



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

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

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

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

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

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

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

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

HOW TO READ THIS DOCUMENT

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

Funding Phases

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

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

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

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

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

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

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

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

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

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

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

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

MAJOR PROJECT SIGNIFICANT CHANGES FROM THE FY 2021-2026 CTP

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

PROJECTS ADDED TO THE CONSTRUCTION PROGRAM

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST</u> <u>(\$ MILLIONS)</u>
<u>New Construction Program Projects</u>	
Maryland Port Administration	
Fairfield Masonville Stormwater Mgmt. Phase I	6.4
Masonville Dredged Material Containment Facility Expansion	318.4
Maryland Transit Administration	
Bus Facilities Preservation and Improvements	25.5
Light Rail Systems Overhauls and Replacements	66.9
Light Rail Trackwork Overhauls and Replacement	137.7
Metro Systems Overhauls and Replacements	16.9
MARC Odenton Station Renovation	2.6
MARC Laurel Platform Replacement	1.8
Purple Line Advance Payment	375.0
Zero Emission Bus Procurement	210.0
Maryland Transportation Authority	
I-95 Fort McHenry Tunnel - Convert to Cashless Tolling	22.8
MD 695 Francis Scott Key Bridge - Renovate Campus Buildings	11.6

PROJECTS ADDED TO THE CONSTRUCTION PROGRAM

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST (\$ MILLIONS)</u>
State Highway Administration	
I-70 Bridge rehabilitation over I-81 and Winchester & Western Railroad and Bridge replacement over US 11	38.5
Bridge replacement on I-70 over Crystal Falls Drive	26.2
Bridge deck overlays at I-95/I-695 Interchange	25.3
The Secretary's Office	
Transportation Infrastructure Along the Blue Line Corridor	8.7
<u>Projects Moved From D&E Program to Construction Program</u>	
Maryland Aviation Administration	
Concourse A/B Enabling - Central Utility Plant Upgrades	11.1
Maryland Transit Administration	
Eastern Bus Facility	<u>189.3</u>
Total	1,494.6

PROJECTS ADDED TO THE D&E PROGRAM

<u>PROJECT DESCRIPTION</u>	<u>TOTAL FUNDED</u> <u>(\$ MILLIONS)</u>
<u>New D&E Program Projects</u>	
Maryland Transit Administration	
Frederick Douglass Tunnel	.2
State Highway Administration	
I-270, Eisenhower Memorial Highway - Full Delivery Stream Restoration	12.1
I-270, Eisenhower Memorial Highway - Planning and preliminary design activities along I-270 and I-495	128.6
I-495/I-95 Capital Beltway - Interchange upgrades at Arena Drive Interchange	.0
MD 90, Ocean City Expressway - Study of MD 90 from US 50 to MD 528	.5
Total	141.3

PROJECTS REMOVED FROM THE D&E OR CONSTRUCTION PROGRAMS

PROJECT DESCRIPTION

JUSTIFICATION

Removed from Construction Program

Maryland Aviation Administration

FIS Hall Reconfiguration at BWI Marshall Airport

Removed due to project being canceled.

Maryland Port Administration

Marine Terminal Property Acquisition

Due to accelerated construction schedules of higher priority projects and their associated costs, terminal property acquisition has been temporarily suspended.

Maryland Transit Administration

Agencywide Roof Replacement

This program was removed in favor of highlighting major roof projects as they relate to the various modes at MDOT MTA. Annual preservation efforts will continue under the minor preservation program.

CONSTRUCTION SCHEDULE DELAYS

The start of construction has been postponed from the schedule shown in the FY 2021-2026 CTP, for the following 3 major projects:

<u>PROJECT DESCRIPTION</u>	<u>JUSTIFICATION</u>	<u>FISCAL YEAR</u>
Maryland Aviation Administration		
Concourse D HVAC Replacement at BWI Marshall Airport	Construction delay due to procurement re-bid process.	FY 2021 to FY 2022
Restroom Improvement Program at BWI Marshall Airport	Redesign to achieve MAA design standards.	FY 2021 to FY 2022
Taxiway F Relocation at BWI Marshall Airport	Construction delay from FY 2021 to FY 2022 due to economic conditions.	FY 2021 to FY 2022

FY 2021 MAJOR PROJECT COMPLETIONS

The Department completed 21 major projects in FY 2021, at a total cost of 904.1 million. These projects are listed below:

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST (\$ MILLIONS)</u>
Maryland Aviation Administration	
Midfield Cargo Area Improvements at BWI Marshall Airport	33.5
Environmental Assessment at BWI Marshall Airport	3.2
Concourse A Improvements Phase 2 at BWI Marshall Airport	68.8
Maryland Transportation Authority	
I-95 John F. Kennedy Memorial Highway - Resurfacing	61.4
I-95 John F. Kennedy Memorial Highway - Replace Deck of Bridge over Little Northeast Creek	12.9
I-95 John F. Kennedy Memorial Highway - Rehabilitate Decks on Three Bridges on I-95 in Cecil County	16.7
I-895 Baltimore Harbor Tunnel Thruway - I-895 Bridge Replacement	251.6
US 50/301 Bay Bridge - Clean and Paint Structural Steel Westbound Bridge	103.1
MD 695 Francis Scott Key Bridge - Convert to Cashless Tolling	23.6
Maryland Port Administration	
South Locust Point Cruise Terminal	8.0
Maryland Transit Administration	
MARC BWI Rail Station Upgrades and Repairs	9.4
State Highway Administration	
MD 36, Mount Savage Road - Bridge replacement over Jennings Run	9.6
MD 140, Reisterstown Road - Widening from Painters Mill Road to Garrison View Road	19.7

FY 2021 MAJOR PROJECT COMPLETIONS (Cont'd.)

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST (\$ MILLIONS)</u>
MD 30 Business, Main Street - Streetscape improvements from North Woods Trail to CSX Railroad	35.7
MD 272, Mauldin Avenue - Bridge replacement over Amtrak	30.7
MD 180, Jefferson Pike - Reconstruction of MD 180 between I-70 west and I-70 east crossings	19.2
US 219, Chestnut Ridge Road - Relocation of US 219 from I-68/US 40 to Old Salisbury Road	64.4
MD 355, Frederick Road - Bridge replacement over Little Bennett Creek	12.5
MD 355, Rockville Pike - Intersection improvements from Woodmont Ave/Glenbrook Pkwy to South Wood Rd/South Dr	4.3
I-81, Maryland Veterans Memorial Highway - Widening of I-81 from US 11 in West Va to north of MD 63/MD 68	105.7
MD 273, Telegraph Road - Bridge replacement over Big Elk Creek	10.4
TOTAL	904.1

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

	CURRENT YEAR	BUDGET YEAR	Planning Years				SIX - YEAR TOTAL
	2022	2023	2024	2025	2026	2027	
CAPITAL PROGRAM							
The Secretary's Office *	55.4	26.6	18.2	12.0	11.6	11.5	135.4
Motor Vehicle Administration	44.5	25.0	16.6	8.8	8.8	9.0	112.7
Maryland Aviation Administration	199.5	216.0	224.8	142.0	59.8	43.1	885.1
Maryland Port Administration	157.0	332.3	247.1	213.3	96.2	100.0	1,146.0
Maryland Transit Administration	1,276.5	712.9	632.1	499.9	546.7	422.6	4,090.6
Washington Metropolitan Area Transit *	441.3	445.6	450.0	454.6	459.3	461.8	2,712.5
State Highway Administration **	1,303.4	1,241.6	1,173.3	1,130.3	1,239.9	1,223.8	7,312.3
TOTAL CAPITAL	<u>3,477.5</u>	<u>3,000.1</u>	<u>2,762.1</u>	<u>2,461.0</u>	<u>2,422.3</u>	<u>2,271.7</u>	<u>16,394.7</u>
Special Funds	1,713.1	1,201.4	1,383.2	1,188.6	1,206.5	1,102.2	7,794.9
Federal Funds	1,269.0	1,314.9	873.3	850.5	899.9	902.6	6,110.3
Other Funds ***	495.4	483.8	505.7	421.9	315.9	266.9	2,489.5

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

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

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

SUMMARY OF FEDERAL AID OBLIGATIONS
(\$ MILLIONS)

The following listing estimates the annual levels of funds anticipated from individual federal aid categories necessary to support the FY 2022 - FY 2027 CTP/STIP:

	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>	<u>2026 - 2027</u>	<u>TOTAL</u>
<u>Maryland Transit Administration</u>						
New Starts, Fixed Guideway, Modernization and Bus	251.8	163.0	166.3	342.6	0.0	923.7
Elderly and Persons with Disabilities	3.8	3.9	4.0	4.1	8.4	24.2
Rural Area Formula	7.2	7.4	7.5	7.7	15.8	45.6
Subtotal (MTA)	262.8	174.3	177.8	354.4	24.2	993.5
<u>State Highway Administration</u>						
Statewide Planning & Research	21.2	20.7	21.1	21.5	21.5	106.1
Surface Transportation Program	254.5	187.3	175.3	204.4	194.4	1,015.9
Transportation Alternative Program	12.2	11.9	12.2	12.1	11.7	60.2
Special Federal Appropriations	10.9	7.9	20.4	0.0	0.0	39.2
Highway Safety Improvement Program	73.0	35.0	33.8	16.7	35.0	193.5
National Highway Performance Program	334.2	364.0	371.0	343.8	338.7	1,751.7
NHPP Exempt Program	0.0	18.1	9.3	9.5	9.5	46.5
Congestion Mitigation/Air Quality	56.3	52.8	52.8	50.8	48.7	261.4
Subtotal (SHA)	762.3	697.7	695.9	658.9	659.7	3,474.4
Grand Total	1,025.1	872.0	873.7	1,013.3	683.9	4,467.9

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 2022 - FY 2027 CTP/STIP:

SYSTEM PRESERVATION / TRAFFIC MANAGEMENT CATEGORIES	CURRENT YEAR	BUDGET YEAR	Planning Years			SIX - YEAR TOTAL
	2022	2023	2024	2025	2026 - 2027	
<u>Bridge Replacement and Rehabilitation</u>						
National Highway Performance Program	121.9	148.5	139.1	131.4	141.2	682.1
Surface Transportation Program	7.8	9.5	8.9	8.4	9.0	43.6
<u>Congestion Management</u>						
Congestion Mitigation/ Air Quality	3.9	1.4	2.1	4.2	5.6	17.2
National Highway Performance Program	1.9	0.7	0.8	1.8	1.9	7.1
Surface Transportation Program	4.1	1.6	1.4	3.5	3.0	13.6
<u>Environmental Projects</u>						
Highway Safety	0.9	1.5	1.5	3.0	3.0	9.9
National Highway Performance Program	7.1	2.7	5.6	8.7	10.9	35.0
Surface Transportation Program	18.9	16.3	14.3	22.2	23.7	95.4
Transportation Alternative Program	11.3	11.4	11.5	11.4	11.5	57.1
<u>Resurfacing and Rehabilitation</u>						
Highway Safety	1.7	1.8	1.6	1.4	1.7	8.2
National Highway Performance Program	74.1	75.8	68.8	60.6	72.4	351.7
Surface Transportation Program	96.5	98.7	89.6	78.9	94.3	458.0
<u>Safety and Spot Improvements</u>						
Congestion Mitigation/ Air Quality	1.0	1.1	0.9	1.1	1.1	5.2
Highway Safety	12.6	13.2	12.3	14.0	12.1	64.2
National Highway Performance Program	18.1	19.5	18.8	18.5	18.4	93.3
Surface Transportation Program	47.5	48.0	44.4	59.0	56.7	255.6
<u>Urban Reconstruction/Revitalization</u>						
National Highway Performance Program	0.0	0.0	0.0	0.0	0.0	0.0
Surface Transportation Program	15.7	4.2	0.0	0.0	0.0	19.9
Grand Total	445.0	455.9	421.6	428.1	466.5	2,217.1

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
BY FISCAL YEAR
(\$ MILLIONS)

The following listing estimates system preservation program levels for FY 2022 through FY 2027. Anticipated projects for FY 2022 and FY 2023 within these totals are listed in the project detail section of this document.

PROGRAM NAME	CURRENT	BUDGET	Planning Years				SIX - YEAR
	YEAR	YEAR					TOTAL
	2022	2023	2024	2025	2026	2027	
MARYLAND AVIATION ADMINISTRATION							
Agency Wide	0.5	0.0	0.0	0.0	0.0	0.0	0.5
Airside Development	6.6	17.0	11.6	4.9	4.9	4.9	49.9
Future Development	0.6	17.0	11.6	4.9	4.9	4.9	43.9
Operating Facilities	0.2	0.0	0.0	0.0	0.0	0.0	0.2
Taxiway F	5.8	0.0	0.0	0.0	0.0	0.0	5.8
Annual	2.5	2.5	1.8	1.7	1.9	0.0	10.4
Annual Fees and Inspection Program	0.7	0.7	0.7	0.6	0.8	0.0	3.4
Environmental Planning	0.0	0.0	0.0	0.0	0.0	0.0	0.2
GIS	1.5	1.5	0.8	0.8	0.8	0.0	5.4
Misc Office Support	0.3	0.3	0.3	0.3	0.3	0.0	1.4
Baltimore/Washington	4.8	2.1	1.9	1.8	3.0	25.4	38.9
Building Permits & Inspections	0.0	0.2	0.0	0.0	0.0	0.0	0.4
CMI-non SBRs	0.2	0.2	0.2	0.2	0.5	0.0	1.3
CMI-SBRs	0.5	0.4	0.2	0.2	0.5	0.0	1.7
Engineering Program Support	0.5	0.5	0.5	0.5	0.8	0.0	2.8
Future Development	1.3	0.0	0.0	0.0	0.0	0.0	1.3
Misc Office Support	0.1	0.0	0.0	0.0	0.1	0.0	0.3
Out Year Unallocated Budget (BTC)	0.0	0.0	0.0	0.0	0.0	25.4	25.4
Planning	0.5	0.5	0.5	0.5	0.8	0.0	2.8
Pre-Construction Project Env, Plan, Eng	0.2	0.2	0.2	0.2	0.2	0.0	1.0
Program Management	0.1	0.1	0.1	0.1	0.1	0.0	0.5
Real Estate Services	0.1	0.1	0.1	0.1	0.1	0.0	0.4
Terminal Facilities	1.2	0.0	0.0	0.0	0.0	0.0	1.2
Conc A/B Improvements	0.0	0.0	1.1	0.0	0.0	0.0	1.1
Critical Airport Systems	3.2	2.6	1.2	1.2	1.2	1.2	10.6
Critical Technology	2.2	1.2	1.2	1.2	1.2	1.2	8.2
GIS	1.0	1.4	0.0	0.0	0.0	0.0	2.4
Environmental Compliance	1.9	1.3	1.3	1.3	1.9	0.0	7.7
Environmental Compliance	1.0	0.4	0.4	0.4	0.9	0.0	2.9

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
BY FISCAL YEAR
(\$ MILLIONS)

The following listing estimates system preservation program levels for FY 2022 through FY 2027. Anticipated projects for FY 2022 and FY 2023 within these totals are listed in the project detail section of this document.

PROGRAM NAME	CURRENT	BUDGET	Planning Years				SIX - YEAR
	YEAR	YEAR					TOTAL
	2022	2023	2024	2025	2026	2027	
MARYLAND AVIATION ADMINISTRATION (cont'd)							
Environmental Compliance (cont'd)							
Environmental Planning	0.9	1.0	1.0	0.9	1.1	0.0	4.9
Equipment	4.9	3.0	2.1	2.1	2.1	1.9	16.0
Out Year Unallocated Budget (BTC)	0.0	0.0	1.9	1.9	1.9	1.9	7.6
Vehicles and Equipment	4.9	3.0	0.2	0.2	0.2	0.0	8.4
Information Technology	0.0	0.1	0.1	0.1	0.1	0.0	0.4
LAN	3.9	0.0	5.0	0.0	0.0	0.0	8.9
Future Development	0.1	0.0	5.0	0.0	0.0	0.0	5.1
Operating Facilities	3.7	0.0	0.0	0.0	0.0	0.0	3.7
Terminal Facilities	0.1	0.0	0.0	0.0	0.0	0.0	0.1
Landside	0.2	6.0	2.0	0.0	0.0	0.0	8.2
Future Development	0.1	6.0	2.0	0.0	0.0	0.0	8.1
Planning	0.1	0.0	0.0	0.0	0.0	0.0	0.1
Martin State	3.2	2.6	1.9	0.9	0.9	0.9	10.3
Future Development	0.0	1.0	1.0	0.0	0.0	0.0	2.0
MTN Facilities	1.6	0.9	0.0	0.0	0.0	0.0	2.5
Out Year Unallocated Budget (BTC)	0.0	0.0	0.9	0.9	0.9	0.9	3.6
Vehicles and Equipment	1.5	0.7	0.0	0.0	0.0	0.0	2.3
RSA Improvements	1.6	0.0	0.0	0.0	0.0	0.0	1.6
Security	0.5	0.5	0.5	0.5	0.6	0.0	2.6
Sound Mitigation	0.3	0.6	0.6	0.1	0.1	0.0	1.7
Noise Support	0.2	0.5	0.6	0.1	0.1	0.0	1.4
Real Estate Services	0.1	0.1	0.1	0.1	0.1	0.0	0.3
Terminal Development	0.9	0.4	0.3	0.3	0.3	0.0	2.2
Architecture	0.4	0.0	0.0	0.0	0.0	0.0	0.4
Commercial Management	0.4	0.3	0.3	0.3	0.3	0.0	1.6
Future Development	0.0	0.1	0.0	0.0	0.0	0.0	0.1

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
BY FISCAL YEAR
(\$ MILLIONS)

The following listing estimates system preservation program levels for FY 2022 through FY 2027. Anticipated projects for FY 2022 and FY 2023 within these totals are listed in the project detail section of this document.

PROGRAM NAME	CURRENT	BUDGET	Planning Years				SIX - YEAR
	YEAR	YEAR					TOTAL
	2022	2023	2024	2025	2026	2027	
MARYLAND AVIATION ADMINISTRATION (cont'd)							
Terminal Development (cont'd)							
Tenant Facilities	0.2	0.0	0.0	0.0	0.0	0.0	0.2
Terminal Modernization	0.3	0.0	0.0	0.0	0.0	0.0	0.3
Total	35.3	38.7	31.3	14.8	17.0	34.3	171.4
MARYLAND PORT ADMINISTRATION							
All Terminals	0.6	0.6	0.6	0.0	0.0	1.6	3.5
Landside Studies and Open Ended Contracts	0.0	0.0	0.0	0.0	0.0	0.1	0.2
Waterfront Structures Program	0.6	0.6	0.6	0.0	0.0	1.5	3.3
Dundalk Marine Terminal	0.2	14.4	12.4	8.1	3.3	0.0	38.5
Information Systems Division	0.2	0.1	0.0	0.0	0.0	0.0	0.3
Landside Major Projects	0.0	14.3	12.4	8.1	3.3	0.0	38.2
Facilities and Equipment	0.8	0.8	0.8	0.9	0.4	0.9	4.6
Fairfield	2.0	5.0	8.0	4.0	0.0	0.0	19.0
Masonville Auto Terminal	0.2	0.0	0.0	0.0	0.0	0.0	0.2
Open-Ended Consulting	6.1	9.3	7.9	4.4	24.9	9.2	61.7
Port - Wide	1.4	1.3	3.5	1.6	1.6	1.5	10.9
Information Systems Division	0.5	0.5	0.5	0.6	0.6	0.5	3.2
Landside System Preservation	0.0	0.0	1.7	0.0	0.0	0.0	1.7
Waterfront Structures Program	0.9	0.8	1.3	1.0	1.0	1.0	6.0
Safety, Environment and Risk Management	2.0	1.0	1.0	0.6	0.6	0.8	6.0
Security Projects	1.2	0.3	0.0	0.0	0.0	0.0	1.4
Information Systems Division	0.7	0.2	0.0	0.0	0.0	0.0	0.9
Landside - Security Enhancements	0.5	0.1	0.0	0.0	0.0	0.0	0.5
Terminal	10.5	8.6	9.2	10.5	9.8	16.5	65.2
Agency Wide Building Repairs	2.4	1.8	1.8	2.5	2.6	4.0	15.1

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
BY FISCAL YEAR
(\$ MILLIONS)**

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PROGRAM NAME	CURRENT YEAR	BUDGET YEAR	Planning Years				SIX - YEAR TOTAL
	2022	2023	2024	2025	2026	2027	
MARYLAND PORT ADMINISTRATION (cont'd)							
Terminal (cont'd)							
Agency Wide Utility Upgrades Program	2.9	3.2	2.2	2.5	2.5	4.0	17.3
Comprehensive Paving Program	2.8	1.6	2.2	2.1	2.0	5.0	15.7
Waterfront Structures Program	2.5	2.0	3.0	3.5	2.7	3.5	17.2
World Trade Center	2.5	1.6	1.5	1.2	0.5	1.2	8.5
Information Systems Division	0.3	0.0	0.3	0.0	0.0	0.0	0.6
Landside - WTC Preservation	2.2	1.6	1.2	1.2	0.5	1.2	7.9
Total	27.5	43.0	45.0	31.4	41.2	31.5	219.6
MARYLAND TRANSIT ADMINISTRATION							
Agency Wide	38.0	44.4	56.2	45.8	50.4	49.4	284.1
AGY - ADA Compliance	0.7	1.0	0.4	1.1	1.0	1.0	5.1
AGY - Bicycle Initiatives	0.1	0.1	0.1	0.1	0.1	0.3	0.6
AGY - Capital Program Support	3.6	3.1	3.3	2.9	3.8	4.0	20.6
AGY - Communications Systems	0.5	0.7	0.9	1.1	0.9	0.8	4.8
AGY - Corrosion Control	1.4	0.5	0.7	0.6	0.6	1.0	4.8
AGY - Elevator Rehabilitation	0.4	0.0	0.0	0.0	0.0	0.0	0.4
AGY - Energy Savings Initiatives	0.5	0.0	0.0	0.0	0.0	1.5	2.0
AGY - Engineering Initiatives	1.0	0.8	0.8	0.8	1.0	1.5	5.7
AGY - Environmental Compliance	2.0	2.7	3.1	2.6	2.5	2.5	15.2
AGY - Environmental Planning	1.3	0.8	0.9	0.8	1.0	1.5	6.2
AGY - Escalator Rehabilitation	0.2	0.0	0.0	0.0	0.0	0.0	0.2
AGY - Facilities - Pavement	1.0	1.5	1.5	1.5	2.0	3.1	10.6
AGY - Facilities - Roof	4.4	2.5	2.5	4.0	4.0	4.0	21.5
AGY - Guideway	3.8	6.1	12.8	12.5	15.3	10.1	60.6
AGY - Non-Revenue Vehicles	1.9	2.0	2.0	2.0	3.0	3.0	13.9

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
BY FISCAL YEAR
(\$ MILLIONS)

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PROGRAM NAME	CURRENT	BUDGET	Planning Years				SIX - YEAR
	YEAR	YEAR					TOTAL
	2022	2023	2024	2025	2026	2027	
MARYLAND TRANSIT ADMINISTRATION (cont'd)							
Agency Wide (cont'd)							
AGY - Owner Controlled Insurance Program	0.0	1.3	2.4	1.0	1.0	1.5	7.1
AGY - Planning Initiatives	5.4	4.2	4.1	4.1	5.0	4.5	27.4
AGY - Safety Initiatives	0.6	0.3	0.5	0.5	0.5	1.0	3.4
AGY - Stations	0.6	0.0	0.0	0.0	1.3	1.5	3.3
AGY - Stormwater Management	1.3	0.8	0.8	1.0	0.8	1.0	5.5
AGY - System Preservation	0.0	5.9	0.0	0.0	0.0	0.0	5.9
AGY - Systems	2.1	0.0	2.9	1.0	1.0	1.5	8.4
AGY - Telecommunications	0.6	0.4	0.8	0.5	0.5	0.5	3.3
AGY - TMDL Compliance	1.5	1.7	3.7	1.6	1.8	1.7	12.0
AGY - Transit Asset Management	2.2	1.3	2.9	3.3	3.6	2.0	15.3
Major Projects	0.0	1.4	0.0	0.0	0.0	0.0	1.4
MOL - Systems	1.1	0.2	0.0	0.0	0.0	0.0	1.3
MTR - Systems Maintenance	0.0	0.4	2.8	2.8	0.0	0.0	6.0
NS - Purple Line	0.0	4.9	0.0	0.0	0.0	0.0	4.9
POL - Systems	0.0	0.0	6.7	0.0	0.0	0.0	6.7
Bus	14.0	9.8	10.1	10.0	12.7	11.1	67.7
AGY - Facilities - Roof	0.0	0.0	0.0	0.0	0.0	0.0	0.0
AGY - Planning Initiatives	0.4	0.0	0.0	0.0	0.0	0.0	0.4
BUS - Equipment	0.7	0.8	0.8	0.8	1.0	1.0	4.9
BUS - Facilities	6.6	4.2	4.7	4.6	4.0	4.6	28.7
BUS - Revenue Vehicles	6.1	4.9	4.7	4.7	7.7	5.5	33.5
BUS - Systems	0.2	0.0	0.0	0.0	0.0	0.0	0.2
Information Technology	8.7	4.0	2.6	7.7	4.0	4.0	31.0
Light Rail	19.1	20.0	16.3	16.5	18.0	18.5	108.4
LTR - Bridge Preservation	1.9	2.2	2.0	2.0	2.0	2.0	12.1
LTR - Catenary Preservation	0.7	1.5	1.5	1.5	2.3	3.0	10.4

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
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PROGRAM NAME	CURRENT	BUDGET	Planning Years				SIX - YEAR
	YEAR	YEAR					TOTAL
	2022	2023	2024	2025	2026	2027	
MARYLAND TRANSIT ADMINISTRATION (cont'd)							
Light Rail (cont'd)							
LTR - Drainage	2.8	2.3	2.7	3.0	3.0	3.0	16.7
LTR - Facilities Maintenance	0.3	0.5	0.5	0.5	0.8	1.0	3.5
LTR - Guideway - Ops	2.3	3.8	4.1	3.0	3.0	3.0	19.2
LTR - Guideway - T&S	9.8	8.5	4.0	4.7	4.5	5.0	36.6
LTR - Safety Initiatives	0.2	0.2	0.3	0.3	0.8	0.5	2.3
LTR - Systems Maintenance	1.2	1.0	1.3	1.5	1.8	1.0	7.7
MARC	5.7	10.4	9.0	6.0	8.3	7.1	46.4
AGY - Planning Initiatives	0.2	0.0	0.0	0.0	0.0	0.0	0.2
MARC - Facilities - FE	0.2	0.8	0.8	1.0	1.0	1.0	4.7
MARC - Facilities - Ops	2.5	7.0	5.0	2.9	2.5	3.0	22.9
MARC - Facilities - T&S	0.0	0.6	0.6	0.6	3.0	1.3	6.1
MARC - Guideway	0.2	0.4	0.9	0.0	0.0	0.0	1.5
MARC - Revenue Vehicles	2.5	1.7	1.7	1.5	1.8	1.8	10.9
Metro	19.4	24.1	19.6	26.3	21.2	16.6	127.1
AGY - Communications Systems	0.2	0.0	0.0	0.0	0.0	0.0	0.2
AGY - Facilities - Roof	0.1	0.2	0.3	0.7	0.0	0.0	1.2
MTR - Bridge & Elevated Structures	4.3	4.4	2.5	3.3	4.2	3.0	21.6
MTR - Facilities Maintenance	6.2	9.6	5.1	6.1	4.8	2.8	34.6
MTR - Guideway - Ops	2.4	2.3	2.4	1.9	1.9	1.5	12.5
MTR - Guideway - T&S	0.2	2.2	2.1	2.0	3.5	4.8	14.8
MTR - Revenue Vehicles	0.5	1.9	1.9	1.9	1.9	0.0	8.2
MTR - Safety Initiatives	1.2	0.0	0.0	0.0	0.0	0.0	1.2
MTR - Systems Maintenance	2.8	1.0	2.7	5.6	1.3	1.5	14.8
MTR - Tunnel Preservation	1.5	2.5	2.6	4.9	3.5	3.0	18.0
Mobility	1.5	1.6	0.8	0.8	1.6	1.3	7.5
MOL - Facilities	1.2	0.8	0.8	0.8	0.8	0.5	5.0

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
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PROGRAM NAME	CURRENT	BUDGET	Planning Years				SIX - YEAR
	YEAR	YEAR					TOTAL
	2022	2023	2024	2025	2026	2027	
MARYLAND TRANSIT ADMINISTRATION (cont'd)							
Mobility (cont'd)							
MOL - Systems	0.2	0.7	0.0	0.0	0.8	0.8	2.5
Total	106.4	114.2	114.6	113.0	116.1	107.9	672.2
MOTOR VEHICLE ADMINISTRATION							
Building Improvements	5.1	6.0	3.0	1.7	1.7	1.7	19.3
Comprehensive Planning	0.2	0.3	0.2	0.2	0.2	0.2	1.3
Environmental	0.2	0.2	0.2	0.3	0.3	0.3	1.4
Facility	4.7	5.5	2.6	1.3	1.3	1.3	16.6
Information Technology	9.8	4.5	4.7	3.8	3.7	4.0	30.5
Departmental Services	0.1	0.1	0.1	0.1	0.0	0.2	0.6
IT Hardware/Equipment	5.2	1.8	2.2	1.2	1.2	1.3	12.9
IT Software/System Enhancements	4.5	2.6	2.4	2.5	2.5	2.6	17.1
Information Technology Project (Appr 8)	1.1	1.1	1.5	0.0	0.0	0.0	3.7
Safety	0.3	0.6	0.6	0.4	0.4	0.4	2.7
VEIP	3.8	1.1	0.3	0.4	0.4	0.4	6.4
Total	20.1	13.3	10.1	6.3	6.3	6.6	62.6
STATE HIGHWAY ADMINISTRATION							
Safety, Congestion Relief, Highway and Bridge	579.0	606.7	567.7	616.2	709.1	752.1	3,830.8
ADA Retrofit	4.5	3.9	4.9	7.5	9.7	9.7	40.2
Bicycle Retrofit	1.9	3.7	3.7	7.5	9.7	9.7	36.3
Bridge Replacement/Rehabilitation	164.1	225.7	200.0	194.2	190.2	212.6	1,186.7
C.H.A.R.T.	9.7	5.8	5.6	14.7	22.6	22.6	81.1
Commuter Action Improvements	1.9	0.8	2.5	4.0	9.7	9.7	28.5

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	YEAR	YEAR					TOTAL
	2022	2023	2024	2025	2026	2027	
STATE HIGHWAY ADMINISTRATION (cont'd)							
Safety, Congestion Relief, Highway and Bridge (cont'd)							
Drainage Improvements	19.8	15.2	15.2	20.6	33.7	33.7	138.1
Emergency	0.9	0.0	0.0	0.0	0.0	5.6	6.5
Environmental Projects	1.6	1.8	2.3	4.6	9.0	9.0	28.4
General System Preservation	0.9	4.5	6.5	3.0	8.0	1.0	23.9
Intersection Capacity	15.1	16.1	13.0	12.0	28.2	28.2	112.6
Neighborhood Conservation	22.7	6.5	0.0	0.0	0.0	0.0	29.2
Quick Response	7.2	12.0	11.3	18.3	26.0	26.0	100.7
Resurfacing And Rehabilitation	195.9	202.6	192.7	201.2	207.9	230.3	1,230.6
RR Crossings	2.7	2.9	2.8	2.9	5.6	5.6	22.6
Safety And Spot Improvement	40.9	39.7	38.4	32.0	52.7	52.6	256.3
Sidewalk Program	4.9	3.7	6.0	7.5	9.7	9.7	41.6
Statewide Planning And Research	55.1	26.4	25.3	25.7	30.7	30.7	194.0
Traffic Management	29.2	35.3	37.6	60.5	55.5	55.4	273.5
Communications	4.0	2.0	2.3	2.3	11.3	11.3	33.1
Environmental Compliance	0.5	1.7	2.3	3.4	7.9	7.9	23.7
Facilities	1.7	3.6	10.3	16.9	20.1	20.1	72.7
Equipment	3.2	3.0	4.9	9.3	18.1	18.1	56.5
Truck Weight	4.5	6.4	5.5	4.6	11.1	13.3	45.4
SPP Reimbursables	15.0	15.0	15.0	12.6	12.5	0.0	70.1
Program 3/ Includes State in Aid in Lieu	71.9	71.9	78.5	78.3	78.3	78.3	457.2
Major IT Projects	4.7	5.4	4.8	4.9	5.0	5.1	30.0
Noise Barriers	0.3	0.5	1.1	1.7	5.7	5.6	15.0
TMDL Compliance	14.7	11.3	14.1	21.2	36.2	36.1	133.4
Transportation Enhancements	14.3	14.6	14.7	14.8	14.7	14.7	87.8
Total	713.8	742.1	721.1	786.3	929.9	962.6	4,855.8

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
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PROGRAM NAME	CURRENT	BUDGET	Planning Years				SIX - YEAR
	YEAR	YEAR					TOTAL
	2022	2023	2024	2025	2026	2027	
THE SECRETARY'S OFFICE							
Grants	11.5	0.9	1.2	0.6	0.6	0.6	15.5
Airport Citizens Committee Grant Program	0.2	0.3	0.3	0.3	0.3	0.3	1.5
Major Projects	1.5	0.0	0.0	0.0	0.0	0.0	1.5
Secretary Grants	9.8	0.6	0.9	0.4	0.4	0.4	12.5
Information Technology Project	9.4	4.4	0.4	0.7	0.7	0.5	16.1
MDOT IT Enhancement Program	4.9	2.0	0.0	0.0	0.0	0.0	7.0
MDOT IT Preservation Program	4.4	2.4	0.4	0.7	0.7	0.5	9.2
Program 8 - Major IT Projects	0.0	0.0	0.1	0.0	0.0	0.0	0.1
The Secretary's Office	11.8	11.3	10.5	7.1	6.3	6.3	53.3
CMAPS Preservation	0.7	0.4	0.4	0.5	0.0	0.0	2.1
Environmental Service Funds	0.9	1.2	0.1	0.1	0.0	0.0	2.3
Homeland Security & Rail Safety	0.4	0.3	0.2	0.2	0.2	0.2	1.7
Major Projects	8.5	5.9	6.8	5.8	5.8	5.8	38.6
MBE Disparity Studies	0.1	1.4	1.5	0.2	0.0	0.0	3.1
MDOT HQ Building Preservation	0.6	0.1	0.2	0.1	0.1	0.1	1.1
Planning Services & Studies	0.4	1.8	1.0	0.0	0.0	0.0	3.1
Real Estate Services	0.2	0.1	0.1	0.1	0.1	0.1	0.7
TOD Implementation	0.1	0.2	0.0	0.1	0.1	0.1	0.5
Total	32.7	16.6	12.2	8.4	7.7	7.4	85.0
CTP SYSTEM							
PRESERVATION PROJECTS	935.8	967.9	934.3	960.2	1,118.2	1,150.3	6,066.6

MAJOR BRIDGE PROJECTS

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

<u>PROGRAM/PROJECT</u>	<u>DESCRIPTION</u>	<u>PIF LINE #</u>
Allegany		
<u>Secondary Construction Program</u>		
MD 36, Mount Savage Road	Replaced bridge 01008 over Jennings Run. Pedestrian accommodations were provided.	1
MD 51, Industrial Boulevard	Rehabilitation of bridge 01092 over CSX and Canal Parkway.	2
MD 51, Old Town Road	Replace bridge 01047 over Town Creek.	3
Baltimore County		
<u>Interstate Construction Program</u>		
I-695, Baltimore Beltway	Replace bridge 03174 on Putty Hill Avenue over I-695.	4
I-695, Cromwell Bridge Road	Drainage improvements and stream restoration on I-695 at Cromwell Bridge Road.	3
I-83, Harrisburg Expressway	Replacement of dual bridges 0306201 and 0306202 on I-83 over Padonia Road.	1
I-95 and I-695, Baltimore Beltway	Latex Modified Concrete Bridge Deck Overlays on I-95 at the I-695 interchange (10 bridges).	2
<u>Secondary Construction Program</u>		
MD 151/MD151B, Sparrows Point Boulevard	Replace bridge 0309900 on MD 151 and bridges 0335000 and 0335100 on MD 151B.	9
US 1, Washington Boulevard	Replace bridge 03008 over CSX.	10
US 40, Pulaski Highway	Replace and widen substructure on bridges 0303403 and 0303404 over Little Gunpowder Falls and bridges 0303503 and 0303504 over Big Gunpowder Falls.	11
Cecil		
<u>Secondary Construction Program</u>		
MD 273, Telegraph Rd	Replaced bridge 0704400 over Big Elk Creek.	1
Charles		
<u>Secondary Construction Program</u>		
MD 225, Hawthorne Road	Replace bridge 08021 over Mattawoman Creek.	1

MAJOR BRIDGE PROJECTS

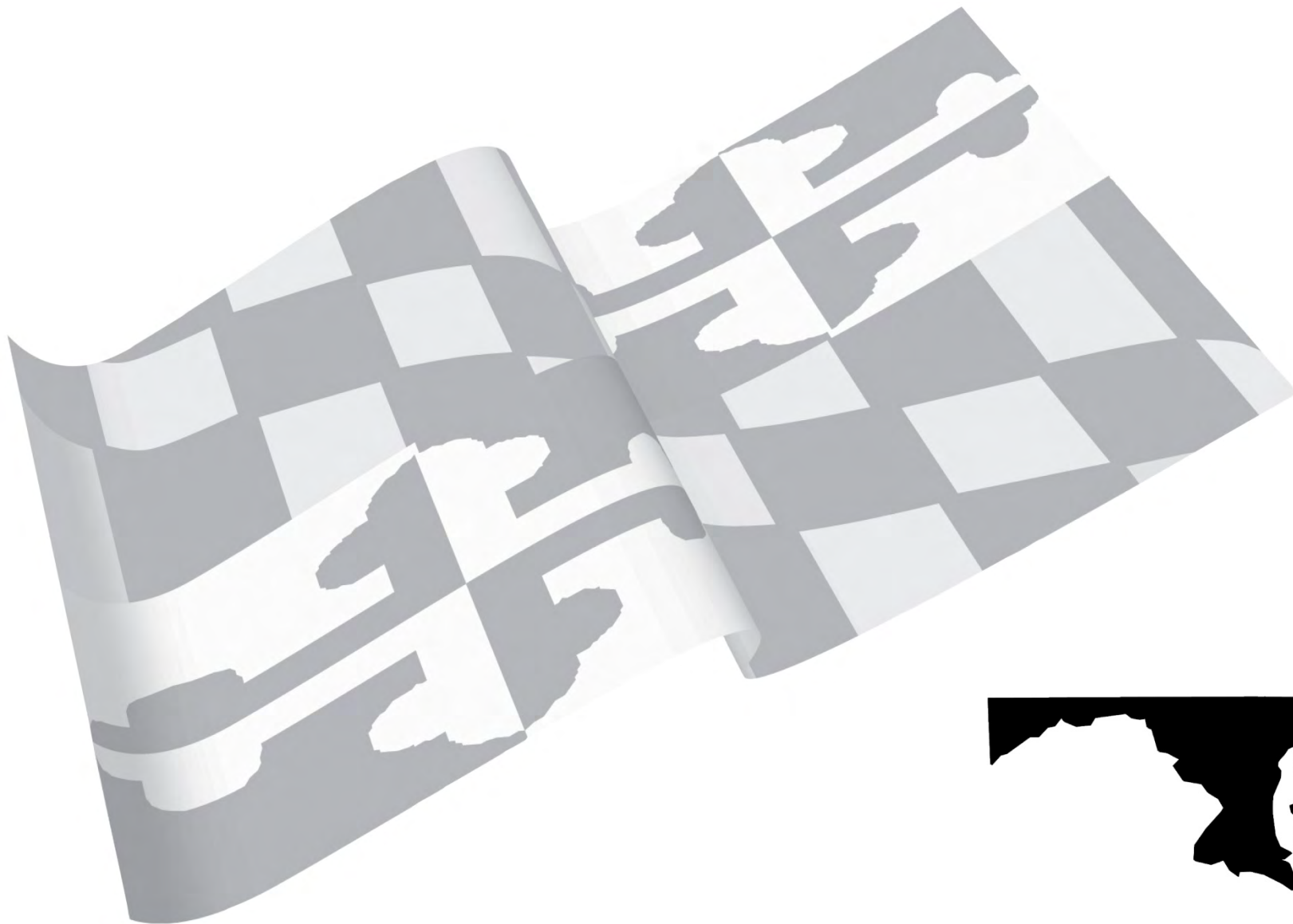
<u>PROGRAM/PROJECT</u>	<u>DESCRIPTION</u>	<u>PIF LINE #</u>
Frederick		
<u>Secondary Development & Evaluation Program</u>		
MD 75, Green Valley Road	Replace bridge 10156 over I-70.	8
<u>Secondary Construction Program</u>		
MD 355, Urbana Pike	Replace bridge 10086 over Bennett Creek.	4
Garrett		
<u>Secondary Construction Program</u>		
MD 39, Hutton Road	Replace bridge 11002 over the Youghiogheny River. This project will accommodate bicycles and pedestrians where appropriate.	1
US 219, Garrett Highway	Replace bridge 11024 over Youghiogheny River (0.04 miles).	3
Harford		
<u>Secondary Construction Program</u>		
US 1, Belair Road	Replace bridge No. 12066 over Tollgate Road and bridge No. 12065 over Winters Run.	1
Montgomery		
<u>Secondary Construction Program</u>		
MD 355, Frederick Road	Replaced bridge 15053 over Little Bennett Creek.	4
Prince George's		
<u>Interstate Construction Program</u>		
I-95/I-495, Capital Beltway	Replace bridges 1616205 and 1616206 over Suitland Road.	1
I-95/I-495, Capital Beltway	Replace bridges 1616005 and 1616006 over Suitland Parkway.	2
<u>Primary Construction Program</u>		
I-95/I-495, Capital Beltway	Replace bridges 1615305 and 1615306 over MD 214.	3

MAJOR BRIDGE PROJECTS

<u>PROGRAM/PROJECT</u>	<u>DESCRIPTION</u>	<u>PIF LINE #</u>
Prince George's (cont'd)		
<u>Primary Construction Program (cont'd)</u>		
MD 4, Pennsylvania Avenue	Replacement of the bridge decks for bridges 1609903 and 1609904 over MD 717 and full replacement of bridges 1610803 and 1610804 over Race Track Road.	5
<u>Secondary Construction Program</u>		
MD 382, Croom Road	Replace bridge 16061 over Charles Branch.	10
MU 277, Riverdale Road	Replace bridge 16090 over Northeast Branch Anacostia River.	8
Washington		
<u>Interstate Construction Program</u>		
I-70, Eisenhower Memorial Highway	Bridge deck and superstructure replacement and widening of I-70 dual bridges 21118 over MD 65 and I-70 dual bridges 21119 over CSX Hagerstown Branch.	2
I-70, Eisenhower Memorial Highway	Rehabilitation of bridges 2107303 and 2114100 over I-81 and bridges 2111303 and 2111304 over the Winchester and Western Railroad. Replacement of bridges 2111203 and 2111204 over US 11.	4
I-70, Eisenhower Memorial Highway	Replace bridges 2113503 and 2113504 over Crystal Falls Drive.	3
I-81, Maryland Veterans Memorial Highway	Upgraded and widened I-81 from US 11 in West Virginia to north of MD 63/MD 68 (3.6 miles). West Virginia is funding improvements in West Virginia and Maryland is administering this bi-state project. This is Phase 1 of a four-phase project to upgrade and widen I-81 from the Potomac River/West Virginia State line to the Pennsylvania State line.	1
Wicomico		
<u>Primary Development & Evaluation Program</u>		
US 13 Business, Salisbury Boulevard	Replace bridge 22004 over East Branch Wicomico River.	1

MAJOR BRIDGE PROJECTS

<u>PROGRAM/PROJECT</u>	<u>DESCRIPTION</u>	<u>PIF LINE #</u>
Worcester		
<u>Primary Development & Evaluation Program</u>		
US 50, Ocean Gateway	Study to replace bridge 23007 over the Sinepuxent Bay. The study will investigate options to eliminate/upgrade the drawspan structure.	2



BICYCLE & PEDESTRIAN PROJECTS

BICYCLE AND PEDESTRIAN RELATED PROJECTS

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

<u>PROGRAM NAME</u>	<u>PROJECTS CURRENTLY FUNDED FOR CONSTRUCTION</u>	<u>FY2022-2027 CTP BIKE/PED FUNDING^</u>
<u>State Highway Administration</u>		
ADA Program	4,944,000	40,160,000
Retrofit Bicycle Program	6,121,000	36,320,000
Neighborhood Conservation*	5,069,058	29,240,000
Primary/ Secondary Program**	1,686,576	1,686,576
Retrofit Sidewalk Program	7,431,000	41,550,000
Recreational Trails Program***	--	6,663,162
Transportation Alternatives Program***	60,294,181	87,800,000
<u>The Secretary's Office</u>		
Kim Lamphier Bikeways Network Program	9,570,050	9,233,737
Total	95,115,865	252,653,475

^ Includes planning, design and construction funds

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

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

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

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

BICYCLE AND PEDESTRIAN RELATED PROJECTS

<u>PROJECT NAME</u>	<u>MILES</u>	<u>ESTIMATED BIKE/PED COST</u>
STATE HIGHWAY ADMINISTRATION		
<u>ADA Program</u>		
Prince George's County Woodyard Road		\$ 2,911,000
Talbot County Talbot Street		\$ 2,033,000
Total		\$ 4,944,000
<u>Retrofit Bicycle Program</u>		
Prince George's County US 1 Trolley Trail		\$ 6,121,000
Total		\$ 6,121,000
<u>Neighborhood Conservation</u>		
Kent County MD 291 - School Street to Crane Street		\$ 505,798
Prince George's County MD 212A - Pine Street to US 1		\$ 2,129,299
MD 5 - Curtis Dr to N. of Suitland Pkwy & Naylor Rd		\$ 667,996
MD 500 - Washington, DC line to MD 208		\$ 1,765,965
Total		\$ 5,069,058

BICYCLE AND PEDESTRIAN RELATED PROJECTS

<u>PROJECT NAME</u>	<u>MILES</u>	<u>ESTIMATED BIKE/PED COST</u>
STATE HIGHWAY ADMINISTRATION (cont'd)		
<u>Primary/ Secondary Program</u>		
<u>Allegany County</u>		
MD 36 - Bridge over Jennings Run Shoulders	0.1	\$ 15,000
<u>Anne Arundel County</u>		
MD 175 - at MD 295 Shoulders	0.7	\$ 105,000
Side Walk	0.7	\$ 96,096
<u>Baltimore County</u>		
US 1 - Bridge Replacement Side Walk	0.1	\$ 13,728
<u>Frederick County</u>		
MD 180 - North of I-70 west crossing to I-70 east crossing Shoulders	0.7	\$ 105,000
Side Walk	0.7	\$ 96,096
MD 85 Phase 1 Side Walk	0.8	\$ 229,824
<u>Garrett County</u>		
MD 39 - Bridge over the Youghiogheny River Shoulders	0.1	\$ 15,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

<u>PROJECT NAME</u>	<u>MILES</u>	<u>ESTIMATED BIKE/PED COST</u>
STATE HIGHWAY ADMINISTRATION (cont'd)		
<u>Primary/ Secondary Program (cont'd)</u>		
<u>Montgomery County</u>		
MD 185 - At Jones Bridge Road Phase 3		
Side Walk	0.1	\$ 13,728
Wide Curb Lanes	0.1	\$ 15,000
MD 97 - South of Brookeville , near Gold Mine Road, to north of Brookeville		
Shoulders	0.7	\$ 105,000
<u>Prince George's County</u>		
I-95 - Bridge 1615305, 1615306 over MD 214		
Shoulders	0.1	\$ 15,000
Side Walk	0.1	\$ 13,728
MD 210 - At Kerby Hill Road/ Livingston Road		
Side Walk	0.1	\$ 13,728
Wide Curb Lanes	0.1	\$ 15,000
MD 4 - At Suitland Parkway		
Side Walk	0.1	\$ 13,728
Wide Curb Lanes	0.1	\$ 15,000
US 1 - College Avenue to MD 193 (Segment 1)		
Side Walk	1.5	\$ 205,920
Wide Curb Lanes	1.5	\$ 225,000
<u>St. Mary's County</u>		
MD 5 - At Abell Street/Moakley Street		
Wide Curb Lanes	0.2	\$ 30,000
MD 5 - South of Camp Brown road to the Roger Station		
Shoulders	2.2	\$ 330,000
Total		\$ 1,686,576

BICYCLE AND PEDESTRIAN RELATED PROJECTS

<u>PROJECT NAME</u>	<u>MILES</u>	<u>ESTIMATED BIKE/PED COST</u>
STATE HIGHWAY ADMINISTRATION (cont'd)		
<u>Retrofit Sidewalk Program</u>		
<u>Anne Arundel County</u>		
MD 424 - Duke of Kent Drive to MD 450 - Phase 2		\$ 7,431,000
	Total	\$ 7,431,000
<u>Transportation Alternatives Program</u>		
<u>Allegany County</u>		
Baltimore Street Access		\$ 5,200,000
Bel Air Elementary School Pedestrian Bridge Replacement (SRTS)		\$ 320,000
<u>Anne Arundel County</u>		
Bicycle Safety Training Project		\$ 145,121
Broadneck Peninsula Trail II		\$ 2,407,000
Broadneck Peninsula Trail III		\$ 2,600,000
Cowhide Branch Stream Restoration and Fish Passage		\$ 1,800,000
South Shore Trail Phase II		\$ 2,200,000
WB&A Trail Bridge at Patuxent		\$ 4,700,000
<u>Baltimore City</u>		
Inner Harbor Crosswalk and Bicycle Way		\$ 1,050,000
Jones Falls Trail - Phase V		\$ 2,050,000
Potomac Street Cycle Track		\$ 418,431
SRTS - Baltimore City Elementary Schools - Harford Heights ES		\$ 716,000
SRTS Pimlico		\$ 257,577

BICYCLE AND PEDESTRIAN RELATED PROJECTS

<u>PROJECT NAME</u>	<u>MILES</u>	<u>ESTIMATED BIKE/PED COST</u>
STATE HIGHWAY ADMINISTRATION (cont'd)		
<u>Transportation Alternatives Program (cont'd)</u>		
<u>Baltimore County</u>		
Pedestrian Improvments & Connections for Edgemere ES, Sparrows Point MS-HS		\$ 160,000
<u>Calvert County</u>		
SRTS Route 261 Safety Upgrades		\$ 130,000
<u>Carroll County</u>		
SRTS - Washington Road Sidewalks		\$ 143,000
SRTS Eldersburg Elementary School (Johnsonville Rd)		\$ 241,000
<u>Cecil County</u>		
SRTS - Cheasepeake City Elementary School Sidewalk Improvement		\$ 54,000
SRTS Jethro Street Sidewalk Installation		\$ 38,055
<u>Charles County</u>		
Indian Head Boardwalk		\$ 3,314,000
Indian Head Trailhead		\$ 360,000
Pedestrian Improvements - Mill Hill Road and Davis Road		\$ 515,000
<u>Dorchester County</u>		
Cannery Park Trails to Trails		\$ 220,700
SRTS Bayly Road Sidewalk		\$ 200,000
<u>Frederick County</u>		
East Street Rails with Trails		\$ 479,000
Golden Mile Multimodal Access		\$ 686,309

BICYCLE AND PEDESTRIAN RELATED PROJECTS

<u>PROJECT NAME</u>	<u>MILES</u>	<u>ESTIMATED BIKE/PED COST</u>
STATE HIGHWAY ADMINISTRATION (cont'd)		
<u>Transportation Alternatives Program (cont'd)</u>		
<u>Garrett County</u>		
Casselman River Bridge Rehabilitation		\$ 4,100,000
<u>Harford County</u>		
Aberdeen Connectivity Improvements		\$ 700,000
Ma and Pa Phase II		\$ 1,992,573
Ma and Pa Phase III		\$ 2,756,586
<u>Howard County</u>		
Dobbin and McGaw Road Bike Ped Improvements		\$ 220,000
Oella Patapsco River Bike Ped Bridge		\$ 132,000
Patuxent Branch Trail		\$ 842,000
<u>Kent County</u>		
Cypress Street - Comm Safety & Enhancement - West of School Street To East of Crane Street		\$ 6,212,000
<u>Montgomery County</u>		
Enhancing Bicycle Safety		\$ 49,000
Falls Road Shared Use Path		\$ 1,200,000
Flower Avenue Green Street project		\$ 1,040,000
Forest Glen Road		\$ 248,000
MD 355 - Clarksburg Shared Path		\$ 523,000
North Stonestreet Avenue and Sidewalk Improvements		\$ 280,000
Scott Veirs Shared Use Path		\$ 60,000
Takoma Park Improvements 2020		\$ 80,494

BICYCLE AND PEDESTRIAN RELATED PROJECTS

<u>PROJECT NAME</u>	<u>MILES</u>	<u>ESTIMATED BIKE/PED COST</u>
STATE HIGHWAY ADMINISTRATION (cont'd)		
<u>Transportation Alternatives Program (cont'd)</u>		
<u>Prince George's County</u>		
Central Avenue Phase 1		\$ 640,000
Central Avenue Phase 3		\$ 109,000
Chamber Ave Green Street		\$ 250,000
PG County Bike Share Program - Phase 2+3		\$ 223,000
PG County Bike Share Program - Phase One		\$ 737,000
SRTS Crittenden		\$ 172,000
SRTS US 1 Hollywood		\$ 79,000
<u>Somerset County</u>		
RT413 - Hiker Biker Trail-Phase II		\$ 442,812
<u>St. Mary's County</u>		
MD 5 Pedestrian and Bicycle Trail		\$ 1,741,000
Three Notch Trail, Phase VII		\$ 3,600,000
<u>Washington County</u>		
Marsh Run Multi Use Trail		\$ 104,000
SRTS Hagerstown Miscellaneous Safety Improvements		\$ 156,000
SRTS Potomac Street at Howard Street		\$ 249,000
SRTS Traffic Signal Replacement Frederick Street and Eastern Boulevard		\$ 228,000
<u>Wicomico County</u>		
Salisbury Scenic Drive Rails with Trails		\$ 722,523
Total		\$ 60,294,181

BICYCLE AND PEDESTRIAN RELATED PROJECTS

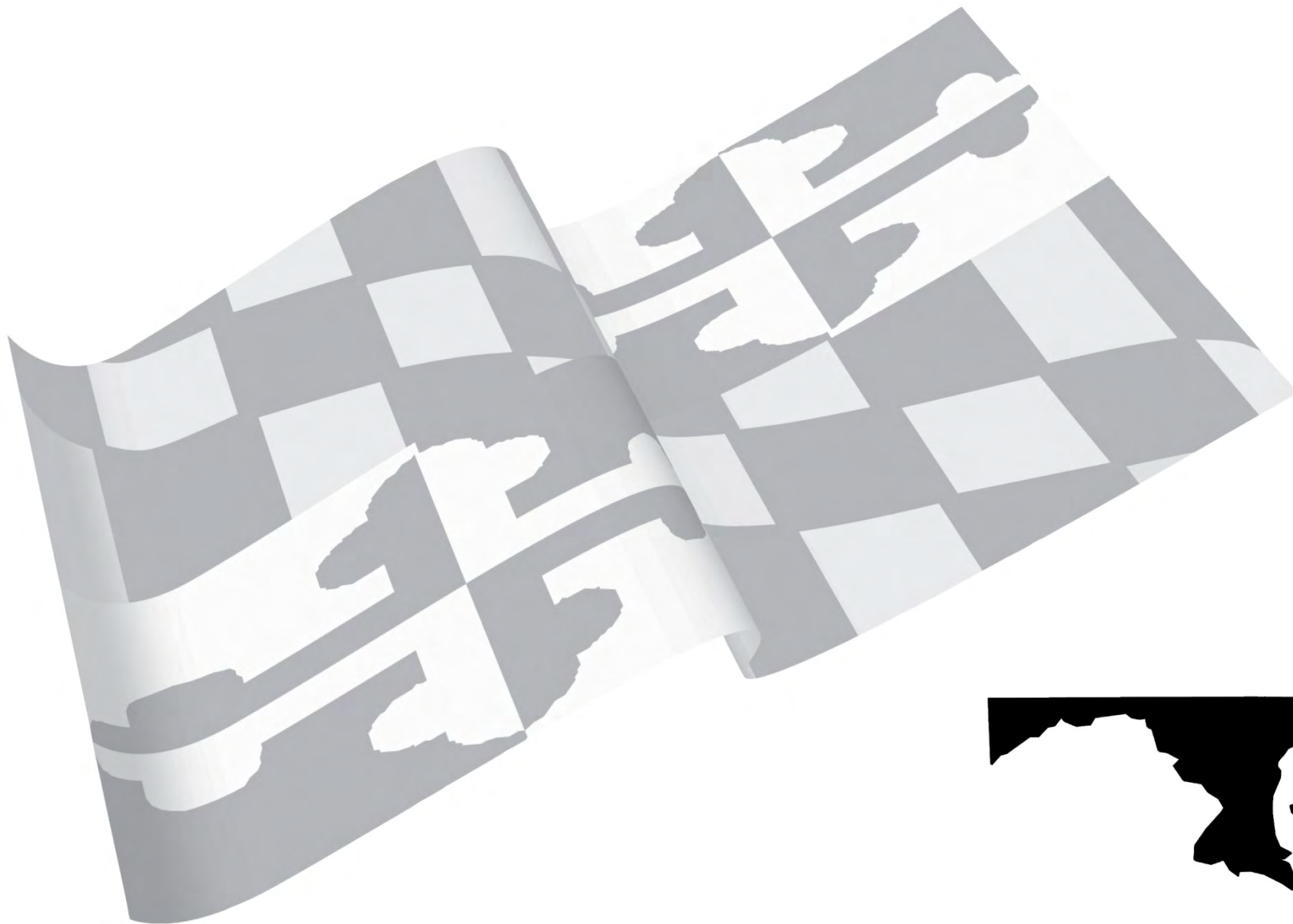
<u>PROJECT NAME</u>	<u>MILES</u>	<u>ESTIMATED BIKE/PED COST</u>
THE SECRETARY'S OFFICE		
<u>Kim Lamphier Bikeways Network Program</u>		
<u>Anne Arundel County</u>		
Annapolis Low-Stress Network Connector		\$ 224,000
Anne Arundel BWI Odenton Connector		\$ 80,000
Broadneck Peninsula Trail (phase !B)		\$ 800,000
Poplar Trail Extension to South Shore Trail		\$ 80,000
<u>Areawide</u>		
Design Of Baltimore Greenway Feasibility Study		\$ 360,000
<u>Baltimore City</u>		
Eutaw Street/Place Separated Bike Lane Design		\$ 70,000
Melrose Ave Bicycle Blvd		\$ 99,600
<u>Baltimore County</u>		
Baltimore Wolfe Washington Cycletrack		\$ 159,920
Bloomsbury Crossing		\$ 55,000
<u>Calvert County</u>		
Dunkirk Prince Frederick Feasibility Studies		\$ 88,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

<u>PROJECT NAME</u>	<u>MILES</u>	<u>ESTIMATED BIKE/PED COST</u>
THE SECRETARY'S OFFICE (cont'd)		
<u>Kim Lamphier Bikeways Network Program (cont'd)</u>		
<u>Frederick County</u>		
Frederick and Pennsylvania Line Trail , Phase 1		\$ 208,000
H&F Trail, Northern Branch		\$ 400,000
<u>Howard County</u>		
Dobbin Road Pathway		\$ 98,000
North Laurel Connections Construction		\$ 509,828
<u>Kent County</u>		
Gilchrest Rail Trail Phase IV		\$ 162,295
<u>Montgomery County</u>		
Cheltenham Pearl Route Study		\$ 17,500
Montgomery Automated Counters		\$ 29,075
New Hampshire Avenue Bikeway Design plans		\$ 235,000
New Hampshire Avenue Bikeway Section A		\$ 591,467
<u>Prince George's County</u>		
College Park Rhode Island Bike Lane		\$ 112,000
Indian Head Rail Trail Extension Feasibility Study		\$ 64,000
<u>Saint Mary's County</u>		
St. Mary's Three Notch Phase 7		\$ 625,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

<u>PROJECT NAME</u>	<u>MILES</u>	<u>ESTIMATED BIKE/PED COST</u>
THE SECRETARY'S OFFICE (cont'd)		
<u>Kim Lamphier Bikeways Network Program (cont'd)</u>		
<u>Statewide</u>		
Undesignated Funds		\$ 3,906,100
<u>Washington County</u>		
Park & Street Design - Williamsport, MD		\$ 200,000
<u>Wicomico County</u>		
Northwest Salisbury Bikeways, Phase I		\$ 100,000
Salisbury Rail Trail, Phase 1 Design		\$ 125,957
West College Avenue Bikeway Design		\$ 29,608
<u>Worcester County</u>		
Bike Ocean City Strategic Plan		\$ 79,700
Snow Hill Bikeway Feasibility Study		\$ 60,000
Total		\$ 9,570,050



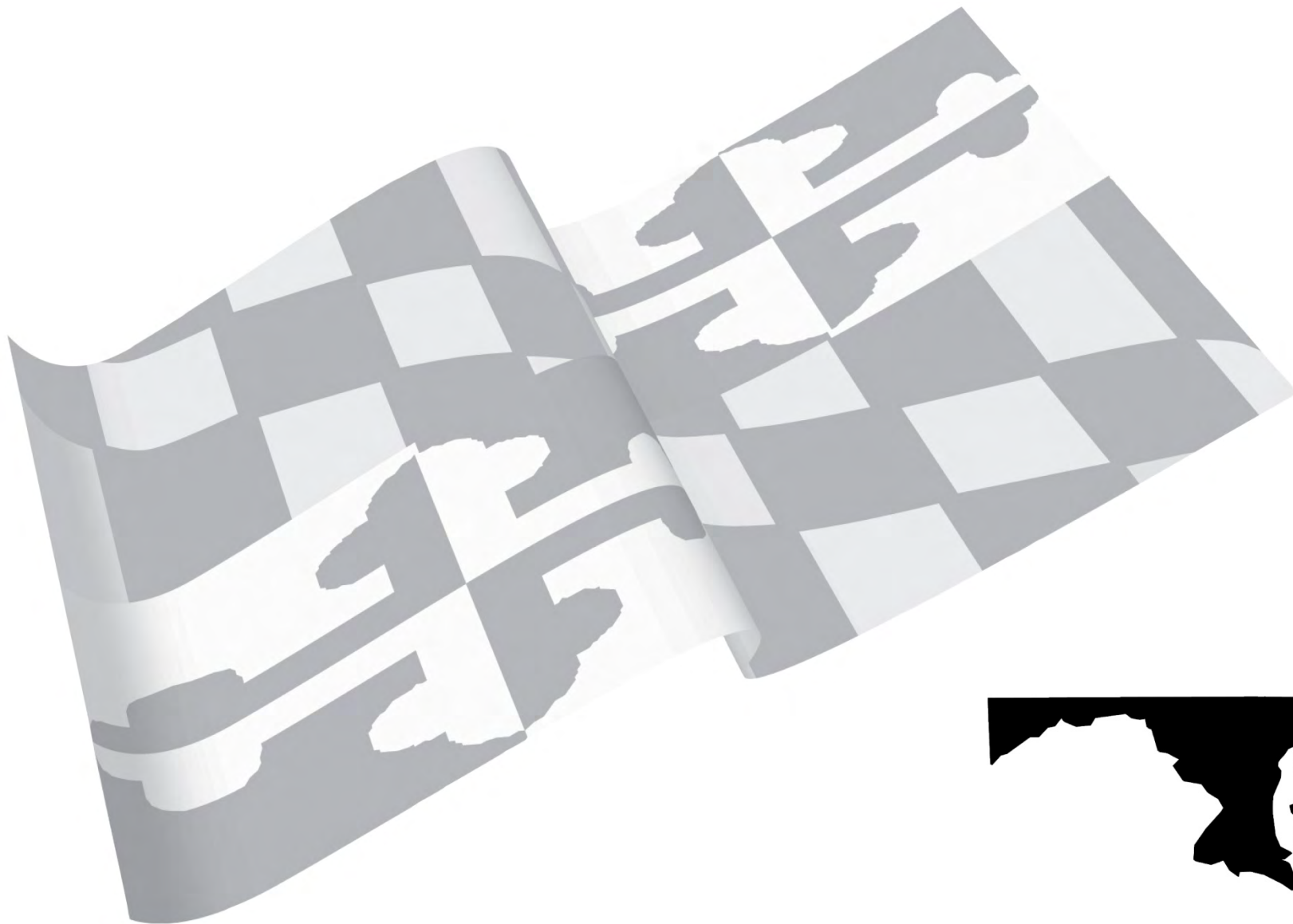
REGIONAL AVIATION GRANTS

REGIONAL AVIATION GRANTS
Fiscal Year 2022
(\$ in 000s)

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

MARYLAND AVIATION ADMINISTRATION

<u>COUNTY</u>	<u>AIRPORT</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>LOCAL</u>	<u>TOTAL</u>
Allegany	Greater Cumberland Reg	\$ -	\$ 80	\$ 62	\$ 143
Anne Arundel	Tipton Aiport	\$ -	\$ 68	\$ 45	\$ 113
Baltimore County	Essex Skypark	\$ -	\$ 19	\$ 26	\$ 45
Charles	Maryland Airport	\$ -	\$ 170	\$ 57	\$ 227
Montgomery	Davis Airport	\$ -	\$ 261	\$ 205	\$ 466
Prince George's	College Park Airport	\$ -	\$ 400	\$ 1,469	\$ 1,869
Queen Anne's	Kentmorr Airstrip	\$ -	\$ 152	\$ 17	\$ 169
Talbot	Easton Airport	\$ -	\$ 298	\$ 144	\$ 442
Washington	Hagerstown Regional	\$ -	\$ 45	\$ 15	\$ 60
Wicomico	Salisbury Regional	\$ -	\$ 70	\$ 23	\$ 94
Worcester	Ocean City Municipal	\$ -	\$ 86	\$ 29	\$ 114
Total			\$ 1,650		



MULTIMODAL FREIGHT PROJECTS

MARYLAND DEPARTMENT OF TRANSPORTATION

MULTIMODAL FREIGHT PROJECTS

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

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

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

How is Maryland accommodating goods movement today?

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

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

Public Partnerships and Megaprojects Propel Movement of Goods into the Future

The Port of Baltimore and the entire supply chain network will continue to benefit from key partnerships with the private sector that support essential goods movement. The P3 agreement with Ports America Chesapeake continues to solidify the Port's position as Maryland's economic engine. Work is progressing on a second 50-foot berth that will allow the Port to accommodate two massive ships at the same time. That berth, and four additional supersized cranes, are expected to be operational in FY 2022. Together, with support from USDOT, CSX Transportation and the MDOT Maryland Port Administration will be reconstructing the 125-year old Howard Street Tunnel and improving the vertical clearance at 22 bridges between Baltimore and Philadelphia to create a double-stack rail corridor to and from the Port of Baltimore and the entire East Coast. This project will unlock immeasurable potential for Maryland's freight rail network and increase Baltimore's already well-positioned reach into the American heartland.

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

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

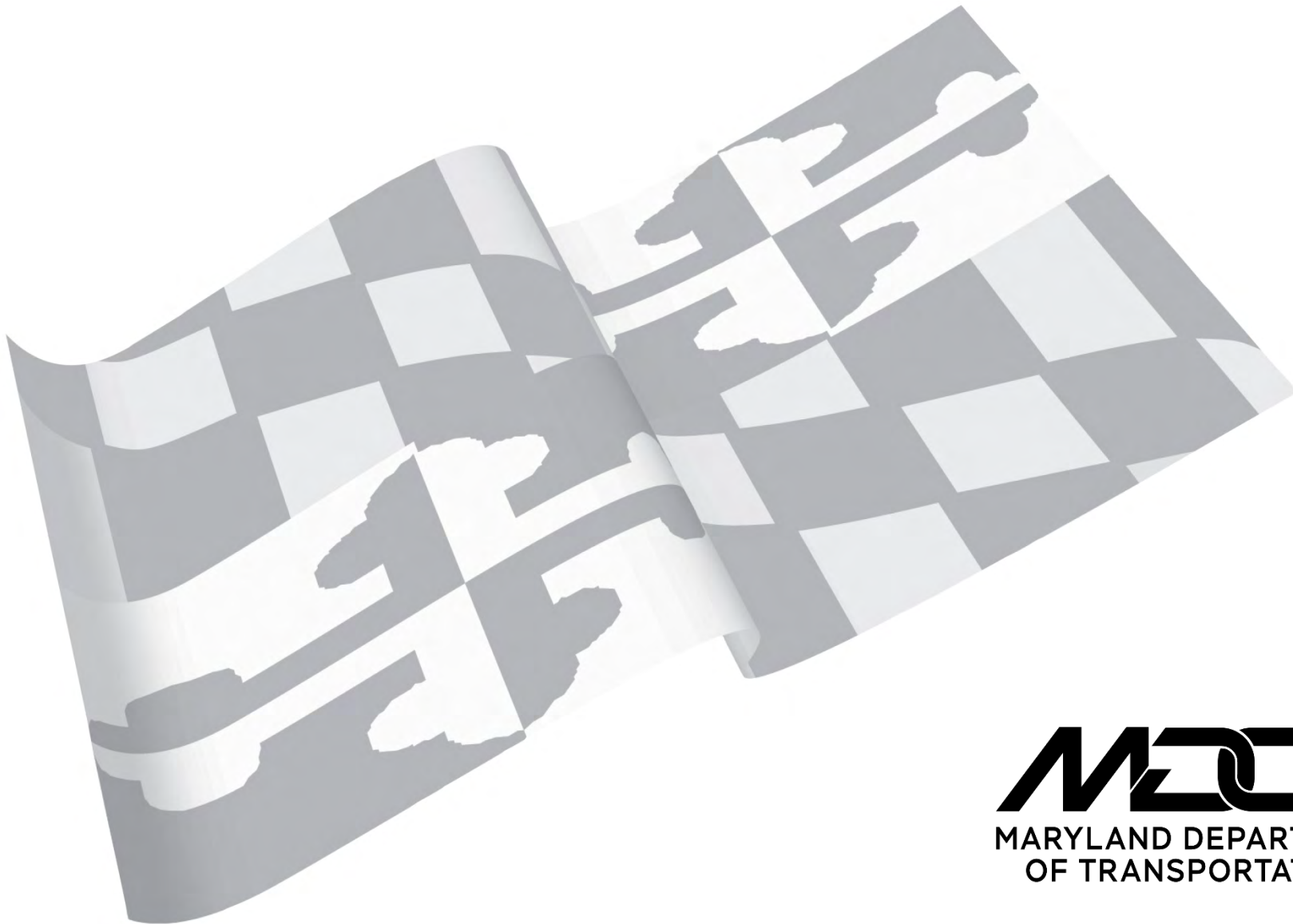
The list below highlights projects that have significant freight impacts and are funded for planning, design, and construction activities in the Consolidated Transportation Program, for approximately \$2.7 billion. The list also identifies costs for Port projects by marine terminal and costs for highway freight related projects in each county. Additional information on individual projects can be found under the respective sections later in this document.

MULTIMODAL FREIGHT REPORT
(\$ in 000'S)

<u>PROJECT NAME</u>	<u>SIX YEAR TOTAL</u>
<u>Maryland Aviation Administration</u>	
Midfield Cargo Area Improvements at BWI Marshall Airport	\$ 498
<u>Maryland Port Administration</u>	
Dredged Material Placement and Monitoring	\$ 51,910
Reconstruction Berths 1- 6 at Dundalk Marine Terminal, Phase III (Berth 3)	\$ 28,700
Chrome Ore Processing Residue Remediation (COPR)	\$ 20,732
Cox Creek Dredged Material Containment Facility Expansion and Related Projects	\$ 99,622
Dredged Material Management Program	\$ 5,759
Seagirt Marine Terminal Modernization - Phase 1 - Berth Improvements	\$ 3,758
Howard Street Tunnel Project (INFRA GRANT)	\$ 429,900
Seagirt Marine Terminal Modernization - Phase 2 Loop Channel Improvements	\$ 1,200
Hawkins Point Algal Flow Way TMDL	\$ 4,000
Mid-Chesapeake Bay Island Ecosystem Restoration Project	\$ 70,881
Paul S. Sarbanes Ecosystem Restoration Project at Poplar Island	\$ 66,305
Mid-Bay Island Option	\$ 70,881
Hart-Miller Island Related Projects	\$ 15,364
<u>Maryland Transit Administration</u>	
Freight Rail Program	\$ 11,935
Frederick Douglass Tunnel	\$ 147
<u>Maryland Transportation Authority</u>	
I-95 John F. Kennedy Memorial Highway - I-95/Belvidere Road Interchange Study	\$ 55,723
US 301 Governor Harry W. Nice Memorial/Senator Thomas "Mac" Middleton Bridge - Replace Nice/Middleton Bridge	\$ 362,955
I-95 John F. Kennedy Memorial Highway - Express Toll Lanes (ETL) Northern Extension	\$ 832,512
<u>State Highway Administration</u>	
ANNE ARUNDEL	
MD 175, Annapolis Rd: Md 175 from Brock Ridge to MD 295 Interchange (Anne Arundel)	\$ 51,980

MULTIMODAL FREIGHT REPORT
(\$ in 000'S)

<u>PROJECT NAME</u>	<u>SIX YEAR TOTAL</u>
<u>State Highway Administration (cont'd)</u>	
BALTIMORE COUNTY	
I-83, Harrisburg Expressway, Bridges over Padonia Road	\$ 5,233
I-695, Baltimore Beltway, Bridge on Putty Hill Avenue	\$ 13,749
I-695, Baltimore Beltway, US 40 to MD 144	\$ 26,012
I-695, Baltimore Beltway. Traffic Management	\$ 155,068
I-695, Baltimore Beltway - Interchange reconstruction at I-70	\$ 185,797
GARRETT	
US 219, Chestnut Ridge Road - Relocation of US 219 from I-68/US 40 to Old Salisbury Road	\$ 6,105
MONTGOMERY	
I-270, Eisenhower Highway (ICM)	\$ 11,500
PRINCE GEORGE'S	
I-95/I-495, Capital Beltway, Bridges over Suitland Road	\$ 3,048
I-95/I-495, Capital Beltway, Bridges over Suitland Parkway	\$ 6,129
MD 210, Indian Head Highway, New Interchange at Kerby Hill	\$ 28,487
STATEWIDE	
Highway Safety Facilities and Equipment	\$ 45,382
Railroad Crossing	\$ 22,573
Traffic Relief Plan (Phase 2) Smart Traffic Signals	\$ 39,525
<u>The Secretary's Office</u>	
Port of Baltimore Incentive Pilot Program	\$ 1,500
Rosedale Grade Crossing Improvement Grant	\$ 777
Snow Hill Line Rehabilitation Grant	\$ 400



THE SECRETARY'S OFFICE

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

	<u>FY 2022</u>	<u>FY 2023</u>	<u>FY 2024</u>	<u>FY 2025</u>	<u>FY 2026</u>	<u>FY 2027</u>	<u>SIX - YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	15.2	8.5	4.6	2.1	2.5	2.6	35.4
System Preservation Minor Projects	32.7	16.6	12.2	8.4	7.7	7.4	85.0
<u>Development & Evaluation Program</u>	6.1	-	-	-	-	-	6.1
SUBTOTAL	54.0	25.1	16.7	10.5	10.1	10.0	126.5
<u>Capital Salaries, Wages & Other Costs</u>	1.4	1.5	1.5	1.5	1.5	1.5	8.9
TOTAL	55.4	26.6	18.2	12.0	11.6	11.5	135.4
Special Funds	39.6	26.4	18.0	11.8	11.4	11.3	118.5
Federal Funds	5.9	0.3	0.2	0.2	0.2	0.2	7.0
Other Funds	9.9	-	-	-	-	-	9.9

* For Minors breakdown, please refer to the System Preservation Minor Projects Program report.



PROJECT: Transportation Alternatives Program

DESCRIPTION: Projects that may be considered include: pedestrian or bicycle facilities; provision of safety and educational activities for pedestrians and bicyclists; acquisition of scenic easements and scenic or historic sites; scenic or historic highway programs; landscaping and other beautification; historic preservation; rehabilitation and operation of historic transportation buildings, structures or facilities - including historic railroad facilities and canals; preservation of abandoned railway corridors - including conversion for use as bicycle or pedestrian trails; archaeological planning and research. Project sponsors are required to provide matching funds.

PURPOSE & NEED SUMMARY STATEMENT: Transportation enhancements are projects that will add community and environmental value to the transportation system. The Moving Ahead for Progress in the 21st Century Act's (MAP-21) Transportation Alternatives Program provides that 2% of the apportioned funds be set aside for the program. This new program now includes eligibility for most projects that used to be funded under the Transportation Enhancement Program, as well as Recreational Trails and Safe Routes to School programs.

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

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

ASSOCIATED IMPROVEMENTS:

None

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

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

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

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

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
Planning	2,461	2,461	0	0	0	0	0	0	0	0	0
Engineering	14,041	2,081	1,474	1,960	2,000	2,000	2,000	2,000	2,000	11,960	0
Right-of-way	260	260	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	103,820	27,976	10,728	12,386	12,594	12,657	12,847	12,689	12,671	75,844	0
Total	120,583	32,779	12,202	14,346	14,594	14,657	14,847	14,689	14,671	87,804	0
Federal-Aid	92,893	24,431	9,422	11,347	11,399	11,414	11,462	11,422	11,418	68,462	0
Special	27,690	8,348	2,780	2,999	3,195	3,243	3,385	3,267	3,253	19,342	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Added funding in FY27.

STIP REFERENCE #State6



PROJECT: Transportation Emission Reduction Program

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

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

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

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

ASSOCIATED IMPROVEMENTS:

None

STATUS: Ongoing

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
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	68,681	52,505	2,097	3,939	2,294	2,822	2,096	2,462	2,563	16,176	0
Total	68,681	52,505	2,097	3,939	2,294	2,822	2,096	2,462	2,563	16,176	0
Federal-Aid										0	
Special	68,681	52,505	2,097	3,939	2,295	2,822	2,096	2,462	2,563	16,176	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Added funding in FY27.



PROJECT: Kim Lamphier Bikeways Network Program

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

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

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

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

ASSOCIATED IMPROVEMENTS:

Sidewalk Program (SHA Line SW- 2), Transportation Alternatives Program (TSO Line - 1)

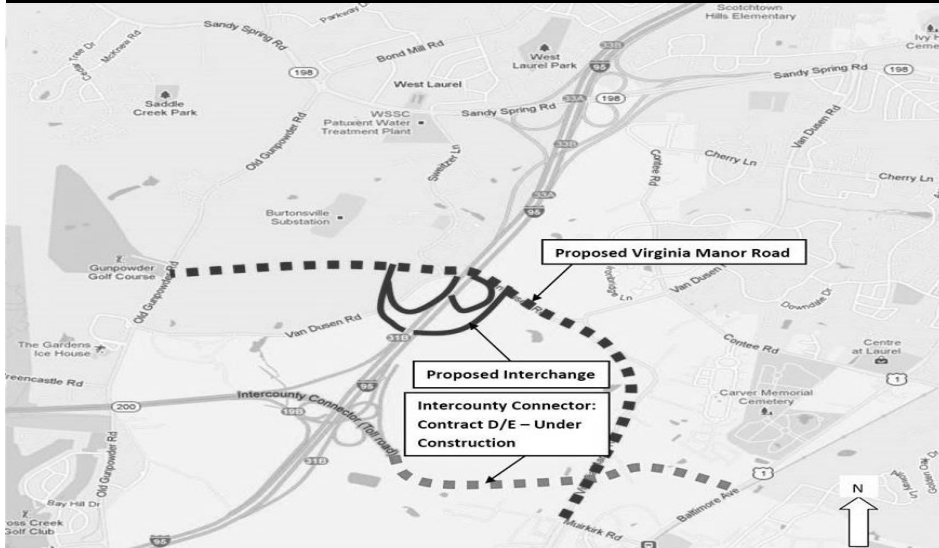
STATUS: A total of 122 Bikeways projects have been in completed in 11 grant cycles. There are currently 36 active Bikeways projects with additional project awards anticipated for the FY22 grant cycle. Additional projects will be solicited through the annual grant cycles

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2024...	...2025...	...2026...	...2027...		
Planning	1,469	818	814	375	276	0	0	0	0	651	0
Engineering	965	0	0	623	342	0	0	0	0	965	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	24,487	16,869	2,018	2,582	3,296	1,740	0	0	0	7,618	0
Total	26,921	17,687	2,832	3,580	3,914	1,740	0	0	0	9,234	0
Federal-Aid	1,295	1,295	0	0	0	0	0	0	0	0	0
Special	25,626	16,392	2,832	3,580	3,914	1,740	0	0	0	9,234	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.

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

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

EXPLANATION: The new interchange at I-95 and Contee Road Relocated and Virginia Manor Road Relocated will facilitate enhanced access and improved circulation to an area that is planned for growth and economic development.

PROJECT: Virginia Manor Road Relocated (Konterra Drive), Old Gunpowder Road to Ritz Road

DESCRIPTION: A Secretary's grant to Prince George's County for construction/reconstruction of Virginia Manor Road Relocated between the Intercounty Connector and Old Gunpowder Road (Approximately 3.2 miles). Connections will be made to both the Intercounty Connector and the new I-95/Contee Road Interchange. Bicycle and Pedestrian access will be provided.

PURPOSE & NEED SUMMARY STATEMENT: This project will enable Prince George's County to construct a critical roadway connection to the Intercounty Connector and I-95/Contee Road Interchange. This will enhance the supporting roadway network east and west of I-95 in the area that is planned for significant growth and development.

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

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

ASSOCIATED IMPROVEMENTS:

MD 200, InterCounty Connector (MdTA Line - 31)

STATUS: Construction of Virginia Manor Road (Konterra Drive) is open to traffic with ongoing improvements on the local road network. The \$10.8M in remaining grant funding is available for other projects to be determined in the Konterra Development Area.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,000	3,000	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	27,000	16,001	0	0	0	0	0	0	0	0	10,999
Total	30,000	19,001	0	0	0	0	0	0	0	0	10,999
Federal-Aid										0	
Special	30,000	19,001	0	0	0	0	0	0	0	0	10,999
Other										0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP:

None

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

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

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

PROJECT: MDOT AdPICS Refactoring Project

DESCRIPTION: The project will modernize AdPICS for MDOT into a modern programming language and database, migrate the applications from the current legacy mainframe hardware into Amazon Web Services (AWS) or hosted in the MDOT server environment, and implement modern enhancements to the user experience.

PURPOSE & NEED SUMMARY STATEMENT: Modernizing AdPICS will enhance the user experience, improve system and process functionality, lessen the number of application on the mainframe and allow for future integration with eMMA.

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

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

ASSOCIATED IMPROVEMENTS:
None

STATUS: The EPICS Project is progressing and is 50% complete. User Interface and User Experience requirements have started and expected go-live is May 2022

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	15,581	5,608	4,176	7,661	2,312	0	0	0	0	9,973	0
Total	15,581	5,608	4,176	7,661	2,312	0	0	0	0	9,973	0
Federal-Aid										0	
Special	15,581	5,608	4,176	7,661	2,312	0	0	0	0	9,973	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: The project cost is up \$400k from last year's Final CTP because of infrastructure needs to support the project.



PROJECT: Baltimore-Washington Superconducting Maglev (SCMAGLEV) Project

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

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

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

ASSOCIATED IMPROVEMENTS:

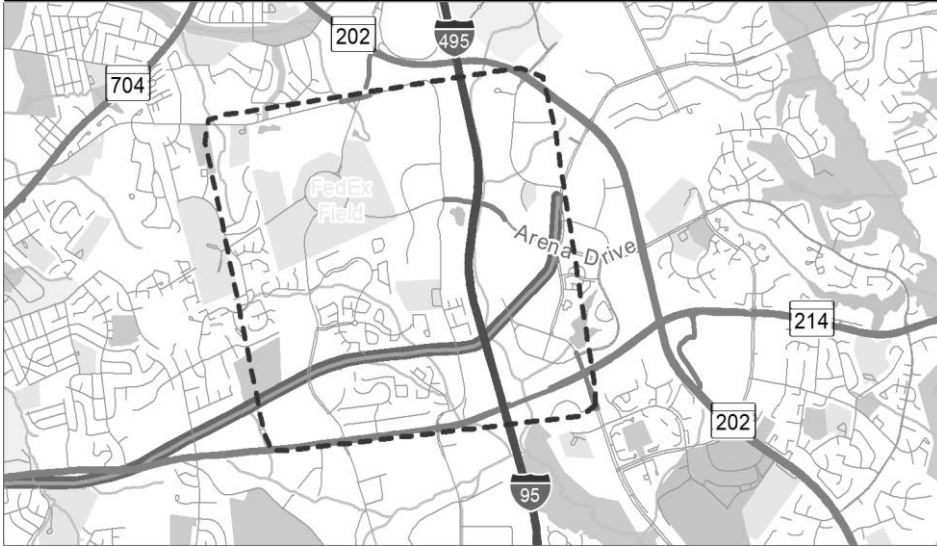
None

STATUS: Planning activities are underway.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY					BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...	...	...	...	SIX YEAR TOTAL	
						...2024...	...2025...	...2026...	...2027...		
Planning	34,749	28,657	1,505	6,092	0	0	0	0	0	6,092	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	34,749	28,657	1,505	6,092	0	0	0	0	0	6,092	0
Federal-Aid	27,800	22,926	1,204	4,874	0	0	0	0	0	4,874	0
Special										0	
Other	6,949	5,731	301	1,218	0	0	0	0	0	1,218	0

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP:

None

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

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

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

PROJECT: Transportation Infrastructure Along the Blue Line Corridor

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

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

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

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

ASSOCIATED IMPROVEMENTS:

STATUS: Construction is estimated to begin in FY 2022.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☒ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	8,700	0	0	8,700	0	0	0	0	0	8,700	0
Total	8,700	0	0	8,700	0	0	0	0	0	8,700	0
Federal-Aid											0
Special											0
Other	8,700	0	0	8,700	0	0	0	0	0	8,700	0

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Added to the Construction Program.

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

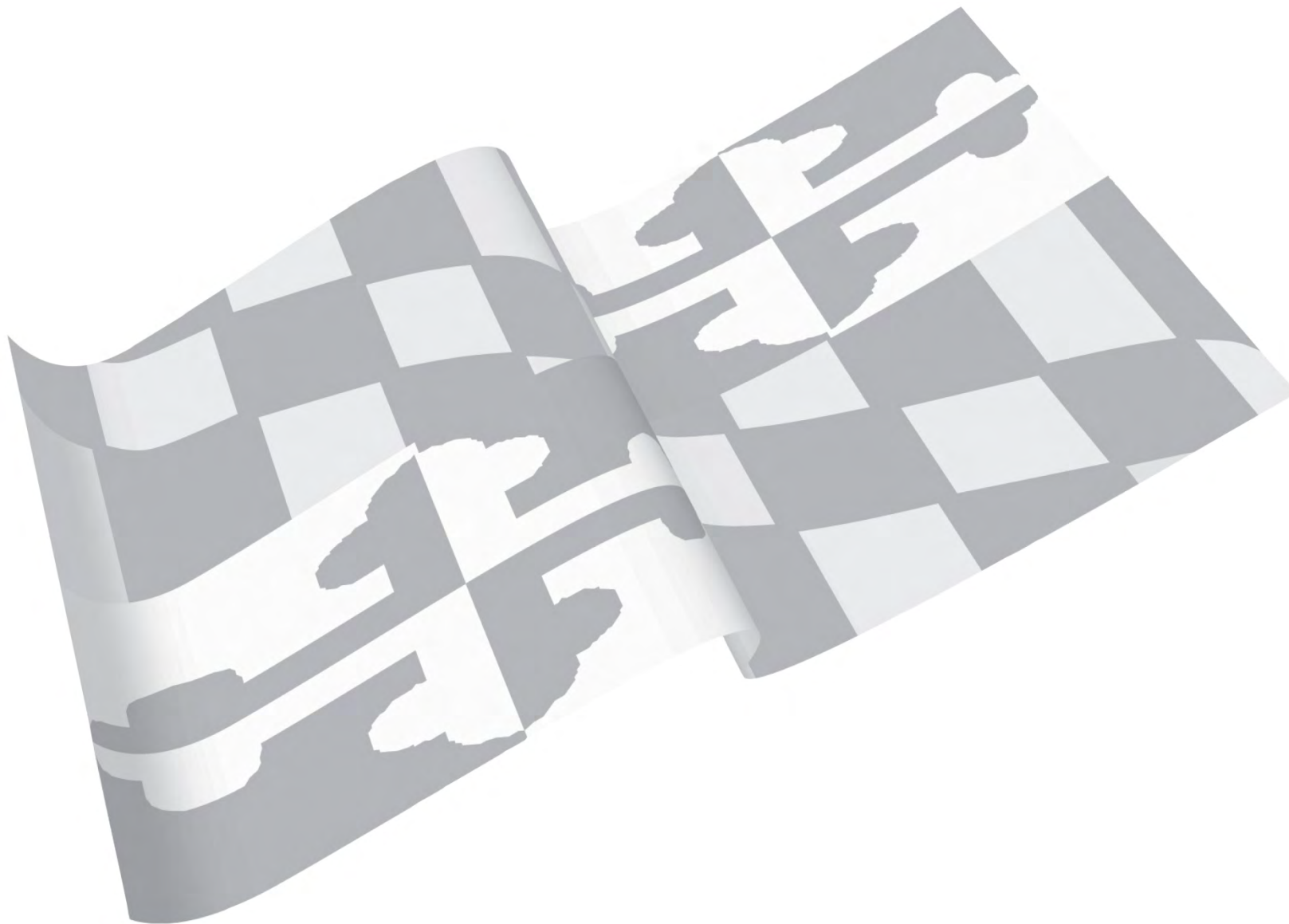
THE SECRETARY'S OFFICE - LINE 8

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Airport Citizens Committee Grant Program</u>			
TSO0078	Airport Citizens Committee	\$ 6,769	Ongoing
<u>CMAPS Preservation</u>			
TSO0211	Capital Management and Programming System (CMAPS)	\$ 6,535	Underway
<u>Environmental Service Funds</u>			
TSO0126	Environmental Compliance Oversight	\$ 4,598	Underway
TSO0237	USACE Feasibility Study	\$ 1,513	Underway
TSOPRJ000241	Resource to Expedite Project Reviews at USEPA	\$ 248	Underway
TSOPRJ000260	Support for Stream Gauge Monitoring by USGS	\$ 555	Ongoing
TSOPRJ000281	Master Solar Contract - Outside Counsel Support	\$ 5	FY 2022
<u>Grants</u>			
TSO0223	UMBC MOU - Electronic Vehicle Education Program	\$ 126	Underway
<u>Homeland Security & Rail Safety</u>			
TSO0032	Rail Safety Oversight	\$ 4,944	Ongoing
<u>Major Projects</u>			
TSO0066	Transportation Related Air Pollution Projects (TRAPP)	\$ 24,912	Ongoing
TSO0206	Port of Baltimore Incentive Pilot Program	\$ 6,573	Underway
TSO0218	OPCP 17 - Consultant Contract	\$ 22,362	Ongoing
TSO0219	Rosedale Grade Crossing Improvement Grant	\$ 777	FY 2022
TSO0233	Innovative Stormwater Pond Management Pilot Program	\$ 3,155	Underway
TSOPRJ000262	Oyster Reseeding-TSO	\$ 2,000	Completed
<u>MBE Disparity Studies</u>			
TSO0234	2021 MBE Disparity Study	\$ 3,050	FY 2022

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

THE SECRETARY'S OFFICE - LINE 8

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>MDOT HQ Building Preservation</u>			
TSO008106	Parking & Stormwater Remediation	\$ 944	Underway
TSO008110	Building Pressure Washing and Resealing	\$ 324	FY 2022
TSOPRJ000261	TSO Interior LED Lighting	\$ 175	FY 2022
<u>MDOT IT Enhancement Program</u>			
TSO0216	DoIT Oversight Costs on MDOT Projects	\$ 5,149	Ongoing
TSO121325	HR Learning Management Tool	\$ 1,269	Underway
TSO121326	Salesforce Implementation	\$ 1,475	Underway
TSO121335	CCM - Multiple TBUs	\$ 499	Underway
TSOPRJ000276	EZMax Mobile Implementation Project	\$ 1,200	FY 2022
TSOPRJ000278	IT Apprenticeship Program	\$ 700	FY 2022
TSOPRJ000279	O365 to Google Workspace Study and Roadmap	\$ 75	FY 2022
<u>MDOT IT Preservation Program</u>			
TSO0020	Network Hardware/Software Replacement Costs	\$ 66,888	Ongoing
TSO0203	Fiber Optic Installations	\$ 1,231	Underway
<u>Planning Services & Studies</u>			
TSO0060	Commuter Choice Outreach	\$ 593	Underway
TSO0229	Department Asset Management Program	\$ 775	Ongoing
TSOPRJ000282	OPCP - 23 Transportation Planning Services Contract	\$ 25,000	FY 2023
TSOPRJ000283	Electric Vehicle Readiness Program	\$ 2,500	FY 2022
<u>Secretary Grants</u>			
TSO0148	UMD - NCSG Agreement	\$ 2,703	Underway
TSO0154	MD Department of Planning Grant	\$ 3,532	Ongoing
TSO0228	Keep Maryland Beautiful Grant	\$ 250	Underway
TSO0238	Snow Hill Line Rehabilitation Grant	\$ 2,000	Underway
TSO0239	BMC Grant - Technical Assistance on Central Maryland Regional Transit Plan	\$ 300	Underway



MDOT MARYLAND DEPARTMENT OF TRANSPORTATION

MOTOR VEHICLE ADMINISTRATION

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

	<u>FY 2022</u>	<u>FY 2023</u>	<u>FY 2024</u>	<u>FY 2025</u>	<u>FY 2026</u>	<u>FY 2027</u>	<u>SIX - YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	23.0	10.4	5.0	1.1	1.1	0.9	41.5
System Preservation Minor Projects	20.1	13.3	10.1	6.3	6.3	6.6	62.6
<u>Development & Evaluation Program</u>	-	-	-	-	-	-	-
SUBTOTAL	43.1	23.7	15.1	7.4	7.3	7.5	104.1
<u>Capital Salaries, Wages & Other Costs</u>	1.4	1.4	1.4	1.4	1.4	1.5	8.6
TOTAL	44.5	25.0	16.6	8.8	8.8	9.0	112.7
Special Funds	44.5	25.0	16.6	8.8	8.8	9.0	112.7
Federal Funds	-	-	-	-	-	-	-
Other Funds	-	-	-	-	-	-	-

* For Minors breakdown, please refer to the System Preservation Minor Projects Program report.



Top Activities

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



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

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

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

PROJECT: Alternative Service Delivery Systems

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

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

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

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

ASSOCIATED IMPROVEMENTS:

Customer Connect (MVA Line - 2)

STATUS: Enhancement and expansion of ASD services are underway.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☐ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPENDED				FOR PLANNING PURPOSES ONLY					
	COST	THRU									
	(\$000)	CLOSE YEAR						...2024...	...2025...			...2026...	...2027...
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,701	1,234	0	118	122	227	0	0	0	467	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	
Construction	32,068	25,050	733	1,080	1,902	1,003	1,050	1,050	934	7,019	
Total	33,769	26,284	733	1,198	2,024	1,230	1,050	1,050	934	7,486	
Federal-Aid										0	
Special	33,769	26,284	733	1,198	2,024	1,230	1,050	1,050	934	7,486	
Other										0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: The project funding allocation increased by \$1.0M due to the addition of FY 2027.

MVA0534

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

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

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

PROJECT: Customer Connect

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

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

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

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

ASSOCIATED IMPROVEMENTS:

Alternative Service Delivery Systems (MVA Line - 1) Glen Burnie Headquarters Renovation (MVA Line - 3)

STATUS: The implementation phase of the project is underway.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2024...	...2025...	...2026...	...2027...		
Planning	15,600	15,220	1,866	380	0	0	0	0	0	380	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	67,003	47,477	8,099	18,428	1,098	0	0	0	0	19,526	0
Total	82,603	62,697	9,965	18,808	1,098	0	0	0	0	19,906	0
Federal-Aid										0	
Special	82,603	62,697	9,965	18,808	1,098	0	0	0	0	19,906	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: An increase of \$1.4M was added for enterprise system upgrades.



PROJECT: Glen Burnie Headquarters Renovation

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

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

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

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

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

ASSOCIATED IMPROVEMENTS:

Customer Connect (MVA Line - 2)

STATUS: Phase I Site Improvements are underway.

