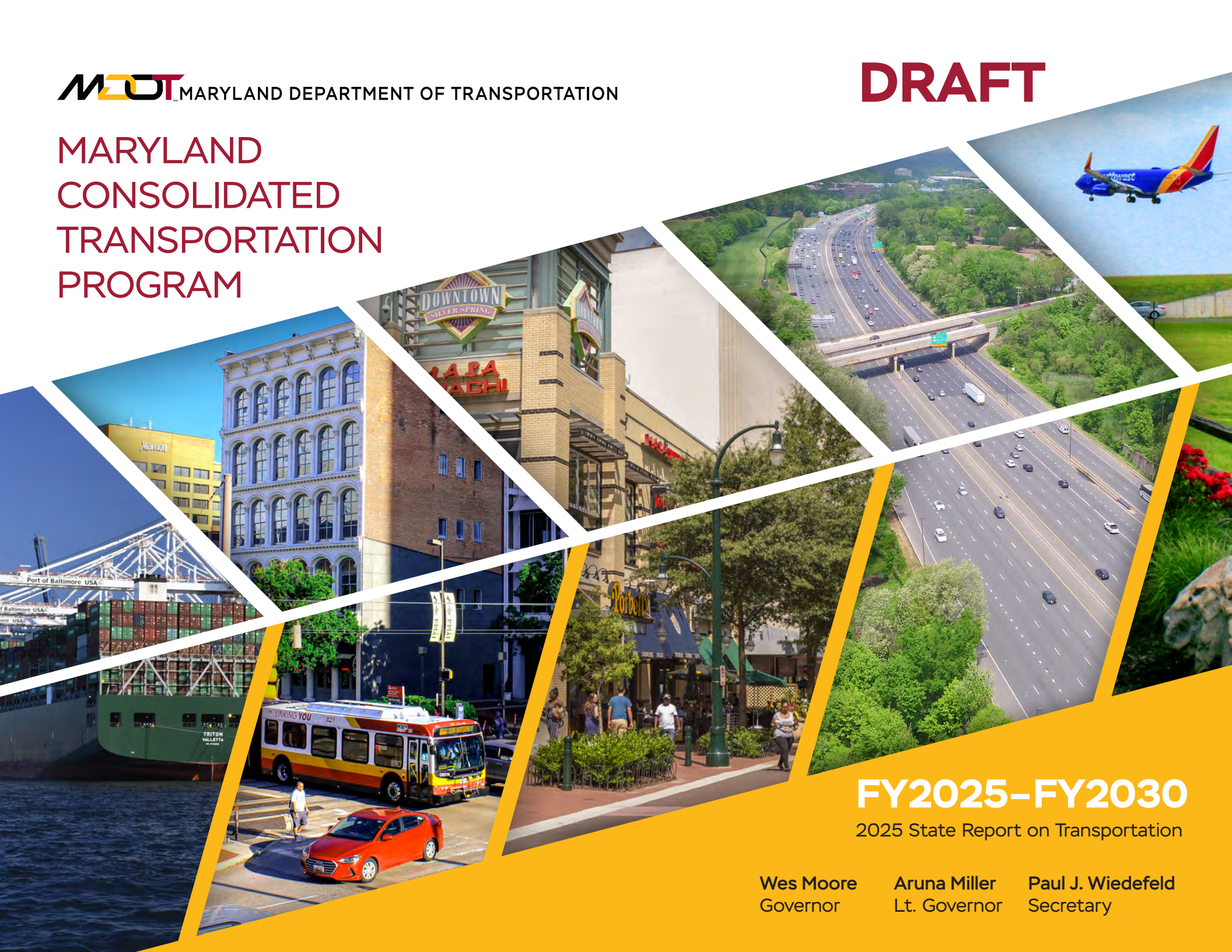


# MARYLAND CONSOLIDATED TRANSPORTATION PROGRAM



**FY2025–FY2030**

2025 State Report on Transportation

Wes Moore  
Governor

Aruna Miller  
Lt. Governor

Paul J. Wiedefeld  
Secretary





# MARYLAND'S CONSOLIDATED TRANSPORTATION PROGRAM

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

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

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

**For the hearing impaired, Maryland Relay 711.**

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

**For more information on Maryland transportation, please visit us on the web at [www.mdot.maryland.gov](http://www.mdot.maryland.gov).**

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## CTP HIGHLIGHTS

The Consolidated Transportation Program (CTP) is Maryland's six-year capital budget for transportation projects. Through data driven approaches, MDOT seeks to fund the projects and programs that do the most to advance Maryland's goals as articulated in the State Plan - to be safer, more affordable, more competitive, more sustainable, and to leave no one behind.

Delivering for Maryland means being strategic and prioritizing finite resources to deliver the State's goals. Marylanders rely on the transportation system to get them to work, recreation, places of worship, and to meet their daily needs. Nothing demonstrated this so starkly as the collapse of the Francis Scott Key Bridge, the human toll and subsequent disruptions to the port economy, freight movement, commutes, and people's daily lives. MDOT's first priority is to see that the existing transportation system is safe and in good condition. The investments in this CTP reflect these values.

The funding described in this CTP will support a variety of crucial investments and advance MDOT priorities in every county in the State. Some major areas of investment are described below.

1. Unplanned, but mission critical, **rebuilding of the Francis Scott Key bridge** on I-695 is a primary focus of the CTP, with MDOT doing all it can to expedite the reopening of this important transportation connection while improving transportation options to lessen the impact to the roadway network from the bridge being unavailable.
2. **Safety** is a primary criterion in all of the projects and grants MDOT pursues, including implementation of the new Complete Streets Policy, the Pedestrian Safety Action Plan, and the Strategic Highway Safety Plan.
3. **State of good repair** investments are managed through a comprehensive and integrated asset management program that guides transportation decision-making and investments. Maryland has a history of success with very few bridges in poor condition and the majority of its highway pavement in good condition. With a backlog of state of good repair needs, MDOT has prioritized key assets and structures first, as identified in this CTP, with 35 percent of the capital budget dedicated to state of good repair:
  - The replacement of MTA's Metro and Light Rail vehicles that are reaching the end of their functional lifespans (\$1.1 billion).
  - The long-needed rehab and enhancements to the Howard Street Tunnel that will bring this 129-year-old tunnel up to modern

standards and allow for double stacked container movement into and out of the Port of Baltimore (\$566 million).

- Critical runway rehabilitations at BWI Marshall Airport (\$95.2 million) along with enhanced A & B Concourses and baggage systems (\$355 million).
  - MVA facilities receiving repair and upgrades, along with one-stop shops at 12 branch locations throughout the State, MVA continues to support increased customer service (\$51.2 million).
  - The MD 42 replacement bridge over the Youghiogheny River (\$5 million) is just one of the dozens of bridges that will receive investment to ensure Maryland's highway bridges operate safely and continue to be a national leader in state of good repair.
  - These and other critical investments in Maryland's existing assets work to keep Marylanders safe, investing in communities, and helping the State to grow, while leaving no one behind.
4. The bar for investing in **new infrastructure** is necessarily high.
    - This CTP invests in the Red Line \$158.2 million as a generational investment that positions the project to leverage substantial federal money and provide new access to jobs and housing, creating economic development opportunities that can renew communities.
    - This CTP also continues MDOT's commitment to the completion of the Purple Line, which will improve access and economic growth in the Washington region.
  5. **Transportation system improvements** must do more with limited State dollars to enhance MDOT's transportation infrastructure while improving the functionality of the existing system.
    - Investing in I-695 transportation system maintenance and operational improvements, which will deploy the use of peak-hour shoulder use to reduce congestion
    - Working on a new interchange at MD 4 and Suitland Parkway to improve safety and mobility (\$283 million).
  6. **Federal discretionary grants** are a core element of MDOT's strategy to leverage State dollars, advance State goals and meet federal priorities.
    - Through a \$248.9 million grant from the federal government, MDOT, alongside the Maryland Department of the Environment, is investing in a transportation system that is more climate friendly, including electric charging network for trucks to use along the I-95 corridor between Maryland and New Jersey.

- More MDOT federal grant applications and awards can be found at [www.mdot.maryland.gov/grants](http://www.mdot.maryland.gov/grants).
  - These new investments leverage significant funding and are crucial to position the State for the future.
7. In addition to these major investments, this CTP includes smaller but important **programmatic and innovative investments** that provide significant rewards and leverage other public and private commitments.
- MDOT's Kim Lamphier Bikeways Network Program provides grants to local jurisdictions and targeted Pedestrian Safety Action Plan investments deliver complete streets projects that are important to address the unacceptable crisis in pedestrian and bicycle safety.
  - MDOT's enhanced Transit-Oriented Development (TOD) Program with a soon-to-launch \$5 million grant and loan program for localities, as well as investments at Reisterstown Plaza and other transit centers will advance the development of inclusive and thriving communities.
  - New investments in solar at MDOT facilities, carbon reduction projects and Electric Vehicle (EV) charging will help to address transportation's role as the largest source of greenhouse gas emissions in the State.
  - With this CTP, MDOT also makes targeted increases in funding for transportation demand management strategies, including incentives and outreach, focusing especially on the Baltimore region to mitigate the congestion that has increased with the Key Bridge collapse.

These investments are strategic and targeted, and they have to be. In a continuation of the trends that came to the fore last year, resources remain tightly constrained due to the reduced effectiveness of the gas tax, reduced operating revenues, and the increased costs of goods and labor. Additional funds allocated by the Governor and the actions taken by the legislature in the last legislative session to increase certain transportations revenues were appreciated by MDOT and were immensely important. For instance, they enabled MDOT to fully protect HUR and LOTS funding for our local partners.

Last year, in an effort to preserve capital projects, MDOT aimed to increase its use of federal funding relative to its State funding for SHA projects. This goal has been more difficult to achieve than anticipated and, in this CTP, MDOT has shifted to more graduated increase in the use of federal funds. This shift reduced the amount of federal funds that could be programmed in this

six-year program. State funds for MDOT's program are further impacted by additional investments in local jurisdictions through the Highway User Revenue (HUR) grant program. As a result, additional reductions have been taken in SHA's program, resulting in impacts to the design and engineering of major projects, deferral of some state of good repair projects and scope changes to certain enhancement projects.

Due to the structural challenges facing the program, future CTPs will continue to confront an increasingly constrained fiscal environment. State funds are critical for MDOT to stay competitive and provide match for highway, transit and aviation federal formula program dollars. More information about the budget and federal aid assumptions are addressed in this CTP.

Despite these challenges, this CTP represents significant progress towards the State's goals and MDOT's more than 10,000 employees, and the tens of thousands of workers MDOT employs indirectly, remain committed to a safer, more affordable, more competitive and sustainable state where no one is left behind.

This CTP makes significant investments to protect Maryland's existing system, as well as focusing on new and highly leveraged investments to position the State for strategic growth. It reflects difficult decisions to prudently use limited resources. It will be more important than ever that limited capital resources go to the projects that do the most to advance the State's goals. MDOT is working to update its capital project prioritization process. MDOT aims to be clear and transparent on how projects are selected, meet State transportation goals, better align with federal, State and local resources and deliver critical outcomes that advance the State Plan.



This CTP reflects MDOT's work to meet the Governor's State Plan, focusing on safety, fiscal sustainability, maintaining MDOT's assets and making strategic investments. MDOT has to live within its means and has had to make tough decisions foregoing some opportunities, trimming some projects and delaying some initiatives. Despite this, this CTP represents significant investments in Maryland's transportation system and does much to advance a safer, more affordable, more competitive, sustainable Maryland that leaves no one behind.





## MARYLAND'S CONSOLIDATED TRANSPORTATION PROGRAM

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

MDOT has released its draft capital budget, the Draft FY 2025 - FY 2030 CTP, which is aligned with the State transportation vision, principles and goals outlined in [the Playbook \(www.mdot.maryland.gov/MTP\)](http://www.mdot.maryland.gov/MTP) - the State's long-range transportation plan - and aligned with the Moore-Miller Administration's State Plan. The \$18.9 billion program outlines capital investments planned for each mode.

These investments strive to maintain the system MDOT has already built while reflecting the tough choices to address Maryland's revenue challenges. The CTP prioritizes projects and programs across MDOT. This CTP was developed with a focus on safety, fiscal sustainability, maintenance, and strategic investments.

The CTP continues targeted investments in key projects and programs, such as safety projects, state of good repair projects, the Purple Line project, the Baltimore Red Line Project, replacement of the Frederick Douglass Tunnel, improvements to the Howard Street Tunnel, the TOD Program, the Complete Streets Program and carbon reduction and resiliency programs.

Current funding levels do not provide the investment capacity needed to achieve all of the State's goals and desired outcomes. Challenges to the State's resources are multilayered: inflation has eroded funding available for transportation investments and the increased fuel efficiency of vehicles and the growing adoption of EVs challenges Maryland's— and the nation's—reliance on motor fuel tax revenues to fund transportation. In addition, MDOT projects using a lower share of federal resources and set-asides within the transportation program limit MDOT's ability to match federal resources.

New user fees enacted in the last legislative session help to offset these trends to some extent and MDOT continues, as much as possible, to leverage both formula and discretionary funding made available from the 2021 U.S. Infrastructure Investment and Jobs Act (IIJA). Examples in this CTP include State matching funds for federally awarded discretionary grants for the construction of the Frederick Douglass Tunnel, the Susquehanna River Bridge, Penn Station, along with many other critical and innovative projects.