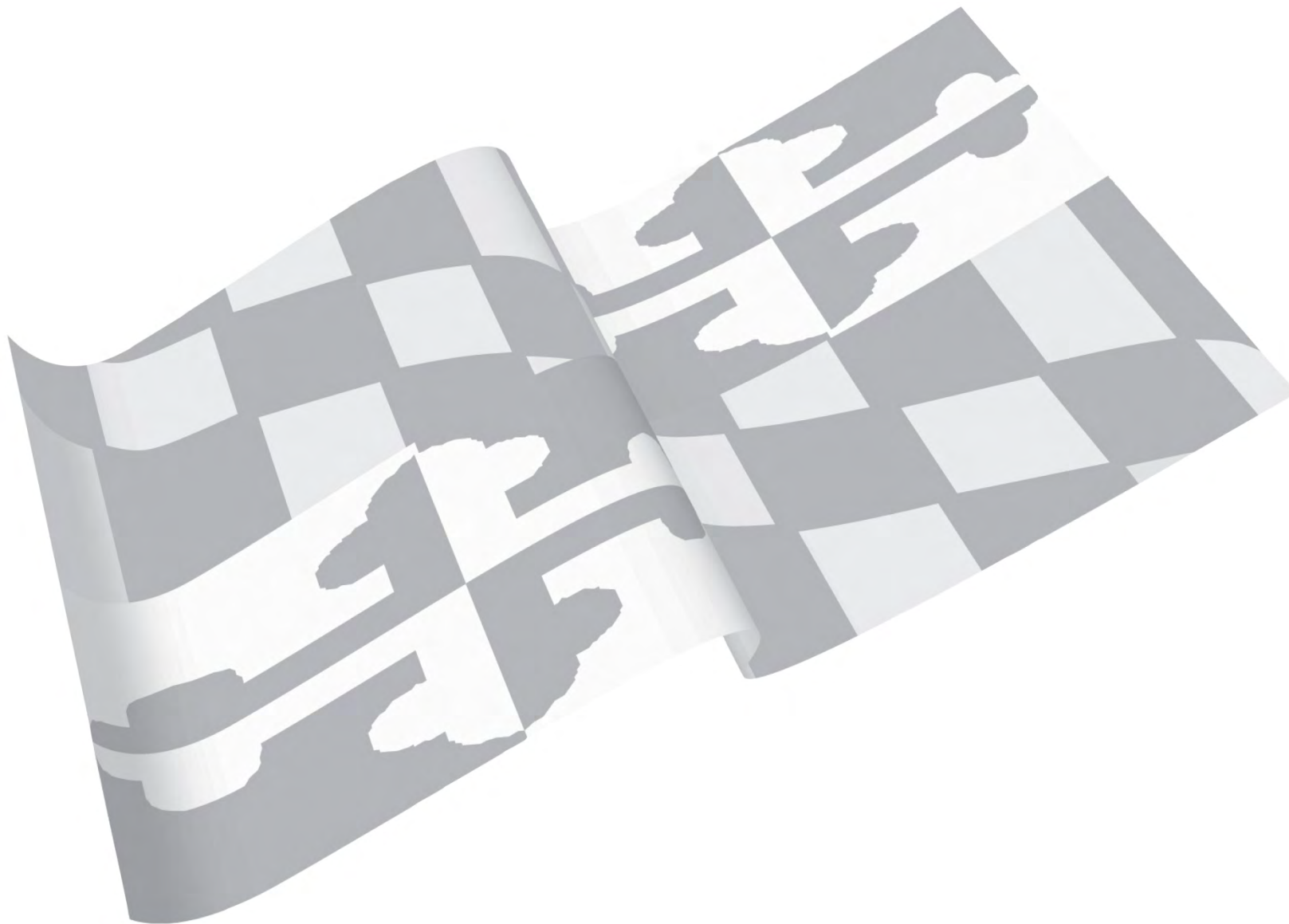
POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPENDED									
	COST	THRU									
	(\$000)	CLOSE YEAR									
Planning	157	157	0	0	0	0	0	0	0	0	
Engineering	1,950	1,200	1,159	750	0	0	0	0	0	750	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	
Construction	17,325	4,000	4,000	2,275	7,250	3,800	0	0	0	13,325	
Total	19,432	5,357	5,159	3,025	7,250	3,800	0	0	0	14,075	
Federal-Aid										0	
Special	19,432	5,357	5,159	3,025	7,250	3,800	0	0	0	14,075	
Other										0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: The project funding allocation increased for Phase II Branch Office/Ground Floor.

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MOTOR VEHICLE ADMINISTRATION - LINE 4

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Facility</u>				
MVA0742	Cumberland Office Interior Modifications and Site Work	\$	4,205	Completed
<u>Major Projects</u>				
MVAPRJ000184	MDOT MVA Digital Mail	\$	1,200	Design Underway
MVAPRJ000185	Law Test Project	\$	1,000	
<u>MHSO</u>				
MVA0777	Maryland Highway Safety Office Bicycle Programs	\$	367	Ongoing
<u>VEIP</u>				
MVAPRJ000183	VEIP RFP Transition	\$	4,000	FY 2022



MDOT MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND AVIATION ADMINISTRATION

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

	<u>FY 2022</u>	<u>FY 2023</u>	<u>FY 2024</u>	<u>FY 2025</u>	<u>FY 2026</u>	<u>FY 2027</u>	<u>SIX - YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	157.3	170.8	186.4	120.1	35.8	1.8	672.4
System Preservation Minor Projects	35.3	38.7	31.3	14.8	17.0	34.3	171.4
<u>Development & Evaluation Program</u>	0.4	-	-	-	-	-	0.4
SUBTOTAL	193.0	209.5	217.8	135.0	52.8	36.1	844.1
<u>Capital Salaries, Wages & Other Costs</u>	6.5	6.5	7.0	7.0	7.0	7.0	41.0
TOTAL	199.5	216.0	224.8	142.0	59.8	43.1	885.1
Special Funds	72.5	67.5	59.8	18.7	20.9	38.2	277.5
Federal Funds	26.7	20.1	16.5	10.8	4.9	4.9	84.0
Other Funds	100.3	128.4	148.5	112.4	34.0	-	523.7

* For Minors breakdown, please refer to the System Preservation Minor Projects Program report.



PROJECT: Regional Aviation Assistance Program

DESCRIPTION: The Statewide Aviation Grant Program provides State funding to match federal funding to government or public-owned airports for the repair and upgrade of runways, taxiways, ramps, and lighting systems, as well as, for the removal of trees and other obstacles from runway approaches. If the airport meets the program criteria the Federal Aviation Administration (FAA) will cover 90% of the costs with the State and the airport each contributing 5 percent of the total project cost. Assistance is also provided to private-owned airports, open to the public, for financial grants to improve runways, taxiways, navigation aids, and other safety related projects.

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

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

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

ASSOCIATED IMPROVEMENTS:

None.

STATUS: The program has 19 projects under construction and the FY22 grants are expected to be awarded through the 2nd quarter of FY22.

POTENTIAL FUNDING SOURCE:

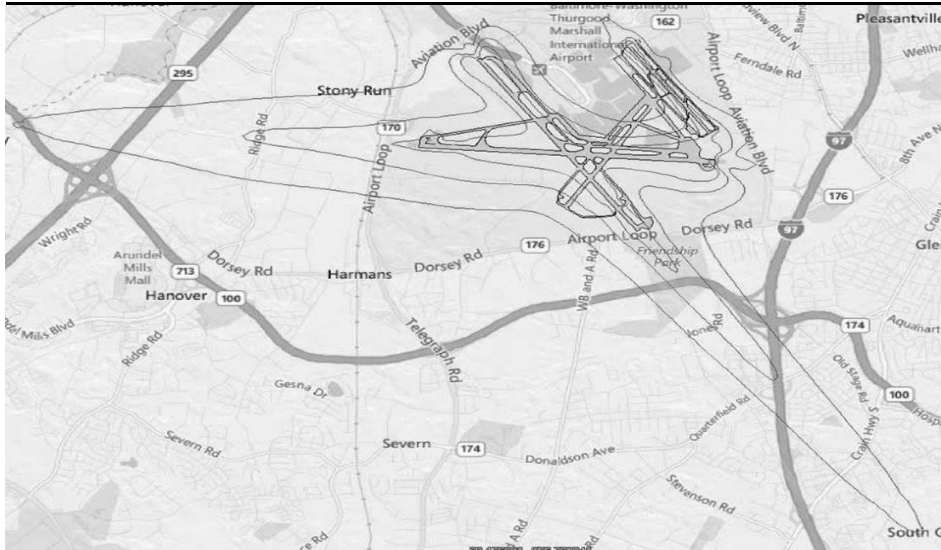
☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2024...	...2025...	...2026...	...2027...		
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	229	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	76,699	63,725	2,424	2,674	2,450	2,450	1,800	1,800	1,800	12,974	0
Total	76,927	63,954	2,653	2,674	2,450	2,450	1,800	1,800	1,800	12,974	0
Federal-Aid										0	
Special	76,927	63,954	2,653	2,674	2,450	2,450	1,800	1,800	1,800	12,974	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Funding increase due to restoring funding cut and adding FY27 funds.

USAGE:

OPERATING COST IMPACT:

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

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

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

PROJECT: Residential Sound Insulation Program

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

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

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

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

ASSOCIATED IMPROVEMENTS:

None.

STATUS: Five year program manager contract awarded January 2020. Federal AIP grant to be awarded in Federal Fiscal Year 2021 for the initial implementation phase of the program. Additional design/construction phases and corresponding funding requests from the AIP Noise and Environmental Set Aside will be pursued.

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

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,047	334	300	644	805	670	595	0	0	2,714	0
Right-of-way	364	0	0	364	0	0	0	0	0	364	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	31,001	0	0	7,356	9,195	7,654	6,795	0	0	31,000	0
Total	34,413	334	301	8,364	10,000	8,324	7,390	0	0	34,078	0
Federal-Aid	27,636	301	301	6,765	8,000	6,659	5,912	0	0	27,336	0
Special										0	
Other	6,776	33	0	1,600	2,000	1,665	1,478	0	0	6,743	0

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

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP:
None.

USAGE:**OPERATING COST IMPACT:**

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

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

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

PROJECT: Shuttle Bus Service Fleet Replacement at BWI Marshall Airport

DESCRIPTION: This project will purchase twenty five 40-foot and fifteen 60-foot buses to be powered by clean diesel and eight electric buses for shuttle services to and from airport operated parking facilities and the Amtrak BWI Rail Station. Electrical charging infrastructure is part of the project scope.

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

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

ASSOCIATED IMPROVEMENTS:

None.

STATUS: Forty clean diesel buses in passenger service in 2019. Purchasing eight electric buses and charging infrastructure in September 2021. Anticipated delivery December 2022.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	46	0	0	46	0	0	0	0	0	46	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	37,348	24,827	0	12,521	0	0	0	0	0	12,521	0
Total	37,394	24,827	0	12,567	0	0	0	0	0	12,567	0
Federal-Aid	95	95	0	0	0	0	0	0	0	0	0
Special	67	0	0	67	0	0	0	0	0	67	0
Other	37,232	24,732	0	12,500	0	0	0	0	0	12,500	0

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP:

None.

USAGE: Over 1,000 daily trips with approximately 4 million riders annually.

OPERATING COST IMPACT: Costs will be recovered thru airport user fees.

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



PROJECT: Midfield Cargo Area Improvements at BWI Marshall Airport

DESCRIPTION: This project consists of improvements to the Midfield Cargo Complex facilities, expansion of apron and taxiway, aircraft parking positions. Improvements include vehicle service road, expansion for new pavement, security enhancements, building modifications, apron pavement rehabilitation, additional aircraft parking positions, overlay and extension of Taxiway Z, and tenant relocation costs.

PURPOSE & NEED SUMMARY STATEMENT: These improvements will provide additional facility and apron space for expanded cargo operations, and preserves the existing airfield pavement to minimize aircraft exposure to Foreign Object Debris (FOD).

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

ASSOCIATED IMPROVEMENTS:

None.

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

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

EXPLANATION: This project provides compliance with FAA Part 139 regulations. Pavement and deicing improvements, new aircraft parking positions, taxiway modifications, and FAA standards ensure airfield pavement and safety is maximized. The expansion of BWI Marshall Airport cargo operations supports the movement of people, goods and State economy.

STATUS: Taxiway Z open to use. Vehicle service road construction to be completed August 2021.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2024...	...2025...	...2026...	...2027...		
Planning	219	219	0	0	0	0	0	0	0	0	0
Engineering	1,891	1,891	64	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	31,344	30,847	823	498	0	0	0	0	0	498	0
Total	33,454	32,957	887	498	0	0	0	0	0	498	0
Federal-Aid	12,351	12,351	33	0	0	0	0	0	0	0	0
Special	21,103	20,605	854	498	0	0	0	0	0	498	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP:
None.

USAGE: Accommodate expanded cargo operations.

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

2195, 2203, 2213, 2223



PROJECT: Concourse A Improvements Phase 2 at BWI Marshall Airport

DESCRIPTION: This project represents the second phase of improvements envisioned during the original Concourse A/B Expansion. The project adds 5 gates sized for B737-800 aircraft by extending the existing Concourse A approximately 234 feet to the northwest, creating a 55,000 square foot addition. The improvements include gates, restrooms, loading bridges, concessions, electrical, mechanical and storage.

PURPOSE & NEED SUMMARY STATEMENT: The project will provide holdrooms designed to ensure required capacity relative to aircraft seats to be used at the new gates for life safety, provide additional aircraft parking positions and gates to deal with capacity constraints during peak periods and provide the ability to reconfigure the existing apron level for safer, improved circulation for people and goods.

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

ASSOCIATED IMPROVEMENTS:

None.

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

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

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

STATUS: Project substantially complete August 2020. Closeout work completed in 2021.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPENDED				...2024...	...2025...	...2026...	...2027...		
	COST	THRU									
	(\$000)	CLOSE YEAR									
Planning	15	15	0	0	0	0	0	0	0	0	
Engineering	15,385	15,385	580	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Utilities	0	0	0	0	0	0	0	0	0	0	
Construction	53,436	53,436	17,103	0	0	0	0	0	0	0	
Total	68,835	68,835	17,683	0	0	0	0	0	0	0	
Federal-Aid	1,895	1,895	1,771	0	0	0	0	0	0	0	
Special	12,066	12,066	811	0	0	0	0	0	0	0	
Other	54.874	54.874	15.102	0	0	0	0	0	0	0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP:

None.

USAGE: Accommodate projected annual passenger growth.

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

9598 Other funding source is MDTA Loan and Passenger Facility Charge (PFC) revenue bonds.



PROJECT: Concourse D HVAC Replacement at BWI Marshall Airport

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

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

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

ASSOCIATED IMPROVEMENTS:

None.

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

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

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

STATUS: Project was re-bid due to COVID-19. Construction start anticipated August 2021.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

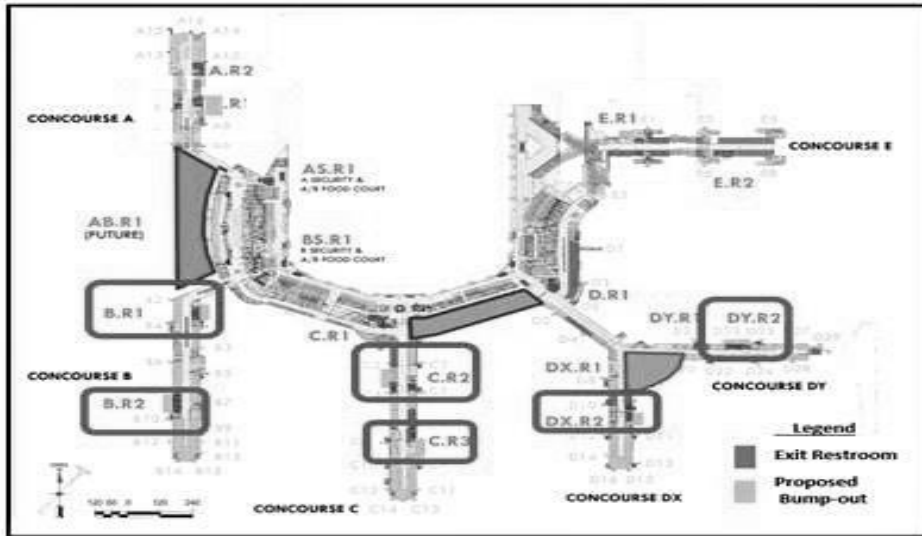
PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	7,387	2,209	867	5,073	105	0	0	0	0	5,178	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	14,707	0	0	8,018	6,689	0	0	0	0	14,707	0
Total	22,095	2,209	867	13,091	6,794	0	0	0	0	19,885	0
Federal-Aid										0	
Special	5,746	775	239	4,971	0	0	0	0	0	4,971	0
Other	16,349	1,435	628	8,120	6,794	0	0	0	0	14,914	0

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP:
None.

USAGE: Accommodate projected annual passenger growth.

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

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

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

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

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

PROJECT: Restroom Improvement Program at BWI Marshall Airport

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

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

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

ASSOCIATED IMPROVEMENTS:

None.

STATUS: Project advertised November 2020. Project was delayed due to COVID-19. Construction start anticipated November 2021.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	6,084	5,449	2,226	622	13	0	0	0	0	635	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	58,719	172	74	29,274	29,274	0	0	0	0	58,548	0
Total	64,803	5,621	2,300	29,895	29,287	0	0	0	0	59,182	0
Federal-Aid										0	
Special	515	515	0	0	0	0	0	0	0	0	0
Other	64,289	5,107	2,300	29,895	29,287	0	0	0	0	59,182	0

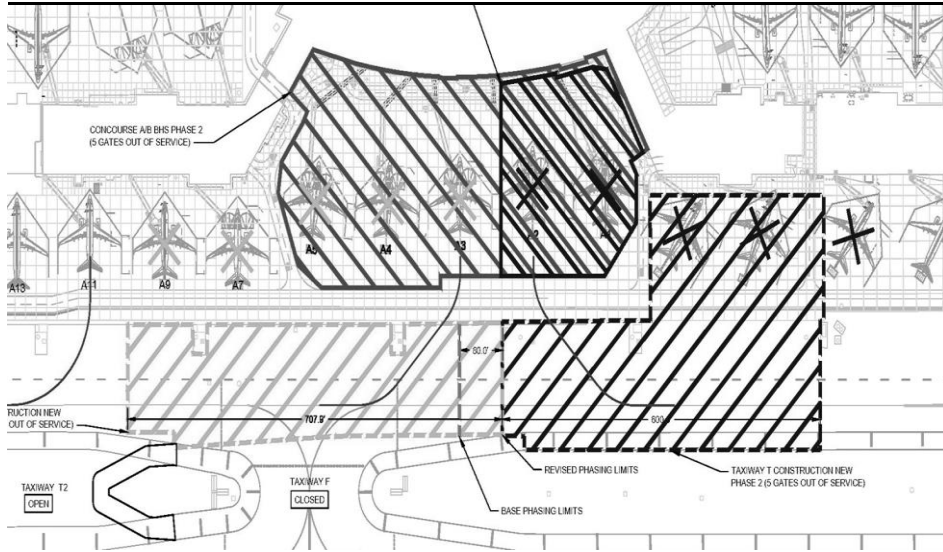
SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP:

None.

USAGE: Accommodate current and projected annual passenger growth.

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

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

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

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

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

PROJECT: Taxiway T Reconstruction Phase 1 at BWI Marshall Airport

DESCRIPTION: This project will reconstruct a portion of Taxiway T behind gates A7 thru B2 from the existing asphalt pavement to concrete. The project is intended to address the existing pavement condition and meet FAA Design Standards for Taxiway Geometry. The Pavement Condition Index (PCI) for portions of this pavement ranges from fair to poor. All taxiway lighting and signage will be replaced with high efficiency LED lighting systems.

PURPOSE & NEED SUMMARY STATEMENT: The project will enhance airfield safety and operations through reconstruction of pavement to meet Federal Aviation Administration (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 42-64 according to the 2019 Pavement Management Plan Update. In addition, the replacement of taxiway lighting and signage will enhance 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

ASSOCIATED IMPROVEMENTS:

None.

STATUS: Construction started March 2021. Completion anticipated October 2021.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,170	1,070	508	100	0	0	0	0	0	100	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	12,109	3,027	3,027	9,082	0	0	0	0	0	9,082	0
Total	13,280	4,098	3,536	9,182	0	0	0	0	0	9,182	0
Federal-Aid	11,416	2,958	2,958	8,458	0	0	0	0	0	8,458	0
Special	1,864	1,140	578	724	0	0	0	0	0	724	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP:
None.

USAGE: Accommodate projected annual passenger growth.

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



PROJECT: Concourse A/B Enabling - Central Utility Plant Upgrades

DESCRIPTION: This project will replace and upsize existing Chillers 3 and 4 along with their associated cooling towers. Cooling towers supporting previously upsized Chillers 1 and 2 will be right sized to meet the chilled water needs. In addition, the project will upgrade the condenser water loop and pumps to support the water flow needed for the four chillers.

PURPOSE & NEED SUMMARY STATEMENT: Central Utility Plant upgrades are necessary to keep up with airport expansion in order to provide cooling of the terminal complex.

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

ASSOCIATED IMPROVEMENTS:

Line 9 - Concourse A/B Connector and Baggage Handling System.

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

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

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

STATUS: Included in Concourse A/B Connector & Baggage Handling System Special Transportation Project Revenue Bond issuance. Currently in planning with projected advertisement in FY23.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...	...	...	...
						2024...	2025...	2026...	2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,194	94	0	257	571	272	0	0	0	1,100	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	9,900	0	0	0	250	9,650	0	0	0	9,900	0
Total	11,094	94	0	257	821	9,922	0	0	0	11,000	0
Federal-Aid	71	71	0	0	0	0	0	0	0	0	0
Special	23	23	0	0	0	0	0	0	0	0	0
Other	11,000	0	0	257	821	9,922	0	0	0	11,000	0

9589, 0233 Other funding is Special Transportation Project Revenue Bonds. Federal funding is CARES stimulus.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Project moved from Development & Evaluation Program to Construction Program.

USAGE: Accommodate projected annual passenger growth.

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



PROJECT: Taxiway F Relocation at BWI Marshall Airport

DESCRIPTION: Phase 1 of this project will reconstruct, in concrete, 2500 linear feet of taxiway parallel to Runway 10-28 at a proposed offset of 750 feet. The construction will include clearing, grading, paving, airfield lighting, signage and pavement marking improvements.

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.

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

ASSOCIATED IMPROVEMENTS:

Line 12 - Aircraft Maintenance Facility Infrastructure.

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

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

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

STATUS: Project advertised in March 2021. Construction start anticipated October 2021.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,855	1,277	450	935	644	0	0	0	0	1,579	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	17,453	0	0	6,385	8,167	2,900	0	0	0	17,452	0
Total	20,308	1,277	450	7,320	8,811	2,900	0	0	0	19,031	0
Federal-Aid	18,009	358	0	6,385	8,366	2,900	0	0	0	17,651	0
Special	2,299	919	450	935	445	0	0	0	0	1,380	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Phase 1 now includes Segments 1 and 2 (they have been combined due to availability of Federal funding). 100% AIP grant-funded project with potential for additional Federal supplemental discretionary funding.

USAGE: Accommodate projected annual passenger growth.

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



PROJECT: Aircraft Maintenance Facility Infrastructure at BWI Marshall Airport

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

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

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

ASSOCIATED IMPROVEMENTS:

Line 11 - Taxiway F Relocation.

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

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

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

STATUS: Project advertised in March 2021. Construction start anticipated October 2021.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

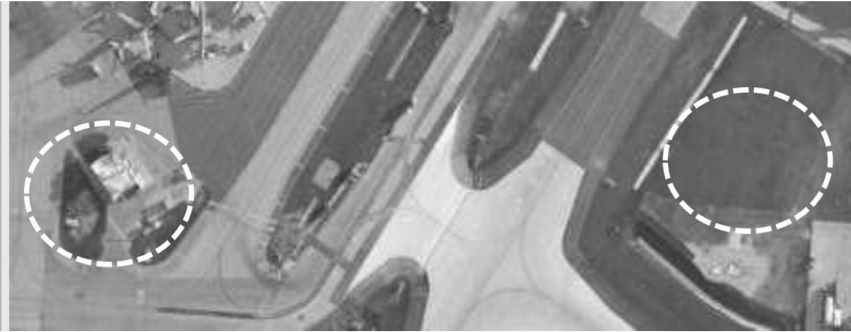
PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,191	4,191	932	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	64,055	1,055	41	21,000	21,000	21,000	0	0	0	63,000	0
Total	68,246	5,246	973	21,000	21,000	21,000	0	0	0	63,000	0
Federal-Aid	423	423	0	0	0	0	0	0	0	0	0
Special	67,823	4,823	973	21,000	21,000	21,000	0	0	0	63,000	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP:
None.

USAGE: Accommodate projected airline maintenance needs.

OPERATING COST IMPACT: Cost responsibility of airline.

9720, 9721, 9722 Federal funding is CARES stimulus.



PROJECT: Airfield Lighting Vault Relocation at BWI Marshall Airport

DESCRIPTION: This project will relocate the existing Airfield Lighting Vault, demolish the existing facility and convert the site to aircraft apron pavement. In addition, the demolition will allow for taxiway and apron improvements between Taxiways T and P. The building will be replaced with a dedicated facility that incorporates all new airfield lighting control and infrastructure, purpose design layout incorporating circuit resiliency by segregating portions of the airfield into different sections reducing the possibility of a single point of failure and a state of the art nitrogen inerting fire protection system.

PURPOSE & NEED SUMMARY STATEMENT: The existing facility is a repurposed fire station and does not meet the requirements of a proper Airfield Lighting Vault. The existing facility represents a potential single point of failure in a catastrophic event and the existing site constrains airfield capacity into the Concourses B-C alley. The existing regulators, power transformers, emergency power generator and fire protection system are all in need of replacement.

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

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

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

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

ASSOCIATED IMPROVEMENTS:

None.

STATUS: Advertisement anticipated January 2022. Project contingent upon receipt of federal funding.

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...			
Planning	15	15	0	0	0	0	0	0	0	0	0	0
Engineering	1,951	1,351	542	600	0	0	0	0	0	0	600	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0	0
Construction	9,800	0	0	0	4,900	4,900	0	0	0	0	9,800	0
Total	11,766	1,366	542	600	4,900	4,900	0	0	0	0	10,400	0
Federal-Aid	9,917	117	0	0	4,900	4,900	0	0	0	0	9,800	0
Special	1,849	1,249	542	600	0	0	0	0	0	0	600	0
Other											0	

2196 Anticipating 100% federal grant with no State matching funds.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Budget and cash flow has been aligned with Federal Airport Capital Improvement Program (ACIP).

USAGE: Accommodate projected annual passenger growth.

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



PROJECT: Environmental Assessment at Martin State Airport

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

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

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

ASSOCIATED IMPROVEMENTS:

None.

STATUS: Inter-agency coordination began in 2013. Updated draft Environmental Assessment documents submitted to FAA in September 2020. Two public workshops held in March 2021. Interagency coordination on the finalizing the draft continues into Summer 2021.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Anticipated project completion and FAA determination is now late calendar year 2021.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPENDED				...2024...	...2025...	...2026...	...2027...		
	COST	THRU									
	(\$000)	CLOSE YEAR									
Planning	2,650	2,244	113	406	0	0	0	0	0	406	0
Engineering	3	3	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	2,653	2,247	113	406	0	0	0	0	0	406	0
Federal-Aid	310	310	0	0	0	0	0	0	0	0	0
Special	2,343	1,937	113	406	0	0	0	0	0	406	0
Other										0	

2010, 2011, 2012

USAGE:

OPERATING COST IMPACT:

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND AVIATION ADMINISTRATION - LINE 15

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Architecture</u>			
MAAPRJ000231	Architect Initiatives	\$ 400	Ongoing
<u>Commercial Management</u>			
MAAPRJ000227	OCM Property Condition Assessments	\$ 1,076	Ongoing
<u>Consolidated Rental Car Facility</u>			
MAA2130	CRCF Security Improvements	\$ 1,066	Underway
MAA2132	CRCF - BMF Equipment Replacement	\$ 1,506	Underway
<u>Critical Technology</u>			
MAA2199	Terminal Electronic Wayfinding Signage Ph 1-3	\$ 2,485	Under Construction
MAAPRJ000166	IT Equipment	\$ 8,345	Ongoing
MAAPRJ000230	International Video Wall	\$ 504	Ongoing
<u>D/E Connector</u>			
MAA9711	D/E Connector Sterile Corridor Security Doors	\$ 543	Completed
<u>Elevators, Escalators, and Walkways</u>			
MAA2351	FAA ATCT Elevator Replacement	\$ 940	Completed
<u>Future Development</u>			
MAA2044	Airport Road Electronic Signage Repl	\$ 5,921	Design Underway
MAA2220	ALSF-2 Shelter Relocation	\$ 2,102	Design Underway
MAA2336	BWI Fuel Storage Tank Additions	\$ 8,526	Design Underway
MAA2345	MTN AOA Fence Upgrade	\$ 2,126	Design Underway
MAA2352	BWI AOA Fence Upgrade	\$ 19,351	Design Underway
MAAPRJ000154	Terminal Upper Level Crosswalk Phase 2 - Design Only	\$ 99	Completed
MAAPRJ000155	Long Term Lot B Pavement Rehab	\$ 8,256	Design Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND AVIATION ADMINISTRATION - LINE 15

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Future Development</u>				
MAAPRJ000170	BGE Airport Feeder and Substation Upgrades	\$	2,070	Design Underway
MAAPRJ000172	Human Resources Interview Room - DE Only	\$	1	Study Underway
MAAPRJ000173	Building 137 Restroom Renovation - DE Only	\$	2	Study Underway
MAAPRJ000174	Terminal Flooring - DE Only	\$	45	Study Underway
MAAPRJ000176	TSA Checkpoints BC and DE Sun Glare Study - DE Only	\$	49	Study Underway
MAAPRJ000220	CBP Area Divider Wall	\$	7	Concepts Underway
<u>GIS</u>				
MAA2040	Airport Project Administration System (AirPass)	\$	3,497	Ongoing
MAA2079	Security and Life Safety Systems CAD Update	\$	1,512	Ongoing
MAA2222	MDOT Asset Management	\$	2,304	Underway
MAA7600	Facility Management Program	\$	2,117	Ongoing
<u>MTN Facilities</u>				
MAA2332	MTN Snow Equip Storage Building	\$	2,633	Completed
MAAPRJ000213	MTN Hangar Storm Damage Repair	\$	1,286	Under Construction
MAAPRJ000216	MTN EQ - ATCT Radio Replacements	\$	112	Design Underway
<u>Noise Support</u>				
MAA2306	MTN Airport Noise Zone	\$	243	Concepts Underway
MAA2307	BWI Part 150 / Airport Noise Zone Update	\$	1,806	Ongoing
MAA2309	BWI Community Roundtable	\$	474	Underway
<u>Operating Facilities</u>				
MAA1931	Hrly Garage Parking Guidance System Upgrade	\$	3,967	Design Underway
MAA2211	RTR Relocation	\$	9,262	Design Underway
MAA2333	Hourly Garage Storm Water Pump Station Repl	\$	2,417	Completed
MAA2342	Hourly Garage Level 6 Pedestrian Ramp Repair	\$	510	Completed
MAAPRJ000224	Wind Cone	\$	246	Under Construction

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND AVIATION ADMINISTRATION - LINE 15

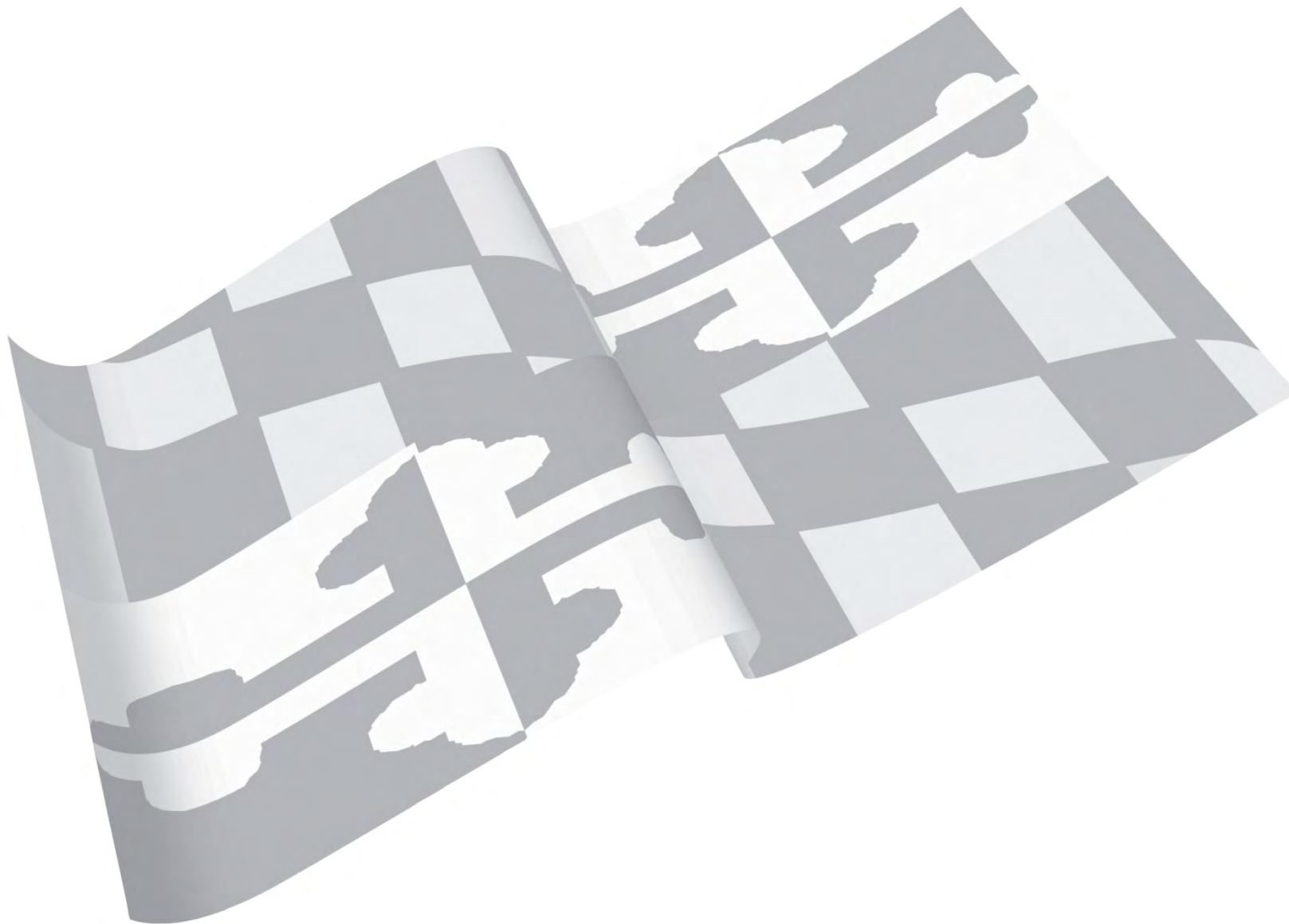
PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Pavement Mgmt - BWI Airside</u>				
MAA2356	Taxiway T2 Connector (TW F Reloc EB75)	\$	7,754	Completed
MAA2357	Taxiway T Electrical Replacement	\$	552	Completed
MAAPRJ000177	Runway 15R-33L Pavement Rehab	\$	2,043	Completed
<u>Pavement Mgmt -BWI Landside</u>				
MAA2353	Long Term Parking Lot A Culvert Rplmt	\$	1,783	Completed
<u>Planning</u>				
MAA2216	C/D Connector Study	\$	1,437	Concepts Underway
MAAPRJ000181	MD Aviation System Plan Update	\$	346	Underway
<u>Pre-Construction Project Env, Plan, Eng</u>				
MAA1943	Pavement Management BWI/MTN AE13-001	\$	3,585	Ongoing
MAAPRJ000235	Delta Ticket Counter Relocation	\$	15	Concepts Underway
<u>Protective Land Acquisition</u>				
MAA1137	Protective Land Acquisition	\$	13,685	Underway
<u>Real Estate Services</u>				
MAA7810	10-01 RPZ Property Acquisition	\$	1,705	Underway
<u>Security</u>				
MAA2028	Concourse A/B Anti-Backflow Improvments	\$	863	Completed
<u>Tenant Facilities</u>				
MAAPRJ000207	SW Concourse A Relocation	\$	4,955	Under Construction

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

(Dollars in Thousands)

MARYLAND AVIATION ADMINISTRATION - LINE 15

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Terminal Facilities</u>				
MAA1939	BWI New Air Traffic Control Tower	\$	1,898	Concepts Underway
MAA2329	D/E Concourse Patio & Storage Room Impv	\$	842	Completed
MAA2335	Concourse E Existing Gate Transition Buildings	\$	3,402	Completed
MAA2355	Concourse D/E Transition Ramp	\$	149	Under Construction
MAA9595	Conc A/B Enabling - Mezzanine Renov	\$	4,225	Completed
MAAPRJ000157	MAC Building Winter Bunk Houses	\$	347	Design Underway
MAAPRJ000215	BGE Ph 1 - S Substation Transformer T1 Repl	\$	1,097	Under Construction
MAAPRJ000219	Roll Up Door NT110R Replacement	\$	238	Under Construction
<u>Vehicles and Equipment</u>				
MAA2198	BWI Mobile Lounge Refurbishment	\$	1,816	Underway
MAA2225	BWI Equip Replacement FY 2020	\$	1,841	Underway
MAA2230	BWI Equip Replacement FY 2021	\$	1,862	Underway
MAA2231	MTN Equipment Replacement FY 2021	\$	766	Underway
MAA2232	AED Defibrulators Replacement	\$	288	Underway
MAAPRJ000178	BWI Equipment Replacement - FY2022	\$	1,806	FY 2022
MAAPRJ000179	MTN Equipment Replacement - FY2022	\$	975	FY 2022
MAAPRJ000228	BWI Equip Replacement FY 2023	\$	2,148	FY 2023
MAAPRJ000229	MTN Equip Replacement FY 2023	\$	712	FY 2023



MDOT MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND PORT ADMINISTRATION

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

	<u>FY 2022</u>	<u>FY 2023</u>	<u>FY 2024</u>	<u>FY 2025</u>	<u>FY 2026</u>	<u>FY 2027</u>	<u>SIX - YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	118.8	282.9	196.3	176.5	49.1	62.3	885.8
System Preservation Minor Projects	27.5	43.0	45.0	31.4	41.2	31.5	219.6
<u>Development & Evaluation Program</u>	5.8	1.5	0.8	0.5	1.0	1.2	10.7
SUBTOTAL	152.1	327.3	242.1	208.3	91.2	95.0	1,116.1
<u>Capital Salaries, Wages & Other Costs</u>	4.9	5.0	5.0	5.0	5.0	5.0	29.9
TOTAL	157.0	332.3	247.1	213.3	96.2	100.0	1,146.0
Special Funds	117.9	252.0	178.8	145.5	95.3	100.0	889.5
Federal Funds	15.3	52.3	43.4	40.2	0.9	-	152.1
Other Funds	23.7	28.1	24.9	27.6	-	-	104.4

* For Minors breakdown, please refer to the System Preservation Minor Projects Program report.



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

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

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

Dredged Material Placement and Monitoring (Line 2)
Dredged Material Management Program (Line 4)

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

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

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.

[illegible]

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: A related project is no longer active, therefore the previous costs (\$7.6 million) associated with it have been removed.



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, monitoring during and after placement, site operations at dredged material facilities, and innovative and beneficial reuse of dredged material.

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

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

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

ASSOCIATED IMPROVEMENTS:
dredging-related projects (Lines 1 and 3-8)

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

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2024...	...2025...	...2026...	...2027...		
Planning	54,368	41,998	1,725	1,100	1,864	2,146	2,100	2,200	2,960	12,370	0
Engineering	33,664	11,767	3,967	5,574	4,857	2,466	2,500	2,500	4,000	21,897	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	45,941	28,298	3,386	5,185	9,209	0	0	0	3,250	17,644	0
Total	133,973	82,063	9,078	11,859	15,930	4,612	4,600	4,700	10,210	51,911	0
Federal-Aid	21,758	8,937	2,878	4,125	8,696	0	0	0	0	12,821	0
Special	112,215	73,126	6,200	7,734	7,233	4,612	4,600	4,700	10,210	39,089	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: The cost for this program was reduced significantly due to the Masonville Dredged Material Containment Facility Expansion being broken out into a separate project.

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



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

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

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

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

ASSOCIATED IMPROVEMENTS:

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

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

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

STATUS: Construction of the foundation for the dike raising is completed, and raising to +60 feet will commence this year; dredged material placement is planned to continue during the expansion project.

POTENTIAL FUNDING SOURCE:											
	<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
Planning	765	765	0	0	0	0	0	0	0	0	0
Engineering	6,850	6,850	0	0	0	0	0	0	0	0	0
Right-of-way	1,011	1,011	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	229,867	130,245	16,129	19,288	23,589	21,147	12,100	13,412	10,086	99,622	0
Total	238,493	138,871	16,129	19,288	23,589	21,147	12,100	13,412	10,086	99,622	0
Federal-Aid										0	
Special	238,493	138,871	16,129	19,288	23,589	21,147	12,100	13,412	10,086	99,622	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: The project funding allocation increased by \$14.6 million due to the restoration of funding that was deferred last year due to reduced revenues related to the Covid-19 pandemic; minor revisions to the scope of this project have slightly lowered the total estimated cost.

5305, 5308, 5309, 5311



PROJECT: Dredged Material Management Program

DESCRIPTION: This project includes detailed studies with the U.S. Army Corps of Engineers to identify and assess potential dredged material placement sites consistent with Maryland's Dredged Material Management Program, emphasizing beneficial uses of dredged material for projects such as island and shoreline restoration.

PURPOSE & NEED SUMMARY STATEMENT: Available placement capacity for sediment dredged from navigational channels serving the Port of Baltimore is completely committed. The MPA must identify placement sites and uses for future dredged material. Studies and investigations are necessary to meet the requirements of the Dredge Material Management Act of 2001.

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

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

ASSOCIATED IMPROVEMENTS:
dredging-related projects (Lines 1-3 and 5-8)

STATUS: Feasibility studies are underway

POTENTIAL FUNDING SOURCE:											
	<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
Planning	9,921	7,586	131	500	400	400	135	500	400	2,335	0
Engineering	8,701	7,677	403	388	136	0	0	100	400	1,024	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	8,258	5,858	804	414	422	400	382	382	400	2,400	0
Total	26,880	21,121	1,338	1,302	958	800	517	982	1,200	5,759	0
Federal-Aid										0	
Special	26,880	21,121	1,338	1,302	958	800	517	982	1,200	5,759	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: The cost decrease of over \$41 million is due to the removal of the historical costs of a program that is no longer funded as part of MDOT MPA's capital program.

5217, 5220, 5221, 5224

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

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

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

PROJECT: Innovative Reuse and Beneficial Use of Dredged Material

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

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

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

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

ASSOCIATED IMPROVEMENTS:

Dredged Material Placement and Monitoring (Line 2)
Dredged Material Management Program (Line 4)

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

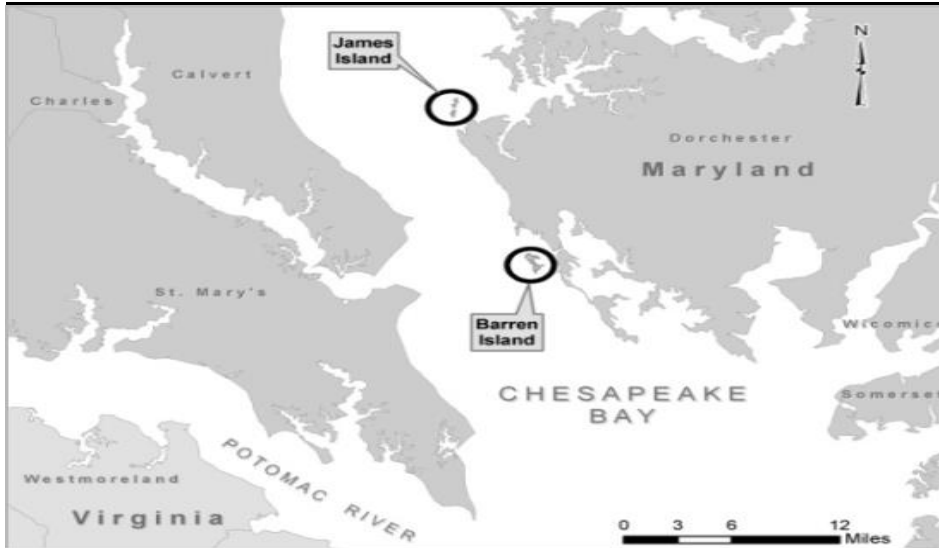
POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2024...	...2025...	...2026...	...2027...		
Planning	11,134	3,274	844	1,009	1,010	810	1,867	1,159	2,005	7,860	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	2,716	1,079	969	1,340	170	70	21	20	16	1,637	0
Total	13,850	4,353	1,813	2,349	1,180	880	1,888	1,179	2,021	9,497	0
Federal-Aid										0	
Special	13,850	4,353	1,813	2,349	1,180	880	1,888	1,179	2,021	9,497	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None

5005, 5007, 5241, 000181, 000182

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

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

EXPLANATION: The placement of this material at the 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.

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 Governor's Strategic Plan for Dredged Material Management that identifies either specific sites and projects, or types of sites and projects for future dredged material placement.

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

ASSOCIATED IMPROVEMENTS:

Dredged Material Placement and Monitoring (Line 2)
Dredged Material Management Program (Line 4)

STATUS: This project is currently in the engineering and design phase.

POTENTIAL FUNDING SOURCE:

- ☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	6,451	5,419	3,427	646	385	0	0	0	0	1,031	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	69,850	0	0	2,472	13,912	11,000	11,200	10,332	20,933	69,849	0
Total	76,300	5,419	3,427	3,118	14,298	11,000	11,200	10,332	20,933	70,881	0
Federal-Aid										0	
Special	76,300	5,419	3,427	3,118	14,298	11,000	11,200	10,332	20,933	70,881	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: The project funding allocation has increased by \$41.8 million due to plans for this project being in the process of finalization by the U.S. Army Corps of Engineers.

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

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

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

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

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

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

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

ASSOCIATED IMPROVEMENTS:

Dredged Material Placement and Monitoring (Line 2)
Dredged Material Management Program (Line 4)

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

POTENTIAL FUNDING SOURCE:

- ☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	17,601	14,138	1,298	730	695	466	500	572	500	3,463	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	202,468	139,626	6,276	5,675	11,686	17,181	9,050	9,750	9,500	62,842	0
Total	220,069	153,764	7,574	6,405	12,381	17,647	9,550	10,322	10,000	66,305	0
Federal-Aid										0	
Special	220,069	153,764	7,574	6,405	12,381	17,647	9,550	10,322	10,000	66,305	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: The project funding allocation increased by \$10.8 million due to the addition of FY 2027 funding.



PROJECT: Masonville Dredged Material Containment Facility Expansion

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

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

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

ASSOCIATED IMPROVEMENTS:

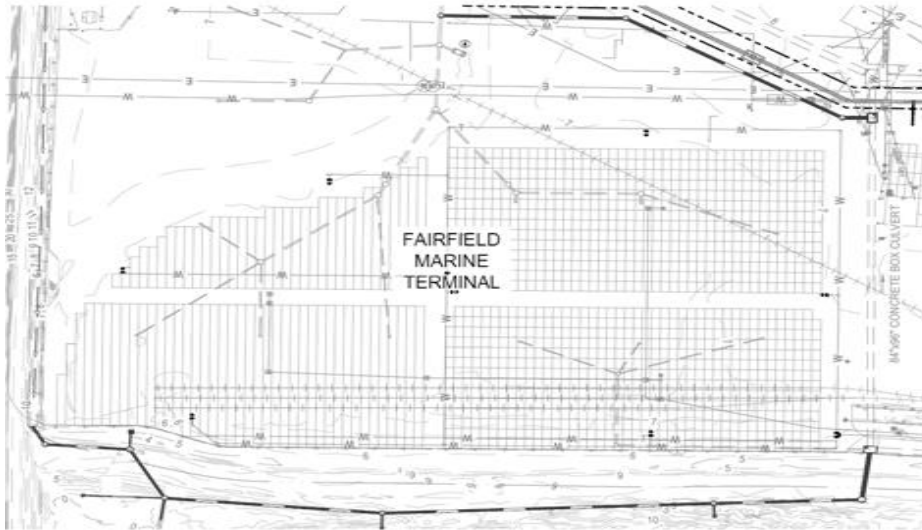
STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

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

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

STATUS: Masonville construction is resuming after funds had previously been reduced due to funding constraints related to the COVID-19 global pandemic. Construction is resuming with funding being restored for FY22, FY23, and FY24.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2024...	...2025...	...2026...	...2027...		
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	318,408	236,115	4,930	15,405	29,888	28,000	3,000	3,000	3,000	82,293	0
Total	318,408	236,115	4,930	15,405	29,888	28,000	3,000	3,000	3,000	82,293	0
Federal-Aid										0	
Special	318,408	236,115	4,930	15,405	29,888	28,000	3,000	3,000	3,000	82,293	0
Other										0	

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

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

EXPLANATION: This project is an integral part of Fairfield Marine Terminal and Masonville DMCF development. Phase 1 allows elevation of the DMCF dike above +30 to the targeted elevation of +42 which will increase the capacity for dredged material generated by Port development. Additionally, installing stormwater drainage allows for the development of the Kurt Iron Slip for future development at the Port of Baltimore and prepares the way for additional stormwater management improvements throughout the terminal.

PROJECT: Fairfield Masonville Stormwater Management Phase I

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

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

SMART GROWTH STATUS:	<input type="checkbox"/> Project Not Location Specific	<input type="checkbox"/> Not Subject to PFA Law
<input checked="" type="checkbox"/> Project Inside PFA	<div style="display: flex; align-items: center;"> <div style="border: 1px solid black; width: 20px; height: 20px; margin-right: 5px;"></div> <div> Grandfathered Exception Will Be Required Exception Granted </div> </div>	
<input type="checkbox"/> Project Outside PFA		
<input type="checkbox"/> PFA Status Yet to Be Determined		

ASSOCIATED IMPROVEMENTS:

Masonville Dredged Material Containment Facility Expansion (Line 8)

STATUS: Project design is underway.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST	EXPENDED THRU				...2024...	...2025...	...2026...	...2027...		
		CLOSE YEAR									
	(\$000)										
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	6,400	0	0	0	5,000	1,400	0	0	0	6,400	0
Total	6,400	0	0	0	5,000	1,400	0	0	0	6,400	0
Federal-Aid											0
Special	6,400	0	0	0	5,000	1,400	0	0	0	6,400	0
Other											0

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: This project was originally deferred due to reduced revenues related to the COVID-19 pandemic, but has since been reinstated into MDOT MPA's six-year Consolidated Transportation Program.

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

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

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

PROJECT: Reconstruction Berths 1- 6 at Dundalk Marine Terminal, Phase III (Berth 3)

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

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

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

ASSOCIATED IMPROVEMENTS:

STATUS: Construction for Phase I (Berths 5 & 6) was completed in December 2006 and Phase II construction (Berth 4) was completed in November 2016. Phase III (Berth 3) construction started in FY21.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2024...	...2025...	...2026...	...2027...		
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	34,000	5,300	5,300	13,300	14,300	1,100	0	0	0	28,700	0
Total	34,000	5,300	5,300	13,300	14,300	1,100	0	0	0	28,700	0
Federal-Aid										0	
Special	34,000	5,300	5,300	13,300	14,300	1,100	0	0	0	28,700	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Project construction has begun, and funds are being expended.



PROJECT: Seagirt Marine Terminal Modernization - Phase 1 - Berth Improvements

DESCRIPTION: Phase one will improve Seagirt Marine Terminal Berth 3 which will provide a second 50-foot deep berth at the Seagirt Marine Terminal (SMT). Phase two of the project includes deepening and widening the remainder of the west access channel, known as the Seagirt Loop Channel.

PURPOSE & NEED SUMMARY STATEMENT: This project is necessary to remain competitive with other East Coast ports by increasing the number of deep berths available at SMT. Increasing the efficiency and safety of large container vessels entering and exiting SMT is required to remain competitive as the world's fleet evolves to larger ships. This project also leverages third party funds of approximately \$18.4 million.

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

ASSOCIATED IMPROVEMENTS:

Seagirt Marine Terminal Modernization - Phase 2 Loop Channel Improvements (Line 12)

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

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

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

STATUS: MDOT MPA is partnering with Ports America Chesapeake in a Public Private Partnership that has received a \$6.6 million BUILD grant through USDOT - MARAD. Project construction started in FY21.

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2024...	...2025...	...2026...	...2027...		
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	33,964	30,206	30,206	3,758	0	0	0	0	0	3,758	0
Total	33,964	30,206	30,206	3,758	0	0	0	0	0	3,758	0
Federal-Aid	6,555	5,867	5,867	688	0	0	0	0	0	688	0
Special	9,000	8,681	8,681	319	0	0	0	0	0	319	0
Other	18,409	15,658	15,658	2,751	0	0	0	0	0	2,751	0

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Project started in FY21 and funds have been expended.

5251; This includes funding from Ports America Chesapeake in the amount of \$18.4M.



PROJECT: Seagirt Marine Terminal Modernization - Phase 2 Loop Channel Improvements

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

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

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

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

ASSOCIATED IMPROVEMENTS:

Seagirt Marine Terminal Modernization - Phase 1 - Berth Improvements (Line 11)

STATUS: Studies are underway to assess widening and deepening the rest of the loop channel to Seagirt Marine Terminal.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

<div>POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER</div>											
PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPENDED				FOR PLANNING PURPOSES ONLY					
	COST	THRU									
	(\$000)	CLOSE YEAR						...2024...	...2025...			...2026...	...2027...
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,300	100	100	700	500	0	0	0	0	1,200	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	1,300	100	100	700	500	0	0	0	0	1,200	
Federal-Aid										0	
Special	1,300	100	100	700	500	0	0	0	0	1,200	
Other										0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None

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

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

EXPLANATION: The project will create double-stack rail access to and from the Port of Baltimore which 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, utilizing public and private funds, with minimal impact to the public and the environment.

PROJECT: Howard Street Tunnel Project (INFRA GRANT)

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

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

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

ASSOCIATED IMPROVEMENTS:

STATUS: The project received final National Environmental Policy Act (NEPA) approval in FY21 and will break ground in FY22.

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input checked="" type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...	...	...	...
Planning	4,500	4,500	2,000	0	0	0	0	0	0	0	0
Engineering	8,000	8,000	8,000	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	453,500	23,600	1,100	41,025	160,392	104,492	123,992	0	0	429,901	0
Total	466,000	36,100	11,100	41,025	160,392	104,492	123,992	0	0	429,901	0
Federal-Aid	128,000	0	0	10,000	40,000	40,000	38,000	0	0	128,000	0
Special	202,500	0	0	11,400	92,867	39,867	58,367	0	0	202,500	0
Other	135,500	36,100	11,100	19,625	27,525	24,625	27,625	0	0	99,400	0

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None



PROJECT: Chrome Ore Processing Residue Remediation (COPR)

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

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

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

ASSOCIATED IMPROVEMENTS:

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

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

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

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

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPENDED									
	COST	THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR				...2024...	...2025...	...2026...	...2027...		
Planning	784	609	25	25	25	25	25	25	50	175	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	73,191	52,635	2,965	3,657	3,400	3,400	3,400	3,400	3,300	20,557	0
Total	73,976	53,244	2,990	3,682	3,425	3,425	3,425	3,425	3,350	20,732	0
Federal-Aid	15	15	0	0	0	0	0	0	0	0	0
Special	73,794	53,063	2,823	3,682	3,425	3,425	3,425	3,425	3,350	20,732	0
Other	166	166	166	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: The project funding allocation increased by \$3.1 million due to the restoration of funding that was deferred due to reduced revenues related to the Covid-19 pandemic; this funding will allow for the completion of this project.

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



PROJECT: Hawkins Point Algal Flow Way TMDL

DESCRIPTION: To construct an Algal Flow Way (AFW) at Hawkins Point. The AFW is a best management practice for treating stormwater. The AFW removes nitrogen, phosphorus, and sediment by growing algae and using water from the Patapsco River; the algae uses the nutrients from the river to grow, and thus, removes the unwanted nutrients from the water system. The algae is then removed and disposed of at a landfill.

PURPOSE & NEED SUMMARY STATEMENT: A condition of MPA's permit requires that it comply with its Water Discharge Permit for treating water/water quality. The condition states MPA must have the work, including design and construction, completed prior to 2025.

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

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

EXPLANATION: This is in response to the Presidential Executive Order to improve the water quality of the Chesapeake Bay by 2025. The Maryland Department of the Environment (MDE) has included Chesapeake Bay restoration requirements in stormwater discharge permits. The MPA is required to treat 20% of its impervious surfaces. This project will allow the MPA to stay in compliance with MDE permits and help to improve the health of the Chesapeake Bay.

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

ASSOCIATED IMPROVEMENTS:

STATUS: Ongoing. Current engineering alternative analysis being performed to narrow down the best and most efficient approach.

POTENTIAL FUNDING SOURCE:

- ☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPENDED				...2024...	...2025...	...2026...	...2027...		
	COST	THRU									
	(\$000)	CLOSE YEAR									
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	4,000	0	0	0	0	0	4,000	0	0	4,000	0
Total	4,000	0	0	0	0	0	4,000	0	0	4,000	0
Federal-Aid											0
Special	4,000	0	0	0	0	0	4,000	0	0	4,000	0
Other											0

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None



PROJECT: South Locust Point Cruise Terminal

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

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

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

ASSOCIATED IMPROVEMENTS:

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

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

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

STATUS: The terminal started operations in FY 2006, and facility improvements have been completed.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	
Construction	7,987	7,987	35	0	0	0	0	0	0	0	
Total	7,987	7,987	35	0	0	0	0	0	0	0	
Federal-Aid										0	
Special	7,987	7,987	35	0	0	0	0	0	0	0	
Other										0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None

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

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

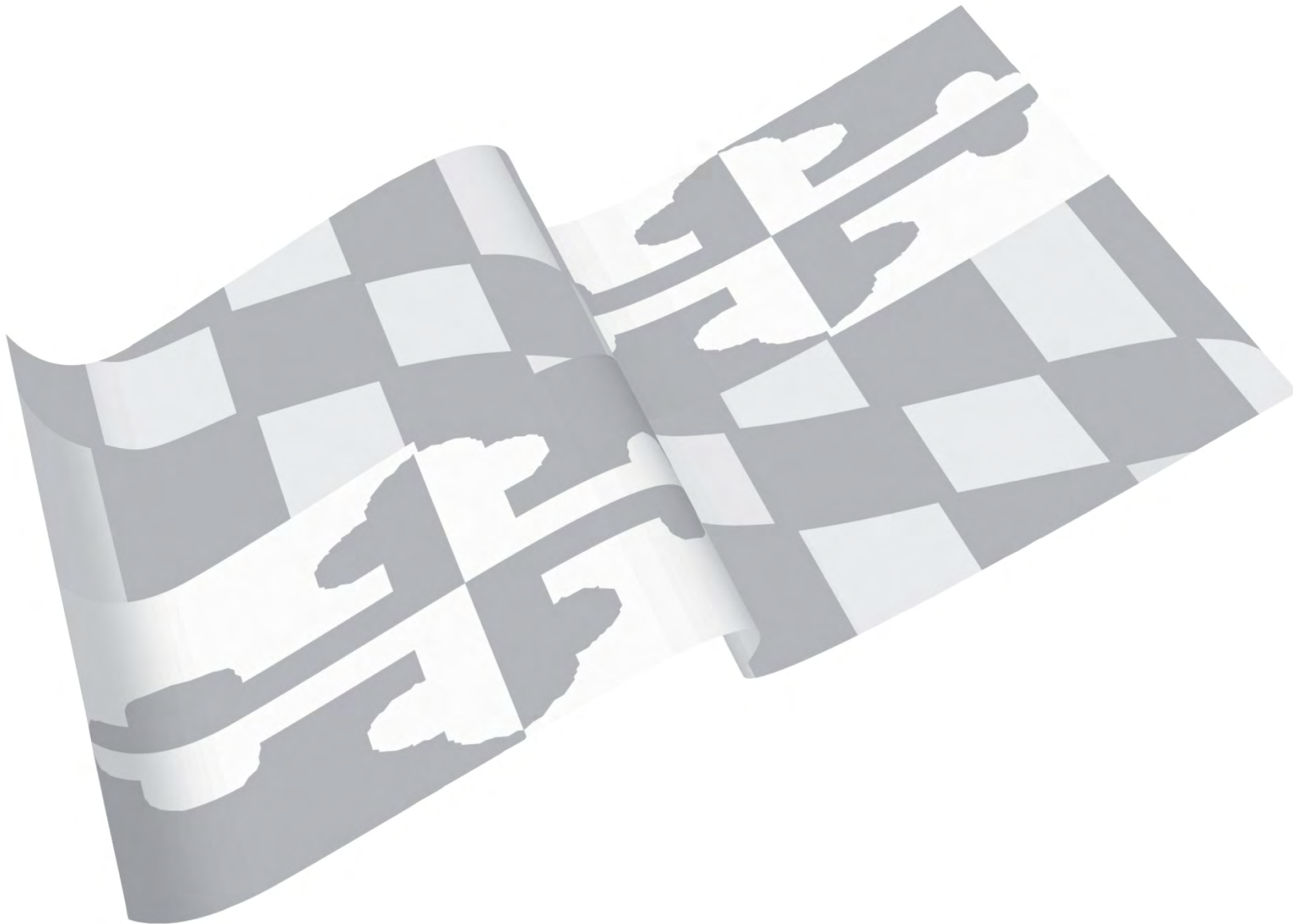
MARYLAND PORT ADMINISTRATION - LINE 17

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Agency Wide Building Repairs</u>				
MPA1854	Agency Wide Facility Improvements	\$	21,375	Ongoing
<u>Agency Wide Utility Upgrades Program</u>				
MPA1837	Agency Wide Utility Installation	\$	20,468	Ongoing
<u>Comprehensive Paving Program</u>				
MPA1842	Agency Wide Paving Repairs	\$	23,939	Ongoing
<u>Equipment</u>				
MPA1400	Environmental Remediation	\$	1,193	Ongoing
MPA1707	Hawkins Point O&M	\$	15,675	Ongoing
MPA1951	Mercedes Pond Rehabilitation -TMDL	\$	985	Underway
MPA1961	Low Emission Vehicles Upgrade (VW Settlement)	\$	3,420	Underway
<u>Howard Street Tunnel INFRA Project</u>				
MPA1648	Paving the Fruit Slip	\$	3,072	Completed
MPA1659	NLP Pier 10 Stabilization	\$	2,412	Ongoing
<u>Information Systems Division</u>				
MPA3124	CTIPP Equipment	\$	6,146	Ongoing
<u>Landside - Security Enhancements</u>				
MPA1779	CCTV Camera EOL Replacement	\$	650	FY 2021
MPA1791	Port Security Grant Program 2019	\$	943	Ongoing
MPA1912	DMT POV Gate Upgrade	\$	720	Ongoing

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND PORT ADMINISTRATION - LINE 17

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Landside - WTC Preservation</u>			
MPA3107	WTC Property Management	\$ 23,850	Ongoing
<u>Landside Facility and Capital Equipment</u>			
MPA3106	Railroad Inspection and Construction	\$ 8,408	Ongoing
<u>Landside Studies and Open Ended Contracts</u>			
MPA1275	Portwide Engineering and Design M&N	\$ 5,664	Ongoing
MPA1276	Portwide Engineering and Design JMT	\$ 6,000	Ongoing
MPA1277	Portwide engineering and Design FY 16 WBCM	\$ 6,000	Ongoing
MPA1278	Portwide Engineering & Design FY 16 STV	\$ 2,600	Ongoing
MPA1279	Portwide Engineering and Design FY 16 WRA	\$ 3,000	Ongoing
MPA1281	CMI FY 18 - FY 23	\$ 7,505	Ongoing
MPA1286	Portwide Engineering and Design Contracts	\$ 57,440	Ongoing
<u>Landside System Preservation</u>			
MPA3212	Broening Highway Project Support	\$ 2,000	Underway
<u>Waterfront Structures Program</u>			
MPA1839	Agency Wide Berth Substructure Repairs IV	\$ 9,869	Ongoing
MPA1865	Agency Wide Substructure Repair	\$ 8,000	Ongoing



MDOT MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION

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

	<u>FY 2022</u>	<u>FY 2023</u>	<u>FY 2024</u>	<u>FY 2025</u>	<u>FY 2026</u>	<u>FY 2027</u>	<u>SIX - YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	1,149.8	571.6	481.5	343.0	268.5	268.2	3,082.6
System Preservation Minor Projects	106.4	114.2	114.6	113.0	116.1	107.9	672.2
<u>Development & Evaluation Program</u>	7.7	14.0	22.0	30.0	147.1	30.9	251.8
SUBTOTAL	1,264.0	699.9	618.1	485.9	531.7	407.1	4,006.6
<u>Capital Salaries, Wages & Other Costs</u>	12.5	13.0	14.0	14.0	15.0	15.5	84.0
TOTAL	1,276.5	712.9	632.1	499.9	546.7	422.6	4,090.6
Special Funds	702.6	113.1	421.0	343.0	308.3	172.2	2,060.2
Federal Funds	453.3	554.3	160.8	156.9	238.3	250.4	1,814.0
Other Funds	120.6	45.5	50.3	-	-	-	216.4

* For Minors breakdown, please refer to the System Preservation Minor Projects Program report.



MARC

Freight

Light Rail

Baltimore Metro

Bus

Multi-Modal

Locally Operated Transit Systems



**MARYLAND TRANSIT
ADMINISTRATION**

MDOT MTA CONSTRUCTION PROGRAM



PROJECT: MARC Maintenance, Layover, & Storage Facilities

DESCRIPTION: Planning, environmental documentation, design, and construction of maintenance, layover, and storage facilities. Includes design and construction of storage tracks and replacement of track switches at MARC Martin State Airport facility and the construction of a heavy maintenance building at the MARC Riverside facility.

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

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

ASSOCIATED IMPROVEMENTS:

None.

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

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

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

STATUS: Design of Martin State Airport storage tracks complete. Construction is underway for the heavy maintenance building at the Riverside location.

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPENDED									
	COST	THRU									
	(\$000)	CLOSE YEAR									
Planning	147	147	71	0	0	0	0	0	0	0	
Engineering	7,913	6,949	3,138	809	155	0	0	0	0	964	
Right-of-way	2,033	2,033	15	0	0	0	0	0	0	0	
Utility	787	241	241	290	257	0	0	0	0	547	
Construction	77,349	13,355	12,713	40,820	19,277	3,897	0	0	0	63,994	
Total	88,229	22,725	16,179	41,918	19,689	3,897	0	0	0	65,504	
Federal-Aid	67,442	18,282	13,761	33,098	13,919	2,143	0	0	0	49,160	
Special	19,287	4,399	2,374	8,409	5,036	1,442	0	0	0	14,888	
Other	1,500	44	44	411	733	311	0	0	0	1,456	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Project cost decreased by \$13.7M due to the completion of real estate acquisition of the MARC Riverside facility (\$19.9M), and the addition of the MARC Martin's Yard Power Switch project, an FRA competitive grant award (\$6.2M).

USAGE: MARC annual ridership in FY 21 exceeded 900,000.



PROJECT: MARC Improvements on Camden, Brunswick, and Penn Lines

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

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

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

ASSOCIATED IMPROVEMENTS:

None.

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

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

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

STATUS: Replacement of Carroll and W. Baltimore/Lansdowne interlockings was completed in FY 21. Upgrades to the signals at Greenbelt was completed in FY 21. Improvements to the Jessup yard will be completed in FY 22. Ongoing projects on the Penn Line are determined by the Passenger Rail Investment and Improvement Act of 2008.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	6,083	6,083	300	0	0	0	0	0	0	0	0
Right-of-way	19	19	19	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	497,412	290,030	27,632	18,006	32,156	34,746	37,592	40,721	44,161	207,382	0
Total	503,514	296,132	27,952	18,006	32,156	34,746	37,592	40,721	44,161	207,382	0
Federal-Aid	392,606	227,390	20,681	13,715	25,725	27,797	30,074	32,577	35,329	165,216	0
Special	110,908	68,742	7,270	4,291	6,431	6,949	7,518	8,144	8,832	42,166	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Project funding allocation increased by \$40.0M due to the addition of FY 27, completion of the real estate acquisition at MARC Odenton Station, and miscellaneous preservation program adjustments.

USAGE: MARC annual ridership in FY 21 exceeded 900,000.

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

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

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

PROJECT: MARC Coaches - Overhauls and Replacement

DESCRIPTION: Minor overhaul of 63 MARC III coaches, the overhaul of MARC IV railcars and truck components, and the overhaul or replacement of 60 MARC multi-level railcars.

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Overhaul of 63 MARC III coaches is underway. Nine overhauled coaches are operating in revenue service with all coaches anticipated to be overhauled by FY 23.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	2,104	604	0	0	0	0	250	1,250	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	91,536	28,140	3,435	23,667	4,829	12,300	0	0	22,600	63,396	0
Total	93,639	28,743	3,435	23,667	4,829	12,300	250	1,250	22,600	64,896	0
Federal-Aid	74,005	22,523	2,748	18,934	3,428	9,840	200	1,000	18,080	51,481	0
Special	19,635	6,220	687	4,733	1,401	2,460	50	250	4,520	13,415	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Project funding allocation increased by \$23.2M due to the addition of FY 27 and miscellaneous preservation program adjustments.

USAGE: MARC annual ridership in FY 21 exceeded 900,000.

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

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

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

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.

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.

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

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

ASSOCIATED IMPROVEMENTS:
Line 51 - Frederick Douglass Tunnel

STATUS: The first two of six overhauled GP-39 locomotives are expected to deliver in FY 22.

POTENTIAL FUNDING SOURCE:											
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,745	1,295	0	450	0	0	0	500	500	1,450	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	86,018	2,864	1,096	8,880	13,583	15,701	22,495	22,495	0	83,154	0
Total	88,763	4,160	1,096	9,330	13,583	15,701	22,495	22,995	500	84,604	0
Federal-Aid	69,969	2,286	1,007	7,464	10,867	12,560	17,996	18,396	400	67,683	0
Special	18,794	1,874	88	1,866	2,717	3,140	4,499	4,599	100	16,921	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None

USAGE: MARC annual ridership in FY 21 exceeded 900,000.

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

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

EXPLANATION: Ensure the safe operation of MARC service.

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.

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

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

ASSOCIATED IMPROVEMENTS:
None.

STATUS: All MARC diesel locomotives and cab cars available for service are equipped with the Interoperable Electronic Train Management System and are operating PTC on all three MARC service lines (Penn/Camden/Brunswick). Closeout activities will be completed in FY 22.

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...	...	...	...
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	742	141	0	601	0	0	0	0	0	601	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	36,032	34,295	2,701	1,737	0	0	0	0	0	1,737	0
Total	36,774	34,436	2,701	2,338	0	0	0	0	0	2,338	0
Federal-Aid	29,453	27,208	2,036	2,244	0	0	0	0	0	2,244	0
Special	7,321	7,228	665	94	0	0	0	0	0	94	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None

USAGE: MARC annual ridership in FY 21 exceeded 900,000.



PROJECT: MARC BWI Rail Station Upgrades and Repairs

DESCRIPTION: Structural improvements to the BWI Rail Station parking garages and improvements to the existing station; including a more passenger-friendly station with additional seating.

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.

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

ASSOCIATED IMPROVEMENTS:
None.

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

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

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

STATUS: Construction of MARC BWI Station was substantially completed in FY 20, and the station is open for use. Punch list items were completed in FY 21.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2024...	...2025...	...2026...	...2027...		
Planning	405	405	0	0	0	0	0	0	0	0	0
Engineering	1,819	1,819	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	7,208	6,838	175	370	0	0	0	0	0	370	0
Total	9,432	9,062	175	370	0	0	0	0	0	370	0
Federal-Aid	5,657	5,657	22	0	0	0	0	0	0	0	0
Special	3,775	3,405	153	370	0	0	0	0	0	370	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Project cost decreased by \$8.3M due to the reallocation of the BWI garage system preservation funds to the minor reporting section of the CTP.

USAGE: MARC annual ridership in FY 21 exceeded 900,000.

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

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

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

PROJECT: MARC Odenton Station Renovation

DESCRIPTION: This project will provide design and construction for renovations to the existing MARC Odenton Station. 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 new roof components and drainage, exterior signage, and all doors and windows. Temporary restrooms and ticket trailer will be provided during construction.

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

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

ASSOCIATED IMPROVEMENTS:

None.

STATUS: Design will begin in FY 22.

POTENTIAL FUNDING SOURCE:											
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	290	0	0	290	0	0	0	0	0	290	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	2,310	0	0	0	855	1,455	0	0	0	2,310	0
Total	2,600	0	0	290	855	1,455	0	0	0	2,600	0
Federal-Aid	115	0	0	115	0	0	0	0	0	115	0
Special	2,485	0	0	175	855	1,455	0	0	0	2,485	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Added to construction program.

USAGE: MARC annual ridership in FY 21 exceeded 900,000.



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

PROJECT: MARC Laurel Platform Replacement

DESCRIPTION: This project will replace the existing northbound platform sub-structure, decking, stairs, and ramp.

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

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

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

ASSOCIATED IMPROVEMENTS:

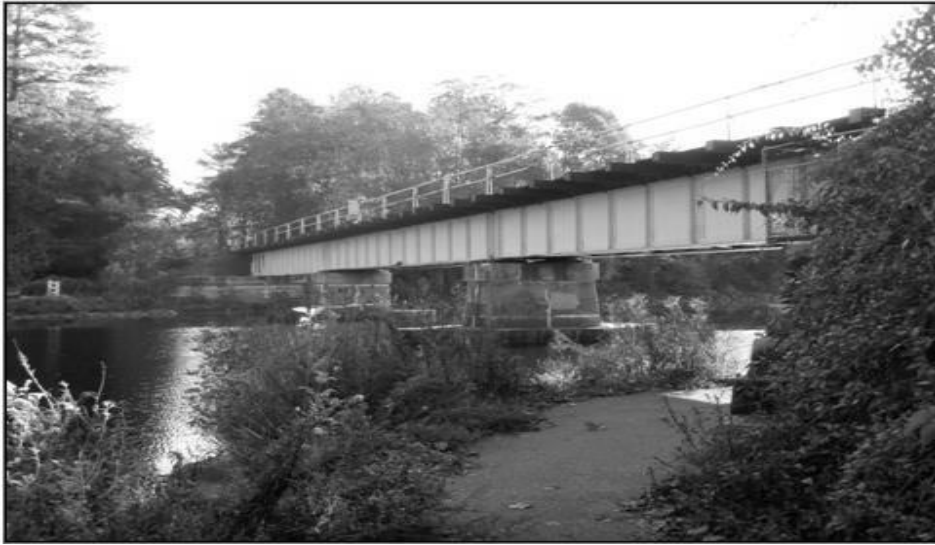
None.

STATUS: Design will be completed and advertised for construction in FY 22.

[illegible]

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Added to construction program.

USAGE: MARC annual ridership in FY 21 exceeded 900,000.



PROJECT: Freight Rail Program

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

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

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 2021 - 26 CTP: Project funding allocation increased by \$9.1M after re-evaluation of project deferrals caused by reduced revenues from the COVID-19 pandemic.

POTENTIAL FUNDING SOURCE:											
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
Planning	21	21	0	0	0	0	0	0	0	0	0
Engineering	17,459	15,571	971	1,888	0	0	0	0	0	1,888	0
Right-of-way	350	291	226	59	0	0	0	0	0	59	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	47,498	37,509	597	2,753	3,608	3,627	0	0	0	9,988	0
Total	65,328	53,393	1,793	4,700	3,608	3,627	0	0	0	11,935	0
Federal-Aid	2,500	0	0	0	687	1,814	0	0	0	2,500	0
Special	62,513	53,393	1,793	4,700	2,835	1,585	0	0	0	9,120	0
Other	315	0	0	0	86	229	0	0	0	315	0

0212, 0213, 0590, 1625, 1661, 1662, 1663, 1737, 1744, 1787, 1788, 1789, 1790, 1791, 1792, 1793, 1875, 1926, 1929, 1930

USAGE:

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

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

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

PROJECT: Homeland Security

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

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

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

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

ASSOCIATED IMPROVEMENTS:

None.

STATUS: Construction for FY 17, FY 18, and FY 19 Homeland Security grants are underway. The FY 16 grant substantially completed in FY 20 with remaining punch list items to be completed in FY 22.

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
							
						...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	538	538	5	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	6,829	6,381	496	447	0	0	0	0	0	447	0
Total	7,367	6,920	501	447	0	0	0	0	0	447	0
Federal-Aid	6,948	6,659	535	289	0	0	0	0	0	289	0
Special	419	261	(35)	158	0	0	0	0	0	158	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None

USAGE:

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

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

EXPLANATION: 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.

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.

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

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

ASSOCIATED IMPROVEMENTS:
None.

STATUS: MDOT MTA continues to receive overhauled vehicles for use in revenue service. This project is on track for completion in FY 23. Ongoing minor overhauls are underway.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,082	3,154	0	379	0	250	200	100	0	929	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	210,776	155,352	16,616	19,593	32,055	275	2,600	400	500	55,423	0
Total	214,858	158,506	16,616	19,972	32,055	525	2,800	500	500	56,352	0
Federal-Aid	127,400	103,966	12,295	13,857	9,408	0	169	0	0	23,434	0
Special	87,459	54,540	4,321	6,115	22,647	525	2,631	500	500	32,918	0
Other										0	

1153, 90500

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Project cost increased by \$2.8M due to increased project costs on the Mid-Life Overhaul project and miscellaneous preservation program adjustments.

USAGE: Light Rail annual ridership in FY 21 exceeded 1.7 million.



PROJECT: Light Rail Systems Overhauls and Replacements

DESCRIPTION: Includes the replacement of key systems throughout Light RailLink 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.

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

ASSOCIATED IMPROVEMENTS:
None.

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

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

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

STATUS: Design for the Train Control Signal UPS Upgrade, Catenary Surge Protection, and Signal Power System Replacement projects will be completed and advertised for construction in FY 22. Design for the Substation Rehabilitation, Wide Area Network, and Rail and Switch Heater replacement projects will be completed in FY 22.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Added to construction program.

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPENDED									
	COST	THRU									
	(\$000)	CLOSE YEAR									
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	9,301	2,413	927	3,887	1,000	0	2,000	0	0	6,887	0
Right-of-way	82	6	2	76	0	0	0	0	0	76	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	57,548	1,033	397	9,931	12,250	18,474	14,000	1,860	0	56,515	0
Total	66,931	3,452	1,326	13,894	13,250	18,474	16,000	1,860	0	63,478	0
Federal-Aid	4,345	883	595	3,462	0	0	0	0	0	3,462	0
Special	62,586	2,569	731	10,432	13,250	18,474	16,000	1,860	0	60,017	0
Other										0	

USAGE: Light Rail annual ridership in FY 21 exceeded 1.7 million.



PROJECT: Light Rail Trackwork Overhauls and Replacement

DESCRIPTION: Repairs and replacements of trackwork throughout the Light Rail system including switch ties, grade crossings, interlockings, and restraining rail curves.

PURPOSE & NEED SUMMARY STATEMENT: Repairs and replacements of trackwork throughout the Light Rail system is required to reduce system failures and improve reliability.

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

ASSOCIATED IMPROVEMENTS:

Howard Street Rail Replacement - Line 14

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

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

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

STATUS: Design of interlocking, grade crossing, and restraining rail curve replacements are underway. Trackwork rehabilitation to interlockings and curves will begin construction in late fall 2021.

POTENTIAL FUNDING SOURCE:											
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	16,171	4,667	(1)	1,304	5,100	800	3,750	550	0	11,504	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	121,504	43,891	13,466	17,797	17,747	20,690	10,800	5,879	4,700	77,613	0
Total	137,675	48,558	13,465	19,101	22,847	21,490	14,550	6,429	4,700	89,117	0
Federal-Aid	10,997	1,115	1,115	4,459	0	0	0	1,663	3,760	9,882	0
Special	126,678	47,443	12,350	14,642	22,847	21,490	14,550	4,766	940	79,235	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Added to construction program.

USAGE: Light Rail annual ridership in FY 21 exceeded 1.7 million.

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

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

EXPLANATION: This project includes rail replacement to maintain a state of good repair.

PROJECT: Howard Street Rail Replacement

DESCRIPTION: Full rehabilitation of the light rail tracks throughout Baltimore Central Business District (CBD) area from Camden Yards to Martin Luther King Boulevard. The project is approximately 1.2 miles along Howard Street.

PURPOSE & NEED SUMMARY STATEMENT: Project will improve reliability, availability, speed of transit service all along Howard Street, reduce ongoing maintenance costs and system failure.

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

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

ASSOCIATED IMPROVEMENTS:

Light Rail Trackwork Overhauls and Replacement - Line 13

STATUS: Coordination with Baltimore City and Central Business District business owners is underway. Project construction anticipated to begin in FY 23.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2024...	...2025...	...2026...	...2027...		
Planning	800	800	0	0	0	0	0	0	0	0	0
Engineering	1,789	1,520	553	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	39,445	75	75	0	39,370	0	0	0	0	39,370	0
Total	42,033	2,394	628	269	39,370	0	0	0	0	39,639	0
Federal-Aid	17,629	0	0	120	17,510	0	0	0	0	17,629	0
Special	24,404	2,394	628	149	21,860	(0)	0	0	0	22,010	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None

USAGE: Light Rail annual ridership in FY 21 exceeded 1.7 million.



PROJECT: Metro Interlocking Renewals

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

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

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

ASSOCIATED IMPROVEMENTS:
None

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

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

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

STATUS: Rehabilitation of the interlockings at Charles and State Center was substantially completed in FY 21 with some punch list items remaining. Design is underway for all remaining interlockings.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPENDED				FOR PLANNING PURPOSES ONLY					
	COST	THRU									
	(\$000)	CLOSE YEAR									
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	10,742	10,441	1,282	6	0	295	0	0	0	301	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	
Construction	89,574	38,076	13,355	2,048	9,280	25,070	15,100	0	0	51,498	
Total	100,316	48,517	14,637	2,054	9,280	25,365	15,100	0	0	51,799	
Federal-Aid	36,740	31,479	9,871	38	5,223	0	0	0	0	5,261	
Special	63,576	17,037	4,765	2,016	4,057	25,365	15,100	(0)	0	46,538	
Other										0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Project funding allocation increased by \$22.5M to fully fund the Metro Track Section B and Northwest Yard Interlocking projects.

USAGE: Metro annual ridership in FY 21 exceeded 1.6 million.

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

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

EXPLANATION: Rehabilitating Metro Stations will increase safety, reliability, and improve the customer experience for metro riders.

PROJECT: Metro Station Rehabilitation and Lighting Program

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

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Construction to begin on Reisterstown Plaza Metro Station ADA Improvements and Stair Replacement project in FY 22. Replacement of the customer service station booth at Mondawmin Metro Station to begin in late FY 22.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	750	0	0	510	90	0	150	0	0	750	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	43,712	0	0	1,937	15,057	8,743	16,886	1,089	0	43,712	0
Total	44,462	0	0	2,447	15,147	8,743	17,036	1,089	0	44,462	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	44,462	0	0	2,447	15,147	8,743	17,036	1,089	0	44,462	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Project funding allocation increased by \$29.0M to address additional customer facing rehabilitation needs at several Metro stations.

USAGE: Metro annual ridership in FY 21 exceeded 1.6 million.

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

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

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

PROJECT: Metro Railcar and Signal System Overhauls and Replacement

DESCRIPTION: Replacement of Metro railcars and repair of critical equipment such as traction motors, gearboxes, axles, and wheels as well as repair and replacement of signal system and associated components.

PURPOSE & NEED SUMMARY STATEMENT: The new vehicles will replace the existing fleet which is nearing the end of its useful life. The replacement of the Railcar Fleet will enhance passenger comfort and convenience, ensure better reliability, and improve safety. On-going overhauls for Metro vehicle subsystems are required to reduce system failures and improve reliability.

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

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

ASSOCIATED IMPROVEMENTS:

Metro Maintenance Facility Improvements - Line 18

STATUS: The Metro Train Control and Vehicle Replacement Project is underway. Construction for ongoing overhauls and repairs are underway.

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	5,004	5,004	27	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	520,981	190,289	36,177	89,065	119,786	119,305	1,536	500	500	330,692	0	
Total	525,985	195,293	36,204	89,065	119,786	119,305	1,536	500	500	330,692	0	
Federal-Aid	341,293	146,849	28,893	70,844	91,334	32,265	0	0	0	194,444	0	
Special	169,649	48,444	7,311	18,221	28,452	71,997	1,536	500	500	121,205	0	
Other	15,043	0	0	0	0	15,043	0	0	0	15,043	0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Project costs decreased by \$5.1M due to the completion of the Metro Signal System interim maintenance project and adjustments to preservation efforts.

USAGE: Metro annual ridership in FY 21 exceeded 1.6 million.



PROJECT: Metro Maintenance Facility Improvements

DESCRIPTION: Replace, upgrade, and install maintenance equipment in the Wabash Rail Shop to support the maintenance of new Metro vehicles while concurrently maintaining the old fleet throughout the transition.

PURPOSE & NEED SUMMARY STATEMENT: Upgrades and replacement of heavy maintenance equipment is required to reduce equipment failures and to support the new metro fleet.

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

ASSOCIATED IMPROVEMENTS:

Metro Railcar and Signal System Overhauls and Replacement - Line 17

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

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

EXPLANATION: The upgrade, replacement, and installation of maintenance equipment will increase safety for employees by providing fall protection, preserve MDOT MTA assets that are beyond a state of good repair, allow for the current fleet to stay in revenue service, and accommodate the new metro fleet.

STATUS: Construction of the wheel truing machine began in FY 21. Design activities for other shop equipment components are anticipated to be completed in FY 22.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...	...	...	...
							
							
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	2,363	1,266	479	1,056	20	20	0	0	0	1,096	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	
Construction	17,834	431	430	5,819	5,504	6,081	0	0	0	17,404	
Total	20,197	1,697	908	6,874	5,524	6,102	0	0	0	18,500	
Federal-Aid	7,418	1,199	723	5,133	1,085	0	0	0	0	6,218	
Special	12,779	498	185	1,741	4,439	6,101	0	(0)	0	12,282	
Other										0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Project funding allocation increased by \$1.6M as a result of updated cost estimates.

USAGE: Metro annual ridership in FY 21 exceeded 1.6 million.

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

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

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

PROJECT: Metro Systems Overhauls and Replacements

DESCRIPTION: Includes the replacement of key systems throughout Metro SubwayLink including communication, switch heater, stray current monitoring, and electrical/power systems.

PURPOSE & NEED SUMMARY STATEMENT: Upgrades and replacements of systems throughout the Metro system is required to reduce system failures and improve reliability.

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

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

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Design for the AC Secondary Breaker Refurbishment, Power Distribution System Rehabilitation, Switch Heater System Replacement, and Stray Current Monitoring System Replacement projects will be completed in FY 22.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2024...	...2025...	...2026...	...2027...		
Planning	500	0	0	0	0	0	0	500	0	500	0
Engineering	7,291	21	21	670	0	0	4,900	1,700	0	7,270	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	9,070	0	0	720	4,330	2,120	1,200	700	0	9,070	0
Total	16,861	21	21	1,390	4,330	2,120	6,100	2,900	0	16,840	0
Federal-Aid	1,847	0	0	0	0	600	0	1,247	0	1,847	0
Special	15,014	21	21	1,390	4,330	1,520	6,100	1,653	0	14,993	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Added to construction program.

USAGE: Metro annual ridership in FY 21 exceeded 1.6 million.

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

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

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

PROJECT: Kirk Bus Facility Replacement

DESCRIPTION: Construct replacement for the existing Kirk Bus Division. Phase I of the project will construct a new maintenance facility on an expanded site. Phase II will construct an enclosed storage/operations facility.

PURPOSE & NEED SUMMARY STATEMENT: The existing Kirk facility is obsolete, severely constrained, and cannot adequately support MDOT MTA's current fleet. MDOT MTA employees must park off-site on the surrounding neighborhood streets. By replacing the existing Kirk facility with two new sustainable buildings, substantial operational efficiencies will be realized and the community's environmental justice concerns will be addressed.

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

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

ASSOCIATED IMPROVEMENTS:

None.

STATUS: Construction of Phase I facility was completed in FY 19. Phase II construction was substantially completed in FY 21 with punch list items remaining.

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
Planning	3,366	3,366	0	0	0	...2024...	...2025...	...2026...	...2027...	0	0	0
Engineering	12,892	12,892	1	0	0	0	0	0	0	0	0	0
Right-of-way	5,942	5,942	646	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0	0
Construction	146,191	142,606	14,264	3,585	0	0	0	0	0	3,585	0	0
Total	168,391	164,806	14,911	3,585	0	0	0	0	0	3,585	0	
Federal-Aid	108,321	105,627	11,355	2,694	0	0	0	0	0	2,694	0	0
Special	60,070	59,179	3,556	891	0	0	0	0	0	891	0	0
Other										0		

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Project cost decreased by \$1.0M due to project savings.

USAGE: Core Bus annual ridership in FY 21 exceeded 35 million.

**PROJECT:** Eastern Bus Facility**DESCRIPTION:** Design and construction to re-develop the existing Eastern Bus Division as a fully electric bus division.**PURPOSE & NEED SUMMARY STATEMENT:** The existing Eastern facility is obsolete, severely constrained, cannot adequately support MDOT MTA's current fleet, and cannot support electric buses. Re-developing this facility will promote substantial operational efficiencies.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law

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

ASSOCIATED IMPROVEMENTS:

Bus Procurement - Line 27

Zero Emission Bus Procurement - Line 28

Zero Emission Bus Pilots - Line 29

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

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

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

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPENDED				FOR PLANNING PURPOSES ONLY					
	COST	THRU									
	(\$000)	CLOSE YEAR				...	...	...	...
Planning	972	101	12	871	0	0	0	0	0	871	0
Engineering	20,000	0	0	0	6,000	5,000	9,000	0	0	20,000	0
Right-of-way	135	70	70	65	0	0	0	0	0	65	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	168,204	0	0	0	0	0	0	139,000	29,204	168,204	0
Total	189,311	171	82	936	6,000	5,000	9,000	139,000	29,204	189,140	0
Federal-Aid	94,666	0	0	0	0	0	0	71,303	23,363	94,666	0
Special	94,645	171	82	936	6,000	5,000	9,000	67,697	5,841	94,474	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Project moved from D&E to Construction Program. Project funding allocation increased by \$164.2M to partially fund construction efforts. Additional funding opportunities are being sought.**USAGE:**



PROJECT: Bus Facilities Preservation and Improvements

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

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

EXPLANATION: Rehabilitation of bus facilities and equipment is necessary to keep them in a state of good repair and provide a safe, efficient, and well-heated workplace for MDOT MTA employees.

STATUS: Replacement of the boiler at Bush Division Building 5 and replacement of vehicular and pedestrian doors will begin in FY 22. Design of gable windows, building 5 HVAC, and bus paint booth at Bush Division will be completed and advertised for construction in FY 22.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	554	134	12	145	275	0	0	0	0	420	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	24,935	16	11	8,267	6,000	5,526	5,126	0	0	24,919	0
Total	25,489	150	23	8,412	6,275	5,526	5,126	0	0	25,339	0
Federal-Aid	2,835	1	(18)	2,834	0	0	0	0	0	2,834	0
Special	22,654	149	41	5,577	6,275	5,526	5,126	0	0	22,504	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Added to construction program.

USAGE:

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

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

EXPLANATION: This project provides blue light phones and improves existing comfort station facilities for use by operators, making the execution of their jobs safer and more comfortable. Real-time information signage and shelters make for a more vital community by enhancing the customer experience.

PROJECT: Beyond the Bus Stop

DESCRIPTION: The Beyond the Bus Stop program aims to improve amenities for both riders and operators at bus stops around the network. The Beyond the Bus Stop program will improve the customer experience by adding real-time information signage and shelter improvements to bus stops, including some multi-modal transfers. The program also includes constructing a comfort station at the Patapsco Light Rail Station for use by our operators. Blue Light phones will also be added at these locations.

PURPOSE & NEED SUMMARY STATEMENT: With the launch of real-time information on the Transit mobile application, real-time information signage will extend that availability to the users of the BaltimoreLink system who do not have access to mobile technology. MDOT MTA bus operators currently lack sufficient restrooms while operating their routes.

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

ASSOCIATED IMPROVEMENTS:

None.

STATUS: Construction on real-time signage and blue light phones was completed in FY 21. Construction of the Patapsco operator comfort station to begin in FY 22.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2024...	...2025...	...2026...	...2027...		
Planning	100	31	0	69	0	0	0	0	0	69	0
Engineering	400	300	38	100	0	0	0	0	0	100	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	5,118	871	816	1,947	2,300	0	0	0	0	4,247	0
Total	5,618	1,202	855	2,116	2,300	0	0	0	0	4,416	0
Federal-Aid	2,600	907	727	1,693	0	0	0	0	0	1,693	0
Special	3,018	295	128	423	2,300	0	0	0	0	2,723	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None

USAGE: Core Bus annual ridership in FY 21 exceeded 35 million.



PROJECT: Bus Network Improvements

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

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

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

ASSOCIATED IMPROVEMENTS:

Bus Communications Systems Upgrade - Line 26

Bus Procurement - Line 27

Zero Emission Bus Pilots - Line 29

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

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

EXPLANATION: Projects will build upon ongoing MDOT MTA efforts to accomplish goals and objectives created by the Central Maryland Regional Transportation Plan through this rider-focused initiative. The elements of this project will improve reliability and on-time performance while simultaneously enhancing the customer wait and transfer experience.

STATUS: The Transit Signal Priority project was substantially completed, and additional potential sites were analyzed and approved by BCDOT in FY 21. Dedicated Bus Lane projects are ongoing in FY 22 with minor delays due to material shortages. Customer Experience Enhancement Program projects will be underway in FY 22.

POTENTIAL FUNDING SOURCE:											
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
Planning	2,826	2,337	107	488	0	0	0	0	0	488	0
Engineering	4,166	1,882	115	2,148	60	76	0	0	0	2,284	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	66,277	11,752	1,555	9,805	24,719	20,000	0	0	0	54,524	0
Total	73,268	15,971	1,777	12,442	24,779	20,076	0	0	0	57,297	0
Federal-Aid	7,544	5,671	269	1,824	48	0	0	0	0	1,872	0
Special	65,725	10,300	1,509	10,618	24,731	20,076	0	0	0	55,425	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Project funding allocation increased by \$32.8M with the completion of the BaltimoreLink Bus Hubs and Concrete Bus Pads projects (\$18.1M), additional funds allocated toward bus shelter installation/replacements (\$2M), addition of transit priority corridors implementation (\$5.5M), and addition of the Customer Experience Enhancement Program project (\$43M).

USAGE: Core Bus annual ridership in FY 21 exceeded 35 million.



PROJECT: Bus Hub at Baltimore Arena

DESCRIPTION: Design of a transfer facility in Downtown Baltimore. Concept facility includes expansion of the sidewalk area to add bus bays, pedestrian lighting, ADA access, and bus stop amenities on Baltimore Street near Royal Farms Arena.

PURPOSE & NEED SUMMARY STATEMENT: Modernized facility improvements will allow enhanced safety to valued passengers. Use of bus bays will allow for easier transfers between buses and to the Light Rail.

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

ASSOCIATED IMPROVEMENTS:
None.

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

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

EXPLANATION: This bus hub was identified in the Regional Transit Plan and will allow for easier transfers between buses and to the Light Rail.

STATUS: Design will be completed and the project is anticipated to be advertised in FY 22.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	716	714	229	2	0	0	0	0	0	2	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	2,427	0	0	1,677	750	0	0	0	0	2,427	0
Total	3,143	714	229	1,679	750	0	0	0	0	2,429	0
Federal-Aid										0	
Special	3,143	714	229	1,679	750	0	0	0	0	2,429	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None

USAGE:

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

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

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

PROJECT: Bus Communications Systems Upgrade

DESCRIPTION: Retrofit of MDOT MTA buses with a unified, integrated, and state-of-the-art suite of on-board bus equipment as well as fixed-end systems at operations and security monitoring centers, allowing MDOT MTA to upgrade equipment and systems to enhance the delivery of safe and reliable customer service.

PURPOSE & NEED SUMMARY STATEMENT: The retrofit will provide a unified infrastructure on-board buses and will fully integrate security and monitoring systems

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

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

ASSOCIATED IMPROVEMENTS:

Bus Procurement - Line 27
Bus Network Improvements - Line 24

STATUS: Project is substantially complete with punch list items underway.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY					BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2024...	...2025...	...2026...	...2027...	SIX YEAR TOTAL	
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,951	4,951	577	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	33,653	30,615	10,112	3,039	0	0	0	0	0	3,039	0
Total	38,605	35,566	10,689	3,039	0	0	0	0	0	3,039	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	38,605	35,566	10,689	3,039	0	0	0	0	0	3,039	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None

USAGE: Core Bus annual ridership in FY 21 exceeded 35 million.

**PROJECT:** Bus Procurement**DESCRIPTION:** Annual purchase of clean diesel buses to replace those that have been in service for 12 or more years. The MDOT MTA has more than 700 buses in its active fleet.**PURPOSE & NEED SUMMARY STATEMENT:** Bus replacement levels are based on the fleet size and must be maintained to prevent high out-of-service rates and major repair problems that arise from retaining buses beyond their useful life. The replacement program will serve to maintain the average age of the bus fleet. Replacement buses will reduce emissions, fuel consumption, and noise levels.**SMART GROWTH STATUS:** ☒ Project Not Location Specific ☐ Not Subject to PFA Law

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

ASSOCIATED IMPROVEMENTS:

Bus Communications Systems Upgrade - Line 26

Bus Network Improvements - Line 24

Zero Emission Bus Procurement - Line 28

STATUS: Sixty-eight (68) buses from the 350 bus procurement were delivered and put into revenue service in FY 21. A total of seventy (70) buses will be delivered in FY 22.**POTENTIAL FUNDING SOURCE:**☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	341	341	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	400,740	234,621	51,276	46,601	50,194	50,632	18,692	0	0	166,119	0
Total	401,081	234,962	51,276	46,601	50,194	50,632	18,692	0	0	166,119	0
Federal-Aid	297,001	187,955	41,636	39,611	37,396	16,150	15,889	0	0	109,046	0
Special	99,123	47,006	9,640	6,990	12,798	29,525	2,804	0	0	52,117	0
Other	4,957	0	0	0	0	4,957	0	0	0	4,957	0

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Project cost decreased by \$101.0M due to the reallocation of funds to a new Zero Emission Bus Procurement page associated with the goal of advancing the fleet to zero emission.**USAGE:** Core Bus annual ridership in FY 21 exceeded 35 million.



DESCRIPTION: Annual purchase of zero emission buses to replace those that have been in service for 12 or more years. The MDOT MTA has more than 700 buses in its active fleet.

PURPOSE & NEED SUMMARY STATEMENT: Bus replacement levels are based on the fleet size and must be maintained to prevent high out-of-service rates and major repair problems that arise from retaining buses beyond their useful life. The replacement program will serve to maintain the average age of the bus fleet. Replacement buses will reduce emissions, fuel consumption, and noise levels.

Eastern Bus Facility - Line 21
Bus Procurement - Line 27
Zero Emission Bus Pilots - Line 29

STATUS: Planning and design activities are underway.

[illegible]

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Added to construction program.

USAGE: Core Bus annual ridership in FY 21 exceeded 35 million.

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

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

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

PROJECT: Zero Emission Bus Pilots

DESCRIPTION: Purchase of three 60-foot Battery Electric Buses (BEBs) and charging stations based at Northwest 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 an agreement with Volkswagen.

PURPOSE & NEED SUMMARY STATEMENT: Maryland's 2019 Greenhouse Gas Emissions Reduction Act requires MDOT MTA to upgrade 50 percent of its fleet (approximately 375 buses) to zero-emission technology by 2030. MDOT MTA has committed to meet this target in the Regional Transit Plan. To accomplish this ambitious goal, MDOT MTA's next large bus procurement needs to be for zero-emission buses.

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

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

ASSOCIATED IMPROVEMENTS:

Eastern Bus Facility - Line 21
Bus Procurement - Line 28
Zero Emission Bus Infrastructure and Program Management - Line 30

STATUS: Design for the Low-No FTA grant was completed in FY 21 and is currently under review.

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR									
						...2024...	...2025...	...2026...	...2027...		
Planning	84	0	0	84	0	0	0	0	0	84	0
Engineering	540	70	70	470	0	0	0	0	0	470	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	8,901	0	0	6,451	2,450	0	0	0	0	8,901	0
Total	9,525	70	70	7,005	2,450	0	0	0	0	9,455	0
Federal-Aid	2,950	35	35	1,690	1,225	0	0	0	0	2,915	0
Special	2,950	35	35	1,690	1,225	0	0	0	0	2,915	0
Other	3,626	0	0	3,626	0	0	0	0	0	3,626	0

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Project funding allocation increased by \$3.6M due to the addition of funds made available by an agreement with Volkswagen to purchase electric buses and charging infrastructure .

USAGE: Core Bus annual ridership in FY 21 exceeded 35 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: Supports initiatives that ensure environmental sustainability throughout the region. MDOT MTA must replace 50% of the bus fleet to zero emission buses by 2030 to meet goals set in the Maryland Greenhouse Gas Reduction Act and Regional Transit Plan.

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

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

ASSOCIATED IMPROVEMENTS:

Zero Emission Bus Pilots - Line 29
 Bus Procurement - Line 27
 Bus Network Improvements - Line 24

STATUS: Feasibility evaluation for the preparation of transitioning the agency's fleet of buses to zero emissions vehicles was completed in FY 21. Planning efforts to retrofit Kirk and Northwest bus divisions to support zero emission battery electric buses is underway.

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

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

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

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2024...	...2025...	...2026...	...2027...		
Planning	3,549	558	396	2,991	0	0	0	0	0	2,991	0
Engineering	15,000	0	0	0	5,000	5,000	5,000	0	0	15,000	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	32,000	0	0	0	0	10,000	15,000	7,000	0	32,000	0
Total	50,549	558	396	2,991	5,000	15,000	20,000	7,000	0	49,991	0
Federal-Aid	1,583	0	0	1,583	0	0	0	0	0	1,583	0
Special	48,966	558	396	1,408	5,000	15,000	20,000	7,000	0	48,408	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Project funding allocation increased by \$39.9M due to the addition of the Zero Emission Bus Transition Retrofit project for Kirk and Northwest bus divisions and miscellaneous program adjustments.

USAGE:

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

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

EXPLANATION: This project will improve service and safety in the North Avenue corridor.

PROJECT: North Avenue Rising

DESCRIPTION: Planning, environmental documentation, design, and construction of facilities to improve transit, pedestrian, and bicycle movement and safety along the North Avenue corridor. Includes targeted streetscaping, Penn-North Metro Station improvements, roadway repaving, Dedicated Bus Lanes, Enhanced Bus Stops, Penn North intersection improvements, Transit Signal Priority, shared mobility corrals, and on-street bike facilities (on North Avenue, Baker Street, and 20th Street).

PURPOSE & NEED SUMMARY STATEMENT: Project will improve reliability and speed of transit service along North Avenue (a key transit corridor in Baltimore City), improve pedestrian safety, expand bicycle access, leverage other City, State, and private investment in the corridor, and improve economic opportunities for corridor residents. The project will help bring both transit and roadway infrastructure into a better state of good repair, improve the quality of service for transit riders, reduce energy usage, and support economic development.

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

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

ASSOCIATED IMPROVEMENTS:
Bus Network Improvements - Line 24

STATUS: Construction on both the Penn/North Metro Station and North Avenue Corridor is anticipated to be completed in FY 22.

POTENTIAL FUNDING SOURCE:											
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
Planning	811	811	49	0	0	0	0	0	0	0	0
Engineering	2,697	2,676	31	21	0	0	0	0	0	21	0
Right-of-way	25	24	12	1	0	0	0	0	0	1	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	24,175	20,754	10,940	3,422	0	0	0	0	0	3,422	0
Total	27,708	24,264	11,032	3,444	0	0	0	0	0	3,444	0
Federal-Aid	10,000	9,026	4,184	974	0	0	0	0	0	974	0
Special	15,108	12,638	5,451	2,470	0	0	0	0	0	2,470	0
Other	2,600	2,600	1,397	0	0	0	0	0	0	0	0

This project will be funded with \$1.0M from Baltimore City and \$1.6M from Federal Highway Administration. 1489

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None

USAGE:



PROJECT: Mobility Vehicle Procurement

DESCRIPTION: Procurement of paratransit services vehicles for service expansion and vehicle replacement.

PURPOSE & NEED SUMMARY STATEMENT: Mobility vehicles are required to meet service demand and adhere to performance standards. Regular replacement of vehicles is required to maintain established service benchmarks for on-time performance, travel time, and schedule compliance.

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

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

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

None.

STATUS: The FY 21 procurement of 50 cutaway buses, 50 Ford Escapes, and 10 ramp-equipped vans was completed in FY 21. Planned procurements for FY 22 include 25 cutaway buses and 75 SUV's.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...	...	...	...
						2024...	2025...	2026...	2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	149	9	9	140	0	0	0	0	0	140	0
Right-of-way	35	10	10	25	0	0	0	0	0	25	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	54,960	5,848	5,848	8,102	7,304	8,949	9,099	7,751	7,906	49,111	0
Total	55,144	5,867	5,867	8,267	7,304	8,949	9,099	7,751	7,906	49,276	0
Federal-Aid	33,826	4,684	4,684	5,337	5,842	5,959	0	6,201	5,803	29,142	0
Special	21,317	1,183	1,183	2,930	1,462	2,990	9,099	1,550	2,103	20,134	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Project cost decreased by \$75.0M due to the completion of the original Mobility Vehicle Procurement project and the addition of FY27.

USAGE: Demand Response Mobility annual ridership in FY 20 exceeded 1.7 million. FY 21 ridership data will be available for the final CTP.



PROJECT: Fare Collection System and Equipment Replacement

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

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

EXPLANATION: This project updates and replaces the equipment, ensures the ability to receive and install software security patches, and will improve customer satisfaction by ensuring system reliability.

STATUS: MDOT MTA will be awarding a contract in FY 22 to repair and upgrade the current fare collection system equipment and software.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,116	1,838	681	278	0	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	109,751	23,364	622	3,578	14,705	13,914	6,561	6,563	6,133	51,454	34,933
Total	111,868	25,202	1,303	3,856	14,705	13,914	6,561	6,563	6,133	51,732	34,933
Federal-Aid	18,260	6,186	486	2,087	0	6,016	0	0	3,971	12,073	0
Special	93,608	19,016	816	1,769	14,705	7,898	6,561	6,563	2,163	39,659	34,933
Other										0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Project funding allocation increased by \$20.7M to fully fund the fare collection system and equipment upgrades.

USAGE:



PROJECT: Agencywide Elevator and Escalator Rehabilitation

DESCRIPTION: Funding for the rehabilitation and replacement of system wide elevators and escalators that have reached the end of their useful life. Activities include bringing elevators and escalators up to current ADA and safety standards.

PURPOSE & NEED SUMMARY STATEMENT: This project will provide safety critical upgrades to the elevator and escalator infrastructure. Upgrades will also bring all elevators and escalators up to full compliance with modern ADA requirements.

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

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

EXPLANATION: Rehabilitation of the elevator and escalators is necessary to keep them in a state of good repair.

STATUS: Rehabilitation of the elevators at Mondawmin Metro station to begin construction in FY 21. Rehabilitation of the escalators at Penn-North Metro station to begin construction in FY 22. Design for future elevator/escalator rehabilitation efforts are underway.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,406	1,406	555	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	267,506	3,249	1,086	10,928	5,104	13,000	40,000	56,000	74,357	199,389	64,868
Total	268,912	4,655	1,641	10,928	5,104	13,000	40,000	56,000	74,357	199,389	64,868
Federal-Aid	85,726	0	0	6,593	2,290	6,894	6,600	3,864	59,485	85,726	0
Special	183,186	4,655	1,641	4,336	2,814	6,106	33,400	52,136	14,871	113,663	64,868
Other										0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Project funding allocation increased by \$141.5M to fully fund the system-wide overhaul and replacement program.

USAGE:



PROJECT: Agencywide Radio and Telecommunications Upgrade

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

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

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

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Construction is underway.

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	435	435	2	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	23,327	10,604	2,008	4,728	7,995	0	0	0	0	12,723	0
Total	23,762	11,039	2,010	4,728	7,995	0	0	0	0	12,723	0
Federal-Aid	9,025	4,915	1,917	3,782	328	0	0	0	0	4,110	0
Special	14,737	6,124	93	946	7,667	0	0	0	0	8,613	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Project cost decreased by \$6.4M due to updating of historical costs to more accurately reflect past expenditures and project savings of \$1.4M.

USAGE:

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

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

EXPLANATION: The Purple Line will serve a corridor that currently lacks rail transit service and includes important commercial, institutional, and residential communities. Electrically powered trains will reduce air pollution and greenhouse gas emissions associated with cars and buses. Transit travel times in corridor will be reduced.

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. In June 2020, the concessionaire issued a notice of termination to the State for alleged extended delays and unpaid additional costs and a court case was filed. As a result of continued negotiations, the parties reached a settlement agreement that was approved by the Board of Public Works in December 2020.

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.

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

ASSOCIATED IMPROVEMENTS:

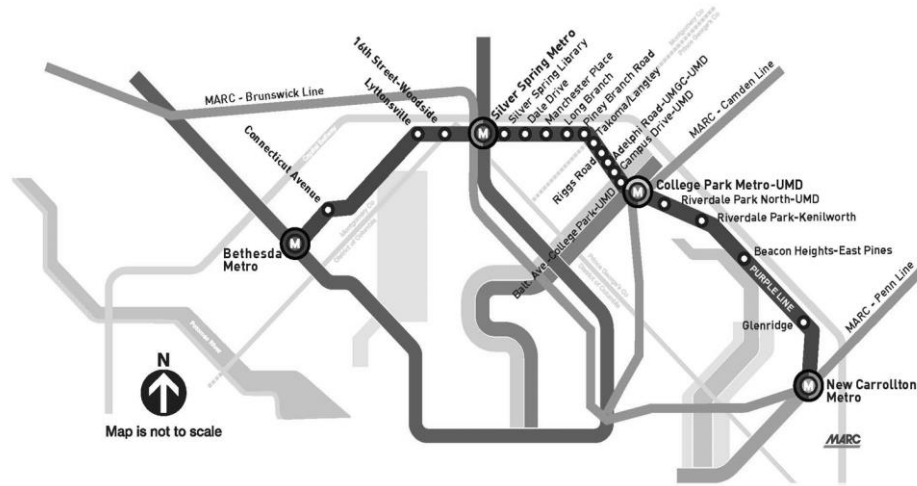
Purple Line: Third-Party Funded Projects - Line 37
Purple Line P3 Settlement - Line 38

STATUS: Pursuant to the settlement agreement, a resolicitation process is underway to select a new design-build contractor. Updated project costs and schedule will be available when the new design-build contractor is selected by the end of 2021. MDOT MTA is performing certain limited construction activities to move the project forward while the resolicitation is underway.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Project budget increased due to 1) work currently underway to reduce risk on the project by advancing certain activities like utility relocations and design work; 2) the addition of outyear funding for project management and oversight activities; and 3) final installment of the settlement payment approved by the BPW in the settlement agreement.

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

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY ...2024...	...2025...	...2026...	...2027...	SIX YEAR TOTAL	BALANCE TO COMPLETE	
Planning	53,007	53,007	0	0	0	0	0	0	0	0	0	
Engineering	440,515	314,665	44,245	41,100	28,550	21,000	15,475	15,725	4,000	125,850	0	
Right-of-way	255,164	255,164	12,035	0	0	0	0	0	0	0	0	
Utility	103	4	4	99	0	0	0	0	0	99	0	
Construction	1,465,073	1,135,672	302,867	285,551	26,550	8,900	5,100	2,100	1,200	329,401	0	
Total	2,213,861	1,758,511	359,151	326,750	55,100	29,900	20,575	17,825	5,200	455,350	0	
Federal-Aid	1,182,165	725,691	97,724	153,292	303,183	0	0	0	0	456,474	0	
Special	818,295	921,419	231,427	86,458	(263,083)	29,900	20,575	17,825	5,200	(103,124)	0	
Other	213,401	111,401	30,000	87,000	15,000	0	0	0	0	102,000	0	

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

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

EXPLANATION: The Purple Line will serve a corridor that currently lacks rail transit service and includes important commercial, institutional, and residential communities. Electrically powered trains will reduce air pollution and greenhouse gas emissions associated with cars and buses. Transit travel times in corridor will be reduced.

PROJECT: Purple Line: Third-Party Funded Projects

DESCRIPTION: Montgomery County has elected to fund a program of projects that will be implemented through and associated with the Purple Line. Projects include a new southern entrance to the Bethesda Red Line station, Capital Crescent Trail, and the Silver Spring Green Trail along Wayne Avenue. In addition, the University of Maryland has funded a project to pave a .95 mile bicycle path. This project also includes repairs to the Polk Street Maintenance Facility roof, which will be funded by Prince George's County Department of Parks and Recreation.

PURPOSE & NEED SUMMARY STATEMENT: To further enhance the transportation and quality of life benefits of the Purple Line, Capital Crescent Trail, and Polk Street Maintenance Facility, Montgomery County, University of Maryland, and Prince George's County Department of Parks and Recreation are adding additional access features.

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

ASSOCIATED IMPROVEMENTS:

Purple Line - Line 36
Purple Line P3 Settlement - Line 38

STATUS: MTA is performing certain limited construction activities to move the project forward while the resolicitation for a new design-build contractor is underway.

POTENTIAL FUNDING SOURCE:

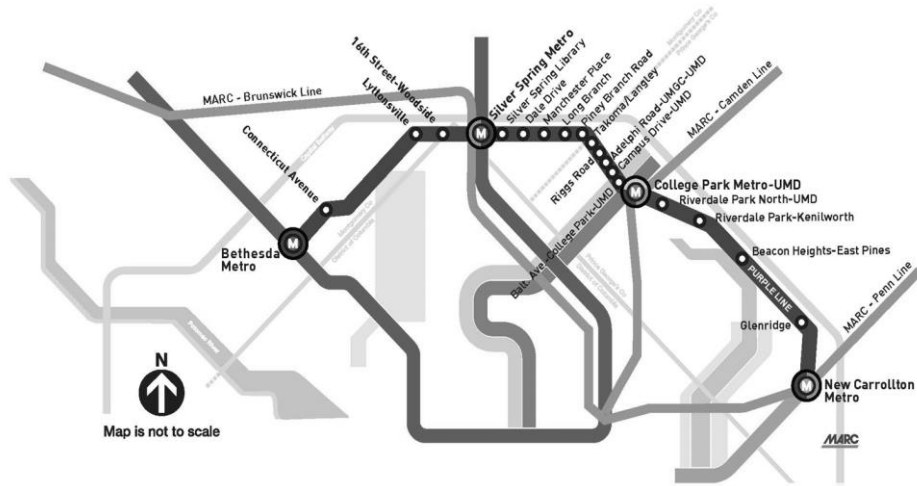
☒ SPECIAL ☒ FEDERAL ☒ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2024...	...2025...	...2026...	...2027...		
Planning	2,730	2,730	2,730	0	0	0	0	0	0	0	0
Engineering	190	190	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	153,914	64,886	4,611	29,593	29,673	29,762	0	0	0	89,028	0
Total	156,834	67,806	7,341	29,593	29,673	29,762	0	0	0	89,028	0
Federal-Aid	2,000	2,000	2,000	0	0	0	0	0	0	0	0
Special	(22,114)	(22,114)	(6,873)	0	0	0	0	0	0	0	0
Other	176,948	87,920	12,214	29,593	29,673	29,762	0	0	0	89,028	0

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

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Project cost increased by \$8.4M to reflect actual bid prices for the 3rd party funded projects.

USAGE:



PROJECT: Purple Line Advance Payment

DESCRIPTION: In accordance with a settlement agreement between MTA and the concessionaire for the Purple Line, a solicitation for a replacement design-build contractor is underway. This payment to the concessionaire will advance fund money owed to the concessionaire in future years for work completed by the previous design-build contractor.

PURPOSE & NEED SUMMARY STATEMENT: Advance funding future obligations owed to the concessionaire provides contracting and financing efficiencies to support the selection of a new design-build contractor and reduces the MTA's future funding obligations.

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

ASSOCIATED IMPROVEMENTS:

Purple Line - Line 36 Purple Line: Third-Party Funded Projects - Line 37

STATUS: Payment for work already completed.

POTENTIAL FUNDING SOURCE:												
	<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	...2024...	...2025...	...2026...	...2027...		0	0
Engineering	0	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	0
Utility	0	0	0	0	0	0	0	0	0	0	0	0
Construction	375,000	0	0	375,000	0	0	0	0	0	375,000	0	0
Total	375,000	0	0	375,000	0	0	0	0	0	0	375,000	0
Federal-Aid											0	
Special	375,000	0	0	375,000	0	0	0	0	0	0	375,000	0
Other											0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Added to construction program to advance fund work already completed on the Purple Line. The action reduces future funding obligations for money that would have been paid through availability payments over the 30-year life of the P3 Agreement.

USAGE:



PROJECT: Locally Operated Transit Systems Capital Procurement Projects (Local Jurisdictions)

DESCRIPTION: Funding to rural and small urban jurisdictions for transit vehicles, equipment, and facilities. In addition, the MDOT MTA provides rideshare funds to Baltimore City, Anne Arundel, Baltimore, Calvert, Carroll, Frederick, Harford, Howard, Montgomery and Prince George's Counties, and the Tri-County Council for Southern Maryland to promote the use of carpools and vanpools. MDOT MTA facilitates federal funds for locally-sponsored projects.

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

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

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

ASSOCIATED IMPROVEMENTS:

Assistance to Private Non-Profits for the Transport of the Elderly and Persons with Disabilities - Line 40
 Montgomery County Local Bus Program - Line 41
 Prince George's County Local Bus Program - Line 42

STATUS: Funds are awarded based on an annual application cycle.

POTENTIAL FUNDING SOURCE:											
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
Planning	485	224	24	124	24	24	24	24	44	264	0
Engineering	40,825	32,428	1,948	923	1,495	1,495	1,495	1,495	1,495	8,398	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	309,436	178,475	37,112	30,224	11,800	21,191	20,520	23,385	23,842	130,962	0
Total	350,746	211,127	39,084	31,270	13,318	22,709	22,038	24,903	25,381	139,619	0
Federal-Aid	303,354	180,515	34,613	29,527	10,705	19,052	19,345	21,892	22,318	122,839	0
Special	42,889	26,108	3,178	1,743	2,613	3,657	2,693	3,012	3,063	16,780	0
Other	4,503	4,503	1,293	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Project cost decreased by \$7.4M due to the completion of several grant agreements between MDOT MTA and the awarded counties and the addition of FY 27.

USAGE:



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

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

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

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

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

ASSOCIATED IMPROVEMENTS:

Locally Operated Transit Systems - Line 39

STATUS: Funds are awarded based on a biennial application cycle.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY					BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2024...	...2025...	...2026...	...2027...	SIX YEAR TOTAL	
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	76,368	48,172	4,370	6,431	6,466	4,499	3,264	3,731	3,806	28,197	0
Total	76,368	48,172	4,370	6,431	6,466	4,499	3,264	3,731	3,806	28,197	0
Federal-Aid	69,906	41,710	4,582	6,431	6,466	4,499	3,264	3,731	3,806	28,196	0
Special	5,605	5,605	(212)	0	0	0	0	0	0	0	0
Other	857	857	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None

USAGE:



PROJECT: Montgomery County Local Bus Program

DESCRIPTION: Funding for annual bus replacements and preventive maintenance.

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

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

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

ASSOCIATED IMPROVEMENTS:

Locally Operated Transit Systems Capital Procurement Projects (Local Jurisdictions) - Line 39

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

POTENTIAL FUNDING SOURCE:											
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	744	744	490	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	73,557	61,064	2,000	2,493	2,000	2,000	2,000	2,000	2,000	12,493	0
Total	74,301	61,809	2,490	2,493	2,000	2,000	2,000	2,000	2,000	12,493	0
Federal-Aid	31,422	21,108	2,090	2,314	1,600	1,600	1,600	1,600	1,600	10,314	0
Special	42,879	40,700	400	179	400	400	400	400	400	2,179	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Project cost decreased by \$2.2M due to updating historical costs to more accurately reflect past expenditures and the addition of FY 27.

USAGE:



PROJECT: Prince George's County Local Bus Program

DESCRIPTION: Funding for bus replacements as well as capital improvements to bus facilities.

PURPOSE & NEED SUMMARY STATEMENT: These investments will make The Bus system more reliable and convenient while improving passenger access to the Metrorail system.

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

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

ASSOCIATED IMPROVEMENTS:

Locally Operated Transit Systems Capital Procurement Projects (Local Jurisdictions) - Line 39

STATUS: Project funding will support annual bus replacements and improvements to bus stops throughout the Prince George's County.

POTENTIAL FUNDING SOURCE:											
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	538	538	519	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	15,641	12,456	5,528	685	500	500	500	500	500	3,185	0
Total	16,179	12,994	6,047	685	500	500	500	500	500	3,185	0
Federal-Aid	9,353	6,703	5,381	650	400	400	400	400	400	2,650	0
Special	6,826	6,291	666	35	100	100	100	100	100	535	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Project funding allocation increased by \$2.4M due to the addition of FY 27 and the county being awarded a competitive Low-No Emission grant awarded by Federal Transit Administration.

USAGE:

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

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

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

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.

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

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

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Projects from the FY 19 and FY 20 rounds of awards are underway.

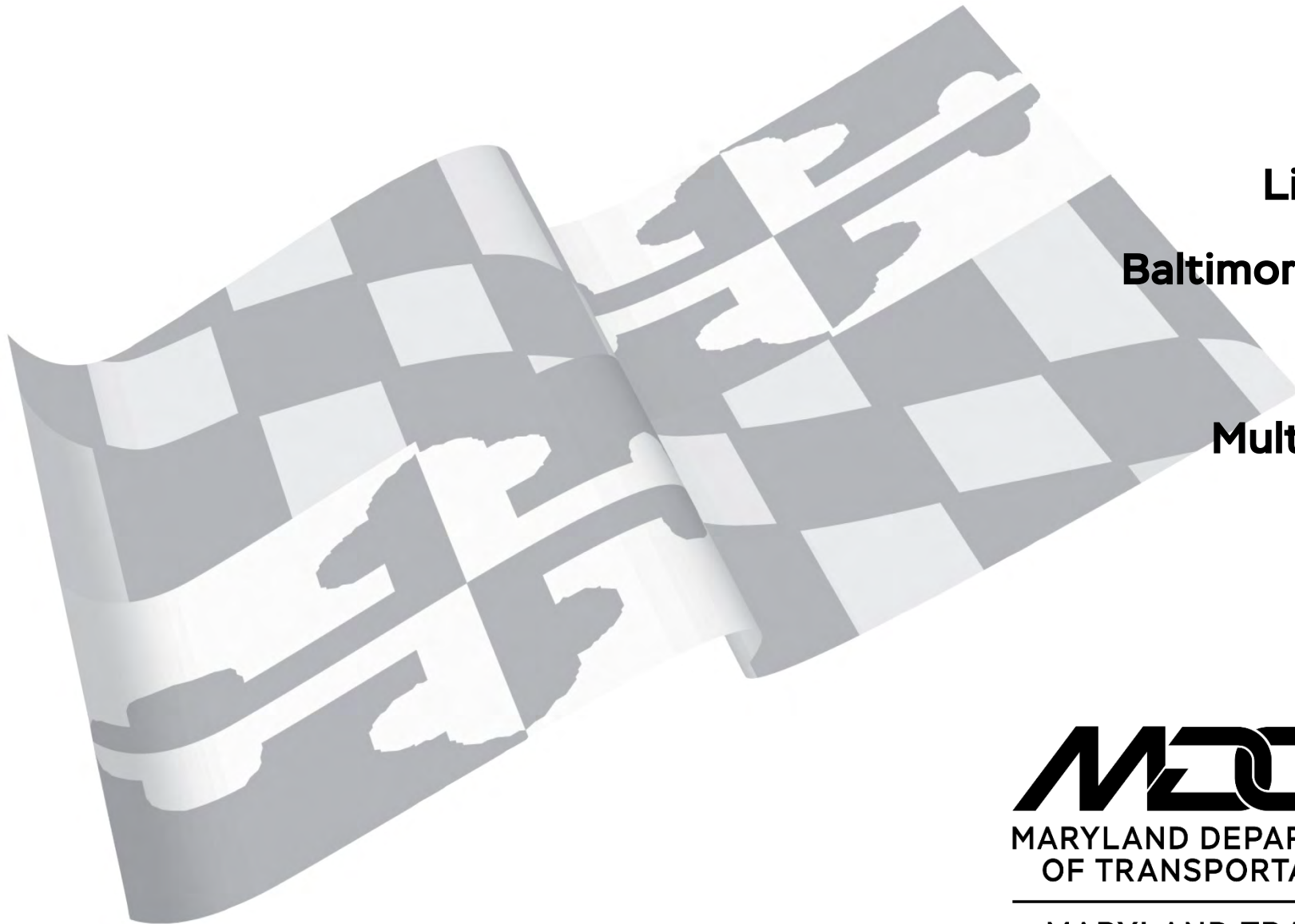
POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

TOTAL											
PHASE	ESTIMATED COST	EXPENDED THRU	PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO
	(\$000)	CLOSE YEAR	2021	2022	2023	FOR PLANNING PURPOSES ONLY				TOTAL	COMPLETE
						...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	4,983	372	110	912	1,200	500	1,000	1,000	0	4,612	0
Total	4,983	372	110	912	1,200	500	1,000	1,000	0	4,612	0
Federal-Aid										0	
Special	4,983	372	110	912	1,200	500	1,000	1,000	0	4,612	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None

USAGE:



MARC

Light Rail

Baltimore Metro

Bus

Multi-Modal



**MARYLAND TRANSIT
ADMINISTRATION**

MDOT MTA DEVELOPMENT & EVALUATION PROGRAM



PROJECT: Agency Innovation and Technology Initiatives

DESCRIPTION: Supports the development of system enhancements throughout the agency, including improved work flows, resource utilization, data analysis. Also supports alternative methods of transportation.

PURPOSE & NEED SUMMARY STATEMENT: Promoting enhanced efficiency throughout the agency will allow MDOT MTA to improve safety, reliability, and the overall customer experience.

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

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

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

None.

STATUS: Draft report on testing Highly Automated Vehicles at Odenton MARC Station will be completed in FY 22. Ongoing planning efforts to investigate innovative methods are underway.

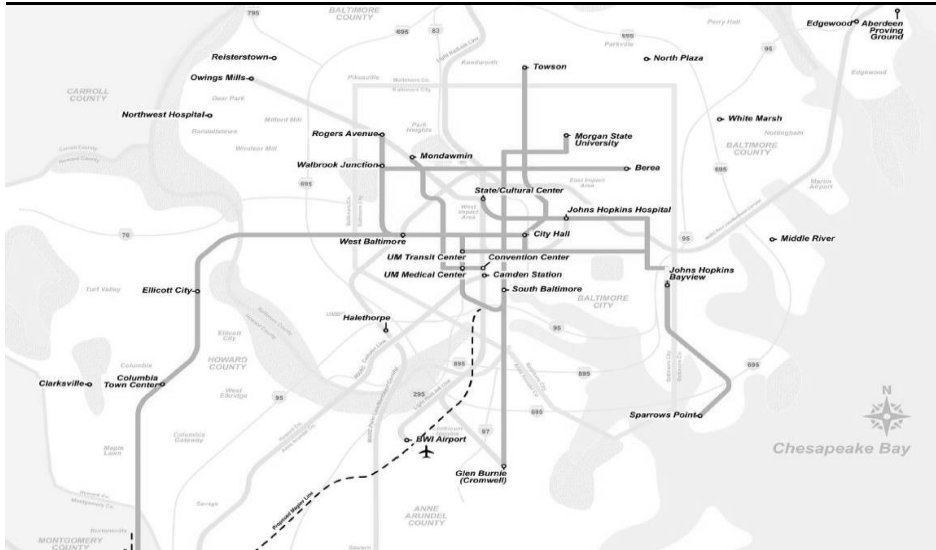
POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2024...	...2025...	...2026...	...2027...		
Planning	6,169	1,369	952	700	750	750	500	600	1,500	4,800	0
Engineering	105	105	61	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	6,274	1,474	1,014	700	750	750	500	600	1,500	4,800	0
Federal-Aid	98	98	70	0	0	0	0	0	0	0	0
Special	6,166	1,366	934	700	750	750	500	600	1,500	4,800	0
Other	10	10	10	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Project funding allocation increased by \$3.7M for current and future innovative initiatives.

USAGE:



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

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

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

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.

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

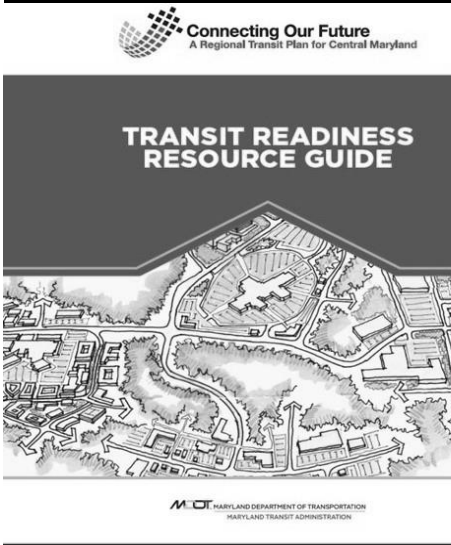
ASSOCIATED IMPROVEMENTS:
None.

STATUS: Planning studies for East/West and North/South corridors were completed in FY 21, and alignments are being finalized to send to the Baltimore Metropolitan Council in Fall 2021 with public meetings planned for Winter 2021/2022.

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER						
PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE				
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY									
						...	2024...	...	2025...			...	2026...	...	2027...
Planning	20,415	296	296	3,354	5,464	5,650	5,650	0	0	20,118	0				
Engineering	2,000	0	0	0	1,225	775	0	0	0	2,000	0				
Right-of-way	0	0	0	0	0	0	0	0	0	0	0				
Utility	0	0	0	0	0	0	0	0	0	0	0				
Construction	0	0	0	0	0	0	0	0	0	0	0				
Total	22,415	296	296	3,354	6,690	6,425	5,650	0	0	22,119	0				
Federal-Aid	1,020	237	237	563	220	0	0	0	0	783	0				
Special	21,395	59	59	2,791	6,470	6,425	5,650	0	0	21,335	0				
Other										0					

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Project funding allocation increased by \$19.1M for preliminary engineering of the East/West and North/South corridors.

USAGE:



PROJECT: Central MD Regional Coordination Studies

DESCRIPTION: The Regional Transit Plan (RTP) has identified a series of strategies for implementation, including: conduct ADA accessibility surveys/passenger amenity reviews and implement improvements at all Light Rail and Metro Subway stations; inventory/document functionality/condition of existing RTIS throughout the system and prioritize upcoming investments; convene a Task Force of MDOT MTA, state agencies, city and county agencies, business representatives, community representatives, and riders to focus on growing ridership; and investigate industrywide best practices to reduce assaults on operators/prepare coordinated operator training on dealing with mental health issues.

PURPOSE & NEED SUMMARY STATEMENT: Regional coordination studies are an important step in achieving the RTP's objectives and increasing access to quality transit across the State of Maryland.

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

ASSOCIATED IMPROVEMENTS:

None

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

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

EXPLANATION: Coordination plans will describe tools and opportunities for supporting fixed-route, schedule-based transit service in different site contexts and land use types throughout the region, including case studies of peer regions, and will identify existing and potential adoption of technology across all transit providers in the region.

STATUS: The Transit Readiness Guide draft was completed in FY 21 and is currently under review. Small Area Plans are underway for Anne Arundel County and Howard County with initial stakeholder outreach and market analysis conducted. Additional Small Area Plans scheduled to begin in FY 22.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2024...	...2025...	...2026...	...2027...		
Planning	830	365	364	466	0	0	0	0	0	466	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	830	365	364	466	0	0	0	0	0	466	0
Federal-Aid	480	250	250	230	0	0	0	0	0	230	0
Special	350	115	115	235	0	0	0	0	0	235	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None

USAGE:



DESCRIPTION: Preliminary engineering and assessment of a pedestrian bridge to connect the Cherry Hill neighborhood to the Patapsco Avenue Light Rail Station.

PURPOSE & NEED SUMMARY STATEMENT: Pedestrians often cross over restricted areas of CSX and Light Rail tracks to access the Patapsco Light Rail Station, posing a danger to themselves and train operators. Designing a safe passage over Patapsco Avenue for trail users will reduce preventable accidents.

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

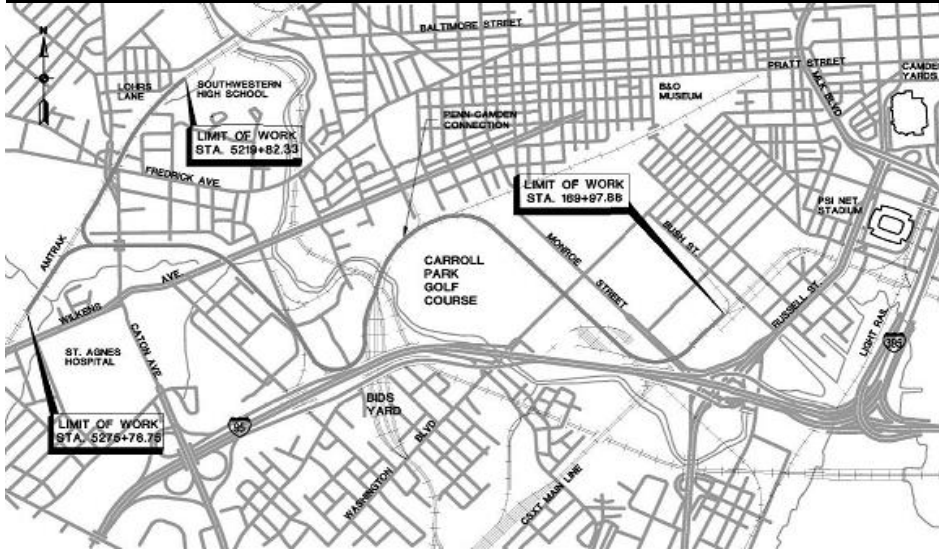
None.

STATUS: Design efforts to begin in FY 22.

[illegible]

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None

USAGE:



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

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

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

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 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.

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

ASSOCIATED IMPROVEMENTS:
None

STATUS: Planning activities began in FY 21 and are ongoing.

POTENTIAL FUNDING SOURCE:											
	<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY	SIX YEAR TOTAL	BALANCE TO COMPLETE			
Planning	1,016	0	0	0	166	300 300 250 0	1,016	0			
Engineering	941	405	405	536	0	0 0 0 0	536	0			
Right-of-way	55	0	0	55	0	0 0 0 0	55	0			
Utility	0	0	0	0	0	0 0 0 0	0	0			
Construction	0	0	0	0	0	0 0 0 0	0	0			
Total	2,012	405	405	591	166	300 300 250 0	1,607	0			
Federal-Aid	0	0	0	0	0	0 0 0 0	0	0			
Special	2,012	405	405	591	166	300 300 250 0	1,607	0			
Other							0				

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None

USAGE:



PROJECT: LOTS Transit Development Plan (TDP)

DESCRIPTION: Development of Transit Development Plans for Locally Operated Transit Systems throughout the state of Maryland.

PURPOSE & NEED SUMMARY STATEMENT: These plans are used by individual LOTS to enhance transit.

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

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

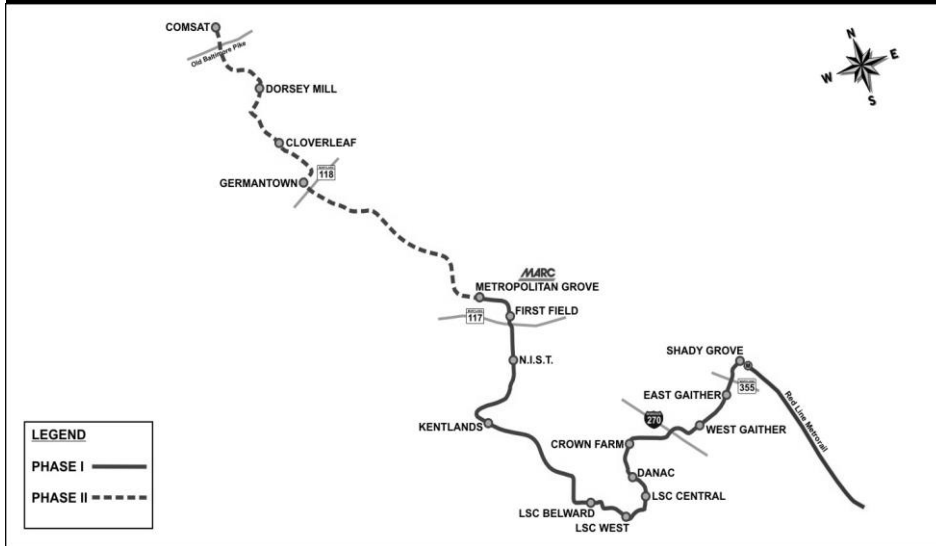
☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

Locally Operated Transit Systems Capital Procurement Projects (Local Jurisdictions) - Line 39

STATUS: Outreach to local jurisdictions throughout the state of Maryland ongoing.

POTENTIAL FUNDING SOURCE:															
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER															
PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE				
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY									
						...	2024...	...	2025...			...	2026...	...	2027...
Planning	4,964	2,905	791	781	406	196	204	233	238	2,058	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	4,964	2,905	791	781	406	196	204	233	238	2,058	0				
Federal-Aid	3,454	1,633	740	685	361	174	181	207	211	1,821	0				
Special	1,493	1,255	51	96	45	22	23	26	26	238	0				
Other	17	17	0	0	0	0	0	0	0	0	0				



PROJECT: Corridor Cities Transitway (CCT)

DESCRIPTION: The CCT is a 16-mile bus rapid transit line between Shady Grove Metrorail Station and the former COMSAT facility in Montgomery County. The line would be constructed in two phases: from Shady Grove to Metropolitan Grove and from Metropolitan Grove to COMSAT. The project includes a grade separated busway, stations, rapid transit vehicles, and a maintenance facility.

PURPOSE & NEED SUMMARY STATEMENT: The CCT will provide faster, more direct transportation between residential and major employment areas in the I-270 corridor. It will enhance access to Shady Grove station and employment areas, increase capacity of congested roadways, support economic development consistent with local master plans, and reduce environmental impacts.

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

ASSOCIATED IMPROVEMENTS:

Montgomery County Local Bus Program - Line 41

STATUS: The Environmental Assessment has been completed and published. The project's 30% design is complete. This project was transferred to Montgomery County.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...	...	...	...
							
							
Planning	39,971	39,971	1	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	39,971	39,971	1	0	0	0	0	0	0	0	0
Federal-Aid	1,501	1,501	0	0	0	0	0	0	0	0	0
Special	38,471	38,471	1	0	0	0	0	0	0	0	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None

USAGE:



PROJECT: Frederick Douglass Tunnel

DESCRIPTION: Replace the existing 1.4-mile B&P Tunnel, which dates from the Civil War era. At nearly 150 years old, it is the oldest tunnel Amtrak inherited and a single point of failure for MARC's Penn line and the Northeast Corridor. MDOT and MTA are coordinating with Amtrak on design and phasing plans to replace the tunnel to meet the needs of the 9 million MARC and Amtrak customers who rely on it annually. The project also includes a new ADA-accessible West Baltimore MARC Station.

PURPOSE & NEED SUMMARY STATEMENT: The tunnel suffers from a variety of age-related issues such as excessive water infiltration, a deteriorating structure, and a sinking floor. There are no fire and life safety systems that help keep passengers safe in the event of emergencies, and excessive costly maintenance is required. Due to its age, delays are chronic — more than 10% of weekday trains are delayed, and delays occur on 99% of weekdays.

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

ASSOCIATED IMPROVEMENTS:

Line 4 - MARC Locomotives - Overhauls and Replacements

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

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

EXPLANATION: Replacing the 150 year-old tunnel will allow for more efficient and reliable commutes for MARC train riders.

STATUS: MDOT and MTA are working closely with Amtrak on design and phasing plans.

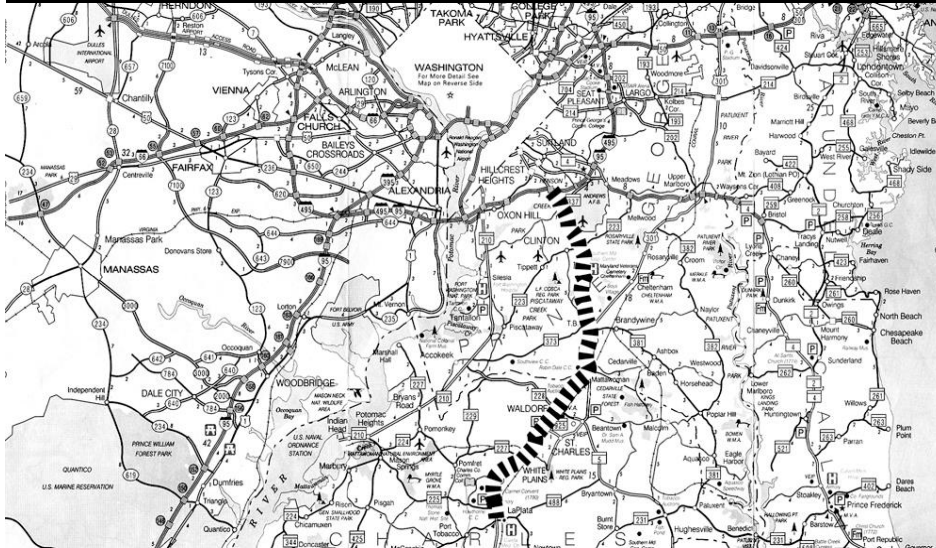
POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2024...	...2025...	...2026...	...2027...		
Planning	157	10	10	147	0	0	0	0	0	147	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	157	10	10	147	0	0	0	0	0	147	0
Federal-Aid										0	
Special	157	10	10	147	0	0	0	0	0	147	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Added to D&E program.

USAGE:



PROJECT: Southern Maryland Rapid Transit Study

DESCRIPTION: Planning activities to identify and protect an alignment for future development of high-capacity transit services in the US 301/MD 5 corridor from White Plains in Charles County to the Branch Avenue Metrorail Station in Prince George's County.

PURPOSE & NEED SUMMARY STATEMENT: Continued growth in Southern Maryland has created high levels of traffic congestion in the US 301/MD 5 corridor. Planning is needed to determine the role of a high-capacity transit service 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

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Study is complete.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
Planning	6,313	4,899	0	0	0	0	0	0	0	0	1,414
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	6,313	4,899	0	0	0	0	0	0	0	0	1,414
Federal-Aid	(0)	(0)	0	0	0	0	0	0	0	0	0
Special	6,313	4,899	0	0	0	0	0	0	0	0	1,414
Other										0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP:
None

USAGE:



MARC

Freight

Light Rail

Baltimore Metro

Bus

Agency Wide

Locally Operated Transit Systems



**MARYLAND TRANSIT
ADMINISTRATION**

MDOT MTA MINOR PROJECTS

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND TRANSIT ADMINISTRATION - LINE 53

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>AGY - ADA Compliance</u>			
MTA1540	AGY Station Access Improvements	\$ 607	-
<u>AGY - Communications Systems</u>			
MTAPRJ001969	AGY LPFM Radio Station Improvements	\$ 100	-
<u>AGY - Environmental Compliance</u>			
MTA1592	AGY Oil/Water Separator Replacement	\$ 300	-
<u>AGY - Facilities - Pavement</u>			
MTAPRJ001821	BUS 1331 S Monroe St Pavement Reconstruction	\$ 200	-
<u>AGY - IT</u>			
MTAPRJ001972	AGY Occupational Health Management System	\$ 1,800	-
<u>AGY - Stormwater Management</u>			
MTAPRJ001968	LR Mount Washington SWM Improvements	\$ 200	-
<u>AGY - Telecommunications</u>			
MTAPRJ001764	AGY Telecommunications VOIP Hardware & Software Replacement	\$ 1,250	-
<u>AGY - TMDL Compliance</u>			
MTAPRJ001895	LTR TMDL Warren Road SWM Repair and Retrofit	\$ 939	-
MTAPRJ001934	BUS TMDL Northwest Bus SWM Repair and Retrofit	\$ 2,549	-
<u>BUS - Facilities</u>			
MTAPRJ001810	BUS NW Division Roll up Doors	\$ 585	-

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND TRANSIT ADMINISTRATION - LINE 54

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>BUS - Facilities</u>			
MTAPRJ001964	White Marsh Comfort Station	\$ 152	-
<u>LTR - Bridge Preservation</u>			
MTAPRJ001724	LTR Repairs to Bridges and WS Structures	\$ 1,505	-
<u>LTR - Drainage</u>			
MTAPRJ001721	LTR Woodberry Erosion Repair NW198	\$ 600	-
<u>LTR - Guideway - Ops</u>			
MTAPRJ001896	LTR Operator Simulator	\$ 924	-
<u>MARC - Facilities - Ops</u>			
MTAPRJ001965	MARC Frederick Yard Compressed Air System Installation	\$ 300	-
MTAPRJ001982	MARC Riverside 500,000 Gallon Tank Upgrades	\$ 200	-
MTAPRJ001986	MARC Riverside Upgrades - Wayside Power, Yard Air, Environmental	\$ 500	-
<u>MOL - Facilities</u>			
MTAPRJ001718	MOL Patterson Ave Facility Wall Monitor Upgrade	\$ 270	-
<u>MOL - Systems</u>			
MTAPRJ001816	AGY TICC IVR and MOCC Server Upgrade	\$ 215	-
MTAPRJ001819	AGY TICC and MOCC Remote Telework Solution	\$ 428	-
<u>MTR - Facilities Maintenance</u>			
MTA1514	MTR Tunnel Standpipe Inspection & Repair	\$ 1,829	-
MTA1532	MTR Dewatering Stations Control & Equipment Replacement	\$ 1,853	-

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 55

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Allegany County FY 2021 Completions</u>		
1 Heavy Duty Bus Replacement - 299 (FY20)	\$ 137	Complete
1 Medium Replacement Bus - 304 (FY18)	\$ 300	Complete
1 Medium Replacement Bus - 305 (FY18)	\$ 300	Complete
1 Medium Replacement Bus (FY13)	\$ 309	Complete
1 Small Bus Replacement - 634 (FY20)	\$ 92	Complete
Medium Duty under 30' Replacement 303 (FY17)	\$ 175	Complete
Medium Replacement Bus - 307 (FY19)	\$ 249	Complete
Preventive Maintenance (FY20)	\$ 350	Complete
<u>Allegany County FY 2022 and 2023</u>		
3 Small Bus Replacements (FY21)	\$ 225	FY22
Computer Equipment (FY22)	\$ 25	FY22
Garage Door Replacement (FY21)	\$ 43	FY22
Preventive Maintenance (FY22)	\$ 350	FY22
Preventive Maintenance (FY21)	\$ 350	Ongoing
Transportation Development Plan (FY19)	\$ 100	Underway
Vehicle Cameras APC (FY15)	\$ 237	Underway
<u>Annapolis County FY 2021 Completions</u>		
Office Furniture (FY20)	\$ 10	Complete
<u>Annapolis County FY 2022 and 2023</u>		
1 Medium Bus Replacement - 253 (FY20)	\$ 386	FY22
1 Medium Bus Replacement - 256 (FY20)	\$ 386	FY22
2 Heavy Duty Bus Replacements - 5209 & 5409 (FY21 5339)	\$ 562	FY22
Maintenance Lifts (FY21)	\$ 174	FY22
Preventive Maintenance (FY22)	\$ 475	FY22
2 30' Heavy Duty Bus Replacements - 5411 & 5511 (FY22 5339)	\$ 770	FY23
Preventative Maintenance (FY21)	\$ 450	Ongoing

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 55

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Anne Arundel County FY 2021 Completions</u>		
1 Medium Replacement Bus - 9544 (FY20)	\$ 139	Complete
1 Medium Replacement Bus - 9545 (FY20)	\$ 139	Complete
1 Medium Replacement Bus - 9547 (FY20)	\$ 139	Complete
1 Medium Replacement Bus - 9710 (FY19 5339)	\$ 180	Complete
1 Medium Replacement Bus - 9711 (FY19 5339)	\$ 180	Complete
1 Medium Replacement Bus - 9549 (FY18)	\$ 194	Complete
Ridesharing (FY19)	\$ 197	Complete
Ridesharing (FY20)	\$ 197	Complete
<u>Anne Arundel County FY 2022 and 2023</u>		
1 Medium Replacement Bus - 9548 (FY18)	\$ 194	FY22
7 Small Cutaway Expansion Buses (FY21 5339)	\$ 551	FY22
Mobile Radios (FY19 5339)	\$ 35	FY22
Ridesharing (FY22)	\$ 197	FY22
1 30' Medium Expansion Bus (FY22 5339)	\$ 123	FY23
2 Small Cutaway Expansion Buses (FY22 5339)	\$ 172	FY23
Ridesharing (FY21)	\$ 197	Ongoing
<u>Baltimore City FY 2021 Completions</u>		
Ridesharing (FY20)	\$ 82	Complete
<u>Baltimore City FY 2022 and 2023</u>		
Ridesharing (FY22)	\$ 82	FY22
Ridesharing (FY21)	\$ 82	Ongoing
<u>Baltimore County FY 2021 Completions</u>		
BMC Ridesharing (FY20)	\$ 170	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 55

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Baltimore County FY 2022 and 2023 (cont'd)</u>		
12 Medium Buses - Expansion (FY19 5339 Discretionary)	\$ 1,924	FY22
4 Small Bus Replacements (FY21 5339)	\$ 243	FY22
BMC Ridesharing (FY22)	\$ 170	FY22
Bus Shelters (FY19 5339 Discretionary)	\$ 120	FY22
Bus Signage (FY19 5339 Discretionary)	\$ 10	FY22
Workforce Development (FY19 5339 Discretionary)	\$ 10	FY22
2 Small Cutaway Replacement Buses - 30891 & 30892 (FY22 5339)	\$ 135	FY23
BMC Ridesharing (FY21)	\$ 170	Ongoing
Transportation Development Plan (FY20)	\$ 95	Ongoing
<u>Calvert County FY 2021 Completions</u>		
1 Small Bus Replacement - 138 (FY20 5339)	\$ 63	Complete
2 Small Bus Replacements - 135 & 136 (FY21 5339)	\$ 157	Complete
Preventive Maintenance (FY19 5307)	\$ 36	Complete
Ridesharing (FY20)	\$ 9	Complete
<u>Calvert County FY 2022 and 2023</u>		
Dispatch Software (FY21 5339)	\$ 81	FY22
Electronic Fareboxes (7) (FY22 5339)	\$ 139	FY22
Preventive Maintenance (FY21 5307)	\$ 32	FY22
Preventive Maintenance (FY21 5311)	\$ 119	FY22
Ridesharing (FY22)	\$ 9	FY22
Transportation Development Plan (FY20 5304)	\$ 95	FY22
2 Small Bus Replacements - 137 & 139 (FY22 5339)	\$ 149	FY23
Preventive Maintenance (FY22 5307)	\$ 32	FY23
Preventive Maintenance (FY22 5311)	\$ 119	FY23
Preventive Maintenance (FY20 5307)	\$ 32	Ongoing
Preventive Maintenance (FY20 5311)	\$ 119	Ongoing
Ridesharing (FY21)	\$ 9	Ongoing
AVL Equipment (FY18 5339)	\$ 4	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 55

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Carroll County FY 2021 Completions</u>		
Preventive Maintenance (FY20)	\$ 150	Complete
Replacement Tablets (18) (FY18)	\$ 9	Complete
Transportation Development Plan (FY18)	\$ 95	Complete
<u>Carroll County FY 2022 and 2023</u>		
1 Minivan Replacement - 3393 (FY22 5339)	\$ 45	FY22
1 Small Bus Replacement - 3392 (FY21)	\$ 68	FY22
1 Small Bus Replacement - 3395 (FY21)	\$ 68	FY22
1 Small Bus Replacement - 3396 (FY21)	\$ 68	FY22
3 Light Duty Bus Replacements (FY19 Discretionary 5339)	\$ 147	FY22
Preventive Maintenance (FY22)	\$ 200	FY22
2 Small Cutaway Bus Replacements - 3312 & 3317 (FY22 5339)	\$ 129	FY23
Preventive Maintenance (FY21)	\$ 150	Ongoing
<u>Cecil County FY 2021 Completions</u>		
Hub Study - Phase II (FY18)	\$ 175	Complete
Mobile Radios (FY17)	\$ 7	Complete
Preventive Maintenance (FY20)	\$ 170	Complete
Small Bus Expansion (FY19)	\$ 83	Complete
<u>Cecil County FY 2022 and 2023</u>		
1 Medium Replacement Bus - 225 (FY18)	\$ 210	FY22
Automatic Annunciators (FY20)	\$ 80	FY22
Automatic Passenger Counters (FY20)	\$ 70	FY22
Land Acquisition - Transit Hub	\$ 1,000	FY22
Medium Replacement Bus - 229 (FY19 5307) + 1 Small Expansion Bus	\$ 274	FY22
Preventive Maintenance (FY22)	\$ 170	FY22
Transit Hub D & E (FY22 5307)	\$ 400	FY22
Preventive Maintenance (FY21)	\$ 170	Ongoing
3 Bus Wraps (FY20)	\$ 13	Underway
Bus Wraps for Cutaway Buses (FY16)	\$ 7	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 55

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Cecil County FY 2022 and 2023 (cont'd)</u>		
Integrated Mobility Innovation (IMI) (FY20 5312 Discret.)	\$ 704	Underway
<u>Charles County FY 2021 Completions</u>		
1 Light Duty Paratransit Bus - T82 (FY20)	\$ 62	Complete
1 Light Duty Paratransit Bus - T87 (FY20)	\$ 62	Complete
1 Medium Replacement Bus - T29 (FY19 5339)	\$ 100	Complete
1 Medium Replacement Bus - T30 (FY19 5339)	\$ 100	Complete
1 Medium Replacement Bus - T31 (FY19 5339)	\$ 100	Complete
1 Medium Replacement Bus - T32 (FY19 5339)	\$ 100	Complete
1 Medium Replacement Bus - T33 (FY19 5339)	\$ 100	Complete
Feasibility Study Phase II (FY15)	\$ 300	Complete
<u>Charles County FY 2022 and 2023</u>		
2 Small Cutaway Buses - T84 & T1708 (FY21 5339)	\$ 153	FY22
Design & Engineering for Facility (FY21)	\$ 500	FY22
Shelter and Bus Stop Improvements (FY17)	\$ 50	FY22
Facility Construction (FY22 5307)	\$ 750	FY23
Preventive Maintenance (FY22)	\$ 170	FY23
Preventive Maintenance (FY20)	\$ 114	Ongoing
Preventive Maintenance (FY21)	\$ 114	Ongoing
Design & Engineering for Facility (FY20)	\$ 500	Underway
<u>Dorchester County FY 2021 Completions</u>		
1 Small Bus Replacement - 197 (FY20)	\$ 77	Complete
1 Van Replacement - 189 (FY20)	\$ 50	Complete
Preventive Maintenance (FY20)	\$ 50	Complete
<u>Dorchester County FY 2022 and 2023</u>		
1 Small Bus Replacement - 193 (FY21 5339)	\$ 77	FY22
Air Conditioning Recovery Machine (FY21 5339)	\$ 7	FY22

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
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Maryland Transit Administration - Locally Operated Transit Systems - LINE 55

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Dorchester County FY 2022 and 2023 (cont'd)</u>		
Preventive Maintenance (FY22)	\$ 50	FY22
Scan Diagnostic Tool	\$ 5	FY22
Preventive Maintenance (FY21)	\$ 50	Ongoing
<u>Eastern Shore Non-Profits FY 2021 Completions</u>		
Delmarva Community Transit - 4 Minivans w/ Wheelchairs (FY19 5339 Discret.)	\$ 200	Complete
Delmarva Community Transit- 2 Small Replacement Buses (FY20/21)	\$ 137	Complete
<u>Eastern Shore Non-Profits FY 2022 and 2023</u>		
Delmarva Community Transit - 2 Minivan Expansions (FY19 5339 Discret.)	\$ 70	FY22
Delmarva Community Transit - 6 Security Cameras (FY19 5339 Discret.)	\$ 30	FY22
Delmarva Community Transit - Electric Upgrade to 220 AMP (FY19 5339 Discret.)	\$ 10	FY22
Delmarva Community Transit - Mobility Management (FY22/23 5310)	\$ 333	FY22
Delmarva Community Transit - Preventive Maintenance (FY22/23 5310)	\$ 20	FY22
Delmarva Community Transit - Transportation Development Plan	\$ 95	FY22
Delmarva Community Transit- Mobility Management (FY18/19)	\$ 324	Ongoing
Delmarva Community Transit- Mobility Management (FY20/21)	\$ 460	Ongoing
<u>Elderly/ Disabled Non-Profits FY 2021 Completions</u>		
Allegany County HRDC, Inc. - 1 Minivan Replacement - AAA2 (FY20/21)	\$ 50	Complete
Appalachian Parent Assoc - 1 Minivan Replacement - X-18 (FY20/21)	\$ 50	Complete
ARC of Northern Chesapeake Region - Preventive Maintenance (FY20/21)	\$ 9	Complete
ARC of Washington County - 2 Minivans Expansion (FY20/21)	\$ 100	Complete
Associated Catholic Charities - 1 Small Replacement Bus - #MW (FY20/21)	\$ 63	Complete
Associated Catholic Charities - 10 Minivans - Expansion (FY20/21)	\$ 500	Complete
Associated Catholic Charities - Preventive Maintenance (FY18/19)	\$ 55	Complete
Center for Life Enrichment - 3 Minivans - Expansion (FY20/21)	\$ 150	Complete
Chesapeake Care Resources, Inc. - 1 Small Replacement Bus - #1 (FY20/21)	\$ 69	Complete
Chesapeake Care Resources, Inc. - 6 Wheelchair Accessibility Systems (FY17 SS)	\$ 3	Complete
Chesapeake Care Resources, Inc. - Preventive Maintenance (FY18/19)	\$ 5	Complete
Dove Pointe, Inc. - Preventive Maintenance (FY17 SS)	\$ 48	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
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PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Elderly/ Disabled Non-Profits FY 2021 Completions (cont'd)</u>		
Dove Pointe, Inc. - 1 Minivan - Expansion (FY20/21)	\$ 50	Complete
Easter Seals Baltimore - 2 Minivans - Expansion (FY20/21)	\$ 100	Complete
Friends Aware - 1 Minivan Expansion (FY20/21)	\$ 50	Complete
Harford Center - 1 Minivan - Expansion (FY20/21)	\$ 50	Complete
Harford Center - Preventive Maintenance (FY20/21)	\$ 6	Complete
Humanim- 1 Small Replacement Bus-43 (FY20/21)	\$ 60	Complete
Humanim- 1 Small Replacement Bus-W4 (FY20/21)	\$ 60	Complete
Lifestyles, Inc. - Preventive Maintenance (FY16/17)	\$ 2	Complete
Progress Unlimited, Inc. - Walkie Talkies (FY18/19)	\$ 7	Complete
Progress Unlimited, Inc.-1 Minivan Expansion (FY20/21)	\$ 50	Complete
Progress Unlimited, Inc.-2 Minivan Replacements (FY20/21)	\$ 100	Complete
Providence Center- 10 Minivan Expansion (FY20/21)	\$ 500	Complete
Spring Dell - 10 Wheelchair Lift Safety Belts (FY17 SS)	\$ 1	Complete
Spring Dell- Minivan Replacement (FY 20/21)	\$ 50	Complete
Star Community-2 Minivans Expansion (FY20/21)	\$ 100	Complete
The League for People with Disabilities - 1 Minivan Expansion (FY20/21)	\$ 50	Complete
The League for People with Disabilities - 1 Minvan Replacement (FY20/21)	\$ 50	Complete
Washington County CAC - 1 Minivan Replacement (FY20/21)	\$ 50	Complete
Way Station- 2 Small Replacement Buses (FY20/21)	\$ 120	Complete
Winter Growth-1 Minivan Expansion (FY20/21)	\$ 50	Complete
Winter Growth-1 Small Replacement Bus (FY20/21)	\$ 75	Complete
<u>Elderly/ Disabled Non-Profits FY 2022 and 2023</u>		
Humanim-2 Minivans-Expansion (FY20/21)	\$ 100	FY21
Partners in Car-Preventive Maintenance (FY20/21)	\$ 40	FY21
Prologue, Inc. - 2 Minivan Replacements (FY20/21)	\$ 100	FY21
Action in Maturity - Preventive Maintenance (FY22.23)	\$ 24	FY22
Allegany County HRDC, Inc. - Mobility Management (FY22/23)	\$ 46	FY22
Allegany County HRDC, Inc. - Preventive Maintenance (FY20/21)	\$ 26	FY22
Appalachian Parent Assoc - Preventive Maintenance (FY20/21)	\$ 50	FY22
Appalachian Parent Assoc - 1 Van Expansion Type 2 (FY22/23)	\$ 55	FY22
Appalachian Parent Assoc - Scan Tool (FY22/23)	\$ 10	FY22
ARC of Carroll County - 1 Van Expansion Type 1 (FY22/23)	\$ 47	FY22

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PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Elderly/ Disabled Non-Profits FY 2022 and 2023 (cont'd)		
ARC of Central Chesapeake - 3 Van Expansions Type 3 (FY22/23)	\$ 136	FY22
ARC of Central Chesapeake - PPE (FY22/23)	\$ 1	FY22
ARC of Central Chesapeake - Preventive Maintenance (FY22/23)	\$ 3	FY22
ARC of Northern Chesapeake Region - Preventive Maintenance (FY22/23)	\$ 45	FY22
ARC of Southern Maryland - 2 Van Expansions Type 4 (FY22/23)	\$ 98	FY22
ARC of Southern Maryland - Preventive Maintenance (FY18/19)	\$ 5	FY22
ARC of Washington County - 1 Van Expansion Type 4 (FY22/23)	\$ 51	FY22
Associated Catholic Charities - Preventive Maintenance (FY22/23)	\$ 8	FY22
Athelas - 1 Van Replacement Type 3 - 112 (FY22/23)	\$ 45	FY22
Athelas - Preventive Maintenance (FY18/19)	\$ 10	FY22
Bayside Community Network - 1 Van Expansion Type 2 (FY22/23)	\$ 55	FY22
Bayside Community Network - Mobility for All (FY20 Discret.)	\$ 50	FY22
Bayside Community Network - Preventive Maintenance (FY18/19)	\$ 23	FY22
Center for Life Enrichment - 1 Van Replacement Type 4 - 171 (FY22/23)	\$ 49	FY22
Center for Life Enrichment - 1 Van Replacement Type 4 - 173 (FY22/23)	\$ 49	FY22
Center for Life Enrichment - Preventive Maintenance (FY22/23)	\$ 54	FY22
Charles County Nursing and Rehabilitation - Preventive Maintenance (FY18/19)	\$ 19	FY22
Chesterwye Center - 1 Van Expansion Type 4 (FY22/23)	\$ 50	FY22
Daybreak Adult Day Services - Disinfectant Sprayer (FY22/23)	\$ 1	FY22
Dove Pointe, Inc. - 1 Van Expansion Type 1	\$ 43	FY22
Dove Pointe, Inc. - 1 Van Expansion Type 1	\$ 52	FY22
Easter Seals Baltimore - Preventive Maintenance (FY20/21)	\$ 30	FY22
Easter Seals Baltimore - Tripspark Software (FY22/23)	\$ 44	FY22
Easter Seals Hagerstown - Tripspark Software (FY22/23)	\$ 44	FY22
Freedom Landing - Preventive Maintenance (FY18/19)	\$ 3	FY22
Friends Aware - Preventive Maintenance (FY20/21)	\$ 30	FY22
Harford Center - 1 Van Replacement Type 4A - 27 (FY22/23)	\$ 49	FY22
Harford Center - Preventive Maintenance (FY22/23)	\$ 6	FY22
Hopkins Elder Plus - Preventive Maintenance (FY22/23)	\$ 52	FY22
Kent Center - Office Equipment (FY18/19)	\$ 4	FY22
Kent Center - Preventive Maintenance (FY18/19)	\$ 5	FY22
LifeBridge Health - Cleaning Supplies (FY22/23)	\$ 12	FY22
LifeBridge Health - PPE (FY22/23)	\$ 4	FY22
Partners In Care - 1 Van Expansion Type 4 - #PIC Bus 2 (FY22/23)	\$ 49	FY22

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PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Elderly/ Disabled Non-Profits FY 2022 and 2023 (cont'd)</u>		
Partners In Care - Mobility Management (FY22/23)	\$ 663	FY22
Progress Unlimited, Inc. - 1 Van Expansion Type 3 (FY22/23)	\$ 45	FY22
Progress Unlimited, Inc. - Preventive Maintenance (FY22/23)	\$ 24	FY22
Providence Center - 8 Van Expansions Type 3 (FY22/23)	\$ 344	FY22
Shore Up! - Preventive Maintenance (FY18/19)	\$ 12	FY22
Shore Up! - Driver Shields (FY22/23)	\$ 2	FY22
Shore Up! - Security Cameras (FY22/23)	\$ 14	FY22
Spring Dell - 1 Van Replacement Type 1 - 19 (FY22/23)	\$ 51	FY22
Spring Dell - Preventive Maintenance (FY22/23)	\$ 42	FY22
St. Mary's Adult Medical Day Care - Disinfectant Sprayer (FY22/23)	\$ 1	FY22
St. Mary's Nursing Center, Inc. - Preventive Maintenance (FY22/23)	\$ 12	FY22
Star Community - 1 Van Expansion Type 4 (FY22/23)	\$ 49	FY22
The League for People with Disabilities - 1 Van Replacement Type 1 - 38008HT (FY22/23)	\$ 47	FY22
Washington County CAC - Mobility Management (FY22/23)	\$ 239	FY22
Washington County CAC - Preventive Maintenance (FY22/23)	\$ 15	FY22
Worcester County Comm on Aging - 1 Van Replacement Type 1 - 141 (FY22/23)	\$ 48	FY22
Worcester County Comm on Aging - 1 Van Replacement Type 1 - 1452 (FY22/23)	\$ 48	FY22
Worcester County Comm on Aging - 1 Van Replacement Type 1 - 1453 (FY22/23)	\$ 48	FY22
Worcester County Comm on Aging - Mobility Management (FY22/23)	\$ 106	FY22
Worcester County Comm on Aging - Preventive Maintenance (FY22/23)	\$ 24	FY22
Appalachian Parent Assoc - 1 Small Rplcmt Bus Type 3A - X-31 (FY22/23)	\$ 70	FY23
ARC of Northern Chesapeake Region - 1 Small Bus Replacement Type 1A - 129 (FY22/23)	\$ 59	FY23
Associated Catholic Charities - 1 Van Replacement Type 2 - #HG (FY22/23)	\$ 55	FY23
Athelas - 1 Small Replacement Bus Type 3A - 138 (FY22/23)	\$ 79	FY23
Bayside Community Network - 1 Small Expansion Bus Type 3A (FY22/23)	\$ 70	FY23
Daybreak Adult Day Services - 1 Small Replacement Bus Type 3A - 5 (FY22/23)	\$ 69	FY23
Daybreak Adult Day Services - 1 Small Replacement Bus Type 3A - 7 (FY22/23)	\$ 69	FY23
Easter Seals Baltimore - 1 Small Replacement Bus Type 1A - #E (FY22/23)	\$ 74	FY23
Easter Seals Baltimore - 1 Small Replacement Bus Type 1A - #OldF (FY22/23)	\$ 74	FY23
Easter Seals Hagerstown - 1 Small Replacement Bus Type 1A - "Tandem" (FY22/23)	\$ 74	FY23
Harford Center - 1 Small Bus Replacement Type 3A - 02 (FY22/23)	\$ 76	FY23
Harford Center - 1 Small Bus Replacement Type 3A - 11 (FY22/23)	\$ 76	FY23
Hopkins Elder Plus - 1 Small Replacement Bus Type 4 - 24-002 (FY22/23)	\$ 74	FY23
Hopkins Elder Plus - 1 Small Replacement Bus Type 4 - 24-003 (FY22/23)	\$ 74	FY23

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PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Elderly/ Disabled Non-Profits FY 2022 and 2023 (cont'd)		
LifeBridge Health - 1 Small Replacement Bus Type 3A - 1078 (FY22/23)	\$ 66	FY23
LifeBridge Health - 1 Small Replacement Bus Type 3A - 47 (FY22/23)	\$ 66	FY23
LifeBridge Health - 1 Small Replacement Bus Type 3A - 974 (FY22/23)	\$ 66	FY23
Partners In Care - 1 Small Bus Replacement Type 3A - #PIC Bus 1 (FY22/23)	\$ 74	FY23
Sheppard Pratt - 1 Small Bus Replacement Type 4A - 1503 (FY22/23)	\$ 68	FY23
Sheppard Pratt - 3 Small Bus Replacements Type 3A (FY22/23)	\$ 196	FY23
St. Mary's Adult Medical Day Care - 1 Small Bus Replacement Type 3A - 57 (FY22/23)	\$ 70	FY23
St. Mary's Adult Medical Day Care - 1 Small Bus Replacement Type 3A - 58 (FY22/23)	\$ 70	FY23
St. Mary's Nursing Center, Inc. - 1 Small Replacement Bus Type 3A - 101 (FY22/23)	\$ 67	FY23
Unified Community Connections - 4 Small Replacement Buses Type 1A (FY22/23)	\$ 234	FY23
Washington County CAC - 1 Small Replacement Bus Type 4A - 12 (FY22/23)	\$ 73	FY23
Washington County CAC - 1 Small Replacement Bus Type 4A - 5 (FY22/23)	\$ 73	FY23
Worcester County Comm on Aging - 1 Small Replacement Bus Type 3A - 1445 (FY22/23)	\$ 66	FY23
Worcester County Developmental Center - 1 Small Expansion Bus (FY22/23)	\$ 66	FY23
Worcester County Developmental Center - 1 Small Repcmt Bus Type 3A - 41 (FY22/23)	\$ 66	FY23
Action in Maturity - Preventive Maintenance (FY20/21)	\$ 25	Ongoing
Allegany County HRDC, Inc. - Mobility Management (FY18/19)	\$ 100	Ongoing
Allegany County HRDC, Inc. - Preventive Maintenance (FY18/19)	\$ 27	Ongoing
ARC of Washington County - Preventive Maintenance (FY18/19)	\$ 8	Ongoing
Associated Catholic Charities - Preventive Maintenance (FY20/21)	\$ 55	Ongoing
Bayside Community Network - Preventive Maintenance (FY16/17)	\$ 30	Ongoing
Charles County Nursing and Rehabilitation - Preventive Maintenance (FY16/17)	\$ 24	Ongoing
Chesapeake Care Resources, Inc. - Preventive Maintenance (FY20/21)	\$ 20	Ongoing
Comprehensive Housing Assistance - Preventive Maintenance (FY17 SS)	\$ 6	Ongoing
Comprehensive Housing Assistance - Preventive Maintenance (FY18/19)	\$ 10	Ongoing
Diakon - Preventive Maintenance (FY20/21)	\$ 6	Ongoing
Dorchester County Comm on Aging - Preventive Maintenance (FY18/19)	\$ 17	Ongoing
Dove Pointe, Inc. - Preventive Maintenance (FY18/19)	\$ 100	Ongoing
Easter Seals Baltimore - Preventive Maintenance (FY17 SS)	\$ 24	Ongoing
Easter Seals Baltimore - Preventive Maintenance (FY18/19)	\$ 44	Ongoing
Easter Seals Hagerstown - Preventive Maintenance (FY20/21)	\$ 30	Ongoing
Freedom Landing - Preventive Maintenance (FY16/17)	\$ 9	Ongoing
Humanim-Preventive Maintenance (FY16/17)	\$ 20	Ongoing
Kent Center - Preventive Maintenance (FY16/17)	\$ 9	Ongoing

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PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Elderly/ Disabled Non-Profits FY 2022 and 2023 (cont'd)</u>		
Kent Center - Preventive Maintenance (FY17 SS)	\$ 6	Ongoing
Mosaic-Preventive Maintenance (FY20/21)	\$ 60	Ongoing
Partners In Care - Preventive Maintenance (FY18/19)	\$ 20	Ongoing
Partners In Care - Preventive Maintenance (FY20/21)	\$ 40	Ongoing
Partners in Care-Mobility Management-All Programs (FY20/21)	\$ 591	Ongoing
Progress Unlimited, Inc. - Preventive Maintenance (FY20/21)	\$ 90	Ongoing
Shore Up! - Preventive Maintenance (FY16/17)	\$ 12	Ongoing
Spring Dell - Preventive Maintenance (FY18/19)	\$ 42	Ongoing
St. Mary's Nursing Center, Inc. - Preventive Maintenance (FY20/21)	\$ 13	Ongoing
Star Community - Preventive Maintenance (FY16/17)	\$ 3	Ongoing
Washington County CAC - Mobility Management (FY20/21)	\$ 135	Ongoing
Worcester County Comm on Aging - Mobility Management (FY20/21)	\$ 106	Ongoing
Worcester County Comm on Aging - Preventive Maintenance (FY18/19)	\$ 20	Ongoing
Worcester County Developmental Center - Preventive Maintenance (FY18/19)	\$ 65	Ongoing
Dove Pointe, Inc. - 4 Wheelchair Lifts (FY18 SS)	\$ 25	Underway
Freedom Landing - 2 Expansion Minivans (FY16/17)	\$ 80	Underway
Progress Unlimited, Inc.-35 Ipads and Protective Cases (FY20/21)	\$ 13	Underway
Worcester County Comm on Aging - Computer/Software (FY18/19)	\$ 20	Underway
<u>Frederick County FY 2021 Completions</u>		
3 Heavy Duty Electric Replacement Buses - LONO (FY18 5339)	\$ 1,765	Complete
Preventive Maintenance (FY19 5311)	\$ 70	Complete
Preventive Maintenance (FY20 5307)	\$ 700	Complete
Rideshare (FY20)	\$ 124	Complete
<u>Frederick County FY 2022 and 2023</u>		
2 Heavy Duty Bus Replacements (FY21)	\$ 800	FY22
Facility Construction (FY21)	\$ 2,500	FY22
Preventive Maintenance (FY21 5311)	\$ 70	FY22
Preventive Maintenance (FY22 5307)	\$ 700	FY22
Rideshare (FY22)	\$ 124	FY22
Transportation Development Plan (TDP) (FY20)	\$ 95	FY22

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PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Frederick County FY 2022 and 2023 (cont'd)</u>		
Preventive Maintenance (FY20 5311)	\$ 70	Ongoing
Preventive Maintenance (FY21 5307)	\$ 700	Ongoing
Rideshare (FY21)	\$ 124	Ongoing
Facility Expansion Construction (FY18)	\$ 500	Underway
Facility Expansion Construction (FY20)	\$ 2,500	Underway
<u>Garrett County FY 2021 Completions</u>		
1 Small Bus Replacement - 188 (FY20)	\$ 58	Complete
1 Small Bus Replacement - 208 (FY20)	\$ 58	Complete
2 Minivan Replacements - 185 & 186 (FY21 5339)	\$ 78	Complete
<u>Garrett County FY 2022 and 2023</u>		
Preventive Maintenance (FY21)	\$ 267	FY22
Utility Tractor (FY22)	\$ 27	FY22
Preventive Maintenance (FY22)	\$ 267	FY23
Preventive Maintenance (FY20)	\$ 267	Ongoing
<u>Harford County FY 2021 Completions</u>		
1 Heavy Duty Bus Replacement - 817 (FY20 5339)	\$ 413	Complete
1 Heavy Duty Bus Replacement - 819 (FY20)	\$ 413	Complete
1 Heavy Duty Bus Replacement - 824 (FY20)	\$ 413	Complete
1 Medium Replacement Bus - 8013 (FY19 5339)	\$ 265	Complete
1 Medium Replacement Bus - 814 (FY19 5307)	\$ 265	Complete
3 Medium Replacement Buses - 811, 820, 8014 (FY18 5307)	\$ 586	Complete
4 Small Bus Replacements - 8004, 8007, 8009, 8006 (FY20)	\$ 355	Complete
Office Space Buildout (FY18)	\$ 150	Complete
Operator Training Room A/C Funds (FY16)	\$ 25	Complete
Preventive Maintenance (FY20)	\$ 700	Complete
Ridesharing (FY20)	\$ 88	Complete
Routematch Replacement Tablets & Docks (FY20)	\$ 60	Complete
Security Cameras (FY18)	\$ 100	Complete

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PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Harford County FY 2022 and 2023</u>		
1 Heavy Duty Bus Replacement - 827 (FY21 5307)	\$ 406	FY22
1 Medium Bus (FY13)	\$ 198	FY22
1 Medium Replacement Bus (FY16)	\$ 196	FY22
2 Small Cutaway Bus Replacements (FY21 5339)	\$ 186	FY22
Preventive Maintenance (FY22)	\$ 850	FY22
Ridesharing (FY22)	\$ 88	FY22
1 30' Heavy Duty Replacement Bus - 8036 (FY22 5339)	\$ 417	FY23
4 Small Cutaway Repcmt Buses - 8020; 8022; 8024; 8025 (FY22 5307)	\$ 476	FY23
5 Small Cutaway Bus Replacements (FY21 5307)	\$ 464	FY23
6 CNG Replacmt Buses, Garage Rehab, Fuel Infrastrct (FY20 5339 Discretionary)	\$ 3,969	FY23
Preventive Maintenance (FY21)	\$ 850	Ongoing
Ridesharing (FY21)	\$ 88	Ongoing
Bus Shelters (FY18)	\$ 130	Underway
Bus Wash (FY18)	\$ 150	Underway
Fare Collection (FY18)	\$ 130	Underway
Feasibility Study	\$ 150	Underway
<u>Howard County FY 2021 Completions</u>		
Ridesharing (FY20)	\$ 131	Complete
<u>Howard County FY 2022 and 2023</u>		
1 Heavy Duty Bus Replacement - 9546 (FY20)	\$ 423	FY22
1 Heavy Duty Bus Replacement - 9552 (FY20)	\$ 423	FY22
3 HD Bus Replacements & Bus Stop Annunciators (FY20 5339 Discretionary)	\$ 1,517	FY22
3 Heavy Duty Bus Replacements (FY21 5339)	\$ 1,184	FY22
Preventive Maintenance (FY21)	\$ 53	FY22
Ridesharing (FY22)	\$ 131	FY22
Transportation Development Plan (FY21)	\$ 95	FY22
2 30' Heavy Duty Replacement Buses - 9545 & 9547 (FY22 5339)	\$ 834	FY23
Preventive Maintenance (FY22)	\$ 115	FY23
Preventive Maintenance (FY20)	\$ 53	Ongoing
Ridesharing (FY21)	\$ 131	Ongoing

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PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Montgomery County FY 2021 Completions</u>		
Bus Replacement (FY20 WAG)	\$ 2,000	Complete
Ridesharing (FY20)	\$ 372	Complete
<u>Montgomery County FY 2022 and 2023</u>		
Bus Replacement (FY21 WAG)	\$ 2,000	FY22
Ridesharing (FY21)	\$ 372	FY22
Bus Replacement (FY22 WAG)	\$ 2,000	FY23
Ridesharing (FY22)	\$ 372	FY23
<u>Ocean City FY 2021 Completions</u>		
Facility Construction Oversight (FY19 5311)	\$ 488	Complete
Preventive Maintenance (FY20)	\$ 600	Complete
Transit Facility Construction (FY20 5311)	\$ 6,263	Complete
Transit Facility Construction (FY21)	\$ 2,500	Complete
Transit Facility D & E (FY17)	\$ 520	Complete
<u>Ocean City FY 2022 and 2023</u>		
Preventive Maintenance (FY22)	\$ 675	FY22
2 40' HD Articulated Replacement Buses - 2125 & 2126 (FY22 5311)	\$ 1,600	FY23
Preventive Maintenance (FY21)	\$ 675	Ongoing
Facility Construction Oversight (FY20 5311)	\$ 200	Underway
<u>Prince George's County FY 2021 Completions</u>		
Bus Stop Improvements (Buses)(FY16 WAG)	\$ 500	Complete
Bus Stop Improvements (Buses)(FY17 WAG)	\$ 500	Complete
Bus Stop Improvements (Buses)(FY18 WAG)	\$ 500	Complete
Bus Stop Improvements (FY13 & FY14)	\$ 735	Complete
Bus Stop Improvements (FY15)	\$ 500	Complete
Ridesharing (FY20)	\$ 269	Complete

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PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Prince George's County FY 2022 and 2023</u>		
Bus Replacement (FY20 WAG)	\$ 500	FY22
Bus Replacement (FY21 WAG)	\$ 500	FY22
Ridesharing (FY22)	\$ 269	FY22
Bus Replacement (FY22 WAG)	\$ 500	FY23
Ridesharing (FY21)	\$ 269	Ongoing
5 Clean Diesel Expansion Buses (FY19 5339 LowNo)	\$ 2,588	Underway
Bus Replacement (FY19 WAG)	\$ 500	Underway
<u>Queen Anne's County FY 2021 Completions</u>		
Small Cutaway Replacement Bus - 263 (FY20 5339)	\$ 72	Complete
Small Cutaway Replacement Bus - 264 (FY20 5339)	\$ 74	Complete
<u>Queen Anne's County FY 2022 and 2023</u>		
3 Small Bus Replacements (FY21 5339)	\$ 204	FY22
Preventive Maintenance (FY21 5311 & LU)	\$ 92	FY22
Preventive Maintenance (FY22 5311 & LU)	\$ 92	FY22
2 Small Cutaway Replacement Buses - 259 & 330 (FY22 5339)	\$ 138	FY23
Preventive Maintenance (FY20 5311 & LU)	\$ 85	Ongoing
<u>Somerset County FY 2021 Completions</u>		
1 Small Replacement Bus - 15 (FY20 5310)	\$ 60	Complete
1 Small Replacement Bus - 22 (FY20 5310)	\$ 60	Complete
<u>Southern MD Non-Profits FY 2021 Completions</u>		
Tri-County Council of Southern Maryland - Ridesharing (FY20)	\$ 109	Complete
<u>Southern MD Non-Profits FY 2022 and 2023</u>		
Tri-County Council of Southern Maryland - Ridesharing (FY22)	\$ 109	FY22
Tri-County Council of Southern Maryland - Ridesharing (FY21)	\$ 109	Ongoing

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PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>St. Mary's County FY 2021 Completions</u>		
1 Medium Replacement Bus - 45 (FY19 5339)	\$ 189	Complete
1 Medium Replacement Bus - 46 (FY19 5339)	\$ 189	Complete
1 Medium Replacement Bus - 47 (FY19 5339)	\$ 189	Complete
1 Medium Replacement Bus (FY17 5339)	\$ 138	Complete
3 30' HD Replacement Buses (FY16 5307 & 5311)	\$ 414	Complete
<u>St. Mary's County FY 2022 and 2023</u>		
Bus Stop Signs (FY21)	\$ 4	FY22
Maintenance Facility Addition (FY19 5339 Discret.)	\$ 85	FY22
Preventive Maintenance (FY21 5307 & 5311)	\$ 175	FY22
Routing Software (FY20 5307 & 5311)	\$ 446	FY22
2 Small Replacement Buses 42-6168 & 52-6204 (FY22 5339)	\$ 136	FY23
Preventive Maintenance (FY22 5307 & 5311)	\$ 175	FY23
Preventive Maintenance (FY20 5307 & 5311)	\$ 124	Ongoing
Transportation Development Plan (FY18)	\$ 95	Ongoing
<u>Talbot County FY 2021 Completions</u>		
1 Medium Replacement Bus - 2192 (FY19 5339)	\$ 194	Complete
1 Small Bus Replacement - 801 (FY20 5339)	\$ 77	Complete
1 Van Replacement - 20 (FY20 5339)	\$ 50	Complete
2 Medium Duty Replacement Buses (FY14)	\$ 123	Complete
Preventive Maintenance (FY20 5311)	\$ 30	Complete
<u>Talbot County FY 2022 and 2023</u>		
1 Small Replacement Minivan - 1117 (FY19 5339 added)	\$ 71	FY22
2 Small Replacement Buses - 2193 & 902 (FY18 5339) (changed fr Med)	\$ 175	FY22
6 Computers/Monitors (FY21 5311)	\$ 7	FY22
Preventive Maintenance (FY22 5311)	\$ 30	FY22
Preventive Maintenance (FY21 5311)	\$ 30	Ongoing

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

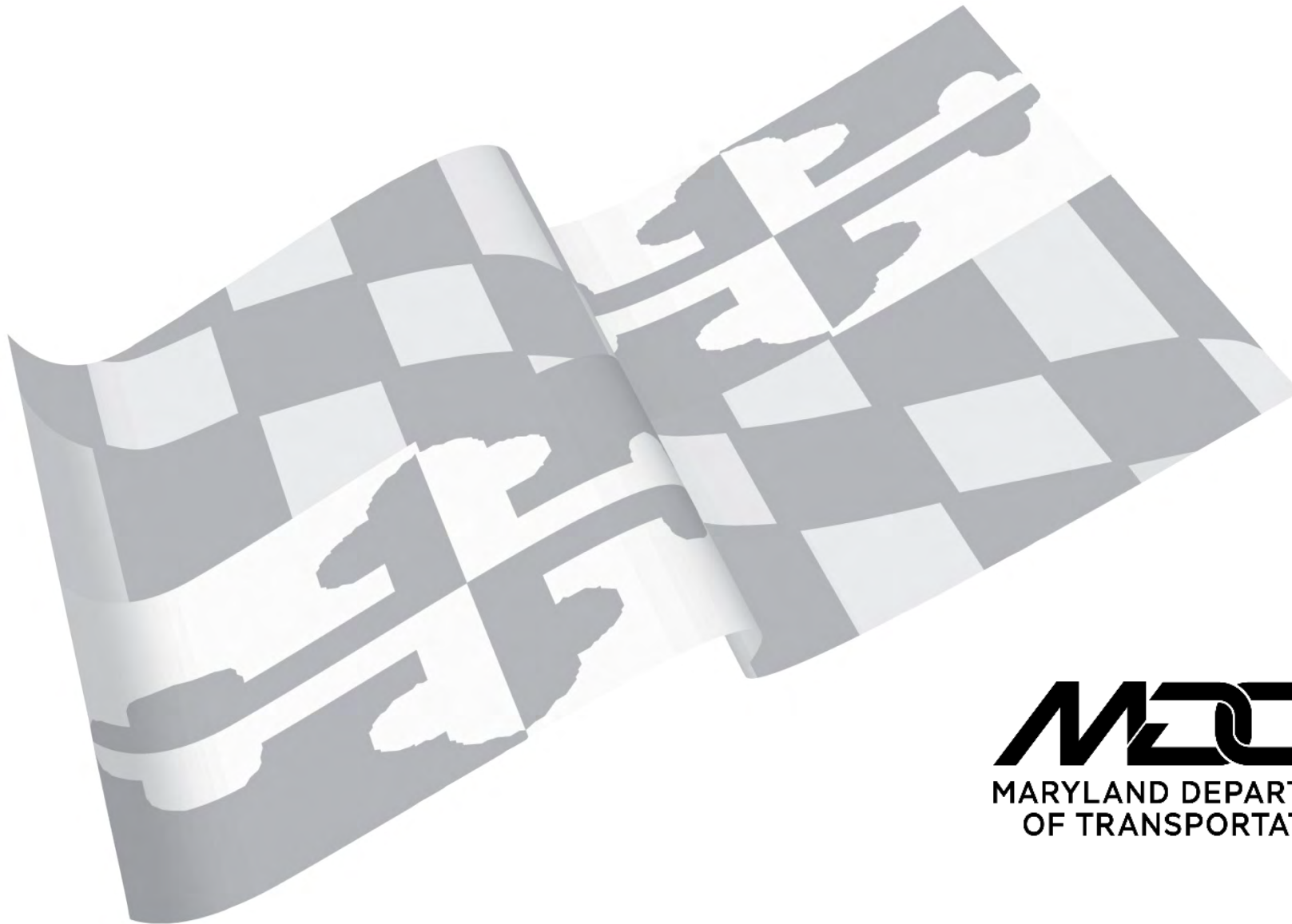
Maryland Transit Administration - Locally Operated Transit Systems - LINE 55

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Tri-County Council for Lower Eastern Shore FY 2021 Completions</u>		
1 Small Replacement Bus - 407 (FY19 5339)	\$ 73	Complete
3 Small Bus Replacements (FY19 5339 Discret.)	\$ 300	Complete
Mobility Management (FY21 5307)	\$ 143	Complete
Preventive Maintenance (FY20 5307)	\$ 800	Complete
<u>Tri-County Council for Lower Eastern Shore FY 2022 and 2023</u>		
1 Medium Bus Replacement - 267 (FY20 5339)	\$ 169	FY22
1 Medium Bus Replacement - 405 (FY20 5339)	\$ 169	FY22
1 Medium Bus Replacement - 420 (FY20 5339)	\$ 169	FY22
1 Medium Replacement Bus - 406 (FY19 5339)	\$ 165	FY22
1 Support Vehicle (partial) (FY22 5339)	\$ 18	FY22
2 Medium Bus Replacements - 262 & 268 (FY21 5339)	\$ 218	FY22
2 Small Bus Replacements - 94 & 107 (FY21 5339)	\$ 143	FY22
3 Medium Duty Bus Replacements (FY19 5339 Discret.)	\$ 600	FY22
6 Propane Conversions (FY19 5339 Discret.)	\$ 100	FY22
Mobility Management (FY22 5307)	\$ 143	FY22
Preventive Maintenance (FY22 5307)	\$ 800	FY22
Transportation Development Plan (FY21)	\$ 95	FY22
2 Medium Bus Replacements - 260 & 411 (FY22 5339)	\$ 219	FY23
3 Small Bus Replacements - 231; 245; 97 (FY22 5339)	\$ 241	FY23
Preventive Maintenance (FY21 5307)	\$ 800	Ongoing
<u>Washington County FY 2021 Completions</u>		
Preventive Maintenance (FY20 5307)	\$ 350	Complete
<u>Washington County FY 2022 and 2023</u>		
1 Heavy Duty Bus Replacement - 710 (FY21 5339)	\$ 392	FY22
1 Medium Replacement Bus - 705 (FY19 5339)	\$ 249	FY22
1 Medium Replacement Bus - 706 (FY19 5339)	\$ 249	FY22
1 Medium Replacement Bus - 707 (FY20 5339)	\$ 401	FY22
1 Minivan Replacement - S-2 (FY21 5339)	\$ 49	FY22

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 55

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<i>Washington County FY 2022 and 2023 (cont'd)</i>		
1 Small Bus Replacement - 505 (FY21 5339)	\$ 88	FY22
2 Medium Replacement Buses - 701, 702 (FY18 5307)	\$ 652	FY22
2 Medium Replacement Buses - 703, 704 (FY18 5307)	\$ 652	FY22
Preventive Maintenance (FY21 5307)	\$ 375	Ongoing



**WASHINGTON METROPOLITAN AREA
TRANSIT AUTHORITY**

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
CAPITAL PROGRAM SUMMARY
(\$ MILLIONS)**

	<u>FY 2022</u>	<u>FY 2023</u>	<u>FY 2024</u>	<u>FY 2025</u>	<u>FY 2026</u>	<u>FY 2027</u>	<u>SIX - YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	441.3	445.6	450.0	454.6	459.3	461.8	2,712.5
System Preservation Minor Projects	-	-	-	-	-	-	-
<u>Development & Evaluation Program</u>	-	-	-	-	-	-	-
SUBTOTAL	441.3	445.6	450.0	454.6	459.3	461.8	2,712.5
<u>Capital Salaries, Wages & Other Costs</u>	-	-	-	-	-	-	-
TOTAL	441.3	445.6	450.0	454.6	459.3	461.8	2,712.5
Special Funds	216.4	178.7	183.1	187.7	192.4	194.9	1,153.3
Federal Funds	-	-	-	-	-	-	-
Other Funds	224.9	266.9	266.9	266.9	266.9	266.9	1,559.2

* For Minors breakdown, please refer to the System Preservation Minor Projects Program report.



PROJECT: WMATA Capital Improvement Program

DESCRIPTION: The program provides Maryland's share of the funding for the Washington Metropolitan Area Transit Authority's 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 2022 - 2027 CIP is focused on safety, infrastructure rehabilitation and replacement and maintaining the Washington region's primary transit system in a state of good repair. WMATA's FY 2022 - 2027 CIP includes investment to replace rail cars, rehabilitation of track and rail structures, replacement vehicles for Metrobus and Metro Access, and implementing recommendations from the National Transportation Safety Board, the Federal Transit Administration and the Tri-State Oversight Committee.

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

ASSOCIATED IMPROVEMENTS:

Matching Funding for "Passenger Rail Investments and Improvement Act of 2008"- P.L.110-432 - Line 3 Series 2017B and 2018 Debt Service - Line 5 Governor's Capital Dedicated Funding - Line 6

STATUS: The FY 2022 - 2027 CIP was adopted by the WMATA Board of Directors on April 22, 2021.

POTENTIAL FUNDING SOURCE:											
	<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	3,799,919	2,582,701	190,470	192,070	196,366	200,791	205,349	210,043	212,599	1,217,218	0
Total	3,799,919	2,582,701	190,470	192,070	196,366	200,791	205,349	210,043	212,599	1,217,218	0
Federal-Aid										0	
Special	1,607,652	1,064,654	90,600	17,200	96,496	100,921	105,479	110,173	112,729	542,998	0
Other	2,192,267	1,518,047	99,870	174,870	99,870	99,870	99,870	99,870	99,870	674,220	0

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: The project funding allocation increased \$198.5M due to the addition of FY 2027 funding, offset by WMATA budget requests.



DESCRIPTION: The program funds Maryland's allocated share of the Washington Metropolitan Area Transit Authority's Project Development Program.

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

STATUS: Project Development Program planning studies are ongoing.

[illegible]

8011



DESCRIPTION: The Passenger Rail Investment and Improvement Act of 2008 authorizes new federal funds to be appropriated over a ten year period for capital and preventative maintenance projects of the Washington Metropolitan Area Transit Authority. The federal legislation also requires matching funds from Maryland, Virginia and The District of Columbia. This program provides Maryland's share of the match to federal funds.