## Key Bridge

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

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

Thanks to the unwavering support of agencies across the State, including the Maryland General Assembly and our Federal Delegation, the Moore-Miller Administration was able to respond quickly as one Maryland to the families, port workers, first responders, small businesses and surrounding communities most affected by this crisis. All levels of government and members of business, philanthropic and community organizations have collectively come together in partnership to provide for those in need. The support from MDOT’s partners has been critical during this unprecedented time.

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



### MISSION STATEMENT

The Maryland Department of Transportation is a customer-driven leader that delivers safe, sustainable, intelligent, exceptional, and inclusive transportation solutions in order to connect our customers to life’s opportunities.

## GOALS AND PROGRAM PRIORITIES

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

MDOT knows that Marylanders want a transportation system that meets multiple goals. It should be an efficient and accessible transportation system that creates not just access to opportunity but also economic mobility. It should connect Marylanders to jobs, schools, parks, health care, amenities and to each other. It should operate cleanly and help to achieve environmental goals. It should support the creation of community and deliver a high-quality experience for the traveling public. And above all it should be safe and secure. These goals and important investments are discussed further below.





## Enhance Safety and Security:

Consistent with a commitment to Vision Zero, this goal prioritizes efforts to end traffic deaths among all users of Maryland's roadways, including our roadway workers, while also providing a safe workplace and riding experience for transit workers and riders. Alongside that overarching theme, MDOT specifically intends to reduce disparities in traffic safety among diverse communities, enhance multimodal infrastructure to support a low-stress network for pedestrians and bicyclists, and maintain a system that can respond to weather events and roadway incidents effectively.



Under the Moore-Miller Administration, MDOT intends to reverse the current trend of increasing injuries on Maryland's roadways. Recent activities to advance safety and enhance security include:

- MDOT recently adopted a new policy to promote safer, Complete Streets for all Maryland transportation facilities.
- In August 2023, Governor Wes Moore announced more than \$11.5 million in federal highway safety grants to organizations across Maryland as part of a Statewide focus to prevent motor vehicle crashes and eliminate roadway fatalities.
- In September 2023, Governor Moore announced \$25.5 million in grants for 40 bicycle, pedestrian and trail projects across Maryland. FY 2024 grants include \$20.8 million in federal funding for 22 projects through the Transportation Alternatives Program and the Recreational Trails Program, and \$4.7 million awarded in State

funding for 18 projects through the MDOT Kim Lamphier Bikeways Network Program.

- The Maryland Highway Safety Office also worked with the metropolitan planning organizations (MPO) to promote the pedestrian and bicycle safety high visibility enforcement campaigns, Look Alive (Baltimore Metro) and Street Smart (Washington Metro).
- Several Maryland localities received U.S. DOT Safe Streets for All grants in the Round 1 FY 2023 award cycle, including the City of Baltimore, the City of Cambridge, and Queen Anne's County among others, totaling \$11.3 million.
- MTA will continue to improve education efforts under the Maryland Operation Lifesaver Program and continue to develop at-grade safety projects using federal highway funding. In Federal Fiscal Year (FFY) 2022, MTA received over \$1.5 million from the Federal Railroad Administration (FRA) for the Warner Street Highway-Rail Grade Crossing Project and will continue to seek other grant opportunities for safety crossings.
- SHA invested \$5.2 million in FY 2023 to design and construct new sidewalks, including the construction of new directional miles of sidewalk on MD 173 and MD 214 in Anne Arundel County, US 1 in Howard County, and MD 7 and MD 222 in Cecil County. In addition, more than 17 miles are being constructed by MTA as part of the Purple Line project. SHA continues to partner with local governments to maximize federal funding opportunities utilizing local participation as a match. SHA also has been exploring additional ways to identify and prioritize gaps in the system via initiatives like Pedestrian Safety Action Plan and focusing on a context driven approach to achieve better pedestrian connectivity on corridor projects.

## Deliver System Quality:

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

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

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

**PERCENT OF ALL MDOT TRANSIT SERVICE PROVIDED ON TIME**

MODE	2014	2015	2016	2017	2018	2019	2020	2021	2022*	2023**
Local Bus	N/A	60%	58%	77%	68%	69%	74%	74%	76%	73%
Light Rail	96%	97%	98%	96%	94%	95%	96%	92%	93%	93%
Baltimore Metro	96%	95%	96%	96%	94%	94%	71%	90%	91%	87%
MARC	92%	92%	94%	91%	91%	87%	92%	94%	94%	94%
Mobility Paratransit & Taxi Access	91%	88%	92%	93%	93%	86%	89%	76%	89%	94%

TARGET: 2030: 99% for all except Local Bus; 2050: 90%

\*2022 data have been revised from previous report.

\*\*Besides Local Bus, 2023 data is estimated and subject to change.

**Serve Communities and Support the Economy:**

To ensure transportation is doing all it can to support communities and the economy, MDOT seeks to improve Marylanders’ satisfaction with transportation services, leverage technology to improve information for residents, increase transit and active transportation use and transit-oriented development, improve quality of life through transportation alternatives, prioritize needs of underserved communities and enhance the competitiveness of the Port of Baltimore and BWI Marshall Airport.

In its work, MDOT will strive to ensure that transportation meets communities’ needs and drives access to opportunity and the success of economic centers. Recent activities to serve communities and support the economy include:

- MDOT’s new 2050 long-range transportation plan, the Playbook, includes equity as a guiding principle to ensure no one is left behind. It emphasizes the importance of access to affordable and accessible transit for overburdened and underserved communities, particularly for individuals who rely on it as their primary means of travel.
- MTA has been focused on enhancing the customer experience by improving real-time vehicle predictions, upgrading signals and signage around stations and launching a Customer Experience Office.
- Governor Moore re-launched the Red Line project, a proposed quality transit corridor between Woodlawn, downtown Baltimore and Bayview. Planning activities are ongoing to select an alternative to advance to a detailed environmental study, and ultimately apply to enter the Federal Transit Administration (FTA) Capital Investments Grants program in 2024.
- The Purple Line, the 16-mile light rail line from New Carrollton to Bethesda, is under construction and is now more than 65 percent complete and light rail vehicles have started to arrive in Maryland. The Purple Line will open in late 2027.
- BWI Marshall Airport continues to upgrade the customer experience through infrastructure and service improvements, such as recent restroom upgrades (voted America’s Best Restroom by the public) and baggage handling improvements, as well as continuing to provide more non-stop destinations and expanded airline service. Ongoing investment in these improvements will be offset by the additional

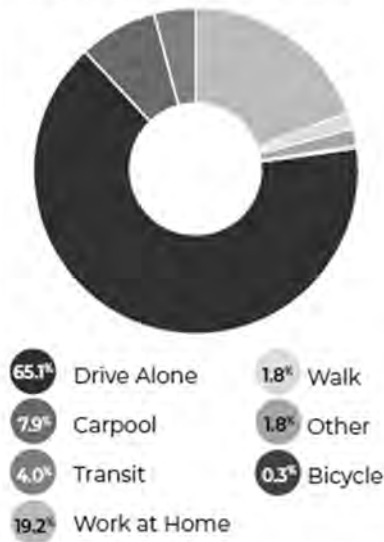


customers that BWI Marshall Airport will attract, thereby continuing to attract low-cost airlines.

- MDOT continues advancing initiatives to implement the Maryland Statewide Truck Parking Study.
- MDOT supports Transportation Demand Management (TDM) through its Commuter Choice Maryland program and partnerships with the Metropolitan Washington Council of Governments and other regional, state and local agencies, as well as collaborating with other TDM program managers. MDOT strives towards the target of 500 employers statewide in the free Employer Partner Program.



CY 2022 Commute Mode Share



### Promote Environmental Stewardship:

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

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

- MDOT has established a goal to achieve a 10 percent reduction in vehicle miles traveled per capita by 2030, and then a 20 percent reduction by 2050.
- MPA has started to develop the Cox Creek Sediment Technology and Reuse site to continue the advancement of the innovative reuse of dredged material.
- The Federal Highway Administration Carbon Reduction Program supports a variety of MDOT strategic investments that achieve carbon reduction. MDOT’s Carbon Reduction Strategy was finalized in November 2023 in collaboration with MPOs. The Carbon Reduction Strategy summarizes MDOT activities to reduce carbon emissions and reflects federal, State and regional strategies pertaining to carbon reduction.
- Marylanders are taking advantage of the amended Maryland EV Tax Credit that took effect July 1, 2023, which allows buyers to claim a State tax credit up to \$3,000 for their purchase of a new EV. The tax credit will be in effect through June 30, 2027.

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



FISCAL YEAR	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
BEV	1,421	1,943	2,643	3,745	5,495	10,938	14,930	21,076	33,230	52,008
PHEV	1,757	3,521	4,345	5,624	7,712	9,784	10,812	13,765	19,089	23,853
BEV + PHEV	3,178	5,464	6,988	9,369	13,207	20,722	25,742	34,841	52,319	75,861
% EVs of total Registered Vehicles	0.1%	0.1%	0.1%	0.2%	0.3%	0.4%	0.5%	0.7%	1.0%	1.5%
Total Registered Vehicles	4,872,481	4,950,019	4,992,358	5,030,505	5,086,501	5,126,010	5,159,469	5,084,777	5,231,513	5,151,222

TARGET: 11 million EVs in 2030

Source: MVA Office of Data Management, EV Registration Data 6/30/2023

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

**Project Prioritization**

MDOT is committed to achieving its safety, economic, connectivity and environmental goals as best as possible within finite resources. It is important that every dollar spent does as much as possible to achieve the State’s goals. MDOT is taking a fresh look at its system for scoring and prioritizing capital projects for new capacity.

Maryland maintains an existing project prioritization process, known as Chapter 30, which has been in effect since 2017. MDOT has conducted project scoring via Chapter 30 since its implementation, and, over time, has identified opportunities for improvement. For more information, visit: [mdot.maryland.gov/Chapter30](http://mdot.maryland.gov/Chapter30).

To ensure MDOT’s investments do the most to meet the State’s goals and objectives, MDOT is developing a new project prioritization process that will be used to evaluate surface transportation capacity projects, building upon efforts established by Chapter 30. This work is responsive to

recommendations from the Maryland Transportation Revenue and Investment Needs Commission (“TRAIN Commission”) established by Chapter 455 of the 2023 Acts of Assembly. The Commission’s interim report recommended that “MDOT develop a new draft prioritization process to present to the commission during the 2024 interim, with the goal of implementing the new prioritization process for the 2026-2031 [Consolidated Transportation Program]” starting in 2025 with the next CTP update.

Through this initiative, MDOT will develop an improved process to (i) identify and prioritize key needs and (ii) evaluate and prioritize candidate projects for funding (iii) create accessible transparency and accountability tools and (iv) enable continuous public feedback and input to ensure the project prioritization objectives remain current and impactful to all Marylanders. The improved process will seek to align prioritization goals and measures with Maryland’s long-range transportation plan to more effectively achieve the State’s strategic goals than the current Chapter 30 scoring model. Additionally, the enhanced model will be used to evaluate projects, which will result in a significantly improved project prioritization process for MDOT. MDOT will involve the public as part of the development of the project prioritization process. This will improve transparency in the project evaluation selection process.

This open and transparent project prioritization process will deliver a clear and structured framework for decision-making. By utilizing detailed, publicly available criteria and measures, each project’s selection will be based on objective and measurable factors such as safety, mobility, environmental impact and economic development. With access to comprehensive information and open channels of communication, the public and stakeholders will be kept informed at every stage. This transparency allows for public input and scrutiny, fostering trust and demonstrating a commitment to using resources responsibly and effectively.

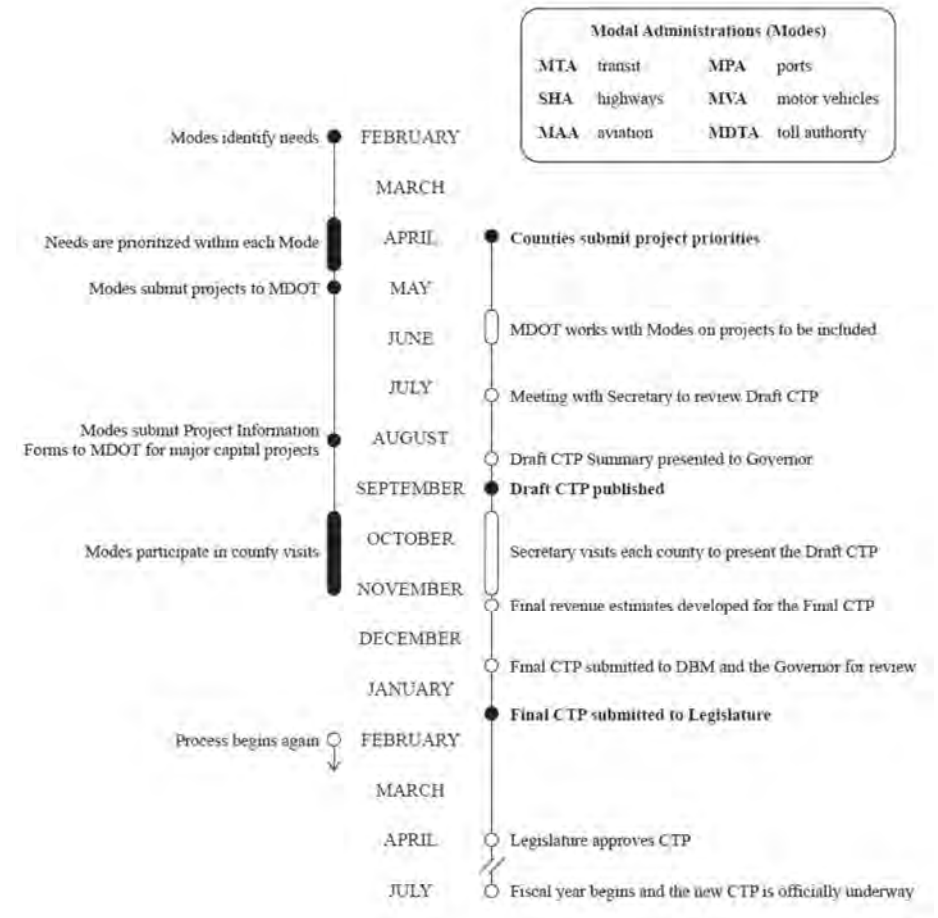
## Process for CTP Development

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

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

- Meets all federal and other legal mandates (e.g., stormwater compliance or Federal Aviation Administration (FAA) regulations to maintain airport permits);
- Supports MDOT's program priorities and MTP goals (safety and security, system quality, serving communities and economy and promoting environmental stewardship);
- Meets federal match requirements and maximizes federal revenue sources;
- Supports existing project commitments and upholds intergovernmental agreements;
- Is the single top priority within a local priority letter;
- Is consistent with local plans; and
- Is included in the regional MPO's long-range plan (if the project is located within an MPO boundary).