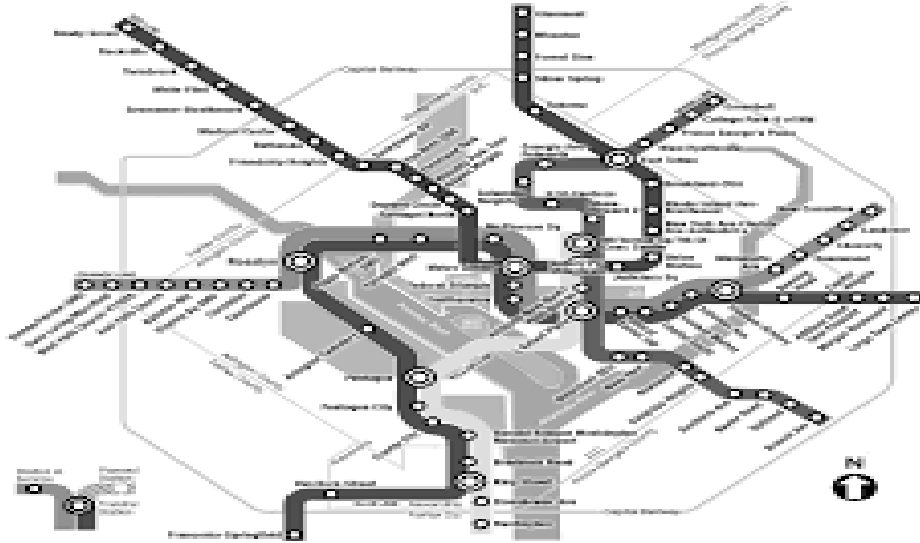
SMART GROWTH STATUS: ☒ Project Not Location Specific ☐ Not Subject to PFA Law

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

STATUS: The Federal Transit Administration (FTA) dedicated funding allocation for WMATA in FY 2021 is \$150.0M. Maryland will provide \$50.0M due to the addition of funding for FY 2027.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: The project funding allocation increased \$50.0M due to the addition of funding in FY 2027.

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
							
					...2024...	...2025...	...2026...	...2027...			
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	850,000	550,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	300,000	0
Total	850,000	550,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	300,000	0
Federal-Aid										0	
Special	800,000	550,000	50,000	0	50,000	50,000	50,000	50,000	50,000	250,000	0
Other	50,000	0	0	50,000	0	0	0	0	0	50,000	0



PROJECT: Metro Matters Program

DESCRIPTION: Metro Matters is a regionally funded program of capital improvements for the Washington Metropolitan Area Transit Authority. This program provides Maryland's share of the required contributions under the term of the Metro Matters Funding Agreement.

PURPOSE & NEED SUMMARY STATEMENT: The Metro Matters program was initiated in FY 2005 with a multi-year budget of approximately \$3.9B. A majority of Metro Matters project work was completed during FY 2005 - 2010. The program includes funding for debt service for long-term bonds issued by WMATA to fund the Metro Matters Program.

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

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Maryland's share of the annual contributions to the Metro Matters Program is approximately \$9.9M during FY 2022 - 2027. The final maturity date of the Metro Matters bonds is in FY 2034.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

<u>POTENTIAL FUNDING SOURCE:</u>						<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPENDED				FOR PLANNING PURPOSES ONLY					
	COST	THRU									
	(\$000)	CLOSE YEAR									
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	
Construction	182,270	123,324	9,391	9,391	9,911	9,911	9,911	9,911	9,911	58,946	0
Total	182,270	123,324	9,391	9,391	9,911	9,911	9,911	9,911	9,911	58,946	0
Federal-Aid										0	
Special	182,270	123,324	9,391	9,391	9,911	9,911	9,911	9,911	9,911	58,946	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: The project funding allocation increased \$9.9M due to the addition of FY 2027.



PROJECT: Series 2017B and 2018 Debt Service

DESCRIPTION: WMATA debt service represents the amount of bond debt taken on by the Authority after agreement by the state to cover the costs of debt repayment and associated fees. This includes the 2017B Series debt for FY 2018 Series debt for FY 2019. This debt was approved for funding Maryland's share of WMATA's Capital Improvement Program (CIP).

PURPOSE & NEED SUMMARY STATEMENT: These series of debt authorizations fund the purchase of long-term bonds issued by WMATA to fund its CIP.

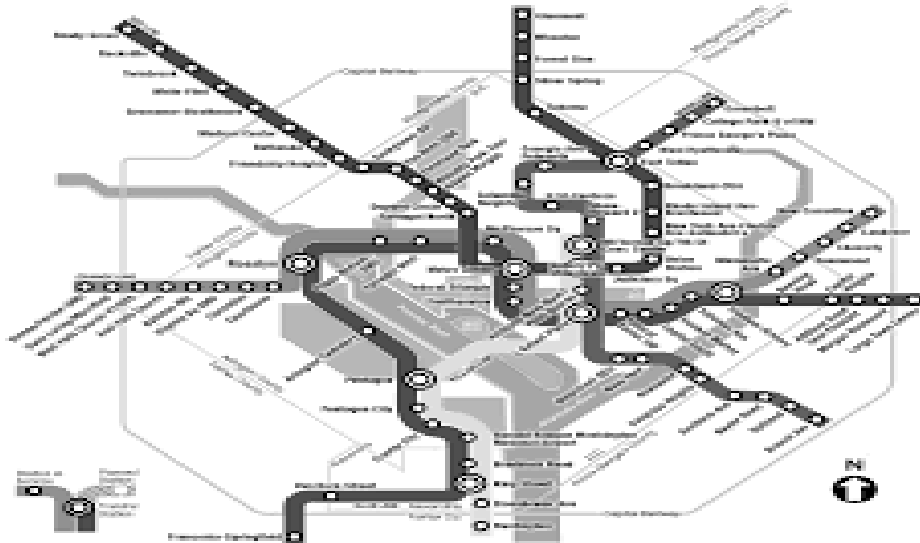
SMART GROWTH STATUS: ☒ Project Not Location Specific ☐ Not Subject to PFA Law
☐ Project Inside PFA ☐ Grandfathered
☐ Project Outside PFA ☐ Exception Will Be Required
☐ PFA Status Yet to Be Determined ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
 WMATA Capital Improvements Program - Line 1

STATUS: Maryland's share of WMATA debt payment with programmed funding beginning in FY 2020 and continuing through FY2022 - FY2027.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
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	171,446	43,123	21,823	21,823	21,300	21,300	21,300	21,300	21,300	128,323	0
Total	171,446	43,123	21,823	21,823	21,300	21,300	21,300	21,300	21,300	128,323	0
Federal-Aid										0	
Special	171,446	43,123	21,823	21,823	21,300	21,300	21,300	21,300	21,300	128,323	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: The project funding allocation increased \$21.3M due to the addition of FY 2027.



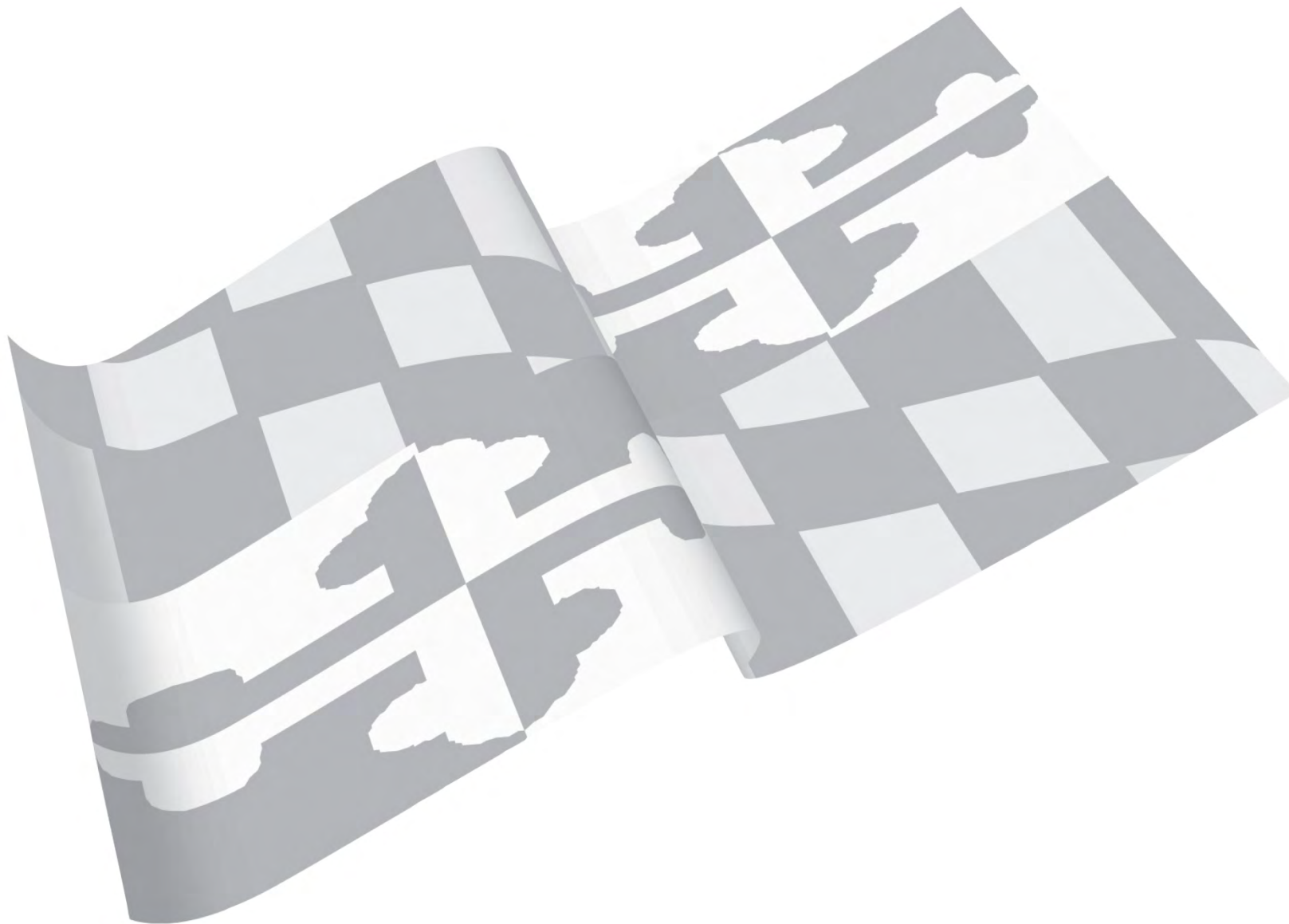
DESCRIPTION: In accordance with House Bill 372 and Senate Bill 277, passed during the 2018 legislative session of the Maryland General Assembly, \$167 million will be appropriated to WMATA annually as Maryland's portion of the dedicated fund towards it's capital improvement program. This funding shall be in effect in so long as the District of Columbia and the Commonwealth of Virginia provide their share of the \$500 million dedicated capital fund.

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

STATUS: Maryland's share of the \$500.0M annual dedicated funding to WMATA's CIP is \$167.0M.

<u>POTENTIAL FUNDING SOURCE:</u>						<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING				SIX	BALANCE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY	YEAR TOTAL	TO COMPLETE			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	
Construction	1,336,000	334,000	167,000	167,000	167,000	167,000	167,000	167,000	167,000	1,002,000	0
Total	1,336,000	334,000	167,000	167,000	167,000	167,000	167,000	167,000	167,000	1,002,000	0
Federal-Aid										0	
Special	329,000	162,000	70,000	167,000	0	0	0	0	0	167,000	0
Other	1,007,000	172,000	97,000	0	167,000	167,000	167,000	167,000	167,000	835,000	0

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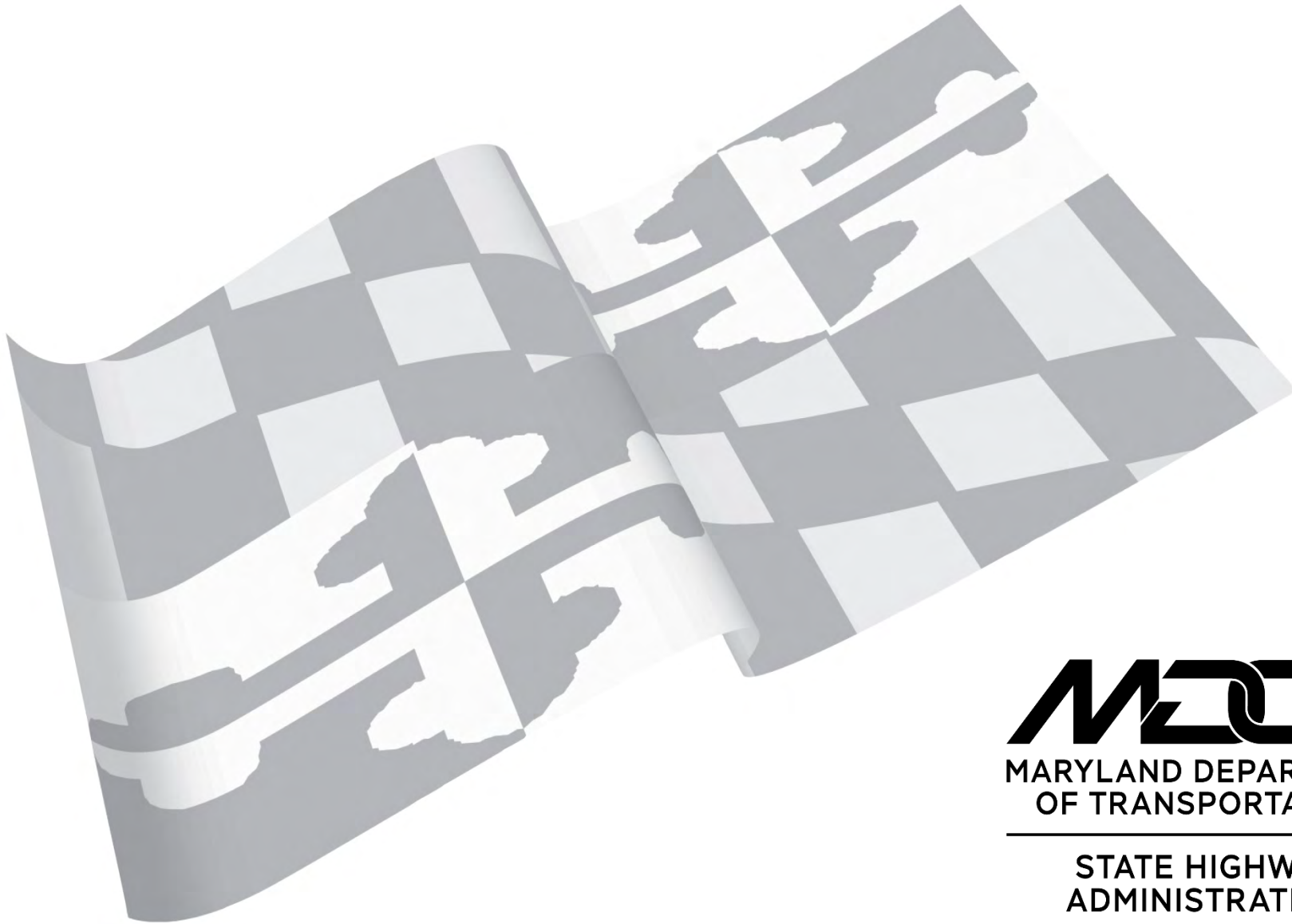
MDOT MARYLAND DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY ADMINISTRATION

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

	<u>FY 2022</u>	<u>FY 2023</u>	<u>FY 2024</u>	<u>FY 2025</u>	<u>FY 2026</u>	<u>FY 2027</u>	<u>SIX - YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	273.4	191.5	173.0	141.3	102.6	60.8	942.5
System Preservation Minor Projects	713.8	742.1	721.1	786.3	929.9	962.6	4,855.8
Highway User Revenues	263.6	270.7	273.4	196.6	198.3	200.4	1,403.1
<u>Development & Evaluation Program</u>	52.5	37.4	5.8	6.2	9.0	-	111.0
TOTAL	1,303.4	1,241.6	1,173.3	1,130.3	1,239.9	1,223.8	7,312.3
Special Funds	519.7	538.7	505.9	473.0	569.3	576.7	3,183.2
Federal Funds	767.8	687.9	652.4	642.3	655.6	647.1	4,053.2
Other Funds	15.9	15.0	15.0	15.0	15.0	-	75.9

* For Minors breakdown, please refer to the System Preservation Minor Projects Program report.



MARYLAND DEPARTMENT
OF TRANSPORTATION

STATE HIGHWAY
ADMINISTRATION

MDOT SHA STATEWIDE

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

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

EXPLANATION: Projects in the CHART program will aid in the reduction of travel time, reduce congestion and provide critical traffic information for the traveling public, which improves movement of both passengers and freight. Messages on dynamic message boards provide information to aid in the safety and security of travelers.

PROJECT: Coordinated Highway Action Response Team (CHART)

DESCRIPTION: Install advanced traffic management system (ATMS) and advanced traffic information system (ATIS) technologies on Interstate highways and arterials statewide. Technologies include cameras, traffic detectors, weather sensors, dynamic message signs, highway advisory radios, web sites and telecommunication networks. CHART is comprised of five major components: 1) Traffic and Roadway Monitoring; 2) Incident Management; 3) Traveler's Information; 4) System Integration and Communication; and 5) Traffic Management.

PURPOSE & NEED SUMMARY STATEMENT: Heavy volumes of traffic, stop-and-go commuter peaks, and lack of comprehensive information regarding current, real-time conditions on available alternatives contribute to and compound the effects of unexpected incidents. With the growth in traffic outpacing any realistic hope of expanding capacity through building new highways, or expanding existing ones, it is imperative to operate the existing system more efficiently through the application of Intelligent Transportation System technologies and interagency teamwork.

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

ASSOCIATED IMPROVEMENTS:

STATUS: This represents a summary of the Statewide CHART program. Individual projects are shown in the System Preservation Minor Projects Program pages in the county where the project is located.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: The project funding allocation increase of \$23.2 million is primarily due to the addition of FY 2027 to the program.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2021				...2024...	...2025...	...2026...	...2027...		
Planning	42,745	23,094	3,035	1,651	2,000	2,000	4,000	5,000	5,000	19,651	0
Engineering	22,444	10,444	3,000	2,000	1,000	1,000	2,000	3,000	3,000	12,000	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	3,017	170	141	141	106	100	500	1,000	1,000	2,847	0
Construction	64,643	18,262	9,291	5,838	2,626	2,537	8,210	13,599	13,571	46,381	0
Total	132,849	51,970	15,467	9,630	5,732	5,637	14,710	22,599	22,571	80,879	0
Federal-Aid	59,932	27,626	13,443	8,140	3,257	2,659	6,957	5,650	5,643	32,306	0
Special	72,917	24,344	2,024	1,490	2,475	2,978	7,753	16,949	16,928	48,573	0
Other										0	

Classification:

STATE - N/A

FEDERAL - N/A

STATE SYSTEM: N/A

Estimated Annual Average Daily Traffic (vehicles per day)**CURRENT (2021)** N/A**PROJECTED (2041)** N/A

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

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

EXPLANATION: This program supports community revitalization and other efforts to encourage pedestrian usage of sidewalks along State Highways. It also provides safer access to transit service for both bus and fixed rail systems.

PROJECT: Sidewalk Program

DESCRIPTION: This program provides matching funds for the construction of sidewalks adjacent to State highways.

PURPOSE & NEED SUMMARY STATEMENT: Program supports community revitalization efforts and efforts to encourage pedestrian usage of sidewalks along State highways.

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

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

ASSOCIATED IMPROVEMENTS:

STATUS: Individual projects are shown in the System Preservation Minor Projects Program pages in the county where the project is located.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: The project funding allocation increase of \$11.6 million is primarily due to the addition of FY 2027 to the program.

POTENTIAL FUNDING SOURCE:											
					<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2021	EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
Planning	3,700	350	48	150	300	300	600	1,000	1,000	3,350	0
Engineering	13,315	2,736	580	1,379	1,000	1,000	2,000	2,600	2,600	10,579	0
Right-of-way	158	7	0	151	0	0	0	0	0	151	0
Utilities	386	366	366	20	0	0	0	0	0	20	0
Construction	34,290	6,984	1,884	3,064	2,404	4,676	4,938	6,118	6,106	27,306	0
Total	51,848	10,442	2,878	4,764	3,704	5,976	7,538	9,718	9,706	41,406	0
Federal-Aid	27,719	4,660	1,853	3,598	2,401	2,469	4,834	4,880	4,877	23,059	0
Special	24,129	5,782	1,025	1,166	1,303	3,507	2,704	4,838	4,829	18,347	0
Other										0	

STIP REFERENCE #State3 8/01/2021

Classification:

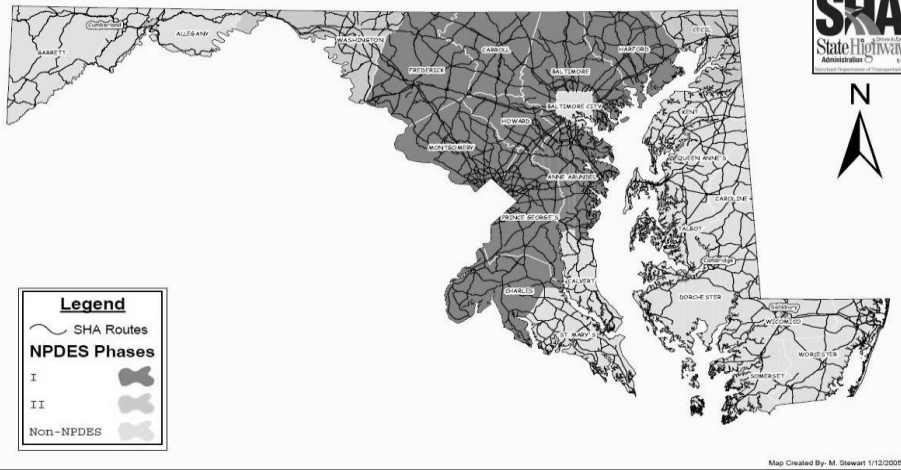
STATE - N/A

FEDERAL - N/A

STATE SYSTEM: N/A

Estimated Annual Average Daily Traffic (vehicles per day)**CURRENT (2021)** N/A**PROJECTED (2041)** N/A

NPDES Jurisdictions

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

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

EXPLANATION:**PROJECT:** Total Maximum Daily Load (TMDL)

DESCRIPTION: Plan, design, and construct storm water controls and alternative water quality improvement strategies in Maryland Phase I and Phase II counties in order to meet the US Environmental Protection Agency (EPA) Chesapeake Bay Total Maximum Daily Load (TMDL) requirements by 2025. 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 Phase 1 Plan (WIP 1).

PURPOSE & NEED SUMMARY STATEMENT: The MDOT SHA is required to adhere to the Chesapeake Bay TMDL and local TMDLs as a result of its National Pollutant Discharge Elimination System (NPDES) Phase 1 and Phase II Municipal Separate Storm Sewer System Permit (MS4). This programmatic effort is needed to ensure permit compliance and supports the ultimate goal of improved water quality in Maryland streams, creeks, rivers, and the Chesapeake Bay.

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

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

ASSOCIATED IMPROVEMENTS:**STATUS:** Planning, Engineering, Right-of-Way, and Construction underway.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: The project funding allocation increase of \$33.2 million is primarily due to the addition of FY 2027 to the program.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2021	EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
Planning	16,630	9,630	309	0	500	500	1,000	2,500	2,500	7,000	0
Engineering	33,419	18,118	384	0	1,801	2,000	2,500	4,500	4,500	15,301	0
Right-of-way	4,820	1,167	165	153	500	500	500	1,000	1,000	3,653	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	272,103	173,603	35,688	5,543	8,460	11,052	17,177	28,157	28,111	98,500	0
Total	326,972	202,518	36,546	5,696	11,261	14,052	21,177	36,157	36,111	124,454	0
Federal-Aid	150,356	83,203	28,443	3,614	7,261	9,537	14,674	16,039	16,028	67,153	0
Special	176,616	119,315	8,103	2,082	4,000	4,515	6,503	20,118	20,083	57,301	0
Other										0	

Classification:

STATE - N/A

FEDERAL - N/A

STATE SYSTEM: N/A

Estimated Annual Average Daily Traffic (vehicles per day)**CURRENT (2021)** N/A**PROJECTED (2041)** N/A

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

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

EXPLANATION: The Smart Traffic Signals will improve traffic operations and reduce congestion.

PROJECT: Traffic Relief Plan (Phase 2) Smart Traffic Signals

DESCRIPTION: The system uses real-time traffic conditions and computer software that adjusts the timing of traffic signals, synchronizes the entire corridor, and effectively deploys artificial intelligence to keep traffic moving.

PURPOSE & NEED SUMMARY STATEMENT: Deploying cutting-edge Smart Traffic Signals will improve traffic operation and ease congestion.

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

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

ASSOCIATED IMPROVEMENTS:

STATUS: Engineering and Construction underway.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: The cost decrease of \$2.1 million is a result of the revised estimates to complete the Smart Traffic Signals Program.

POTENTIAL FUNDING SOURCE:											
					<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2021	EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
Planning	3,132	1,113	268	489	357	565	365	243	0	2,019	0
Engineering	4,620	1,484	655	702	487	730	730	487	0	3,136	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	200	50	30	30	30	30	30	30	0	150	0
Construction	42,348	8,128	1,081	2,943	5,124	8,551	12,206	5,396	0	34,220	0
Total	50,300	10,775	2,034	4,164	5,998	9,876	13,331	6,156	0	39,525	0
Federal-Aid	42,951	5,396	1,116	3,957	5,700	9,383	12,666	5,849	0	37,555	0
Special	7,349	5,379	918	207	298	493	665	307	0	1,970	0
Other										0	

STIP REFERENCE #State14 8/01/2021

Classification:

STATE - N/A

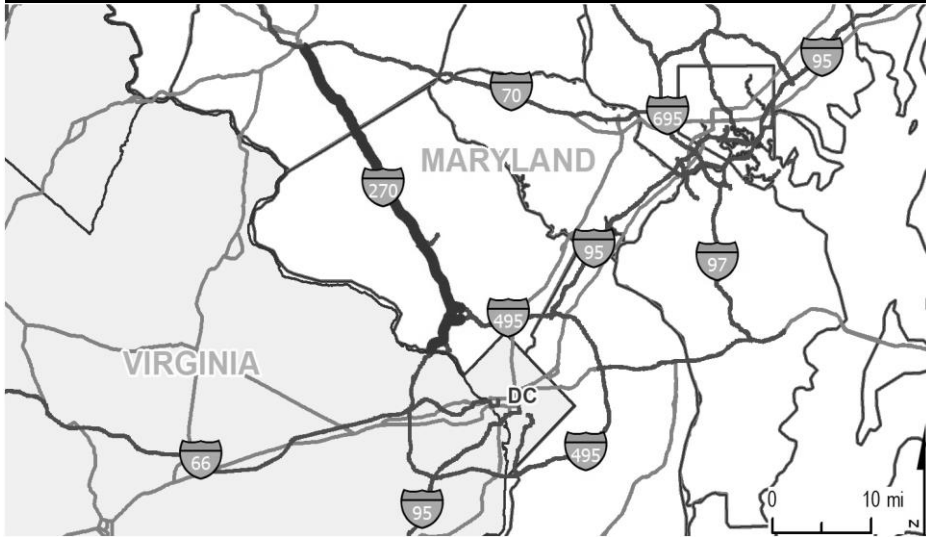
FEDERAL - N/A

STATE SYSTEM: N/A

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) N/A

PROJECTED (2041) N/A



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

DESCRIPTION: Phase 1 includes the addition of managed lanes from the American Legion Bridge (ALB) to I-70, including replacement of the American Legion Bridge; and includes NEPA study for Phase 1 North. Phase 1 South, ALB to I-370, will leverage \$3.5 billion in construction funding, \$145 million in developer rights fee to offset MDOT costs, and \$5 million for vision zero efforts. In addition, the project will provide \$300 million to support transit services, \$50 million for community grants, \$25 million for emerging technologies over the operating term of the agreement (45 years)/Phase 1 North, I-370 to I-70), will also leverage a multi-billion dollar private construction investment as well as provide future financial benefits to the State of Maryland.

PURPOSE & NEED SUMMARY STATEMENT: The purpose of the I-495 & I-270 Public-Private Partnership (P3) Program is to provide long-term congestion relief on I-495 and I-270 by providing new options and opportunities for travelers while also being responsible to the community and the environment.

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

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

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

I-270, Innovative Congestion Management (Montgomery County Line 1)
 I-270, Eisenhower Memorial Highway, and I-495 Capital Beltway - Full Delivery Stream Restoration (Statewide Line 6)
 I-270, Eisenhower Memorial Highway, and I-495, Capital Beltway - P3 Program (Statewide Line 7)

STATUS: Phase 1 South is progressing with planning and preliminary design activities.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: This is a breakout of the I-270 and I-495 Capital Beltway Project.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2021	EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
Planning	61,000	26,000	26,000	30,000	5,000	0	0	0	0	35,000	0
Engineering	38,000	0	0	15,000	23,000	0	0	0	0	38,000	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	99,000	26,000	26,000	45,000	28,000	0	0	0	0	73,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	99,000	26,000	26,000	45,000	28,000	0	0	0	0	73,000	0
Other										0	

Classification:

STATE - Principal Arterial

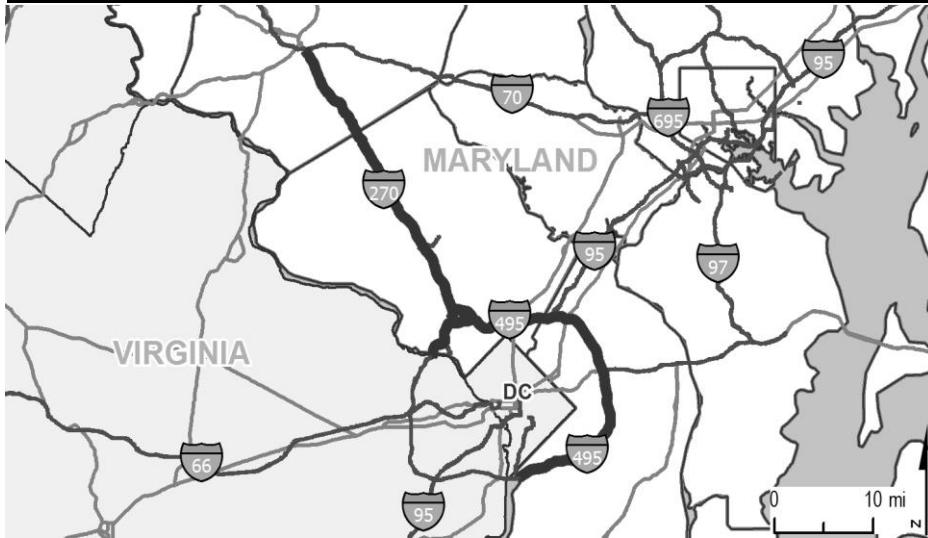
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) N/A

PROJECTED (2041) N/A



PROJECT: I-270 and I-495, Capital Beltway - Full Delivery Stream Restoration

DESCRIPTION: Full-delivery stream and wetland mitigation services in multiple watersheds.

PURPOSE & NEED SUMMARY STATEMENT: The purpose is to develop and provide compensatory stream and wetland mitigation credits to support MDOT SHA projects in the watersheds. Projects may include those developed under the I-495 & I-270 P3 Program or other MDOT SHA projects requiring compensatory mitigation in those watersheds.

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

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

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

I-270, Innovative Congestion Management (Montgomery County Line 1)
 I-270, Eisenhower Memorial Highway, and I-495 Capital Beltway - Phase 1 (Statewide Line 5)
 I-270, Eisenhower Memorial Highway, and I-495, Capital Beltway - P3 Program (Statewide Line 7)

STATUS: Design underway.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: This is a breakout of the I-270 and I-495 Capital Beltway Project.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2021	EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	12,067	5,254	5,254	4,913	1,900	0	0	0	0	6,813	0
Right-of-way	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	12,067	5,254	5,254	4,913	1,900	0	0	0	0	6,813	0
Federal-Aid	7,579	4,729	4,729	1,140	1,710	0	0	0	0	2,850	0
Special	4,488	525	525	3,773	190	0	0	0	0	3,963	0
Other										0	

Classification:

STATE - Principal Arterial

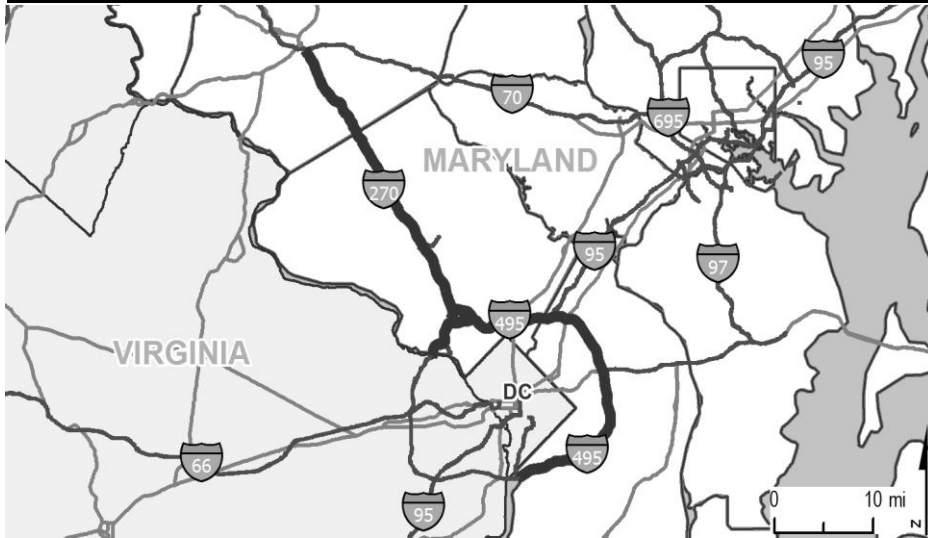
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) N/A

PROJECTED (2041) N/A



PROJECT: I-270, Eisenhower Memorial Highway, and I-495, Capital Beltway - P3 Program

DESCRIPTION: Planning and preliminary design activities in support of the Traffic Relief Plan, which is considering managed lanes along I-270 and I-495, including the Managed Lane Study.

PURPOSE & NEED SUMMARY STATEMENT: The purpose of the I-495 & I-270 Public-Private Partnership (P3) Program is to provide long-term congestion relief on I-495 and I-270 by providing new options and opportunities for travelers while also being responsible to the community and the environment.

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

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

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

I-270, Innovative Congestion Management (Montgomery County Line 1)
 I-270, Eisenhower Memorial Highway, and I-495, Capital Beltway - Phase 1 (Statewide Line 5)
 I-270, Eisenhower Memorial Highway, and I-495 Capital Beltway - Full Delivery Stream Restoration (Statewide Line 6)

STATUS: Project Planning for Phase 1 South (American Legion Bridge to I-370) is in design.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Project cost reduced by \$13.8 million primarily due to the Full Delivery Stream Restoration being broken out into a separate project.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2021	EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
Planning	128,622	128,622	26,800	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	128,622	128,622	26,800	0	0	0	0	0	0	0	0
Federal-Aid	7,900	7,900	7,900	0	0	0	0	0	0	0	0
Special	120,722	120,722	18,900	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 (2021) N/A

PROJECTED (2041) N/A

**PROJECT:** Highway User Revenue

DESCRIPTION: Highway User Revenue (HUR) are funds that are distributed from the Transportation Trust Fund to Baltimore City, local counties and municipalities for the benefit of local road systems. The calculation of local funding is based on a formula that incorporates roadway lane miles maintained by the jurisdiction and the number of registered vehicles in that jurisdiction.

PURPOSE & NEED SUMMARY STATEMENT: Chapter 330, Laws of Maryland 2018 increases the allocation of HUR to Baltimore City, the counties and the municipalities from 9.6% to 13.5% of the funds credited to the Gasoline and Motor Vehicle Revenue Account (GMVRA). This increased allocation is for five fiscal years (FY 2020 - FY 2024). Chapter 330 also changes the definition of HUR from funds in the GMVRA to capital grants appropriated to the local jurisdictions. These changes were effective July 1, 2019. This increases local transportation funding and is included in the 6-year CTP total funding level.

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

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

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Funding ongoing.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: The project funding allocation increase of \$268.2 million is primarily due to the addition of FY 2027 to the program.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2021	EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
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	1,887,069	483,976	246,825	263,639	270,685	273,397	196,582	198,348	200,442	1,403,093	0
Total	1,887,069	483,976	246,825	263,639	270,685	273,397	196,582	198,348	200,442	1,403,093	0
Federal-Aid										0	
Special	1,887,069	483,976	246,825	263,639	270,685	273,397	196,582	198,348	200,442	1,403,093	0
Other										0	

Classification:

STATE - N/A

FEDERAL - N/A

STATE SYSTEM: N/A

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) N/A

PROJECTED (2041) N/A

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Statewide - LINE 9

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Bridge Replacement/Rehabilitation</u>				
AX4144	-	STATEWIDE BRIDGE INSPECTION	\$ 4,260	Under Construction
AZ0221	-	BRIDGE INSPECTION-BRIDGE INSPECTION STATEWIDE	\$ 4,415	Under Construction
AZ0291	-	BRIDGE INSPECTION-BRIDGE INSPECTION STATEWIDE	\$ 4,353	Under Construction
AZ0292	-	STATEWIDE BRIDGE INSPECTION	\$ 4,103	Under Construction
XX163P	-	PRESERVATION OF MINOR REHAB OF FIXED BRIDGES, CULVERTS AND RETAINING WALLS	\$ 16,267	Under Construction
XX163R	-	TC-PRESERVATION OF MINOR REHAB OF MOVEABLE AND FIXED BRIDGES, CULVERTS AND WALLS	\$ 4,174	Under Construction
XX163S	-	PRESERVATION AND MINOR REHAB OF FIXED BRIDGES, CULVERTS, AND RETAINING WALLS	\$ 16,097	Under Construction
<u>C.H.A.R.T. Projects</u>				
AT6204	-	MISCELLANEOUS-STATEWIDE CHART DMS DEPLOYMENT - PHASE 5	\$ 5,380	Under Construction
AT6205	-	MISCELLANEOUS-STATEWIDE CHART DMS DEPLOYMENT - PHASE 6	\$ 5,118	Under Construction
AX1225	-	SOC FLOOR RECONFIGURATION - CHART (CONSTRUCTION)	\$ 5,861	Under Construction
AZ0401	-	US 1 IN HOWARD, ANNE ARUNDEL, AND BALTIMORE COUNTIES	\$ 6,471	Under Construction
<u>Environmental Preservation</u>				
AZ0715	-	AT VARIOUS LOCATIONS IN DISTRICT 5	\$ 500	FY 2022
AT0442	-	LANDSCAPE-AT VARIOUS LOCATIONS IN DISTRICT 5	\$ 1,138	Under Construction
AX4472	-	LANDSCAPE-AT VARIOUS LOCATIONS IN DISTRICT 3	\$ 361	Under Construction
<u>Noise Barriers</u>				
XX6701	-	NOISE ABATEMENT-NOISE BARRIER PRESERVATION AND REMEDIATION AT VARIOUS LOCATIONS	\$ 3,316	Under Construction
<u>Resurface/Rehabilitate</u>				
XX1532	-	PATCHING-AT VARIOUS LOCATIONS IN KENT & QUEEN ANNE'S COUNTY	\$ 646	Completed
XX1533	-	PATCHING-AT VARIOUS LOCATIONS IN CAROLINE AND TALBOT COUNTY	\$ 688	Completed
XX1536	-	AT VARIOUS LOCATIONS IN KENT AND QUEEN ANNE'S COUNTY	\$ 1,066	Completed
XX1568	-	JOINT SEALING-AT VARIOUS LOCATIONS IN DISTRICT 6	\$ 1,109	Completed
XX5365	-	GUARD RAIL-AT VARIOUS LOCATIONS IN DISTRICT 5	\$ 1,786	Completed
XY1221	-	SAFETY AND RESURFACE-VARIOUS SERVICE ROADS IN MONTGOMERY AND PRINCE GEORGE'S COUNTY	\$ 2,395	Completed
XY2449	-	SURFACE TREATMENT-AT VARIOUS LOCATIONS IN CAROLINE, CECIL, KENT, QUEEN ANNE'S, AND TALBOT COUNTY	\$ 1,783	Completed

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Statewide - LINE 9

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Resurface/Rehabilitate				
XY2471	-	GUARD RAIL-AT VARIOUS LOCATIONS IN DORCHESTER, SOMERSET, WICOMICO AND WORCESTER COUNTIES	\$ 977	Completed
XY2502	-	PAVEMENT MARKING-AT VARIOUS LOCATIONS IN DISTRICT 2	\$ 1,948	Completed
XY2505	-	PAVEMENT MARKING-VARIOUS LOCATIONS IN DISTRICT 5- THERMO THINLINE STRIPING	\$ 2,358	Completed
XY252A	-	RESURFACE-AT VARIOUS LOCATIONS IN CAROLINE, CECIL, KENT, QUEEN ANNE'S AND TALBOT COUNTY	\$ 2,282	Completed
XY258A	-	SURFACE TREATMENT-AT VARIOUS LOCATIONS IN CAROLINE, CECIL, KENT, QUEEN ANNE'S AND TALBOT COUNTY	\$ 3,407	Completed
XY2595	-	SIDEWALKS-AT VARIOUS LOCATIONS IN DISTRICT 5	\$ 1,904	Completed
XY3412	-	JOINT SEALING- AT VARIOUS LOCATIONS IN CAROLINE,KENT,QUEEN ANNE'S AND TALBOT COUNTY	\$ 114	Completed
XY3472	-	GUARD RAIL- AT VARIOUS LOCATIONS IN CAROLINE, CECIL, KENT, QUEEN ANNE'S AND TALBOT COUNTY	\$ 1,458	Completed
XX112A	-	VARIOUS INTERSTATES IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES	\$ 5,399	FY 2022
XX1535	-	AT VARIOUS LOCATIONS IN CAROLINE AND TALBOT COUNTY	\$ 1,830	FY 2022
XX1771	-	HIGH FRICTION SURFACE TREATMENT OF ROADWAYS AT VARIOUS LOCATIONS - STATEWIDE	\$ 6,000	FY 2022
XX1781	-	SURFACE ABRASION & DIAMOND GRINDING OF ROADWAYS AT VARIOUS LOCATIONS - STATEWIDE	\$ 9,000	FY 2022
XX1795	-	MICRO-SURFACING AT VARIOUS LOCATIONS IN AA, CA, CH, AND SM COUNTIES	\$ 2,551	FY 2022
XX2323	-	VARIOUS LOCATIONS IN DORCHESTER, SOMERSET, WICOMICO, AND WORCESTER COUNTIES	\$ 600	FY 2022
XX2522	-	THERMOPLASTIC THINLINE STRIPING AT VAR LOCATIONS IN CE, KE, QA, CO, AND TA COS	\$ 1,930	FY 2022
XX3864	-	AREAWIDE PATCHING AND RESURFACING ON NHS IN BALTIMORE AND HARFORD COUNTIES	\$ 12,584	FY 2022
XY233M	-	AT VARIOUS LOCATIONS IN CARROLL, FREDERICK, AND HOWARD COUNTIES	\$ 3,000	FY 2022
XY237G	-	AT VARIOUS LOCATIONS IN CARROLL, FREDERICK, AND HOWARD COUNTIES	\$ 3,500	FY 2022
XY243B	-	TRAFFIC BARRIER UPGRADES AT VARIOUS LOCATIONS IN AA, CA, CH, AND SM COUNTIES	\$ 1,201	FY 2022
XY245D	-	AREAWIDE TRAFFIC BARRIER UPGRADES AT VARIOUS LOC IN BALTIMORE	\$ 3,691	FY 2022
XY245K	-	VARIOUS LOCATIONS IN ALLEGANY, GARRETT AND WASHINGTON COUNTIES	\$ 2,891	FY 2022
XY247B	-	VARIOUS LOCATIONS IN DORCHESTER, SOMERSET, WICOMICO AND WORCESTER COUNTIES	\$ 944	FY 2022

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Statewide - LINE 9

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Resurface/Rehabilitate				
XY7011	-	VARIOUS LOCATIONS IN ALLEGANY COUNTY	\$ 5,785	FY 2022
XY7111	-	VARIOUS LOCATIONS IN GARRETT COUNTY	\$ 3,561	FY 2022
XY7122	-	FNE MILL, PATCH ABD RESURFACE PAVEMENTS VAR LOC. WEST OF US-1; HARFORD COUNTY	\$ 8,968	FY 2022
XY8081	-	FINE MILL, PATCH, RESURFACE - VARIOUS LOCATIONS IN CHARLES COUNTY.	\$ 7,286	FY 2022
XY8181	-	FINE MILL, PATCH, RESURFACE - VARIOUS LOCATIONS IN ST. MARY'S COUNTY	\$ 6,141	FY 2022
XX1713	-	ASPHALT PATCHING/BRIDGE APPROACHES IN CALVERT, CHARLES, AND ST. MARY'S COUNTY	\$ 1,182	Under Construction
XX2261	-	SURFACE TREATMENT-AT VARIOUS LOCATIONS IN CALVERT, CHARLES AND SAINT MARY'S COUNTY	\$ 2,388	Under Construction
XX2262	-	AREAWIDE CHIP SEAL AND FOG SEAL IN CALVERT, CHARLES AND ST. MARY'S COUNTIES	\$ 705	Under Construction
XX2331	-	VARIOUS LOCATIONS IN DORCHESTER, SOMERSET, WICOMICO, AND WORCESTER COUNTIES	\$ 1,094	Under Construction
XX3347	-	AT VARIOUS LOCATIONS IN DISTRICT 7	\$ 2,245	Under Construction
XX3861	-	AREAWIDE PATCHING AND RESURFACING IN BALTIMORE AND HARFORD COUNTIES	\$ 11,724	Under Construction
XX412J	-	ASPHALT PATCHING/BRIDGE APPROCHES AT VARIOUS LOCATIONS IN ANNE ARUNDEL COUNTY	\$ 927	Under Construction
XY229B	-	AT VARIOUS LOCATIONS IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES	\$ 4,962	Under Construction
XY2339	-	SIDEWALKS-AT VARIOUS LOCATIONS IN CAROLINE, CECIL, KENT, QUEEN ANNE'S AND TALBOT COUNTY	\$ 1,083	Under Construction
XY233C	-	AT VARIOUS LOCATIONS IN CAROLINE, CECEIL, KENT AND QUEEN ANNES'S COUNTY	\$ 1,131	Under Construction
XY233E	-	AREAWIDE SIDEWALK UPGRADES IN DISTRICT 7	\$ 2,973	Under Construction
XY2373	-	GUARD RAIL-AT VARIOUS LOCATIONS IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES	\$ 1,870	Under Construction
XY237B	-	W-BEAM UPGRADES AT VARIOUS LOCATIONS IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES	\$ 1,928	Under Construction
XY2418	-	AT VARIOUS LOCATIONS IN CAROLINE, CECIL, KENT, QUEEN ANNE'S AND TALBOT COUNTY	\$ 560	Under Construction
XY241G	-	AT VARIOUS LOCATIONS IN ANNE ARUNDEL,CALVERT,CHARLES AND ST. MARY'S COUNTY	\$ 1,054	Under Construction
XY2428	-	VARIOUS LOCATIONS IN DORCHESTER, SOMERSET, WICOMICO, AND WORCESTER COUNTIES	\$ 1,467	Under Construction
XY242C	-	SIDEWALK, CONCRETE AND ADA COMPLIANCE IN ANNE ARUNDEL, CALVERT, AND CHARLES COUNTIES	\$ 1,014	Under Construction
XY244D	-	AT VARIOUS LOCATIONS IN BALTIMORE AND HARFORD COUNTY	\$ 557	Under Construction

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Statewide - LINE 9

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Resurface/Rehabilitate</u>				
XY244E	-	CHIP SEAL IN CAROLINE, CECIL, KENT, QUEEN ANNE'S AND TALBOT COUNTY	\$ 1,043	Under Construction
XY245B	-	GUARD RAIL-AT VARIOUS LOCATIONS IN DISTRICT 6	\$ 3,764	Under Construction
XY2463	-	SIDEWALKS-AT VARIOUS LOCATIONS IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES	\$ 1,737	Under Construction
XY246A	-	AT VARIOUS LOCATIONS IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES	\$ 3,829	Under Construction
XY2479	-	TRAFFIC BARRIER UPGRADES AT VAR LOCATIONS IN CAROLINE, CECIL, KENT, QUEEN ANNE'S	\$ 1,253	Under Construction
XY2507	-	PAVEMENT MARKING-AT VARIOUS LOCATIONS IN DISTRICT 7	\$ 3,984	Under Construction
XY2508	-	PAVEMENT MARKINGS CORRIDOR LINE STRIPING, ALLEGANY AND GARRETT COUNTIES	\$ 3,717	Under Construction
XY250A	-	THERMOPLASTIC THINLINE STRIPING IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES	\$ 1,873	Under Construction
XY250B	-	THERMOPLASTIC THINLINE STRIPING IN BALTIMORE AND HARFORD COUNTIES	\$ 2,268	Under Construction
XY250C	-	AT VARIOUS LOCATIONS IN ANNE ARUNDEL, CALVERT, CHARLES	\$ 1,467	Under Construction
XY251E	-	ROADWAY LINE STRIPING IN CARROLL, FREDERICK, AND HOWARD COUNTIES	\$ 2,609	Under Construction
XY252H	-	UTBWC AT VARIOUS LOCATIONS IN CAROLINE, CECIL, KENT, QUEEN ANNE'S	\$ 2,530	Under Construction
XY2543	-	LINE STRIPING AT VARIOUS LOCATIONS IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES	\$ 1,584	Under Construction
XY2545	-	WATERBORNE PAINT STRIPING AT VARIOUS LOCATIONS; AA, CA, CH, AND SM COUNTIES	\$ 709	Under Construction
XY258H	-	MICRO-SURFACING AND FOG SEAL VARIOUS LOCATIONS IN CAROLINE, CECIL, KENT, QUEEN ANNE'S	\$ 2,266	Under Construction
XY6191	-	SAFETY AND RESURFACE-AT VARIOUS LOCATIONS IN SOMERSET COUNTY	\$ 7,380	Under Construction
<u>Safety/Spot Improvement</u>				
XX1671	-	DRAINAGE IMPROVEMENT-AT VARIOUS LOCATIONS IN PRINCE GEORGE'S AND MONTGOMERY COUNTIES	\$ 3,144	Completed
XX1673	-	DRAINAGE IMPROVEMENT-AT VARIOUS LOCATIONS IN DISTRICT 7	\$ 3,971	Completed
XX1675	-	DRAINAGE IMPROVEMENT-AT VARIOUS LOCATIONS IN DISTRICT 5	\$ 5,019	Completed
XX2301	-	RPM-AT VARIOUS LOCATIONS IN DISTRICT 1	\$ 328	Completed
AW4652	-	DRAINAGE IMPROVEMENT-AT VARIOUS LOCATIONS IN DISTRICT 2	\$ 3,197	Under Construction
AX7662	-	DRAINAGE IMPROVEMENT-SWM AT VARIOUS LOCATIONS IN DISTRICT 7 - GROUP 1	\$ 4,256	Under Construction

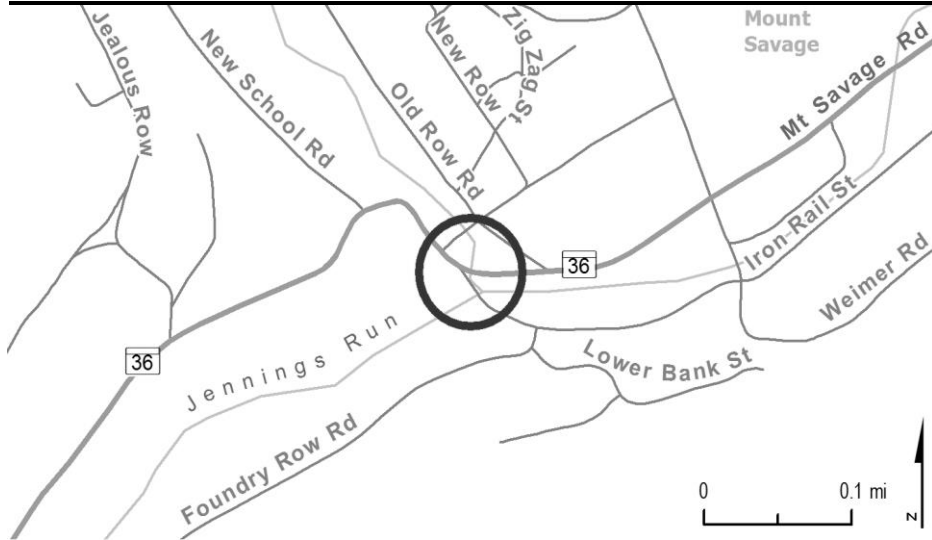
SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Statewide - LINE 9

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Safety/Spot Improvement</u>				
XX1334	-	AREAWIDE SAFETY AND OPERATIONS IMPROVEMENTS FOR LOCATIONS IN BALTIMORE AND HARFORD COUNTIES	\$ 7,291	Under Construction
XX1338	-	AT VARIOUS LOCATIONS IN DORCHESTER, SOMERSET, WICOMICO AND WORCESTER COUNTY	\$ 224	Under Construction
XX1674	-	DRAINAGE IMPROVEMENT-AT VARIOUS LOCATIONS IN DISTRICT 1	\$ 3,394	Under Construction
XX228C	-	RPM'S AT VARIOUS LOCATIONS IN AA, CAL, CH,	\$ 1,254	Under Construction
XX228D	-	AT VARIOUS LOCATIONS IN ALLEGANY, GARRETT AND WASHINGTON COUNTY	\$ 881	Under Construction
XX228E	-	INSTALL RAISED PAVEMENT MARKERS AT VAR LOCATIONS IN CAR, FRED AND HOW COUNTIES	\$ 1,329	Under Construction
XX3674	-	ADA SIDEWALK UPGRADES DISTRICT 4	\$ 3,304	Under Construction
XY2534	-	GUARD RAIL-AREAWIDE TRAFFIC BARRIER UPGRADES IN DISTRICT 4	\$ 2,512	Under Construction
<u>Traffic Management</u>				
XX1411	-	SIGNALIZATION-AT VARIOUS LOCATIONS IN DISTRICT 1 AND 2	\$ 5,101	Completed
XX1523	-	SIGNALIZATION-AT VARIOUS LOCATIONS IN DISTRICT 3	\$ 5,934	Completed
XX1691	-	SIGNALIZATION-AT VARIOUS LOCATIONS IN DISTRICTS 6 AND 7	\$ 5,440	Completed
XX1701	-	LIGHTING-AT VARIOUS LOCATIONS IN DISTRICT 3	\$ 3,588	Completed
XY1521	-	SIGNING-AT VARIOUS LOCATIONS IN DISTRICTS 6 AND 7	\$ 4,652	Completed
XY176A	-	SIGNING-AT VARIOUS LOCATIONS IN DISTRICT 1 AND 2	\$ 3,584	Completed
XX1811	-	MOD/INSTALL/RECON OF SIGNING-STATEWIDE	\$ 3,432	FY 2022
XX1741	-	LIGHTING-AT VARIOUS LOCATIONS IN DISTRICT 4	\$ 2,447	Under Construction
XX6602	-	MOD/INSTALL/RECON OF LIGHTING - DO, SO, WI, WO, CO, CE, KE, QA, TA , BA, HA CO'S	\$ 1,778	Under Construction
XY1771	-	SIGNING-AT VARIOUS LOCATIONS IN DISTRICTS 3, 4 AND 5	\$ 6,252	Under Construction
<u>Transportation Alternatives Program</u>				
AX8231	-	MISCELLANEOUS-SYNTHESIS OF MARYLAND ARCHEOLOGICAL DATA	\$ 135	Completed



ALLEGANY COUNTY

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

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

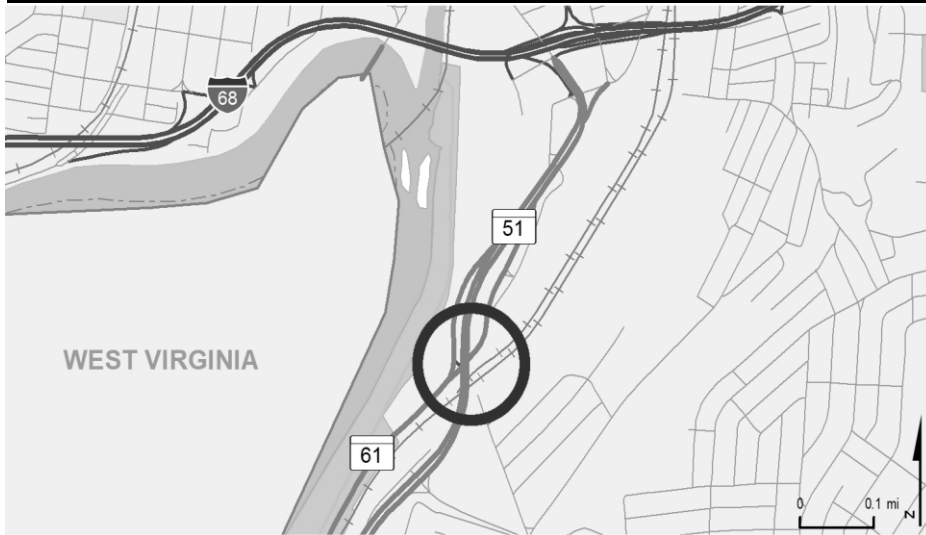
EXPLANATION: The previous structure was rated poor.**PROJECT:** MD 36, Mount Savage Road**DESCRIPTION:** Replaced bridge 01008 over Jennings Run. Pedestrian accommodations were provided.**PURPOSE & NEED SUMMARY STATEMENT:** The previous structure, built in 1929, was rated poor.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law

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

ASSOCIATED IMPROVEMENTS:**STATUS:** Open to service.**SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL
☒ FEDERAL
☐ GENERAL
☐ OTHER

PHASE	TOTAL		EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2021				...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,168	2,168	0	0	0	0	0	0	0	0	0
Right-of-way	449	449	6	0	0	0	0	0	0	0	0
Utilities	1	1	0	0	0	0	0	0	0	0	0
Construction	6,994	6,994	626	0	0	0	0	0	0	0	0
Total	9,612	9,612	632	0	0	0	0	0	0	0	0
Federal-Aid	6,936	6,936	798	0	0	0	0	0	0	0	0
Special	2,676	2,676	(166)	0	0	0	0	0	0	0	0
Other										0	

Classification:**STATE -** Minor Arterial**FEDERAL -** Minor Arterial**STATE SYSTEM:** Secondary**Estimated Annual Average Daily Traffic (vehicles per day)****CURRENT (2021)** 2,600**PROJECTED (2041)** 2,900

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

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

EXPLANATION: The existing bridge deck is rated poor.**PROJECT:** MD 51, Industrial Boulevard**DESCRIPTION:** Rehabilitation of bridge 01092 over CSX and Canal Parkway.**PURPOSE & NEED SUMMARY STATEMENT:** The existing bridge deck is rated poor.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law

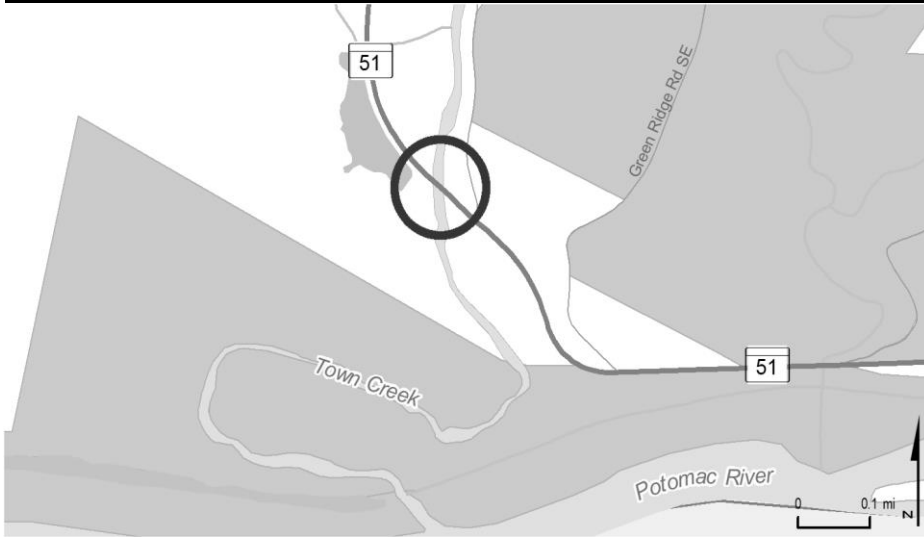
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|--|---|
| <input checked="" type="checkbox"/> Project Inside PFA | <input type="checkbox"/> Grandfathered
<input type="checkbox"/> Exception Will Be Required
<input type="checkbox"/> Exception Granted |
| <input type="checkbox"/> Project Outside PFA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

ASSOCIATED IMPROVEMENTS:**STATUS:** Construction underway.**SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP:** The cost increase of \$1.2 million is due to increased utility relocation costs.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PHASE	TOTAL		EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2021				...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	490	490	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	911	34	32	376	376	125	0	0	0	877	0
Construction	12,592	7,779	4,093	4,813	0	0	0	0	0	4,813	0
Total	13,993	8,303	4,125	5,189	376	125	0	0	0	5,690	0
Federal-Aid	12,490	7,246	4,205	4,847	298	99	0	0	0	5,244	0
Special	1,503	1,057	(80)	342	78	26	0	0	0	446	0
Other										0	

STIP REFERENCE #AL4791 8/01/2021

Classification:**STATE -** Minor Arterial**FEDERAL -** Other Principal Arterial**STATE SYSTEM:** Secondary**Estimated Annual Average Daily Traffic (vehicles per day)****CURRENT (2021)** 21,250**PROJECTED (2041)** 23,575

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

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

EXPLANATION: The existing structure is rated poor.**PROJECT:** MD 51, Old Town Road**DESCRIPTION:** Replace bridge 01047 over Town Creek.**PURPOSE & NEED SUMMARY STATEMENT:** The existing structure, built in 1932, is rated poor.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law

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

ASSOCIATED IMPROVEMENTS:**STATUS:** Engineering underway.**SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP:** None.

POTENTIAL FUNDING SOURCE:					<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2021	EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,353	587	225	963	803	0	0	0	0	1,766	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	9,999	0	0	0	1,209	5,614	3,176	0	0	9,999	0
Total	12,352	587	225	963	2,012	5,614	3,176	0	0	11,765	0
Federal-Aid	11,559	301	196	959	1,948	5,334	3,017	0	0	11,258	0
Special	793	286	29	4	64	280	159	0	0	507	0
Other										0	

STIP REFERENCE #AL2321 8/01/2021

Classification:**STATE -** Minor Collector**FEDERAL -** Major Collector**STATE SYSTEM:** Secondary**Estimated Annual Average Daily Traffic (vehicles per day)****CURRENT (2021)** 21,350**PROJECTED (2041)** 23,600



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, between two Appalachian Development Highway System corridors, I-68 and US 48.

PURPOSE & NEED SUMMARY STATEMENT: US 220 and MD 53 corridor improvements will enhance accessibility and promote economic development.

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

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

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2021	EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
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	

Classification:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) (US 220) 14,655 - 16,670;

(MD 53) 8,450 - 16,245

PROJECTED (2041) (US 220) 15,870 - 18,025;

(MD 53) 9,095 - 18,860

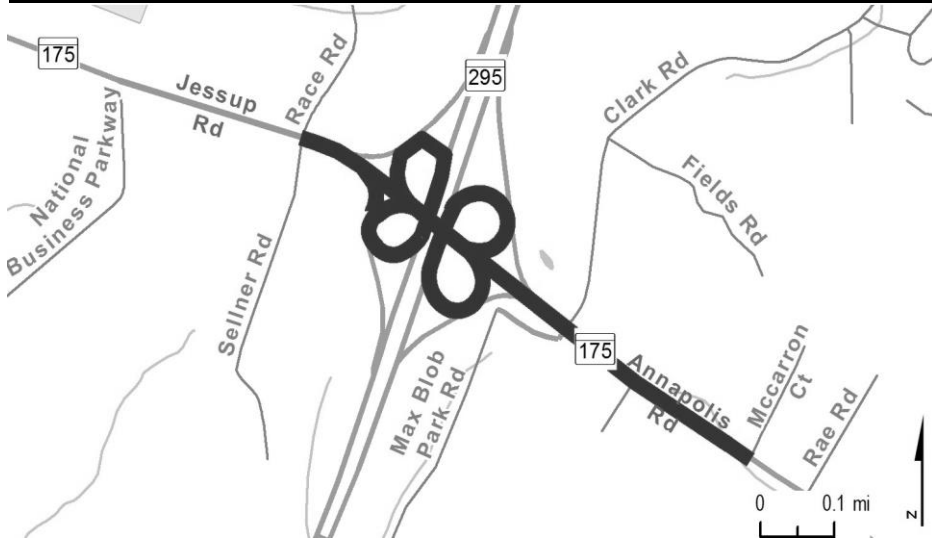
SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Allegany County - LINE 5

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Bridge Replacement/Rehabilitation</u>				
AL2511	MD36	NEW GEORGES CREEK ROAD-BRIDGE DECK REPLACEMENT-BRIDGE 0107800 OVER NORTH BRANCH	\$ 4,184	FY 2023
AL2631	MD51	INDUSTRIAL BOULEVARD-DECK REPLACEMENT FOR BRIDGE NO. 0104800 ON MD51 OVER C&O CANAL	\$ 4,001	Under Construction
AL3451	MD831	BRIDGE REMOVAL-MD 831C OVER JENNINGS RUN	\$ 2,534	Under Construction
<u>Resurface/Rehabilitate</u>				
AL2191	IS68	NATIONAL FREEWAY-SAFETY AND RESURFACE-FROM ROCKY GAP ROAD TO STREET ROAD	\$ 5,872	FY 2022
XY6011	-	VARIOUS LOCATIONS IN ALLEGANY COUNTY	\$ 3,957	Under Construction
<u>Safety/Spot Improvement</u>				
AL2341	MD135	PRATT STREET-SLOPE PROTECTION-GARRETT COUNTY LINE TO US 220 - VARIOUS LOCATIONS	\$ 3,619	Under Construction
<u>Transportation Alternatives Program</u>				
ALNEW1	-	BALTIMORE STREET ACCESS	\$ 5,200	FY 2022
ALNEW2	-	SRTS - BEL AIR ELEMENTARY SCHOOL PEDESTRIAN BRIDGE	\$ 320	FY 2023



ANNE ARUNDEL COUNTY

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

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

EXPLANATION: This project will address safety concerns at the MD 295 interchange and improve mobility for BRAC expansion at Fort Meade.

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

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

ASSOCIATED IMPROVEMENTS:

MD 175, MD 295 to MD 170 (Line 4)

STATUS: Utility relocations underway and construction to begin in Spring 2022.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2021				...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,818	5,302	958	516	0	0	0	0	0	516	0
Right-of-way	17,446	16,186	200	510	582	168	0	0	0	1,260	0
Utilities	1,409	1,263	54	146	0	0	0	0	0	146	0
Construction	53,988	3,930	82	3,536	9,220	12,676	13,064	11,562	0	50,058	0
Total	78,661	26,681	1,294	4,708	9,802	12,844	13,064	11,562	0	51,980	0
Federal-Aid	52,414	4,369	194	3,850	8,759	12,042	12,410	10,984	0	48,045	0
Special	23,828	19,893	1,024	858	1,043	802	654	578	0	3,935	0
Other	2,419	2,419	76	0	0	0	0	0	0	0	0

Classification:

STATE - Urban Minor Arterial

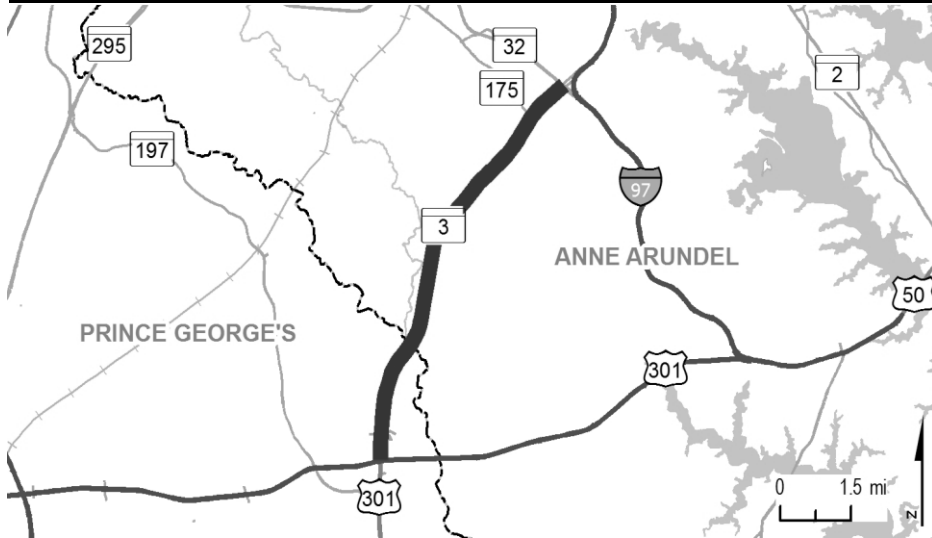
FEDERAL - Urban Minor Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) 33,300 - 40,200

PROJECTED (2041) 52,100 - 66,000



PROJECT: MD 3, Robert Crain Highway

DESCRIPTION: Project to upgrade MD 3 from US 50 to MD 32 to address safety, operations, and mobility concerns (8.9 miles). Bicycle and pedestrian access will be provided where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: This project will improve safety and operations and improve mobility in this heavily traveled 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

ASSOCIATED IMPROVEMENTS:

US 301, South Corridor Transportation Study (Prince George's County - Line 21)
 US 301, North of Mount Oak Road to US 50 (Prince George's County - Line 22)
 MD 450, Stonybrook Drive to west of MD 3 (Prince George's County - Line 29)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2021				...2024...	...2025...	...2026...	...2027...		
Planning	3,872	3,872	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	4,673	4,673	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	8,545	8,545	0	0	0	0	0	0	0	0	0
Federal-Aid	3,098	3,098	0	0	0	0	0	0	0	0	0
Special	5,448	5,448	0	0	0	0	0	0	0	0	0
Other										0	

Classification:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) 70,100 - 89,200

PROJECTED (2041) 86,100 - 133,500



PROJECT: MD 295, Baltimore Washington Parkway

DESCRIPTION: Study to widen MD 295 from 4 to 6 lanes from MD 100 to I-195 including an interchange at Hanover Road and improvements to Hanover Road from the CSX railroad tracks in Howard County to MD 170 (3.27 miles).

PURPOSE & NEED SUMMARY STATEMENT: This project will help improve mobility and access to one of the State's economic engines, the Baltimore/Washington International Thurgood Marshall Airport and surrounding areas.

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

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

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2021	EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
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	

Classification:

STATE - Principal Arterial

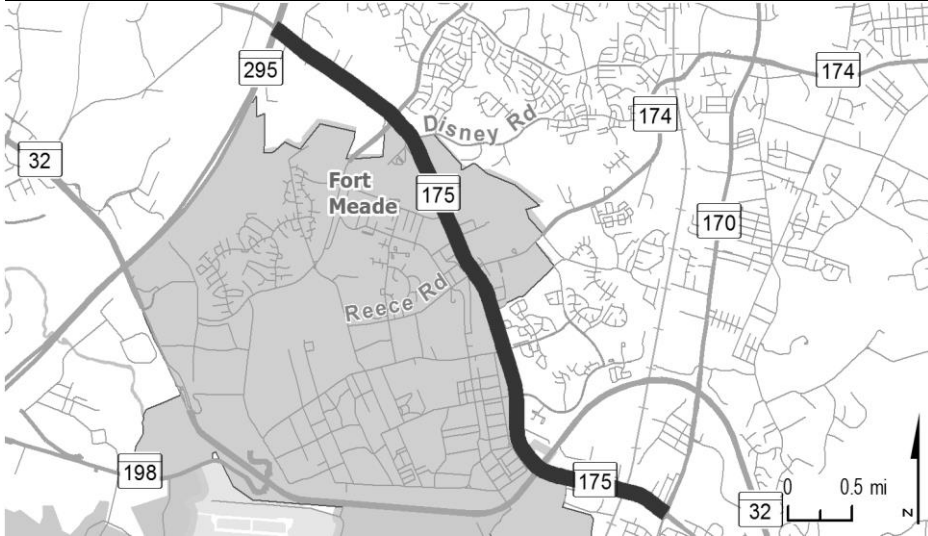
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) 105,600

PROJECTED (2041) 145,100



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

ASSOCIATED IMPROVEMENTS:

MD 175, Sellner Road/Race Road to McCarron Court (Line 1)
 MD 198, MD 295 to MD 32 (Line 5)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2021				...2024...	...2025...	...2026...	...2027...		
Planning	2,653	2,653	10	0	0	0	0	0	0	0	0
Engineering	5,514	5,514	39	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	8,167	8,167	49	0	0	0	0	0	0	0	0
Federal-Aid	6,201	6,201	47	0	0	0	0	0	0	0	0
Special	1,966	1,966	2	0	0	0	0	0	0	0	0
Other										0	

Classification:

STATE - Urban Minor Arterial

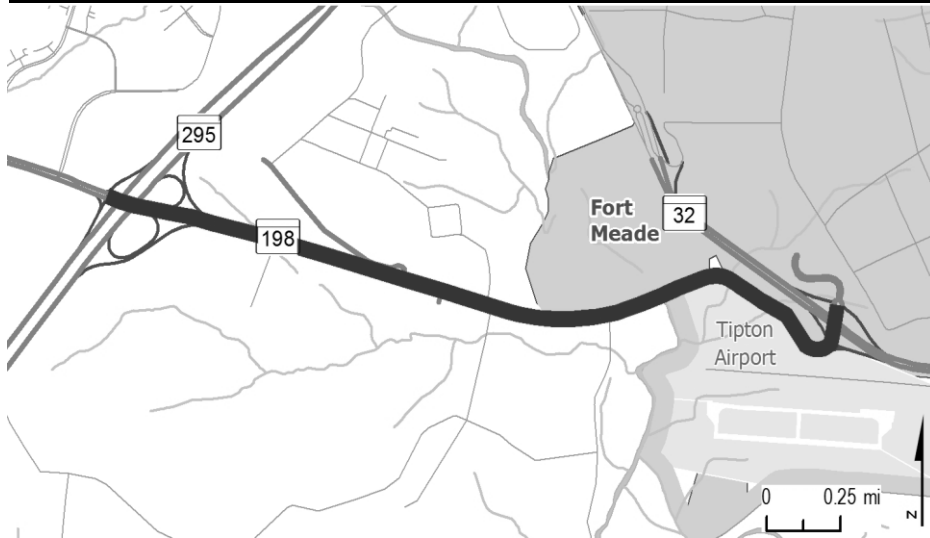
FEDERAL - Urban Minor Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) 26,700 - 40,700

PROJECTED (2041) 53,000 - 62,600



PROJECT: MD 198, Laurel Fort Meade Road

DESCRIPTION: Project to address mobility needs on MD 198 from MD 295 to MD 32 (2.7 miles). Bicycle and pedestrian access will be provided where appropriate. (BRAC Related)

PURPOSE & NEED SUMMARY STATEMENT: MD 198 is a key link to Fort Meade from points south and west. The area in and around Fort Meade will experience substantial growth as a result of BRAC expansion.

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

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

ASSOCIATED IMPROVEMENTS:

MD 175, Sellner Road/Race Road to McCarron Court (Line 1)

MD 175, MD 295 to MD 170 (Line 4)

STATUS: County previously contributed \$3.5 million for the planning phase. Project on hold.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2021	EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
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	
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 (2021) 28,500

PROJECTED (2041) 48,300

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Anne Arundel County - LINE 6

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Environmental Preservation</u>				
AA1751	-	LANDSCAPE-PH 2 - IRVM, PLANTING - US 50 - AA/PG CO LINE TO I-97 AND I-97-US 50 TO MD 3	\$ 1,197	Under Construction
<u>Resurface/Rehabilitate</u>				
AA8881	IS97	IS97- I-97 SB FROM MD 3C TO MD 3 BUSINESS AND NB FROM MD 3 BUSINESS TO MD 174	\$ 1,673	Completed
XX1715	-	PATCHING-AT VARIOUS LOCATIONS IN ANNE ARUNDEL COUNTY	\$ 1,400	FY 2022
AA0881	MD169	W MAPLE ROAD-SAFETY AND RESURFACE-HAMMONDS FERRY ROAD TO MD 648E	\$ 2,496	Under Construction
XY7021	-	MILL AND RESURFACE- AT VARIOUS LOCATIONS IN NORTHERN ANNE ARUNDEL COUNTY	\$ 12,227	Under Construction
XY7022	-	MILL AND RESURFACE-AT VARIOUS LOCATIONS IN SOUTHERN ANNE ARUNDEL COUNTY	\$ 14,135	Under Construction
<u>Safety/Spot Improvement</u>				
AA8221	US50	JOHN HANSON HIGHWAY-DRAINAGE IMPROVEMENT-IHB - MD 665 TO SEVERN RIVER	\$ 5,250	Completed
AA8851	MD450	DEFENSE HIGHWAY-DRAINAGE IMPROVEMENT-MD 424 TO CROWNSVILLE ROAD	\$ 447	Design Underway
AA1561	MD915	LONG HILL ROAD-2 LANE CONSTRUCT-AT MD 177	\$ 2,585	Under Construction
XX1721	-	DRAINAGE IMPROVEMENT-ANNE ARUNDEL COUNTY STORMWATER MANAGEMENT REMEDIATION	\$ 3,296	Under Construction
<u>Sidewalks</u>				
AA1801	MD424	DAVIDSONVILLE ROAD-SIDEWALKS-DUKE OF KENT DRIVE TO MD 450 (DEFENSE HIGHWAY) - PHASE 2	\$ 7,218	Under Construction
<u>TMDL Compliance</u>				
AA8671	-	DRAINAGE IMPROVEMENT-SANDY POINT STATE PARK - MDOT SHA/DNR RESTORATION CREDIT PARTNERSHIP	\$ 200	Completed
AX766B	-	DRAINAGE IMPROVEMENT-AT VARIOUS LOCATIONS IN ANNE ARUNDEL COUNTY - GROUP 1A	\$ 3,372	Completed
<u>Traffic Management</u>				
AA0631	IS195	IS195 - AT MD 295 AND MD 170	\$ 4,354	Under Construction

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Anne Arundel County - LINE 6

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Transportation Alternatives Program				
AA4131	-	CHANNELIZATION-COWHIDE BRANCH STREAM RESTORATION	\$ 1,800	Completed
AA7512	-	BICYCLE-PEDESTRIAN ROUTE-BROADNECK PENINSULA TRAIL - PHASE 2	\$ 2,407	Completed
AA0611	-	BICYCLE SAFETY TRAINING PROJECT	\$ 145	FY 2023
AANEW1	-	BROADNECK PENINSULA TRAIL, PHASE III	\$ 2,600	FY 2023
AANEW2	-	WB&A TRAIL BRIDGE AT PATUXENT	\$ 4,700	FY 2023
AANEW3	-	SOUTH SHORE TRAIL, PHASE II	\$ 2,200	FY 2023



BALTIMORE COUNTY

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

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

EXPLANATION: The existing structures are rated poor.**PROJECT:** I-83, Harrisburg Expressway**DESCRIPTION:** Replacement of dual bridges 0306201 and 0306202 on I-83 over Padonia Road.**PURPOSE & NEED SUMMARY STATEMENT:** The bridges carrying northbound and southbound I-83 over Padonia Road were constructed in 1950 and are rated poor.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law

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

ASSOCIATED IMPROVEMENTS:**STATUS:** Construction underway.**SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PHASE	TOTAL		EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2021				...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,903	1,903	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	1,711	1,015	131	696	0	0	0	0	0	696	0
Construction	22,238	17,701	5,089	4,537	0	0	0	0	0	4,537	0
Total	25,852	20,619	5,220	5,233	0	0	0	0	0	5,233	0
Federal-Aid	22,003	17,119	5,125	4,884	0	0	0	0	0	4,884	0
Special	3,849	3,500	95	349	0	0	0	0	0	349	0
Other										0	

Classification:**STATE -** Principal Arterial**FEDERAL -** Interstate**STATE SYSTEM:** Primary**Estimated Annual Average Daily Traffic (vehicles per day)****CURRENT (2021)** 123,500**PROJECTED (2041)** 148,000

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

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

EXPLANATION: Proactively addressing bridge deck condition will avoid the need for major rehabilitation or replacement of these bridges which are located on a heavily traveled section of the Interstate Highway system.

PROJECT: I-95 and I-695, Baltimore Beltway

DESCRIPTION: Latex Modified Concrete Bridge Deck Overlays on I-95 at the I-695 interchange (10 bridges).

PURPOSE & NEED SUMMARY STATEMENT: The purpose of the project is to address concrete bridge decks before they reach a deteriorated state and upgrade existing bridge parapets to meet current safety criteria. Proactively addressing bridge deck condition will avoid the need for major rehabilitation or replacement of these bridges which are located on a heavily traveled section of the Interstate Highway system.

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

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

ASSOCIATED IMPROVEMENTS:

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Added to the construction program.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2021	EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	294	282	29	12	0	0	0	0	0	12	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	25,000	0	0	0	20,000	5,000	0	0	0	25,000	0
Total	25,294	282	29	12	20,000	5,000	0	0	0	25,012	0
Federal-Aid										0	
Special	25,294	282	29	12	20,000	5,000	0	0	0	25,012	0
Other										0	

Classification:

STATE - Principal Arterial

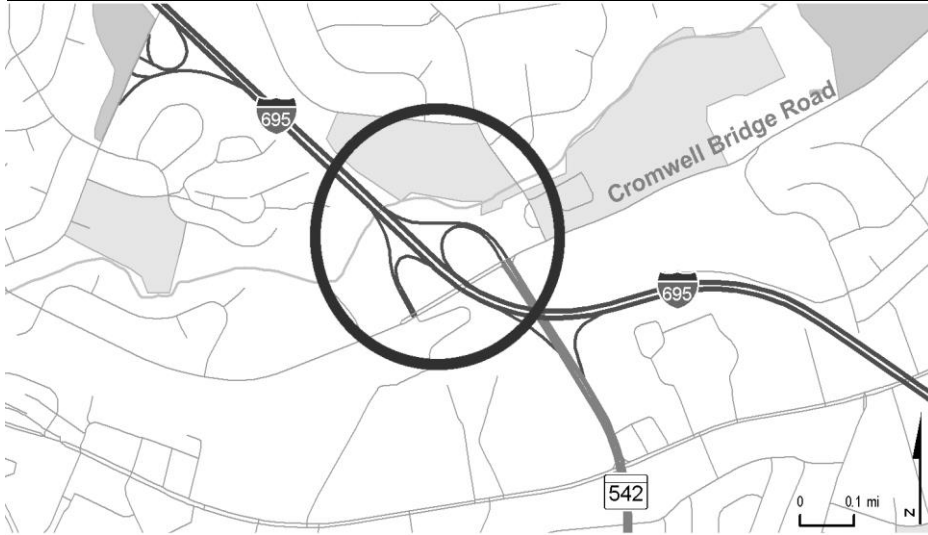
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) I-95: 179,800 I-695: 101,900

PROJECTED (2041) I-95: 207,300 I-695: 106,700

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

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

EXPLANATION: This project will improve storm water drainage and stabilize environmental facilities and features into the future.

PROJECT: I-695, Cromwell Bridge Road

DESCRIPTION: Drainage improvements and stream restoration on I-695 at Cromwell Bridge Road.

PURPOSE & NEED SUMMARY STATEMENT: This project will provide stream channel restoration, repair drainage outfalls, and construct stormwater management facilities. These improvements will also serve as mitigation for the I-695 Southwest Outer Loop widening project (Line 5).

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

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

ASSOCIATED IMPROVEMENTS:

I-695, US 40 to MD 144 (Line 5)

I-695, I-70 to MD 43 (Line 6)

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2021				...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,943	1,943	0	0	0	0	0	0	0	0	0
Right-of-way	660	601	119	60	0	0	0	0	0	60	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	9,656	9,656	1,513	0	0	0	0	0	0	0	0
Total	12,259	12,200	1,632	60	0	0	0	0	0	60	0
Federal-Aid	7,479	7,479	1,082	0	0	0	0	0	0	0	0
Special	4,780	4,721	551	60	0	0	0	0	0	60	0
Other										0	

Classification:

STATE - Principal Arterial

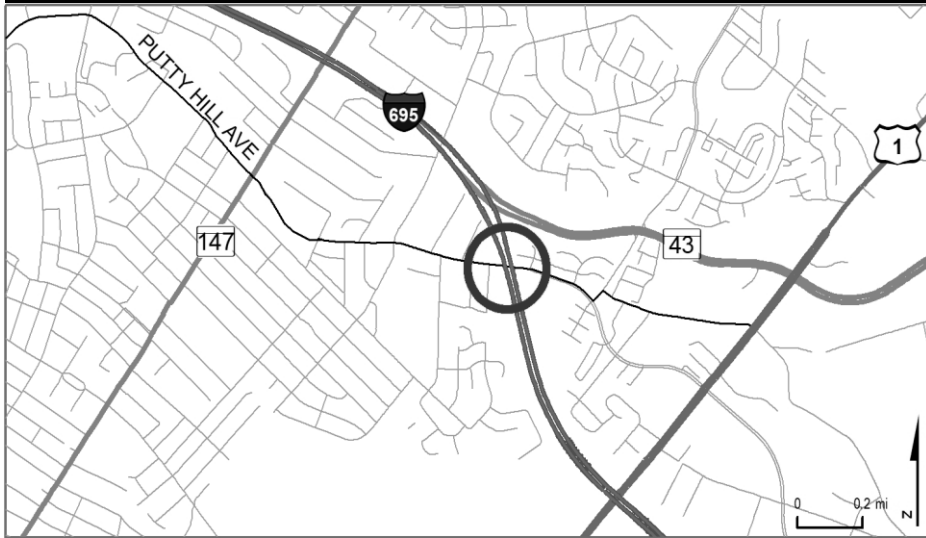
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) 156,000

PROJECTED (2041) 167,000

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

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

EXPLANATION: The existing structure is rated poor.**PROJECT:** I-695, Baltimore Beltway**DESCRIPTION:** Replace bridge 03174 on Putty Hill Avenue over I-695.**PURPOSE & NEED SUMMARY STATEMENT:** This bridge, constructed in 1961, is nearing the end of its structural life.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law

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

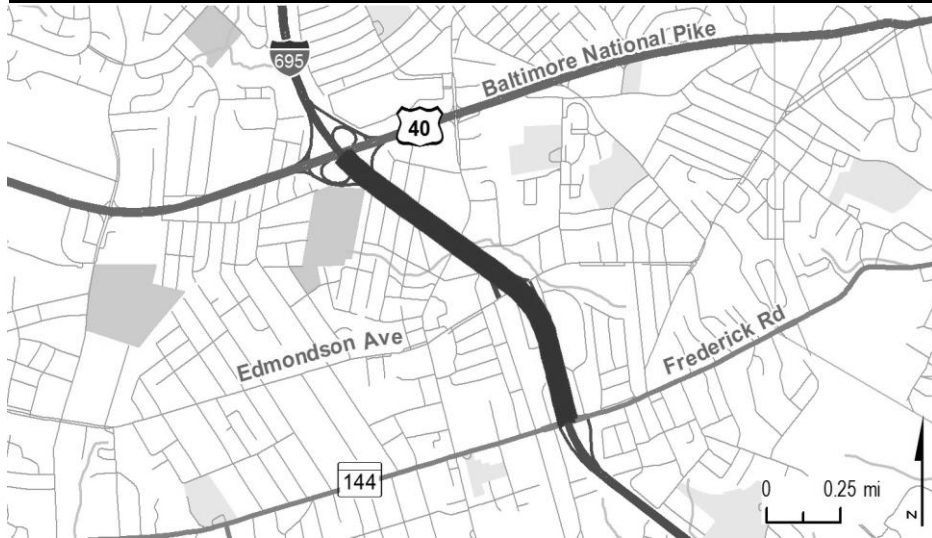
ASSOCIATED IMPROVEMENTS:

I-695, I-70 to MD 43 (Line 6)

STATUS: Construction underway.**SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP:** The cost increase of \$1.3 million is due to additional utility relocation costs.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PHASE	TOTAL					PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPENDED	EXPENDED	CURRENT	BUDGET						
	COST	THRU	IN	YEAR	YEAR	FOR PLANNING PURPOSES ONLY					
	(\$000)	2021	2021	2022	2023	...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,352	2,193	337	159	0	0	0	0	0	159	0
Right-of-way	1,202	895	17	194	113	0	0	0	0	307	0
Utilities	3,539	256	256	3,030	253	0	0	0	0	3,283	0
Construction	10,000	0	0	1,321	4,232	4,447	0	0	0	10,000	0
Total	17,093	3,344	610	4,704	4,598	4,447	0	0	0	13,749	0
Federal-Aid	14,039	1,315	402	4,257	4,291	4,176	0	0	0	12,724	0
Special	3,054	2,029	208	447	307	271	0	0	0	1,025	0
Other										0	

Classification:**STATE -** Principal Arterial**FEDERAL -** Interstate**STATE SYSTEM:** Primary**Estimated Annual Average Daily Traffic (vehicles per day)****CURRENT (2021)** 15,500**PROJECTED (2041)** 18,000

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

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

EXPLANATION: This project will improve safety and traffic flow on I-695 as this portion serves as a major connection between I-70 and I-95.

PROJECT: I-695, Baltimore Beltway

DESCRIPTION: This project from US 40 to MD 144 will improve mobility and safety on I-695 by widening the roadway to provide a fourth lane on the outer loop. This project will also accommodate the ultimate configuration of this section of I-695. The inner loop noise barrier will be replaced and extended from Shady Nook Avenue to US 40 as part of this project.

PURPOSE & NEED SUMMARY STATEMENT: This project will provide additional capacity and improve safety and operations on this segment of I-695.

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

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

ASSOCIATED IMPROVEMENTS:

I-695, Cromwell Bridge Road (Line 3)
 I-695, I-70 to MD 43 (Line 6)
 I-695 at I-70 (Line 7)

STATUS: Open to Service. Noise Wall work to begin construction in Spring 2022.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2021				...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	13,118	12,903	121	215	0	0	0	0	0	215	0
Right-of-way	2,733	2,680	6	29	24	0	0	0	0	53	0
Utilities	753	753	5	0	0	0	0	0	0	0	0
Construction	116,766	91,022	6,816	10,331	8,930	6,483	0	0	0	25,744	0
Total	133,370	107,358	6,948	10,575	8,954	6,483	0	0	0	26,012	0
Federal-Aid	80,039	73,547	6,259	6,492	0	0	0	0	0	6,492	0
Special	53,331	33,811	689	4,083	8,954	6,483	0	0	0	19,520	0
Other										0	

Classification:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) 200,511

PROJECTED (2041) 200,850

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

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

EXPLANATION: This project will improve I-695 safety and traffic flow between I-70 and MD 43. This capacity improvement supports mobility and infrastructure stability for the adjacent communities and the greater Baltimore region.

PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Use of the shoulder and dynamic lane controls to create a new traffic lane during peak hours on the inner and outer loops of I-695 from I-70 to MD 43.

PURPOSE & NEED SUMMARY STATEMENT: This project will address congestion along I-695.

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

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

ASSOCIATED IMPROVEMENTS:

I-695, Cromwell Bridge Road (Line 3)
 I-695, US 40 to MD 144 (Line 5)
 I-695 at I-70 (Line 7)

STATUS: Construction to begin this fiscal year.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: The cost decrease of \$7.4 million is due to reduced engineering needs.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2021	EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,912	5,912	200	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	167,754	12,686	12,526	77,537	77,531	0	0	0	0	155,068	0
Total	173,666	18,598	12,726	77,537	77,531	0	0	0	0	155,068	0
Federal-Aid	172,504	17,486	12,347	77,512	77,506	0	0	0	0	155,018	0
Special	1,162	1,112	379	25	25	0	0	0	0	50	0
Other										0	

Classification:

STATE - Principal Arterial

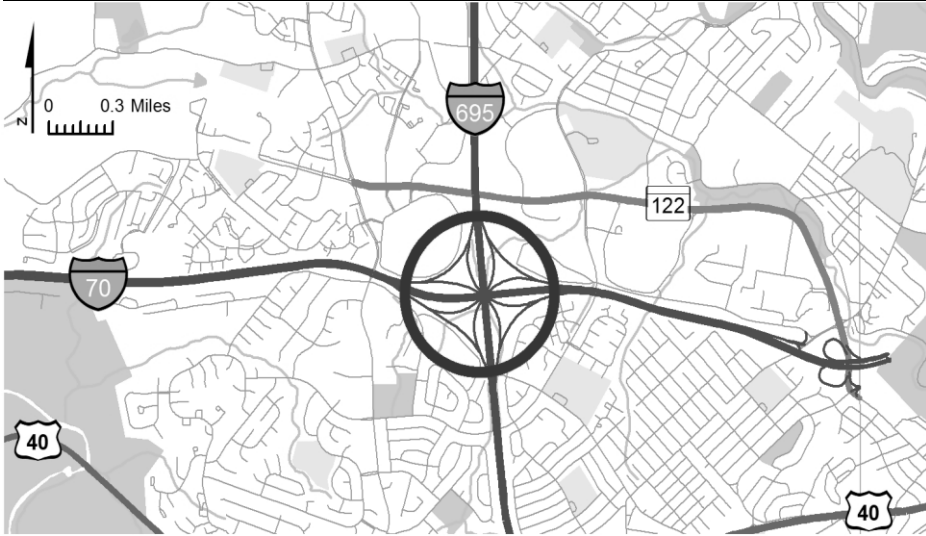
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) 161,200 - 218,000

PROJECTED (2041) 174,150 - 236,200

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

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

EXPLANATION: This project will address mobility and state of good repair needs in the vicinity of the I-695/I-70 interchange.

PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Reconstruct interchange at I-695 and I-70.

PURPOSE & NEED SUMMARY STATEMENT: This project will address mobility and state of good repair needs in the vicinity of the I-695/I-70 interchange.

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

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

ASSOCIATED IMPROVEMENTS:

I-695 from US 40 to MD 144 (Line 5)
I-695, I-70 to MD 43 (Line 6)

STATUS: Engineering and procurement underway.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL					PROJECTED CASH REQUIREMENTS				SIX	BALANCE
	ESTIMATED	EXPENDED	EXPENDED	CURRENT	BUDGET						
	COST	THRU	IN	YEAR	YEAR	FOR PLANNING PURPOSES ONLY				YEAR	TO
	(\$000)	2021	2021	2022	2023	...2024...	...2025...	...2026...	...2027...	TOTAL	COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	8,999	5,482	2,000	3,000	517	0	0	0	0	3,517	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	186,000	0	0	0	0	72,540	68,820	29,760	11,160	182,280	3,720
Total	194,999	5,482	2,000	3,000	517	72,540	68,820	29,760	11,160	185,797	3,720
Federal-Aid	184,799	4,934	1,800	2,700	465	68,913	65,379	28,272	10,602	176,331	3,534
Special	10,201	549	200	300	52	3,627	3,441	1,488	558	9,466	186
Other										0	

STIP REFERENCE#BA0062 8/01/2021

Classification:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) 174,200 - 209,100

PROJECTED (2041) 187,700 - 225,300

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

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

EXPLANATION: This project will improve safety and operations along this segment of MD 45.

PROJECT: MD 45 York Road

DESCRIPTION: Construction of safety and resurfacing improvements on MD 45 from south of Padonia Road to Wight Avenue (2.4 miles).

PURPOSE & NEED SUMMARY STATEMENT: This project will construct safety and resurfacing improvements along this segment of MD 45, including a County waterline replacement.

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

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

ASSOCIATED IMPROVEMENTS:

STATUS: Construction underway. County is contributing \$12.3 million to construction for a waterline replacement.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.

POTENTIAL FUNDING SOURCE:											
						<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2021	EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	853	853	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	15,528	3,228	1,219	12,300	0	0	0	0	0	12,300	0
Total	16,381	4,081	1,219	12,300	0	0	0	0	0	12,300	0
Federal-Aid	1,941	1,941	454	0	0	0	0	0	0	0	0
Special	2,140	2,140	765	0	0	0	0	0	0	0	0
Other	12,300	0	0	12,300	0	0	0	0	0	12,300	0

STIP REFERENCE #BA5381 8/01/2021

Classification:

STATE - Minor Arterial

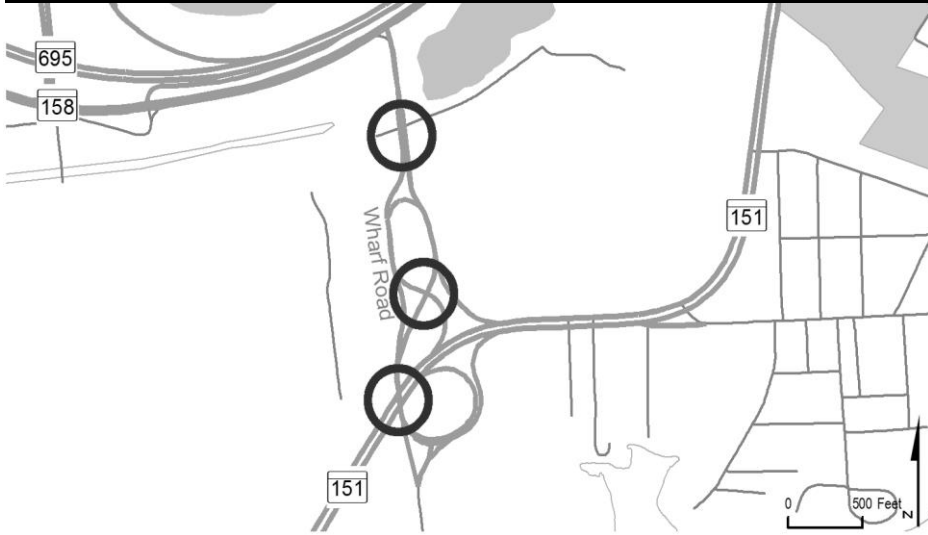
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) 33,700

PROJECTED (2041) 42,400

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

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

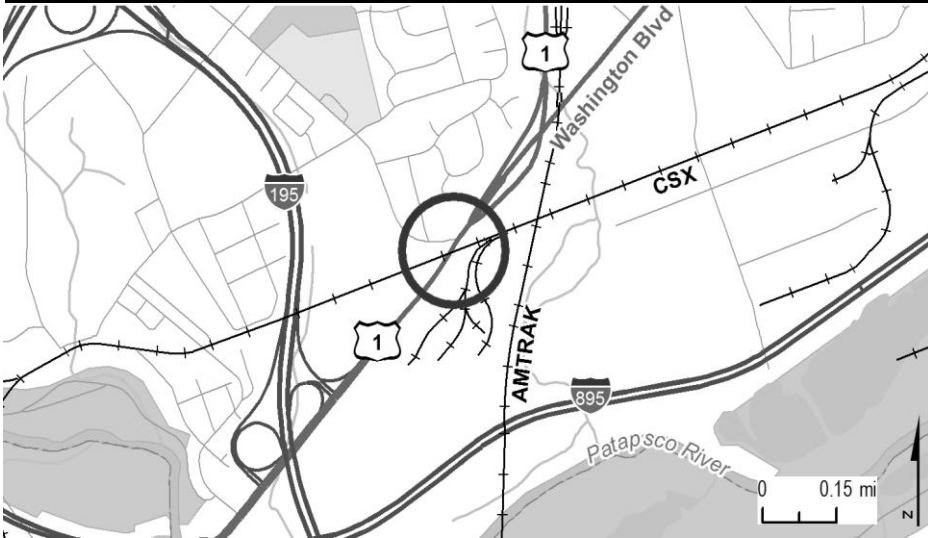
EXPLANATION: The existing structures are rated poor.**PROJECT:** MD 151/MD151B, Sparrows Point Boulevard**DESCRIPTION:** Replace bridge 0309900 on MD 151 and bridges 0335000 and 0335100 on MD 151B.**PURPOSE & NEED SUMMARY STATEMENT:** The existing bridges, built in 1954, 1955, and 1957, are rated poor.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law

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

ASSOCIATED IMPROVEMENTS:**STATUS:** Construction underway.**SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP:** The cost increase of \$1.5 million is due to a revised maintenance of traffic plan and necessary utility relocation costs.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL
☒ FEDERAL
☐ GENERAL
☐ OTHER

PHASE	TOTAL		EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2021				...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,437	3,437	49	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	265	6	6	69	69	69	52	0	0	259	0
Construction	26,837	8,515	8,492	8,270	6,889	3,163	0	0	0	18,322	0
Total	30,539	11,958	8,547	8,339	6,958	3,232	52	0	0	18,581	0
Federal-Aid	26,949	8,374	8,357	8,334	6,957	3,232	52	0	0	18,575	0
Special	3,590	3,584	190	5	1	0	0	0	0	6	0
Other										0	

Classification:**STATE -** Minor Arterial**FEDERAL -** Urban Minor Arterial**STATE SYSTEM:** Secondary**Estimated Annual Average Daily Traffic (vehicles per day)****CURRENT (2021)** 11,000**PROJECTED (2041)** 21,500

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

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

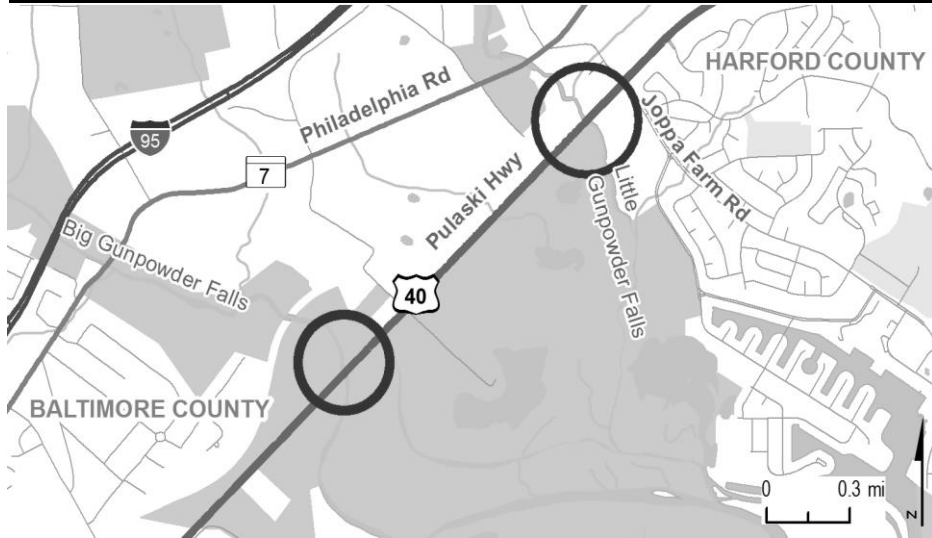
EXPLANATION: The existing structure is rated poor.**PROJECT:** US 1, Washington Boulevard**DESCRIPTION:** Replace bridge 03008 over CSX.**PURPOSE & NEED SUMMARY STATEMENT:** The existing bridge, built in 1930, is rated poor.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law

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

ASSOCIATED IMPROVEMENTS:**STATUS:** Construction underway.**SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2021				...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,105	2,105	0	0	0	0	0	0	0	0	0
Right-of-way	1,399	1,287	12	112	0	0	0	0	0	112	0
Utilities	1,956	206	49	375	377	373	366	259	0	1,750	0
Construction	29,220	19,745	6,655	9,475	0	0	0	0	0	9,475	0
Total	34,680	23,343	6,716	9,962	377	373	366	259	0	11,337	0
Federal-Aid	26,947	17,368	6,716	8,418	318	315	310	218	0	9,579	0
Special	7,733	5,975	0	1,544	59	58	56	41	0	1,758	0
Other										0	

Classification:**STATE -** Minor Arterial**FEDERAL -** Other Principal Arterial**STATE SYSTEM:** Secondary**Estimated Annual Average Daily Traffic (vehicles per day)****CURRENT (2021)** 26,450**PROJECTED (2041)** 29,125

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

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

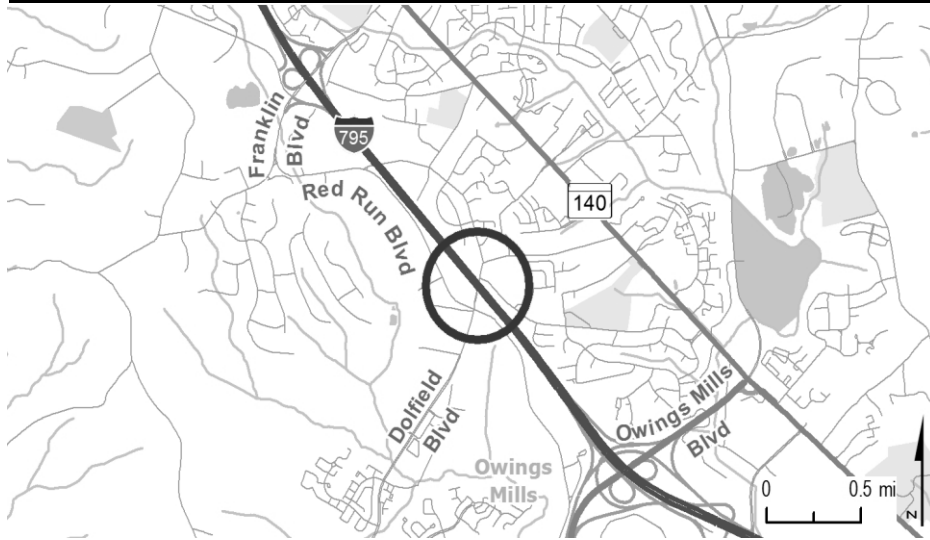
EXPLANATION: The existing structures are rated poor.**PROJECT:** US 40, Pulaski Highway**DESCRIPTION:** Replace and widen substructure on bridges 0303403 and 0303404 over Little Gunpowder Falls and bridges 0303503 and 0303504 over Big Gunpowder Falls.**PURPOSE & NEED SUMMARY STATEMENT:** The existing bridges, built in 1935, are rated poor.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law

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

ASSOCIATED IMPROVEMENTS:**STATUS:** Construction underway.**SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2021				...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,223	3,223	0	0	0	0	0	0	0	0	0
Right-of-way	31	21	1	10	0	0	0	0	0	10	0
Utilities	858	551	184	184	123	0	0	0	0	307	0
Construction	27,808	16,663	5,340	11,145	0	0	0	0	0	11,145	0
Total	31,920	20,458	5,525	11,339	123	0	0	0	0	11,462	0
Federal-Aid	25,707	16,588	5,156	9,021	98	0	0	0	0	9,119	0
Special	6,213	3,869	370	2,319	25	0	0	0	0	2,343	0
Other										0	

Classification:**STATE -** Intermediate Arterial**FEDERAL -** Other Principal Arterial**STATE SYSTEM:** Secondary**Estimated Annual Average Daily Traffic (vehicles per day)****CURRENT (2021)** 30,900**PROJECTED (2041)** 42,750



PROJECT: I-795, Northwest Expressway

DESCRIPTION: Study to develop interchange options at Dolfield Boulevard. Includes widening of I-795 from Owings Mills Boulevard (MD 940) to Franklin Boulevard from four to six lanes.

PURPOSE & NEED SUMMARY STATEMENT: This project would provide improved access to the planned growth corridor along Red Run Boulevard in Owings Mills.

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

ASSOCIATED IMPROVEMENTS:

MD 140, Painters Mill Road to Owings Mills Boulevard (Line 13)

STATUS: Project on hold. County contributed \$0.625 million towards planning.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2021	EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
Planning	3,472	3,472	0	0	0	0	0	0	0	0	0
Engineering	3,453	3,453	1	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	6,925	6,925	1	0	0	0	0	0	0	0	0
Federal-Aid	2,636	2,636	1	0	0	0	0	0	0	0	0
Special	3,664	3,664	0	0	0	0	0	0	0	0	0
Other	625	625	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

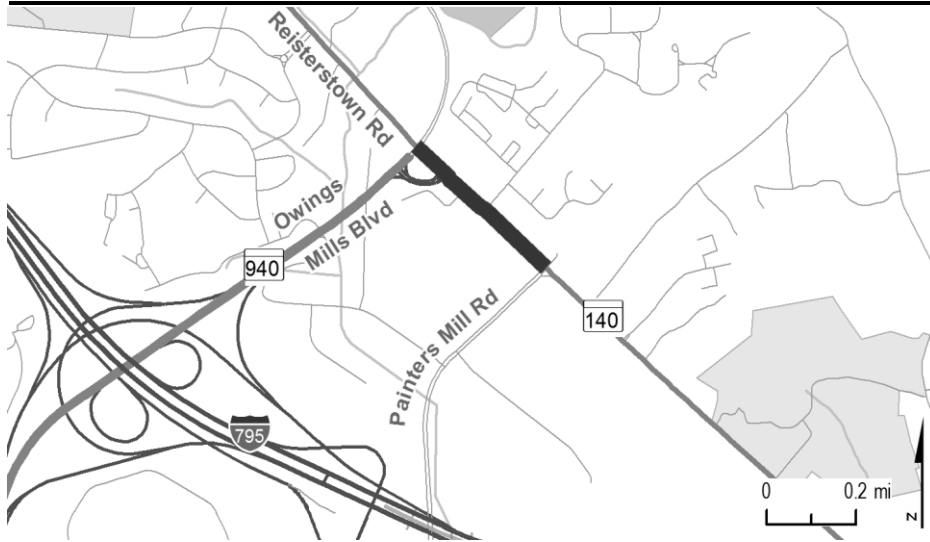
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) 77,650

PROJECTED (2041) 102,250



PROJECT: MD 140, Reisterstown Road

DESCRIPTION: Capacity and safety improvements to MD 140, from north of Painters Mill Road to north of Owings Mills Boulevard. Bicycle and pedestrian improvements will be provided (0.4 miles).

PURPOSE & NEED SUMMARY STATEMENT: This project would provide additional capacity and access for the planned development in Owings Mills.

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

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

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
 I-795, Interchange at Dolfield (Line 12)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2021	EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,555	3,555	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	3,555	3,555	0	0	0	0	0	0	0	0	0
Federal-Aid										0	
Special	3,555	3,555	0	0	0	0	0	0	0	0	0
Other										0	

Classification:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) 40,250 (MD 140)

PROJECTED (2041) 52,750 (MD 140)

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Baltimore County - LINE 14

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Bridge Replacement/Rehabilitation				
BAA391	IS70	IS70- BRIDGE NUMBER 0323900 OVER INGLESIDE AVENUE	\$ 3,484	FY 2023
BA0501	CO5820	COVE ROAD-BRIDGE REHABILITATION-BRIDGE 0324800 OVER MD 695	\$ 5,263	Under Construction
BA0841	MD146	DULANEY VALLEY ROAD-MISCELLANEOUS-03189X0, 03190X0, AND 03192X0 OVER DRAINAGE DITCHES	\$ 2,156	Under Construction
BA811B	IS70	MISCELLANEOUS-BRIDGE 0322903 AND 0322904 OVER PATAPSCO RIVER AND CSX	\$ 6,053	Under Construction
BAA361	-	CLEANING AND PAINTING BRIDGE NUMBERS 0304300, 0324400, 0327605, 0327606, 03417X0	\$ 2,862	Under Construction
Environmental Preservation				
BA6374	IS83	JONES FALLS EXPRESSWAY-LANDSCAPE-I-695 TO PENNSYLVANIA STATE LINE	\$ 1,005	Under Construction
BA7113	-	BALTIMORE BELTWAY AND INTERSTATE 95-LANDSCAPE-I-695 (BA/AA COUNTY LI-STEVENSON LANE), I-95 (BA/HO COUNTY LI-BA CO/BA CI)	\$ 450	Under Construction
Resurface/Rehabilitate				
BA2602	MD150	EASTERN AVENUE-SAFETY AND RESURFACE-BACK RIVER BRIDGE TO RIVERSIDE DRIVE	\$ 5,438	Completed
BA0211	MD140	REISTERSTOWN ROAD-SAFETY AND RESURFACE-IHB - PLEASANT HILL ROAD TO 350' NORTH OF PAINTERS MILL ROAD	\$ 4,128	Under Construction
BA2621	MD140	REISTERSTOWN ROAD-SAFETY AND RESURFACE-EAST PLEASANT HILL ROAD TO STOCKSDALE AVENUE	\$ 8	Under Construction
BA4072	MD695	BROENING HIGHWAY-MARYLAND AVENUE TO EAST OF RALLS AVENUE	\$ 4,255	Under Construction
XY6031	-	MILL AND RESURFACE- AT VARIOUS LOCATIONS EAST OF I-83 IN BALTIMORE COUNTY	\$ 7,922	Under Construction
XY6032	-	MILL AND RESURFACE-AT VARIOUS LOCATIONS WEST OF I-83 IN BALTIMORE COUNTY	\$ 5,749	Under Construction
Safety/Spot Improvement				
BA3382	MD30	AT MOUNT GILEAD ROAD - INTERSECTION IMPROVEMENT	\$ 1,894	FY 2022
BA1461	MD147	HARFORD ROAD-GEOMETRIC IMPROVEMENTS-AT JOPPA ROAD	\$ 12,530	Under Construction
BA9031	MD43	WHITE MARSH BOULEVARD-WIDEN AND RESURFACE-AT HONEYGO BOULEVARD	\$ 6,970	Under Construction
TMDL Compliance				
BA2017	-	WETLANDS REPLACEMENT-LITTLE GUNPOWDER FALLS TRIBUTARY AT MD 145 & MD 165 - STREAM RESTORATION	\$ 6,003	Completed

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Baltimore County - LINE 14

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Transportation Alternatives Program				
BANEW1	-	PEDESTRIAN IMPROVEMENTS & CONNECTION FOR EDGEMERE ELEMENTARY SCHOOL, SPARROWS MIDDLE/HIGH SCHOOL	\$ 160	FY 2023



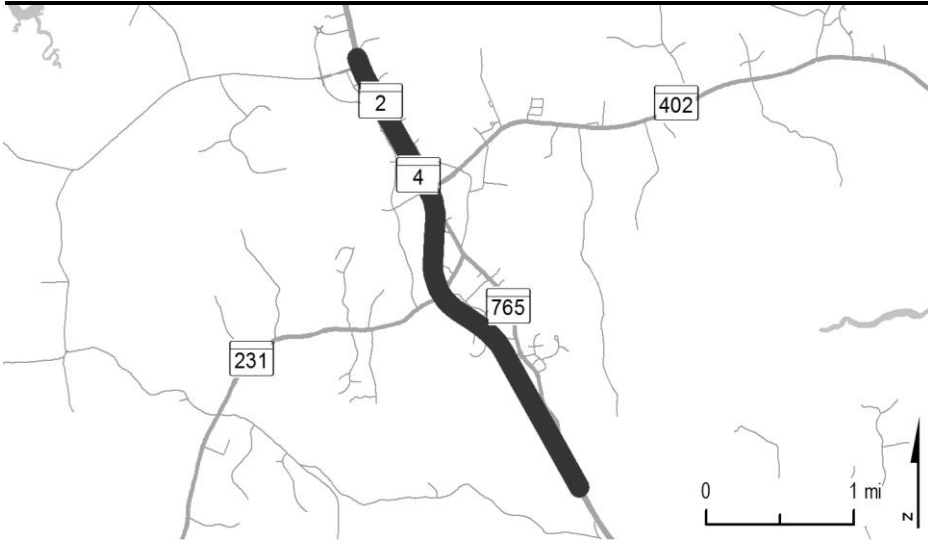
BALTIMORE CITY

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM*(Dollars in Thousands)***STATE HIGHWAY ADMINISTRATION - Baltimore City - LINE 1**

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Bridge Replacement/Rehabilitation				
SHAPRJ000718	-	HANOVER STREET BRIDGE - REPAIR & RESURFACE (BALTIMORE CITY PROJECT)	\$ 3,000	FY 2023
Transportation Alternatives Program				
AZ0861	-	SRTS PIMLICO ELEMENTARY SCHOOL	\$ 258	Design Underway
BCNEW2	-	SRTS - BALTIMORE CITY ELEMENTARY SCHOOLS - HARFORD HEIGHTS ES, HILTON ES, TENCH TILLMAN ES	\$ 716	Design Underway
SHAPRJ000717	-	INNER HARBOR CROSSWALKS & BICYCLE WAY - ALONG PRATT STREET FROM LIGHT ST TO PRESIDENT ST	\$ 1,050	Design Underway
BCNEW1	-	POTOMAC STREET CYCLE TRACK - PHASE II	\$ 418	FY 2023
AT8292	-	BICYCLE-PEDESTRIAN ROUTE-JONES FALLS TRAIL - PHASE V	\$ 2,100	Under Construction



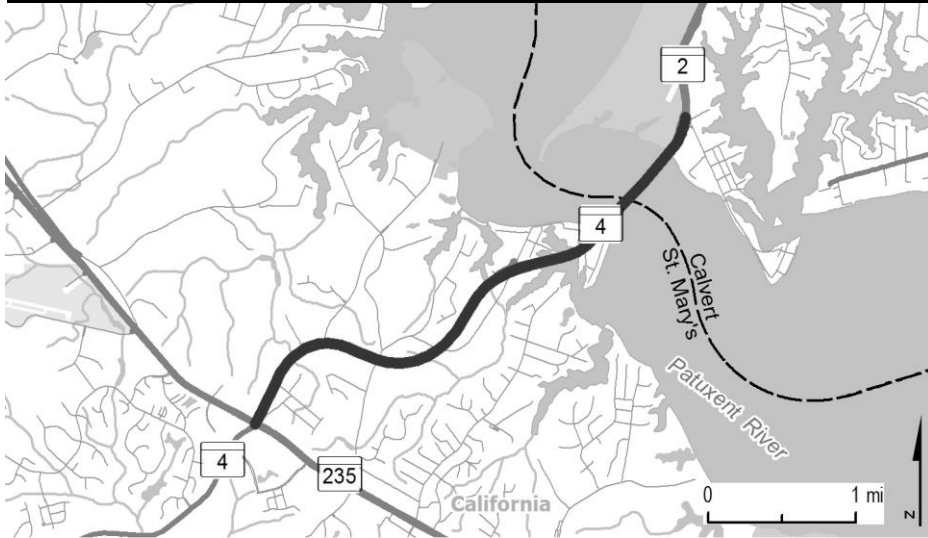
CALVERT COUNTY

**PROJECT:** MD 2/4, Solomons Island Road**DESCRIPTION:** A project to upgrade and widen MD 2/4 to a six-lane divided highway from north of Stoakley Road/Hospital Road to south of MD 765A (3.5 miles).**PURPOSE & NEED SUMMARY STATEMENT:** This project will improve mobility for planned development.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law
☒ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet to Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted
ASSOCIATED IMPROVEMENTS:**STATUS:** Project on hold.**SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2021				...2024...	...2025...	...2026...	...2027...		
Planning	1,972	1,972	0	0	0	0	0	0	0	0	0
Engineering	1,423	1,423	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	1,538	1,538	0	0	0	0	0	0	0	0	0
Special	2,498	2,498	0	0	0	0	0	0	0	0	0
Other										0	

Classification:**STATE -** Intermediate Arterial**FEDERAL -** Other Principal Arterial**STATE SYSTEM:** Primary**Estimated Annual Average Daily Traffic (vehicles per day)****CURRENT (2021)** 39,400 - 47,300**PROJECTED (2041)** 46,300 - 57,500



PROJECT: MD 4, Patuxent Beach Road and Solomons Island Road

DESCRIPTION: Study to upgrade MD 4 between MD 2 and MD 235 (4.0 miles), including the Governor Thomas Johnson Memorial Bridge (bridge 04019) over the Patuxent River and the intersection at MD 235. This project will include bicycle and pedestrian accommodations as appropriate.

PURPOSE & NEED SUMMARY STATEMENT: MD 4 corridor improvements will reduce congestion and provide capacity for planned development.

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

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

ASSOCIATED IMPROVEMENTS:

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2021				FOR PLANNING PURPOSES ONLY					
						...2024...	...2025...	...2026...	...2027...		
Planning	4,941	4,941	0	0	0	0	0	0	0	0	
Engineering	915	915	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Utilities	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	5,856	5,856	0	0	0	0	0	0	0	0	
Federal-Aid	3,733	3,733	0	0	0	0	0	0	0	0	
Special	2,123	2,123	0	0	0	0	0	0	0	0	
Other										0	

Classification:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) 31,400

PROJECTED (2041) 38,275

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Calvert County - LINE 3

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Resurface/Rehabilitate</u>				
XY7041	-	MILL AND RESURFACE-AT VARIOUS LOCATIONS IN CALVERT COUNTY	\$ 2,054	Under Construction
<u>Transportation Alternatives Program</u>				
CA1341	-	SIDEWALKS-SOLOMONS ISLAND ROAD - LANGLEY LANE TO ALEXANDER STREET	\$ 904	Completed
CA5101	MD261	BAYSIDE ROAD-SIDEWALKS-SRTS SAFETY UPGRADES	\$ 130	FY 2023
<u>Urban Reconstruction</u>				
CA1481	MD261	BAY AVENUE-2 LANE RECONSTRUCT-9TH STREET TO ANNE ARUNDEL COUNTY LINE	\$ 7,527	Completed



CAROLINE COUNTY

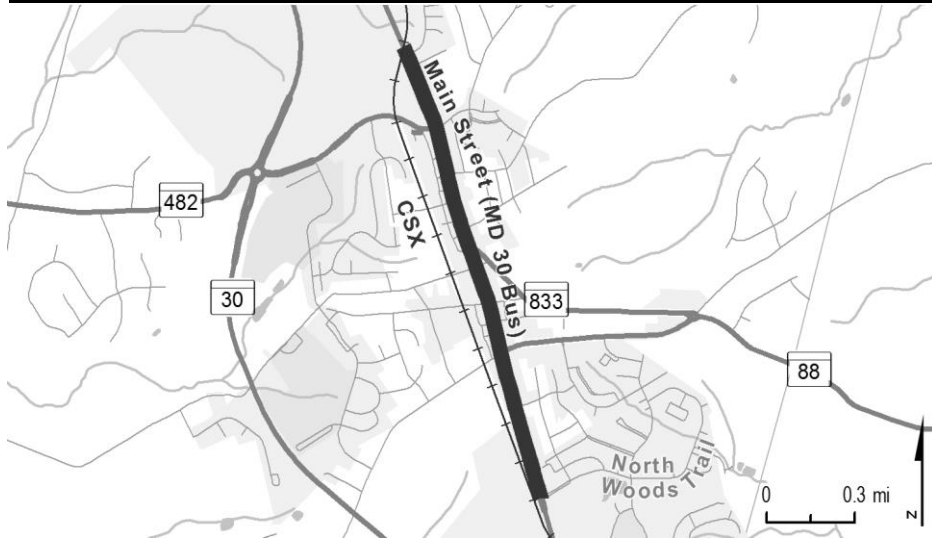
SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Caroline County - LINE 1

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Bridge Replacement/Rehabilitation</u>					
CO3621	MD306	MD306- STRUCTURE NUMBER 0503100 OVER HOUSTON BRANCH	\$	2,000	FY 2024
<u>Resurface/Rehabilitate</u>					
XY8051	-	AT VARIOUS LOCATIONS IN CAROLINE COUNTY	\$	4,745	FY 2022
XY9051	-	MILL AND RESURFACE-AT VARIOUS LOCATIONS IN CAROLINE COUNTY	\$	4,210	FY 2023
XY7051	-	MILL AND RESURFACE-AT VARIOUS LOCATIONS IN CAROLINE COUNTY	\$	5,201	Under Construction
<u>Transportation Alternatives Program</u>					
CO1211	-	SRTS - GERARDI BOULEVARD SIDEWALK	\$	148	Completed



CARROLL COUNTY

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

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

EXPLANATION: This project restores the Town of Hampstead's historic Main Street to an attractive and friendly urban local roadway.

PROJECT: MD 30 Business, Main Street

DESCRIPTION: Roadway, drainage, and streetscape improvements from North Woods Trail to CSX Railroad. Bicycle and pedestrian facilities provided (1.6 miles).

PURPOSE & NEED SUMMARY STATEMENT: This project provides significant improvements to the roadway, sidewalk, and drainage infrastructure. It addresses operational issues at intersections.

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

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

ASSOCIATED IMPROVEMENTS:

STATUS: Open to service. County contributed \$0.7 million towards construction cost. MD 30 Business will be transferred to the Town of Hampstead following the completion of the construction.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2021				FOR PLANNING PURPOSES ONLY					
						...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	4,688	4,688	0	0	0	0	0	0	0	0	
Right-of-way	1,045	975	11	70	0	0	0	0	0	70	
Utilities	137	40	0	97	0	0	0	0	0	97	
Construction	29,799	29,794	3,006	6	0	0	0	0	0	6	
Total	35,670	35,497	3,017	173	0	0	0	0	0	173	
Federal-Aid	5,447	5,391	9	56	0	0	0	0	0	56	
Special	21,402	21,287	2,867	115	0	0	0	0	0	115	
Other	8,820	8,819	141	2	0	0	0	0	0	2	

Classification:

STATE - Major Collector

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) 16,250

PROJECTED (2041) 20,400



PROJECT: MD 140, Baltimore Boulevard

DESCRIPTION: Project to consider capacity improvements along MD 140 between Market Street and Sullivan Road through Westminister (2.5 miles). Bicycle and pedestrian accommodations will be provided as appropriate.

PURPOSE & NEED SUMMARY STATEMENT: This project will improve mobility and provide additional capacity for planned growth and economic development within Westminister.

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

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

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2021	EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
Planning	1,431	1,431	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,431	1,431	0	0	0	0	0	0	0	0	0
Federal-Aid										0	
Special	1,431	1,431	0	0	0	0	0	0	0	0	0
Other										0	

Classification:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) 54,100 - 56,800

PROJECTED (2041) 65,200 - 71,300



PROJECT: MD 26, Liberty Road

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

PURPOSE & NEED SUMMARY STATEMENT: This project would improve operations and safety along this segment of MD 26.

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

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

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

MD 32 Planning Study, I-70 to MD 26 (Line 4)

STATUS: Project on hold. County and State split the cost of planning and the County contributed \$1.0 million towards the engineering cost.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2021				...2024...	...2025...	...2026...	...2027...		
Planning	290	290	0	0	0	0	0	0	0	0	0
Engineering	1,366	1,366	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,656	1,656	0	0	0	0	0	0	0	0	0
Federal-Aid	228	228	0	0	0	0	0	0	0	0	0
Special	428	428	0	0	0	0	0	0	0	0	0
Other	1,000	1,000	0	0	0	0	0	0	0	0	0

Classification:

STATE - Intermediate Arterial

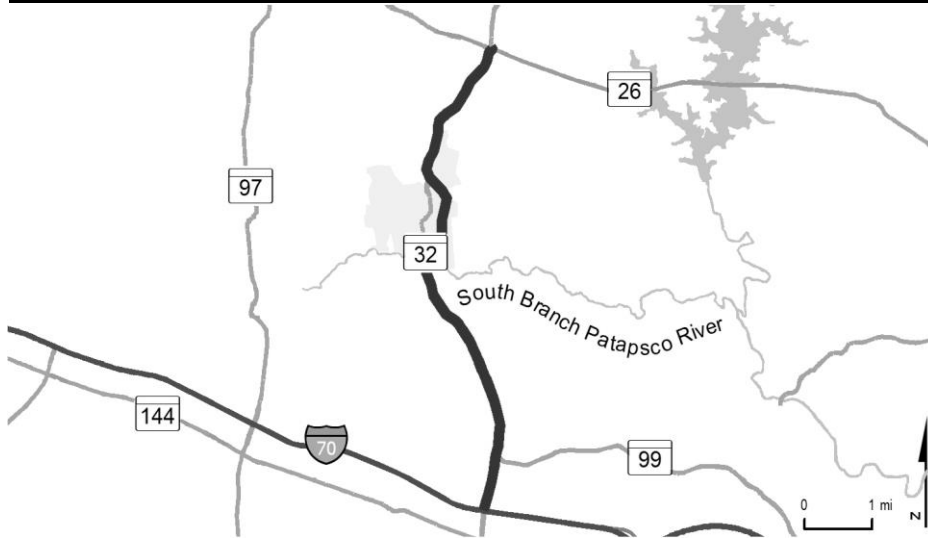
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) 16,600 - 33,400

PROJECTED (2041) 18,800 - 40,600

**PROJECT:** MD 32, Sykesville Road**DESCRIPTION:** Planning study to determine potential safety and capacity improvements on MD 32 from MD 26 (Liberty Road) to I-70 (7.5 miles).**PURPOSE & NEED SUMMARY STATEMENT:** Road connects high growth area of Carroll County with growing job markets in Howard 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
ASSOCIATED IMPROVEMENTS:

MD 26, Liberty Reservoir to MD 32 (Carroll County Line 3)

MD 32, Linden Church Road to I-70 (Howard County Line 1)

STATUS: Study complete.**SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2021				...2024...	...2025...	...2026...	...2027...		
Planning	703	703	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	703	703	0	0	0	0	0	0	0	0	0
Federal-Aid										0	
Special	703	703	0	0	0	0	0	0	0	0	0
Other										0	

Classification:**STATE -** Intermediate Arterial**FEDERAL -** Other Principal Arterial**STATE SYSTEM:** Secondary**Estimated Annual Average Daily Traffic (vehicles per day)****CURRENT (2021)** 22,300 - 28700**PROJECTED (2041)** 36,100 - 40,300

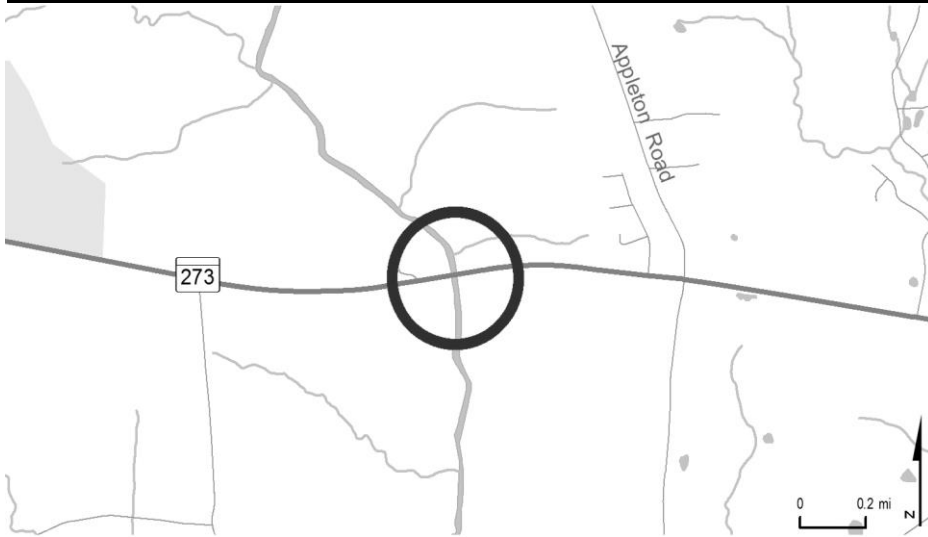
SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Carroll County - LINE 5

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Resurface/Rehabilitate</u>				
XY8062	-	AT VARIOUS LOCATIONS IN CARROLL COUNTY	\$ 13,000	FY 2022
CL4052	MD851	SPRINGFIELD AVENUE-DRAINAGE IMPROVEMENTS-FROM MAIN STREET TO CENTRAL AVENUE	\$ 2,000	FY 2023
<u>Safety/Spot Improvement</u>				
CL1751	MD140	TANEYTOWN PIKE - GEOMETRIC IMPROVEMENTS AT MAYBERRY ROAD	\$ 3,883	FY 2022
CL2581	MD32	MD32- MD 32 AT JOHNSVILLE ROAD AND BENNETT ROAD	\$ 3,183	Under Construction
<u>Sidewalks</u>				
CL1071	MD31	MD31 - MD 31 (HIGH ST/MAIN ST/NEW WINDSOR RD) FROM LAMBERT AVE TO EAST OF CHURCH ST.	\$ 2,177	FY 2022
<u>Transportation Alternatives Program</u>				
CL1081	-	DRAINAGE IMPROVEMENT-LANGDON STORMWATER MANAGEMENT FACILITY.	\$ 673	Completed
CL1091	MD851	SPRINGFIELD AVENUE-BICYCLE-PEDESTRIAN ROUTE-SRTS SYKESVILLE SIDEWALK	\$ 53	Completed
CL3851	-	SIDEWALKS-SRTS ELDERBURG ELEMENTARY (JOHNSVILLE ROAD)	\$ 241	FY 2023
CLNEW1	-	SRTS - WASHINGTON ROAD SIDEWALKS	\$ 143	FY 2023



CECIL COUNTY

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

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

EXPLANATION: The previous structure was rated poor.**PROJECT:** MD 273, Telegraph Rd**DESCRIPTION:** Replaced bridge 0704400 over Big Elk Creek.**PURPOSE & NEED SUMMARY STATEMENT:** The previous structure was rated poor and required replacement.**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

ASSOCIATED IMPROVEMENTS:**STATUS:** Open to service.**SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2021				...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,296	1,296	0	0	0	0	0	0	0	0	0
Right-of-way	27	27	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	9,068	9,068	3,419	0	0	0	0	0	0	0	0
Total	10,391	10,391	3,419	0	0	0	0	0	0	0	0
Federal-Aid	6,514	6,514	2,725	0	0	0	0	0	0	0	0
Special	3,877	3,877	694	0	0	0	0	0	0	0	0
Other										0	

Classification:**STATE -** Rural Minor Arterial**FEDERAL -** Rural Minor Arterial**STATE SYSTEM:** Secondary**Estimated Annual Average Daily Traffic (vehicles per day)****CURRENT (2021)** 9,425**PROJECTED (2041)** 13,500

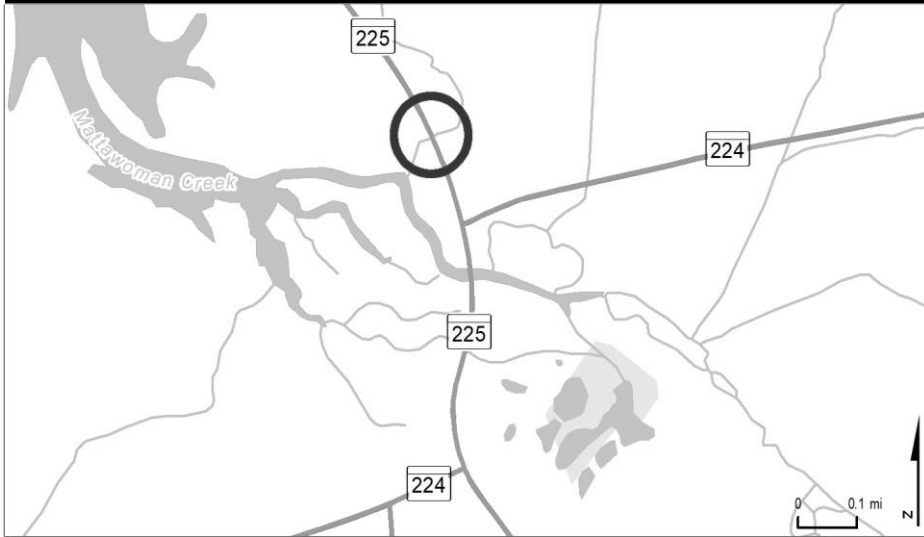
SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Cecil County - LINE 2

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Bridge Replacement/Rehabilitation				
CE2941	-	MD316 - STRUCTURE NO. 07111X0 OVER BRANCH OF BIG ELK CREEK	\$ 1,644	FY 2023
Resurface/Rehabilitate				
XX1531	-	PATCHING-AT VARIOUS LOCATIONS IN CECIL COUNTY	\$ 952	Completed
XX1534	-	AT VARIOUS LOCATIONS IN CECIL COUNTY	\$ 1,601	Completed
XY7071	-	MILL AND RESURFACE-AT VARIOUS LOCATIONS IN CECIL COUNTY	\$ 6,741	Completed
XY8071	-	AT VARIOUS LOCATIONS IN CECIL COUNTY	\$ 4,869	FY 2022
XY9071	-	MILL AND RESURFACE-AT VARIOUS LOCATIONS IN CECIL COUNTY	\$ 4,868	FY 2022
Safety/Spot Improvement				
CE2661	US40	PULASKI HIGHWAY-GEOMETRIC IMPROVEMENTS-AT NOTTINGHAM ROAD	\$ 1,800	FY 2022
CE3391	MD272	TURKEY POINT ROAD-GEOMETRIC IMPROVEMENTS-IHB - SOUTH OF US 40 TO ROGERS ROAD	\$ 5,706	Under Construction
Transportation Alternatives Program				
AX9332	-	SRTS - CHESAPEAKE CITY ELEMENTARY SCHOOL SIDEWALK IMPROVEMENTS	\$ 54	FY 2022
CENEW3	-	SRTS - SIDEWALK INSTALLATION AT JETHRO STREET AND NORTH EAST MIDDLE SCHOOL	\$ 38	FY 2023



CHARLES COUNTY

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

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

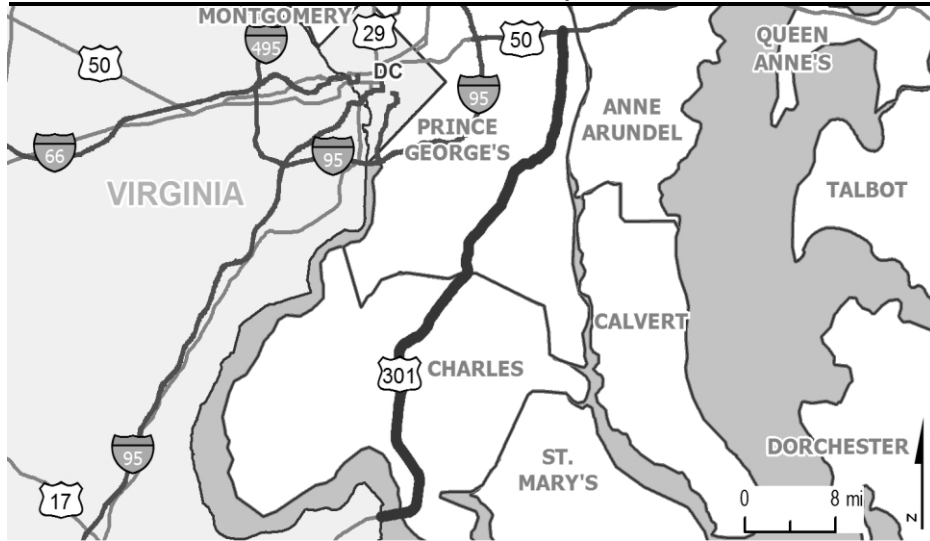
EXPLANATION: The existing bridge is rated poor.**PROJECT:** MD 225, Hawthorne Road**DESCRIPTION:** Replace bridge 08021 over Mattawoman Creek.**PURPOSE & NEED SUMMARY STATEMENT:** The existing structure, built in 1951, is rated poor.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law

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

ASSOCIATED IMPROVEMENTS:**STATUS:** Engineering underway.**SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PHASE	TOTAL		EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2021				...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,245	755	121	245	245	0	0	0	0	490	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	1,999	0	0	0	222	1,037	740	0	0	1,999	0
Total	3,244	755	121	245	467	1,037	740	0	0	2,489	0
Federal-Aid	2,069	20	20	245	418	809	577	0	0	2,049	0
Special	1,175	735	101	0	49	228	163	0	0	440	0
Other										0	

Classification:**STATE -** Intermediate Arterial**FEDERAL -** Minor Arterial**STATE SYSTEM:** Secondary**Estimated Annual Average Daily Traffic (vehicles per day)****CURRENT (2021)** 12,000**PROJECTED (2041)** 13,300



PROJECT: US 301, South Corridor Transportation Study

DESCRIPTION: The South Corridor Transportation Study is a multimodal study of US 301 corridor highway and transit improvements between the Potomac River/Virginia state line and I-95/US 50 (50.3 miles).

PURPOSE & NEED SUMMARY STATEMENT: This study will address transportation needs along the US 301 corridor in Charles and Prince George's counties.

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

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

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

US 301, at MD 228/MD 5BU (Charles County Line 3)

US 301, at MD 5 (Mattawoman Beantown Road) (Charles County Line 4)

US 301, North of Mount Oak Road to US 50 and MD 197 from US 301 to Mitchellville Road (Prince George's County Line 22)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPENDED				...2024...	...2025...	...2026...	...2027...		
	COST	THRU									
	(\$000)	2021									
Planning	10,749	10,749	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	45,008	45,008	0	0	0	0	0	0	0	0	
Utilities	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	55,757	55,757	0	0	0	0	0	0	0	0	
Federal-Aid	11,881	11,881	0	0	0	0	0	0	0	0	
Special	43,876	43,876	0	0	0	0	0	0	0	0	
Other									0		

Classification:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

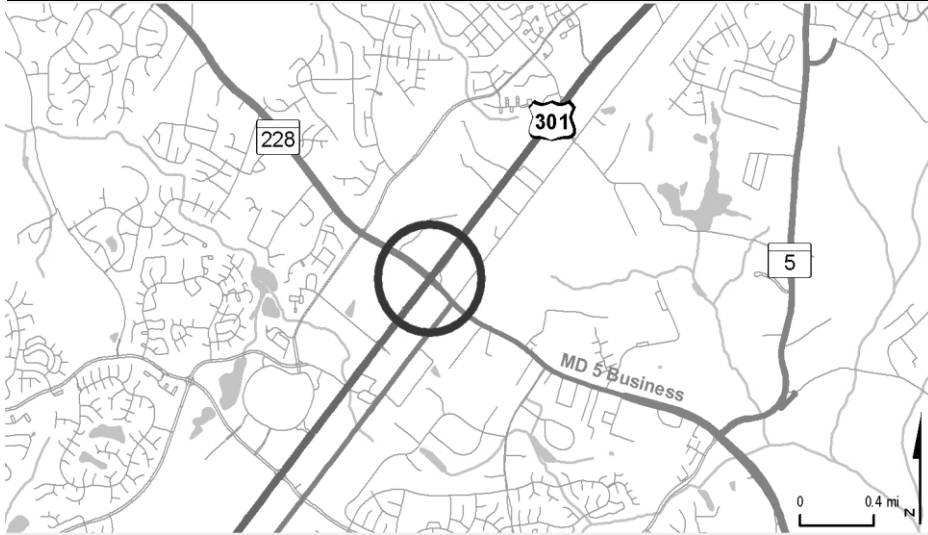
Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) 19,100 - 65,000 (Charles)

104,000 (Prince George's)

PROJECTED (2041) 45,000 - 82,050 (Charles)

127,400 (Prince George's)

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

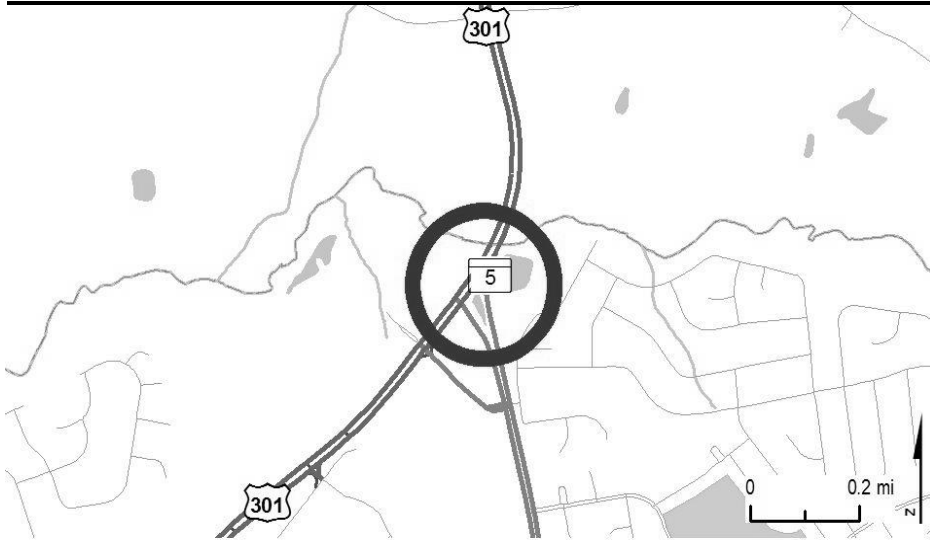
☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted
ASSOCIATED IMPROVEMENTS:

US 301, South Corridor Transportation Study (Charles County Line 2)
 US 301, at MD 5 (Mattawoman Beantown Road) (Charles County Line 4)
 MD 5, US 301 to I-95/I-495 (Prince George's County Line 17)

STATUS: Project on hold.**SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2021				...2024...	...2025...	...2026...	...2027...		
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	
Special	12,951	12,951	0	0	0	0	0	0	0	0	0
Other										0	

Classification:**STATE -** Principal Arterial**FEDERAL -** Other Principal Arterial**STATE SYSTEM:** Primary**Estimated Annual Average Daily Traffic (vehicles per day)****CURRENT (2021)** 62,800 (Charles)**PROJECTED (2041)** 79,800 (Charles)

**PROJECT:** US 301, Crain Highway**DESCRIPTION:** Construct a new flyover from southbound US 301 to MD 5 (Mattawoman Beantown Road).**PURPOSE & NEED SUMMARY STATEMENT:** Project will improve safety and mobility for planned development.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law☐ Project Inside PFA☐ Project Outside PFA☒ PFA Status Yet to Be Determined☐ Grandfathered☐ Exception Will Be Required☐ Exception Granted**ASSOCIATED IMPROVEMENTS:**

MD 5, US 301 to I-95/I-495 (Prince George's Line 17)

US 301, South Corridor Transportation Study (Prince George's Line 21)

US 301, MD 228/MD 5 Business (Charles County Line 3)

STATUS: Project on hold.**SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP:** None.**POTENTIAL FUNDING SOURCE:**☒ SPECIAL☐ FEDERAL☐ GENERAL☐ OTHER

PHASE	TOTAL		EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPENDED				FOR PLANNING PURPOSES ONLY					
	COST	THRU				...	...	...	...
	(\$000)	2021				2024...	2025...	2026...	2027...		
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
Special											0
Other											0

Classification:**STATE -** Primary Arterial**FEDERAL -** Other Principal Arterial**STATE SYSTEM:** Primary**Estimated Annual Average Daily Traffic (vehicles per day)****CURRENT (2021)** 105,000 (US 301)**PROJECTED (2041)** 127,400 (US 301)

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Charles County - LINE 5

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Resurface/Rehabilitate</u>				
XY7081	-	MILL AND RESURFACE-AT VARIOUS LOCATIONS IN CHARLES COUNTY	\$ 5,958	Under Construction
<u>Transportation Alternatives Program</u>				
CH1231	-	INDIAN HEAD TRAILHEAD RESTROOM	\$ 360	FY 2023
CHNEW1	-	PEDESTRIAN IMPROVEMENTS - MILL HILL ROAD AND DAVIS ROAD	\$ 515	FY 2023
CH3681	-	BICYCLE-PEDESTRIAN ROUTE-INDIAN HEAD BOARDWALK	\$ 3,314	Under Construction



DORCHESTER COUNTY

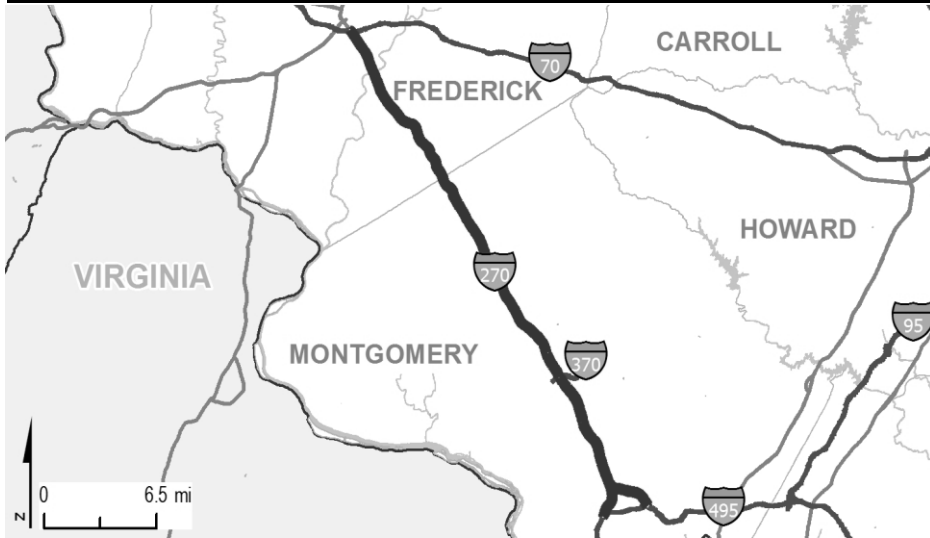
SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Dorchester County - LINE 1

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Bridge Replacement/Rehabilitation</u>					
DO1711	US50	FENDER REPAIRS TO BRIDGE #0902200 OVER NANTICOKE RIVER	\$	2,000	Under Construction
<u>Resurface/Rehabilitate</u>					
XY6091	-	SAFETY AND RESURFACE-AT VARIOUS LOCATIONS IN DORCHESTER COUNTY	\$	7,786	Completed
XY7091	-	MILL/GRIND, PATCH AND RESURFACE ROADWAY PAVEMENT AT VAR LOC IN DORCHESTER COUNTY	\$	7,000	FY 2022
<u>Safety/Spot Improvement</u>					
DO5771	MD16	CHURCH CREEK ROAD-DRAINAGE IMPROVEMENT-MD 335 TO BRANNOCKS NECK ROAD	\$	6,738	Completed
<u>Transportation Alternatives Program</u>					
DO3051	-	SRTS BAYLY ROAD SIDEWALK	\$	200	FY 2022
DO3311	-	CANNERY PARK RAILS TO TRAILS	\$	221	FY 2022



FREDERICK COUNTY

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

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

EXPLANATION: As one of Maryland's most heavily traveled roadways, I-270 congestion affects both motorist safety and the economy. These improvements will reduce congestion and improve safety and reliability for all roadway users.

PROJECT: I-270, Eisenhower Highway

DESCRIPTION: Implementation of innovative congestion management (ICM) tools to reduce congestion on I-270, including the east and west I-270 spurs (31.5 miles). Improvements will include a series of roadway and technology-based improvements.

PURPOSE & NEED SUMMARY STATEMENT: This project will reduce congestion and improve safety and reliability.

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

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

ASSOCIATED IMPROVEMENTS:

MD 85 Phase 1 Highway Reconstruction, Crestwood Boulevard/Shockley Drive to Spectrum Drive (Frederick County Line 2)
I-270 and I-495 Phase 1 (Statewide Line 5)
I-270 and I-495 P3 Program (Statewide Line 7)

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2021	EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	131,656	120,156	39,824	2,875	8,625	0	0	0	0	11,500	0
Total	131,656	120,156	39,824	2,875	8,625	0	0	0	0	11,500	0
Federal-Aid										0	
Special	131,656	120,156	39,824	2,875	8,625	0	0	0	0	11,500	0
Other										0	

Classification:

STATE - Principal Arterial

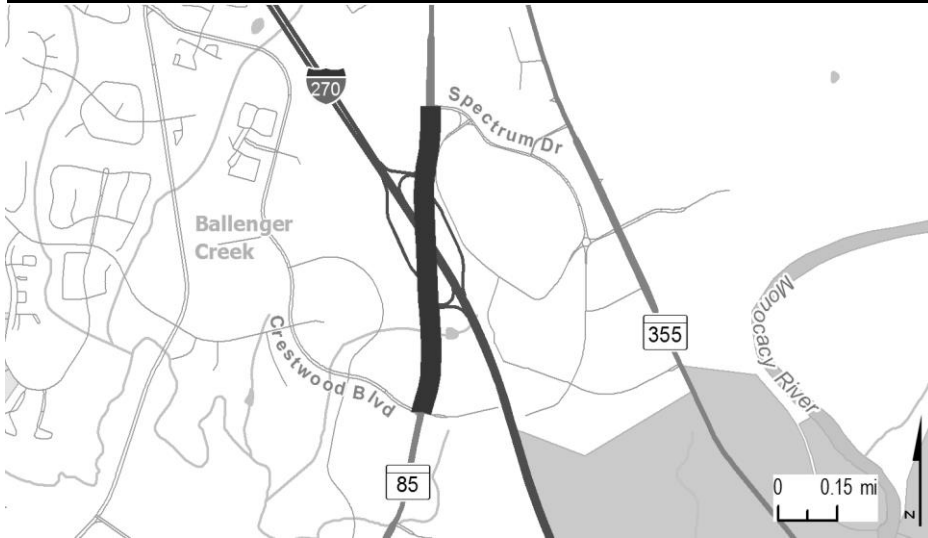
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) 90,700 - 260,800

PROJECTED (2041) 105,000 - 299,000

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

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

EXPLANATION: This project will improve safety for all roadway users by reconstructing the interchange and bridges. It also supports ongoing and planned growth by increasing roadway and interchange capacity.

PROJECT: MD 85, Buckeystown Pike

DESCRIPTION: Widen MD 85 to a multilane divided highway from Crestwood Boulevard/Shockley Drive to Spectrum Drive (0.8 miles), includes MD 85 interchange reconstruction at I-270 and I-270 dual bridges replacement. This project is phase one of a three-phase project to widen and reconstruct MD 85 from south of English Muffin Way to north of Grove Road.

PURPOSE & NEED SUMMARY STATEMENT: This project will relieve congestion and provide capacity for planned commercial development in the MD 85 corridor. Additionally, the previous I-270 dual bridges, built in 1950, were rated poor.

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

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

ASSOCIATED IMPROVEMENTS:

MD 85 Corridor Study, South of English Muffin Way to North of Grove Road (Line 9)
 I-270 and I-495 Phase 1 (Statewide Line 5)
 I-270 and I-495 Full Delivery Stream Restoration (Statewide Line 6)
 I-270 and I-495 P3 Program (Statewide Line 7)

STATUS: Construction underway. County funded \$1.5 million for partial engineering.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.

POTENTIAL FUNDING SOURCE:											
						<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2021	EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
Planning	1,131	1,131	0	0	0	0	0	0	0	0	0
Engineering	6,637	6,637	0	0	0	0	0	0	0	0	0
Right-of-way	9,914	9,786	1,156	128	0	0	0	0	0	128	0
Utilities	4,726	2,593	1,664	1,969	164	0	0	0	0	2,133	0
Construction	66,430	55,134	12,616	11,296	0	0	0	0	0	11,296	0
Total	88,837	75,280	15,436	13,393	164	0	0	0	0	13,557	0
Federal-Aid	66,302	53,098	13,152	13,041	163	0	0	0	0	13,204	0
Special	22,536	22,183	2,284	352	1	0	0	0	0	353	0
Other										0	

Classification:

STATE - Major Collector

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) 42,400 - 53,875

PROJECTED (2041) 57,000 - 81,325

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

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

EXPLANATION: The corridor experienced operational failures due to congested roads and high traffic volumes, especially during peak periods.

PROJECT: MD 180, Jefferson Pike

DESCRIPTION: Reconstruction of MD 180, from north of I-70 west crossing to I-70 east crossing (0.7 miles), including new, second bridge over US 15/US 340. Bicycle and pedestrian accommodations have been provided.

PURPOSE & NEED SUMMARY STATEMENT: Operational and capacity improvements to support mobility and economic development in Frederick County.

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

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

ASSOCIATED IMPROVEMENTS:

MD 180. MD 351 Jefferson Pike/Ballenger Creek Pike (Line 10)

STATUS: Open to service.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2021				FOR PLANNING PURPOSES ONLY					
						...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	2,448	2,448	0	0	0	0	0	0	0	0	
Right-of-way	194	163	23	31	0	0	0	0	0	31	
Utilities	465	248	227	217	0	0	0	0	0	217	
Construction	16,050	16,050	6,283	0	0	0	0	0	0	0	
Total	19,158	18,910	6,533	248	0	0	0	0	0	248	
Federal-Aid	14,147	14,068	6,390	79	0	0	0	0	0	79	
Special	5,010	4,841	143	169	0	0	0	0	0	169	
Other										0	

STIP REFERENCE #FR6781 8/01/2021

Classification:

STATE - Major Collector

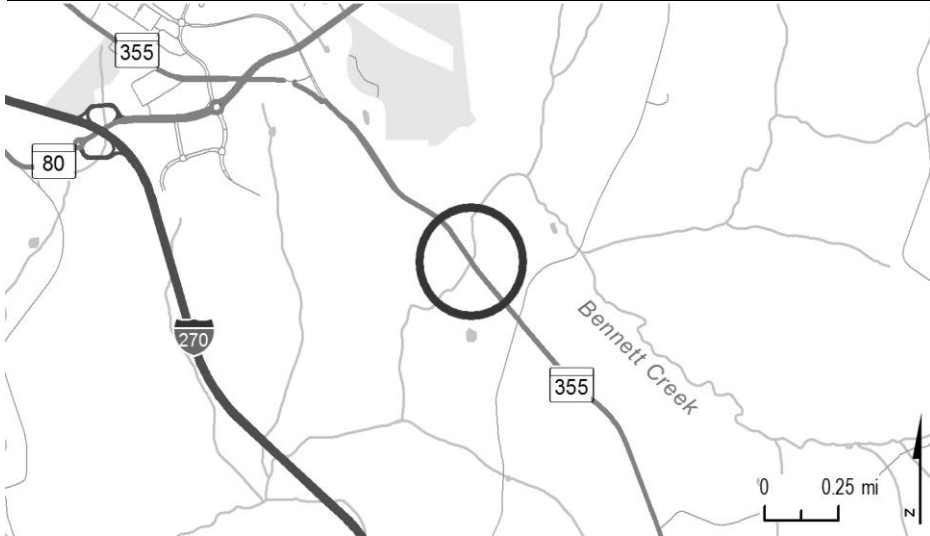
FEDERAL - Major Collector

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) 22,800

PROJECTED (2041) 47,600

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

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

EXPLANATION: The existing structure is rated poor.**PROJECT:** MD 355, Urbana Pike**DESCRIPTION:** Replace bridge 10086 over Bennett Creek.**PURPOSE & NEED SUMMARY STATEMENT:** The existing structure, built in 1924, is rated poor.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law

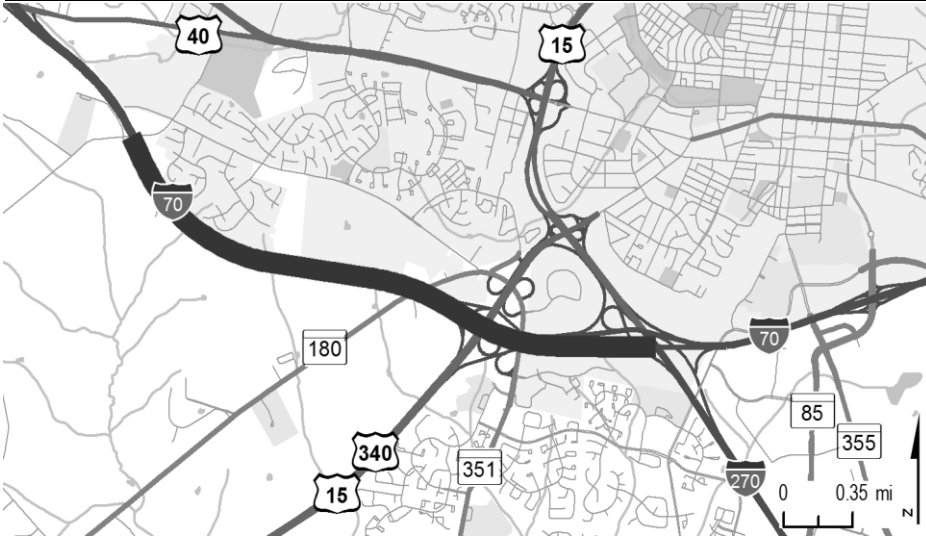
- | | |
|--|---|
| <input checked="" type="checkbox"/> Project Inside PFA | <input type="checkbox"/> Grandfathered
<input type="checkbox"/> Exception Will Be Required
<input type="checkbox"/> Exception Granted |
| <input type="checkbox"/> Project Outside PFA | |
| <input type="checkbox"/> PFA Status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

ASSOCIATED IMPROVEMENTS:**STATUS:** Construction underway.**SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP:** None.

POTENTIAL FUNDING SOURCE:											
					<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2021	EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,539	2,539	0	0	0	0	0	0	0	0	0
Right-of-way	1,227	695	95	304	228	0	0	0	0	532	0
Utilities	262	15	15	174	73	0	0	0	0	247	0
Construction	13,395	7,874	3,381	5,521	0	0	0	0	0	5,521	0
Total	17,423	11,123	3,491	5,999	301	0	0	0	0	6,300	0
Federal-Aid	13,939	8,636	3,253	5,266	37	0	0	0	0	5,303	0
Special	3,484	2,487	238	733	264	0	0	0	0	997	0
Other										0	

STIP REFERENCE #FR1321 8/01/2021

Classification:**STATE -** Major Collector**FEDERAL -** Major Collector**STATE SYSTEM:** Secondary**Estimated Annual Average Daily Traffic (vehicles per day)****CURRENT (2021)** 9,800**PROJECTED (2041)** 13,750



PROJECT: I-70, Eisenhower Memorial Highway

DESCRIPTION: Widen I-70 to six lanes between Mount Phillip Road and I-270 (3.0 miles). This is Phase 4 of a 4-phase project to upgrade I-70 from Mount Phillip Road to east of MD 144FA.

PURPOSE & NEED SUMMARY STATEMENT: This project will reduce congestion and provide capacity to accommodate planned development.

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

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

ASSOCIATED IMPROVEMENTS:

I-270, Innovative Congestion Management (Line 1)

MD 180, Jefferson Pike (Line 3)

US 15/US 40 Frederick Freeway Study, I-70/US 40 to MD 26 (Line 7)

MD 180/MD 351 Jefferson Pike/ Ballenger Creek Pike (Line 10)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2021	EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
Planning	1,251	1,251	0	0	0	0	0	0	0	0	0
Engineering	6,724	6,724	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	29,468	29,468	0	0	0	0	0	0	0	0	0
Federal-Aid	13,483	13,483	0	0	0	0	0	0	0	0	0
Special	15,985	15,985	0	0	0	0	0	0	0	0	0
Other										0	

Classification:

STATE - Principal Arterial

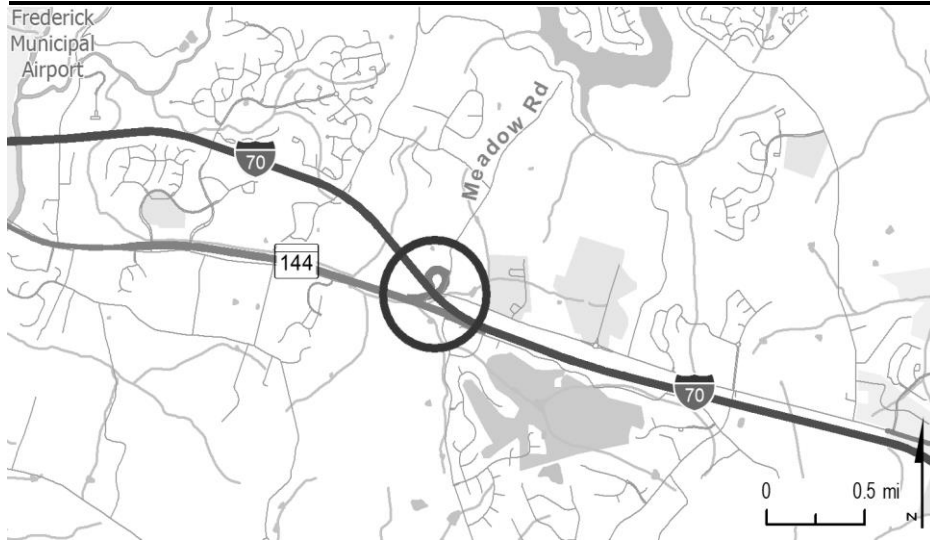
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) 103,200

PROJECTED (2041) 150,725



PROJECT: I-70, Baltimore National Pike

DESCRIPTION: A project to construct I-70/US 40 interchange improvements at Meadow Road, MD 144FA, and Old National Pike.

PURPOSE & NEED SUMMARY STATEMENT: This project provides the missing eastbound I-70 exit and westbound I-70 entry movements. Providing these movements accommodates development in the surrounding area.

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

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

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Developer funded planning and engineering. County funded right-of-way and construction. Partially open to service.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2021	EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
Planning	252	252	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	252	252	0	0	0	0	0	0	0	0	0
Federal-Aid										0	
Special	252	252	0	0	0	0	0	0	0	0	0
Other										0	

Classification:

STATE - Principal Arterial

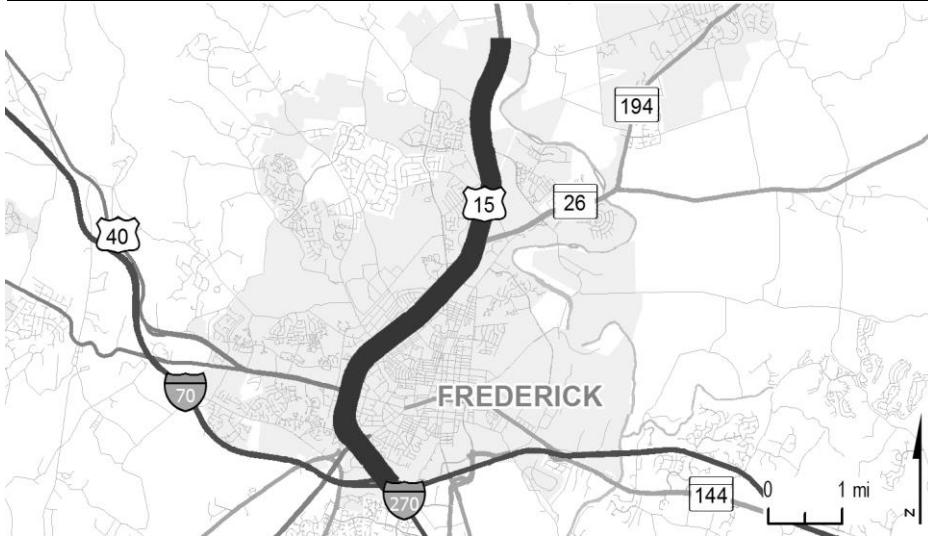
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) 69,000

PROJECTED (2041) 86,375



PROJECT: US 15, Frederick Freeway, and US 40, Frederick Freeway

DESCRIPTION: Planning and preliminary engineering project to improve safety and mainline operations along US 15 and US 40 from I-270 to north of Biggs Ford Road (7.0 miles).

PURPOSE & NEED SUMMARY STATEMENT: This project will address safety, operations, and mobility needs in the US 15 corridor.

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

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

ASSOCIATED IMPROVEMENTS:

I-270, Innovative Congestion Management (Line 1)
 I-270 and I-495 Phase 1 (Statewide Line 5)
 I-270 and I-495 Full Delivery Stream Restoration (Statewide Line 6)
 I-270 and I-495 P3 Program (Statewide Line 7)

STATUS: Design Underway.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Added \$10.7 million to complete design.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2021	EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
Planning	3,608	3,608	49	0	0	0	0	0	0	0	0
Engineering	11,388	688	45	1,500	4,000	3,000	2,200	0	0	10,700	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	14,996	4,296	94	1,500	4,000	3,000	2,200	0	0	10,700	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	14,996	4,296	94	1,500	4,000	3,000	2,200	0	0	10,700	0
Other										0	

Classification:

STATE - Principal Arterial

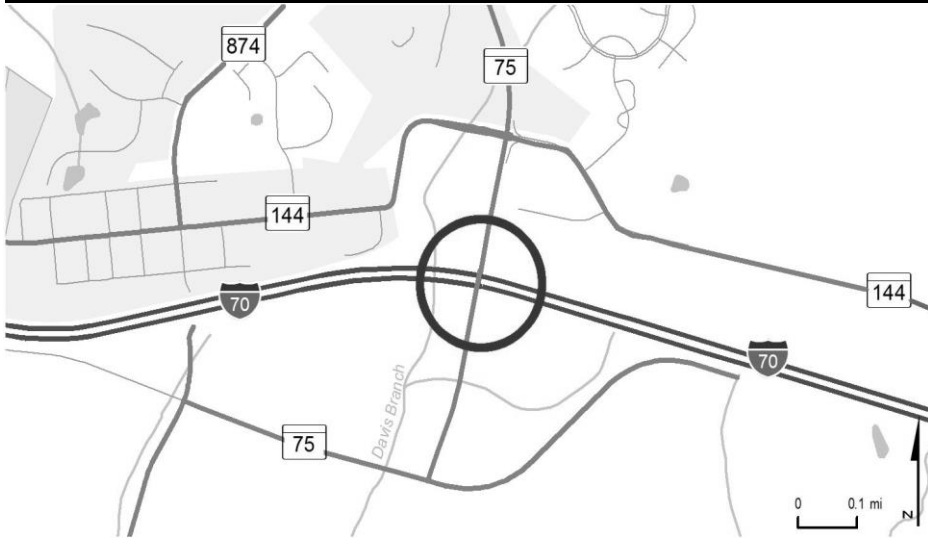
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) 101,900 - 127,000

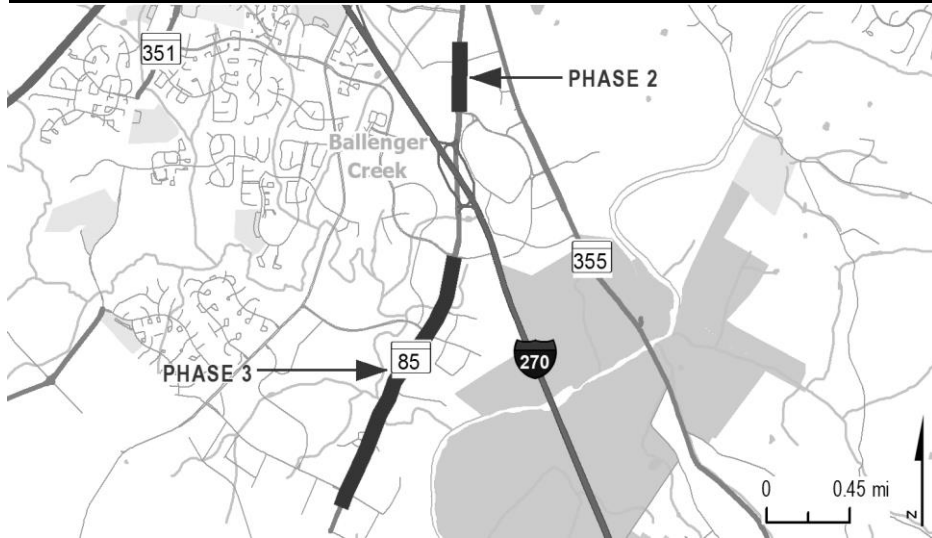
PROJECTED (2041) 121,400 - 182,100

**PROJECT:** MD 75, Green Valley Road**DESCRIPTION:** Replace bridge 10156 over I-70.**PURPOSE & NEED SUMMARY STATEMENT:** The existing structure, built in 1973, is rated poor.**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
ASSOCIATED IMPROVEMENTS:**STATUS:** Engineering underway.**SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2021				FOR PLANNING PURPOSES ONLY					
						...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	471	406	23	39	26	0	0	0	0	65	0
Right-of-way	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	471	406	23	39	26	0	0	0	0	65	0
Federal-Aid	34	2	2	19	13	0	0	0	0	32	0
Special	437	404	21	20	13	0	0	0	0	33	0
Other										0	

Classification:**STATE -** Major Collector**FEDERAL -** Minor Arterial**STATE SYSTEM:** Secondary**Estimated Annual Average Daily Traffic (vehicles per day)****CURRENT (2021)** 19,500**PROJECTED (2041)** 21,700



PROJECT: MD 85, Buckeystown Pike

DESCRIPTION: Study to widen MD 85 to a multilane divided highway from south of English Muffin Way to north of Grove Road (2.4. miles). Bicycle and pedestrian improvements will be included where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: This project will reduce congestion and provide capacity for planned commercial development in the MD 85 corridor.

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

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

ASSOCIATED IMPROVEMENTS:

MD 85 Phase 1 Highway Reconstruction, Crestwood Boulevard/Shockley Drive to Spectrum Drive (Line 2)

STATUS: Planning complete. Phase 1 is under construction (Line 2).

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2021	EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
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	

Classification:

STATE - Major Collector

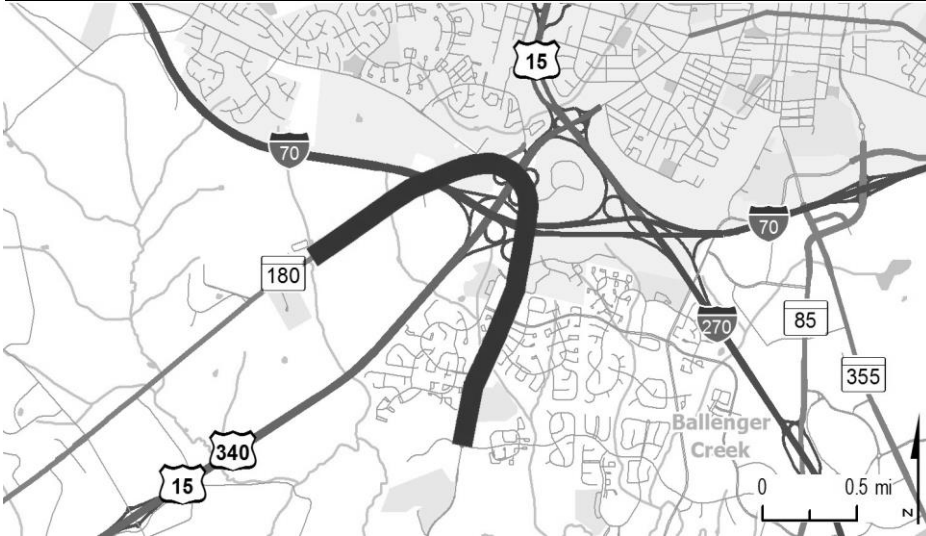
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) 17,800-55,200

PROJECTED (2041) 27,300-78,725



PROJECT: MD 180, Jefferson Pike and Ballenger Creek Pike

DESCRIPTION: Study to improve MD 180 and Ballenger Creek Pike (formerly MD 351) capacity and operations between Greenfield Drive and Corporate Drive (2.7 miles). Bicycle and pedestrian accommodations will be included where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: The MD 180 and Ballenger Creek Pike corridor is experiencing rapid development. Businesses and residential developments are contributing to operational failures along the existing roadway network, especially during peak periods.

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

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

ASSOCIATED IMPROVEMENTS:

MD 180 Highway Reconstruction, North of I-70 (west) to I-70 (east) (Line 3)
 I-70 Phase 4 Highway Reconstruction, I-270 to Mount Phillip Road (Line 5)
 Ballenger Creek Pike (County Project)

STATUS: Project on hold. County contributed \$0.5 million to planning.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPENDED				...2024...	...2025...	...2026...	...2027...		
	COST (\$000)	THRU 2021									
Planning	2,289	2,289	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	2,289	2,289	0	0	0	0	0	0	0	0	0
Federal-Aid										0	
Special	1,789	1,789	0	0	0	0	0	0	0	0	0
Other	500	500	0	0	0	0	0	0	0	0	0

Classification:

STATE - Major Collector

FEDERAL - Major Collector

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) 31,300

PROJECTED (2041) 72,025

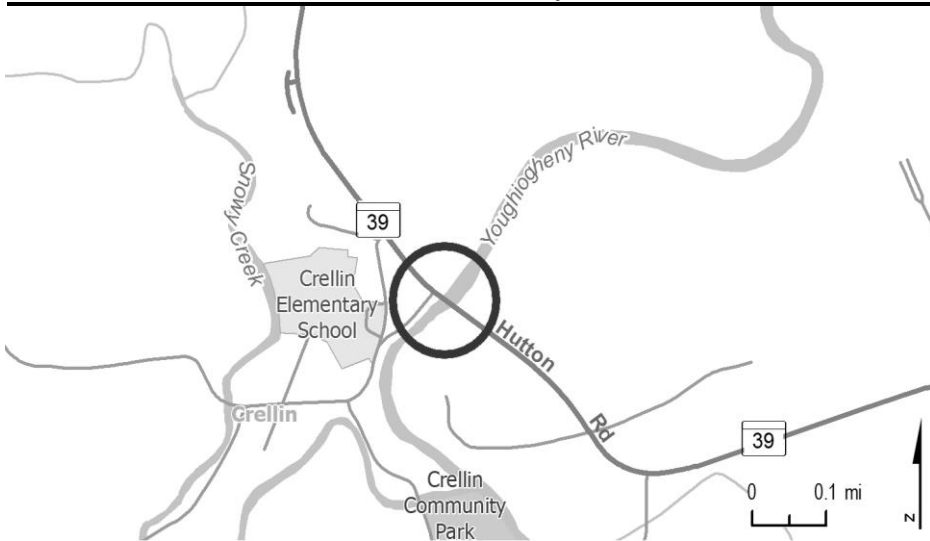
SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Frederick County - LINE 11

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Bridge Replacement/Rehabilitation</u>				
FR6871	US15	CATOCTIN MOUNTAIN HIGHWAY-BRIDGE DECK REPLACEMENT-BRIDGE 1010900 OVER MD 77 AND HUNTING CREEK	\$ 4,824	FY 2022
FR1331	MD28	CLAY STREET-BRIDGE REHABILITATION-IHB - BRIDGE 1002900 OVER MONOCACY RIVER	\$ 10,662	Under Construction
<u>Commuter Action Improvements</u>				
FR6751	US15	JEFFERSON NATIONAL PIKE-RIDESHARING FACILITIES-AT MT ZION ROAD/ELMER DERR ROAD	\$ 3,991	Under Construction
<u>Resurface/Rehabilitate</u>				
FR0931	IS70	EISENHOWER MEMORIAL HIGHWAY-RESURFACE-WASHINGTON COUNTY LINE TO GRINDSTONE RUN STRUCTURE 10135	\$ 6,751	Completed
XY8101	-	AT VARIOUS LOCATIONS IN FREDERICK COUNTY	\$ 13,000	FY 2022
XY7101	-	AT VARIOUS LOCATIONS IN FREDERICK COUNTY	\$ 17,127	Under Construction
<u>Safety/Spot Improvement</u>				
FR1151	MD26	LIBERTY ROAD-GEOMETRIC IMPROVEMENTS-AT OLD ANNAPOLIS ROAD/WATER STREET ROAD	\$ 4,578	Under Construction
<u>TMDL Compliance</u>				
FR6711	-	WETLANDS REPLACEMENT-ISRAEL CREEK AT MD 550	\$ 8,589	Completed
FR6831	-	WETLANDS REPLACEMENT-ISRAEL CREEK AT STAUFFERS ROAD	\$ 7,060	Completed
<u>Transportation Alternatives Program</u>				
FR0731	-	EAST STREET RAILS WITH TRAILS.	\$ 479	FY 2022
FR0761	US40	US40- BETWEEN BAUGHMAN'S LANE AND WAVERLY DRIVE.	\$ 687	FY 2022
<u>Urban Reconstruction</u>				
FR3901	MD180	JEFFERSON PIKE-COMM SAFETY & ENHANCEMENT-MD 383 (BROAD RUN ROAD) TO OLD HOLTER ROAD	\$ 7,322	Completed



GARRETT COUNTY

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

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

EXPLANATION: The existing structure is rated poor.**PROJECT:** MD 39, Hutton Road**DESCRIPTION:** Replace bridge 11002 over the Youghiogheny River. This project will accommodate bicycles and pedestrians where appropriate.**PURPOSE & NEED SUMMARY STATEMENT:** The existing structure, built in 1923, is rated poor.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law

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

ASSOCIATED IMPROVEMENTS:**STATUS:** Construction underway.**SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL					PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPENDED	EXPENDED	CURRENT	BUDGET						
	COST	THRU	IN	YEAR	YEAR	FOR PLANNING PURPOSES ONLY					
	(\$000)	2021	2021	2022	2023	...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,289	1,289	0	0	0	0	0	0	0	0	0
Right-of-way	262	259	94	3	0	0	0	0	0	3	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	7,380	4,608	3,918	2,772	0	0	0	0	0	2,772	0
Total	8,931	6,156	4,012	2,775	0	0	0	0	0	2,775	0
Federal-Aid	7,122	4,412	3,879	2,710	0	0	0	0	0	2,710	0
Special	1,809	1,744	133	65	0	0	0	0	0	65	0
Other										0	

Classification:**STATE -** Minor Arterial**FEDERAL -** Minor Arterial**STATE SYSTEM:** Secondary**Estimated Annual Average Daily Traffic (vehicles per day)****CURRENT (2021)** 4,000**PROJECTED (2041)** 4,600

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

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

EXPLANATION: This project enhances accessibility and promotes economic development.**PROJECT:** US 219, Chestnut Ridge Road**DESCRIPTION:** Upgraded and relocated US 219, from I-68/US 40 to Old Salisbury Road (1.5 miles). This project was being broken out from a larger study to upgrade and/or relocate US 219 from I-68/US 40 to the Pennsylvania state line.**PURPOSE & NEED SUMMARY STATEMENT:** US 219 corridor improvements will enhance accessibility and promote economic development.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law

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

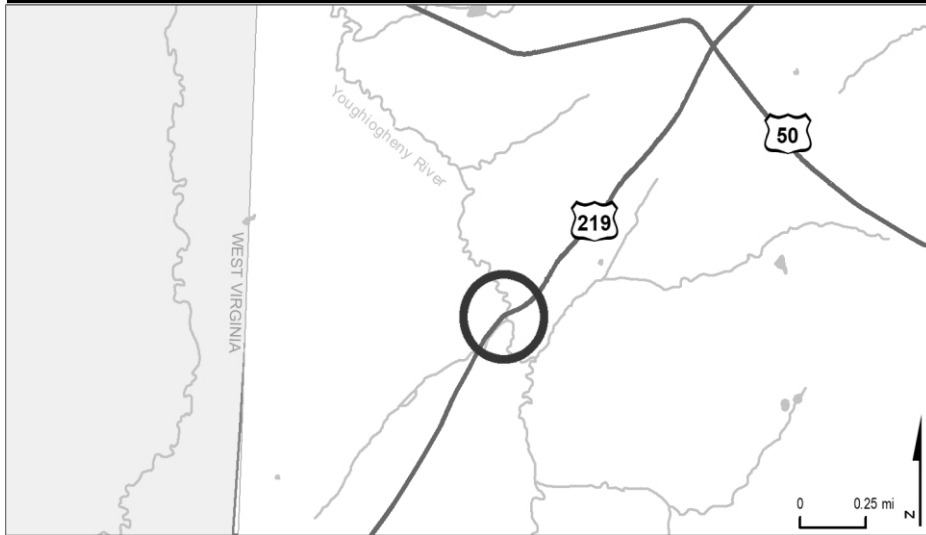
ASSOCIATED IMPROVEMENTS:

US 219 Corridor, I-68 to Pennsylvania State line (Line 5)

STATUS: Open to service. Construction and right-of-way phases funded with Appalachian Development Highway System funds.**SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP:** The cost increase of \$1.7 million is due to ramp design modifications and necessary slope repairs.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PHASE	TOTAL		EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2021				...2024...	...2025...	...2026...	...2027...		
Planning	1,152	1,152	0	0	0	0	0	0	0	0	0
Engineering	5,590	5,590	8	0	0	0	0	0	0	0	0
Right-of-way	3,973	3,721	314	252	0	0	0	0	0	252	0
Utilities	42	42	37	0	0	0	0	0	0	0	0
Construction	53,638	47,785	13,552	5,853	0	0	0	0	0	5,853	0
Total	64,396	58,291	13,911	6,105	0	0	0	0	0	6,105	0
Federal-Aid	56,070	49,988	13,714	6,082	0	0	0	0	0	6,082	0
Special	8,325	8,302	197	23	0	0	0	0	0	23	0
Other										0	

Classification:**STATE -** Minor Arterial**FEDERAL -** Other Principal Arterial**STATE SYSTEM:** Secondary**Estimated Annual Average Daily Traffic (vehicles per day)****CURRENT (2021)** 5,600**PROJECTED (2041)** 6,900

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

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

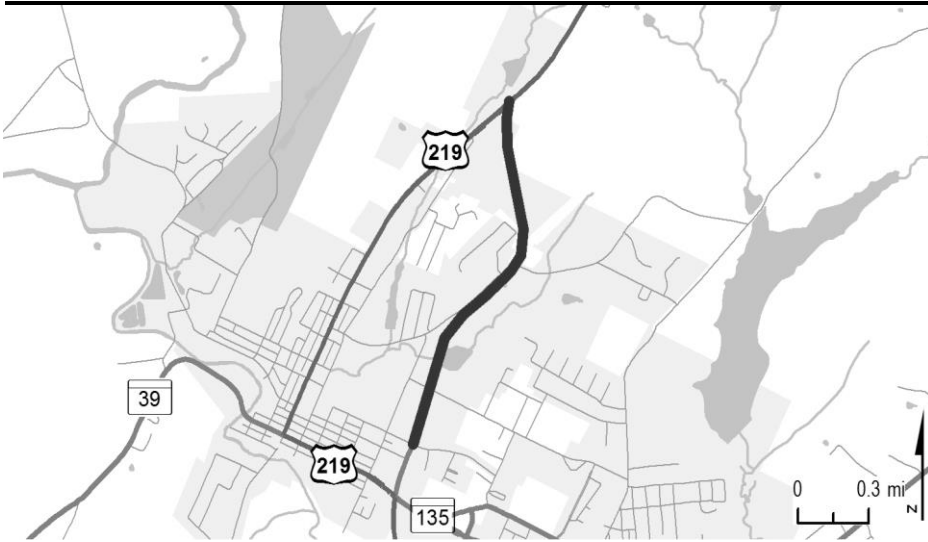
EXPLANATION: The existing structure is rated poor.**PROJECT:** US 219, Garrett Highway**DESCRIPTION:** Replace bridge 11024 over Youghiogheny River (0.04 miles).**PURPOSE & NEED SUMMARY STATEMENT:** The existing structure, built in 1927, is rated poor.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☒ Not Subject to PFA Law

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

ASSOCIATED IMPROVEMENTS:**STATUS:** Engineering underway.**SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP:** None.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2021	EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,875	987	134	444	444	0	0	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	7,000	0	0	0	327	1,458	1,808	1,685	1,722	7,000	0
Total	8,875	987	134	444	771	1,458	1,808	1,685	1,722	7,888	0
Federal-Aid	6,386	37	37	444	699	1,138	1,411	1,314	1,343	6,349	0
Special	2,489	950	97	0	72	320	397	371	379	1,539	0
Other										0	

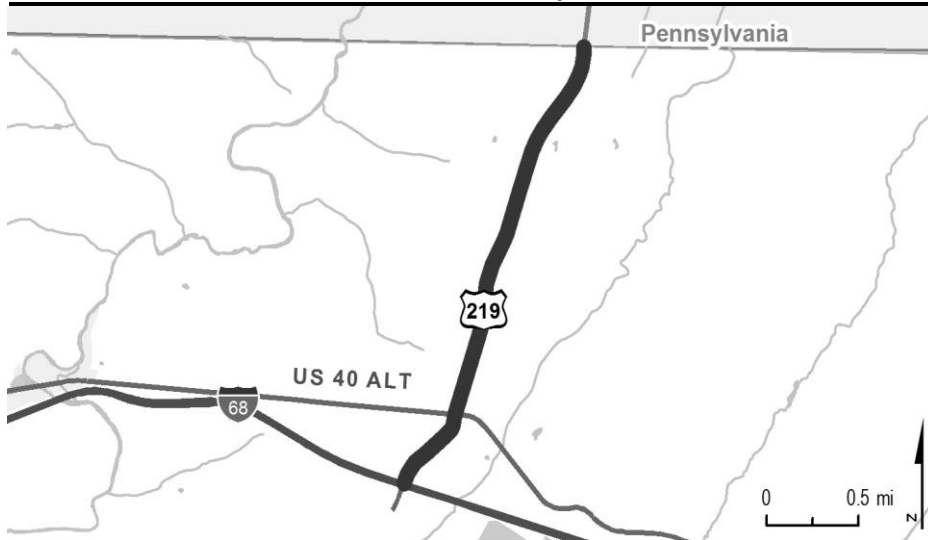
Classification:**STATE -** Minor Arterial**FEDERAL -** Other Principal Arterial**STATE SYSTEM:** Secondary**Estimated Annual Average Daily Traffic (vehicles per day)****CURRENT (2021)** 1,600**PROJECTED (2041)** 1,835

**PROJECT:** US 219 Relocated, Oakland Bypass**DESCRIPTION:** Relocate US 219 from north of Oakland to MD 135 (2.4 miles).**PURPOSE & NEED SUMMARY STATEMENT:** US 219 relocation will divert through traffic, including trucks, from downtown Oakland; improving safety and operations.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law
☒ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet to Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted
ASSOCIATED IMPROVEMENTS:**STATUS:** Project on hold.**SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPENDED				FOR PLANNING PURPOSES ONLY					
	COST	THRU				...	...	...	...
	(\$000)	2021				2024...	2025...	2026...	2027...		
Planning	1,280	1,280	0	0	0	0	0	0	0	0	
Engineering	4,415	4,415	0	0	0	0	0	0	0	0	
Right-of-way	4,391	4,391	0	0	0	0	0	0	0	0	
Utilities	21	21	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	10,106	10,106	0	0	0	0	0	0	0	0	
Federal-Aid	3,849	3,849	0	0	0	0	0	0	0	0	
Special	6,257	6,257	0	0	0	0	0	0	0	0	
Other									0		

Classification:**STATE -** Intermediate Arterial**FEDERAL -** Other Principal Arterial**STATE SYSTEM:** Primary**Estimated Annual Average Daily Traffic (vehicles per day)****CURRENT (2021)** 11,000**PROJECTED (2041)** 13,650



PROJECT: US 219, Chestnut Ridge Road

DESCRIPTION: A study to upgrade and/or relocate US 219 from I-68 to the Pennsylvania State line (2.5 miles). This study represents Maryland's portion of a Maryland/Pennsylvania joint study, between I-68/US 40 and Myersdale, 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
☒ Project Outside PFA
☐ PFA Status Yet to Be Determined

☐ Grandfathered
☒ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
 US 219, north of I-68/US 40 (Line 2)

STATUS: Segment between I-68/US40 and Old Salisbury Road (Line 2) is open to service. Remaining segment north of Old Salisbury Road is in planning. The cost shown is Maryland's share only.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL				PROJECTED CASH REQUIREMENTS					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPENDED	EXPENDED	CURRENT	BUDGET						
	COST	THRU	IN	YEAR	YEAR	FOR PLANNING PURPOSES ONLY					
	(\$000)	2021	2021	2022	2023	...2024...	...2025...	...2026...	...2027...		
Planning	10,923	5,523	0	1,800	1,800	1,800	0	0	0	5,400	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	10,923	5,523	0	1,800	1,800	1,800	0	0	0	5,400	0
Federal-Aid	7,958	2,558	0	1,800	1,800	1,800	0	0	0	5,400	0
Special	2,965	2,965	0	0	0	0	0	0	0	0	0
Other										0	

Classification:

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) 4,400 - 5,600

PROJECTED (2041) 5,400 - 6,900

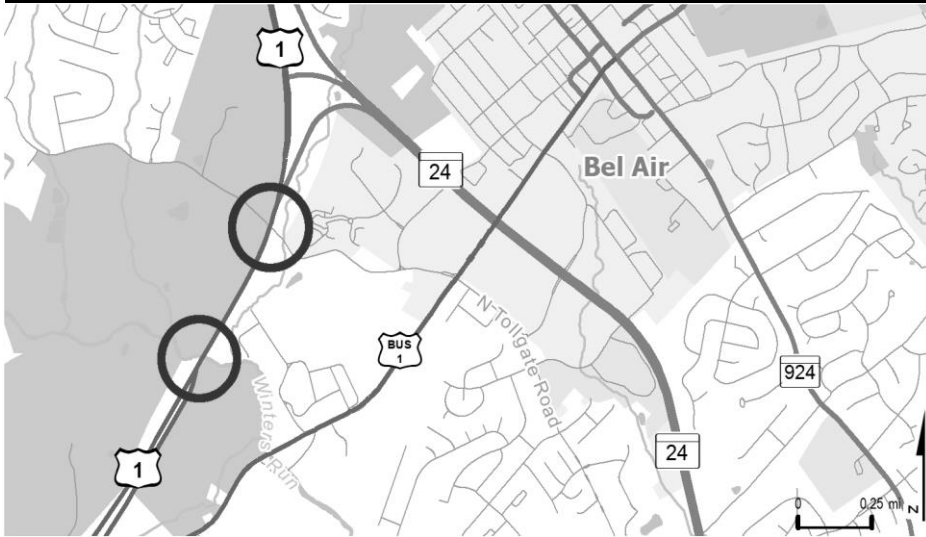
SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Garrett County - LINE 6

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Bridge Replacement/Rehabilitation</u>					
GA4871	-	CLEANING AND PAINTING OF BRIDGES 1101600, 1103803 AND 1103804	\$	1,578	Completed FY 2023
GA1951	US219	GARRETT HIGHWAY-MISCELLANEOUS-SMALL STRUCTURE 11010X0 OVER TRIBUTARY TO YOUGHIOGHANY RIVER	\$	1,859	
<u>Resurface/Rehabilitate</u>					
GA4131	US50	GEORGE WASHINGTON HIGHWAY-SAFETY AND RESURFACE-TABLE ROCK ROAD TO WEST VIRGINIA STATE LINE	\$	3,683	Under Construction
XY6111	-	VARIOUS LOCATIONS IN GARRETT COUNTY	\$	3,916	Under Construction
<u>Safety/Spot Improvement</u>					
GA2411	IS68	IS68-FROM WEST VIRGINIA STATE LINE TO STRUCTURE 110039 OVER MD 42	\$	1,560	FY 2022
<u>Transportation Alternatives Program</u>					
GANEW1	-	CASSELMAN RIVER BRIDGE REHABILITATION	\$	4,100	FY 2024



HARFORD COUNTY

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

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

EXPLANATION: These bridges are rated poor.**PROJECT:** US 1, Belair Road**DESCRIPTION:** Replace bridge No. 12066 over Tollgate Road and bridge No. 12065 over Winters Run.**PURPOSE & NEED SUMMARY STATEMENT:** The bridges are at the end of their structural lives.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law

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

ASSOCIATED IMPROVEMENTS:

US 1 Belair Road (Line 3)

STATUS: Engineering underway.**SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2021				...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,574	970	136	802	802	0	0	0	0	1,604	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	13,000	0	0	0	813	4,355	5,411	2,421	0	13,000	0
Total	15,574	970	136	802	1,615	4,355	5,411	2,421	0	14,604	0
Federal-Aid	14,092	457	53	642	1,414	4,138	5,141	2,300	0	13,635	0
Special	1,482	513	83	160	201	217	270	121	0	969	0
Other										0	

Classification:**STATE -** Principal Arterial**FEDERAL -** Freeway/Expressway**STATE SYSTEM:** Secondary**Estimated Annual Average Daily Traffic (vehicles per day)****CURRENT (2021)** 45,640**PROJECTED (2041)** 62,750

**PROJECT:** MD 24, Rocks Road

DESCRIPTION: MD 24 will be resurfaced and reconstructed including slope repair and guardrail replacement. This is the southern section (Section G) which extends from 900 feet south of Sharon Road to 1,700 feet north of Ferncliff Lane.