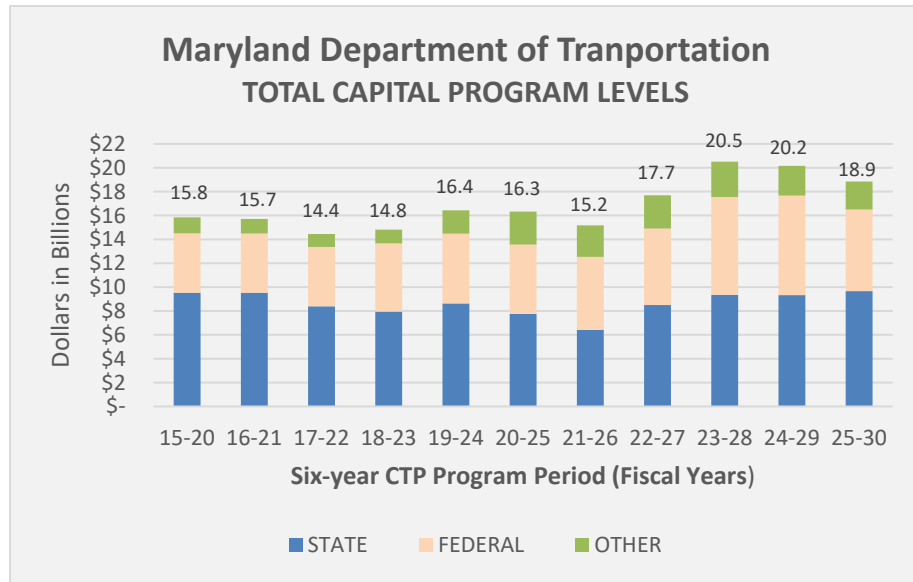
## CTP Development Process



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

## FINANCING MARYLAND'S TRANSPORTATION PRIORITIES

The State's Transportation Trust Fund supports MDOT investments through a dedicated account. The Transportation Trust Fund utilizes a variety of revenue sources, which provide funding that enable MDOT to address important capital and operating needs including safety, system preservation, multimodal transportation options, environmental stewardship, congestion relief and maintaining the competitiveness of Maryland's Port of Baltimore and BWI Marshall Airport.



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

## STATE REVENUE PROJECTIONS

Total projected State-sourced revenues, federal aid and bond issuances amount to \$39.5 billion for the six-year period to support MDOT's operating, capital, and debt payment expenses. Federal aid is the largest source of funding for the six-year program, comprising 21 percent of all funding. Revenue from the State's motor fuel tax is the next largest source of funding, and also the largest State revenue, at 20 percent. Despite this

significant \$39.5 billion investment in the State's transportation network, the expansive nature of Maryland's transportation system requires significant funding to operate and maintain. Capital needs routinely exceed available revenues; however, this funding shortfall is more pronounced in this CTP. This results in the deferral of system preservation projects and may impact service.

The fiscal constraint in this Draft CTP reflects many of the same factors that impacted the FY 2024 - FY 2029 Final CTP: operating expenses are growing faster than revenues, high inflation is impacting both the operating and capital budgets and the depletion of significant amounts of federal funds that were available to support transit operations during the COVID pandemic. Last year, the Department proposed several actions to produce a balanced budget. This included reducing operating expenses by approximately 8 percent, deferring highway construction projects that were not already under contract, reducing certain grants to local jurisdictions and increasing certain fees. During the 2024 legislative session, a final budget was approved that implemented some of these actions and provided a one-time transfer of General Funds, as well as approximately \$1.8 billion in additional revenues over the six-year period.

Chapter 455 of 2023 created the Maryland Commission on Transportation Revenue and Infrastructure Needs to address the short- and long-term sustainability of the Transportation Trust Fund. In January 2024, the Commission submitted its interim findings and recommendations to the legislature. During the 2024 legislative session, some of the new and increased transportation fees adopted were based on the recommendations of the Commission. The Commission was re-constituted during the 2024 legislative session.

This Draft CTP reflects continued fiscal constraint. Many of the trends previously identified are continuing and, in some cases, further declining. Revenues from the motor fuel tax and titling tax failed to meet projections in FY 2024 and had to be revised downward in all six years of the program. Additionally, State law requires the Department to utilize an operating budget growth rate that is reflective of the prior five years of actual spending. This required growth rate assumption increased for this six-year CTP to 3.4 from 2.9 percent. Finally, the Department had to modify



its assumptions regarding the availability of federal funds for the capital program.

To continue to produce a balanced six-year budget, the Department will defer projects currently in the development, certain new initiatives and certain system preservation projects, as well as evaluation programs. No additional reductions to the operating budget are proposed so that the Department can continue to deliver the transportation services that Maryland citizens need and are accustomed to. While reductions to the capital program are difficult, they are targeted to limit the overall impact on Marylanders and will not jeopardize safety.

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

- Motor Fuel Tax is the largest source of State revenue for the Transportation Trust Fund. Revenues are projected to total \$8.1 billion over the six-year period after certain statutory deductions. The motor fuel tax rate includes a base rate on gasoline (23.5 cents per gallon) and diesel fuel (24.25 cents per gallon), a Consumer Price Index (CPI) component and a sale and use tax equivalent component. Per State law, the rate is set annually by the Comptroller's Office based on a calculation that includes inflation and average gas prices over the prior year. For FY 2025, the gas tax rate declined from the prior year and is set at 46.1 cents per gallon, including 23.5 cents per gallon for the base rate, 8.6 cents per gallon for the CPI component and 14.0 cents per gallon for the sales and use tax component. The tax rate is expected to increase moderately over the six-year program; however, expected declines in the number of gallons sold will offset the revenue impact of this higher tax rate. Nationwide, the number of gallons of fuel sold are declining as vehicles become more fuel efficient and additional electric vehicles are purchased.
- Motor Vehicle Titling Tax revenues are projected to yield \$7.0 billion over the six-year period. The tax rate is set at 6 percent of fair market value of the vehicle, less an allowance for trade-in, that is paid on the sale of all new and used vehicles, as well as on new residents' vehicles. Titling tax revenues largely follow the normal business cycles of auto sales with periods of growth and decline. The amount of revenues generated is a function of the number of vehicles sold and vehicle prices. Both the number of units sold and vehicle prices are generally

declining over the last several years as consumers delay purchases due to high interest rates and vehicle prices decline as supply increases. During the 2024 legislative session, dealer processing fees were increased to \$800, which increases the vehicle price and thus the tax generated.

- Revenues from Motor Vehicle Registration, Miscellaneous and Other Fees are projected to generate \$6.1 billion. This forecast assumes revenues will increase an average of 4.0 percent per year over the program period. During the 2024 legislative session, vehicle registration fees were increased effective July 1, 2024, and an additional weight class was established. A new add-on registration fee for electric vehicles was also established, as well as a fee on transportation network company rides. In addition, State law requires the MVA to recover between 95 and 100 percent of certain expenses from certain fees. To meet this cost recovery requirement, the MVA increased certain vehicle and driver fees, effective September 1.
- Corporate Income Tax revenues are estimated to be \$2.5 billion over the six-year period. These revenues are shared between the Transportation Trust Fund, the Higher Education Investment Fund and the State's General Fund. In accordance with State law, the share of revenue distributed to the Transportation Trust Fund from the corporate income tax will decline in FY 2028. The State's Board of Revenue Estimates prepares independent forecasts for this revenue source.
- Federal Aid is projected to contribute \$8.0 billion for operating and capital programs. The majority of funding received from the federal government for transportation is for capital projects. The Infrastructure Investment and Jobs Act is the current multi-year federal transportation authorization legislation and provides increased levels of funding to established federal formula programs and new discretionary grant programs. Potential funding from discretionary grant programs is not included in MDOT's financial plan until an award is made. Most formula and discretionary grant programs include a funding match requirement. Match requirements vary by program and are typically higher for discretionary grant programs. Federal funds are provided on a reimbursable basis, requiring the use of Transportation Trust Fund dollars to pay

expenses until reimbursements are received months, or sometimes years, later. The next section describes additional assumptions related to federal aid that is expected to be available for the capital program.

Over the last several years, the federal government provided states with billions of dollars of relief funds to mitigate the negative impacts of the COVID-19 pandemic. For transportation, most of those funds were directed toward transit agencies to offset the substantial decline in ridership and revenue from the COVID-19 pandemic. Many transit agencies across the country, including MTA and WMATA, are now facing a fiscal cliff as these federal relief funds are fully depleted, yet transit ridership and revenue have not yet returned to pre-pandemic levels. Ridership projections for both MTA and WMATA show that ridership will not return to pre-COVID levels until outside the six-year program period, if at all.

- Operating Revenues are projected to provide a six-year total of \$3.1 billion. Operating revenues include charges for airport operations, including flight activities, rent and user fees, parking, and concessions (\$2.1 billion over the six-year period); transit fares (\$615 million); and fees for port terminal operations and rent (\$340 million). During FY 2025, parking rates at BWI Marshall Airport and the cruise terminal at the Port of Baltimore will increase.
- Bond issuances are estimated at \$3.0 billion during the six-year period. State law limits MDOT's bonds outstanding to \$4.5 billion and establishes an annual debt outstanding cap in the annual budget bill. MDOT is also constrained by debt coverage ratios that are calculated based on debt service, revenues and operating expense projections. Debt outstanding is projected to be \$3.0 billion at the end of FY 2025, increasing to \$4.0 billion in FY 2030. MDOT maintains both a legal requirement and a management practice for the minimum bond coverage requirement. MDOT meets its legally required bond coverage throughout the six-year program period but falls below its recommended levels in FY 2029 and beyond. This constrains MDOT's ability to issue additional bonds to support capital spending. MDOT maintains credit ratings of AAA from Standard and Poor's, Aa1 from Moody's, and AA+ from Fitch Ratings, due in part to its history of strong financial management.

- Other sources of revenue are projected to total \$1.8 billion during the six-year period. These sources include General Fund transfers, reimbursements, interest, use of fund balance and miscellaneous revenues.



## FEDERAL AID ASSUMPTIONS

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

This Act is more expansive in scope than a traditional transportation authorization and much of the discretionary funding was both authorized and appropriated in the legislation. The traditional transportation funds are currently being distributed based on FFY 2023 appropriations.

## GRANTS

The IIJA provides a significant increase in federal funding for formula and discretionary grants for transit, highways, airport, port, rail, freight and active transportation, in rural and urban areas. Many of these grant programs are annual over the five years covered by IIJA and focus on the following priority areas: repairing/rebuilding infrastructure, climate change mitigation, resilience, equity and safety. To best leverage State transportation dollars, MDOT continues to pursue relevant federal discretionary grants to maximize federal transportation funding opportunities.

MDOT has pursued many grants already, including the following IIJA grant programs: the Airport Improvement Program (AIP) grant; the Port Infrastructure Development Program grant; the Bridge Investment Program (BIP) grant; the Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant; the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant; the Bus and Bus Facilities grant; the National Infrastructure Project Assistance (Mega) Program grant; and the Rural Surface Transportation Grant.

The Purple Line Light Rail project previously received a commitment from the FTA for New Starts funding totaling \$900 million. The Purple Line also received an additional allocation of \$106.2 million in Capital Investment Grant (successor to the New Starts program) funding from the American Rescue Plan Act.

In February 2024, MTA received \$213 million in funding from the Rail Vehicle Replacement Program to replace each Light Rail car with modern vehicles. In January 2024, MDTA was awarded \$80 million in the State's first ever Mega grant for the I-895 at Frankfurst Avenue Interchange Improvement project. MDOT also received funding to support a mobility study at BWI Marshall Airport, received funding to advance planning to replace the I-68 Viaduct in Cumberland, and received the Reisterstown Plaza Metro Station TOD project through RAISE and BIP. MDOT awaits the awards from other competitive grant applications from the large BIP, CRISI and the Multimodal Project Discretionary Grant program, in addition to other programs. The State also supports local jurisdictions, non-profits and private sector partners applying for federal grants

through technical assistance, letters of support and engagement with the Biden Administration and Maryland's Federal Delegation.

## Highways and Transit

The MDOT's traditional federal funding comes from the Federal Highway Trust Fund, which provides transportation investment for projects in the following areas: highways and transit; multimodal freight; safety and security; system preservation; bike and pedestrian; congestion mitigation; climate change and electric vehicle infrastructure.

The CTP allocates these federal funds to projects in the program based on reasonable assumptions of authorization given the passage of the IIJA. MDOT received \$828.0 million in highway formula funding and \$353.4 million in transit formula funding in FFY 2024 for MDOT projects.



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



### Washington Metropolitan Area Transit Authority — WMATA

In FY 2025, WMATA anticipates receiving \$470 million in FTA formula grants and \$6.6 million in other federal grants (Congestion Mitigation and Air Quality) for bus and rail preservation activities. The Passenger Rail Improvement and Investment Act (PRIIA) of 2008 was reauthorized within the IJA and will provide funding of \$148.5 million annually through FY 2030, though a requirement within the reauthorization earmarks \$5 million each year toward the operating budget of WMATA's Office of the Inspector General. In total, WMATA expects to receive \$620.1 million in federal capital funding in FY 2025. In addition, WMATA intends to pursue competitive federal grant funding for as many programs as they qualify. No such funds are included in WMATA's capital budget until they are awarded.

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

continue to fulfill their obligation by providing formula funds to match federal grants.

Beyond the federal capital funding, WMATA will exhaust its remaining federal pandemic relief funding of \$95 million in early FY 2025. Throughout FY 2024, WMATA anticipated a \$750 million operating budget deficit in FY 2025. To avoid drastic service cuts, WMATA's jurisdictional partners committed to additional funding for FY 2025 in a combined amount of \$463 million. The Maryland General Assembly amended State law to remove the three percent cap on growth in Maryland's contribution to WMATA's operating budget until FY 2028. Maryland is providing an additional subsidy of \$143.3 million above the three percent cap for FY 2025.

Overall, WMATA's six-year capital budget is \$13.3 billion in FY 2025 through 2030. This includes \$6 billion in state/local funding, \$3.4 billion in debt (including debt generated from bond sales utilizing the jurisdictional dedicated capital funding), \$4 billion from federal sources and \$4 million in reimbursable funds to acquire 64 new 7000-series railcars for Phase 1 of the construction of the Metrorail Silver Line. In FY 2025, MDOT's total annual operating subsidy requirement is \$631.3 million to WMATA, including the base subsidy of \$488 million and the additional contribution of \$143.3 million.



## Aviation

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

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



In addition to the AIP Program, IIJA provides five years of additional federal funding for airport infrastructure. IIJA apportions roughly \$25 million annually in entitlement funding to BWI Marshall Airport and \$750,000 to Martin State Airport, through the Airport Infrastructure Grant (AIG) program. In addition, IIJA provided competitive grant funding through the Airport Terminal Program and the Federal Contract Tower Program.



In FFY 2024, MAA was awarded an IIJA related grant for \$0.6 million in AIP Entitlement funds for DX/DY Apron Pavement Rehabilitation Design. Additional grant applications will be submitted in FFY 2024 totaling approximately \$14.3 million: \$6.6 million for Taxiway T Reconstruction Phase 2, \$3.2 million for Runway 10/28 Rehabilitation, \$0.8 million for Snow Removal Equipment Storage Building and \$3.7 million for BWI Master Plan & Airport Layout Plan Update. Additionally, it was announced that BWI Marshall Airport will be awarded \$19.9 million in competitive Airport Terminal Program Grant funds: \$14.5 million for the Passenger Movement Modernization Program, which is a multiyear program to replace 14 passenger boarding bridges in the BWI Marshall Airport terminal and \$5.4 million for the Martin State Airport Replacement Air Traffic Control Tower. MAA also submitted a grant for the MTN Air Traffic Control Tower under the Federal Contract Tower Program, but MTN has not been successful in that program.

On July 12, 2023, FAA also announced that MAA will be awarded \$1.1 million in supplemental discretionary environment grant funding: \$0.9 million for BWI Marshall Airport Decarbonization Roadmap and \$0.2 million for MTN Decarbonization Roadmap. These studies will identify best practices to achieve greenhouse gas emissions reductions.



In FFY 2023, MAA received \$26.3 million in AIP grants: \$17.4 million for Taxiway F, Phase II and \$8.9 million for Noise Mitigation, Phase 1B and 2.

In FY 2024, MAA administered \$2.8 million in grants to public-use airports across the State through the Statewide Aviation Grant Program. These grants support the traveling public with airport improvement and infrastructure preservation projects, safety equipment acquisitions and environmental compliance activities. This State investment leveraged over \$29 million in FAA funds and \$4.3 million in airport owner investment. This level of combined funding is expected to be \$20-\$25 million a year for the next six years.

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

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

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



### **Maryland's Port of Baltimore**

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

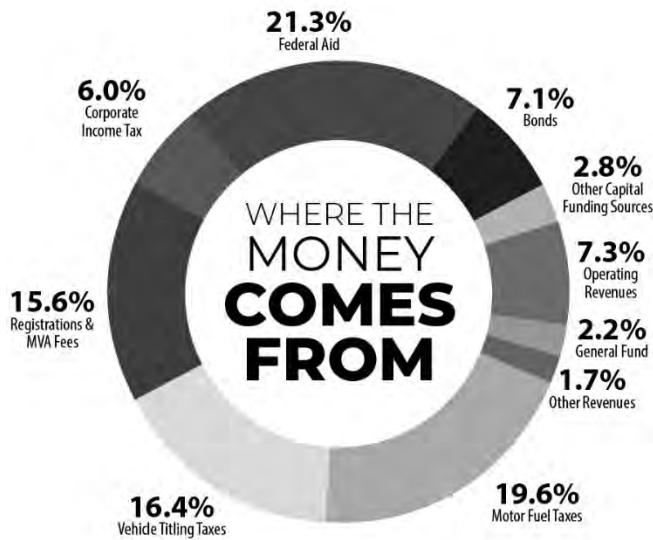
In 2024, the Federal Highway Administration awarded a \$642,000 Reduction of Truck Emissions at Port Facilities grant to MPA for the MPA's Reduction of Heavy-Duty Emissions – Equipment Replacement and Planning project. With the award, MPA is purchasing an electric stream sweeper and dedicating funding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

In 2023, FRA awarded MDOT an \$11.6 million CRISI grant to replace CSX switchers at the Port of Baltimore. CSX will provide the 50 percent match.

## WHERE THE MONEY COMES FROM...

Maryland's transportation system is funded through several dedicated taxes and fees, federal aid, operating revenues and bond sales, which are assigned to the Transportation Trust Fund. This fund is separate from the State's General Fund, which pays for most other State government operations and programs. MDOT's customers pay user fees for transportation infrastructure and services through motor fuel taxes, vehicle titling taxes, registration fees, rental vehicle sales tax and operating revenues. Operating revenues include transit fares and usage fees generated at the Port of Baltimore, BWI Marshall Airport and Martin State Airport.

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

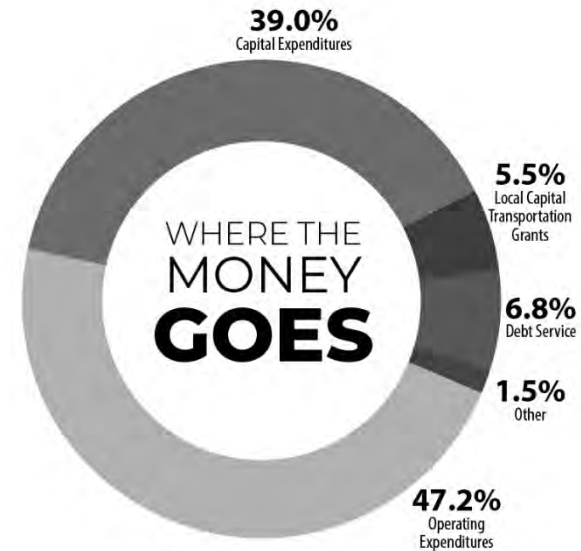


In total, MDOT's operating and capital spending from all fund sources is \$42.4 billion over the six-year period. MDOT continually looks for opportunities to maximize its financial resources by leveraging alternative financing sources such as alternative forms of debt, partnering with local jurisdictions and private entities and applying for competitive federal grants. Funding programmed in the current six-year program is shown in the Where the Money Comes From pie chart below.

## WHERE THE MONEY GOES...

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

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

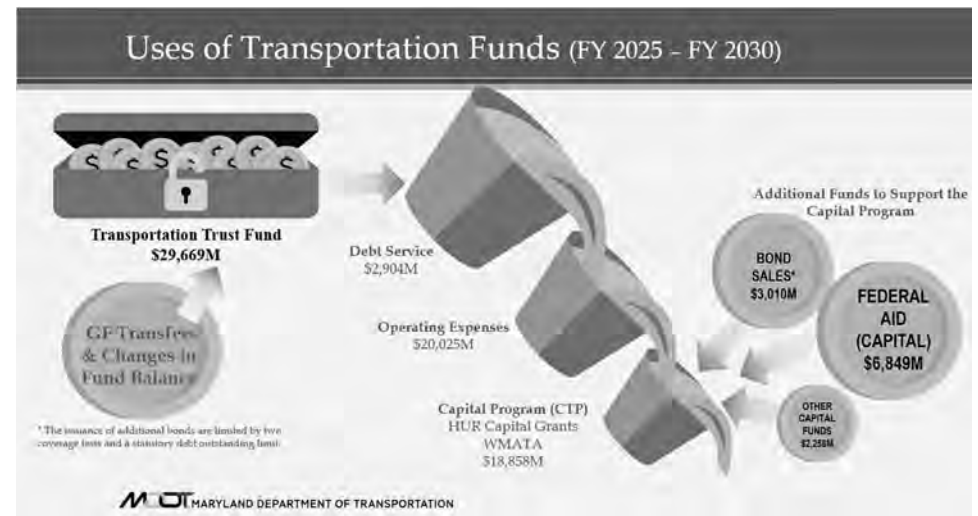


While Maryland receives immense economic, societal and environmental benefit from its transit operations, this funding responsibility and the lack of a dedicated funding source for transit, places significant pressure on the Transportation Trust Fund. This pressure is increased by the depletion of federal COVID aid relief funds that previously helped to offset declines in transit ridership that were initially associated with COVID but now appear to be a longer-term trend. In FY 2025, Maryland increased its operating grant to WMATA by \$150 million annually to partially address WMATA’s fiscal cliff. This amount was proportionally matched by the Commonwealth of Virginia and the District of Columbia, but this amount is insufficient to provide a long-term solution to WMATA’s operating deficit.

Total debt service over the six-year period is \$2.9 billion. Debt service repays the Consolidated Transportation Bonds issued by MDOT to help fund its capital program. Debt service in FY 2025 is \$436 million and will grow over the six-year period as additional debt is issued.



After operating costs and debt service, the remaining funding goes toward capital projects. This CTP totals \$18.9 billion, including \$2.3 billion for capital grants to Maryland’s counties, municipalities and Baltimore City for local transportation needs. The CTP is funded with \$9.8 billion from the Transportation Trust Fund, \$6.8 billion from federal aid, and \$2.3 billion from other capital funding sources.



**Planned Capital Expenditures**

<b>FY 2025 - FY 2030 DRAFT CTP SUMMARY***</b>						
<b>(\$ MILLIONS)</b>						
<b>MODAL ADMINISTRATIONS</b>		<b>STATE FUNDS</b>	<b>FEDERAL AID</b>	<b>OTHER*</b>	<b>TOTAL</b>	<b>PERCENT OF TOTAL</b>
<b>Service Modes</b>	TSO	121.1	19.1	12.2	152.4	0.9
	MVA	95.9			95.9	0.6
	<b>Subtotal</b>	<b>217.0</b>	<b>19.1</b>	<b>12.2</b>	<b>248.3</b>	<b>1.5</b>
<b>Aviation</b>	MAA **	<b>326.2</b>	<b>305.9</b>	<b>412.8</b>	<b>1,044.9</b>	<b>6.3</b>
<b>Maritime</b>	MPA	<b>1,145.4</b>	<b>131.1</b>	<b>168.7</b>	<b>1,445.2</b>	<b>8.7</b>
<b>Transit</b>	MTA	2,503.1	2,307.3	76.1	4,886.5	29.6
	WMATA	1,849.2		1,387.8	3,237.0	19.6
	<b>Subtotal</b>	<b>4,352.3</b>	<b>2,307.3</b>	<b>1,463.9</b>	<b>8,123.5</b>	<b>49.2</b>
<b>Roads and Bridges</b>	SHA	<b>1,295.5</b>	<b>4,086.0</b>	<b>290.0</b>	<b>5,671.5</b>	<b>34.3</b>
<b>TOTAL</b>		<b>7,336.4</b>	<b>6,849.4</b>	<b>2,347.6</b>	<b>16,533.4</b>	<b>100.0</b>

Notes: HUR excluded.

Figures may not sum perfectly due to rounding.

\* Funds not received through the Transportation Trust Fund. Includes some funds from the Maryland Transportation Authority (MDTA), Special Transportation Project Revenue Bonds, State General Obligation bonds, and federal funds received directly by WMATA.