PURPOSE & NEED SUMMARY STATEMENT: The purpose of this project is to improve the road safety by remediating the slope supporting MD 24, repairing the pavement, improving roadway drainage, and addressing roadside safety concerns.

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

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

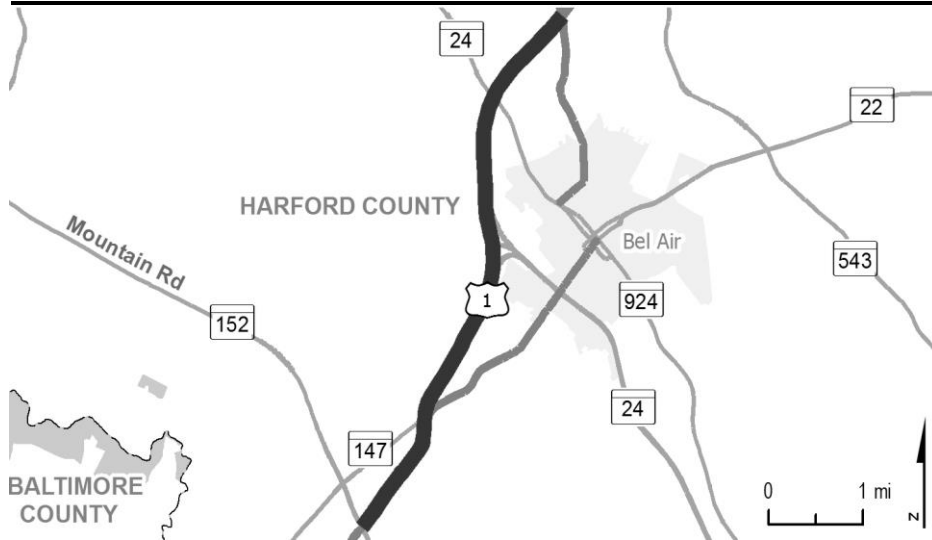
☐ Grandfathered
☐ Exception Will Be Required
☒ Exception Granted

ASSOCIATED IMPROVEMENTS:**STATUS:** Engineering underway.**SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP:** None.**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2021	EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,986	1,797	391	793	396	0	0	0	0	1,189	0
Right-of-way	36	36	8	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	3,022	1,833	399	793	396	0	0	0	0	1,189	0
Federal-Aid	2,339	1,150	278	793	396	0	0	0	0	1,189	0
Special	683	683	121	0	0	0	0	0	0	0	0
Other										0	

Classification:**STATE -** Major Collector**FEDERAL -** Major Collector**STATE SYSTEM:** Secondary**Estimated Annual Average Daily Traffic (vehicles per day)****CURRENT (2021)** 3,775**PROJECTED (2041)** 7,825

**PROJECT:** US 1, Belair Road**DESCRIPTION:** Study to reconstruct US 1 to a multi-lane highway from MD 152 to the Hickory Bypass (5.5 miles). Bicycles and pedestrians will be accommodated as appropriate.**PURPOSE & NEED SUMMARY STATEMENT:** This project will improve safety and operations on US 1.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law
☒ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet to Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted
ASSOCIATED IMPROVEMENTS:

US 1, Bridges over Tollgate Road and Winters Run (Line 1)

STATUS: Planning complete.**SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPENDED				FOR PLANNING PURPOSES ONLY					
	COST	THRU				...	...	...	...
	(\$000)	2021				2024...	2025...	2026...	2027...		
Planning	2,270	2,270	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	286	286	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	2,556	2,556	0	0	0	0	0	0	0	0	0
Federal-Aid	1,291	1,291	0	0	0	0	0	0	0	0	0
Special	1,265	1,265	0	0	0	0	0	0	0	0	0
Other										0	

Classification:**STATE** - Principal Arterial**FEDERAL** - Freeway/Expressway**STATE SYSTEM:** Secondary**Estimated Annual Average Daily Traffic (vehicles per day)****CURRENT (2021)** 45,640**PROJECTED (2041)** 62,750

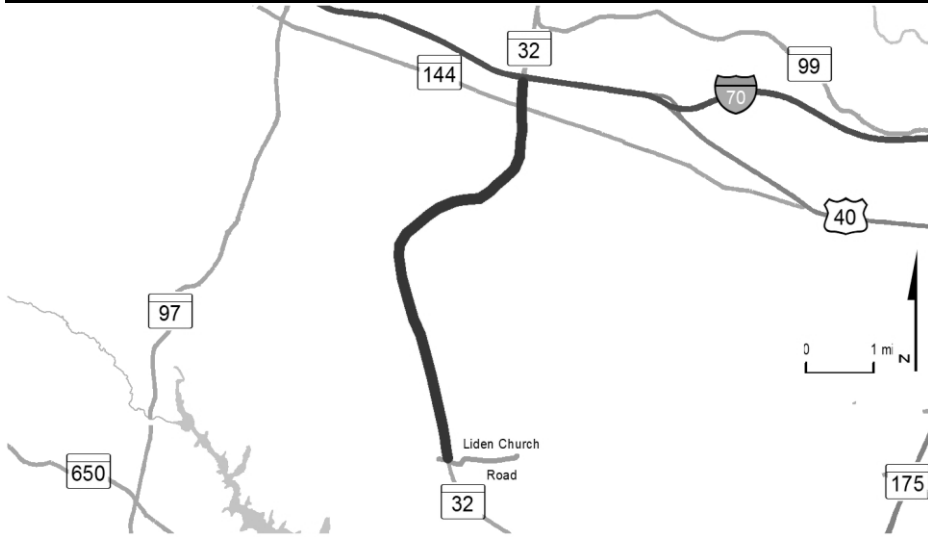
SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Harford County - LINE 4

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Resurface/Rehabilitate</u>				
HA4251	MD924	EMMORTON RD/BOND ST (SOUTHBOUND COUPLET)-SAFETY AND RESURFACE-PLUMTREE RD TO RING FACTORY RD, US 1 BUS TO KENMORE AVE	\$ 3,730	Under Construction
XY6121	-	MILL AND RESURFACE-AT VARIOUS LOCATIONS EAST OF US-1 IN HARFORD COUNTY	\$ 8,790	Under Construction
XY6122	-	MILL AND RESURFACE-AT VARIOUS LOCATIONS WEST OF US-1 IN HARFORD COUNTY	\$ 6,794	Under Construction
<u>Safety/Spot Improvement</u>				
HA5001	MD543	FOUNTAIN GREEN ROAD-GEOMETRIC IMPROVEMENTS-AT MD 136 (CALVARY ROAD)	\$ 3,900	FY 2023
HA5011	MD24	EMMORTON ROAD-GEOMETRIC IMPROVEMENTS-AT MD 755	\$ 2,000	FY 2023
HA4481	US1	BELAIR ROAD-REHAB WEIGH STATION-CONOWINGGO TRUCK WEIGH AND INSPECTION STATION FACILITY	\$ 6,708	Under Construction
<u>Transportation Alternatives Program</u>				
HA0921	-	ABERDEEN STATION CONNECTIVITY ENHANCEMENTS	\$ 1,340	FY 2022
HA3213	-	MA & PA TRAIL, SEGMENT 3	\$ 2,757	FY 2023
HA3212	-	MA & PA TRAIL, SEGMENT 2	\$ 1,993	Under Construction



HOWARD COUNTY

**PROJECT:** MD 32, Patuxent Freeway**DESCRIPTION:** Construct capacity and safety improvements along MD 32 from north of Linden Church Road to I-70 (6.6 miles).**PURPOSE & NEED SUMMARY STATEMENT:** This project will address congestion and safety as a result of increasing traffic volumes on the existing two-lane 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

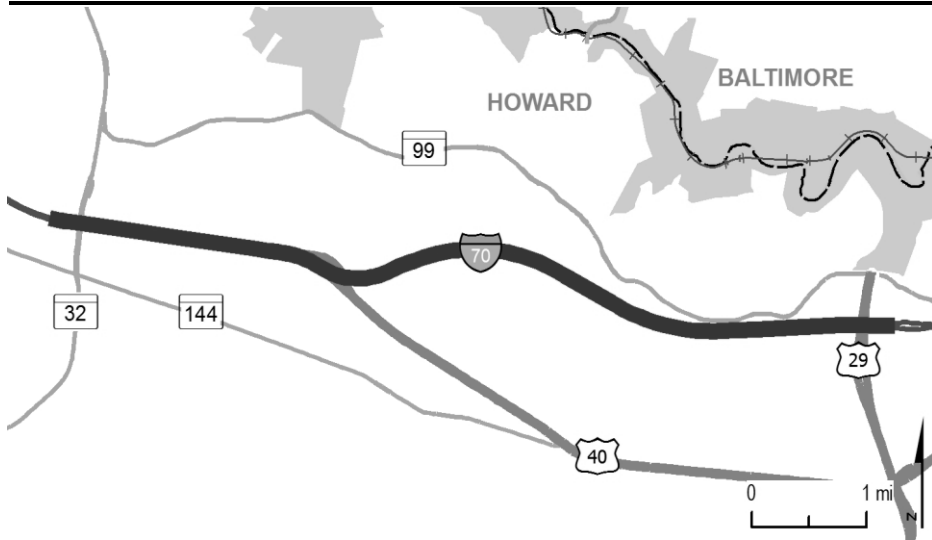
☐ Grandfathered
☐ Exception Will Be Required
☒ Exception Granted
ASSOCIATED IMPROVEMENTS:
MD 32 Planning Study I-70 to MD 26 (Line 5)**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

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

EXPLANATION: This project will relieve traffic congestion and address safety concerns along MD 32 in Howard County. **STATUS:** Construction underway.**SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2021				...2024...	...2025...	...2026...	...2027...		
Planning	3,657	3,657	0	0	0	0	0	0	0	0	0
Engineering	8,548	8,548	183	0	0	0	0	0	0	0	0
Right-of-way	10,271	9,980	500	291	0	0	0	0	0	291	0
Utilities	4,612	619	617	2,396	1,597	0	0	0	0	3,993	0
Construction	99,759	71,289	33,756	28,470	0	0	0	0	0	28,470	0
Total	126,847	94,093	35,056	31,157	1,597	0	0	0	0	32,754	0
Federal-Aid	110,533	79,325	34,947	30,213	995	0	0	0	0	31,208	0
Special	16,314	14,768	109	944	602	0	0	0	0	1,546	0
Other										0	

Classification:**STATE -** Principal Arterial**FEDERAL -** Other Principal Arterial**STATE SYSTEM:** Primary**Estimated Annual Average Daily Traffic (vehicles per day)****CURRENT (2021)** 25,200**PROJECTED (2041)** 41,100

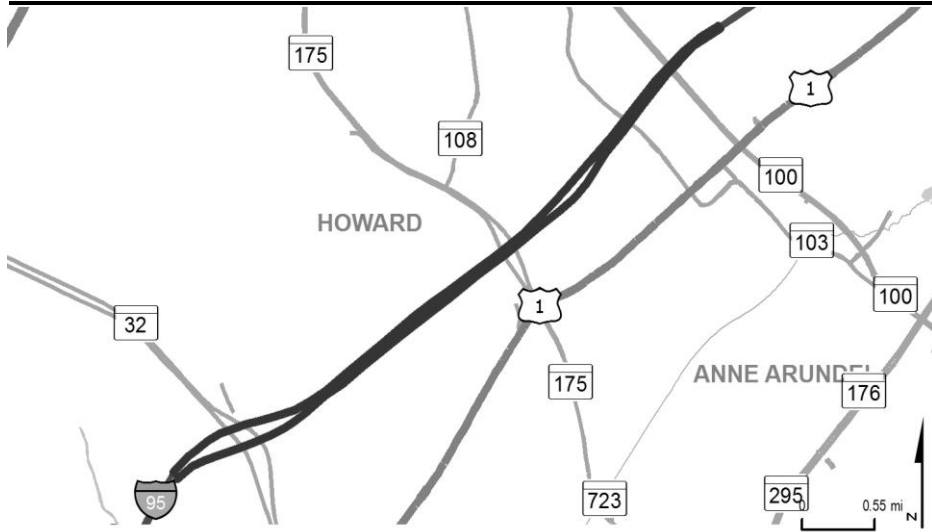
**PROJECT:** I-70**DESCRIPTION:** Study to address current and future capacity needs on I-70 between MD 32 and US 29 (6.0 miles).**PURPOSE & NEED SUMMARY STATEMENT:** This project will ease increasing congestion and improve safety along this segment of I-70.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law☐ Project Inside PFA☒ Project Outside PFA☐ PFA Status Yet to Be Determined☐ Grandfathered☒ Exception Will Be Required☐ Exception Granted**ASSOCIATED IMPROVEMENTS:**

Marriottsville Road, US 40 to MD 99 (County Project)

STATUS: Project on hold.**SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP:** None.**POTENTIAL FUNDING SOURCE:**☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2021				...2024...	...2025...	...2026...	...2027...		
Planning	858	858	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	858	858	0	0	0	0	0	0	0	0	0
Federal-Aid											0
Special	858	858	0	0	0	0	0	0	0	0	0
Other											0

Classification:**STATE -** Principal Arterial**FEDERAL -** Interstate**STATE SYSTEM:** Primary**Estimated Annual Average Daily Traffic (vehicles per day)****CURRENT (2021)** 83,000 - 85,400**PROJECTED (2041)** 110,500 - 113,700



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 capacity 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

ASSOCIATED IMPROVEMENTS:

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2021	EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
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	
Special	1,259	1,259	0	0	0	0	0	0	0	0	0
Other										0	

Classification:

STATE - Principal Arterial

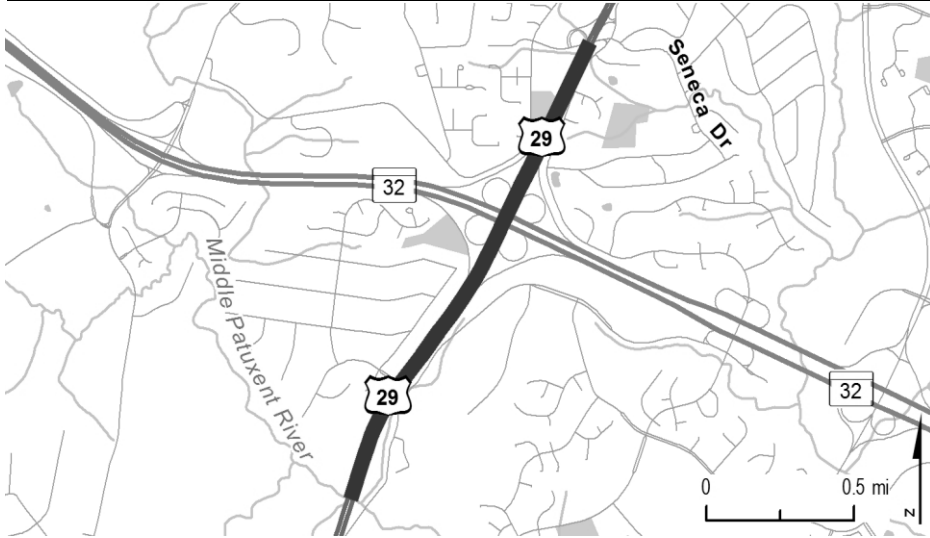
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) 210,200 - 218,000

PROJECTED (2041) 221,600 - 233,100



PROJECT: US 29, Columbia Pike

DESCRIPTION: Widen the northbound section of US 29 from the Middle Patuxent River to Seneca Drive (Phase 2) from 2 to 3 lanes (1.7 miles).

PURPOSE & NEED SUMMARY STATEMENT: This project will improve safety and reduce congestion by upgrading northbound US 29 to match the southbound section, which is currently three lanes.

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

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

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2021	EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	681	681	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	681	681	0	0	0	0	0	0	0	0	0
Federal-Aid										0	
Special	681	681	0	0	0	0	0	0	0	0	0
Other										0	

Classification:

STATE - Principal Arterial

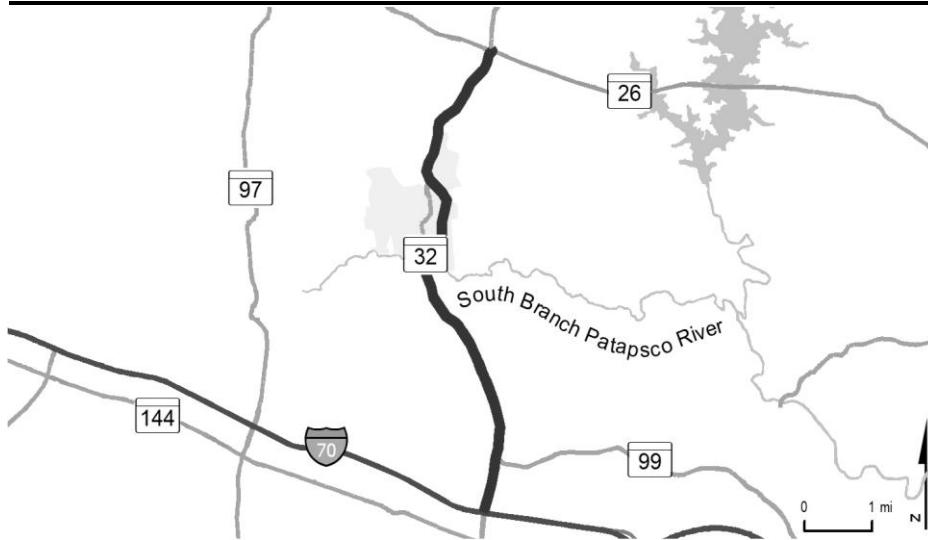
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) 47,150

PROJECTED (2041) 66,025

**PROJECT:** MD 32, Sykesville Road**DESCRIPTION:** Planning study to determine potential safety and capacity improvements on MD 32 from MD 26 (Liberty Road) to I-70 (7.5 miles).**PURPOSE & NEED SUMMARY STATEMENT:** Road connects high growth area of Carroll County with growing job markets in Howard 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
ASSOCIATED IMPROVEMENTS:

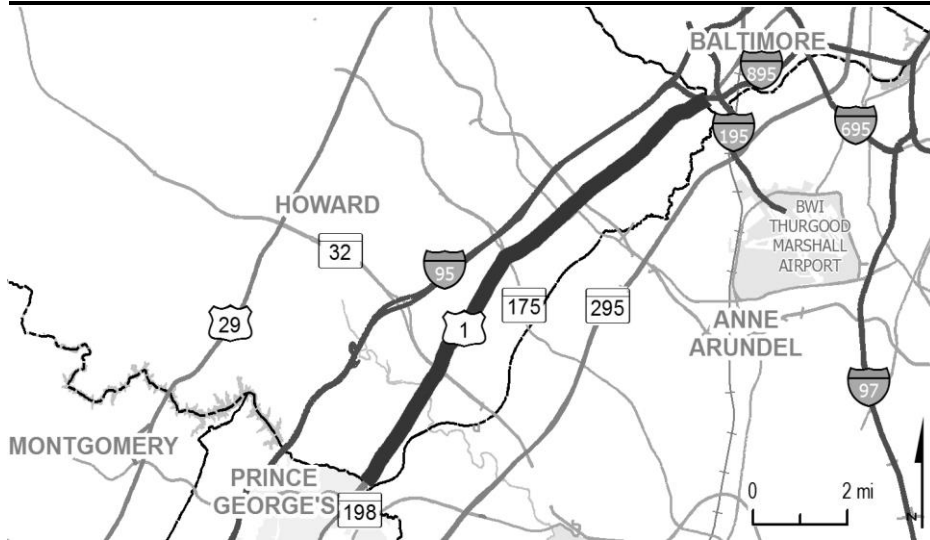
MD 26, Liberty Reservoir to MD 32 (Carroll County Line 3)

MD 32, Linden Church Road to I-70 (Howard County Line 1)

STATUS: Study complete.**SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2021				FOR PLANNING PURPOSES ONLY					
						...2024...	...2025...	...2026...	...2027...		
Planning	703	703	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Utilities	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	703	703	0	0	0	0	0	0	0	0	
Federal-Aid										0	
Special	703	703	0	0	0	0	0	0	0	0	
Other										0	

Classification:**STATE -** Intermediate Arterial**FEDERAL -** Other Principal Arterial**STATE SYSTEM:** Secondary**Estimated Annual Average Daily Traffic (vehicles per day)****CURRENT (2021)** 22,300 - 28700**PROJECTED (2041)** 36,100 - 40,300



PROJECT: US 1, Washington Boulevard - Corridor Study

DESCRIPTION: Study to identify potential improvements along the US 1 corridor from the Prince George's County line to the Baltimore County line, including potential interchange improvements at MD 175 (11.0 miles).

PURPOSE & NEED SUMMARY STATEMENT: Improvements identified as a result of this study provide a blueprint for future State, local and developer projects, so the corridor can be developed in a manner consistent with the County's overall vision plan, and accommodate existing and future travel demand for all users.

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

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

ASSOCIATED IMPROVEMENTS:

STATUS: Feasibility study complete.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2021	EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
Planning	1,043	1,043	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,043	1,043	0	0	0	0	0	0	0	0	0
Federal-Aid	835	835	0	0	0	0	0	0	0	0	0
Special	209	209	0	0	0	0	0	0	0	0	0
Other										0	

Classification:

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) 20,200 - 44,000

PROJECTED (2041) 37,200 - 62,900

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Howard County - LINE 7

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Environmental Preservation</u>				
HO1811	IS95	LANDSCAPE-PRINCE GEORGE'S/HOWARD COUNTY LINE TO HOWARD/BALTIMORE COUNTY LINE - PHASE 2	\$ 1,051	Under Construction
<u>Intersection Capacity Improvements</u>				
HO2271	MD103	MONTGOMERY ROAD-GEOMETRIC IMPROVEMENTS-US 29 TO LONG GATE SHOPPING CENTER ENTRANCE	\$ 13,384	FY 2022
<u>Resurface/Rehabilitate</u>				
HO1301	MD32	PATUXENT PARKWAY-SAFETY AND RESURFACE-AT DORSEY RUN ROAD INTERCHANGE.	\$ 3,028	Under Construction
XX1271	-	VARIOUS-PATCHING-AREAWIDE CONCRETE PATCHING AND OVERLAY	\$ 759	Under Construction
XY6131	-	MILL AND RESURFACE-AT VARIOUS LOCATIONS IN HOWARD COUNTY	\$ 15,683	Under Construction
XY7131	-	TC-VARIOUS LOCATIONS IN HOWARD COUNTY	\$ 12,380	Under Construction
<u>Safety/Spot Improvement</u>				
HO2151	US1	WASHINGTON BOULEVARD-SAFETY AND SPOT IMPROVEMENT-AT FOUR LOCATION BETWEEN PG COUNTY LINE AND DOCTOR PATEL DRIVE	\$ 2,700	FY 2022
<u>Transportation Alternatives Program</u>				
HO105C	-	DOBBIN AND MCGAW ROAD BIKEPED IMPROVEMENTS	\$ 220	Design Underway
HO4901	-	PATUXENT BRANCH TRAIL - PAVING FROM OLD GUILFORD ROAD TO VOLLMERHAUSEN ROAD	\$ 842	FY 2023
HONEW1	-	OELLA PATAPSCO RIVER BIKE PED BRIDGE	\$ 132	FY 2023



KENT COUNTY

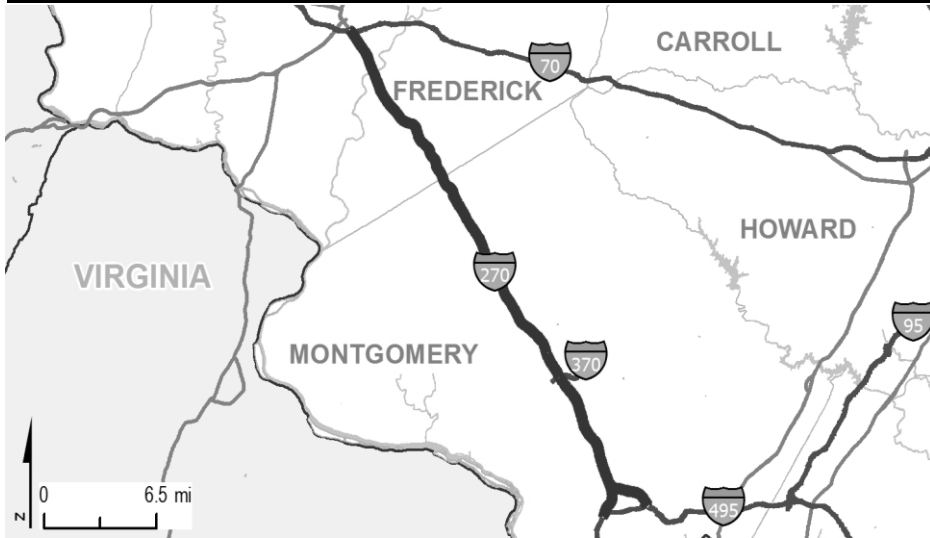
SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Kent County - LINE 1

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Bridge Replacement/Rehabilitation</u>				
KE2761	MD20	ROCK HALL AVENUE-MISCELLANEOUS-STRUCTURE 14030X0 OVER DRAINAGE DITCH	\$ 1,467	FY 2022
KE2601	MD288	CROSBY ROAD-SMALL STRUCTURE REPLACEMENT-STRUCTURE 14065X0 OVER BRANCH OF GREY'S INN CREEK	\$ 345	FY 2023
<u>Resurface/Rehabilitate</u>				
XY7141	-	MILL AND RESURFACE-AT VARIOUS LOCATIONS IN KENT COUNTY.	\$ 4,248	Completed
XY9141	-	MILL AND RESURFACE-AT VARIOUS LOCATIONS IN KENT COUNTY	\$ 4,342	FY 2022
XY8141	-	AT VARIOUS LOCATIONS IN KENT COUNTY	\$ 4,256	Under Construction
<u>Transportation Alternatives Program</u>				
KENEW1	-	SRTS - TOWN OF ROCK HALL	\$ 1,000	FY 2022
<u>Urban Reconstruction</u>				
KE4381	MD291	CYPRESS STREET-COMM SAFETY & ENHANCEMENT-WEST OF SCHOOL STREET TO EAST OF CRANE STREET	\$ 6,212	Under Construction



MONTGOMERY COUNTY

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

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

EXPLANATION: As one of Maryland's most heavily traveled roadways, I-270 congestion affects both motorist safety and the economy. These improvements will reduce congestion and improve safety and reliability for all roadway users.

PROJECT: I-270, Eisenhower Highway

DESCRIPTION: Implementation of innovative congestion management (ICM) tools to reduce congestion on I-270, including the east and west I-270 spurs (31.5 miles). Improvements will include a series of roadway and technology-based improvements.

PURPOSE & NEED SUMMARY STATEMENT: This project will reduce congestion and improve safety and reliability.

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

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

ASSOCIATED IMPROVEMENTS:

MD 85 Phase 1 Highway Reconstruction, Crestwood Boulevard/Shockley Drive to Spectrum Drive (Frederick County Line 2)
I-270 and I-495 Phase 1 (Statewide Line 5)
I-270 and I-495 P3 Program (Statewide Line 7)

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2021	EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	131,656	120,156	39,824	2,875	8,625	0	0	0	0	11,500	0
Total	131,656	120,156	39,824	2,875	8,625	0	0	0	0	11,500	0
Federal-Aid										0	
Special	131,656	120,156	39,824	2,875	8,625	0	0	0	0	11,500	0
Other										0	

Classification:

STATE - Principal Arterial

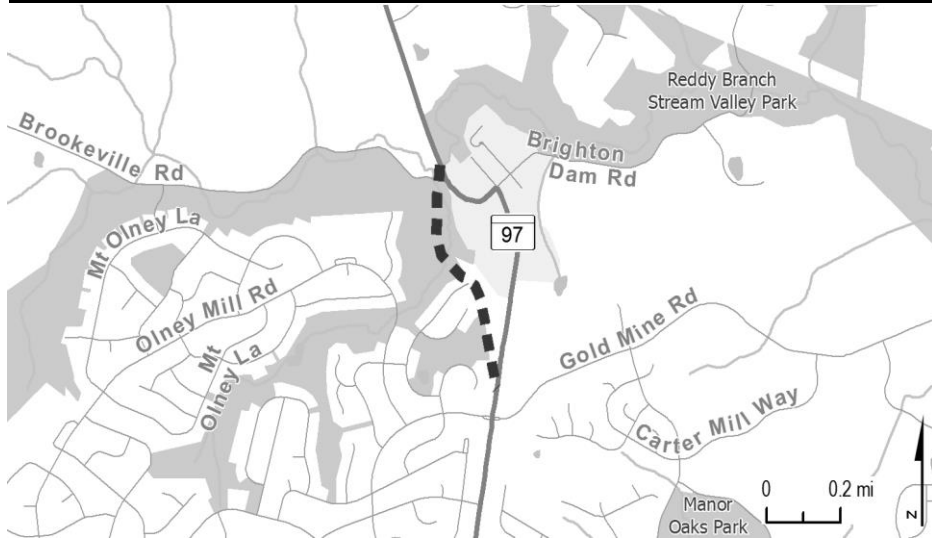
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) 90,700 - 260,800

PROJECTED (2041) 105,000 - 299,000

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

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

EXPLANATION: This project will improve safety and operations for both through and local roadway users.

PROJECT: MD 97, Georgia Avenue

DESCRIPTION: Construct a two lane highway from south of Brookeville, near Gold Mine Road, to north of Brookeville (0.7 miles). Shoulders will accommodate bicycles.

PURPOSE & NEED SUMMARY STATEMENT: This project will reduce traffic congestion in the Town of Brookeville and improve traffic operations and safety on existing MD 97.

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

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

ASSOCIATED IMPROVEMENTS:

STATUS: Construction underway. County contributed \$10.0 million towards engineering and right-of-way.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2021				...2024...	...2025...	...2026...	...2027...		
Planning	1,391	1,391	0	0	0	0	0	0	0	0	0
Engineering	9,753	9,753	0	0	0	0	0	0	0	0	0
Right-of-way	1,193	1,193	0	0	0	0	0	0	0	0	0
Utilities	265	265	202	0	0	0	0	0	0	0	0
Construction	31,160	22,113	8,241	9,047	0	0	0	0	0	9,047	0
Total	43,762	34,715	8,443	9,047	0	0	0	0	0	9,047	0
Federal-Aid	1,111	1,111	0	0	0	0	0	0	0	0	0
Special	32,651	23,604	8,443	9,047	0	0	0	0	0	9,047	0
Other	10,000	10,000	0	0	0	0	0	0	0	0	0

Classification:

STATE - Minor Arterial

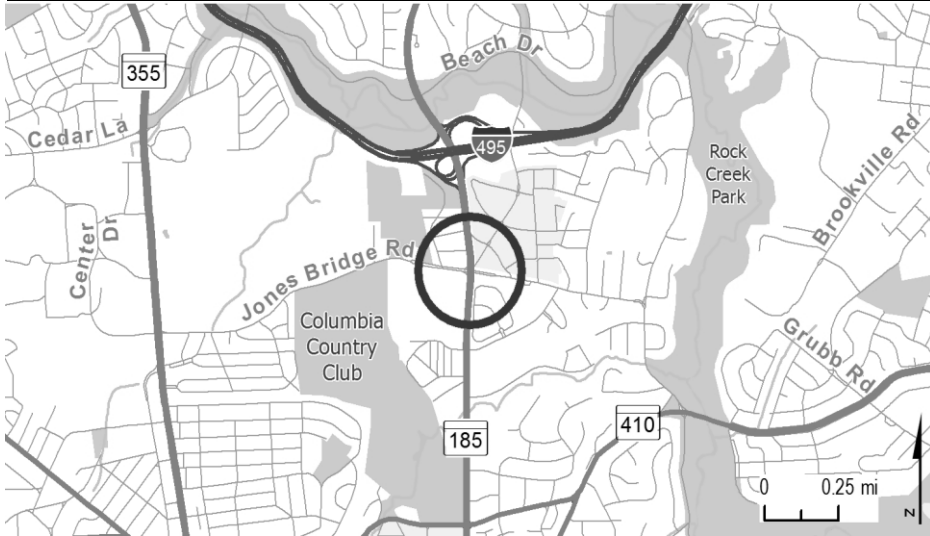
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) 11,400

PROJECTED (2041) 14,800

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

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

EXPLANATION: Improvements in the vicinity of Naval Support Activity Bethesda are vital to support the congressionally authorized BRAC initiative. These improvements will reduce congestion and improve safety for all roadway users.

PROJECT: MD 185, Connecticut Avenue

DESCRIPTION: Construct MD 185 Phase 3 intersection improvements at Jones Bridge Road. Bicycle and pedestrian facilities will be provided where appropriate. (BRAC Intersection Improvements)

PURPOSE & NEED SUMMARY STATEMENT: Improved access to Naval Support Activity Bethesda is vital to accommodate increased employment as a result of BRAC. This project will improve safety, capacity, and operations.

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

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

ASSOCIATED IMPROVEMENTS:

STATUS: Construction is underway. This project is funded by the U.S. Department of Defense Office of Economic Adjustment.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL					PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPENDED	EXPENDED	CURRENT	BUDGET						
	COST	THRU	IN	YEAR	YEAR	FOR PLANNING PURPOSES ONLY					
	(\$000)	2021	2021	2022	2023	...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	687	687	0	0	0	0	0	0	0	0	0
Right-of-way	5,110	5,110	348	0	0	0	0	0	0	0	0
Utilities	3,833	799	794	1,655	1,379	0	0	0	0	3,034	0
Construction	7,653	542	542	2,450	2,843	1,818	0	0	0	7,111	0
Total	17,283	7,138	1,684	4,105	4,222	1,818	0	0	0	10,145	0
Federal-Aid	17,194	7,115	1,666	4,083	4,196	1,800	0	0	0	10,079	0
Special	89	23	18	22	26	18	0	0	0	66	0
Other										0	

Classification:

STATE - Minor Arterial

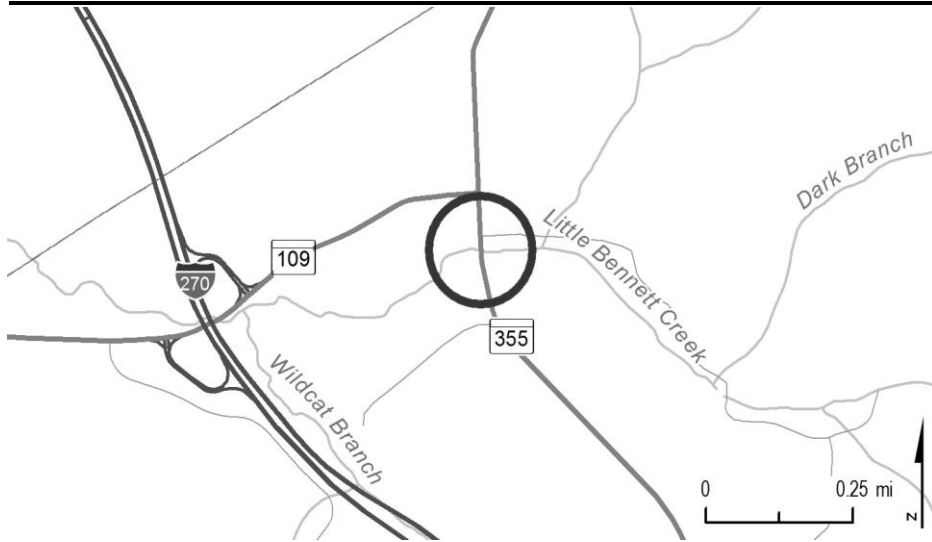
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) 79,100

PROJECTED (2041) 82,400

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

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

EXPLANATION: The existing structure was rated poor.**PROJECT:** MD 355, Frederick Road**DESCRIPTION:** Replaced bridge 15053 over Little Bennett Creek.**PURPOSE & NEED SUMMARY STATEMENT:** The previous structure, built in 1925, was rated poor.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☒ Not Subject to PFA Law

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

ASSOCIATED IMPROVEMENTS:**STATUS:** Open to service.**SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP:** The cost increase of \$1.5 million is due to additional pile drilling activities and riparian enhancement area repairs caused by multiple storm events.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL
☒ FEDERAL
☐ GENERAL
☐ OTHER

PHASE	TOTAL		EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2021				...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,979	1,979	0	0	0	0	0	0	0	0	0
Right-of-way	138	138	23	0	0	0	0	0	0	0	0
Utilities	5	5	5	0	0	0	0	0	0	0	0
Construction	10,345	10,345	3,889	0	0	0	0	0	0	0	0
Total	12,467	12,467	3,917	0	0	0	0	0	0	0	0
Federal-Aid	9,257	9,257	3,889	0	0	0	0	0	0	0	0
Special	3,210	3,210	28	0	0	0	0	0	0	0	0
Other										0	

Classification:**STATE -** Major Collector**FEDERAL -** Major Collector**STATE SYSTEM:** Secondary**Estimated Annual Average Daily Traffic (vehicles per day)****CURRENT (2021)** 8,500**PROJECTED (2041)** 9,500

**PROJECT:** US 29, Columbia Pike**DESCRIPTION:** Construct a new US 29 interchange at Musgrove Road and Fairland Road. Bicycle and pedestrian accommodations will be included where appropriate.**PURPOSE & NEED SUMMARY STATEMENT:** Development in the US 29 corridor is resulting in traffic growth and congestion. This project will reduce traffic congestion while improving system operations.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law
☒ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet to Be Determined

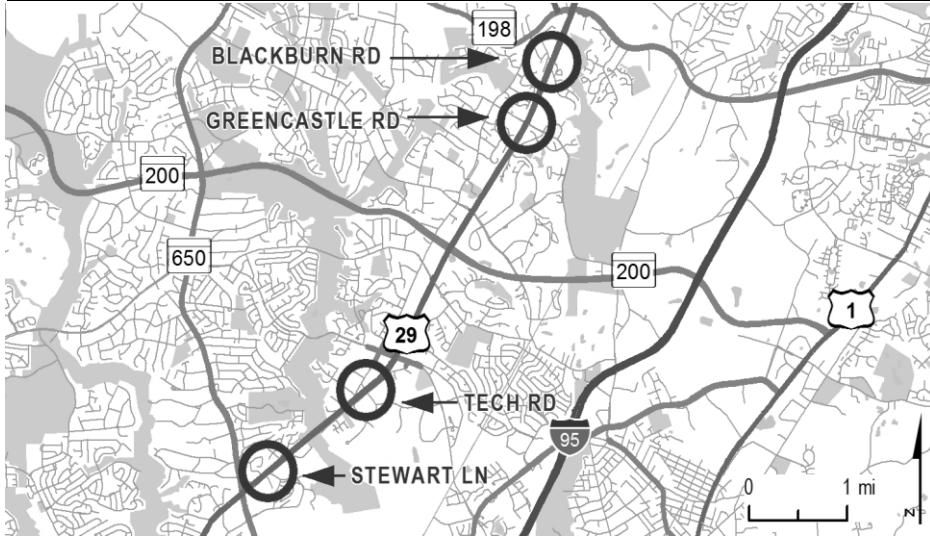
☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted
ASSOCIATED IMPROVEMENTS:

US 29, Interchange Construction at Stewart Lane, Tech Road, Greencastle Road, and Blackburn Road (Line 6)

STATUS: Project on hold.**SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2021	EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,387	5,387	0	0	0	0	0	0	0	0	0
Right-of-way	1,079	1,079	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	6,466	6,466	0	0	0	0	0	0	0	0	0
Federal-Aid	1,642	1,642	0	0	0	0	0	0	0	0	0
Special	4,824	4,824	0	0	0	0	0	0	0	0	0
Other										0	

Classification:**STATE -** Principal Arterial**FEDERAL -** Freeway/Expressway**STATE SYSTEM:** Primary**Estimated Annual Average Daily Traffic (vehicles per day)****CURRENT (2021)** 61,000**PROJECTED (2041)** 79,000



PROJECT: US 29, Columbia Pike

DESCRIPTION: Construct new US 29 interchanges at Stewart Lane, Tech Road, Greencastle Road, and Blackburn Road. Bicycle and pedestrian accommodations will be included where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: Development in the US 29 corridor is resulting in traffic growth. This project will improve mobility and system operations.

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

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

ASSOCIATED IMPROVEMENTS:

US 29, Interchange Construction at Musgrove Road and Fairland Road (Line 5)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPENDED				...2024...	...2025...	...2026...	...2027...		
	COST	THRU									
	(\$000)	2021									
Planning	2,448	2,448	0	0	0	0	0	0	0	0	
Engineering	4,289	4,289	0	0	0	0	0	0	0	0	
Right-of-way	546	546	0	0	0	0	0	0	0	0	
Utilities	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	7,283	7,283	0	0	0	0	0	0	0	0	
Federal-Aid	2,268	2,268	0	0	0	0	0	0	0	0	
Special	5,015	5,015	0	0	0	0	0	0	0	0	
Other										0	

Classification:

STATE - Principal Arterial

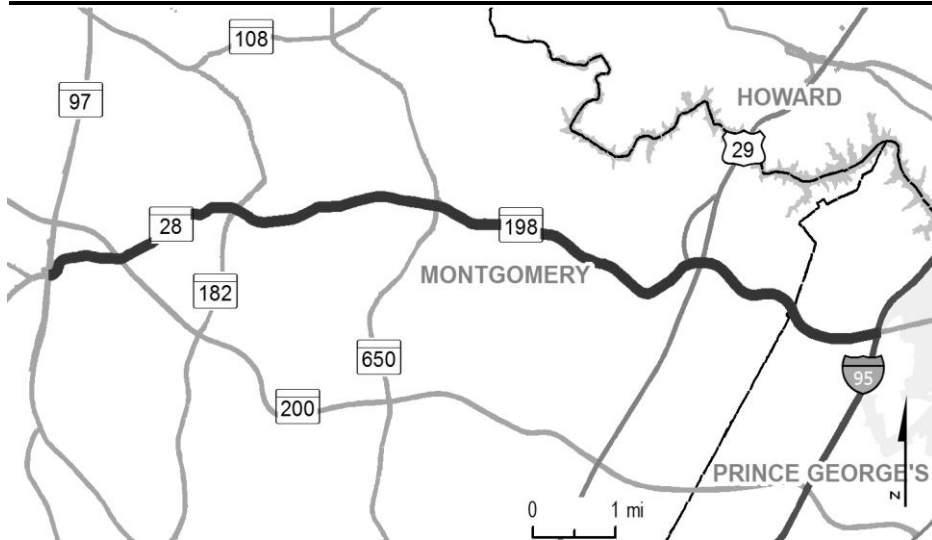
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) 62,000 - 75,000

PROJECTED (2041) 68,000 - 83,000



PROJECT: MD 28, Norbeck Road, and MD 198, Spencerville Road/Sandy Spring Road

DESCRIPTION: Study of MD 28/MD 198 corridor safety, capacity, and operational improvements in Montgomery and Prince George's counties, between MD 97 and I-95 (11.1 miles). Bicycle and pedestrian accommodations will be included where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: This project will address safety, congestion, and operations in the MD 28/MD 198 corridor.

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

☐ Project Inside PFA

☒ Project Outside PFA

☐ PFA Status Yet to Be Determined

☐ Grandfathered

☒ Exception Will Be Required

☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

MD 97 Interchange Construction at MD 28 (Montgomery County Line 8)

STATUS: Completed the MD 198 Segment D (Old Columbia Pike to US 29A) Preliminary Planning Report.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL

☒ FEDERAL

☐ GENERAL

☐ OTHER

PHASE	TOTAL				BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2021	EXPENDED IN 2021	CURRENT YEAR 2022		...2024...	...2025...	...2026...	...2027...		
Planning	8,426	8,426	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	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	8,429	8,429	1,000	0	0	0	0	0	0	0	0
Federal-Aid	3,206	3,206	0	0	0	0	0	0	0	0	0
Special	5,222	5,222	1,000	0	0	0	0	0	0	0	0
Other										0	

Classification:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

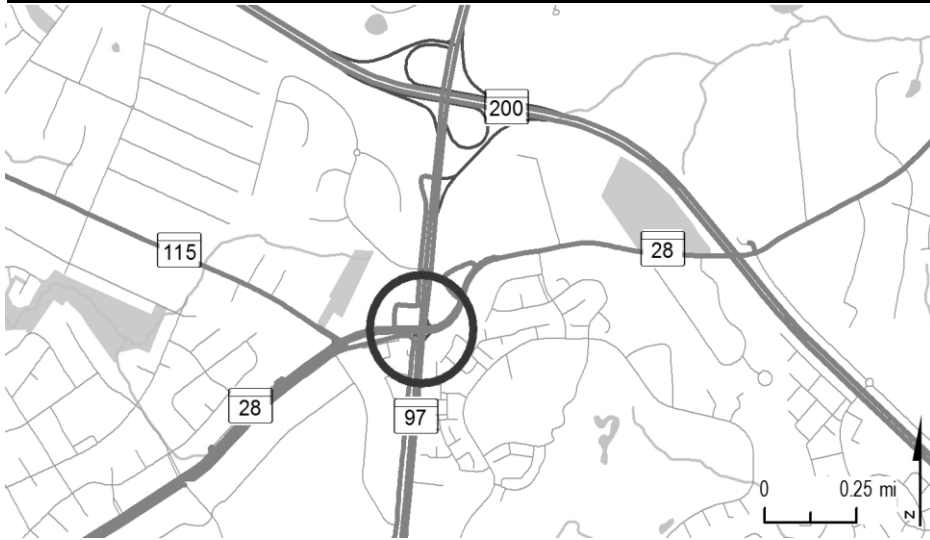
Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) 21,000 - 39,000 (MD 28)

18,000 - 48,000 (MD 198)

PROJECTED (2041) 29,000 - 51,000 (MD 28)

26,000 - 59,000 (MD 198)

**PROJECT:** MD 97, Georgia Avenue**DESCRIPTION:** Construct a new MD 97 interchange at MD 28. Bicycle and pedestrian accommodations will be included where appropriate.**PURPOSE & NEED SUMMARY STATEMENT:** This project will reduce congestion and improve safety at the existing intersection.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law
☒ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet to Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted
ASSOCIATED IMPROVEMENTS:

MD 28/MD 198, Corridor Study, MD 97 to I-95 (Line 7)

STATUS: Project on hold.**SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2021	EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
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	

Classification:**STATE -** Intermediate Arterial**FEDERAL -** Other Principal Arterial**STATE SYSTEM:** Secondary**Estimated Annual Average Daily Traffic (vehicles per day)****CURRENT (2021)** 51,000**PROJECTED (2041)** 56,900



PROJECT: MD 97, Georgia Avenue

DESCRIPTION: A project to make safety and accessibility improvements to MD 97 in Montgomery Hills, between MD 192 and MD 390. Bicycle and pedestrian accommodations will be included where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: This project will address safety and traffic operations within the study area.

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

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

ASSOCIATED IMPROVEMENTS:

I-270 and I-495 Phase 1 (Statewide Line 5)

I-270 and I-495 Full Stream Restoration (Statewide Line 6)

I-270 and I-495 P3 Program (Statewide Line 7)

STATUS: Engineering underway. County contributed \$3.0 million towards planning.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2021	EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
Planning	3,044	3,044	0	0	0	0	0	0	0	0	0
Engineering	4,885	3,310	400	900	675	0	0	0	0	1,575	0
Right-of-way	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	7,929	6,354	400	900	675	0	0	0	0	1,575	0
Federal-Aid	1,768	272	272	855	641	0	0	0	0	1,496	0
Special	3,161	3,082	128	45	34	0	0	0	0	79	0
Other	3,000	3,000	0	0	0	0	0	0	0	0	0

Classification:

STATE - Intermediate Arterial

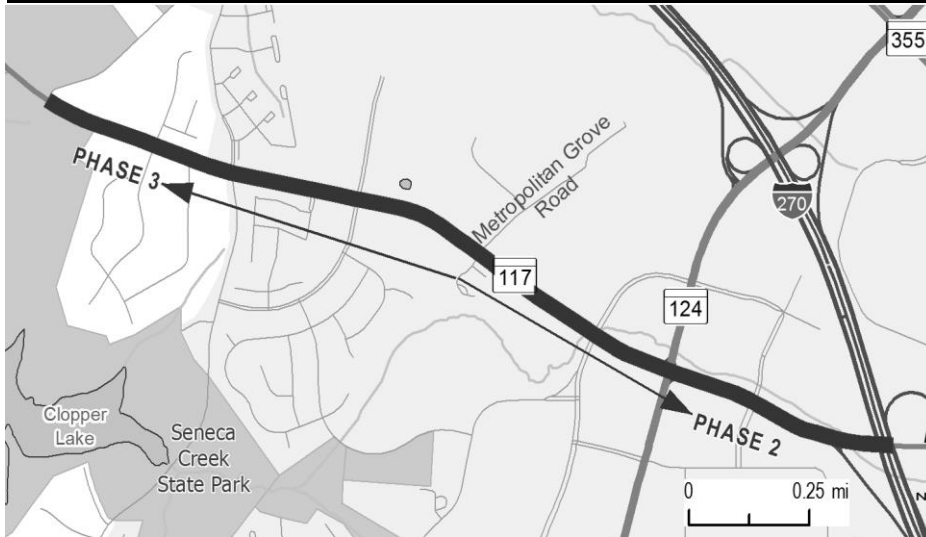
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) 83,925

PROJECTED (2041) 93,125



PROJECT: MD 117, Clopper Road/Diamond Avenue

DESCRIPTION: Construct intersection capacity improvements from I-270 to Metropolitan Grove Road (Phase 2) and Metropolitan Grove Road to west of Game Preserve Road (Phase 3) (2.0 miles). Sidewalks will be included where appropriate, including a shared-use path. Wide curb lanes will accommodate bicycles.

PURPOSE & NEED SUMMARY STATEMENT: MD 117 is a heavily traveled commuter route. Capacity improvements are needed to reduce congestion associated with planned and approved development in Germantown that will exceed the current capacity of the roadway.

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

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

ASSOCIATED IMPROVEMENTS:

I-270, Innovative Congestion Management (Line 1)
 I-270 and I-495 Phase 1 (Statewide Line 5)
 I-270 and I-495 Full Stream Restoration (Statewide Line 6)
 I-270 and I-495 P3 Program (Statewide Line 7)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2021	EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
Planning	1,030	1,030	0	0	0	0	0	0	0	0	0
Engineering	1,909	1,909	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	2,939	2,939	0	0	0	0	0	0	0	0	0
Federal-Aid	546	546	0	0	0	0	0	0	0	0	0
Special	2,393	2,393	0	0	0	0	0	0	0	0	0
Other										0	

Classification:

STATE - Major Collector

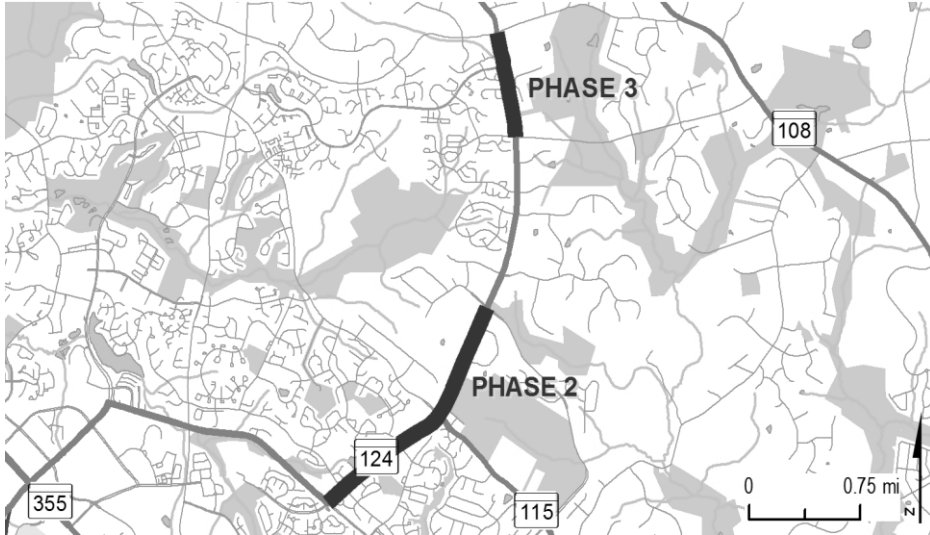
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) 30,700 - 51,500

PROJECTED (2041) 38,000 - 53,800



PROJECT: MD 124, Woodfield Road

DESCRIPTION: Reconstruct MD 124 from Midcounty Highway to south of Airpark Road (Phase 2) (1.6 miles) and from north of Fieldcrest Road to Warfield Road (Phase 3) (0.4 miles). Bicycle and pedestrian accommodations will be included where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: MD 124 is a heavily traveled commuter route from northern Montgomery County to the Rockville-Gaithersburg area that experiences capacity and sight distance concerns.

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

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

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Project on hold. County contributed \$5.0 million to engineering and right-of-way.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2021	EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
Planning	2,114	2,114	0	0	0	0	0	0	0	0	0
Engineering	875	875	0	0	0	0	0	0	0	0	0
Right-of-way	4,922	24	0	0	0	0	2,398	2,500	0	4,898	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	7,911	3,013	0	0	0	0	2,398	2,500	0	4,898	0
Federal-Aid	20	20	0	0	0	0	0	0	0	0	0
Special	2,892	2,892	0	0	0	0	0	0	0	0	0
Other	5,000	102	0	0	0	0	2,398	2,500	0	4,898	0

Classification:

STATE - Major Collector

FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) (Phase 2) 21,900

(Phase 3) 14,800

PROJECTED (2041) (Phase 2) 32,500

(Phase 3) 21,700

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Montgomery County - LINE 12

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Bridge Replacement/Rehabilitation</u>				
MO5801	CO7073	SEMINARY ROAD-BRIDGE DECK REPLACEMENT-BRIDGE 1512900 OVER I-495	\$ 9,122	Under Construction
<u>Intersection Capacity Improvements</u>				
MO5361	MD355	FREDERICK ROAD-GEOMETRIC IMPROVEMENTS-IHB - AT WEST OLD BALTIMORE ROAD	\$ 10,267	Under Construction
MO5938	MD185	CONNECTICUT AVENUE-INTERSECTION RECONSTRUCT-AT JONES BRIDGE ROAD/KENSINGTON PARKWAY - PHASE 3	\$ 8,002	Under Construction
<u>Resurface/Rehabilitate</u>				
MO0521	US29	COLESVILLE ROAD -SAFETY AND RESURFACE ST. ANDREWS WAY TO STEWARTS LANE	\$ 6,482	Under Construction
MO3752	US29	COLESVILLE ROAD - SAFETY AND RESURFACE MD 97 TO ST. ANDREW'S WAY	\$ 1,893	Under Construction
XX131A	-	PATCHING VARIOUS LOCATIONS IN MONTGOMERY COUNTY.	\$ 7,347	Under Construction
XY6151	-	VARIOUS LOCATIONS IN MONTGOMERY COUNTY.	\$ 10,270	Under Construction
<u>Transportation Alternatives Program</u>				
MO0401	MU460	BICYCLE-PEDESTRIAN ROUTE-FLOWER AVENUE GREEN STREET	\$ 1,040	Completed
MO3292	-	BICYCLE-PEDESTRIAN ROUTE-SLIGO CREEK TRAIL AROUND PARK VALLEY ROAD - TAP	\$ 548	Completed
MO0591	MD355	NORTH FREDERICK ROAD-SHARED USE PATH AND SIDEWALK-CLARKSBURG	\$ 523	Design Completed
MONEW5	-	FOREST GLEN ROAD FROM WOODLAND DRIVE TO SLIGO CREEK PARKWAY	\$ 248	Design Underway
MO0221	-	NORTH BRANCH HIKER-BIKER TRAIL	\$ 2,000	FY 2023
MO0251	-	SCOTT-VEIRS DRIVE SHARED USE PATH	\$ 60	FY 2023
MONEW1	-	FALLS ROAD SHARED USE PATH	\$ 1,200	FY 2023
MONEW2	-	SRTS – TAKOMA PARK IMPROVEMENT	\$ 86	FY 2023
MONEW3	-	NORTH STONESTREET AVE STREET AND SIDEWALK IMPROVEMENTS	\$ 280	FY 2023
MONEW4	-	ENHANCING BIKING & BIKE SAFETY - ELEMENTARY SCHOOLS WITHIN TAKOMA PARK	\$ 49	FY 2023
<u>Truck Weight</u>				
MO3592	IS270	DWIGHT D EISENHOWER MEMORIAL HIGHWAY-WEIGH STATION-AT SOUTHBOUND WEIGH STATION	\$ 3,069	Under Construction



PRINCE GEORGE'S COUNTY

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

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

EXPLANATION: The existing structures are at the end of their useful lives and are in need of replacement.

PROJECT: I-95/I-495, Capital Beltway

DESCRIPTION: Replace bridges 1616205 and 1616206 over Suitland Road.

PURPOSE & NEED SUMMARY STATEMENT: The existing structures, built in 1963, are rated poor.

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

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

ASSOCIATED IMPROVEMENTS:

I-95/I-495, Bridge Replacements over Suitland Parkway (Line 2)

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2021				...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,881	1,881	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	329	329	0	0	0	0	0	0	0	0	0
Construction	34,184	31,136	4,655	3,048	0	0	0	0	0	3,048	0
Total	36,394	33,346	4,655	3,048	0	0	0	0	0	3,048	0
Federal-Aid	1,452	1,452	0	0	0	0	0	0	0	0	0
Special	34,942	31,895	4,655	3,048	0	0	0	0	0	3,048	0
Other										0	

Classification:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) 178,400

PROJECTED (2041) 194,000

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

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

EXPLANATION: The existing structures are nearing the end of their useful lives and are in need of replacement.

PROJECT: I-95/I-495, Capital Beltway

DESCRIPTION: Replace bridges 1616005 and 1616006 over Suitland Parkway.

PURPOSE & NEED SUMMARY STATEMENT: The existing structures, built in 1963, are rated poor.

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

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

ASSOCIATED IMPROVEMENTS:

I-95/I-495, Bridge Replacements over Suitland Road (Line 1)
MD 4, Pennsylvania Avenue at Suitland Parkway (Line 4)

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: The cost increase of \$5.0 million is due to an increase in costs for grading, maintenance of traffic, protection vehicle services, roadway lighting, abutment joints, and bearing pad elevation cambers.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL					PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPENDED	EXPENDED	CURRENT	BUDGET						
	COST	THRU	IN	YEAR	YEAR	FOR PLANNING PURPOSES ONLY					
	(\$000)	2021	2021	2022	2023	...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,605	1,605	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	39,755	33,626	12,080	5,205	924	0	0	0	0	6,129	0
Total	41,360	35,231	12,080	5,205	924	0	0	0	0	6,129	0
Federal-Aid	37,101	31,124	11,848	5,082	895	0	0	0	0	5,977	0
Special	4,259	4,107	232	123	29	0	0	0	0	152	0
Other										0	

Classification:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) 199,000

PROJECTED (2041) 218,000

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

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

EXPLANATION: The existing structures are at the end of their useful lives and are in need of replacement.

PROJECT: I-95/I-495, Capital Beltway

DESCRIPTION: Replace bridges 1615305 and 1615306 over MD 214.

PURPOSE & NEED SUMMARY STATEMENT: The existing structures, built in 1963, are rated poor.

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

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

ASSOCIATED IMPROVEMENTS:

STATUS: Construction underway. Traffic has shifted to the new bridges and the poor rated structures are no longer in service.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2021				...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,860	1,860	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	687	38	38	458	191	0	0	0	0	649	0
Construction	30,312	26,096	11,215	4,216	0	0	0	0	0	4,216	0
Total	32,859	27,994	11,253	4,674	191	0	0	0	0	4,865	0
Federal-Aid	28,072	24,021	10,866	3,875	176	0	0	0	0	4,051	0
Special	4,787	3,973	387	799	15	0	0	0	0	814	0
Other										0	

STIP REFERENCE #PG1272 8/01/2021

Classification:

STATE - Principal Arterial

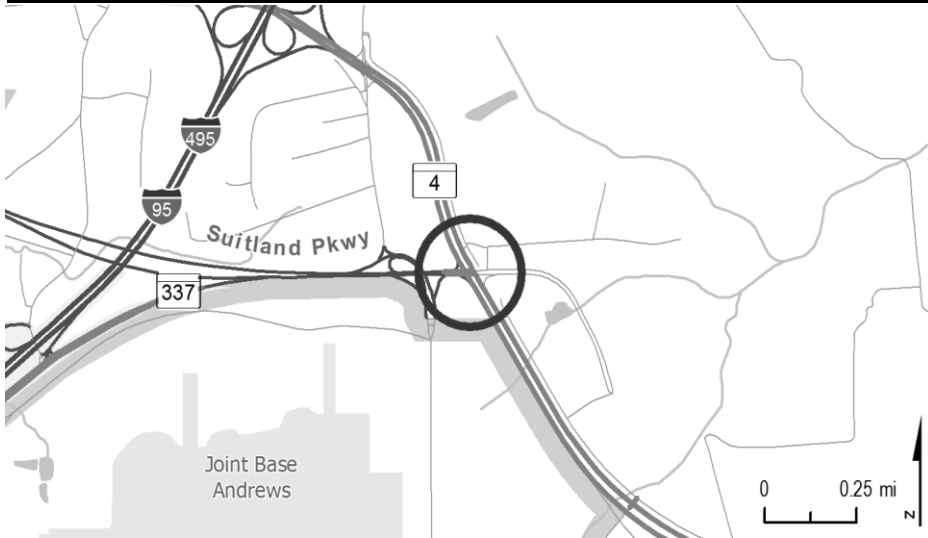
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) 228,000

PROJECTED (2041) 247,000

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

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

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.

PROJECT: MD 4, Pennsylvania Avenue

DESCRIPTION: Construct a new interchange at MD 4 and Suitland Parkway. Bicycles and pedestrians will be accommodated where appropriate. (BRAC Related)

PURPOSE & NEED SUMMARY STATEMENT: Severe traffic congestion occurs during peak hours and will increase with planned development in the immediate area. This project will relieve existing congestion and will accommodate increasing traffic volumes associated with future growth.

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

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

ASSOCIATED IMPROVEMENTS:

I-95/I-495, Bridge Replacements over Suitland Parkway (Line 2)
MD 4 Bridge Rehabilitations and Replacements at MD 717 and Race Track Road (Line 5)
MD 4, MD 223 to I-95/I-495 (Line 16)

STATUS: Design underway.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: The cost increase of \$80.8 million is due to the addition of a flyover ramp from MD 4 to Suitland Parkway to the project's scope, as well as the costs associated with re-advertising the project and the costs of closing out the previous construction contract.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL					PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPENDED	EXPENDED	CURRENT	BUDGET						
	COST	THRU	IN	YEAR	YEAR	FOR PLANNING PURPOSES ONLY					
	(\$000)	2021	2021	2022	2023	...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	18,480	13,060	681	2,168	2,168	1,084	0	0	0	5,420	0
Right-of-way	11,125	10,574	37	413	138	0	0	0	0	551	0
Utilities	16,478	8,934	1,751	4,318	3,226	0	0	0	0	7,544	0
Construction	162,158	39,158	7,988	10,121	18,100	23,179	23,811	23,811	23,978	123,000	0
Total	208,241	71,726	10,457	17,020	23,632	24,263	23,811	23,811	23,978	136,515	0
Federal-Aid	156,876	39,629	312	9,912	17,294	22,020	22,621	22,621	22,779	117,247	0
Special	49,029	29,761	10,145	7,108	6,338	2,243	1,190	1,190	1,199	19,268	0
Other	2,336	2,336	0	0	0	0	0	0	0	0	0

Classification:

STATE - Intermediate Arterial

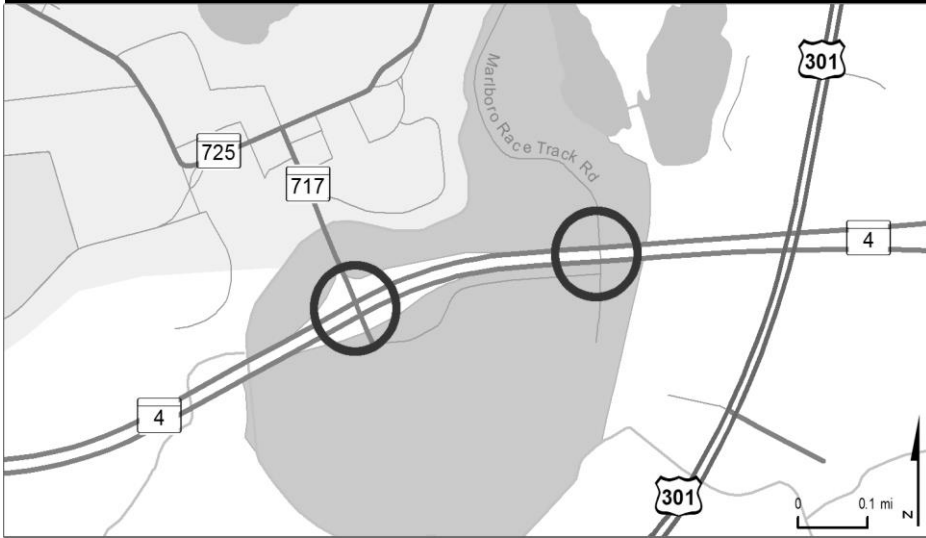
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) 77,000

PROJECTED (2041) 108,900

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

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

EXPLANATION: The original structures are rated poor.**PROJECT:** MD 4, Pennsylvania Avenue**DESCRIPTION:** Replacement of the bridge decks for bridges 1609903 and 1609904 over MD 717 and full replacement of bridges 1610803 and 1610804 over Race Track Road.**PURPOSE & NEED SUMMARY STATEMENT:** The existing structures over MD 717 and Race Track Road, built in 1960, are rated poor.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law

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

ASSOCIATED IMPROVEMENTS:**STATUS:** Engineering underway.**SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PHASE	TOTAL					PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPENDED	EXPENDED	CURRENT	BUDGET						
	COST	THRU	IN	YEAR	YEAR	FOR PLANNING PURPOSES ONLY					
	(\$000)	2021	2021	2022	2023	...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,763	649	169	461	461	192	0	0	0	1,114	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	20,000	0	0	0	1,399	7,110	7,313	4,178	0	20,000	0
Total	21,763	649	169	461	1,860	7,302	7,313	4,178	0	21,114	0
Federal-Aid	20,279	165	165	461	1,790	6,946	6,947	3,970	0	20,114	0
Special	1,484	484	4	0	70	356	366	208	0	1,000	0
Other										0	

Classification:**STATE -** Intermediate Arterial**FEDERAL -** Freeway/Expressway**STATE SYSTEM:** Primary**Estimated Annual Average Daily Traffic (vehicles per day)****CURRENT (2021)** 54,900**PROJECTED (2041)** 63,550

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

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

EXPLANATION: This project will provide greater multi-modal access to the Naylor Road Metro Station, and will enhance pedestrian safety and connectivity in the vicinity of the station.

PROJECT: MD 5, Branch Ave, and MD 637, Naylor Road

DESCRIPTION: Construct roadway and streetscape, including sidewalks and crosswalks, on MD 5 from Curtis Drive to Southern Avenue (1.2 miles), and on MD 637 (Naylor Road) from MD 5 to Suitland Parkway (1.4 miles).

PURPOSE & NEED SUMMARY STATEMENT: This project will provide greater multi-modal access to the Naylor Road Metro Station, and will enhance pedestrian safety and connectivity in the vicinity of the station.

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

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

ASSOCIATED IMPROVEMENTS:

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2021	EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,430	4,430	96	0	0	0	0	0	0	0	0
Right-of-way	1,041	898	187	52	91	0	0	0	0	143	0
Utilities	183	183	0	0	0	0	0	0	0	0	0
Construction	16,997	11,654	1,540	4,246	1,097	0	0	0	0	5,343	0
Total	22,651	17,165	1,823	4,298	1,188	0	0	0	0	5,486	0
Federal-Aid	9,286	4,104	1,476	4,118	1,064	0	0	0	0	5,182	0
Special	13,365	13,061	347	180	124	0	0	0	0	304	0
Other										0	

Classification:

STATE - Principal Arterial

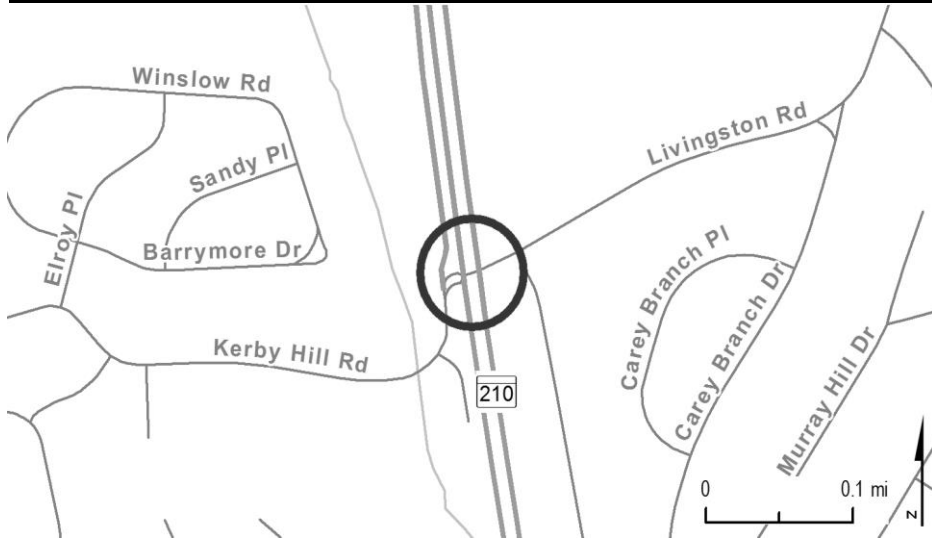
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) 36,300 (MD5)
22,100 (MD 637)

PROJECTED (2041) 0,075 (MD5)
24,250 (MD 637)

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

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

EXPLANATION: The new interchange will improve safety and reduce congestion at the existing at-grade intersection. In addition, the project will improve circulation in the area surrounding the National Harbor.

PROJECT: MD 210, Indian Head Highway

DESCRIPTION: Construct a new interchange at MD 210 and Kerby Hill Road/Livingston Road. Bicycles and pedestrians will be accommodated where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: Increased development along this corridor has caused MD 210 to have significant congestion during peak periods.

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

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

ASSOCIATED IMPROVEMENTS:
MD 210, MD 228 to 95/I-495 (Line 19)

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: The cost increase of \$6.3 million is due to additional costs as a result of significant utility delays.

POTENTIAL FUNDING SOURCE:											
					<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2021	EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,215	5,215	0	0	0	0	0	0	0	0	0
Right-of-way	11,455	11,355	449	100	0	0	0	0	0	100	0
Utilities	5,865	2,002	754	2,318	1,545	0	0	0	0	3,863	0
Construction	108,489	83,965	14,832	7,875	6,635	10,014	0	0	0	24,524	0
Total	131,024	102,537	16,035	10,293	8,180	10,014	0	0	0	28,487	0
Federal-Aid	96,894	77,026	14,411	7,109	5,441	7,318	0	0	0	19,868	0
Special	34,097	25,478	1,624	3,184	2,739	2,696	0	0	0	8,619	0
Other	33	33	0	0	0	0	0	0	0	0	0

STIP REFERENCE #PG7001 8/01/2021

Classification:

STATE - Intermediate Arterial

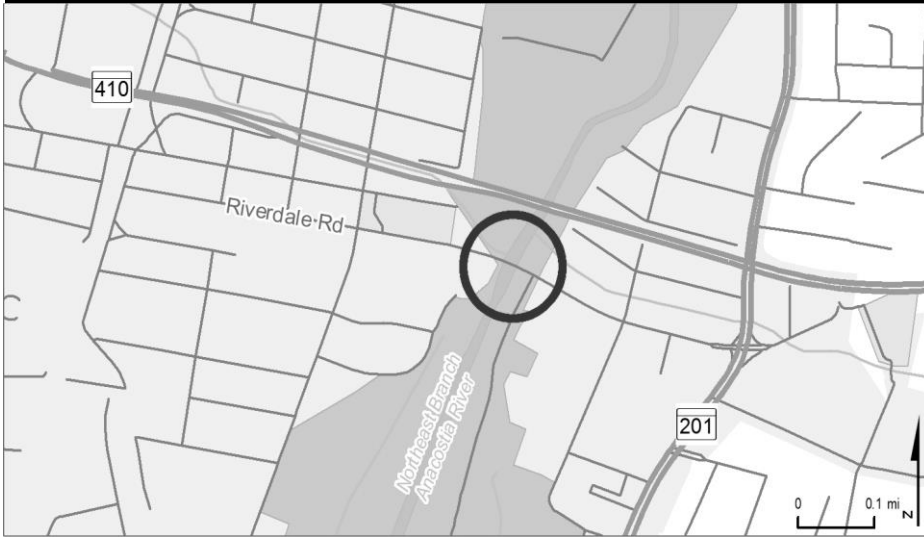
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) 85,800

PROJECTED (2041) 118,500

**PROJECT:** MU 277, Riverdale Road**DESCRIPTION:** Replace bridge 16090 over Northeast Branch Anacostia River.**PURPOSE & NEED SUMMARY STATEMENT:** The original structure, built in 1931, is rated poor.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law
☒ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet to Be Determined

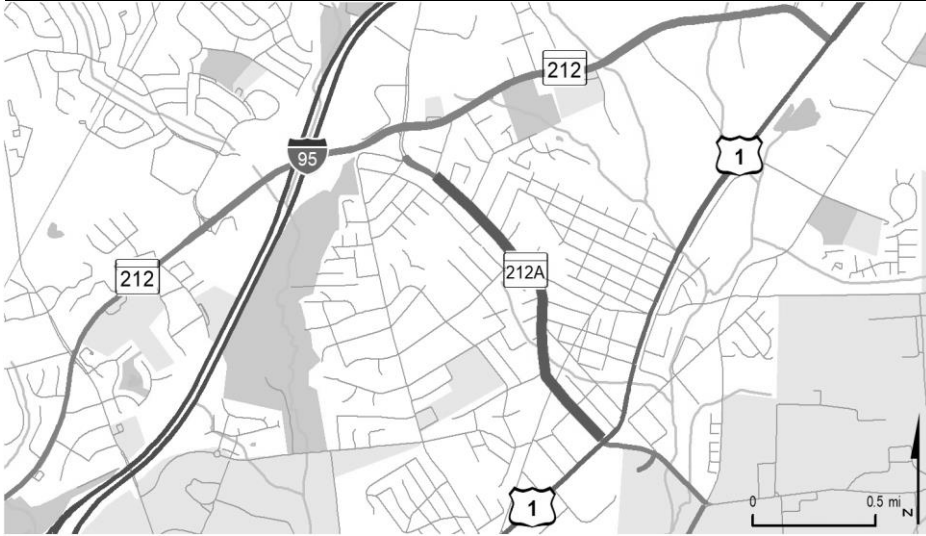
☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted
ASSOCIATED IMPROVEMENTS:**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

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

EXPLANATION: The existing structure is rated poor.**STATUS:** Engineering underway.**SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2021				...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,225	860	144	146	146	73	0	0	0	365	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	8,000	0	0	0	1,116	4,173	2,711	0	0	8,000	0
Total	9,225	860	144	146	1,262	4,246	2,711	0	0	8,365	0
Federal-Aid	6,675	70	70	146	1,016	3,328	2,115	0	0	6,605	0
Special	2,550	790	74	0	245	918	596	0	0	1,760	0
Other										0	

Classification:**STATE -** Minor Collector**FEDERAL -** Major Collector**STATE SYSTEM:** N/A**Estimated Annual Average Daily Traffic (vehicles per day)****CURRENT (2021)** 5,825**PROJECTED (2041)** 7,050

**PROJECT:** MD 212A, Powder Mill Road**DESCRIPTION:** Reconstruct MD 212A from Pine Street to US 1 intersection. Project includes sidewalk and crosswalk improvements (1.6 miles).**PURPOSE & NEED SUMMARY STATEMENT:** The project provides traffic calming and enhances pedestrian safety along the roadway.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law
☒ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet to Be Determined

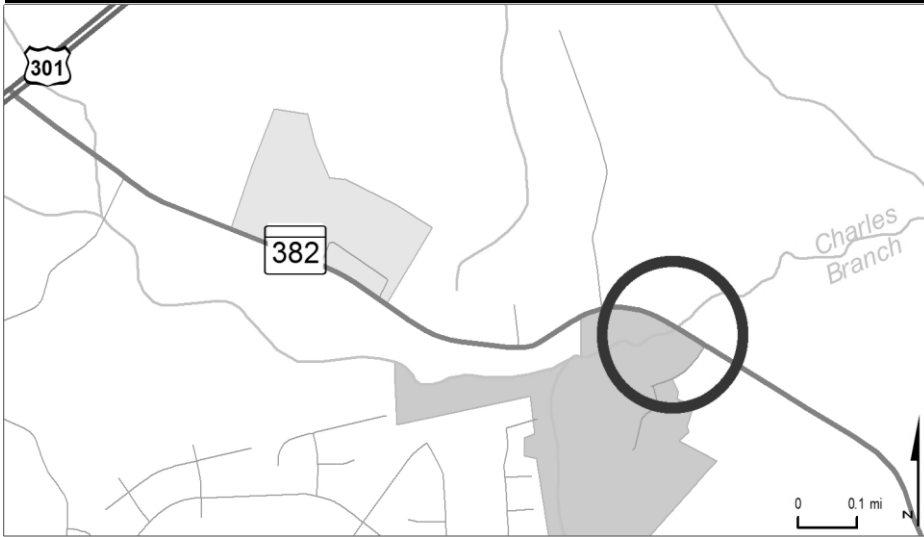
☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted
ASSOCIATED IMPROVEMENTS:**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

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

EXPLANATION: This project enhances pedestrian safety with the provision of sidewalk and crosswalk improvements.**STATUS:** Construction underway.**SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL					PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPENDED	EXPENDED	CURRENT	BUDGET						
	COST	THRU	IN	YEAR	YEAR	FOR PLANNING PURPOSES ONLY					
	(\$000)	2021	2021	2022	2023	...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,147	5,147	22	0	0	0	0	0	0	0	0
Right-of-way	3,175	3,130	146	45	0	0	0	0	0	45	0
Utilities	2,368	510	506	1,858	0	0	0	0	0	1,858	0
Construction	18,353	7,435	6,745	8,598	2,320	0	0	0	0	10,918	0
Total	29,043	16,222	7,419	10,501	2,320	0	0	0	0	12,821	0
Federal-Aid	22,531	11,199	6,650	9,279	2,053	0	0	0	0	11,332	0
Special	6,512	5,023	769	1,222	267	0	0	0	0	1,489	0
Other										0	

Classification:**STATE -** Minor Arterial**FEDERAL -** Minor Arterial**STATE SYSTEM:** Secondary**Estimated Annual Average Daily Traffic (vehicles per day)****CURRENT (2021)** 20,975**PROJECTED (2041)** 24,275

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

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

EXPLANATION: The existing structure is rated poor.**PROJECT:** MD 382, Croom Road**DESCRIPTION:** Replace bridge 16061 over Charles Branch.**PURPOSE & NEED SUMMARY STATEMENT:** The original structure, built in 1933, is rated poor.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law

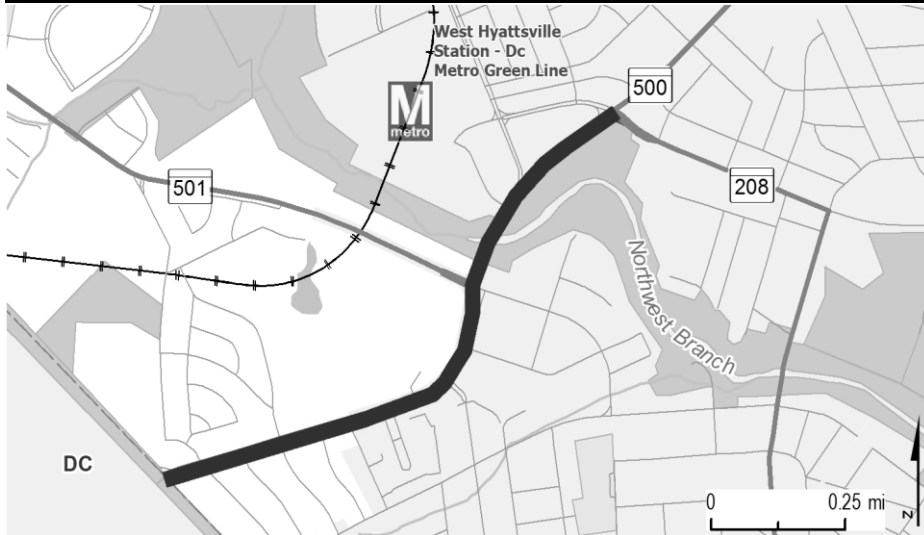
- | | |
|--|---|
| <input checked="" type="checkbox"/> Project Inside PFA | <input type="checkbox"/> Grandfathered
<input type="checkbox"/> Exception Will Be Required
<input type="checkbox"/> Exception Granted |
| <input type="checkbox"/> Project Outside PFA | |
| <input type="checkbox"/> PFA Status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

ASSOCIATED IMPROVEMENTS:**STATUS:** Engineering underway.**SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP:** None.

POTENTIAL FUNDING SOURCE:											
					<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2021	EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,369	884	128	277	208	0	0	0	0	485	0
Right-of-way	84	11	2	22	22	22	7	0	0	73	0
Utilities	324	0	0	324	0	0	0	0	0	324	0
Construction	3,200	0	0	0	720	2,480	0	0	0	3,200	0
Total	4,977	895	130	623	950	2,502	7	0	0	4,082	0
Federal-Aid	3,939	36	36	606	913	2,377	7	0	0	3,903	0
Special	1,038	859	94	17	37	125	0	0	0	179	0
Other										0	

STIP REFERENCE #PG0671 8/01/2021

Classification:**STATE -** Major Collector**FEDERAL -** Major Collector**STATE SYSTEM:** Secondary**Estimated Annual Average Daily Traffic (vehicles per day)****CURRENT (2021)** 1,325**PROJECTED (2041)** 5,225

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

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

EXPLANATION: The landscaped median, sidewalks, and crosswalk improvements will provide traffic calming and enhance pedestrian safety along the roadway. The project also reduces impervious surface area and adds landscaping that will increase stormwater management capacity.

PROJECT: MD 500, Queens Chapel Road

DESCRIPTION: Construct landscaped median with sidewalk and crosswalk improvements from MD 208 (Hamilton Street) to Eastern Avenue (1.2 miles).

PURPOSE & NEED SUMMARY STATEMENT: This project provides traffic calming and enhances pedestrian safety along the roadway.

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

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

ASSOCIATED IMPROVEMENTS:

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2021				...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,454	4,454	0	0	0	0	0	0	0	0	0
Right-of-way	1,830	1,750	92	64	16	0	0	0	0	80	0
Utilities	1,069	82	82	987	0	0	0	0	0	987	0
Construction	15,956	9,319	5,153	4,462	2,175	0	0	0	0	6,637	0
Total	23,309	15,605	5,327	5,513	2,191	0	0	0	0	7,704	0
Federal-Aid	14,941	8,479	5,149	4,473	1,989	0	0	0	0	6,462	0
Special	8,368	7,126	178	1,040	202	0	0	0	0	1,242	0
Other										0	

Classification:

STATE - Minor Arterial

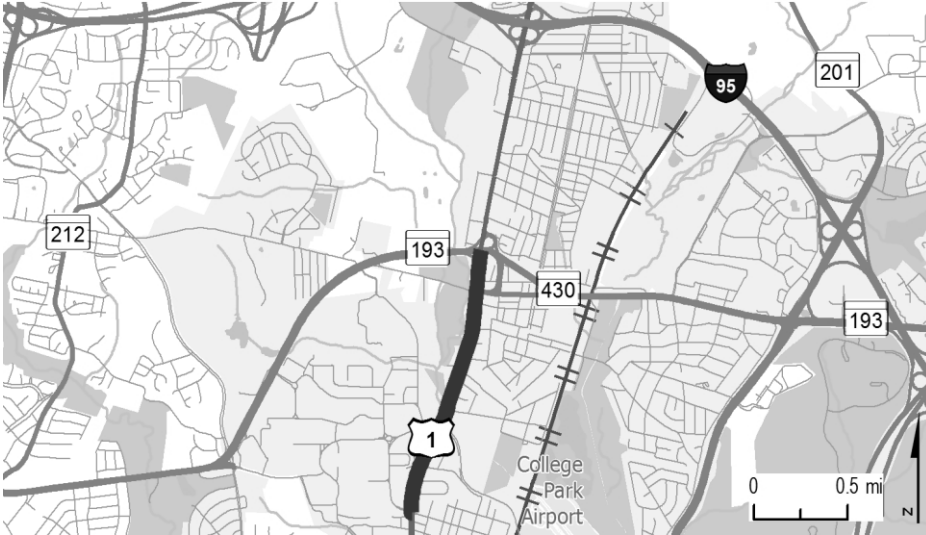
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) 36,600

PROJECTED (2041) 41,000

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

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

EXPLANATION: This project will improve traffic operations while enhancing bicycle and pedestrian mobility and safety. **STATUS:** Construction underway.

PROJECT: US 1, Baltimore Avenue

DESCRIPTION: Reconstruct US 1 from College Avenue to MD 193 (Segment 1). Includes bicycle and pedestrian improvements (1.5 miles).

PURPOSE & NEED SUMMARY STATEMENT: There are significant mobility needs along this segment of US 1. This project will improve traffic operations, pedestrian circulation, and safety. This project will also accommodate planned revitalization within College Park.

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

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

ASSOCIATED IMPROVEMENTS:

US 1, MD 193 to I-95, Segments 2 and 3 (Line 30)

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.

POTENTIAL FUNDING SOURCE:											
					<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2021	EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	9,633	9,633	0	0	0	0	0	0	0	0	0
Right-of-way	5,466	4,997	614	242	227	0	0	0	0	469	0
Utilities	3,958	750	357	1,422	1,424	362	0	0	0	3,208	0
Construction	31,235	8,584	7,550	7,029	7,229	8,393	0	0	0	22,651	0
Total	50,292	23,964	8,521	8,693	8,880	8,755	0	0	0	26,328	0
Federal-Aid	41,242	15,501	7,766	8,417	8,616	8,708	0	0	0	25,741	0
Special	8,750	8,163	755	276	264	47	0	0	0	587	0
Other	300	300	0	0	0	0	0	0	0	0	0

Classification:

STATE - Intermediate Arterial

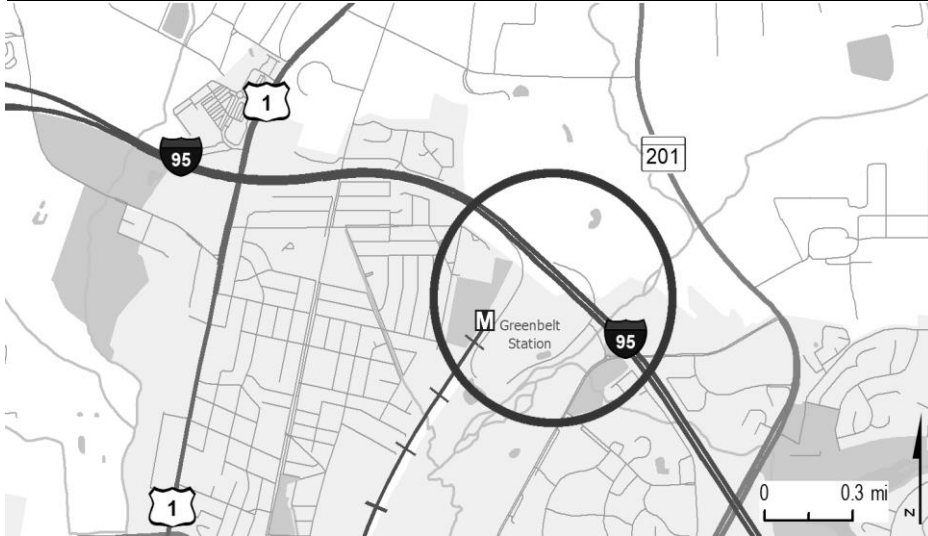
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) 38,700

PROJECTED (2041) 55,500



PROJECT: I-95/I-495, Capital Beltway

DESCRIPTION: Construct a full interchange along I-95/I-495 at the Greenbelt Metro Station and extensions of acceleration and deceleration lanes along I-95/I-495 from US 1 to MD 201.

PURPOSE & NEED SUMMARY STATEMENT: This interchange would improve traffic operations on mainline I-95/I-495 and improve access to the Greenbelt Metro Station.

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

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

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Design Underway.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Added \$3.0 million for design.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPENDED				...2024...	...2025...	...2026...	...2027...		
	COST	THRU									
	(\$000)	2021									
Planning	1,561	1,561	0	0	0	0	0	0	0	0	
Engineering	13,773	10,773	0	1,000	2,000	0	0	0	0	3,000	0
Right-of-way	129	129	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	824	824	0	0	0	0	0	0	0	0	0
Total	16,288	13,288	0	1,000	2,000	0	0	0	0	3,000	0
Federal-Aid	8,880	8,880	0	0	0	0	0	0	0	0	0
Special	7,407	4,407	0	1,000	2,000	0	0	0	0	3,000	0
Other										0	

Classification:

STATE - Principal Arterial

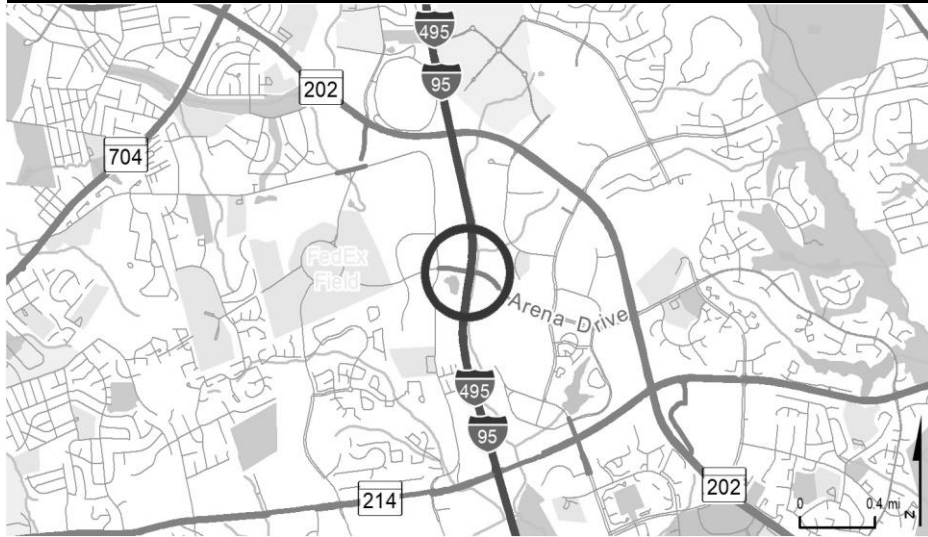
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) 231,000

PROJECTED (2041) 245,000



PROJECT: I-95/I-495, Capital Beltway

DESCRIPTION: A project to upgrade the existing interchange at I-495/I-95 at Arena Drive.

PURPOSE & NEED SUMMARY STATEMENT: This project will address existing congestion and will accommodate increasing traffic volumes associated with future growth.

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

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

ASSOCIATED IMPROVEMENTS:

I-95/I-495, Bridge Replacements over MD 214 (Line 3)

STATUS: Collaborating with Prince George's County to move this project forward into project development.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Added to D&E Program

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2021	EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
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	

Classification:

STATE - Principle Arterial

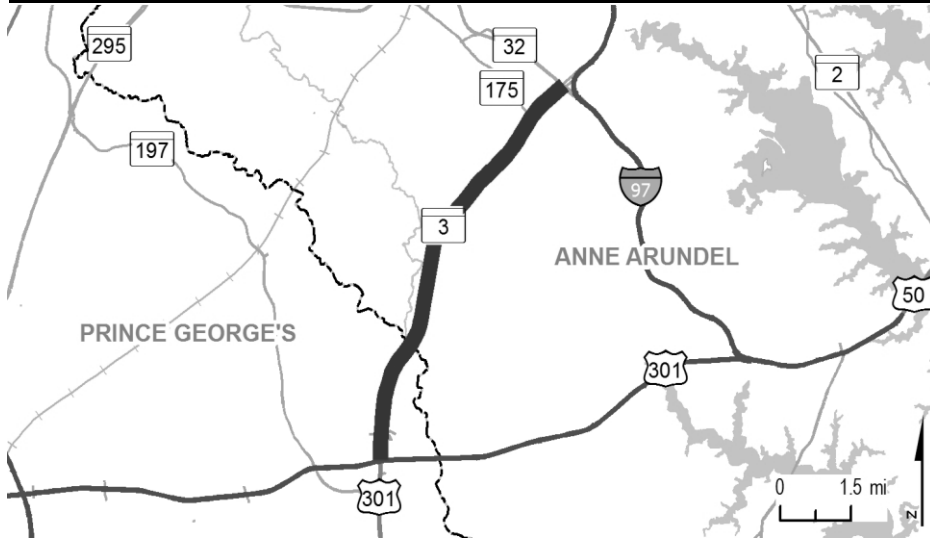
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) 228,000

PROJECTED (2041) 247,000



PROJECT: MD 3, Robert Crain Highway

DESCRIPTION: Project to upgrade MD 3 from US 50 to MD 32 to address safety, operations, and mobility concerns (8.9 miles). Bicycle and pedestrian access will be provided where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: This project will improve safety and operations and improve mobility in this heavily traveled 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

ASSOCIATED IMPROVEMENTS:

US 301, South Corridor Transportation Study (Prince George's County - Line 21)
 US 301, North of Mount Oak Road to US 50 (Prince George's County - Line 22)
 MD 450, Stonybrook Drive to west of MD 3 (Prince George's County - Line 29)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2021				...2024...	...2025...	...2026...	...2027...		
Planning	3,872	3,872	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	4,673	4,673	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	8,545	8,545	0	0	0	0	0	0	0	0	0
Federal-Aid	3,098	3,098	0	0	0	0	0	0	0	0	0
Special	5,448	5,448	0	0	0	0	0	0	0	0	0
Other										0	

Classification:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) 70,100 - 89,200

PROJECTED (2041) 86,100 - 133,500



PROJECT: MD 4, Pennsylvania Avenue

DESCRIPTION: Upgrade existing MD 4 to a multilane freeway from MD 223 to I-95/I-495 (Capital Beltway) (3.1 miles). Bicycles and pedestrians will be accommodated where appropriate. (BRAC Related)

PURPOSE & NEED SUMMARY STATEMENT: Severe traffic congestion occurs during peak hours and will increase with planned development in the immediate area.

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

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

ASSOCIATED IMPROVEMENTS:

I-95/I-495, Bridge Replacements over Suitland Parkway (Line 2)

MD 4, Interchange at Suitland Parkway (Line 4)

MD 223, Steed Road to MD 4 (Line 28)

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL					PROJECTED CASH REQUIREMENTS				SIX	BALANCE
	ESTIMATED	EXPENDED	EXPENDED	CURRENT	BUDGET	FOR PLANNING PURPOSES ONLY				YEAR	TO
	COST	THRU	IN	YEAR	YEAR	...2024...	...2025...	...2026...	...2027...	TOTAL	COMPLETE
	(\$000)	2021	2021	2022	2023						
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	

Classification:

STATE - Intermediate Arterial

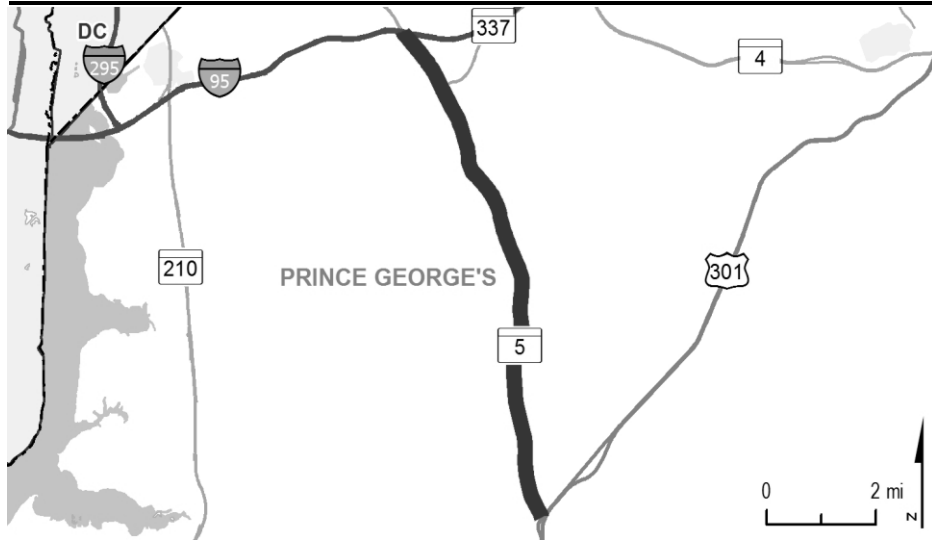
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) 77,700

PROJECTED (2041) 108,900

**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: Mobility and safety concerns at several intersections along this section of MD 5. Traffic volumes will continue to increase as southern Prince George's County and Charles County continue to develop.

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

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

☐ Grandfathered
☒ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
 MD 5 at Linda Lane (Line 18)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPENDED				FOR PLANNING PURPOSES ONLY					
	COST	THRU				...	...	...	...
	(\$000)	2021				2024...	2025...	2026...	2027...		
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	7,367	7,367	0	0	0	0	0	0	0	0	0
Special	6,610	6,610	0	0	0	0	0	0	0	0	0
Other										0	

Classification:

STATE - Principal Arterial

FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) 131,900

PROJECTED (2041) 145,100

**PROJECT:** MD 5, Branch Avenue**DESCRIPTION:** Geometric improvements at MD 5 and Linda Lane.**PURPOSE & NEED SUMMARY STATEMENT:** Project improves operations at MD 5 and Linda Lane.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law
☒ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet to Be Determined

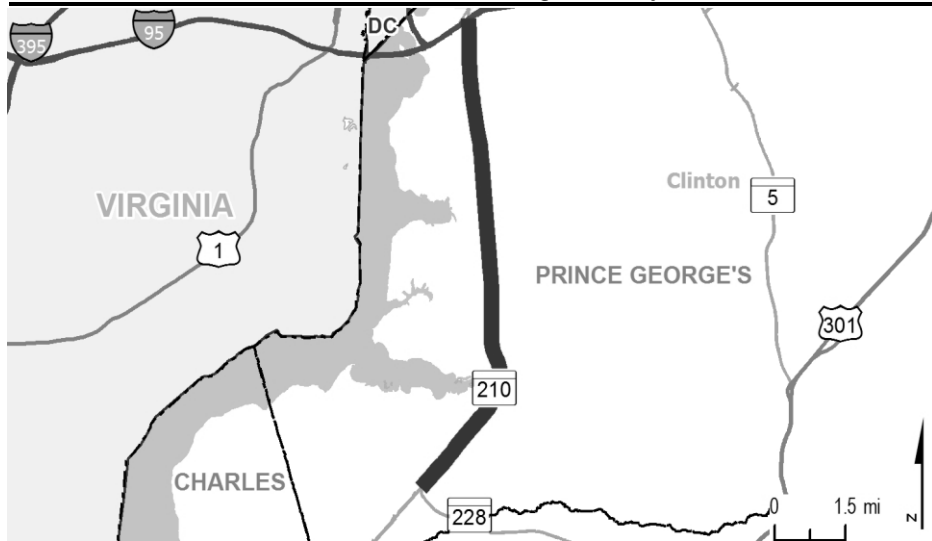
☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted
ASSOCIATED IMPROVEMENTS:

MD 5, US 301 at T.B. to north of I-95/I-495 (Line 17)

STATUS: Project on hold.**SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2021	EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	435	435	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	435	435	0	0	0	0	0	0	0	0	0
Federal-Aid	398	398	0	0	0	0	0	0	0	0	0
Special	36	36	0	0	0	0	0	0	0	0	0
Other										0	

Classification:**STATE -** Principal Arterial**FEDERAL -** Freeway/Expressway**STATE SYSTEM:** Primary**Estimated Annual Average Daily Traffic (vehicles per day)****CURRENT (2021)** 134,700**PROJECTED (2041)** 149,200



PROJECT: MD 210, Indian Head Highway

DESCRIPTION: Project to improve mobility along MD 210 and improve intersections from I-95/I-495 to MD 228 (10.0 miles). Bicycles and pedestrians will be accommodated where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: Increased development along this corridor has caused MD 210 to have severe congestion during peak periods.

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

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

ASSOCIATED IMPROVEMENTS:

MD 210, Interchange at Kerby Hill Road/Livingston Road (Line 7)

STATUS: Evaluating potential future breakout projects with Prince George's County.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2021	EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
Planning	2,523	2,523	0	0	0	0	0	0	0	0	0
Engineering	11,015	1	0	500	1,000	1,500	1,500	6,514	0	11,014	0
Right-of-way	982	982	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	14,519	3,505	0	500	1,000	1,500	1,500	6,514	0	11,014	0
Federal-Aid	11,014	0	0	500	1,000	1,500	1,500	6,514	0	11,014	0
Special	3,505	3,505	0	0	0	0	0	0	0	0	0
Other										0	

Classification:

STATE - Intermediate Arterial

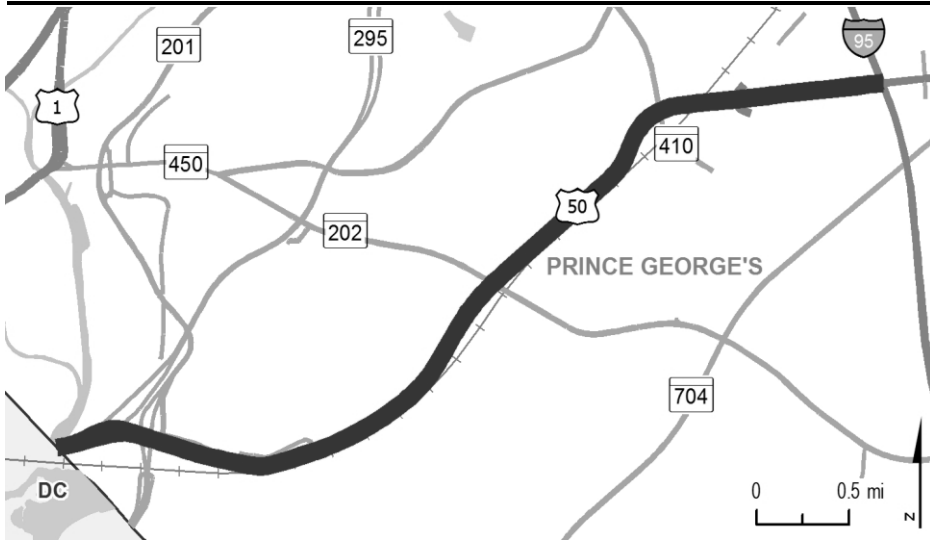
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) 85,800

PROJECTED (2041) 118,500



PROJECT: US 50, John Hanson Highway

DESCRIPTION: Feasibility study to investigate improving traffic capacity and operations for US 50 from the District of Columbia to MD 704 (5.0 miles).

PURPOSE & NEED SUMMARY STATEMENT: This study identifies a series of improvements to address various mobility, safety, and operational concerns along this section of US 50.

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

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

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2021				FOR PLANNING PURPOSES ONLY					
						...2024...	...2025...	...2026...	...2027...		
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
Special	477	477	0	0	0	0	0	0	0	0	0
Other											0

Classification:

STATE - Principal Arterial

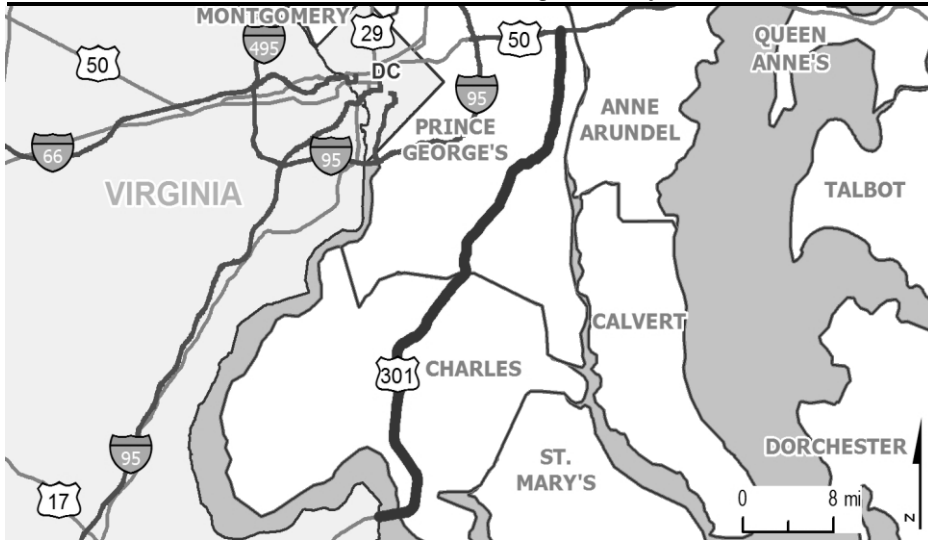
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) 81,000 - 155,500

PROJECTED (2041) 84,000 - 155,875



PROJECT: US 301, South Corridor Transportation Study

DESCRIPTION: The South Corridor Transportation Study is a multimodal study of US 301 corridor highway and transit improvements between the Potomac River/Virginia state line and I-95/US 50 (50.3 miles).

PURPOSE & NEED SUMMARY STATEMENT: This study will address transportation needs along the US 301 corridor in Charles and Prince George's counties.

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

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

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

US 301, at MD 228/MD 5BU (Charles County Line 3)

US 301, at MD 5 (Mattawoman Beantown Road) (Charles County Line 4)

US 301, North of Mount Oak Road to US 50 and MD 197 from US 301 to Mitchellville Road (Prince George's County Line 22)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2021				FOR PLANNING PURPOSES ONLY					
						...2024...	...2025...	...2026...	...2027...		
Planning	10,749	10,749	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	45,008	45,008	0	0	0	0	0	0	0	0	
Utilities	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	55,757	55,757	0	0	0	0	0	0	0	0	
Federal-Aid	11,881	11,881	0	0	0	0	0	0	0	0	
Special	43,876	43,876	0	0	0	0	0	0	0	0	
Other										0	

Classification:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

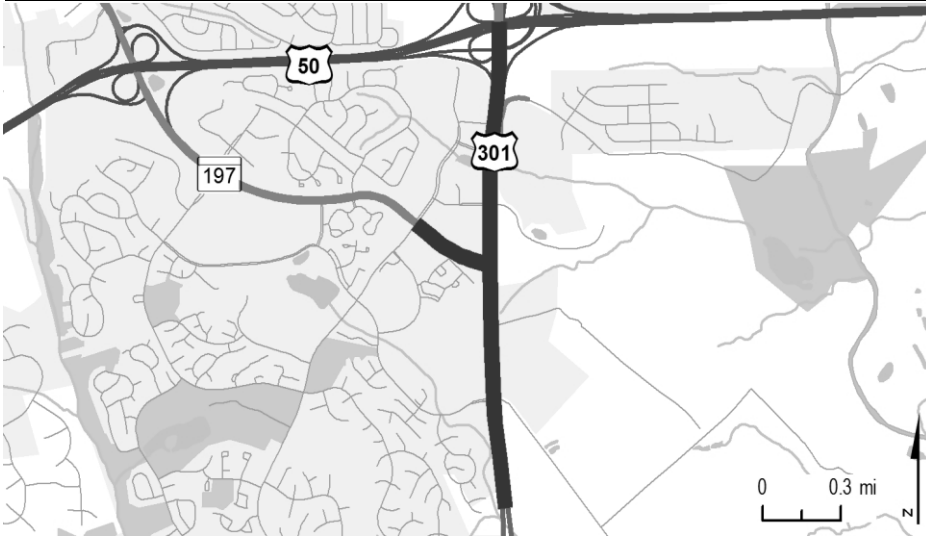
Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) 19,100 - 65,000 (Charles)

104,000 (Prince George's)

PROJECTED (2041) 45,000 - 82,050 (Charles)

127,400 (Prince George's)



PROJECT: US 301, Crain Highway

DESCRIPTION: Project to upgrade and widen US 301 from north of Mount Oak Road to US 50 (2.0 miles), and MD 197 from US 301 to Mitchellville Road (0.3 miles). Bicycles and pedestrians will be accommodated where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: Improvements are needed to accommodate the existing and projected high volumes of traffic generated by continuous growth along the US 301 corridor and to address existing safety problems.

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

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

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

MD 3, US 50 to MD 32 (Line 15)

US 301, South Corridor Transportation Study (Line 21)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPENDED				FOR PLANNING PURPOSES ONLY					
	COST	THRU				...	...	...	...
	(\$000)	2021				2024...	2025...	2026...	2027...		
Planning	2,504	2,504	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	2,504	2,504	0	0	0	0	0	0	0	0	0
Federal-Aid										0	
Special	2,504	2,504	0	0	0	0	0	0	0	0	0
Other										0	

Classification:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

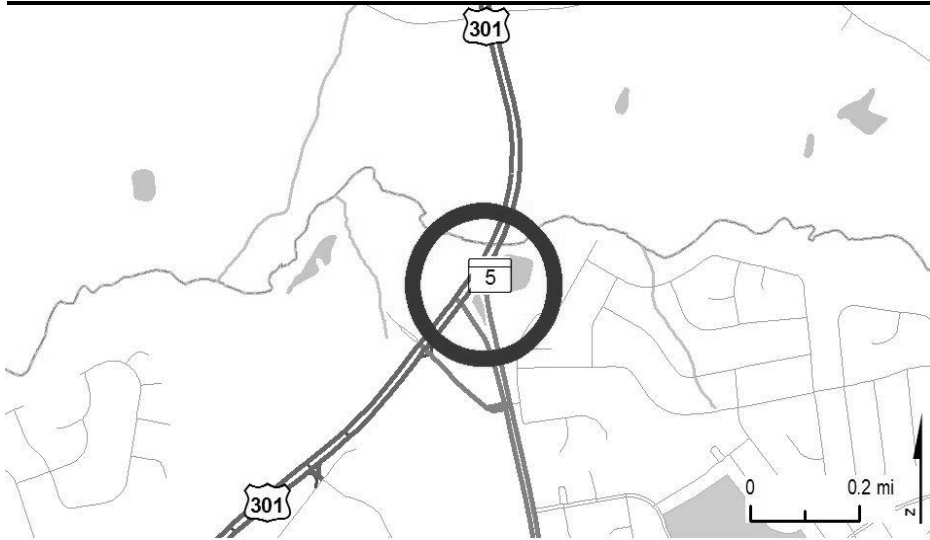
Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) 67,800 (US 301)

20,200 (MD 197)

PROJECTED (2041) 74,500 (US 301)

24,900 (MD 197)

**PROJECT:** US 301, Crain Highway**DESCRIPTION:** Construct a new flyover from southbound US 301 to MD 5 (Mattawoman Beantown Road).**PURPOSE & NEED SUMMARY STATEMENT:** Project will improve safety and mobility for planned development.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law☐ Project Inside PFA☐ Project Outside PFA☒ PFA Status Yet to Be Determined☐ Grandfathered☐ Exception Will Be Required☐ Exception Granted**ASSOCIATED IMPROVEMENTS:**

MD 5, US 301 to I-95/I-495 (Prince George's Line 17)

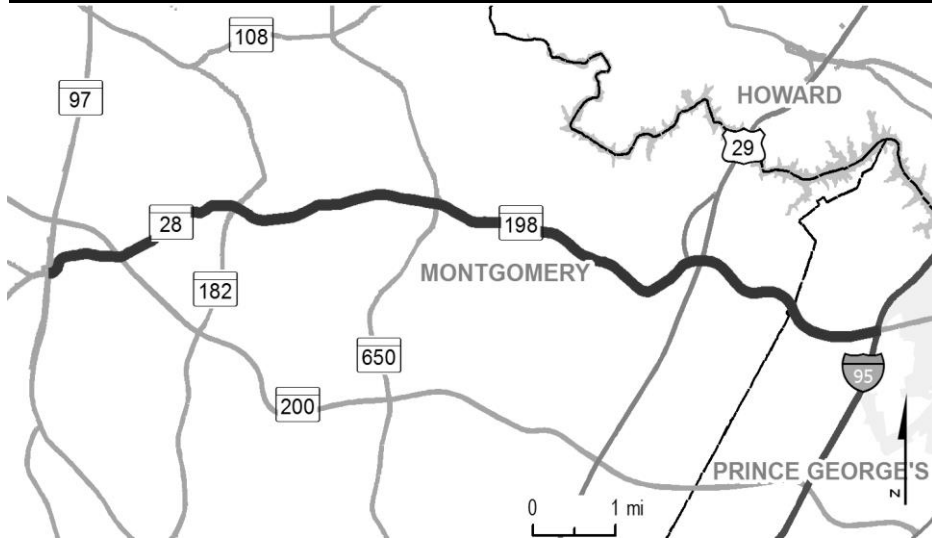
US 301, South Corridor Transportation Study (Prince George's Line 21)

US 301, MD 228/MD 5 Business (Charles County Line 3)

STATUS: Project on hold.**SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP:** None.**POTENTIAL FUNDING SOURCE:**☒ SPECIAL☐ FEDERAL☐ GENERAL☐ OTHER

PHASE	TOTAL		EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2021				...2024...	...2025...	...2026...	...2027...		
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	
Special										0	
Other										0	

Classification:**STATE -** Primary Arterial**FEDERAL -** Other Principal Arterial**STATE SYSTEM:** Primary**Estimated Annual Average Daily Traffic (vehicles per day)****CURRENT (2021)** 105,000 (US 301)**PROJECTED (2041)** 127,400 (US 301)



PROJECT: MD 28, Norbeck Road, and MD 198, Spencerville Road/Sandy Spring Road

DESCRIPTION: Study of MD 28/MD 198 corridor safety, capacity, and operational improvements in Montgomery and Prince George's counties, between MD 97 and I-95 (11.1 miles). Bicycle and pedestrian accommodations will be included where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: This project will address safety, congestion, and operations in the MD 28/MD 198 corridor.

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

☐ Project Inside PFA

☒ Project Outside PFA

☐ PFA Status Yet to Be Determined

☐ Grandfathered

☒ Exception Will Be Required

☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

MD 97 Interchange Construction at MD 28 (Montgomery County Line 8)

STATUS: Completed the MD 198 Segment D (Old Columbia Pike to US 29A) Preliminary Planning Report.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL

☒ FEDERAL

☐ GENERAL

☐ OTHER

PHASE	TOTAL				PROJECTED CASH REQUIREMENTS					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPENDED	EXPENDED	CURRENT	BUDGET						
	COST	THRU	IN	YEAR	YEAR	FOR PLANNING PURPOSES ONLY					
	(\$000)	2021	2021	2022	2023	...2024...	...2025...	...2026...	...2027...		
Planning	8,426	8,426	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	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	8,429	8,429	1,000	0	0	0	0	0	0	0	0
Federal-Aid	3,206	3,206	0	0	0	0	0	0	0	0	0
Special	5,222	5,222	1,000	0	0	0	0	0	0	0	0
Other										0	

Classification:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

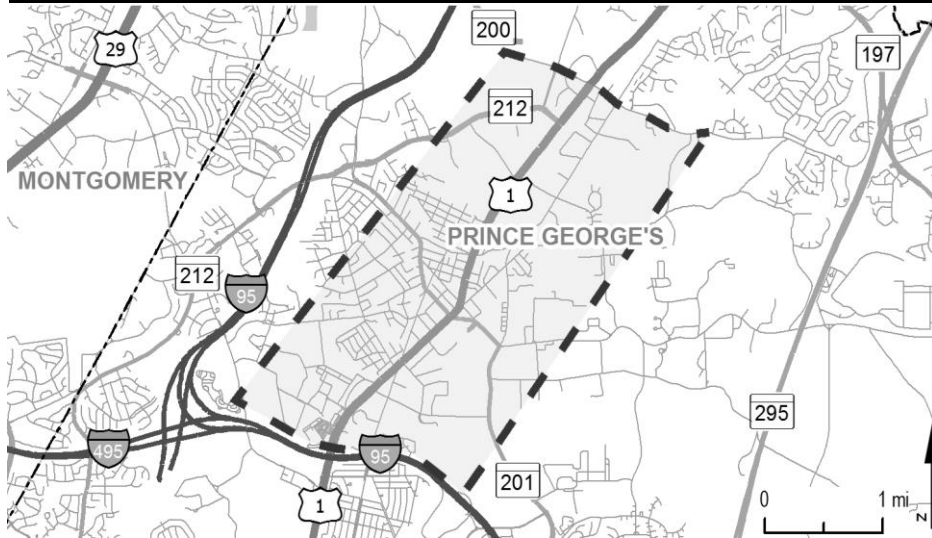
Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) 21,000 - 39,000 (MD 28)

18,000 - 48,000 (MD 198)

PROJECTED (2041) 29,000 - 51,000 (MD 28)

26,000 - 59,000 (MD 198)



PROJECT: MD 201 Extended and US 1, Baltimore Avenue

DESCRIPTION: Study of capacity improvements on MD 201 and US 1 from I-95/I-495 (Capital Beltway) to north of Muirkirk Road (7.1 miles). Bicycle and pedestrian access will be considered as part of this project.

PURPOSE & NEED SUMMARY STATEMENT: US 1 and MD 201 have significant mobility needs during peak periods. The industrial and employment centers in the area are being developed, which is expected to further increase traffic.

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

☐ Project Inside PFA

☐ Project Outside PFA

☒ PFA Status Yet to Be Determined

☐ Grandfathered

☐ Exception Will Be Required

☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

US 1, MD 193 to I-95/I-495 (Capital Beltway) (Line 30)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL

☐ FEDERAL

☐ GENERAL

☐ OTHER

PHASE	TOTAL		EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2021				...2024...	...2025...	...2026...	...2027...		
Planning	6,839	6,839	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	6,839	6,839	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	6,839	6,839	0	0	0	0	0	0	0	0	0
Other										0	

Classification:

STATE - Minor Arterial

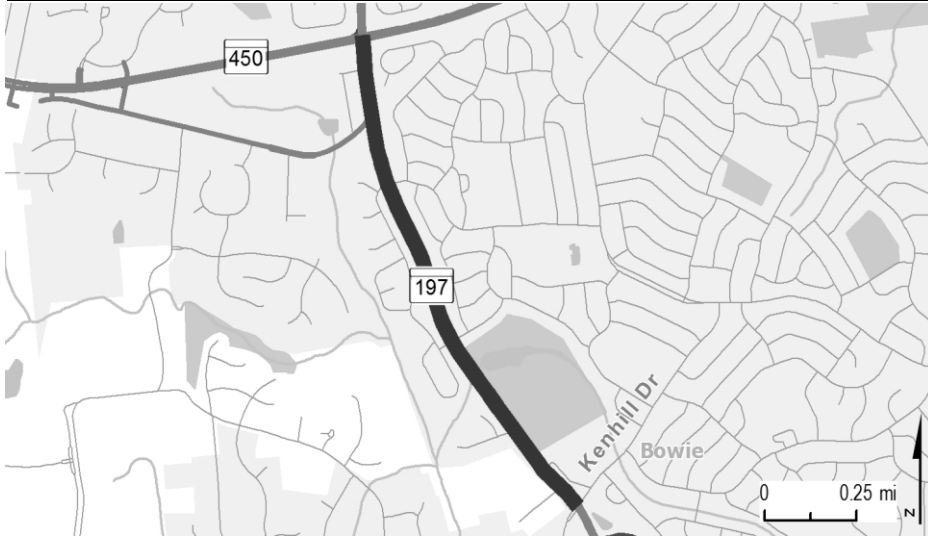
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) 47,100

PROJECTED (2041) 59,300



PROJECT: MD 197, Collington Road

DESCRIPTION: Upgrade and widen existing MD 197 to a multilane divided highway from Kenhill Drive to MD 450 Relocated (1.4 miles). Bicycle and pedestrian improvements will be included.

PURPOSE & NEED SUMMARY STATEMENT: Additional capacity needed to accommodate an increase in traffic volume and improve access in Bowie.

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

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

ASSOCIATED IMPROVEMENTS:

STATUS: Design underway. County contributed \$1.0 million to planning.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Added \$2.5 million to complete 30% design.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2021	EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
Planning	1,631	1,631	1	0	0	0	0	0	0	0	0
Engineering	4,988	2,488	14	1,000	1,500	0	0	0	0	2,500	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	6,619	4,119	15	1,000	1,500	0	0	0	0	2,500	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	5,619	3,119	15	1,000	1,500	0	0	0	0	2,500	0
Other	1,000	1,000	0	0	0	0	0	0	0	0	0

Classification:

STATE - Intermediate Arterial

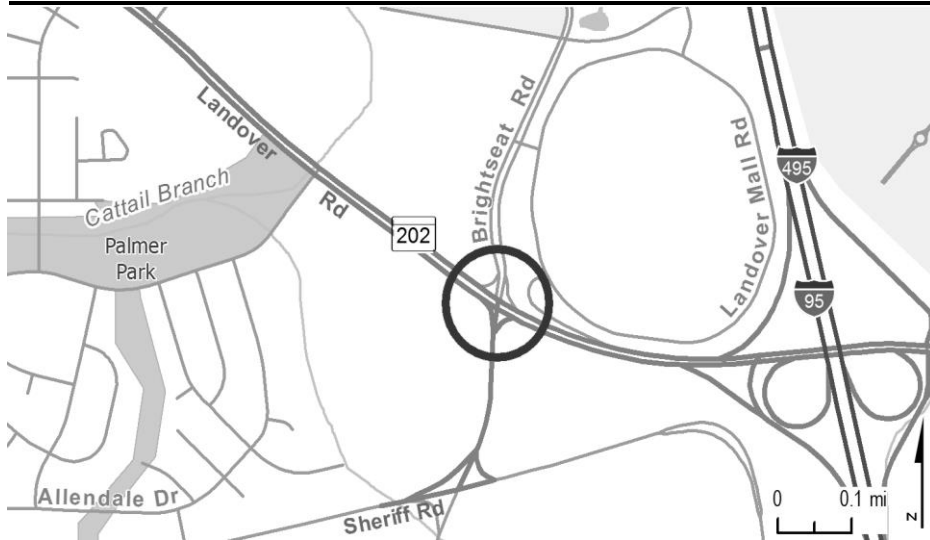
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) 35,800

PROJECTED (2041) 42,500



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

ASSOCIATED IMPROVEMENTS:

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2021	EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	464	464	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	464	464	0	0	0	0	0	0	0	0	0
Federal-Aid										0	
Special	464	464	0	0	0	0	0	0	0	0	0
Other										0	

Classification:

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) 54,000

PROJECTED (2041) 65,200



PROJECT: MD 223, Piscataway Road

DESCRIPTION: A study to establish a long term vision for the MD 223 Corridor from Steed Road to MD 4 (7.9 miles). Bicycle and pedestrian facilities will be included where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: Increased development along the MD 223 corridor has caused traffic congestion during peak hours. A long term vision for the corridor is needed, from which a series of short term safety and operational improvements can be developed and prioritized.

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

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

ASSOCIATED IMPROVEMENTS:

MD 4, MD 223 to I-95/I-495 (Capital Beltway) (Line 16)

MD 5, US 301 at TB to I-95/495 (Line 17)

STATUS: : Corridor study complete.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL					PROJECTED CASH REQUIREMENTS					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPENDED	EXPENDED	CURRENT	BUDGET							
	COST	THRU	IN	YEAR	YEAR	FOR PLANNING PURPOSES ONLY						
	(\$000)	2021	2021	2022	2023	...2024...	...2025...	...2026...	...2027...			
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		

Classification:

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) 47,700

PROJECTED (2041) 53,200



PROJECT: MD 450, Annapolis Road

DESCRIPTION: Upgrade and widen existing MD 450 to a multilane divided highway from Stonybrook Drive to west of MD 3 (1.4 miles). Bicycle and pedestrian facilities will be included where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: Additional capacity needed to accommodate increasing volumes of traffic. This improvement would provide better access to developing areas of central Prince George's County.

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

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

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

MD 3, US 50 to MD 32 (Line 15)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2021				...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,529	1,529	26	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	26	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	26	0	0	0	0	0	0	0	0
Other										0	

Classification:

STATE - Minor Arterial

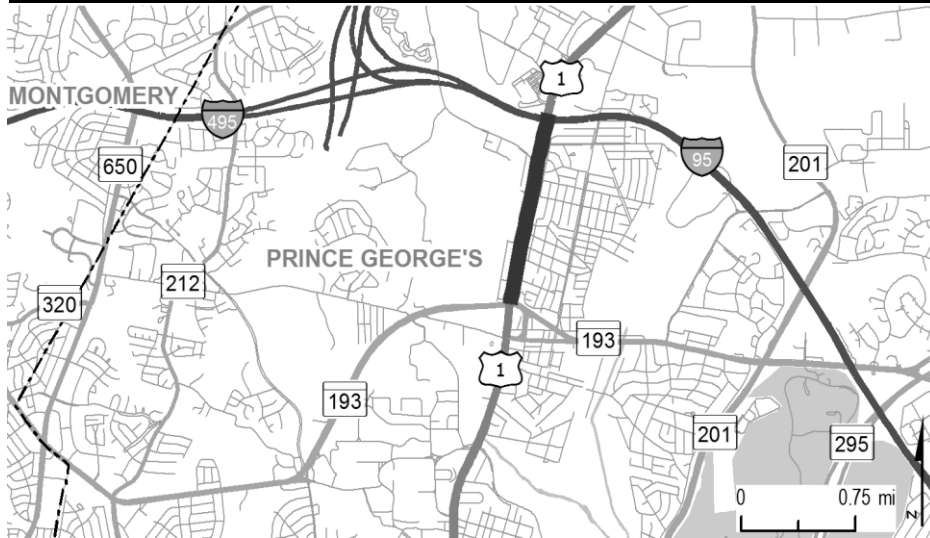
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) 25,900

PROJECTED (2041) 39,500



PROJECT: US 1, Baltimore Avenue

DESCRIPTION: Reconstruct US 1 from MD 193 to I-95 (Capital Beltway) (Segments 2 and 3) (1.1 miles). Bicycle and pedestrian facilities will be included.

PURPOSE & NEED SUMMARY STATEMENT: There are significant mobility needs along this segment of US 1. This project would improve traffic operations, pedestrian circulation, safety, and accommodate planned revitalization within College Park.

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

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

ASSOCIATED IMPROVEMENTS:

US 1, College Avenue to MD 193 (Segment 1) (Line 12)

MD 201 Extended/US 1, I-95/I-495 to north of Muirkirk Road (Line 25)

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2021	EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
Planning	1,387	1,387	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,387	1,387	0	0	0	0	0	0	0	0	0
Federal-Aid										0	
Special	1,387	1,387	0	0	0	0	0	0	0	0	0
Other										0	

Classification:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) 48,600

PROJECTED (2041) 53,300

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Prince George's County - LINE 31

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Bicycle Retrofit</u>				
PG8671	US1	RHODE ISLAND AVENUE-BICYCLE-PEDESTRIAN ROUTE-41ST STREET TO FARRAGUT STREET(RHODE ISLAND TROLLEY TRAIL)	\$ 6,112	FY 2022
<u>Bridge Replacement/Rehabilitation</u>				
PG4812	-	CLEANING AND PAINTING OF BRIDGES 1611700,1211800,1612700,1613000,1613200	\$ 1,544	FY 2022
PG4122	-	CLEANING AND PAINTING BRIDGE NUMBERS 1601800,1606500,1614505/06 AND 1623903/04	\$ 3,046	Under Construction
<u>Intersection Capacity Improvements</u>				
PG9341	MD223	WOODYARD ROAD-GEOMETRIC IMPROVEMENTS-AT DOWER HOUSE ROAD	\$ 2,896	Under Construction
<u>Resurface/Rehabilitate</u>				
XX131B	-	VARIOUS LOCATIONS IN PRINCE GEORGE'S COUNTY	\$ 7,858	Under Construction
XY6161	-	VARIOUS LOCATIONS IN PRINCE GEORGE'S COUNTY.	\$ 14,069	Under Construction
<u>Safety/Spot Improvement</u>				
PG0111	MD201	KENILWORTH AVENUE-INTERSECTION RECONSTRUCT-M SQUARE BETTERMENTS NEAR MD 201/RIVER ROAD	\$ 650	FY 2023
PG8901	-	BICYCLE-PEDESTRIAN ROUTE-PURPLE LINE ALIGNMENT	\$ 3,639	FY 2023
PG0831	MD3	CRAIN HIGHWAY-GEOMETRIC IMPROVEMENTS-IHB - AT FOREST DRIVE	\$ 3,267	Under Construction
XX2293	-	GEOMETRIC IMPROVEMENTS-AT VARIOUS LOCATIONS IN PRINCE GEORGE'S AND MONTGOMERY COUNTY	\$ 5,952	Under Construction
<u>Sidewalks</u>				
PG2801	MD223	WOODYARD ROAD-SIDEWALKS-1000 FT SOUTH OF VICTORIA DRIVE TO 265 FT NORTH OF SHERWOOD DRIVE	\$ 2,911	Under Construction
<u>Traffic Management</u>				
PG8641	MD210	INDIAN HEAD HIGHWAY - PHASE 1 MD 228 TO OLD FORT ROAD (SOUTH)	\$ 1,699	Under Construction
PG8642	MD210	INDIAN HEAD HIGHWAY - PHASE II: FROM SWAN CREEK ROAD/LIVINGSTON ROAD TO PALMER ROAD/LIVINGSTON ROAD.	\$ 2,428	Under Construction

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

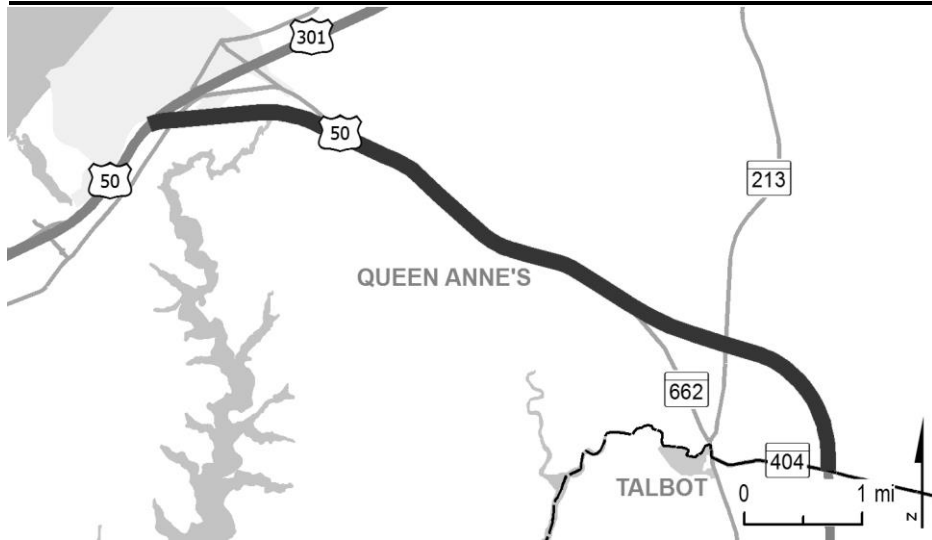
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Prince George's County - LINE 31

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Transportation Alternatives Program				
PG8681	MD564	BICYCLE-PEDESTRIAN ROUTE-BOWIE HERITAGE TRAIL	\$ 397	Completed
PG0202	US1	HOLLYWOOD ROAD SIDEWALK DESIGN COLLEGE PARK - SRTS	\$ 79	Design Underway
PGA101	-	SRTS - CRITTENDEN STREET AND 52ND AVENUE IMPROVEMENTS.	\$ 172	Design Underway
PG0001	-	CENTRAL AVENUE CONNECTOR TRAIL - PHASE I	\$ 640	FY 2023
PG0002	-	CENTRAL AVENUE CONNECTOR TRAIL - PHASE III	\$ 109	FY 2023
PG0003	-	PRINCE GEORGE'S COUNTY BIKE SHARE PHASE 2 AND 3B	\$ 223	FY 2023
PG8601	-	PRINCE GEORGE'S COUNTY BIKE SHARE PHASE 1	\$ 737	FY 2023
PGNEW2	-	CHAMBERS AVENUE - TRAFFIC CALMING MEASURES ALONG CHAMBER AVENUE AND CAPITOL HEIGHTS BOULEVARD	\$ 250	FY 2023



QUEEN ANNE'S COUNTY



PROJECT: US 50, Ocean Gateway

DESCRIPTION: Widen existing US 50 from US 301 at Queenstown to MD 404 (13.8 miles) to six lanes, acquire access controls, and replace at-grade intersections with interchanges. Bicycle and pedestrian accommodations will be included where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: This project will provide increased capacity to relieve traffic congestion and improve safety.

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

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

☒ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2021				...2024...	...2025...	...2026...	...2027...		
Planning	1,557	1,557	0	0	0	0	0	0	0	0	0
Engineering	6,724	6,724	0	0	0	0	0	0	0	0	0
Right-of-way	11,733	11,733	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	20,014	20,014	0	0	0	0	0	0	0	0	0
Federal-Aid	7,567	7,567	0	0	0	0	0	0	0	0	0
Special	12,447	12,447	0	0	0	0	0	0	0	0	0
Other										0	

Classification:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) 43,650

65,100 (Summer)

PROJECTED (2041) 71,550

90,100 (Summer)

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Queen Anne's County - LINE 2

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Bridge Replacement/Rehabilitation</u>				
QA1841	US301	BLUE STAR MEMORIAL HIGHWAY-BRIDGE REPLACEMENT-BRIDGE 1701401 OVER CHESTER RIVER	\$ 8,764	FY 2023
QA3301	MD305	STRUCTURE NO. 17073X0 CARRYING THREE BRIDGES BRANCH CULVERT REPLACEMENT	\$ 1,000	FY 2023
<u>Resurface/Rehabilitate</u>				
XY7171	-	MILL AND RESURFACE-AT VARIOUS LOCATIONS IN QUEEN ANNE'S COUNTY	\$ 3,561	Completed
XY8171	-	AT VARIOUS LOCATIONS IN QUEEN ANNE'S COUNTY	\$ 4,501	FY 2021
XY9171	-	MILL AND RESURFACE-AT VARIOUS LOCATIONS IN QUEEN ANNE'S COUNTY	\$ 4,210	FY 2022
<u>Transportation Alternatives Program</u>				
QA1491	-	KENT NARROWS ROAD-BICYCLE-PEDESTRIAN ROUTE-CROSS COUNTY CONNECTOR TRAIL - GRASONVILLE	\$ 2,828	Completed



SAINT MARY'S COUNTY

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

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

EXPLANATION: MD 5 is a critical link in Southern Maryland. Improving operations supports critical regional transportation needs.

PROJECT: MD 5, Point Lookout Road

DESCRIPTION: Reconstruct the MD 5 intersection at Abell Street/Moakley Street. This project will accommodate buggies, bicycles, and pedestrians, and includes adding a left turn lane at the entrance to St. Mary's Hospital.

PURPOSE & NEED SUMMARY STATEMENT: MD 5 intersection improvements will reduce congestion and provide capacity for planned development.

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

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

ASSOCIATED IMPROVEMENTS:

MD 5 Corridor, MD 243 to MD 245 (Line 4)

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2021				...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,682	2,682	0	0	0	0	0	0	0	0	0
Right-of-way	3,786	2,406	132	345	345	345	345	0	0	1,380	0
Utilities	907	231	107	427	249	0	0	0	0	676	0
Construction	6,722	6,722	4,625	0	0	0	0	0	0	0	0
Total	14,097	12,041	4,864	772	594	345	345	0	0	2,056	0
Federal-Aid	6,790	6,249	4,599	342	199	0	0	0	0	541	0
Special	7,307	5,792	265	430	395	345	345	0	0	1,515	0
Other										0	

Classification:

STATE - Minor Arterial

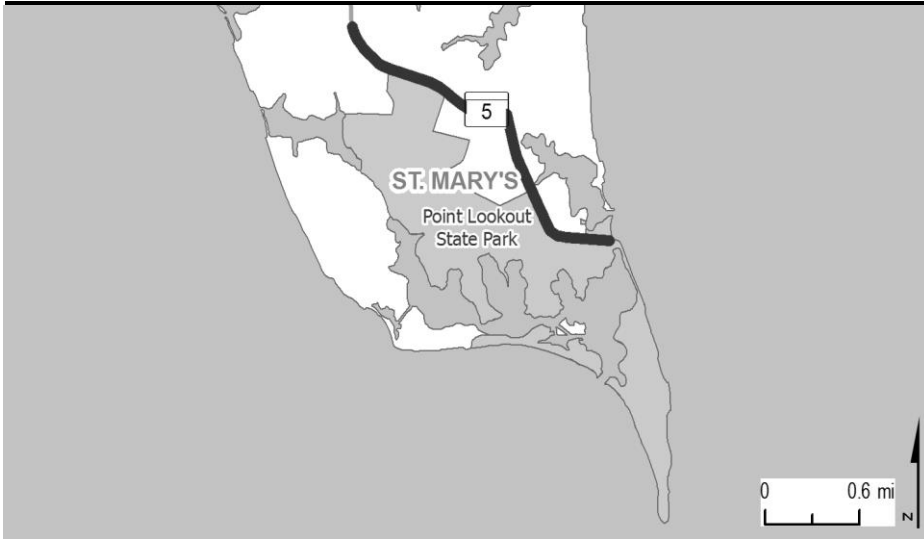
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) 30,400

PROJECTED (2041) 38,100

**PROJECT:** MD 5, Point Lookout Road**DESCRIPTION:** Upgrade and widen MD 5 from south of Camp Brown Road to the Lake Conoy Causeway (2.2 miles). This project will accommodate bicycles and pedestrians as appropriate.**PURPOSE & NEED SUMMARY STATEMENT:** MD 5 corridor improvements will improve safety by adding shoulders and improving safety for Point Lookout State Park visitors, especially those driving recreational vehicles, who may be unfamiliar with the roadway.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law
☐ Project Inside PFA
☒ Project Outside PFA
☐ PFA Status Yet to Be Determined

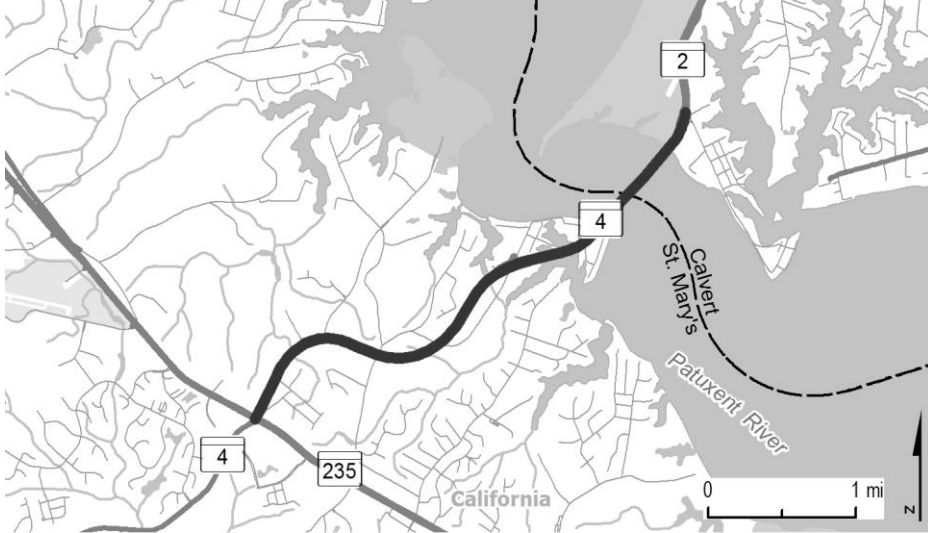
☒ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted
ASSOCIATED IMPROVEMENTS:**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

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

EXPLANATION: The existing roadway does not meet current design standards.**STATUS:** Construction underway.**SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2021				...2024...	...2025...	...2026...	...2027...		
Planning	469	469	0	0	0	0	0	0	0	0	0
Engineering	3,995	3,995	121	0	0	0	0	0	0	0	0
Right-of-way	1,039	1,039	155	0	0	0	0	0	0	0	0
Utilities	763	763	763	0	0	0	0	0	0	0	0
Construction	18,104	7,349	6,369	10,755	0	0	0	0	0	10,755	0
Total	24,370	13,615	7,408	10,755	0	0	0	0	0	10,755	0
Federal-Aid	18,146	7,859	6,954	10,287	0	0	0	0	0	10,287	0
Special	6,224	5,756	454	468	0	0	0	0	0	468	0
Other										0	

Classification:**STATE -** Major Collector**FEDERAL -** Major Collector**STATE SYSTEM:** Secondary**Estimated Annual Average Daily Traffic (vehicles per day)****CURRENT (2021)** 3,750 (Summer Peak)**PROJECTED (2041)** 4,500 (Summer Peak)



PROJECT: MD 4, Patuxent Beach Road and Solomons Island Road

DESCRIPTION: Study to upgrade MD 4 between MD 2 and MD 235 (4.0 miles), including the Governor Thomas Johnson Memorial Bridge (bridge 04019) over the Patuxent River and the intersection at MD 235. This project will include bicycle and pedestrian accommodations as appropriate.

PURPOSE & NEED SUMMARY STATEMENT: MD 4 corridor improvements will reduce congestion and provide capacity for planned development.

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

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

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2021	EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
Planning	4,941	4,941	0	0	0	0	0	0	0	0	0
Engineering	915	915	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	5,856	5,856	0	0	0	0	0	0	0	0	0
Federal-Aid	3,733	3,733	0	0	0	0	0	0	0	0	0
Special	2,123	2,123	0	0	0	0	0	0	0	0	0
Other										0	

Classification:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) 31,400

PROJECTED (2041) 38,275

**PROJECT:** MD 5, Point Lookout Road**DESCRIPTION:** Study to upgrade MD 5 between MD 243 and MD 245 (1.4 miles).**PURPOSE & NEED SUMMARY STATEMENT:** MD 5 corridor improvements will improve safety, reduce congestion, and provide capacity for planned development.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law

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

ASSOCIATED IMPROVEMENTS:

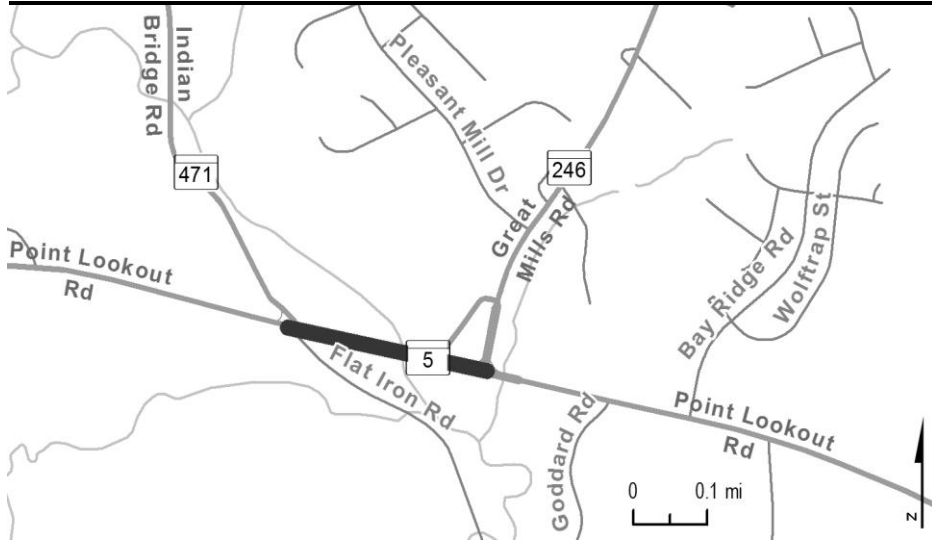
MD 5, at Abell Street/Moakley Street (Line 1)

MD 245, MD 5 to Baldrige Street (System Preservation)

STATUS: Planning complete.**SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPENDED				FOR PLANNING PURPOSES ONLY					
	COST	THRU				...	...	...	...
	(\$000)	2021				2024...	2025...	2026...	2027...		
Planning	2,174	2,174	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	2,174	2,174	0	0	0	0	0	0	0	0	0
Federal-Aid											0
Special	2,174	2,174	0	0	0	0	0	0	0	0	0
Other											0

Classification:**STATE -** Minor Arterial**FEDERAL -** Minor Arterial**STATE SYSTEM:** Secondary**Estimated Annual Average Daily Traffic (vehicles per day)****CURRENT (2021)** 30,400**PROJECTED (2041)** 38,100

**PROJECT:** MD 5, Point Lookout Road**DESCRIPTION:** Upgrade MD 5 from MD 471 to MD 246, including bridge 18006 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
ASSOCIATED IMPROVEMENTS:**STATUS:** Engineering and right-of-way underway.**SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2021				...2024...	...2025...	...2026...	...2027...		
Planning	1,631	1,631	15	0	0	0	0	0	0	0	0
Engineering	4,500	2,992	434	464	464	464	116	0	0	1,508	0
Right-of-way	5,033	2,110	2,000	1,638	1,285	0	0	0	0	2,923	0
Utilities	200	32	32	48	48	48	24	0	0	168	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	11,364	6,765	2,481	2,150	1,797	512	140	0	0	4,599	0
Federal-Aid	6,054	2,004	2,004	1,863	1,567	487	133	0	0	4,050	0
Special	5,310	4,761	477	287	230	25	7	0	0	549	0
Other										0	

Classification:**STATE -** Major Collector**FEDERAL -** Major Collector**STATE SYSTEM:** Secondary**Estimated Annual Average Daily Traffic (vehicles per day)****CURRENT (2021)** 22,500**PROJECTED (2041)** 26,950

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - St. Mary's County - LINE 1

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Bridge Replacement/Rehabilitation</u>				
SM1671	MD5	POINT LOOKOUT ROAD-BRIDGE DECK REPLACEMENT-BRIDGE 1800700 OVER HILTON RUN	\$ 5,177	FY 2023
<u>Resurface/Rehabilitate</u>				
XY7181	-	MILL AND RESURFACE-AT VARIOUS LOCATIONS IN ST. MARY'S COUNTY	\$ 11,450	Under Construction
<u>Transportation Alternatives Program</u>				
SM1931	-	BICYCLE-PEDESTRIAN ROUTE - MD 5 PEDESTRIAN AND BICYCLE TRAIL	\$ 1,741	FY 2022
SMNEW1	-	BICYCLE-PEDESTRIAN ROUTE - THREE NOTCH TRAIL, PHASE VII	\$ 3,600	FY 2023



SOMERSET COUNTY

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Somerset County - LINE 1

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Resurface/Rehabilitate</u>				
XY7191	-	MILL/GRIND, PATCH AND RESURFACE ROADWAY PAVEMENT AT VAR LOC IN SOMERSET COUNTY	\$ 7,000	FY 2022
XY6195	-	MILL AND RESURFACE AT VARIOUS LOCATIONS IN SOMERSET COUNTY	\$ 7,391	Under Construction
<u>Transportation Alternatives Program</u>				
SONEW1	MD413	MD413 - RT 413 HIKER-BIKER TRAIL PHASE II C	\$ 443	FY 2023



TALBOT COUNTY

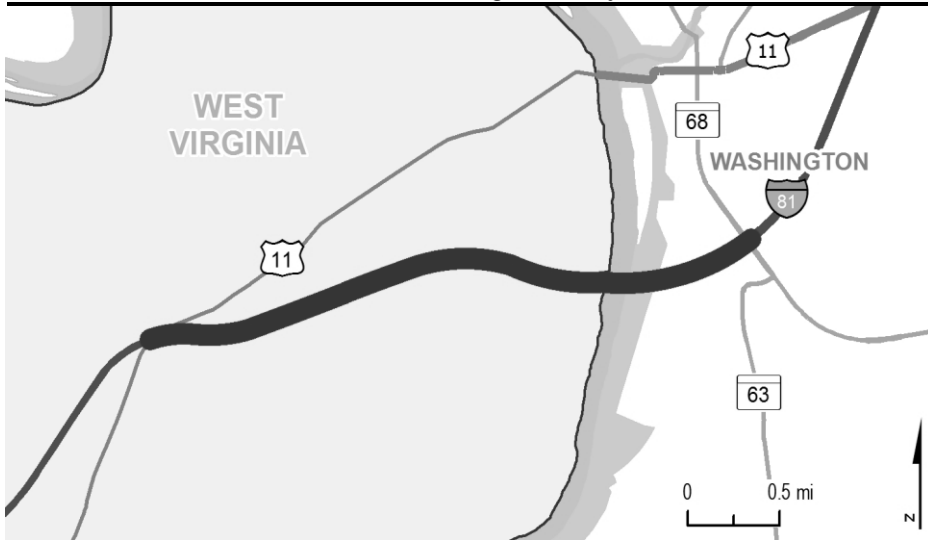
SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Talbot County - LINE 1

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Bridge Replacement/Rehabilitation</u>				
TA2331	MD33	TILGHMAN ISLAND ROAD-BRIDGE REPLACEMENT-BRIDGE 2000200 OVER OAK CREEK	\$ 1,176	FY 2023
<u>Resurface/Rehabilitate</u>				
XY7201	-	MILL AND RESURFACE-AT VARIOUS LOCATIONS IN TALBOT COUNTY	\$ 4,469	Completed
XY8201	-	VARIOUS LOCATIONS IN TALBOT COUNTY	\$ 4,254	FY 2022
XY9201	-	MILL AND RESURFACE-AT VARIOUS LOCATIONS IN TALBOT COUNTY	\$ 3,947	FY 2022
<u>Safety/Spot Improvement</u>				
TA2851	MD322	EASTON PARKWAY-GEOMETRIC IMPROVEMENTS-AT GLENWOOD AVENUE	\$ 4,333	FY 2023
TA2891	US50	OCEAN GATEWAY-GEOMETRIC IMPROVEMENTS-LOMAX STREET TO DUTCHMAN'S LANE	\$ 5,366	FY 2023
<u>Sidewalks</u>				
TA2291	MD33	TALBOT STREET-SIDEWALKS-FROM 200 FT NORTH OF LEE STREET TO 150 FT SOUTH OF SPENCER DRIVE	\$ 2,235	FY 2022



WASHINGTON COUNTY

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

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

EXPLANATION: I-81 is a critical link in western Maryland. Increasing capacity supports critical regional transportation needs.

PROJECT: I-81, Maryland Veterans Memorial Highway

DESCRIPTION: Upgraded and widened I-81 from US 11 in West Virginia to north of MD 63/MD 68 (3.6 miles). West Virginia is funding improvements in West Virginia and Maryland is administering this bi-state project. This is Phase 1 of a four-phase project to upgrade and widen I-81 from the Potomac River/West Virginia State line to the Pennsylvania State line.

PURPOSE & NEED SUMMARY STATEMENT: I-81 corridor improvements improve mobility, accommodate a high truck volume, and provide capacity for planned development.

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

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

ASSOCIATED IMPROVEMENTS:

I-81 Corridor, Potomac River/West Virginia State line to the Pennsylvania State line (Line 6)

STATUS: Open to service. West Virginia contributed \$39.8 million for the additional widening to the Maryland State line.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: The increase of \$1.8 million is due to project delays caused by the flooding on the Potomac River.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2021				...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,110	2,110	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	103,582	103,582	51,246	0	0	0	0	0	0	0	0
Total	105,692	105,692	51,246	0	0	0	0	0	0	0	0
Federal-Aid	52,385	52,385	9,398	0	0	0	0	0	0	0	0
Special	11,688	11,688	229	0	0	0	0	0	0	0	0
Other	41,619	41,619	41,619	0	0	0	0	0	0	0	0

STIP REFERENCE #WA3442 8/01/2021

Classification:

STATE - Principal Arterial

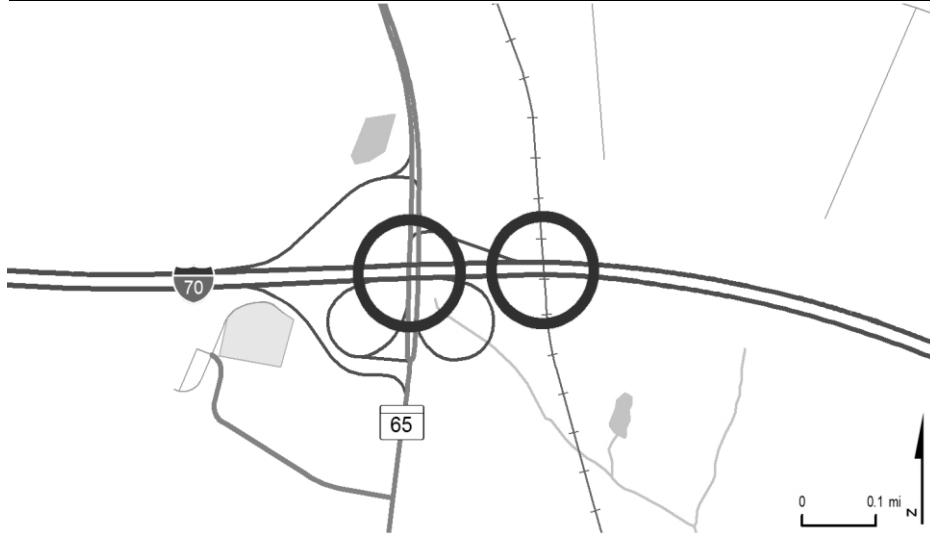
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) 69,500

PROJECTED (2041) 94,800

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

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

EXPLANATION: The decks on all four bridges need to be replaced, and the I-70 eastbound bridge over MD 65 is rated in poor condition.

PROJECT: I-70, Eisenhower Memorial Highway

DESCRIPTION: Bridge deck and superstructure replacement and widening of I-70 dual bridges 21118 over MD 65 and I-70 dual bridges 21119 over CSX Hagerstown Branch.

PURPOSE & NEED SUMMARY STATEMENT: This project will replace the decks on all four bridges and the superstructure of the two bridges on I-70 over MD 65, one of which is rated in poor condition. The project will accommodate a planned future interchange reconstruction at MD 65.

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

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

ASSOCIATED IMPROVEMENTS:
I-70/MD 65, Interchange Study (Line 5)

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.

POTENTIAL FUNDING SOURCE:											
						<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2021	EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,054	2,054	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	1,156	56	56	660	440	0	0	0	0	1,100	0
Construction	28,999	8,283	8,039	12,640	8,076	0	0	0	0	20,716	0
Total	32,209	10,393	8,095	13,300	8,516	0	0	0	0	21,816	0
Federal-Aid	26,697	7,955	7,762	11,457	7,285	0	0	0	0	18,742	0
Special	5,512	2,438	333	1,843	1,231	0	0	0	0	3,074	0
Other										0	

Classification:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) 68,000

PROJECTED (2041) 83,350

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

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

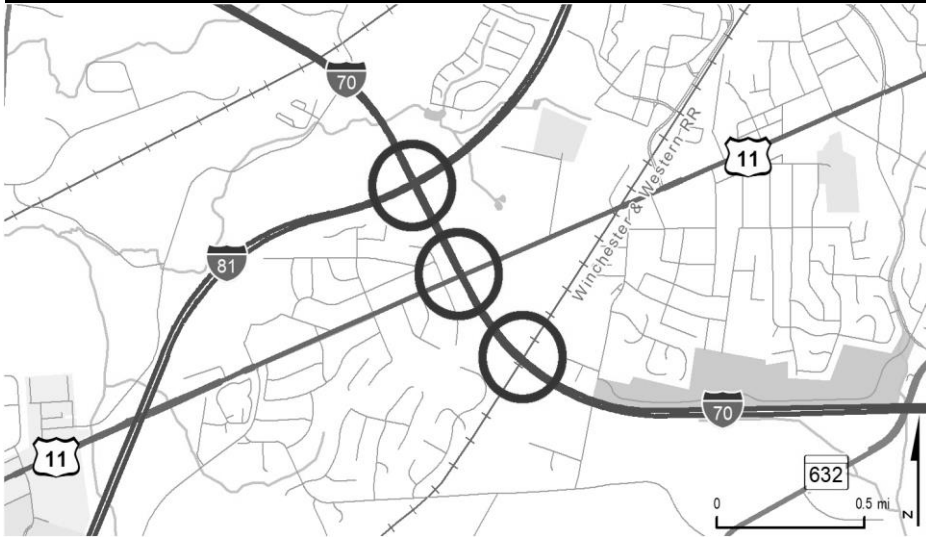
EXPLANATION: The existing structures are nearing the end of their useful service life.**PROJECT:** I-70, Eisenhower Memorial Highway**DESCRIPTION:** Replace bridges 2113503 and 2113504 over Crystal Falls Drive.**PURPOSE & NEED SUMMARY STATEMENT:** The existing structures, built in 1968, are nearing the end of their useful service life.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☒ Not Subject to PFA Law

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

ASSOCIATED IMPROVEMENTS:**STATUS:** Engineering underway.**SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP:** Added to the construction program.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL
 ☐ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PHASE	TOTAL					PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPENDED	EXPENDED	CURRENT	BUDGET						
	COST	THRU	IN	YEAR	YEAR	FOR PLANNING PURPOSES ONLY					
	(\$000)	2021	2021	2022	2023	...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,176	1,065	267	111	0	0	0	0	0	111	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	25,000	0	0	0	20,000	5,000	0	0	0	25,000	0
Total	26,176	1,065	267	111	20,000	5,000	0	0	0	25,111	0
Federal-Aid										0	
Special	26,176	1,065	267	111	20,000	5,000	0	0	0	25,111	0
Other										0	

Classification:**STATE -** Principal Arterial**FEDERAL -** Interstate**STATE SYSTEM:** Primary**Estimated Annual Average Daily Traffic (vehicles per day)****CURRENT (2021)** 72,500**PROJECTED (2041)** 80,100



PROJECT: I-70, Eisenhower Memorial Highway

DESCRIPTION: Rehabilitation of bridges 2107303 and 2114100 over I-81 and bridges 2111303 and 2111304 over the Winchester and Western Railroad. Replacement of bridges 2111203 and 2111204 over US 11.

PURPOSE & NEED SUMMARY STATEMENT: The existing bridges are nearing the end of their useful service life. Replacing and rehabilitating these structures will create additional width, allowing the extension of ramps to and from I-81, improving I-70 operations and safety.

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

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

EXPLANATION: The existing bridges are nearing the end of their useful service life.

ASSOCIATED IMPROVEMENTS:

I-81 Corridor, Potomac River/West Virginia State line to the Pennsylvania State line (Line 6)

STATUS: Added to the Construction program.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2021	EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,353	1,746	133	235	235	137	0	0	0	607	0
Right-of-way	142	6	6	71	65	0	0	0	0	136	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	36,000	0	0	0	0	2,462	12,326	12,802	8,410	36,000	0
Total	38,495	1,752	139	306	300	2,599	12,326	12,802	8,410	36,743	0
Federal-Aid	34,984	86	86	288	282	2,467	11,710	12,162	7,989	34,898	0
Special	3,511	1,666	53	18	18	132	616	640	421	1,845	0
Other										0	

Classification:

STATE - Principal Arterial

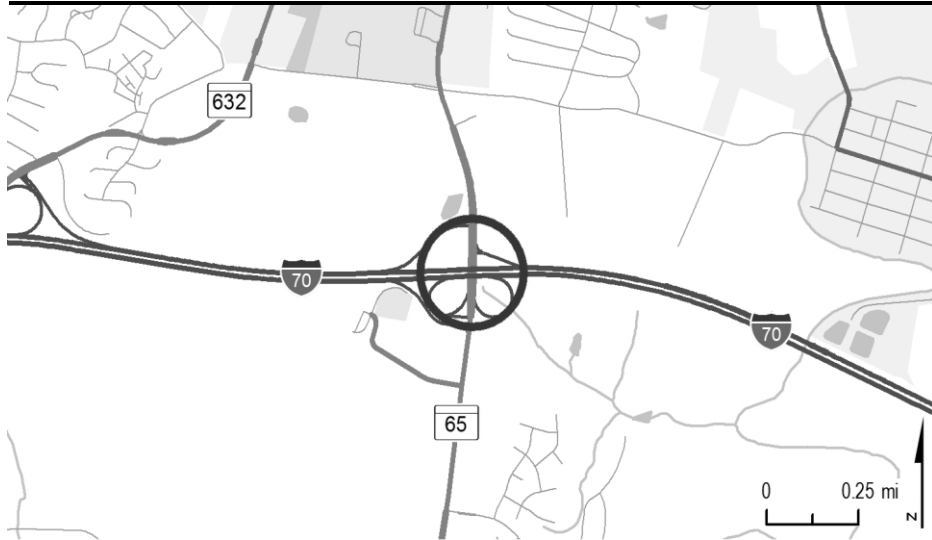
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) 65,100

PROJECTED (2041) 79,500

**PROJECT:** I-70 Eisenhower Memorial Highway**DESCRIPTION:** Project to upgrade the I-70 interchange at MD 65.**PURPOSE & NEED SUMMARY STATEMENT:** I-70 interchange improvements will reduce congestion and provide capacity for planned development.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law

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

ASSOCIATED IMPROVEMENTS:

I-70 Dual Bridge Replacements at MD 65 and CSX (Line 2)

STATUS: Planning complete.**SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL
 ☐ FEDERAL
 ☐ GENERAL
 ☐ OTHER

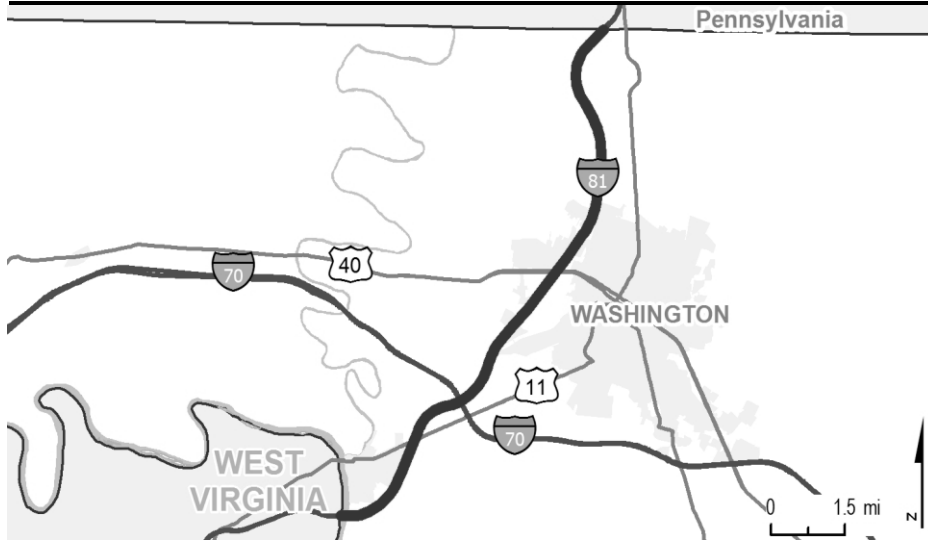
PHASE	TOTAL		EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2021				...2024...	...2025...	...2026...	...2027...		
Planning	1,815	1,815	0	0	0	0	0	0	0	0	0
Engineering	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	
Special	1,815	1,815	0	0	0	0	0	0	0	0	0
Other										0	

Classification:**STATE -** Principal Arterial**FEDERAL -** Interstate**STATE SYSTEM:** Primary**Estimated Annual Average Daily Traffic (vehicles per day)****CURRENT (2021)** 68,000 (I-70)

25,350 (MD 65)

PROJECTED (2041) 83,350 (I-70)

36,650 (MD 65)



PROJECT: I-81, Maryland Veterans Memorial Highway

DESCRIPTION: Study to upgrade and widen I-81 to a six-lane divided highway between the Potomac River/West Virginia State line and Pennsylvania State line (12.1 miles).

PURPOSE & NEED SUMMARY STATEMENT: I-81 corridor improvements improve mobility, accommodate a high truck volume, and provide capacity for planned development.

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

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

ASSOCIATED IMPROVEMENTS:

I-81, Phase 1, Potomac River/West Virginia State line to MD 63/MD 68 (Line 1)

STATUS: Phase 1 open to service. Phase 2 engineering underway.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2021	EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
Planning	3,530	3,530	0	0	0	0	0	0	0	0	0
Engineering	5,000	4,316	500	684	0	0	0	0	0	684	0
Right-of-way	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	8,530	7,846	500	684	0	0	0	0	0	684	0
Federal-Aid	3,672	3,056	0	616	0	0	0	0	0	616	0
Special	4,858	4,790	500	68	0	0	0	0	0	68	0
Other										0	

Classification:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) 62,000 - 88,800

PROJECTED (2041) 75,900 - 110,800

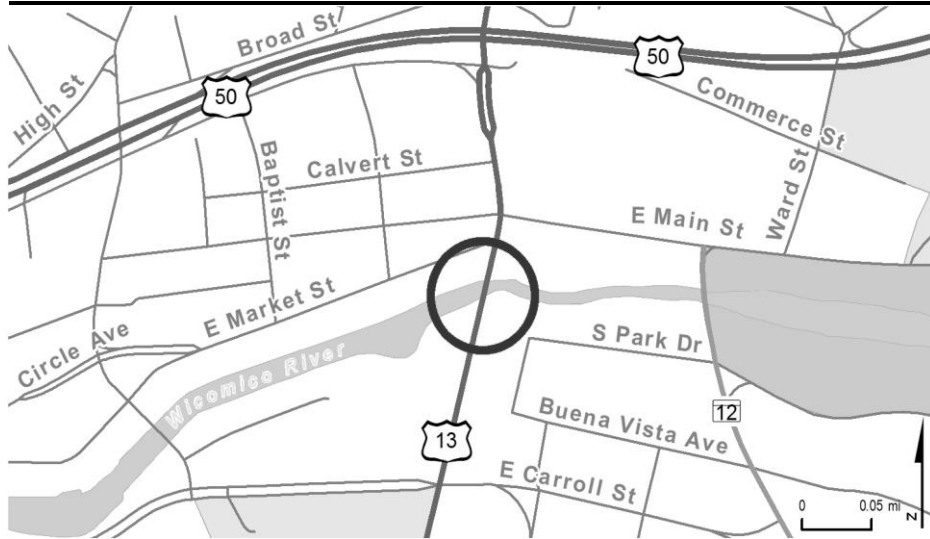
SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Washington County - LINE 7

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Bridge Replacement/Rehabilitation</u>				
WA8831	MD56	BIG POOL ROAD-BRIDGE REHABILITATION-BRIDGE 2109600 OVER MD I-70	\$ 4,607	Under Construction
<u>Environmental Preservation</u>				
WA2591	-	LANDSCAPE-IRVM, NATIVE PLANTING ALONG I-70 - PHASE 2	\$ 638	Under Construction
<u>Intersection Capacity Improvements</u>				
WA4481	MD64	N CLEVELAND AVENUE-GEOMETRIC IMPROVEMENTS-AT EASTERN BOULEVARD	\$ 3,246	Deferred
XX2296	-	VARIOUS LOCATIONS IN WASHINGTON COUNTY	\$ 355	FY 2022
<u>Resurface/Rehabilitate</u>				
XY2496	-	SURFACE TREATMENT-VARIOUS LOCATIONS IN WASHINGTON COUNTY	\$ 2,177	Completed
XY6211	-	SAFETY AND RESURFACE-AT VARIOUS LOCATIONS IN WASHINGTON COUNTY (EAST)	\$ 4,955	Completed
XY6212	-	SAFETY AND RESURFACE-AT VARIOUS LOCATIONS IN WASHINGTON COUNTY (WEST)	\$ 4,551	Completed
XY8211	-	AT VARIOUS LOCATIONS IN EASTERN WASHINGTON COUNTY	\$ 4,290	FY 2022
XY8212	-	AT VARIOUS LOCATIONS IN WESTERN WASHINGTON COUNTY	\$ 5,440	FY 2022
WA4532	IS70	EISENHOWER MEMORIAL HIGHWAY-SAFETY AND RESURFACE-0.44 MILES EAST OF BOYD ROAD TO ASHTON ROAD	\$ 4,667	Under Construction
XY7211	-	VARIOUS LOCATIONS IN WASHINGTON COUNTY (EAST)	\$ 2,738	Under Construction
XY7212	-	VARIOUS LOCATIONS IN WASHINGTON COUNTY (WEST)	\$ 2,402	Under Construction
<u>Transportation Alternatives Program</u>				
WA0821	-	SRTS – HAVEN ROAD AND PENNSYLVANIA AVENUE SAFETY UPGRADES	\$ 440	Completed
WA4751	-	SRTS TRAFFIC SIGNAL REPLACEMENT FREDERICK STREET AND EASTERN BOULEVARD	\$ 228	FY 2022
WANEW1	-	SRTS – HAGERSTOWN SAFETY IMPROVEMENTS AT MARYLAND AVENUE, WEST MEMORIAL BOULEVARD, FOUNTAINDALE ELEMENTARY SCHOOL	\$ 156	FY 2022
WA0871	-	BICYCLE-PEDESTRIAN ROUTE-MARSH RUN MULTI-USE TRAIL	\$ 104	FY 2023
WA0851	-	SRTS – POTOMAC STREET AT HOWARD STREET SIGNAL IMPROVEMENTS	\$ 249	Under Construction



WICOMICO COUNTY

**PROJECT:** US 13 Business, Salisbury Boulevard**DESCRIPTION:** Replace bridge 22004 over East Branch Wicomico River.**PURPOSE & NEED SUMMARY STATEMENT:** The existing structure is rated poor.**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
ASSOCIATED IMPROVEMENTS:**STATUS:** Right-of-way and engineering underway.**SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2021	EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,999	1,709	93	174	116	0	0	0	0	290	0
Right-of-way	1,715	1,564	439	151	0	0	0	0	0	151	0
Utilities	660	53	53	520	87	0	0	0	0	607	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	4,374	3,326	585	845	203	0	0	0	0	1,048	0
Federal-Aid	813	54	54	582	177	0	0	0	0	759	0
Special	3,561	3,272	531	263	26	0	0	0	0	289	0
Other										0	

Classification:**STATE -** Principal Arterial**FEDERAL -** Other Principal Arterial**STATE SYSTEM:** Primary**Estimated Annual Average Daily Traffic (vehicles per day)****CURRENT (2021)** 31,120**PROJECTED (2041)** 34,390

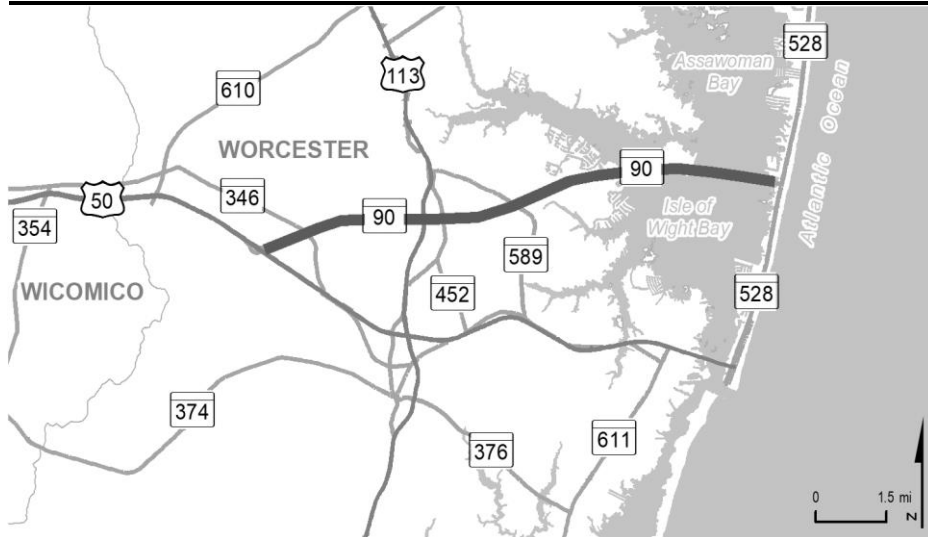
SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Wicomico County - LINE 2

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Resurface/Rehabilitate</u>				
XY6221	-	SAFETY AND RESURFACE-AT VARIOUS LOCATIONS IN WICOMICO COUNTY	\$ 7,808	Completed
XY8222	-	SAFETY AND RESURFACE-AT VARIOUS LOCATIONS IN WICOMICO COUNTY	\$ 7,700	FY 2022
XY7221	-	SAFETY AND RESURFACE-AT VARIOUS LOCATIONS IN WICOMICO COUNTY	\$ 7,000	Under Construction
<u>Safety/Spot Improvement</u>				
WI3286	US13	SALISBURY BLVD-DRAINAGE IMPROVEMENT-NORTH OF SOUTH BLVD TO NORTH OF CALVERT ST (PHASE 6)	\$ 8,760	Completed
<u>Transportation Alternatives Program</u>				
WINEW1	-	SALISBURY SCENIC DRIVE RAILS TO TRAIL	\$ 723	FY 2023



WORCESTER COUNTY



PROJECT: MD 90, Ocean City Expressway

DESCRIPTION: Study of MD 90 operations from US 50 to MD 528, including across bridge 23002 over Assawoman Bay.

PURPOSE & NEED SUMMARY STATEMENT: MD 90 is a high traffic volume arterial that serves as one of three routes into and out of Ocean City and, therefore, is a key evacuation route during storm events. This project would improve operations and increase network redundancy.

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

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

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

US 50, Ocean Gateway (Line 2)
 MD 589, Racetrack Road (Line 3)

STATUS: Planning underway.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Added to D&E Program

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2021	EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
Planning	500	0	0	500	0	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
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	500	0	0	500	0	0	0	0	0	500	0
Federal-Aid										0	
Special	500	0	0	500	0	0	0	0	0	500	0
Other										0	

Classification:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

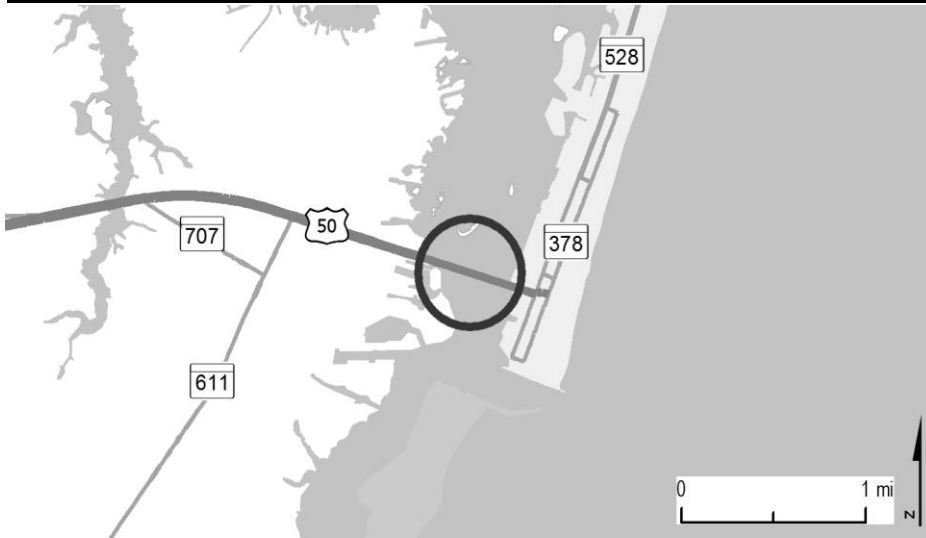
Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) 26,100

36,540 (Summer)

PROJECTED (2041) 29,100

40,740 (Summer)



PROJECT: US 50, Ocean Gateway

DESCRIPTION: Study to replace bridge 23007 over the Sinepuxent Bay. The study will investigate options to eliminate/upgrade the drawspan structure.

PURPOSE & NEED SUMMARY STATEMENT: This high traffic volume arterial has experienced mechanical problems with the drawbridge during peak seasonal traffic. This project would improve the highway's safety and operations.

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

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

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
 MD 90, Ocean City Expressway (Line 1)

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2021	EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
Planning	2,908	2,908	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	2,908	2,908	0	0	0	0	0	0	0	0	0
Federal-Aid										0	
Special	2,908	2,908	0	0	0	0	0	0	0	0	0
Other										0	

Classification:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

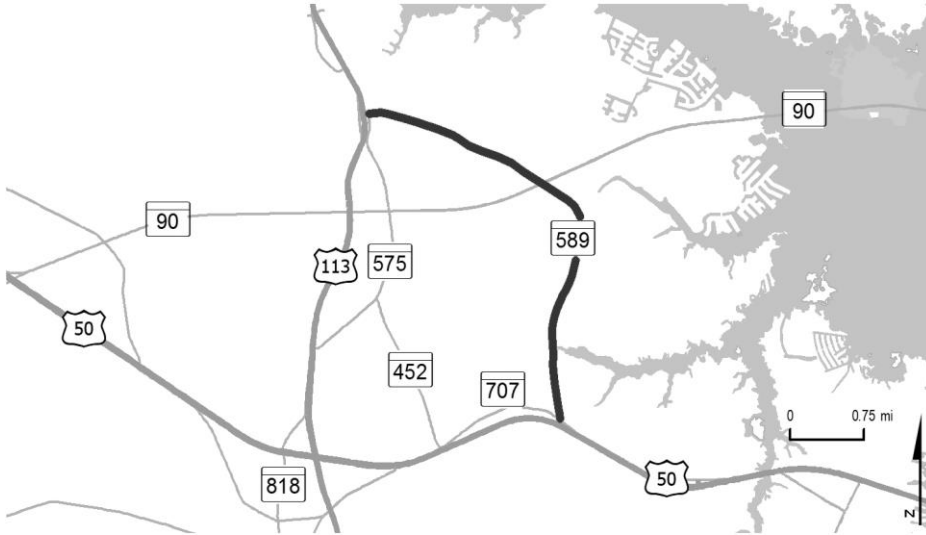
Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) 22,800

34,700 (Summer)

PROJECTED (2041) 34,475

57,000 (Summer)



PROJECT: MD 589, Racetrack Road

DESCRIPTION: Study for potential improvements to the existing MD 589 corridor from US 50 to US 113 (4.7 miles).

PURPOSE & NEED SUMMARY STATEMENT: This project will relieve traffic congestion and improve traffic safety along MD 589 and at the US 50 intersection.

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

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

☐ Grandfathered
☒ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
 MD 90 Ocean City Expressway (Line 1)

STATUS: Feasibility study complete.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2021	EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
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	

Classification:

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) 16,775

20,700 (Summer)

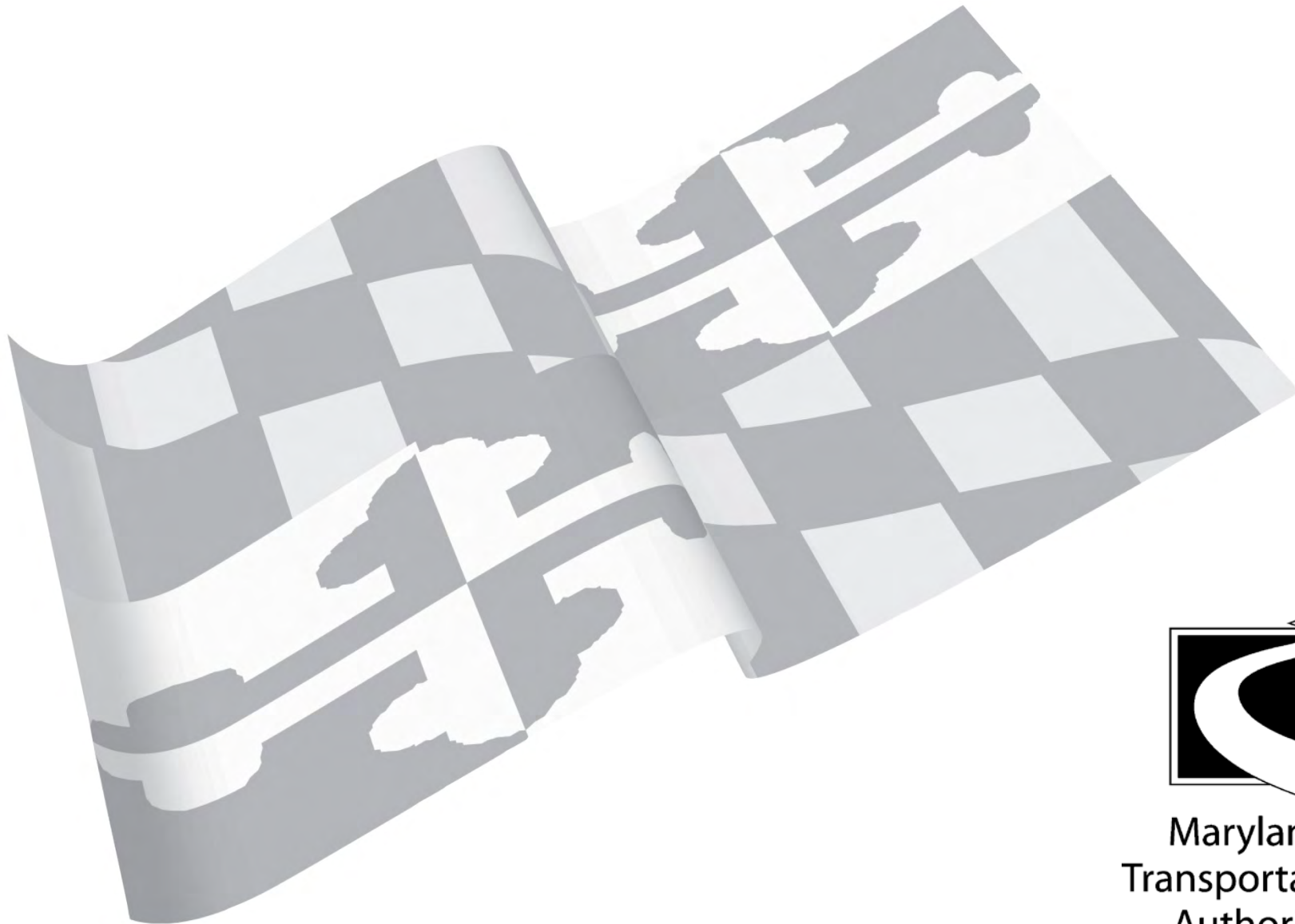
PROJECTED (2041) 21,875

28,150 (Summer)

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Worcester County - LINE 4

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Intersection Capacity Improvements</u>				
WO1551	MD376	BAY STREET-GEOMETRIC IMPROVEMENTS-US 113 TO FLOWER STREET	\$ 1,823	FY 2022
WO1552	MD376	BAY STREET-INTERSECTION CAPACITY-US 113 TO EAST OF FLOWER STREET (PHASE 1)	\$ 521	Under Construction
<u>Resurface/Rehabilitate</u>				
XY8231	-	AT VARIOUS LOCATIONS IN WORCESTER COUNTY	\$ 7,500	FY 2022
XY7231	-	AT VARIOUS LOCATIONS IN WORCESTER COUNTY	\$ 7,000	Under Construction



Maryland
Transportation
Authority

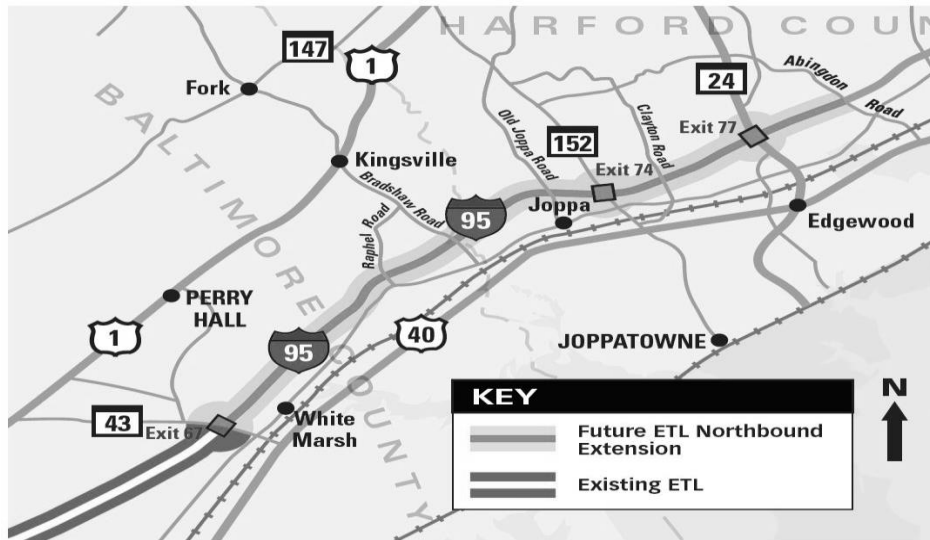
MDOT
MARYLAND DEPARTMENT
OF TRANSPORTATION

MARYLAND TRANSPORTATION AUTHORITY

**MARYLAND TRANSPORTATION AUTHORITY
CAPITAL PROGRAM SUMMARY
(\$ MILLIONS)**

	<u>FY 2022</u>	<u>FY 2023</u>	<u>FY 2024</u>	<u>FY 2025</u>	<u>FY 2026</u>	<u>FY 2027</u>	<u>SIX - YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	505.6	423.1	280.8	151.0	113.5	84.0	1,558.0
System Preservation Minor Projects	97.3	136.2	211.5	276.3	273.5	224.2	1,218.9
<u>Development & Evaluation Program</u>	-	-	-	-	-	-	-
SUBTOTAL	602.9	559.2	492.3	427.3	387.0	308.2	2,776.9
<u>Capital Salaries, Wages & Other Costs</u>	-	-	-	-	-	-	-
TOTAL	602.9	559.2	492.3	427.3	387.0	308.2	2,776.9
Toll Funds	602.9	559.2	492.3	427.3	387.0	308.2	2,776.9

* For Minors breakdown, please refer to the System Preservation Minor Projects Program report.

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

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

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

PROJECT: I-95 John F. Kennedy Memorial Highway - Express Toll Lanes (ETL) Northern Extension

DESCRIPTION: The two-lane Express Toll Lane extension to MD 24 includes I-95 safety improvements from Cowenton Road to MD 24; the reconstruction of the MD 24 and MD 152 interchanges; the replacement of four bridges over I-95 (Bradshaw Road, Old Joppa Road, Clayton Road, and Raphael Road); the construction of five noise walls; and environmental mitigation.

PURPOSE & NEED SUMMARY STATEMENT: Traffic operations on northbound I-95 beyond the current MD 43 Express Toll Lanes terminus experience routine congestion during peak hours. The improvements will address capacity concerns, improve safety, and allow for better incident management and maintenance activities. The construction of additional noise walls will address the community's requests about quality of life.

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

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

ASSOCIATED IMPROVEMENTS:

None.

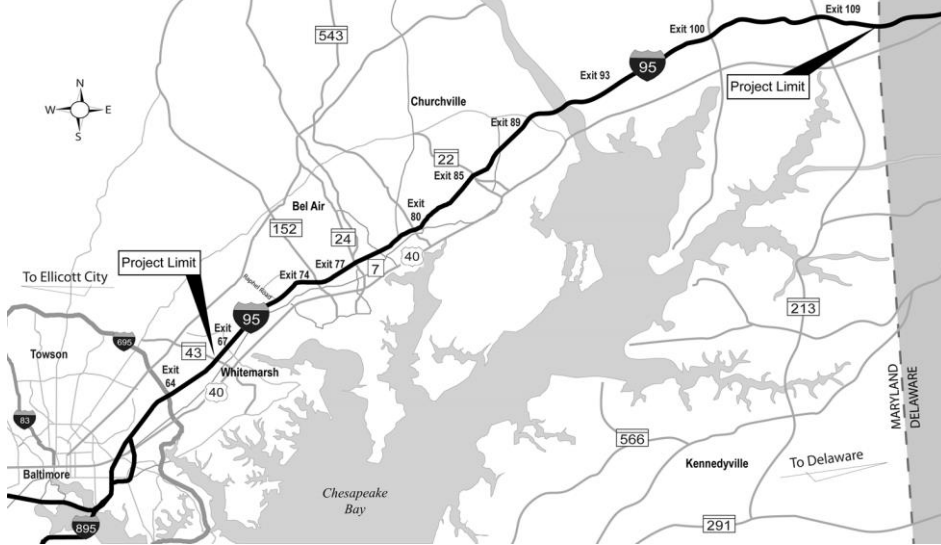
STATUS: Engineering and construction are underway.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	88,693	69,510	12,589	8,096	6,486	3,418	1,066	117	0	19,183	0
Right-of-way	8,746	4,871	2,732	2,275	1,600	0	0	0	0	3,875	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	972,865	89,726	47,763	131,732	209,207	177,620	112,757	99,625	78,513	809,454	73,685
Total	1,070,304	164,107	63,084	142,102	217,293	181,038	113,823	99,742	78,513	832,511	73,685
Federal-Aid										0	
TOLL	1,070,304	164,107	63,084	142,102	217,293	181,038	113,823	99,742	78,513	832,512	73,685
Other										0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.

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

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

EXPLANATION: The I-95 roadway was in need of resurfacing from MD 43 to the Maryland/Delaware state line (northbound and southbound).

PROJECT: I-95 John F. Kennedy Memorial Highway - Resurfacing

DESCRIPTION: Resurface I-95 northbound and southbound from MD 43 to the Maryland/Delaware state line. Phase I is from MD 43 to MD 24. Phase II is from MD 24 to the Tydings Bridge. Phase III is from the Tydings Bridge to the Maryland/Delaware state line.

PURPOSE & NEED SUMMARY STATEMENT: The I-95 roadway north of MD 43 was in need of resurfacing. Phases I, II, and III are complete.

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

ASSOCIATED IMPROVEMENTS:

I-95 JFK Memorial Hwy. - Replace Deck of Bridge over Little Northeast Creek - Constr. Program (Line 4)
 I-95 JFK Memorial Hwy. - Rehabilitate Decks on Three Bridges on I-95 in Cecil County - Construction Program (Line 5)

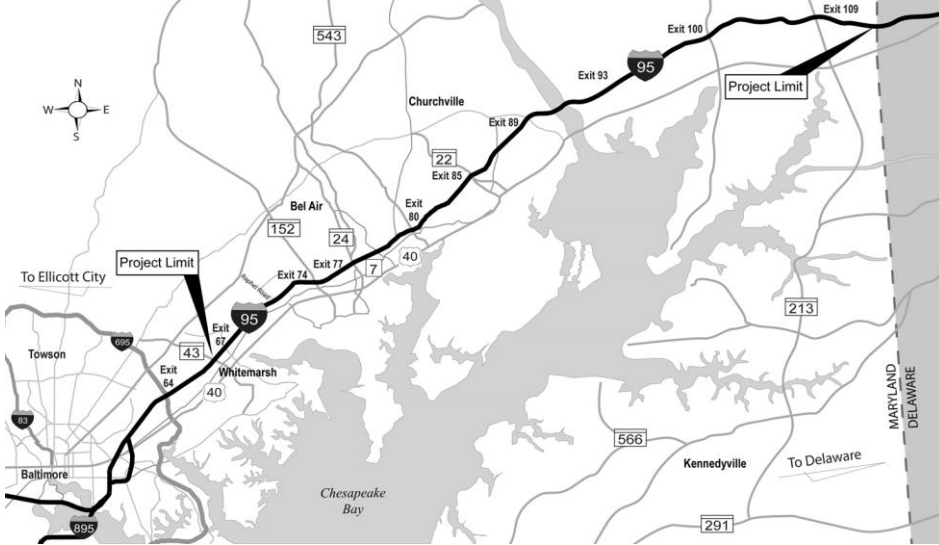
STATUS: Open to service.

POTENTIAL FUNDING SOURCE:

- ☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPENDED									
	COST	THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR				...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,881	1,881	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	
Construction	59,551	59,551	12,268	0	0	0	0	0	0	0	
Total	61,432	61,432	12,268	0	0	0	0	0	0	0	
Federal-Aid										0	
TOLL	61,432	61,432	12,268	0	0	0	0	0	0	0	
Other										0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.



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

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

EXPLANATION: Aging sign structures along the John F. Kennedy Memorial Highway will be updated or replaced.

PROJECT: I-95 John F. Kennedy Memorial Highway - Remove, Replace, and Upgrade Sign Structures

DESCRIPTION: Update and replace sign structures along the John F. Kennedy Memorial Highway.

PURPOSE & NEED SUMMARY STATEMENT: Existing sign structures date from the early 1980s and are approaching the end of their useful life.

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

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

ASSOCIATED IMPROVEMENTS:

None.

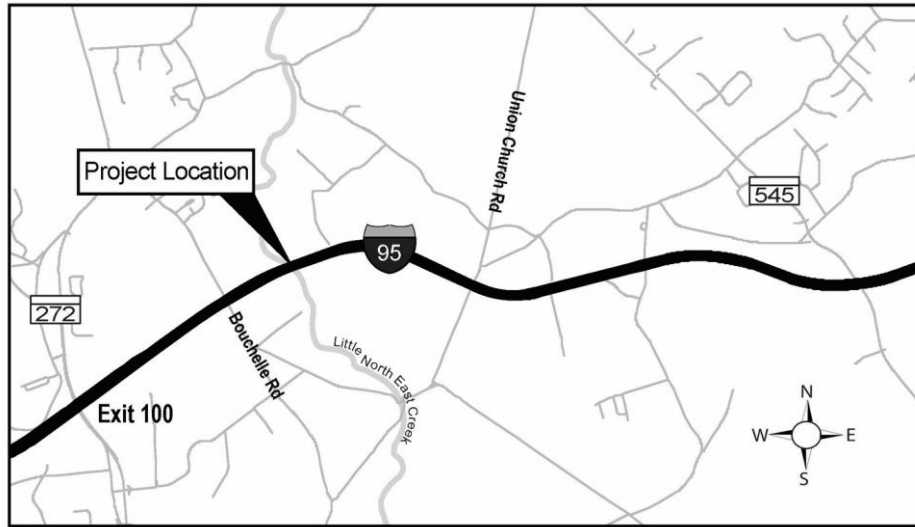
STATUS: Construction is underway.