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

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

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

## EVALUATING PERFORMANCE

### Performance Driven

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

In 2000, the Maryland General Assembly passed a bill requiring MDOT to develop the AR. The main objectives of the AR are to do the following:

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



The performance measures evolve and are updated periodically in a collaborative effort between the Secretary's Office, MDOT's modal administrations, and, every 4-5 years, with an AR Advisory Committee. The performance measures were updated in 2023 using input from the AR Advisory Committee, based on the updated 2050 MTP Goals and Objectives (please visit [www.mdot.maryland.gov/ARAC](http://www.mdot.maryland.gov/ARAC)). The AR shows whether MDOT is achieving its goals and objectives based on performance indicators and helps Maryland citizens assess improvements to its transportation system.

Through this year's engagement with the AR Advisory Committee, the AR incorporates new and re-focused performance measures consistent with the Moore-Miller Administration's commitment to Leave No One Behind.

As highlighted in the 2050 MTP, MDOT will be making long-term commitments to Vision Zero, pursuing zero-emission vehicle conversion, evaluating investments in underserved communities, and driving per capita reductions in vehicle-miles traveled.

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

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

Through coordination with MPOs and adjacent state DOTs, MDOT developed baseline performance measures and targets for the MAP-21/FAST Act federal safety, infrastructure condition, and system performance measures. These system performance measures are described in the System Performance Report included with the 2050 MTP.

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



## HOW TO READ THIS DOCUMENT

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

### Funding Phases

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

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

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

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

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

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

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

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

**Other** – This is funding from sources that are neither federal nor special. This funding could be from counties, General Obligation bonds, airport bond issuances or private entities.

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

<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 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	229	229	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	83,086	68,602	2,671	7,284	1,800	1,800	1,800	1,800	0	14,484	0
<b>Total</b>	<b>83,315</b>	<b>68,831</b>	<b>2,671</b>	<b>7,284</b>	<b>1,800</b>	<b>1,800</b>	<b>1,800</b>	<b>1,800</b>	<b>0</b>	<b>14,484</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	83,315	68,831	2,671	7,284	1,800	1,800	1,800	1,800	0	14,484	0
Other	0	0	0	0	0	0	0	0	0	0	0

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



## MAJOR PROJECT SIGNIFICANT CHANGES FROM THE FY 2024-2029 CTP

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

### PROJECTS ADDED TO THE CONSTRUCTION PROGRAM

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST</u> <u>(\$ MILLIONS)</u>
<b><u>New Construction Program Projects</u></b>	
<b>Maryland Aviation Administration</b>	
Deicing Pad Expansion at BWI Marshall Airport	11.4
Runway 10/28 Rehabilitation at BWI Marshall Airport	43.0
Air Traffic Control Tower at Martin State Airport	23.1
Consolidated Rental Car Facility Improvements at BWI Marshall Airport	34.4
Passenger Movement Modernization at BWI Marshall Airport	29.0
Snow Removal Equipment Shelter at BWI Marshall Airport	15.0
<b>Maryland Port Administration</b>	
Interconnector Bridge between Dundalk Marine Terminal and Seagirt Marine Terminal	12.0
<b>Maryland Transportation Authority</b>	
I-695 Francis Scott Key Bridge - Replace the Francis Scott Key Bridge	1,702.0
I-895 Baltimore Harbor Tunnel Thruway - AET Conversion with Frankfurst Avenue Interchange Modifications	14.7
<b>State Highway Administration</b>	
I-70, Eisenhower Highway - Bridge replacement over St. Paul Road	19.8

**PROJECTS ADDED TO THE CONSTRUCTION PROGRAM**

<b><u>PROJECT DESCRIPTION</u></b>	<b><u>TOTAL COST (\$ MILLIONS)</u></b>
US 40, National Pike - Bridge rehabilitation over Conococheague Creek	19.5
<b><u>Projects Moved From D&amp;E Program to Construction Program</u></b>	
<b>Maryland Transit Administration</b>	
Low Floor Light Rail Fleet Transition	<u>696.7</u>
<b>Total</b>	<b>2,620.8</b>

**PROJECTS ADDED TO THE D&E PROGRAM**

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<b><u>PROJECT DESCRIPTION</u></b>	<b><u>TOTAL FUNDED</u></b> <b><u>(\$ MILLIONS)</u></b>
<b><u>New D&amp;E Program Projects</u></b>	
<b>Maryland Aviation Administration</b>	
Ticket Counter Expansion Program at BWI Marshall Airport	2.0
Roof Replacement Program at BWI Marshall Airport	1.8
Air Traffic Control Tower and C/D Connector at BWI Marshall Airport	3.9
Master Plan and Airport Layout Plan Update for BWI Marshall Airport	7.1
<b>Maryland Transportation Authority</b>	
US 50/301 Bay Bridge - Pier Protection System at the Bay Bridges	<u>.6</u>
<b>Total</b>	<b>15.3</b>



***PROJECTS REMOVED FROM THE D&E OR CONSTRUCTION PROGRAMS***

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**PROJECT DESCRIPTION**

**JUSTIFICATION**

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**Removed from D&E Program**

**Maryland Transportation Authority**

**MD 695 Francis Scott Key Bridge - FSK Deck Replacement**

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

<b>New Additions to the FY25 - FY30 CTP</b>							
Additions to the Construction or the Development and Evaluation Program within the Current and Budget Years (\$ in Thousands)							
<b>Projects Added to the Construction Phase</b>							
<b>Project Description</b>	<b>Current Year</b>	<b>Budget Year</b>	<b>Total Cost</b>	<b>Total Cost Breakdown</b>			
				<b>STA</b>	<b>FED</b>	<b>OTH</b>	<b>TOLL</b>
<b><u>Maryland Aviation Administration</u></b>							
<b>BC Apron Reconstruction, Infill &amp; Taxiway Improvements at BWI Marshall Airport</b>							<b>Reference : MAA A-7</b>
BC Apron Infill & Taxiway Improvements (ALV Demo)	-	3,285	3,285	821	2,464	-	-
<b>15L/33R &amp; Associated Taxiways - Pavement Rehabilitation at BWI Marshall Airport</b>							<b>Reference : MAA A-13</b>
Runway 15L/33R Pavement Rehab and TWs	-	1,016	1,016	254	762	-	-
<b><u>Maryland Port Administration</u></b>							
<b>Howard Street Tunnel Project</b>							<b>Reference : MPA A-1</b>
Upgrades to Howard Street Tunnel	4,454	2,351	6,805	-	6,323	483	-
<b><u>Maryland Transit Administration</u></b>							
<b>Metro Railcar and Signal System Overhauls and Replacement</b>							<b>Reference : MTA A-19</b>
MTR Railcar Vehicle Sub-System Overhaul	210	-	210	210	-	-	-
<b>Locally Operated Transit Systems Capital Procurement Projects (Local Jurisdictions)</b>							<b>Reference : MTA A-42</b>
LOTS Queen Anne's County	5	-	5	5	-	-	-
<b>Metro Station Rehabilitation and Lighting Program</b>							<b>Reference : MTA A-18</b>
MTR Station Rehabilitation & Lighting Program	200	1,340	1,540	1,540	-	-	-
<b>Bus Facilities Preservation and Improvements</b>							<b>Reference : MTA A-24</b>
BUS Washington Blvd Bldgs 1-8 Windows	3,547	1,400	4,947	4,947	-	-	-
<b>Metro Systems Overhauls and Replacements</b>							<b>Reference : MTA A-21</b>
MTR Synchronous Optical Network Replacement	-	700	700	700	-	-	-
AGY Electric Systems Upgrade	0	800	800	800	-	-	-
<b>Major IT Infrastructure Improvements</b>							<b>Reference : MTA A-36</b>
AGY PRI to SIP Conversion & HIPATH 4000 Upgrade	213	-	213	213	-	-	-
<b>Metro Tunnel Repairs and Improvements</b>							<b>Reference : MTA A-22</b>
MTR Rehabilitation of Vent Shaft - Associated Surface Grating	-	2,000	2,000	400	1,600	-	-
MTR Sewage Ejector Replacement	-	630	630	630	-	-	-

Projects Added to Development and Evaluation							
Project Description	Current Year	Budget Year	Total Cost	Total Cost Breakdown			
				STA	FED	OTH	TOLL
<b><u>Maryland Port Administration</u></b>							
<b>Dundalk Marine Terminal Electrification</b>							<b>Reference : MPA A-13</b>
DMT Electrical Left Feeder Replacement	400	-	400	400	-	-	-
<b><u>Maryland Transit Administration</u></b>							
<b>Metro Systems Overhauls and Replacements</b>							<b>Reference : MTA A-21</b>
MTR Synchronous Optical Network Replacement	1,600	-	1,600	1,600	-	-	-
<b>Metro Tunnel Repairs and Improvements</b>							<b>Reference : MTA A-22</b>
MTR Sewage Ejector Replacement	590	-	590	590	-	-	-
<b><u>State Highway Administration</u></b>							
<b>I-95/I-495, Capital Beltway</b>							<b>Reference : SHA A-1</b>
CAPITAL BELTWAY-INTERCHANGE RECONSTRUCT-IHB - BALTIMORE WASHINGTON PARKWAY TO US 1 (GREENBELT METRO ACCESS)	4,000	4,000	8,000	-	-	8,000	-
<b>MD 90, Ocean City Expressway</b>							<b>Reference : SHA A-1</b>
MD90-US 50 INTERCHANGE TO MD 528	250	226	476	476	-	-	-

**FY 2024 MAJOR PROJECT COMPLETIONS**

The Department completed 11 major projects in FY 2024, at a total cost of 459.8 million. These projects are listed below:

<b><u>PROJECT DESCRIPTION</u></b>	<b><u>TOTAL COST (\$ MILLIONS)</u></b>
<b>Maryland Aviation Administration</b>	
Shuttle Bus Service Fleet Replacement and Electric Bus Infrastructure at BWI Marshall Airport	36.6
Concourse D HVAC Replacement at BWI Marshall Airport	24.1
Restroom Improvement Program at BWI Marshall Airport	69.6
<b>Maryland Transit Administration</b>	
Beyond the Bus Stop	3.5
<b>State Highway Administration</b>	
US 40, Pulaski Highway - replacement and widening of bridge decks and superstructures over Little Gunpowder Falls and Big Gunpowder Falls	33.7
I-270, Eisenhower Highway - innovative congestion management (ICM) on I-270 including the east and west I-270 spurs (31.5 miles)	125.7
MD 500, Queens Chapel Road - MD 208 (Hamilton Street) to Eastern Avenue, construction of landscaped median with sidewalk and crosswalk improvements	28.4
US 1, Baltimore Avenue - College Avenue to MD 193 (Segment 1), roadway reconstruction including bicycle and pedestrian improvements	56.9
I-70, Eisenhower Memorial Highway - replacement and widening of dual bridge decks and superstructures over MD 65 and CSX	35.2
MD 151/MD151B, Sparrows Point Boulevard - replacement of bridges on MD 151 and MD 151B	33.4
MD 100, Paul T. Pitcher Memorial Highway - Howard County Line to MD 170, roadway safety and resurfacing improvements	12.8
<b>TOTAL</b>	<b>459.8</b>

## AWARDS

Highlights of projects awarded by the Department during FY 2024 are listed below:

<b>PROJECT DESCRIPTION</b>	<b>TOTAL COST (\$ MILLIONS)</b>
MAA Taxiway F Phase 2 at BWI Marshall Airport	27.1
MAA Runway 15-33 Rehabilitation at Martin State Airport	32.0
MAA Aircraft Rescue and Fire Fighting Heating and Vehicle Exhaust Upgrades at BWI Marshall Airport	1.2
MAA Residential Sound Insulation Program Phase 1B at BWI Marshall Airport	1.5
MAA Comprehensive Paving Improvements 2023 at BWI Marshall and Martin State Airports	40.0
MAA Pedestrian Walkway Joint Repair Upper-Level Roadway at BWI Marshall Airport	0.7
MAA Electrical Substation ST-AB Replacement at BWI Marshall Airport	3.8
MAA Taxiway T Reconstruction Phases 2&3 at BWI Marshall Airport	23.1
MAA Airfield Operations Area Fence Hardening at BWI Marshall Airport	8.0
MDTA I-695 Subgrade Improvements at Bear Creek (PIN 2450)	44.0
MDTA Cleaning and Painting of the Hatem Bridge (PIN 2512)	65.9
MDTA Environmental On-Call Phase IV (PIN 2551)	5.0
MDTA On-Call Structural Repairs (PIN 2573)	32.0
MDTA Resurfacing North and South of BHT (PIN 0240)	13.6
MDTA On-Call Electrical/ITS (PIN 0228)	7.6
MDTA MD 24 NB Auxiliary Lane - MD 924 through Singer Road Intersection (PIN 0238)	22.3

## AWARDS

<u>PROJECT DESCRIPTION</u>		<u>TOTAL COST (\$ MILLIONS)</u>
MDTA	On-Call Facility/Building Repairs (PIN 2634)	4.7
MDTA	License Plate Recognition (LPR) System Upgrade (PIN 2589)	1.1
MDTA	Drainage Rehabilitation - Phase III - Outfalls (PIN 2489)	6.4
MPA	Mobile Harbor Crane	3.3
MPA	Emergency for Conduit	0.4
MPA	GIS Services CATS+	2.0
MPA	Fiber Optic Installation	0.1
MPA	Telehandler Units	0.8
MPA	Installation/Removal of PoE Powered Devices	0.5
MPA	Agency-Wide Paving	10.0
MPA	Genetec Security Center	1.0
MPA	Pier 4 Replacement at FMT	16.5
SHA	Roadway patching at various locations in Anne Arundel County	7.8
SHA	Guard rail improvements at various locations in Allegany, Garrett, and Washington Counties	3.8
SHA	MD 175 - Smart signal systemization	2.2
SHA	MD 4 - Interchange construction at Suitland Parkway	186.9
SHA	MD 42 - Bridge replacement over Buffalo Run	6.5



**AWARDS**

<b><u>PROJECT DESCRIPTION</u></b>		<b><u>TOTAL COST</u></b> <b><u>(\$ MILLIONS)</u></b>
SHA	Sidewalk improvements at various locations in Carroll, Frederick, and Howard Counties	4.5
SHA	I-68 - Roadway resurfacing from MD 936 to MD 55	5.7
SHA	Pavement marking at various locations in Cecil, Kent, Queen Anne's, and Talbot Counties	7.0
SHA	MD 139 - Intersection reconstruction and improvements from MD 134 to Baltimore City Line	3.6
SHA	MD 24 - Geometric improvements at MD 755	2.1
SHA	I-95 - Roadway resurfacing from Livingston Road to 800 feet south of Auth Road	11.4
SHA	Bridge Rehabilitation at various locations - Statewide	25.0
SHA	Lighting improvements at various locations in Dorchester, Somerset, Wicomico, Worcester, Caroline, Cecil, Kent, Queen Anne's, Talbot, Baltimore, and Harford Counties	4.0
<b>Total</b>		<b>644.9</b>

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

	<u>CURRENT</u>	<u>BUDGET</u>	<u>Planning Years</u>				<u>SIX - YEAR</u> <u>TOTAL</u>
	<u>YEAR</u> <u>2025</u>	<u>YEAR</u> <u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>	
<b><u>CAPITAL PROGRAM</u></b>							
The Secretary's Office *	60.1	22.5	37.9	12.1	10.8	9.0	152.4
Motor Vehicle Administration	29.4	28.3	7.2	9.1	7.9	14.0	95.9
Maryland Aviation Administration	358.9	359.2	144.2	69.4	50.8	62.3	1,044.9
Maryland Port Administration	380.5	402.0	229.7	183.5	99.4	150.3	1,445.2
Maryland Transit Administration	622.2	728.7	957.8	907.1	890.3	780.3	4,886.5
Washington Metropolitan Area Transit *	514.2	528.4	543.6	551.8	545.3	553.7	3,237.0
State Highway Administration **	1,488.3	1,250.0	1,075.9	1,551.5	1,198.6	1,431.6	7,995.9
<b>TOTAL CAPITAL</b>	<b><u>3,453.5</u></b>	<b><u>3,319.1</u></b>	<b><u>2,996.4</u></b>	<b><u>3,284.5</u></b>	<b><u>2,803.1</u></b>	<b><u>3,001.2</u></b>	<b><u>18,857.8</u></b>
Special Funds	1,637.7	1,551.6	1,711.7	1,651.4	1,521.2	1,587.3	9,660.9
Federal Funds	1,231.4	1,106.6	910.1	1,294.2	1,086.0	1,221.1	6,849.3
Other Funds ***	584.4	660.9	374.6	339.0	195.9	192.8	2,347.6

\* 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 2025 - FY 2030 CTP/STIP:

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

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

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

SYSTEM PRESERVATION / TRAFFIC MANAGEMENT CATEGORIES	CURRENT	BUDGET	Planning Years			SIX - YEAR
	YEAR 2025	YEAR 2026	2027	2028	2029 - 2030	TOTAL
<b><u>Bridge Replacement and Rehabilitation</u></b>						
National Highway Performance Program	148.7	91.3	51.2	148.5	261.1	700.8
Surface Transportation Program	9.5	5.8	3.3	9.5	16.7	44.7
<b><u>Congestion Management</u></b>						
Congestion Mitigation/ Air Quality	8.0	6.1	2.8	9.4	15.5	41.8
National Highway Performance Program	3.6	2.5	1.1	4.0	6.3	17.5
Surface Transportation Program	7.5	4.9	2.2	7.9	12.0	34.4
<b><u>Environmental Projects</u></b>						
Carbon Reduction Program	3.6	4.2	5.0	4.7	3.7	21.2
Highway Safety	4.1	3.3	2.1	6.0	11.1	26.6
National Highway Performance Program	6.4	5.2	5.6	19.2	31.1	67.5
Surface Transportation Program	16.9	26.1	11.7	38.0	68.3	161.0
Transportation Alternative Program	8.2	10.0	12.1	12.4	28.4	71.1
<b><u>Resurfacing and Rehabilitation</u></b>						
Highway Safety	1.8	0.9	0.5	1.9	3.6	8.7
National Highway Performance Program	77.7	39.8	21.2	81.3	153.7	373.7
Surface Transportation Program	104.5	53.6	28.7	108.7	202.2	497.7
<b><u>Safety and Spot Improvements</u></b>						
Congestion Mitigation/ Air Quality	1.8	1.2	0.5	1.7	3.1	8.4
Highway Safety	20.1	13.4	6.0	21.1	36.9	97.5
National Highway Performance Program	26.3	16.1	7.0	24.9	42.2	116.6
Surface Transportation Program	85.6	54.8	27.6	96.9	171.5	436.4
<b><u>Urban Reconstruction/Revitalization</u></b>						
Surface Transportation Program	5.5	3.2	1.4	4.0	5.5	19.6
<b>Grand Total</b>	<b>539.7</b>	<b>342.4</b>	<b>189.9</b>	<b>600.2</b>	<b>1,073.0</b>	<b>2,745.2</b>

## Minor Program Summary By Fiscal Year (\$ MILLIONS)

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

PROGRAM NAME	CURRENT	BUDGET	Planning Years				SIX - YEAR
	YEAR	YEAR	2027	2028	2029	2030	TOTAL
	2025	2026					
<b>MARYLAND AVIATION ADMINISTRATION</b>							
<b>Airport Technology</b>	<b>0.8</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>1.7</b>
Engineering Program Support	0.3	0.0	0.0	0.0	0.0	0.0	0.3
Information Technology CTIPP	0.5	0.2	0.0	0.0	0.0	0.7	1.4
<b>Airside Development</b>	<b>2.4</b>	<b>1.6</b>	<b>1.2</b>	<b>5.0</b>	<b>0.0</b>	<b>1.5</b>	<b>11.7</b>
Environmental Planning	0.0	0.0	0.0	5.0	0.0	1.5	6.5
Pavement Mgmt - BWI Airside	2.4	1.6	0.0	0.0	0.0	0.0	4.0
Taxiway F	0.0	0.0	1.2	0.0	0.0	0.0	1.2
<b>Annual</b>	<b>3.1</b>	<b>2.0</b>	<b>1.3</b>	<b>2.6</b>	<b>0.9</b>	<b>1.5</b>	<b>11.4</b>
Annual Fees and Inspection Program	0.8	0.7	0.0	0.5	0.0	0.0	2.0
Engineering Program Support	0.3	0.2	0.0	0.0	0.0	0.0	0.5
GIS	1.5	0.8	1.2	2.0	0.9	1.5	7.9
Misc Office Support	0.2	0.2	0.0	0.2	0.0	0.0	0.5
Planning	0.4	0.1	0.1	0.0	0.0	0.0	0.5
<b>Baltimore/Washington</b>	<b>4.5</b>	<b>2.4</b>	<b>4.1</b>	<b>3.2</b>	<b>3.7</b>	<b>26.6</b>	<b>44.6</b>
Building Permits & Inspections	0.0	0.0	0.0	0.0	0.0	0.0	0.1
CMI-non SBRs	0.2	0.0	0.0	0.0	0.0	0.0	0.2
CMI-SBRs	0.4	0.5	0.8	0.6	0.9	1.0	4.2
Critical Utility	0.4	0.0	0.0	0.0	0.0	0.0	0.4
Engineering Program Support	0.0	0.3	0.0	0.0	0.0	0.0	0.3
Future Development	0.0	0.2	0.0	0.0	0.0	22.6	22.8
Misc Office Support	0.6	0.0	0.0	0.0	0.0	0.0	0.6
Operating Facilities	1.2	0.0	0.0	0.0	0.0	0.0	1.2
Pavement Mgmt -BWI Landside	0.5	0.8	0.8	0.0	0.0	0.0	2.1
Planning	0.9	0.3	1.9	2.6	2.8	3.0	11.5
Pre-Construction Project Env, Plan, Eng	0.1	0.1	0.5	0.1	0.1	0.0	0.8
Program Management	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Real Estate Services	0.3	0.2	0.0	0.0	0.0	0.0	0.5
<b>Conc A/B Improvements</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>

## Minor Program Summary By Fiscal Year (\$ MILLIONS)

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

PROGRAM NAME	CURRENT	BUDGET	Planning Years				SIX - YEAR
	YEAR	YEAR	2027	2028	2029	2030	TOTAL
	2025	2026					
<b>MARYLAND AVIATION ADMINISTRATION (cont'd)</b>							
<b>Consolidated Rental Car Facility</b>	<b>2.8</b>	<b>4.2</b>	<b>3.0</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>12.1</b>
<b>Critical Airport Systems</b>	<b>5.8</b>	<b>2.3</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.4</b>
Critical Technology	5.3	0.0	0.0	0.0	0.0	0.0	5.3
Critical Utility	0.4	2.3	2.3	0.0	0.0	0.0	5.0
Engineering Program Support	0.1	0.0	0.0	0.0	0.0	0.0	0.1
<b>Environmental Compliance</b>	<b>3.5</b>	<b>1.8</b>	<b>1.7</b>	<b>0.6</b>	<b>1.8</b>	<b>2.0</b>	<b>11.3</b>
Environmental Compliance	0.9	0.8	1.7	0.6	1.8	2.0	7.7
Environmental Planning	2.6	1.0	0.0	0.0	0.0	0.0	3.6
<b>Equipment</b>	<b>3.7</b>	<b>3.7</b>	<b>1.4</b>	<b>0.3</b>	<b>1.8</b>	<b>1.5</b>	<b>12.5</b>
<b>Information Technology</b>	<b>2.6</b>	<b>1.1</b>	<b>0.8</b>	<b>0.9</b>	<b>0.9</b>	<b>2.3</b>	<b>8.5</b>
Critical Technology	1.7	1.1	0.8	0.9	0.9	2.3	7.6
GIS	0.8	0.0	0.0	0.0	0.0	0.0	0.8
Information Technology CTIPP	0.2	0.0	0.0	0.0	0.0	0.0	0.2
<b>Landside</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>
Operating Facilities	0.2	0.0	0.0	0.0	0.0	0.0	0.2
Pavement Mgmt -BWI Landside	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Planning	0.1	0.0	0.0	0.0	0.0	0.0	0.1
Terminal Facilities	0.7	0.0	0.0	0.0	0.0	0.0	0.7
<b>Martin State</b>	<b>0.8</b>	<b>1.8</b>	<b>1.7</b>	<b>0.2</b>	<b>1.3</b>	<b>1.5</b>	<b>7.2</b>
MTN Facilities	0.4	1.2	0.9	0.2	0.2	0.0	2.8
MTN Runway Improvement Program	0.2	0.2	0.0	0.0	0.0	0.0	0.3
Security	0.1	0.0	0.0	0.0	0.0	0.0	0.1
Vehicles and Equipment	0.2	0.4	0.8	0.0	1.1	1.5	4.1
<b>PMP Airfield Improvement</b>	<b>0.0</b>	<b>0.5</b>	<b>2.2</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>6.9</b>
<b>RSA Improvements</b>	<b>1.5</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>
<b>Security</b>	<b>3.9</b>	<b>7.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.2</b>
Security	1.4	3.4	0.0	0.0	0.0	0.0	4.8
Terminal Facilities	2.4	4.0	0.0	0.0	0.0	0.0	6.4

## Minor Program Summary By Fiscal Year (\$ MILLIONS)

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

PROGRAM NAME	CURRENT	BUDGET	Planning Years				SIX - YEAR
	YEAR	YEAR	2027	2028	2029	2030	TOTAL
	2025	2026					
<b>MARYLAND AVIATION ADMINISTRATION (cont'd)</b>							
<b>Sound Mitigation</b>	<b>1.8</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>2.4</b>
Noise Support	1.7	0.1	0.0	0.0	0.4	0.0	2.2
Real Estate Services	0.1	0.0	0.0	0.0	0.0	0.0	0.1
<b>Terminal Development</b>	<b>0.9</b>	<b>0.4</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.2</b>	<b>2.3</b>
Architecture	0.1	0.0	0.0	0.0	0.0	0.0	0.1
Commercial Management	0.4	0.3	0.3	0.3	0.3	0.0	1.5
D/E Connector	0.3	0.0	0.0	0.0	0.0	0.0	0.3
Tenant Facilities	0.1	0.1	0.0	0.0	0.0	0.2	0.4
<b>Terminal Modernization</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>
<b>Total</b>	<b>40.5</b>	<b>29.5</b>	<b>20.1</b>	<b>19.3</b>	<b>11.0</b>	<b>37.8</b>	<b>158.2</b>
<b>MARYLAND PORT ADMINISTRATION</b>							
<b>All Terminals</b>	<b>18.1</b>	<b>15.7</b>	<b>14.8</b>	<b>12.7</b>	<b>25.4</b>	<b>60.7</b>	<b>147.4</b>
Agency Wide Building Repairs	2.8	2.8	4.0	2.7	3.4	8.0	23.6
Agency Wide Utility Upgrades Program	2.5	3.7	1.5	1.0	2.0	6.0	16.7
Comprehensive Paving Program	2.0	2.0	2.0	1.3	4.5	2.5	14.3
Engineering A&E and Open Ended Contracts	1.5	1.5	1.4	1.4	4.5	6.5	16.7
Environment	1.0	0.2	0.2	0.2	0.2	0.2	1.8
Facility and Capital Equipment	2.1	0.2	0.6	0.7	0.9	0.8	5.2
Information Systems Division	1.1	0.6	0.4	0.8	0.3	0.9	4.1
Landside Major Projects	0.0	0.0	0.0	0.0	1.0	1.0	2.0
Other System Preservation	0.0	0.0	0.0	0.0	0.0	18.7	18.7
Planning and Finance	0.5	0.1	0.0	0.0	0.1	1.2	1.9
Waterfront Structures Program	4.7	4.7	4.7	4.7	8.6	15.0	42.4
<b>Dredging - Cox Creek</b>	<b>2.6</b>	<b>3.2</b>	<b>2.2</b>	<b>2.0</b>	<b>4.0</b>	<b>4.0</b>	<b>18.1</b>
<b>Dredging - Innovative Reuse</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>
<b>Dundalk Marine Terminal</b>	<b>5.5</b>	<b>3.4</b>	<b>0.2</b>	<b>0.2</b>	<b>7.0</b>	<b>6.0</b>	<b>22.3</b>
Environment	0.2	0.0	0.0	0.0	0.0	0.0	0.2