POTENTIAL FUNDING SOURCE:

- ☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	908	908	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	13,594	13,394	2,700	200	0	0	0	0	0	200	0
Total	14,501	14,301	2,700	200	0	0	0	0	0	200	0
Federal-Aid										0	
TOLL	14,501	14,301	2,700	200	0	0	0	0	0	200	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Cost decreased by \$1.6 million due to revised scope.

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

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

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

PROJECT: I-95 John F. Kennedy Memorial Highway - Replace Deck of Bridge over Little Northeast Creek

DESCRIPTION: Replace the deck of the bridge on I-95 over Little Northeast Creek. The project also includes upgrading existing shoulders to traffic bearing and miscellaneous structural repairs.

PURPOSE & NEED SUMMARY STATEMENT: The annual facility inspection and a follow-up study revealed the deck is deteriorated and nearing the end of its useful life.

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

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

ASSOCIATED IMPROVEMENTS:

I-95 JFK Memorial Hwy. - Resurfacing - Construction Program (Line 2)

I-95 JFK Memorial Hwy. - Rehabilitate Decks on Three Bridges on I-95 in Cecil County - Construction Program (Line 5)

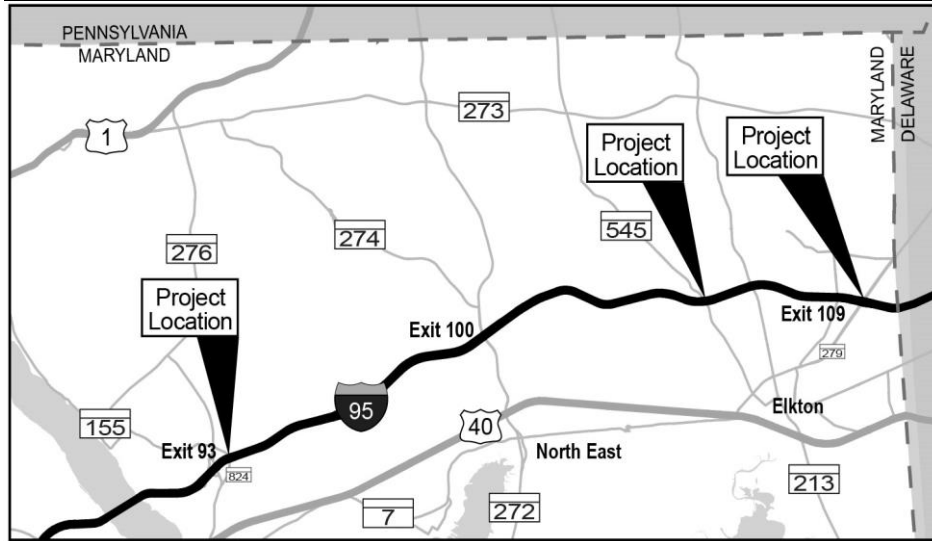
STATUS: Open to service.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,384	1,384	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	11,473	11,473	568	0	0	0	0	0	0	0	0
Total	12,857	12,857	568	0	0	0	0	0	0	0	0
Federal-Aid										0	
TOLL	12,857	12,857	568	0	0	0	0	0	0	0	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.

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

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

EXPLANATION: Deck rehabilitation and miscellaneous structural repairs will extend the useful life of the decks.

PROJECT: I-95 John F. Kennedy Memorial Highway - Rehabilitate Decks on Three Bridges on I-95 in Cecil County

DESCRIPTION: Rehabilitate the decks on three bridges on I-95 in Cecil County. The work includes overlaying the bridge decks, making the decks continuous over the piers, and performing miscellaneous steel and concrete repairs. Bridges included are I-95 over MD 824, I-95 over MD 545 and Little Elk Creek, and I-95 over MD 279.

PURPOSE & NEED SUMMARY STATEMENT: The annual facility inspection and follow-up studies revealed the need for deck rehabilitation for three bridges in Cecil County. The deck rehabilitation and miscellaneous structural repairs will extend the useful life of the decks.

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

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

ASSOCIATED IMPROVEMENTS:

I-95 JFK Memorial Hwy. - Resurfacing - Construction Program (Line 2)

I-95 JFK Memorial Hwy. - Replace Deck of Bridge over Little Northeast Creek - Constr. Program (Line 4)

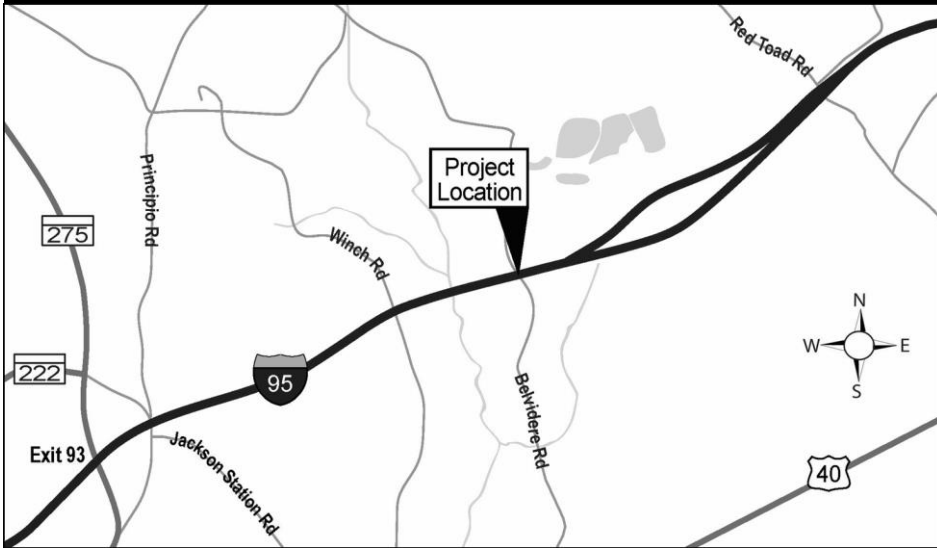
STATUS: Open to service.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	624	624	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	16,050	16,050	6,407	0	0	0	0	0	0	0	0
Total	16,674	16,674	6,407	0	0	0	0	0	0	0	0
Federal-Aid										0	
TOLL	16,674	16,674	6,407	0	0	0	0	0	0	0	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.

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

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

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

PROJECT: I-95 John F. Kennedy Memorial Highway - I-95/Belvidere Road Interchange Study

DESCRIPTION: Construct an interchange at I-95 John F. Kennedy Memorial Highway (JFK Highway) and Belvidere Road. The first phase of this project is conducting a study to obtain National Environmental Policy Act (NEPA) approval. The study will determine the potential environmental effects associated with the proposed interchange while maintaining the functionality of the regional and local transportation system.

PURPOSE & NEED SUMMARY STATEMENT: Increased development in the I-95 JFK Highway and Belvidere Road area necessitates an I-95/Belvidere Road interchange. The project cost will be shared with Stewart Properties providing \$7.7 million for design and right of way, Cecil County providing \$1 million for construction, and MDTA providing \$31.2 million for design and construction, with the balance of \$20 million from a BUILD Grant. The \$20 million 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 is the estimate currently approved by the MDTA Board for the project. The cost will continue to be updated as the project moves into procurement.

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

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

ASSOCIATED IMPROVEMENTS:

None.

STATUS: Planning and engineering are underway.
Construction is scheduled to begin in fall/winter of 2021/2022.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2024...	...2025...	...2026...	...2027...		
Planning	300	150	150	150	0	0	0	0	0	150	0
Engineering	4,100	4,100	1,701	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	55,573	0	0	2,823	21,929	24,425	4,777	1,619	0	55,573	0
Total	59,973	4,250	1,851	2,973	21,929	24,425	4,777	1,619	0	55,723	0
Federal-Aid										0	
TOLL	59,973	4,250	1,851	2,973	21,929	24,425	4,777	1,619	0	55,723	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.

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

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

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

PROJECT: I-95 Fort McHenry Tunnel - Rehabilitate Vent Fans

DESCRIPTION: Rehabilitate forty-eight ventilation fans in the Fort McHenry Tunnel East and West Ventilation Buildings.

PURPOSE & NEED SUMMARY STATEMENT: The ventilation system is an integral part of the Fort McHenry Tunnel. Rehabilitating the fans and their components will improve the operational reliability of the existing fans and extend the service life of the ventilation system in the tunnel.

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

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

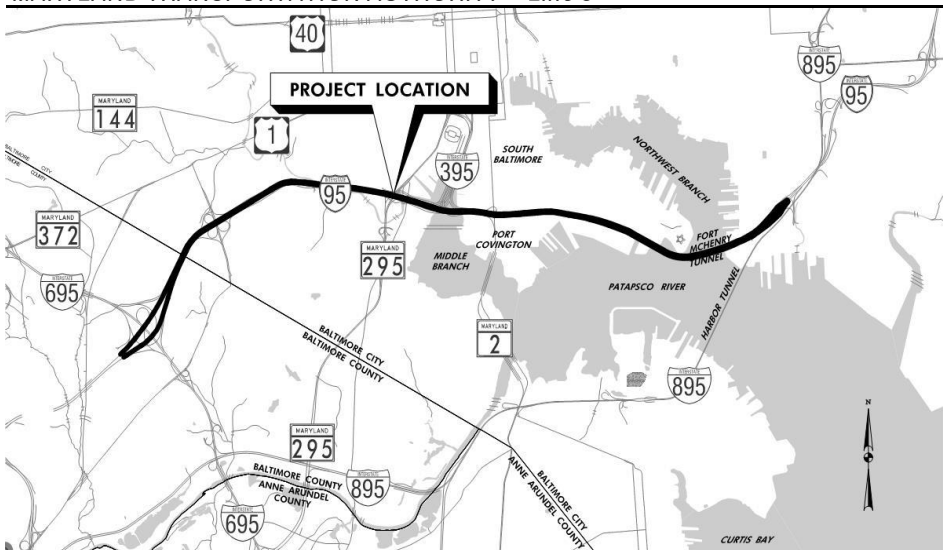
ASSOCIATED IMPROVEMENTS:

None.

STATUS: Engineering and construction are underway.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,149	2,546	250	250	250	103	0	0	0	603	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	38,695	7,610	7,608	12,750	13,892	4,443	0	0	0	31,085	0
Total	41,844	10,156	7,858	13,000	14,142	4,546	0	0	0	31,688	0
Federal-Aid										0	
TOLL	41,844	10,156	7,858	13,000	14,142	4,546	0	0	0	31,688	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.

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

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

EXPLANATION: 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.

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.

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

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

ASSOCIATED IMPROVEMENTS:
None.

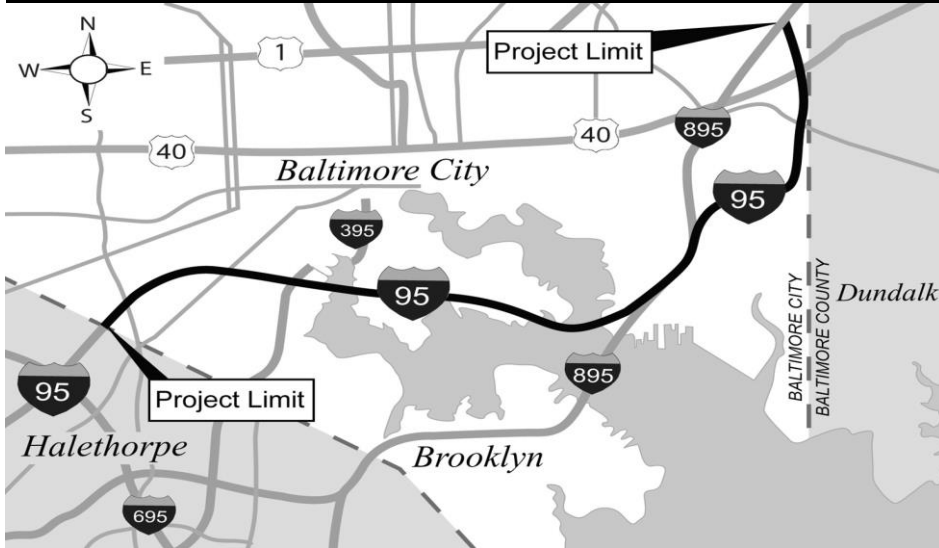
STATUS: Planning is underway. Construction schedule to be determined. Planning funding shown is for MDTA's oversight of the planning phase which is being funded by a private developer. Construction funding shown is MDTA's match for future INFRA Grant.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2024...	...2025...	...2026...	...2027...		
Planning	409	394	9	0	0	0	0	0	0	0	15
Engineering	6	6	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	32,985	0	0	0	0	0	0	0	0	0	32,985
Total	33,400	400	9	0	0	0	0	0	0	0	33,000
Federal-Aid										0	
TOLL	33,400	400	9	0	0	0	0	0	0	0	33,000
Other										0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.



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

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

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

PROJECT: I-95 Fort McHenry Tunnel - Rehabilitate Substructure and Superstructure of Various Bridges on I-95 in Baltimore City

DESCRIPTION: Repair substructure and superstructure of seventy-four bridges on I-95 in Baltimore City. The work includes structural weld repairs, structural steel repairs, roadway joint repairs, concrete repairs, and application of protective coatings on seventy-four bridges. Originally only Phase 1 was funded. Funding for Phase 2 is now added. Each phase includes thirty-seven bridges.

PURPOSE & NEED SUMMARY STATEMENT: The annual facility inspection, as well as findings and issues noted by MDTA Operations, have identified the need to perform a comprehensive substructure and superstructure rehabilitation.

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

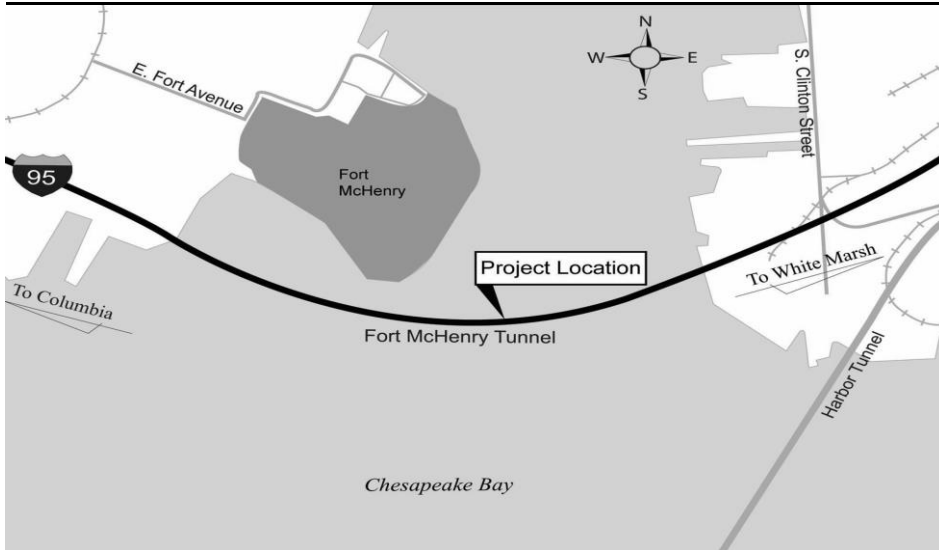
<input type="checkbox"/> Project Inside PFA	<input type="checkbox"/> Grandfathered
<input type="checkbox"/> Project Outside PFA	<input type="checkbox"/> Exception Will Be Required
<input type="checkbox"/> PFA Status Yet to Be Determined	<input type="checkbox"/> Exception Granted

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY					BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2024...	...2025...	...2026...	...2027...	SIX YEAR TOTAL	
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,780	4,780	915	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	22,691	7,866	716	4,714	6,375	3,306	430	0	0	14,825	0
Total	27,471	12,646	1,631	4,714	6,375	3,306	430	0	0	14,825	0
Federal-Aid										0	
TOLL	27,471	12,646	1,631	4,714	6,375	3,306	430	0	0	14,825	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Cost increased by \$2.5 million to include Construction Management Inspection (CMI).



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

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

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

PROJECT: I-95 Fort McHenry Tunnel - Rehabilitate Tunnel 15 KV Cable, Conduit, and Concrete Wall

DESCRIPTION: The scope of this project includes performing concrete repairs to the underside of the roadway slab and walls inside the fresh air ducts of all four bores of the Fort McHenry Tunnel. In addition, replacement of the existing four (4) 15KV tie feeders, with associated cables and conduits, between the East and West Ventilation Buildings.

PURPOSE & NEED SUMMARY STATEMENT: Recent hands on inspection reports have identified the original 15KV cable and conduits including the concrete around it need major rehabilitation and replacement.

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

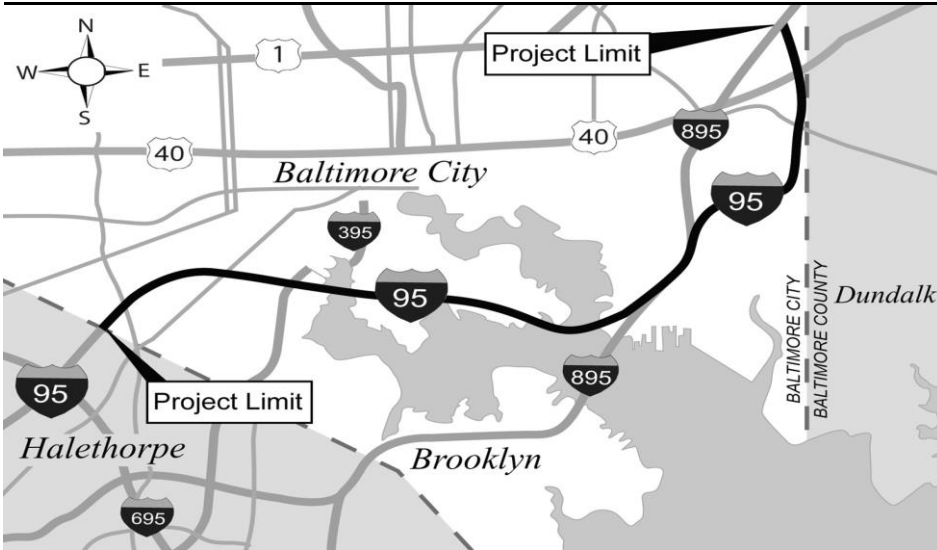
<input type="checkbox"/> Project Inside PFA	Grandfathered Exception Will Be Required Exception Granted
<input type="checkbox"/> Project Outside PFA	
<input type="checkbox"/> PFA Status Yet to Be Determined	

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	800	800	350	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	32,808	2,756	2,756	7,447	10,138	7,218	4,363	886	0	30,052	0
Total	33,608	3,556	3,106	7,447	10,138	7,218	4,363	886	0	30,052	0
Federal-Aid										0	
TOLL	33,608	3,556	3,106	7,447	10,138	7,218	4,363	886	0	30,052	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.



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

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

EXPLANATION: This project will repair defects to extend the useful life of the bridges.

PROJECT: I-95 Fort McHenry Tunnel - Superstructure Repairs of Various Bridges North and South of Fort McHenry Tunnel

DESCRIPTION: The scope of work includes various repairs to 19 bridges and includes installing fatigue retrofits for steel box girder diaphragms, drainage system repairs and miscellaneous repairs.

PURPOSE & NEED SUMMARY STATEMENT: Recent facility inspections and rehabilitation contracts for structural painting and repair, and joint replacements revealed a need for a comprehensive design and retrofit program to correct fatigue-related defects in the box girders and traditional steel girders and reconfiguration of the drainage system.

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

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

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Engineering and construction are underway.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	950	877	71	73	0	0	0	0	0	73	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	5,530	522	522	3,439	1,569	0	0	0	0	5,008	0
Total	6,480	1,399	594	3,512	1,569	0	0	0	0	5,081	0
Federal-Aid										0	
TOLL	6,480	1,399	594	3,512	1,569	0	0	0	0	5,081	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Cost decreased by \$5.8 million due to actual bid price.



PROJECT: I-95 Fort McHenry Tunnel - Convert to Cashless Tolling

DESCRIPTION: Remove the existing toll booths and plaza elements, construct gantry structures, and reconstruct the plaza roadway to convert to cashless tolling; construct underground infrastructure, utilities, stormwater management, signing and marking, and commercial inspection area.

PURPOSE & NEED SUMMARY STATEMENT: Cashless tolling provides toll collection at highway speeds through the electronic methods of E-ZPass and video tolling. The advantages of converting to cashless tolling include reduced travel time; increased safety/reduced crashes; alignment with national practice; improved customer convenience; reduced emissions; and reduction in toll collection and maintenance costs. Cashless tolling has been used successfully at the MDTA's MD 200 Intercounty Connector (ICC) and the I-95 Express Toll Lanes (ETL).

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

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

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: Changing to cashless tolling at the Fort McHenry Tunnel provides toll collection at highway speeds through the electronic methods of E-ZPass and video tolling.

STATUS: Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	2,497	2,497	972	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	
Construction	20,305	1,848	1,846	7,736	7,472	3,249	0	0	0	0	
Total	22,802	4,345	2,818	7,736	7,472	3,249	0	0	0	0	
Federal-Aid										0	
TOLL	22,802	4,345	2,818	7,736	7,472	3,249	0	0	0	18,458	
Other										0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.



PROJECT: MD 695 Francis Scott Key Bridge - Convert to Cashless Tolling

DESCRIPTION: Remove existing equipment and install equipment to convert to cashless tolling, demolish existing toll plaza, reconstruct MD 695 and service roads north of the Francis Scott Key Bridge, construct truck inspection areas, and make environmental management improvements.

PURPOSE & NEED SUMMARY STATEMENT: Cashless tolling will provide toll collection at highway speeds through the electronic methods of E-ZPass and video tolling. The advantages of converting to cashless tolling include reduced travel time; increased safety/reduced crashes; alignment with national practice; improved customer convenience; reduced emissions; and reduction in toll collection and maintenance costs. Cashless tolling has been used successfully at the the MDTA's MD 200 Intercounty Connector (ICC) and the I-95 Express Toll Lanes (ETL).

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

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

EXPLANATION: Changing to cashless tolling at the Francis Scott Key Bridge will provide toll collection at highway speeds through the electronic methods of E-ZPass and video tolling.

STATUS: Open to service.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,591	3,591	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	19,986	19,986	9,826	0	0	0	0	0	0	0	0
Total	23,577	23,577	9,826	0	0	0	0	0	0	0	0
Federal-Aid										0	
TOLL	23,577	23,577	9,826	0	0	0	0	0	0	0	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.



PROJECT: MD 695 Francis Scott Key Bridge - Renovate Campus Buildings

DESCRIPTION: Replace heating, ventilation, and air conditioning (HVAC) units at the Francis Scott Key Bridge Campus Engineering/Construction (OEC) and Maintenance Buildings and replace roof on OEC Building.

PURPOSE & NEED SUMMARY STATEMENT: The heating, ventilation, and air conditioning units at the Key Bridge Campus Engineering/Construction (OEC) and Administration Maintenance Buildings are reaching the end of their useful life and need to be replaced. Inspection reports indicated that the roof on the Engineering Building is deteriorated and in need of replacement.

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

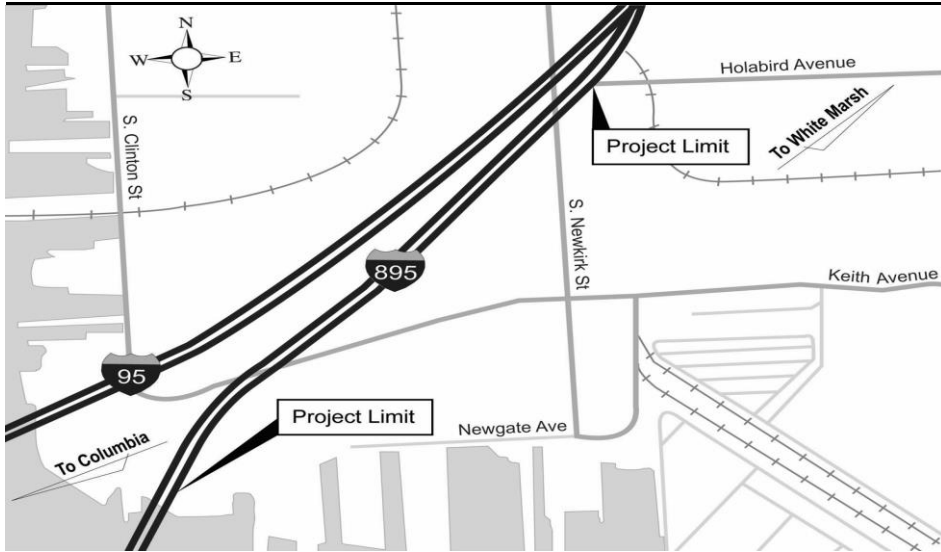
- | | |
|--|---|
| <input checked="" type="checkbox"/> Safe, Secure, and Resilient | <input type="checkbox"/> Quality & Efficiency |
| <input checked="" type="checkbox"/> Maintain & Modernize | <input type="checkbox"/> Environmental Protection |
| <input type="checkbox"/> Economic Opportunity & Reduce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

EXPLANATION: Various components of the Engineering/Construction (OEC) and Administration Maintenance Buildings are at the end of their useful life and need to be replaced. Replacing the components will extend the useful life of the buildings.

STATUS: Design is complete and construction is underway.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY					BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2024...	...2025...	...2026...	...2027...	SIX YEAR TOTAL	
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,198	2,198	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	9,400	9,300	2,085	100	0	0	0	0	0	100	0
Total	11,598	11,498	2,085	100	0	0	0	0	0	100	0
Federal-Aid										0	
TOLL	11,598	11,498	2,085	100	0	0	0	0	0	100	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Added to Construction Program.

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

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

EXPLANATION: The elevated portion of the roadway from the north portal entrance to Holabird Avenue will be replaced because it is nearing the end of its life cycle. Rehabilitation of the tunnel deck, liner, standpipes and sump pumps will extend the useful life of those components.

PROJECT: I-895 Baltimore Harbor Tunnel Thruway - I-895 Bridge Replacement

DESCRIPTION: Replace the elevated portion of the I-895 roadway from the north portal entrance to Holabird Avenue. The rehabilitation of the tunnel deck, liner, and standpipe and sump pump systems have been added to this project. Note: This project was previously named "Replace Canton Viaduct."

PURPOSE & NEED SUMMARY STATEMENT: The bridge deck on this structure has not been renovated since 1985. Testing has indicated that portions of the bridge are nearing the end of their life cycle. The bridge deck, substructure, and superstructure are experiencing various degrees of wear. Additional work within the tunnel has been added to the project.

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

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

ASSOCIATED IMPROVEMENTS:

I-895 Baltimore Harbor Tunnel Thruway - Replace Concrete Median Barrier - Constr. Program (Line 17)

STATUS: Open to service.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...	...	...	...
							
							
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	24,184	24,184	0	0	0	0	0	0	0	0	0
Right-of-way	2,165	2,115	50	50	0	0	0	0	0	50	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	225,220	208,551	46,248	16,669	0	0	0	0	0	16,669	0
Total	251,568	234,849	46,298	16,719	0	0	0	0	0	16,719	0
Federal-Aid										0	
TOLL	251,568	234,849	46,298	16,719	0	0	0	0	0	16,719	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.

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

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

EXPLANATION: Replacing the vent fans will extend the life of the existing ventilation system.

PROJECT: I-895 Baltimore Harbor Tunnel Thruway - Replace Vent Fans

DESCRIPTION: Replace thirty-two ventilation fans located in the Canton and Fairfield Ventilation Buildings.

PURPOSE & NEED SUMMARY STATEMENT: The ventilation system is an integral part of the Baltimore Harbor Tunnel. The fans are nearing the end of their useful life and need to be replaced.

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

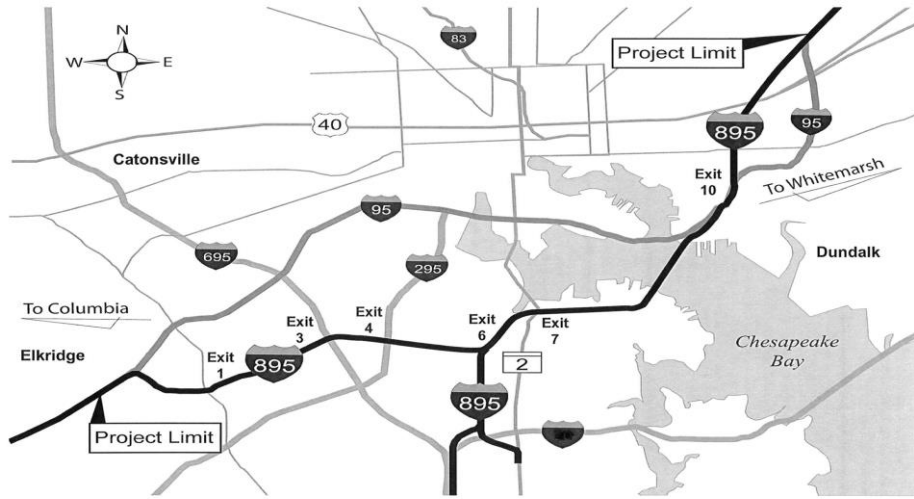
<input type="checkbox"/> Project Inside PFA	_____	<input type="checkbox"/> Grandfathered
<input type="checkbox"/> Project Outside PFA		<input type="checkbox"/> Exception Will Be Required
<input type="checkbox"/> PFA Status Yet to Be Determined		<input type="checkbox"/> Exception Granted

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY					BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2024...	...2025...	...2026...	...2027...	SIX YEAR TOTAL	
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,334	4,334	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	66,540	66,111	1,792	429	0	0	0	0	0	429	0
Total	70,874	70,445	1,792	429	0	0	0	0	0	429	0
Federal-Aid										0	
TOLL	70,874	70,445	1,792	429	0	0	0	0	0	429	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.

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

- | | |
|--|---|
| <input checked="" type="checkbox"/> Safe, Secure, and Resilient | <input type="checkbox"/> Quality & Efficiency |
| <input checked="" type="checkbox"/> Maintain & Modernize | <input type="checkbox"/> Environmental Protection |
| <input type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input type="checkbox"/> Better Transportation Choices & Connections | |

EXPLANATION: The existing concrete barrier has reached the end of its useful life and will be replaced.

PROJECT: I-895 Baltimore Harbor Tunnel Thruway - Replace Concrete Median Barrier

DESCRIPTION: This project will provide for the replacement of the concrete median barrier along the I-895 Baltimore Harbor Tunnel Thruway in Baltimore City.

PURPOSE & NEED SUMMARY STATEMENT: The existing concrete barrier was installed in the 1960s and is more than 50 years old. The concrete barrier has exceeded the expected service life of 50 years. Replacing the concrete barrier also provides an opportunity to upgrade to current standards.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☒ Not Subject to PFA Law

- | | |
|--|---|
| <input type="checkbox"/> Project Inside PFA | <input type="checkbox"/> Grandfathered |
| <input type="checkbox"/> Project Outside PFA | <input type="checkbox"/> Exception Will Be Required |
| <input type="checkbox"/> PFA Status Yet to Be Determined | <input type="checkbox"/> Exception Granted |

ASSOCIATED IMPROVEMENTS:

I-895 Baltimore Harbor Tunnel Thruway - I-895 Bridge Replacement - Construction Program (Line 15)

STATUS: Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...	...	...	...
							
							
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,045	1,045	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	
Construction	12,727	10,694	5,000	2,034	0	0	0	0	2,034	0	
Total	13,772	11,738	5,000	2,034	0	0	0	0	2,034	0	
Federal-Aid										0	
TOLL	13,772	11,738	5,000	2,034	0	0	0	0	2,034	0	
Other										0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Cost increased by \$2.3 million for scope change.

**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- | | |
|--|---|
| <input type="checkbox"/> Safe, Secure, and Resilient | <input type="checkbox"/> Quality & Efficiency |
| <input checked="" type="checkbox"/> Maintain & Modernize | <input type="checkbox"/> Environmental Protection |
| <input type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input type="checkbox"/> Better Transportation Choices & Connections | |

EXPLANATION: The aging cables are at the end of their useful life and need to be replaced.

PROJECT: I-895 Baltimore Harbor Tunnel Thruway - Replace 15KV Feeder Cables

DESCRIPTION: Replace four 15KV feeder cables between service substations in the Canton and Fairfield Ventilation Buildings.

PURPOSE & NEED SUMMARY STATEMENT: Facility inspections and InterNational Electrical Testing Association (NETA) testing identified the need to replace the feeder cables.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☒ Not Subject to PFA Law

- | | | |
|--|-------|---|
| <input type="checkbox"/> Project Inside PFA | _____ | <input type="checkbox"/> Grandfathered |
| <input type="checkbox"/> Project Outside PFA | | <input type="checkbox"/> Exception Will Be Required |
| <input type="checkbox"/> PFA Status Yet to Be Determined | | <input type="checkbox"/> Exception Granted |

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	281	281	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	8,470	7,554	2,771	916	0	0	0	0	0	916	0
Total	8,751	7,835	2,771	916	0	0	0	0	0	916	0
Federal-Aid										0	
TOLL	8,751	7,835	2,771	916	0	0	0	0	0	916	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.



PROJECT: I-895 Baltimore Harbor Tunnel Thruway - Envelope and Switchgear Replacements at Vent Buildings

DESCRIPTION: Replace building facade, louvers, doors, roofing, elevators and fire pumps along with switchgear/MCC line-ups, transformers, switchboards, SCADA system integration and associated feeder cables at the Baltimore Harbor Tunnel Vent Buildings, Fairfield and Canton Sites.

PURPOSE & NEED SUMMARY STATEMENT: The existing facade is failing and the existing louvers provide no protection of the building interiors and equipment from rain and snow. The switchgear is original to the facility and has reached the end of its useful life.

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

ASSOCIATED IMPROVEMENTS:
None.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- | | |
|--|---|
| <input type="checkbox"/> Safe, Secure, and Resilient | <input type="checkbox"/> Quality & Efficiency |
| <input checked="" type="checkbox"/> Maintain & Modernize | <input type="checkbox"/> Environmental Protection |
| <input type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input type="checkbox"/> Better Transportation Choices & Connections | |

EXPLANATION: Replacing the facade will extend the useful life of the Baltimore Harbor Tunnel Vent Buildings and provide protection for the equipment housed therein. Replacing the switchgear and associated apparatus will provide reliable system and power control.

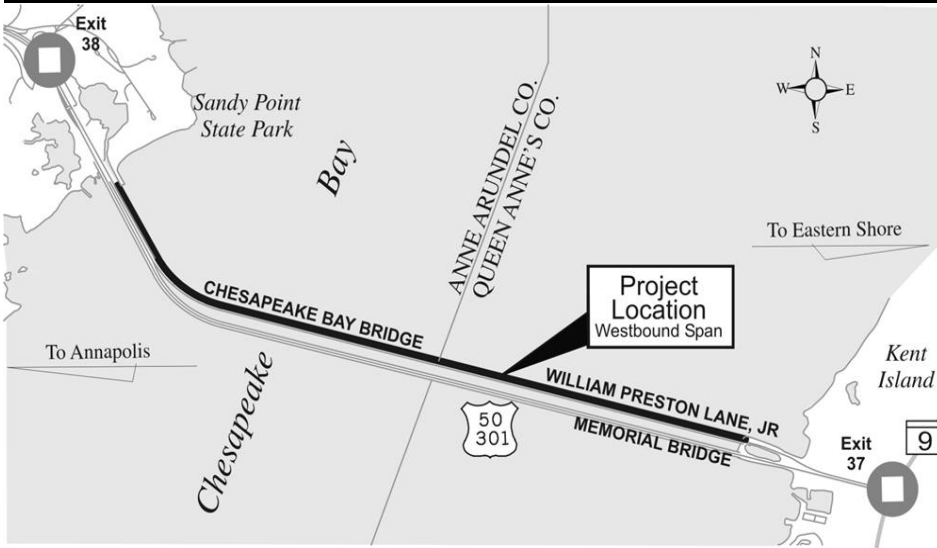
STATUS: Engineering and construction are underway.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,877	3,798	1,375	79	0	0	0	0	0	79	0
Right-of-way	600	500	500	0	100	0	0	0	0	100	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	60,000	73	70	6,000	18,000	18,000	12,000	5,927	0	59,927	0
Total	64,477	4,371	1,945	6,079	18,100	18,000	12,000	5,927	0	60,106	0
Federal-Aid										0	
TOLL	64,477	4,371	1,945	6,079	18,100	18,000	12,000	5,927	0	60,106	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Cost increased by \$6.2 million due to market condition changes.



PROJECT: US 50/301 Bay Bridge - Clean and Paint Structural Steel Westbound Bridge

DESCRIPTION: Partial painting of all structural steel surfaces on the westbound bridge of approximately three million square feet including girder spans, deck trusses, overhead truss members, and suspension spans. Phase I is painting the west girder spans. Phase II is cleaning and painting the suspension towers, spot painting the remainder of the suspension span, and zone painting the deck truss spans. Phase III is cleaning and painting the deck truss spans and steel rail posts and rehabilitating the steel barrier. Phase IV is cleaning and painting the east girder and through truss spans.

PURPOSE & NEED SUMMARY STATEMENT: The bridge has not been fully painted since it opened in 1973. Limited spot painting has been done as needed. The paint is showing signs of wear. This improvement will protect the steel components of the bridge and extend the useful life.

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

ASSOCIATED IMPROVEMENTS:

US 50/301 Bay Bridge - Deck Rehabilitation and Misc. Modifications - Constr. Program (Line 21)
 US 50/301 Bay Bridge - Rehabilitate Eastbound Bridge Deck - Construction Program (Line 22)
 US 50/301 Bay Bridge - Rehabilitate Suspension Spans WB Bridge - Construction Program (Line 23)

STATUS: Open to service.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- | | |
|--|---|
| <input type="checkbox"/> Safe, Secure, and Resilient | <input type="checkbox"/> Quality & Efficiency |
| <input checked="" type="checkbox"/> Maintain & Modernize | <input type="checkbox"/> Environmental Protection |
| <input type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input type="checkbox"/> Better Transportation Choices & Connections | |

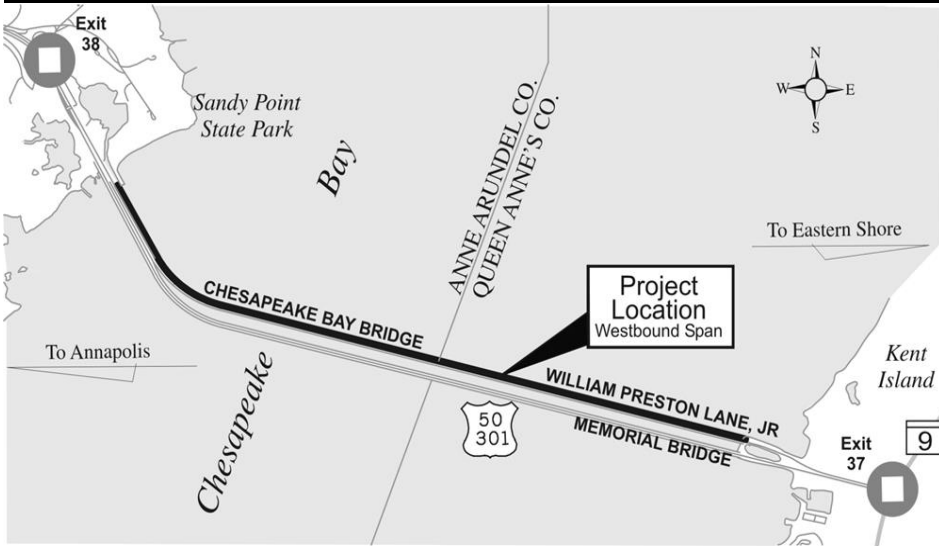
EXPLANATION: The paint is showing signs of wear. This improvement will address existing wear and extend the useful life of the steel components of the bridge.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,320	1,320	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	
Construction	101,733	101,733	1,307	0	0	0	0	0	0	0	
Total	103,053	103,053	1,307	0	0	0	0	0	0	0	
Federal-Aid										0	
TOLL	103,053	103,053	1,307	0	0	0	0	0	0	0	
Other										0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.

**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- | | |
|--|--|
| <input type="checkbox"/> Safe, Secure, and Resilient | <input checked="" type="checkbox"/> Quality & Efficiency |
| <input checked="" type="checkbox"/> Maintain & Modernize | <input type="checkbox"/> Environmental Protection |
| <input type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input type="checkbox"/> Better Transportation Choices & Connections | |

EXPLANATION: Rehabilitation of the westbound span of the Bay Bridge will improve riding conditions and extend the useful life of the deck.

PROJECT: US 50/301 Bay Bridge - Deck Rehabilitation and Miscellaneous Modifications

DESCRIPTION: Deck rehabilitation of the westbound span of the Bay Bridge includes resurfacing Lane 1 with Latex Modified Concrete (LMC) with the exception of the areas where the deck was already replaced, rehabilitating Lanes 2 and 3 by overlaying with LMC, and patching and sealing the remaining areas where needed. This project also includes replacing the lane use signal gantries (LUSG) mounted on the westbound span which is all the bridge-mounted LUSG with the exception of those mounted on the through truss and suspension towers.

PURPOSE & NEED SUMMARY STATEMENT: Inspection of the deck surface revealed the need for rehabilitation including overlays and sealing to extend the service life of the deck.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☒ Not Subject to PFA Law

<input type="checkbox"/> Project Inside PFA	<input type="checkbox"/> Grandfathered
<input type="checkbox"/> Project Outside PFA	<input type="checkbox"/> Exception Will Be Required
<input type="checkbox"/> PFA Status Yet to Be Determined	<input type="checkbox"/> Exception Granted

ASSOCIATED IMPROVEMENTS:

- US 50/301 Bay Bridge - Clean and Paint Structural Steel WB Bridge - Constr. Program (Line 20)
 US 50/301 Bay Bridge - Rehabilitate Eastbound Bridge Deck - Construction Program (Line 22)
 US 50/301 Bay Bridge - Rehabilitate Suspension Spans WB Bridge - Construction Program (Line 23)

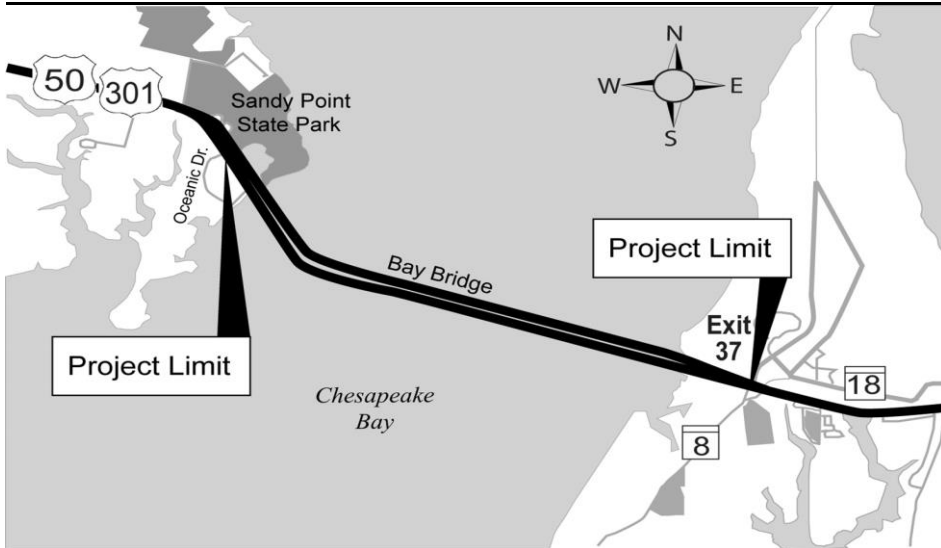
STATUS: Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,020	2,020	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	31,228	23,087	7,775	8,142	0	0	0	0	0	8,142	0
Total	33,248	25,106	7,775	8,142	0	0	0	0	0	8,142	0
Federal-Aid										0	
TOLL	33,248	25,106	7,775	8,142	0	0	0	0	0	8,142	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.



PROJECT: US 50/301 Bay Bridge - Rehabilitate Eastbound Bridge Deck

DESCRIPTION: This project provides for the rehabilitation and/or replacement of the eastbound bridge deck. The first phase of construction, deck widening and replacement of deck truss spans, is funded.

PURPOSE & NEED SUMMARY STATEMENT: The eastbound deck is exhibiting various degrees of deterioration, as it was last replaced in 1985. Industry standards indicate that the deck is nearing the end of its life cycle.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☒ Not Subject to PFA Law

<input type="checkbox"/> Project Inside PFA	<input type="checkbox"/> Grandfathered
<input type="checkbox"/> Project Outside PFA	<input type="checkbox"/> Exception Will Be Required
<input type="checkbox"/> PFA Status Yet to Be Determined	<input type="checkbox"/> Exception Granted

ASSOCIATED IMPROVEMENTS:

US 50/301 Bay Bridge - Deck Rehabilitation and Misc. Modifications - Construction Program (Line 21)

US 50/301 Bay Bridge - Rehabilitate Suspension Spans - Construction Program (Line 23)

US 50/301 Bay Bridge - Replace 5KV Feeder Cable on EB & WB Spans - Constr. Program (Line 25)

STATUS: Engineering and construction are underway.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- | | |
|--|---|
| <input type="checkbox"/> Safe, Secure, and Resilient | <input type="checkbox"/> Quality & Efficiency |
| <input checked="" type="checkbox"/> Maintain & Modernize | <input type="checkbox"/> Environmental Protection |
| <input type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input type="checkbox"/> Better Transportation Choices & Connections | |

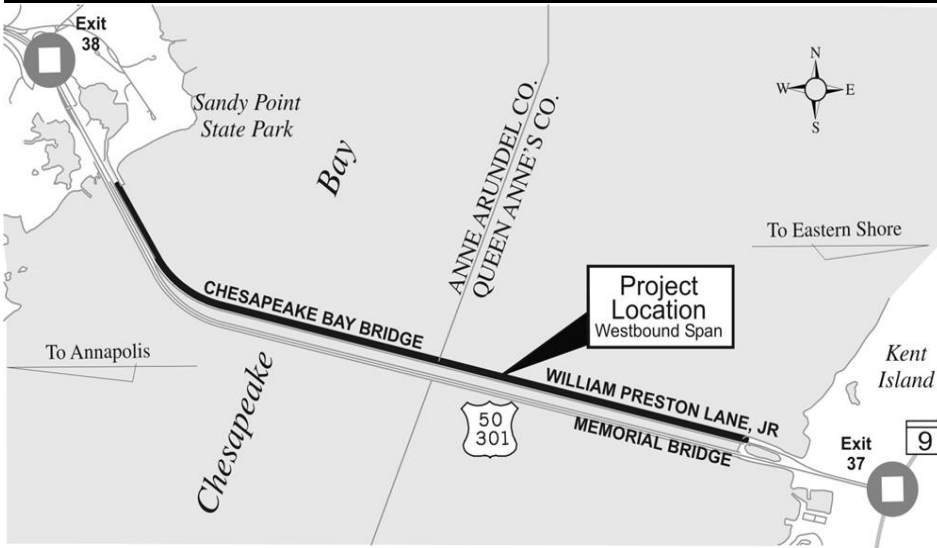
EXPLANATION: The eastbound bridge deck is exhibiting various degrees of deterioration and will be replaced or rehabilitated.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...	...	...	...
							
							
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	11,149	8,947	1,468	2,202	0	0	0	0	0	2,202	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	901	587	600	314	0	0	0	0	0	314	0
Total	12,050	9,534	2,068	2,516	0	0	0	0	0	2,516	0
Federal-Aid										0	
TOLL	12,050	9,534	2,068	2,516	0	0	0	0	0	2,516	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.



PROJECT: US 50/301 Bay Bridge - Rehabilitate Suspension Spans Westbound Bridge

DESCRIPTION: Rehabilitate the suspension spans on the westbound Bay Bridge, including work on the suspension cables, the bridge superstructure, substructure and bearings.

PURPOSE & NEED SUMMARY STATEMENT: The main suspension cable investigation of the westbound Bay Bridge found areas with varying degrees of wear. The installation of supplemental cables will maintain long-term serviceability of the suspension system. Additionally, signs of wear were found during the routine inspections of structural components of the suspended spans that will be repaired to extend the useful life of the components.

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

ASSOCIATED IMPROVEMENTS:

US 50/301 Bay Bridge - Clean and Paint Structural Steel WB Bridge - Constr. Program (Line 20)
 US 50/301 Bay Bridge - Deck Rehabilitation and Misc. Modifications - Constr. Program (Line 21)
 US 50/301 Bay Bridge - Rehabilitate Eastbound Bridge Deck - Construction Program (Line 22)

STATUS: Engineering and construction are underway.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- | | |
|--|---|
| <input type="checkbox"/> Safe, Secure, and Resilient | <input type="checkbox"/> Quality & Efficiency |
| <input checked="" type="checkbox"/> Maintain & Modernize | <input type="checkbox"/> Environmental Protection |
| <input type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input type="checkbox"/> Better Transportation Choices & Connections | |

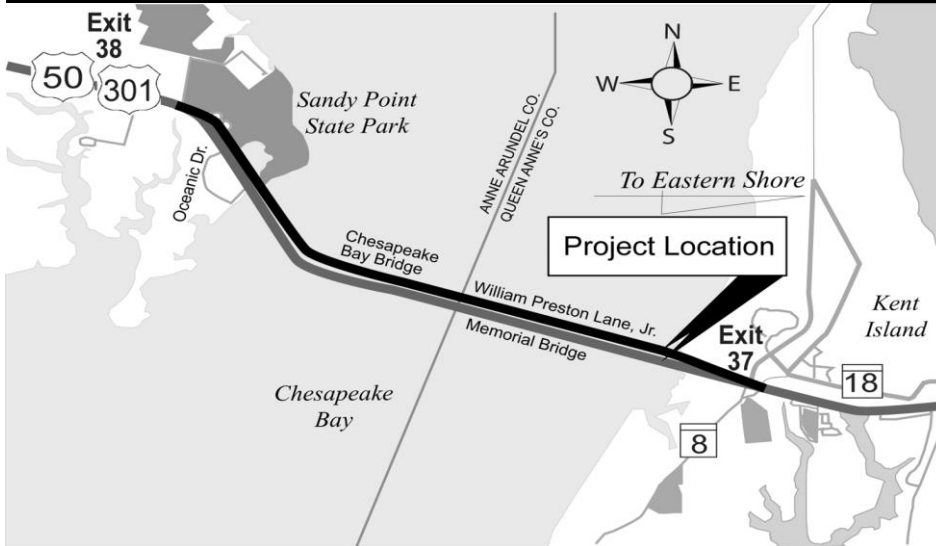
EXPLANATION: The installation of supplemental cables will maintain long-term serviceability of the suspension system. Repairs to areas showing signs of wear will extend the useful life of the components.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	3,419	2,308	0	1,111	0	0	0	0	0	1,111	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	42,636	40,329	3,482	2,307	0	0	0	0	0	2,307	0
Total	46,055	42,636	3,482	3,419	0	0	0	0	0	3,419	0
Federal-Aid										0	
TOLL	46,055	42,636	3,482	3,419	0	0	0	0	0	3,419	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.

**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- | | |
|--|---|
| <input type="checkbox"/> Safe, Secure, and Resilient | <input type="checkbox"/> Quality & Efficiency |
| <input checked="" type="checkbox"/> Maintain & Modernize | <input type="checkbox"/> Environmental Protection |
| <input type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input type="checkbox"/> Better Transportation Choices & Connections | |

EXPLANATION: This project will repair areas of wear and extend the useful life of the components.

PROJECT: US 50/301 Bay Bridge - Structural Repairs and Miscellaneous Modifications

DESCRIPTION: This project includes structural concrete and steel repairs to both spans of the Bay Bridge. Bid specific work addresses priority repairs with an emphasis on minimizing lane closures with the use of rigging and barge access. An additional phase of structural work has been added to include replacement or rehabilitation to components of the suspension spans.

PURPOSE & NEED SUMMARY STATEMENT: The routine inspections of the eastbound and westbound spans of the Bay Bridge found areas of the structural steel, concrete, and deck joints with signs of wear. Repairs to these components will extend the useful life of the bridge. Recent inspections indicated additional structural work needed to suspension span components that have been experiencing defects and deterioration. This includes replacement of rocker links and wind tongues and rehabilitation of bearings. Navigational lighting renovations have also been added as they can be well coordinated with the structural work.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☒ Not Subject to PFA Law

- | | |
|--|---|
| <input type="checkbox"/> Project Inside PFA | <input type="checkbox"/> Grandfathered |
| <input type="checkbox"/> Project Outside PFA | <input type="checkbox"/> Exception Will Be Required |
| <input type="checkbox"/> PFA Status Yet to Be Determined | <input type="checkbox"/> Exception Granted |

ASSOCIATED IMPROVEMENTS:

- US 50/301 Bay Bridge - Clean and Paint Structural Steel WB Bridge - Constr. Program (Line 20)
 US 50/301 Bay Bridge - Deck Rehabilitation and Misc. Modifications - Constr. Program (Line 21)
 US 50/301 Bay Bridge - Rehabilitate Suspension Spans WB Bridge - Construction Program (Line 23)

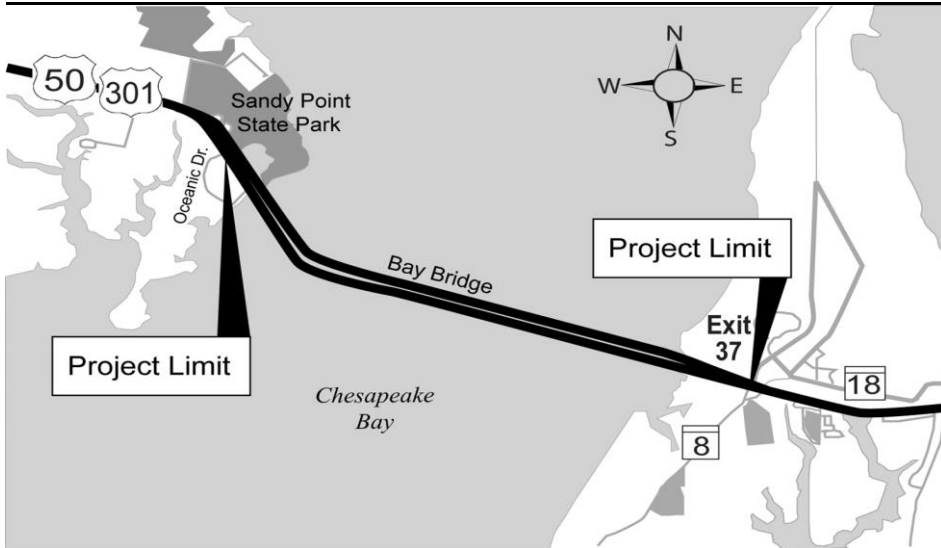
STATUS: Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,584	2,584	866	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	56,664	55,434	4,526	1,230	0	0	0	0	0	1,230	0
Total	59,248	58,018	5,392	1,230	0	0	0	0	0	1,230	0
Federal-Aid										0	
TOLL	59,248	58,018	5,392	1,230	0	0	0	0	0	1,230	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.

**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- | | |
|--|---|
| <input type="checkbox"/> Safe, Secure, and Resilient | <input type="checkbox"/> Quality & Efficiency |
| <input checked="" type="checkbox"/> Maintain & Modernize | <input type="checkbox"/> Environmental Protection |
| <input type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input type="checkbox"/> Better Transportation Choices & Connections | |

EXPLANATION: The aging cables are at the end of their useful life and need to be replaced.

PROJECT: US 50/301 Bay Bridge - Replace 5KV Feeder Cable on Eastbound and Westbound Spans

DESCRIPTION: Replace 5KV feeder cable on the eastbound and westbound spans of the Bay Bridge. This project includes changes in location and design to improve reliability.

PURPOSE & NEED SUMMARY STATEMENT: Facility inspections and InterNational Electrical Testing Association (NETA) testing identified the need to replace the feeder cable and associated components.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☒ Not Subject to PFA Law

- | | |
|--|---|
| <input type="checkbox"/> Project Inside PFA | <input type="checkbox"/> Grandfathered |
| <input type="checkbox"/> Project Outside PFA | <input type="checkbox"/> Exception Will Be Required |
| <input type="checkbox"/> PFA Status Yet to Be Determined | <input type="checkbox"/> Exception Granted |

ASSOCIATED IMPROVEMENTS:

- US 50/301 Bay Bridge - Rehabilitate Eastbound Bridge Deck - Construction Program (Line 22)
 US 50/301 Bay Bridge - Crossover Automated Lane Closure System - Construction Program (Line 26)
 US 50/301 Bay Bridge - Convert to Cashless Tolling - Construction Program (Line 27)

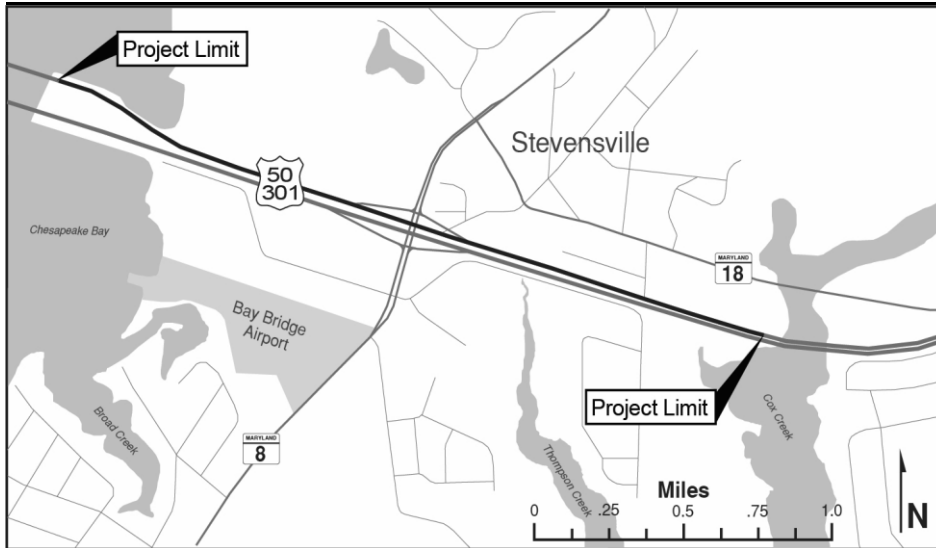
STATUS: Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,201	2,201	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	48,029	21,113	10,081	19,916	6,000	1,000	0	0	0	26,916	0
Total	50,229	23,314	10,081	19,916	6,000	1,000	0	0	0	26,916	0
Federal-Aid										0	
TOLL	50,229	23,314	10,081	19,916	6,000	1,000	0	0	0	26,916	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Cost increased by \$10.6 million for scope change to add upgrading the 5KV Feeder Cable on the westbound span.

**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- | | |
|--|--|
| <input checked="" type="checkbox"/> Safe, Secure, and Resilient | <input checked="" type="checkbox"/> Quality & Efficiency |
| <input type="checkbox"/> Maintain & Modernize | <input type="checkbox"/> Environmental Protection |
| <input type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input type="checkbox"/> Better Transportation Choices & Connections | |

EXPLANATION: The enhancement of the lane closure and two-way traffic operations system will improve and reduce the response time on the bridge for incidents and construction work.

PROJECT: US 50/301 Bay Bridge - Crossover Automated Lane Closure System

DESCRIPTION: The automated lane closure system includes enhanced lane use signals, gantries, pavement markings, dynamic in-pavement lights, dynamic message signs (DMS), and cameras to deploy lane closure and two-way traffic automatically.

PURPOSE & NEED SUMMARY STATEMENT: The installation of an automated lane closure system will reduce the response time and improve safety for implementing lane closure and two-way traffic operations on the bridge for incidents and construction work. The original span opened in July 1952 and provides a two-lane roadway for eastbound traffic. The parallel structure opened in June 1973 and has three lanes for westbound travelers. During periods of heavy eastbound traffic, one lane of the westbound bridge is reversed to carry eastbound travelers ("two-way" traffic operations).

SMART GROWTH STATUS: ☐ Project Not Location Specific ☒ Not Subject to PFA Law

- | | |
|--|---|
| <input type="checkbox"/> Project Inside PFA | <input type="checkbox"/> Grandfathered |
| <input type="checkbox"/> Project Outside PFA | <input type="checkbox"/> Exception Will Be Required |
| <input type="checkbox"/> PFA Status Yet to Be Determined | <input type="checkbox"/> Exception Granted |

ASSOCIATED IMPROVEMENTS:

US 50/301 Bay Bridge - Rehabilitate Eastbound Bridge Deck - Construction Program (Line 22)
US 50/301 Bay Bridge - Replace 5KV Feeder Cable on EB & WB Spans - Constr. Program (Line 25)

STATUS: Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,291	1,291	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	16,652	7,369	4,633	3,094	3,094	3,094	0	0	0	9,282	0
Total	17,943	8,660	4,633	3,094	3,094	3,094	0	0	0	9,282	0
Federal-Aid										0	
TOLL	17,943	8,660	4,633	3,094	3,094	3,094	0	0	0	9,283	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.



PROJECT: US 50/301 Bay Bridge - Convert to Cashless Tolling

DESCRIPTION: Close existing openings between the tunnel beneath the plaza and the toll islands, demolish existing toll islands and plaza elements, and reconstruct US 50/301 at toll plaza to support cashless tolling; install automatic lane controls to improve western shore operational traffic shifts, construct commercial inspection areas, and make environmental management improvements.

PURPOSE & NEED SUMMARY STATEMENT: Cashless tolling provides toll collection at highway speeds through the electronic methods of E-ZPass and video tolling. The advantages of converting to cashless tolling include reduced travel time; increased safety/reduced crashes; alignment with national practice; improved customer convenience; reduced emissions; and reduction in toll collection and maintenance costs. Cashless tolling has been used successfully at the MDTA's MD 200 Intercounty Connector (ICC) and the I-95 Express Toll Lanes (ETL).

SMART GROWTH STATUS: ☐ Project Not Location Specific ☒ Not Subject to PFA Law

<input type="checkbox"/> Project Inside PFA	<input type="checkbox"/> Grandfathered
<input type="checkbox"/> Project Outside PFA	<input type="checkbox"/> Exception Will Be Required
<input type="checkbox"/> PFA Status Yet to Be Determined	<input type="checkbox"/> Exception Granted

ASSOCIATED IMPROVEMENTS:

US 50/301 Bay Bridge - Replace 5KV Feeder Cable on EB & WB Spans - Constr. Program (Line 25)

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

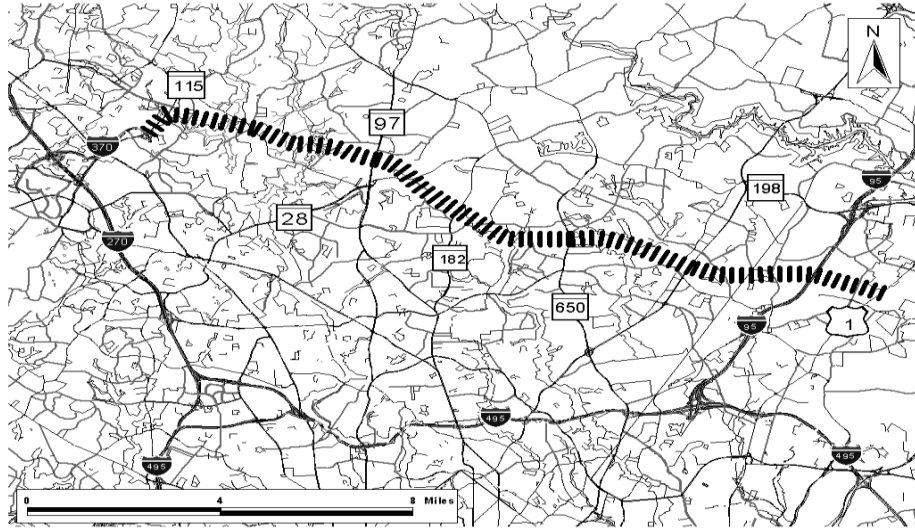
<input type="checkbox"/> Safe, Secure, and Resilient	<input checked="" type="checkbox"/> Quality & Efficiency
<input type="checkbox"/> Maintain & Modernize	<input type="checkbox"/> Environmental Protection
<input checked="" type="checkbox"/> Economic Opportunity & Reduce Congestion	<input type="checkbox"/> Fiscal Responsibility
<input checked="" type="checkbox"/> Better Transportation Choices & Connections	

EXPLANATION: Changing to cashless tolling at the Bay Bridge provides toll collection at highway speeds through the electronic methods of E-ZPass and video tolling.

STATUS: Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,873	2,873	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	48,583	14,280	11,434	22,869	11,434	0	0	0	0	34,303	0
Total	51,456	17,153	11,434	22,869	11,434	0	0	0	0	34,303	0
Federal-Aid										0	
TOLL	51,456	17,153	11,434	22,869	11,434	0	0	0	0	34,303	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Cost increased by \$4.4 million due to actual bid price.

**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- | | |
|---|--|
| <input checked="" type="checkbox"/> Safe, Secure, and Resilient | <input checked="" type="checkbox"/> Quality & Efficiency |
| <input type="checkbox"/> Maintain & Modernize | <input checked="" type="checkbox"/> Environmental Protection |
| <input checked="" type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input checked="" type="checkbox"/> Better Transportation Choices & Connections | |

EXPLANATION: The project increases community mobility and safety; supports development and local land use plans; improves access between economic growth centers; advances homeland security measures; and helps restore the natural, human and cultural environments from past development impacts in the project area.

PROJECT: MD 200, InterCounty Connector

DESCRIPTION: Constructed a new east-west, multi-modal highway in Montgomery County and Prince George's County between I-270 and I-95/US 1.

PURPOSE & NEED SUMMARY STATEMENT: This transportation project was needed to increase community mobility and safety; to support development and local land use plans; to improve access between economic growth centers; to advance homeland security measures; and to help restore the natural, human, and cultural environments from past development impacts in the project area.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

<input type="checkbox"/> Project Inside PFA	<input type="checkbox"/> Grandfathered
<input checked="" type="checkbox"/> Project Outside PFA	<input type="checkbox"/> Exception Will Be Required
<input type="checkbox"/> PFA Status Yet to Be Determined	<input checked="" type="checkbox"/> Exception Granted

ASSOCIATED IMPROVEMENTS:

US 29 Interchanges (Lines 5,6, Montgomery County - SHA) MD 28/MD 198, MD 97 to I-95 (Line 7, Montgomery County - SHA) MD 201 Extended/US 1, I-95/I-495 to N. of Muirkirk Road (Line 25, Prince George's County - SHA)

STATUS: The facility is open to service. Final construction elements, environmental mitigation, and stewardship projects are underway.

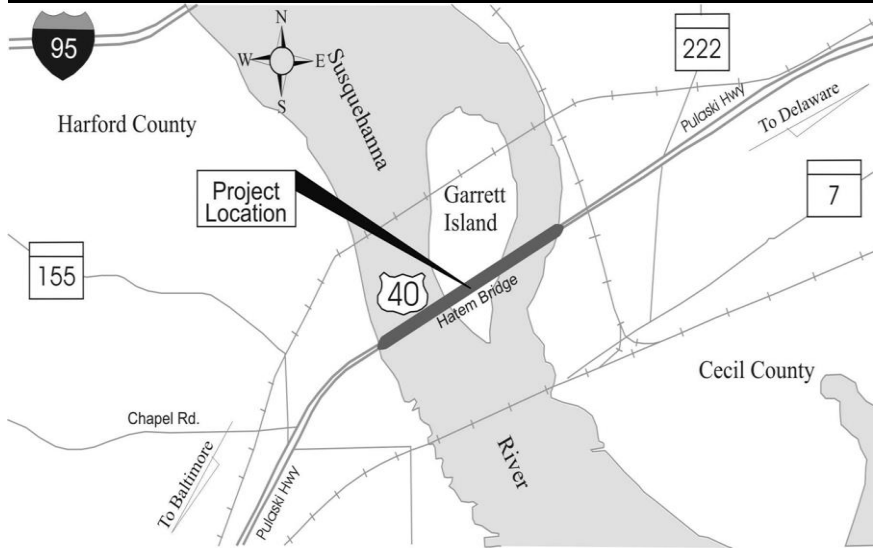
POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2024...	...2025...	...2026...	...2027...		
Planning	29,657	29,657	0	0	0	0	0	0	0	0	0
Engineering	75,183	75,183	0	0	0	0	0	0	0	0	0
Right-of-way	243,430	243,430	2	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	2,027,160	2,019,861	1,179	2,500	2,500	2,299	0	0	0	7,299	0
Total	2,375,430	2,368,131	1,181	2,500	2,500	2,299	0	0	0	7,299	0
Federal-Aid										0	
TOLL	2,375,430	2,368,131	1,181	2,500	2,500	2,299	0	0	0	7,299	0
Other										0	

The Federal-Aid share of \$19.27 million is also included in SHA's portion of the CTP.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.



PROJECT: US 40 Thomas J. Hatem Memorial Bridge - Convert to Cashless Tolling

DESCRIPTION: Remove existing equipment and install equipment to convert to cashless tolling, demolish existing toll plaza, reconstruct mainline MD 40 and service roads north of the Hatem Bridge, construct truck inspection areas, and make environmental management improvements.

PURPOSE & NEED SUMMARY STATEMENT: Cashless tolling will provide toll collection at highway speeds through the electronic methods of E-ZPass and video tolling. The advantages of converting to cashless tolling include reduced travel time; increased safety/reduced crashes; alignment with national practice; improved customer convenience; reduced emissions; and reduction in toll collection and maintenance costs. Cashless tolling has been used successfully at the MDTA's MD 200 Intercounty Connector (ICC) and the I-95 Express Toll Lanes (ETL).

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

ASSOCIATED IMPROVEMENTS:
 None.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- | | |
|---|--|
| <input type="checkbox"/> Safe, Secure, and Resilient | <input checked="" type="checkbox"/> Quality & Efficiency |
| <input type="checkbox"/> Maintain & Modernize | <input type="checkbox"/> Environmental Protection |
| <input checked="" type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input checked="" type="checkbox"/> Better Transportation Choices & Connections | |

EXPLANATION: Changing to cashless tolling at the Hatem Bridge will provide toll collection at highway speeds through the electronic methods of E-Zpass and video tolling.

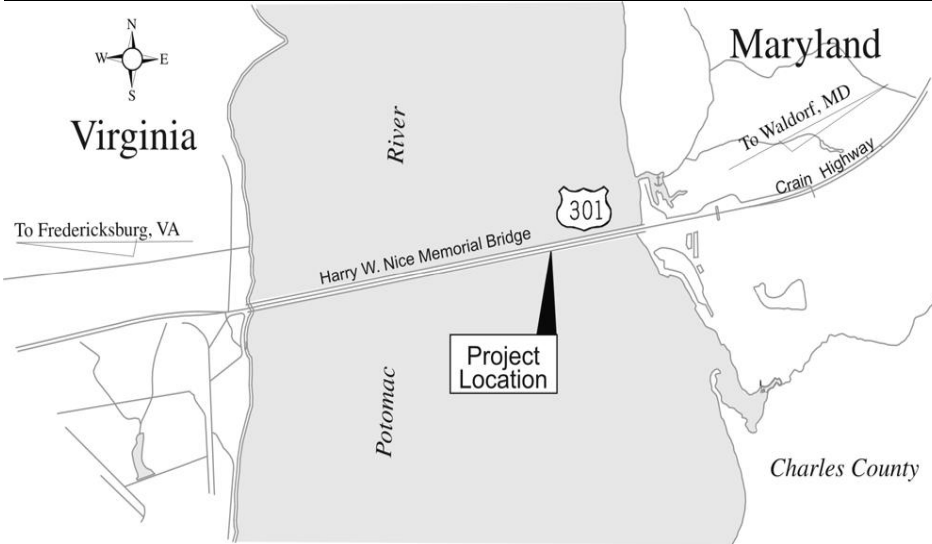
STATUS: Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,764	2,764	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	9,794	9,317	6,084	428	49	0	0	0	0	477	0
Total	12,558	12,081	6,084	428	49	0	0	0	0	477	0
Federal-Aid										0	
TOLL	12,558	12,081	6,084	428	49	0	0	0	0	477	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.

**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- | | |
|---|--|
| <input checked="" type="checkbox"/> Safe, Secure, and Resilient | <input checked="" type="checkbox"/> Quality & Efficiency |
| <input type="checkbox"/> Maintain & Modernize | <input type="checkbox"/> Environmental Protection |
| <input type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input checked="" type="checkbox"/> Better Transportation Choices & Connections | |

EXPLANATION: The new 4-lane bridge will be safer and relieve congestion.

PROJECT: US 301 Governor Harry W. Nice Memorial/Senator Thomas "Mac" Middleton Bridge - Replace Nice/Middleton Bridge

DESCRIPTION: Replace the current bridge with a new 4-lane bridge.

PURPOSE & NEED SUMMARY STATEMENT: The existing bridge does not meet current standards, i.e., narrow lanes, lack of shoulders, and steep grades with lack of truck climbing lanes. The existing bridge is reaching capacity during peak periods. Traffic is projected to increase by 45 percent on weekdays and 33 percent on weekends by 2025.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☒ Not Subject to PFA Law

<input type="checkbox"/> Project Inside PFA	Grandfathered Exception Will Be Required Exception Granted
<input type="checkbox"/> Project Outside PFA	
<input type="checkbox"/> PFA Status Yet to Be Determined	

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Planning and engineering are complete. Right-of-way acquisition and construction are underway.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2024...	...2025...	...2026...	...2027...		
Planning	5,295	5,295	0	0	0	0	0	0	0	0	0
Engineering	35,468	35,468	1,417	0	0	0	0	0	0	0	0
Right-of-way	4,907	1,919	1,000	1,000	1,988	0	0	0	0	2,988	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	590,117	230,150	151,914	226,706	95,849	27,398	10,014	0	0	359,967	0
Total	635,787	272,832	154,332	227,706	97,837	27,398	10,014	0	0	362,955	0
Federal-Aid										0	
TOLL	635,787	272,832	154,332	227,706	97,837	27,398	10,014	0	0	362,955	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.



Maryland Transportation Authority

PROJECT: Authority-Wide - Replace Electronic Toll Collection and Operating System - 3rd Generation

DESCRIPTION: The project will design and build a replacement toll system and services to support it; and design and build a new Customer Service Center (CSC) and provide the services to operate it. These projects include account and transaction processing systems, CSC phone systems, IVR, MVA lookups, reporting, operations, web site, mobile app, image review services, reciprocity services, enforcement services, and maintenance services for six to up to ten years.

PURPOSE & NEED SUMMARY STATEMENT: This project will update the Electronic Toll Collection hardware and Operating System software and increase the capacity for handling video tolling and citations.

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

ASSOCIATED IMPROVEMENTS:
None.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- | | |
|--|--|
| <input type="checkbox"/> Safe, Secure, and Resilient | <input checked="" type="checkbox"/> Quality & Efficiency |
| <input checked="" type="checkbox"/> Maintain & Modernize | <input type="checkbox"/> Environmental Protection |
| <input type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input type="checkbox"/> Better Transportation Choices & Connections | |

EXPLANATION: This project will update the Electronic Toll Collection hardware and Operating System software and increase the capacity for handling video tolling and citations.

STATUS: Engineering and construction are underway.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	15,737	15,230	1,004	507	0	0	0	0	0	507	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	99,955	53,745	15,744	5,306	5,123	5,204	5,636	5,374	5,463	32,106	14,104
Total	115,692	68,975	16,748	5,813	5,123	5,204	5,636	5,374	5,463	32,613	14,104
Federal-Aid										0	
TOLL	115,692	68,975	16,748	5,813	5,123	5,204	5,636	5,374	5,463	32,613	14,104
Other										0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.



Maryland Transportation Authority

PROJECT: US 50/301 Bay Bridge - Tier 1 NEPA Study

DESCRIPTION: Complete traffic, engineering, and environmental analyses. Fully engage regulatory agencies, elected officials, and public. Determine crossing location and explore financial viability. This study is financed in the MDTA operating budget.

PURPOSE & NEED SUMMARY STATEMENT: In the course of this study MDTA will solicit input from elected officials, regulatory agencies, and multiple stakeholders. The study will include securing formal agency agreement on a crossing location.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☒ Not Subject to PFA Law

<input type="checkbox"/> Project Inside PFA	_____	<input type="checkbox"/> Grandfathered
<input type="checkbox"/> Project Outside PFA		<input type="checkbox"/> Exception Will Be Required
<input type="checkbox"/> PFA Status Yet to Be Determined		<input type="checkbox"/> Exception Granted

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Planning is underway.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

<div>POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER</div>											
PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPENDED				FOR PLANNING PURPOSES ONLY					
	COST	THRU									
	(\$000)	CLOSE YEAR						...2024...	...2025...			...2026...	...2027...
Planning	5,000	4,687	836	313	0	0	0	0	0	313	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	5,000	4,687	836	313	0	0	0	0	0	313	0
Federal-Aid										0	
TOLL	5,000	4,687	836	313	0	0	0	0	0	313	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.



PROJECT: Traffic Relief Plan: MD 295

DESCRIPTION: Planning study in support of the Traffic Relief Plan, which will implement Express Toll Lanes (ETL) along MD 295. Requires transfer of the Baltimore-Washington Parkway from the National Park Service to MDTA. MDTA will own, operate, and maintain the entire roadway from I-95 to US 50 (approximately 29.5 miles). This study is financed in the MDTA operating budget.

PURPOSE & NEED SUMMARY STATEMENT: This study is in support of the Traffic Relief Plan, which will implement Express Toll Lanes (ETL) along MD 295. MD 295 carries more than 120,000 people daily and is congested 7 hours per day.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☒ Not Subject to PFA Law

☐ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet to Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

None.

STATUS: Planning has not started.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2024...	...2025...	...2026...	...2027...		
Planning	25	0	0	25	0	0	0	0	0	25	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	25	0	0	25	0	0	0	0	0	25	0
Federal-Aid										0	
TOLL	25	0	0	25	0	0	0	0	0	25	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

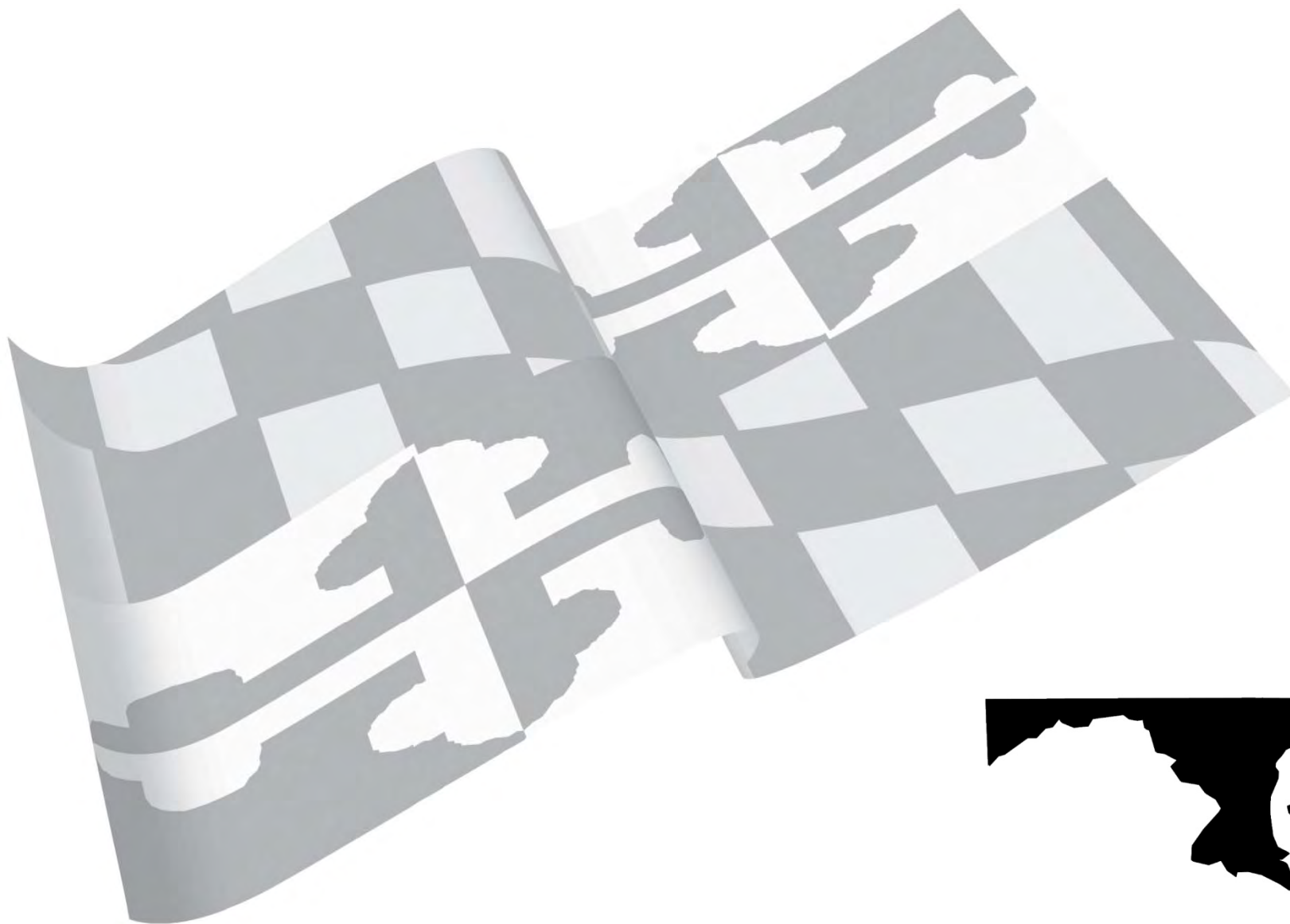
MARYLAND TRANSPORTATION AUTHORITY - LINE 34

PROJECT ID	PROJECT NAME	FACILITY CODE	TOTAL PROGRAMMED COST	STATUS
<u>Building Renovations/Replacements</u>				
2439	Administration Building Roof Replacement and Envelope Rehabilitation	HT - HARBOR TUNNEL	\$ 7,149	Under Construction
<u>Electronic/Cashless Tolling</u>				
2487	AET - with Frankfurst Ave Underpass Profile Adjustment (Engineering only)	HT - HARBOR TUNNEL	\$ 148	Design Underway
<u>Enhancements</u>				
2470	Project Management Office and Maintenance Equipment Storage Building	BB - BAY BRIDGE	\$ 4,520	Under Construction
<u>Environmental</u>				
2346	Total Maximum Daily Load (TMDL) Storm Water Retrofits - Phase III	MA - MULTI-AREA	\$ 3,178	Completed
2380	Repair Slopes and Drainage	HT - HARBOR TUNNEL	\$ 9,346	Under Construction
2421	Mainline Small Drainage System Preservation	MA - MULTI-AREA	\$ 4,493	Under Construction
2483	Small Drainage Rehabilitation	MA - MULTI-AREA	\$ 7,216	Under Construction
<u>Equipment - System Preservation</u>				
2471	10-Year Equipment Budget - FY 2018 through FY 2027	MA - MULTI-AREA	\$ 51,038	Ongoing
<u>Highway Preservation</u>				
2437	Mill and Overlay Bridge Decks	HT - HARBOR TUNNEL	\$ 8,569	Under Construction
2508	Bridge Deck Rehabilitation and Miscellaneous Repairs to FMT South	FT - FORT MCHENRY TUNNEL	\$ 8,229	Under Construction
MDTAPRJ000219	FSK Deck Replacement (Engineering only)	KB - F.S.KEY BRIDGE	\$ 800	Design Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND TRANSPORTATION AUTHORITY - LINE 34

PROJECT ID	PROJECT NAME	FACILITY CODE	TOTAL PROGRAMMED COST	STATUS
<u>ITS/Elec Preservation & Improvements</u>				
2482	ICC Fiber Optic Utility Tracer Wire	ICC - INTERCOUNTY CONNECTOR	\$ 1,397	Under Construction
2484	JFK Substation and Electrical Equipment Replacement	KH - KENNEDY HIGHWAY	\$ 3,423	Under Construction
<u>Safety & Capacity Improvements</u>				
2358	Upgrade Fire Alarm and Security Systems	MA - MULTI-AREA	\$ 4,479	Under Construction
2504	Queue Detection System (Engineering only)	BB - BAY BRIDGE	\$ 946	Design Underway
<u>Signage</u>				
2507	On-Call Signs, Sign Lights, and Sign Structures	MA - MULTI-AREA	\$ 3,050	Under Construction
<u>Structural Preservation</u>				
2459	Rehabilitate Maintenance Access Facilities of EB and WB Spans	BB - BAY BRIDGE	\$ 6,327	Under Construction
2466	Clean and Paint Bridges on BHT Thruway and JFK Highway	MA - MULTI-AREA	\$ 2,632	Under Construction
2509	Structural Rehabilitation of the Millard E. Tydings Memorial Bridge	KH - KENNEDY HIGHWAY	\$ 9,966	Under Construction
2527	Replace Bridges on I-895 over I-695 (Engineering only)	HT - HARBOR TUNNEL	\$ 1,900	Design Underway
<u>Tunnel Preservation</u>				
2529	Rehabilitate BHT Tunnel Lighting System (Engineering only)	HT - HARBOR TUNNEL	\$ 646	Design Underway



APPENDIX A – CHAPTER 30 SCORES

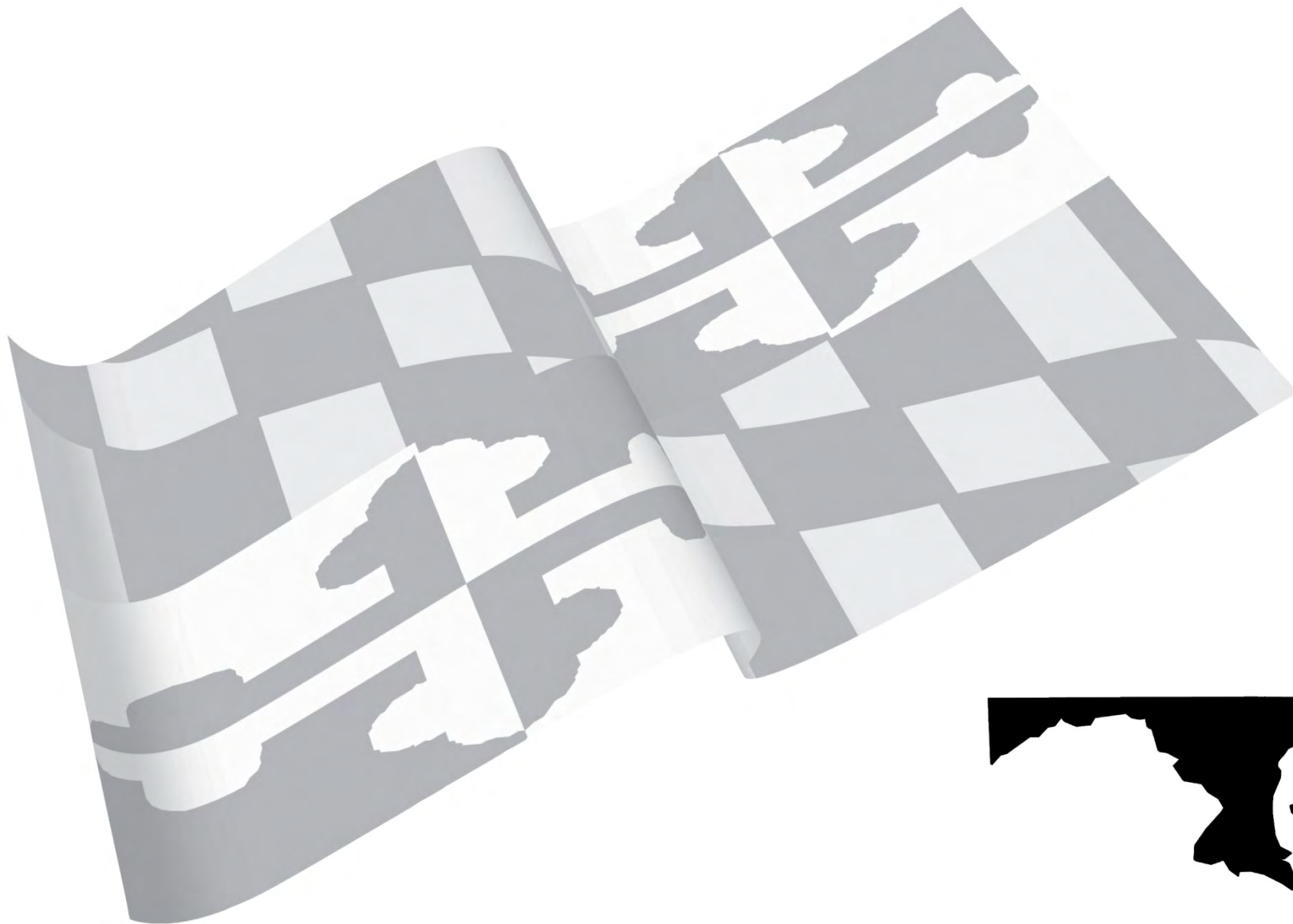
Appendix A: Chapter 30 Project Scores Draft FY 22-27 CTP

The Maryland Department of Transportation (MDOT) evaluates major transportation projects through a project-based scoring model that is required by the Maryland Open Transportation Investment Decision Act – Application and Evaluation (Chapter 30). Major transportation projects are defined as highway and transit capacity projects over \$5 million. The major transportation projects evaluated through the scoring model in this year's CTP and their corresponding scores are shown below. Please note that the maximum allowable score for any project was determined to be 2000. The project prioritization model required under Chapter 30 does not select major transportation projects for funding, but it is one of many tools MDOT utilizes in its project evaluation and selection process.

<u>Project Name</u>	<u>Sponsor</u>	<u>Score</u>	<u>Rank</u>
I-270 and I-495 (I-70/US 40 to MD 355 to Virginia state line)	MDOT SHA	2000.00	1
MD 3 (MD 32 to St. Stephens Church Road)	Anne Arundel County	1366.69	2
Parole Transportation Center	Anne Arundel County	588.63	3
MD 170 (MD 100 to south of MD 174)	Anne Arundel County	219.35	4
MD 214 (MD 468 to Oakford Avenue)	Anne Arundel County	102.08	5
Odenton MARC Garage	Anne Arundel County	71.63	6
US 40 & Otsego Street/Ohio Street Intersection	Harford County	67.71	7
MD 175 (US 1 to Dorsey Run Road)	Howard County	54.22	8
US 50/US 301 (MD 2/MD 450 to Chesapeake Bay Bridge)	Anne Arundel County	39.52	9
US 220 and MD 53 at Cresaptown	MDOT SHA	36.14	10
MD 194 (MD 26 to Devilbiss Bridge Road)	Frederick County	35.37	11
US 29 (Seneca Drive to Middle Patuxent River)	Howard County	24.63	12
MD 175 (MD 170 to west of MD 295)	Anne Arundel County	22.83	13
MD 18 (Castle Marina Road to the Kent Narrows)	Queen Anne's County	22.75	14
MD 586 Veirs Mill Road Bus Rapid Transit (Wheaton Metro to Montgomery Coll.)	Montgomery County	21.70	15
I-95 (MD 32 to MD 100)	MDOT SHA	20.51	16
MD 85 (Guilford Drive to south of Ballenger Creek)	Frederick County	20.30	17
MD 2 (US 50 to Wishing Rock Road)	Anne Arundel County	16.82	18
MD 5 (MD 246 to MD 471)	St. Mary's County	16.35	19
US 15/US 40 (I-70 To MD 26)	Frederick County	15.95	20
MD 22 (Thomas Run Road to Glenville Road)	Harford County	15.86	21
MD 26 (MD 32 to Liberty Reservoir)	Carroll County	12.30	22
I-81 (north of MD 63/MD 68 to Pennsylvania state line)	Washington County	11.17	23
MD 198 (MD 295 to MD 32)	Anne Arundel County	9.98	24
MD 197 (MD 450 to Kenhill Drive)	Prince George's County	8.14	25

Appendix A: Chapter 30 Project Scores Draft FY 22-27 CTP

<u>Project Name</u>	<u>Sponsor</u>	<u>Score</u>	<u>Rank</u>
MD 32 (MD 26 to Howard County line)	Carroll County	6.23	26
I-95/I-495 @ Greenbelt Metro Station Interchange	Prince George's County	6.15	27
I-70 (I-270 to Alternate US 40)	Frederick County	5.95	28
MD 295 (I-195 to MD 100) and Hanover Road (MD 170 to CSX Railroad)	Anne Arundel County	5.07	29
BWI Rail Station and Fourth Track (Grove Interlocking to Winans Interlocking)	MDOT MTA	4.85	30
I-70 (US 29 to US 40)	Howard County	4.50	31
MD 210 (MD 228 to Palmer Road)	Prince George's County	4.42	32
MD 223 (MD 4 to Steed Road)	Prince George's County	4.00	33
MD 5 (north of I-95/I-495 to US 301)	Prince George's County	3.82	34
MD 4 Governor Thomas Johnson Bridge (MD 2 to MD 235)	St. Mary's County	3.52	35
US 29 Bus Rapid Transit (US 40 to Silver Spring Metro)	Howard County	3.44	36
South Side Transit (Branch Avenue Metro to King Street Metro)	Prince George's County	3.44	37
MD 4 (I-95/I-495 to MD 223)	Prince George's County	2.96	38
Southern Maryland Rapid Transit (Branch Avenue Metro to Demarr Road)	Charles & Prince George's Counties	2.89	39
MD 213 Chestertown Bypass (MD 297 to south of MD 544)	Kent County	2.24	40



CONSOLIDATED TRANSPORTATION PROGRAM GLOSSARY

State Report on Transportation (SRT)	Consists of the Maryland Transportation Plan (MTP), the Consolidated Transportation Program (CTP), and the Annual Attainment Report (AR)
Maryland Transportation Plan (MTP)	The MTP identifies the focus of the Department and its modal administration that defines program objectives and serves to guide program development. It includes a 20-year forecast of needs based on anticipated resources available to the Department.
CHART	Coordinated Highways Action Response Team – Maryland’s program to employ Intelligent Vehicle Highway System (IVHS) technology to better manage highway capacity
Consolidated Transportation Program (CTP)	The CTP designates capital projects that will be undertaken during the six-year period, and a summary of operating programs. The CTP also identifies projects added to the Construction Program and Development and Evaluation Program, delayed in schedule, deleted from the Development and Evaluation Program and finally completions.
Construction Program	List within the CTP of major projects (descriptions, cost estimates and schedules) under construction and those anticipated to begin construction within the six-year period. An estimate of annual expenditure levels for system preservation projects is also included.
Development & Evaluation Program (D&E)	List within the CTP of projects for planning studies, preparation of environmental studies and preliminary design. These projects are candidates for future addition to the Construction Program.
Balance to Complete	Amount of funds required after the six-year program period of the CTP to complete a project
Major Capital Project	New, expanded or significantly improved facility or service that generally involves planning, environmental studies, design, right-of-way acquisition, construction or purchase of essential equipment related to the facility or service
System Preservation Project	Project of limited scope for the preservation or rehabilitation of an existing facility or service which generally does not have a significant impact on the human or natural environment

CONSOLIDATED TRANSPORTATION PROGRAM GLOSSARY (Cont'd.)

Reconstruction	Complete rebuilding of a facility/structure or system which is beyond the point where it may be economically repaired or renovated
Rehabilitation	Restoration and/or modernization of a facility/structure or system in order that it may be effectively used for its designated functional purpose or comply with current requirements
Highway System Preservation Program	Program of projects oriented toward preserving the existing highway system, including resurfacing, safety improvements, bridge rehabilitation, landscaping, traffic control and ridesharing lots and other miscellaneous improvements
Reimbursables	State funds advanced for work performed for local jurisdictions, services performed for other agencies, recovery of damages to Department property, salaries and expenses of the Interstate Division for Baltimore City, fees for issuing commercial entrance permits, and other activities performed by the Department and are paid by various sources
Capital Contributions Agreement	Agreement entered into by 8 local jurisdictions in Maryland, Virginia and the District of Columbia that provides a capital funding schedule for Metrorail construction in the Washington area
(PP)	Project Planning: The phase in the planning process where detailed studies and analysis are conducted to establish the scope and location of proposed transportation facilities
(PE)	Preliminary Engineering: The phase in project development when surveys, soil conditions, elevations, right-of-way plats, and detailed design plans and specifications are prepared
(RW)	Right-of-Way: Acquisition of land for transportation projects
(CO)	Construction
(IN)	Inflated Cost
(FA)	Federal aid
(STP)	Surface Transportation Program category of federal aid
(NHS)	National Highway System category of federal aid

CONSOLIDATED TRANSPORTATION PROGRAM GLOSSARY (Cont'd.)

(IM)	Interstate Maintenance category of federal aid
(BR)	Bridge Replacement/Rehabilitation category of federal aid
(CMAQ)	Congestion Mitigation/Air Quality category of federal aid
(DEMO)	Specific projects identified in federal legislation for demonstration purposes