## Minor Program Summary By Fiscal Year (\$ MILLIONS)

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

PROGRAM NAME	CURRENT	BUDGET	Planning Years				SIX - YEAR
	YEAR	YEAR	2027	2028	2029	2030	TOTAL
	2025	2026					
<b>MARYLAND PORT ADMINISTRATION (cont'd)</b>							
<b>Dundalk Marine Terminal (cont'd)</b>							
Facility and Capital Equipment	0.8	0.0	0.0	0.0	0.0	0.0	0.8
Landside Major Projects	3.4	3.4	0.2	0.2	7.0	6.0	20.2
Security Enhancements	1.2	0.0	0.0	0.0	0.0	0.0	1.2
<b>Facilities and Equipment</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>
<b>Hawkins Point Marine Terminal</b>	<b>0.4</b>	<b>0.4</b>	<b>0.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.8</b>	<b>3.0</b>
<b>Port - Wide</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>
<b>World Trade Center</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>
<b>Total</b>	<b>27.2</b>	<b>22.7</b>	<b>17.7</b>	<b>15.4</b>	<b>37.1</b>	<b>71.4</b>	<b>191.5</b>
<b>MARYLAND TRANSIT ADMINISTRATION</b>							
<b>Agency Wide</b>	<b>21.1</b>	<b>9.0</b>	<b>13.5</b>	<b>31.8</b>	<b>34.7</b>	<b>8.7</b>	<b>118.7</b>
AGY - ADA Compliance	0.3	0.2	0.0	0.0	0.9	0.0	1.4
AGY - Bicycle Initiatives	0.0	0.0	0.0	0.0	0.9	0.0	0.9
AGY - Capital Program Support	0.0	0.0	5.0	18.7	5.3	7.1	36.1
AGY - CMD Support Costs	0.0	0.0	0.0	1.5	1.7	0.0	3.3
AGY - Communications Systems	0.2	0.1	0.0	0.1	1.0	0.0	1.3
AGY - Corrosion Control	0.2	0.3	0.7	0.4	0.8	0.0	2.4
AGY - Energy Savings Initiatives	0.4	0.1	0.0	0.0	1.0	0.0	1.5
AGY - Engineering Initiatives	1.1	0.1	0.1	0.5	1.0	0.0	2.8
AGY - Environmental Compliance	0.5	0.5	0.0	1.0	1.5	0.0	3.5
AGY - Environmental Planning	0.5	0.4	0.1	0.6	1.2	0.0	2.8
AGY - Facilities	0.3	0.3	0.2	0.2	0.2	0.0	1.2
AGY - Facilities - Pavement	0.1	0.2	0.1	0.8	1.6	0.0	2.8
AGY - Facilities - Roof	0.4	0.7	0.5	2.2	1.2	0.0	5.0
AGY - Guideway - T&S	4.3	0.0	0.0	0.0	0.9	0.0	5.2

## Minor Program Summary By Fiscal Year (\$ MILLIONS)

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

PROGRAM NAME	CURRENT	BUDGET	Planning Years				SIX - YEAR
	YEAR	YEAR	2027	2028	2029	2030	TOTAL
	2025	2026					
<b>MARYLAND TRANSIT ADMINISTRATION (cont'd)</b>							
<b>Agency Wide (cont'd)</b>							
AGY - Non-Revenue Vehicles	2.4	0.0	0.0	0.8	3.2	0.0	6.4
AGY - Owner Controlled Insurance Program	1.2	0.0	0.0	0.7	1.5	0.0	3.3
AGY - Planning Initiatives	3.6	1.2	0.5	0.3	0.3	1.6	7.5
AGY - Program Management Office	0.9	0.3	0.1	0.8	1.4	0.0	3.4
AGY - Safety Initiatives	0.2	0.1	0.3	0.9	1.5	0.0	2.9
AGY - Stations	0.0	0.0	0.0	0.0	0.9	0.0	0.9
AGY - Stormwater Management	0.1	0.7	0.0	0.7	1.1	0.0	2.6
AGY - Systems	1.5	0.1	0.0	0.6	2.3	0.0	4.5
AGY - Telecommunications	0.2	0.1	0.0	0.0	0.9	0.0	1.3
AGY - TMDL Compliance	0.0	0.0	0.0	0.6	1.3	0.0	1.9
AGY - Transit Asset Management	1.6	0.1	0.0	0.5	1.1	0.0	3.3
AGY - Utility Infrastructures Mapping	0.6	0.0	0.0	0.0	0.0	0.0	0.6
LTR - Safety Initiatives	0.0	0.0	0.3	0.1	0.0	0.0	0.4
MTR - Facilities Maintenance	0.0	0.0	0.1	0.0	0.0	0.0	0.1
NS - Purple Line	0.3	2.5	0.0	0.0	0.0	0.0	2.8
POL - Systems	0.2	1.0	5.5	0.0	0.0	0.0	6.7
<b>Bus</b>	<b>11.3</b>	<b>23.3</b>	<b>30.9</b>	<b>30.7</b>	<b>13.4</b>	<b>0.6</b>	<b>110.2</b>
AGY - Facilities - Pavement	0.5	4.5	2.5	3.2	0.0	0.0	10.7
AGY - Facilities - Roof	0.0	2.3	2.3	0.0	0.0	0.0	4.5
AGY - Planning Initiatives	1.0	0.0	0.0	0.0	0.0	0.0	1.0
BUS - Equipment	1.6	1.0	0.6	0.3	0.9	0.0	4.4
BUS - Facilities	5.2	6.5	16.0	21.3	10.2	0.0	59.1
BUS - Facilities - FE	0.0	2.0	1.1	0.5	0.9	0.0	4.5
BUS - Revenue Vehicles	2.0	1.5	3.3	4.9	0.9	0.0	12.6
BUS - Systems	1.1	5.6	5.1	0.6	0.6	0.6	13.4
<b>Information Technology</b>	<b>3.4</b>	<b>3.7</b>	<b>0.7</b>	<b>0.0</b>	<b>1.2</b>	<b>0.0</b>	<b>9.0</b>

## Minor Program Summary By Fiscal Year (\$ MILLIONS)

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

PROGRAM NAME	CURRENT	BUDGET	Planning Years				SIX - YEAR
	YEAR	YEAR	2027	2028	2029	2030	TOTAL
	2025	2026					
<b>MARYLAND TRANSIT ADMINISTRATION (cont'd)</b>							
<b>Light Rail</b>	<b>7.6</b>	<b>2.3</b>	<b>2.6</b>	<b>4.9</b>	<b>9.1</b>	<b>0.0</b>	<b>26.5</b>
AGY - Communications Systems	0.0	0.0	0.1	0.1	0.0	0.0	0.2
AGY - Facilities - Roof	1.8	0.0	0.0	0.0	0.0	0.0	1.8
AGY - Stormwater Management	0.3	0.1	0.1	0.0	0.0	0.0	0.4
AGY - Systems	0.1	0.0	0.0	0.0	0.0	0.0	0.1
LTR - Bridge Preservation - T&S	0.0	0.0	0.9	2.0	0.9	0.0	3.9
LTR - Catenary Preservation	1.0	0.0	0.2	0.6	1.0	0.0	2.8
LTR - Drainage	0.2	0.3	0.0	0.8	1.4	0.0	2.6
LTR - Facilities Maintenance	0.5	0.0	0.1	0.2	1.2	0.0	2.0
LTR - Guideway - Ops	0.7	0.2	0.0	0.7	1.3	0.0	2.9
LTR - Guideway - T&S	0.5	0.5	0.5	0.0	0.9	0.0	2.4
LTR - Revenue Vehicles	0.1	0.0	0.0	0.0	0.0	0.0	0.1
LTR - Safety Initiatives	0.4	0.0	0.1	0.5	1.0	0.0	2.0
LTR - Systems Maintenance	2.1	1.2	0.6	0.0	1.3	0.0	5.3
<b>MARC</b>	<b>4.2</b>	<b>7.1</b>	<b>11.8</b>	<b>12.9</b>	<b>5.6</b>	<b>1.2</b>	<b>42.8</b>
AGY - TMDL Compliance	0.0	0.4	0.0	0.0	0.0	0.0	0.4
MARC - Facilities - FE	0.2	0.1	0.0	0.6	0.9	0.0	1.7
MARC - Facilities - Ops	2.9	0.0	0.0	0.1	1.5	0.0	4.5
MARC - Facilities - T&S	0.0	1.2	0.5	0.0	0.9	0.0	2.7
MARC - Guideway	0.0	1.7	1.9	1.6	0.2	0.2	5.6
MARC - Revenue Vehicles	0.4	2.2	1.4	0.6	2.2	1.0	7.7
MARC - Systems	0.7	1.5	8.0	10.0	0.0	0.0	20.2
<b>Metro</b>	<b>10.5</b>	<b>4.0</b>	<b>9.3</b>	<b>6.0</b>	<b>8.8</b>	<b>2.8</b>	<b>41.4</b>
AGY - Communications Systems	0.0	0.0	0.0	0.0	0.0	0.0	0.0
AGY - Facilities - Roof	3.6	0.3	2.0	1.4	1.4	2.8	11.4
AGY - Guideway - T&S	0.0	0.1	0.0	0.0	0.0	0.0	0.1
AGY - Stations	0.0	0.0	0.0	0.0	0.0	0.0	0.0
AGY - Systems	1.1	0.5	0.1	0.0	0.0	0.0	1.6

## Minor Program Summary By Fiscal Year (\$ MILLIONS)

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

PROGRAM NAME	CURRENT	BUDGET	Planning Years				SIX - YEAR
	YEAR	YEAR	2027	2028	2029	2030	TOTAL
	2025	2026					
<b>MARYLAND TRANSIT ADMINISTRATION (cont'd)</b>							
<b>Metro (cont'd)</b>							
MTR - Bridge & Elevated Structures - T&S	1.8	0.0	0.0	0.0	0.9	0.0	2.7
MTR - Facilities Maintenance	0.8	1.7	3.1	1.4	0.9	0.0	8.0
MTR - Facilities Maintenance - MPMO	0.5	0.0	0.0	0.0	0.9	0.0	1.4
MTR - Guideway - Ops	1.0	0.0	0.2	0.0	1.0	0.0	2.2
MTR - Guideway - T&S	0.0	0.0	0.0	0.0	0.9	0.0	0.9
MTR - Revenue Vehicles	0.1	0.1	0.0	0.0	0.0	0.0	0.2
MTR - Safety Initiatives	0.2	0.2	2.2	1.7	0.9	0.0	5.2
MTR - Systems Maintenance	1.2	1.1	1.7	1.4	1.0	0.0	6.4
MTR - Tunnel Preservation - T&S	0.2	0.0	0.0	0.0	0.9	0.0	1.2
<b>Mobility</b>	<b>0.9</b>	<b>0.2</b>	<b>0.4</b>	<b>0.3</b>	<b>2.2</b>	<b>0.0</b>	<b>4.0</b>
AGY - Safety Initiatives	0.0	0.0	0.2	0.0	0.0	0.0	0.3
MOL - Facilities	0.6	0.0	0.0	0.0	1.1	0.0	1.7
MOL - Systems	0.1	0.0	0.0	0.1	1.0	0.0	1.2
MOL - Vehicles	0.2	0.2	0.2	0.2	0.2	0.0	0.9
<b>New Starts</b>	<b>0.8</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>
<b>Total</b>	<b>59.9</b>	<b>50.0</b>	<b>69.1</b>	<b>86.6</b>	<b>75.0</b>	<b>13.2</b>	<b>353.7</b>
<b>MOTOR VEHICLE ADMINISTRATION</b>							
<b>Agency Wide</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.2</b>	<b>0.2</b>	<b>1.2</b>	<b>2.5</b>
<b>Building Improvements</b>	<b>12.4</b>	<b>20.7</b>	<b>2.2</b>	<b>2.3</b>	<b>3.1</b>	<b>4.3</b>	<b>45.1</b>
Comprehensive Planning	1.2	0.0	0.0	0.0	0.0	0.0	1.2
Environmental	0.6	0.4	0.5	0.2	0.2	0.7	2.5
Facility	9.2	17.0	1.4	1.8	2.1	2.5	34.0
VEIP	1.4	3.4	0.4	0.4	0.8	1.2	7.4
<b>Information Technology</b>	<b>8.3</b>	<b>6.4</b>	<b>3.8</b>	<b>5.6</b>	<b>3.5</b>	<b>7.5</b>	<b>35.0</b>
Departmental Services	0.6	0.0	0.0	0.0	0.2	0.3	1.2

## Minor Program Summary By Fiscal Year (\$ MILLIONS)

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

PROGRAM NAME	CURRENT	BUDGET	Planning Years				SIX - YEAR
	YEAR	YEAR	2027	2028	2029	2030	TOTAL
	2025	2026					
<b>MOTOR VEHICLE ADMINISTRATION (cont'd)</b>							
<b>Information Technology (cont'd)</b>							
IT Hardware/Equipment	3.4	2.9	0.1	2.5	1.5	2.0	12.5
IT Software/System Enhancements	3.4	2.9	3.1	2.7	1.3	4.7	18.0
Major Projects	0.4	0.0	0.0	0.0	0.0	0.0	0.4
Safety and Security	0.6	0.6	0.5	0.3	0.5	0.5	3.0
<b>Safety</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.2</b>
<b>Total</b>	<b>21.1</b>	<b>27.4</b>	<b>6.3</b>	<b>8.1</b>	<b>6.9</b>	<b>13.0</b>	<b>82.8</b>
<b>STATE HIGHWAY ADMINISTRATION</b>							
<b>Safety, Congestion Relief, Highway and Bridge</b>	<b>755.3</b>	<b>465.5</b>	<b>262.9</b>	<b>761.4</b>	<b>551.8</b>	<b>826.5</b>	<b>3,623.4</b>
ADA Retrofit	5.2	5.6	3.6	8.8	6.4	10.0	39.7
Bicycle Retrofit	10.1	7.1	4.2	12.3	8.5	13.3	55.5
Bridge Replacement/Rehabilitation	218.8	125.2	67.3	209.0	137.0	215.3	972.6
C.H.A.R.T.	16.6	11.6	4.5	17.5	13.0	15.6	78.8
Commuter Action Improvements	5.6	5.2	2.2	6.8	4.9	7.8	32.6
Drainage Improvements	18.5	14.8	8.5	24.9	19.9	31.4	118.1
Emergency	6.6	5.5	2.1	5.1	5.3	5.1	29.6
Environmental Projects	2.8	3.9	1.9	6.9	7.2	4.9	27.7
Intersection Capacity	6.4	2.0	0.0	0.0	0.0	0.0	8.4
Neighborhood Conservation	6.7	4.1	1.7	4.7	2.6	4.1	23.9
Quick Response	25.9	19.3	7.6	25.3	18.4	28.7	125.2
Resurfacing And Rehabilitation	231.0	116.6	61.1	242.2	171.2	274.9	1,097.0
RR Crossings	9.6	3.3	1.2	4.8	3.5	5.5	27.9
Safety And Spot Improvement	65.0	38.5	16.4	57.2	39.6	62.6	279.4
Sidewalk Program	22.2	12.3	9.4	30.8	22.1	34.4	131.2
Statewide Planning And Research	67.5	64.2	60.0	61.6	63.2	67.4	384.0

## Minor Program Summary By Fiscal Year (\$ MILLIONS)

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

PROGRAM NAME	CURRENT	BUDGET	Planning Years				SIX - YEAR TOTAL
	YEAR	YEAR	2027	2028	2029	2030	
	2025	2026					
<b>STATE HIGHWAY ADMINISTRATION (cont'd)</b>							
<b>Safety, Congestion Relief, Highway and Bridge (cont'd)</b>							
Traffic Management	36.6	26.5	11.1	43.3	29.0	45.7	192.1
<b>Communications</b>	<b>1.1</b>	<b>2.4</b>	<b>0.8</b>	<b>2.3</b>	<b>2.5</b>	<b>3.1</b>	<b>12.3</b>
<b>Environmental Compliance</b>	<b>2.4</b>	<b>4.6</b>	<b>1.6</b>	<b>5.5</b>	<b>4.0</b>	<b>5.0</b>	<b>23.1</b>
<b>Facilities</b>	<b>22.2</b>	<b>13.4</b>	<b>15.8</b>	<b>29.9</b>	<b>19.6</b>	<b>30.5</b>	<b>131.4</b>
<b>Equipment</b>	<b>12.7</b>	<b>4.9</b>	<b>3.6</b>	<b>25.5</b>	<b>8.8</b>	<b>24.3</b>	<b>79.7</b>
<b>Truck Weight</b>	<b>8.4</b>	<b>3.5</b>	<b>1.6</b>	<b>4.8</b>	<b>2.8</b>	<b>5.4</b>	<b>26.5</b>
<b>SPP Reimbursables</b>	<b>14.0</b>	<b>14.3</b>	<b>15.0</b>	<b>15.0</b>	<b>12.6</b>	<b>12.5</b>	<b>83.4</b>
<b>Program 3/ Includes State in Aid in Lieu</b>	<b>78.3</b>	<b>78.3</b>	<b>78.3</b>	<b>78.3</b>	<b>78.3</b>	<b>78.3</b>	<b>469.8</b>
<b>Major IT Projects</b>	<b>4.9</b>	<b>5.0</b>	<b>5.1</b>	<b>5.2</b>	<b>5.3</b>	<b>5.4</b>	<b>31.0</b>
<b>Noise Barriers</b>	<b>4.9</b>	<b>1.9</b>	<b>1.8</b>	<b>6.4</b>	<b>3.4</b>	<b>6.4</b>	<b>24.8</b>
<b>TMDL Compliance</b>	<b>18.7</b>	<b>17.0</b>	<b>7.0</b>	<b>29.1</b>	<b>17.4</b>	<b>27.4</b>	<b>116.5</b>
<b>Transportation Enhancements</b>	<b>9.6</b>	<b>11.4</b>	<b>15.4</b>	<b>13.7</b>	<b>14.4</b>	<b>15.8</b>	<b>80.3</b>
-	<b>3.9</b>	<b>2.2</b>	<b>1.5</b>	<b>3.2</b>	<b>2.4</b>	<b>0.0</b>	<b>13.2</b>
Primary	0.1	0.0	0.0	0.0	0.0	0.0	0.1
Secondary	0.1	0.0	0.0	0.0	0.0	0.0	0.1
Workforce Development	3.7	2.2	1.5	3.2	2.4	0.0	13.0
<b>Total</b>	<b>936.5</b>	<b>624.5</b>	<b>410.3</b>	<b>980.2</b>	<b>723.3</b>	<b>1,040.7</b>	<b>4,715.5</b>
<b>THE SECRETARY'S OFFICE</b>							
<b>Grants</b>	<b>1.8</b>	<b>2.2</b>	<b>2.1</b>	<b>1.5</b>	<b>1.3</b>	<b>1.3</b>	<b>10.3</b>
Airport Citizens Committee Grant Program	0.3	0.2	0.2	0.2	0.0	0.0	0.9
Secretary Grants	1.5	2.0	1.9	1.3	1.3	1.3	9.4
<b>Information Technology Project</b>	<b>13.2</b>	<b>2.0</b>	<b>0.7</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>18.8</b>
MDOT IT Enhancement Program	9.6	0.9	0.2	1.6	0.0	0.0	12.2
MDOT IT Preservation Program	3.7	1.1	0.5	1.3	0.0	0.0	6.5

## Minor Program Summary By Fiscal Year (\$ MILLIONS)

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

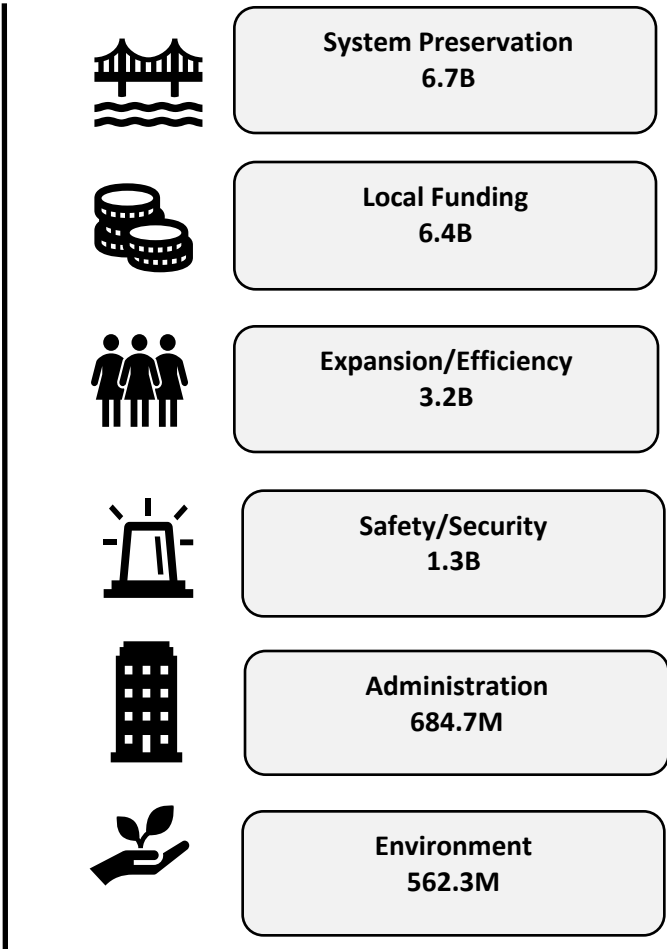
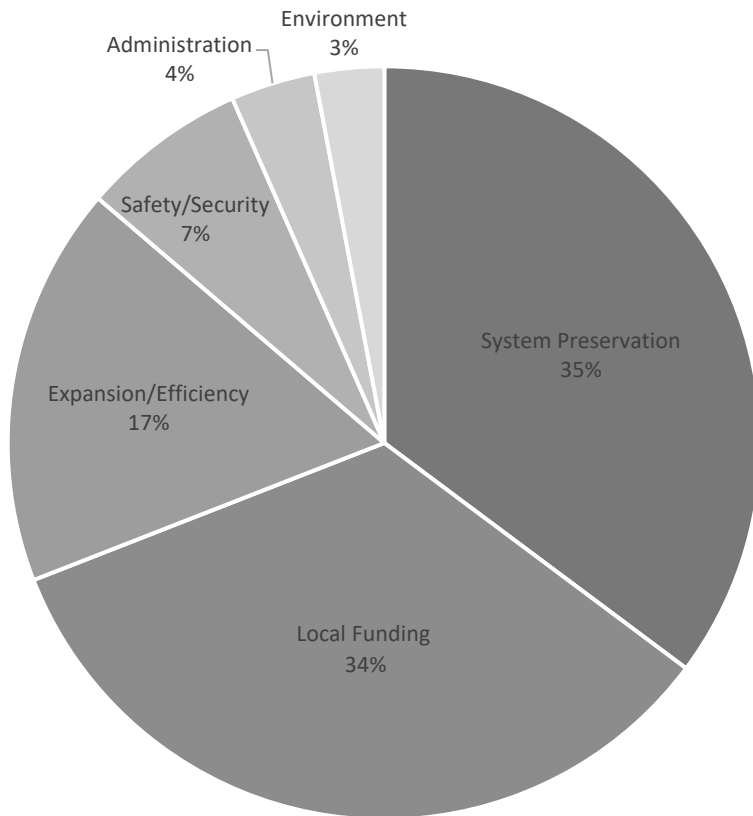
PROGRAM NAME	CURRENT	BUDGET	Planning Years				SIX - YEAR
	YEAR	YEAR	2027	2028	2029	2030	TOTAL
	2025	2026					
<b>THE SECRETARY'S OFFICE (cont'd)</b>							
Program 8 - Major IT Projects	0.5	0.0	0.0	0.0	0.0	0.0	0.5
<b>The Secretary's Office</b>	<b>16.9</b>	<b>8.0</b>	<b>9.9</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>38.3</b>
CMAPS Preservation	0.7	0.2	0.2	0.0	0.0	0.0	1.1
Environmental Service Funds	5.1	0.0	0.0	0.0	0.0	0.0	5.1
Freight & Intermodal Program	0.0	0.0	1.4	0.0	0.0	0.0	1.4
Homeland Security & Rail Safety	1.4	1.5	1.5	1.6	1.6	0.0	7.6
MBE Disparity Studies	0.3	0.1	0.0	0.0	0.0	0.0	0.4
MDOT HQ Building Preservation	1.5	0.3	0.1	0.1	0.1	0.0	1.9
Planning Services & Studies	7.7	5.8	6.7	0.0	0.0	0.0	20.2
Real Estate Services	0.1	0.1	0.1	0.1	0.1	0.0	0.4
TOD Implementation	0.2	0.2	0.0	0.0	0.0	0.0	0.3
<b>Total</b>	<b>32.5</b>	<b>12.2</b>	<b>12.7</b>	<b>6.1</b>	<b>3.1</b>	<b>1.3</b>	<b>67.9</b>
<hr/>							
<b>CTP Minor Program Total</b>	<b>1,117.5</b>	<b>766.4</b>	<b>536.1</b>	<b>1,115.8</b>	<b>856.3</b>	<b>1,177.5</b>	<b>5,569.7</b>



## MDOT Capital Program by Investment Area Report

The following illustrates the Maryland Department of Transportation's (MDOT) estimated funding levels in the six year program period by key investment area.

**Percentage of MDOT Capital Program by Investment Area**



## 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>
<b>Allegany</b>		
<u>Interstate Construction Program</u> I-68 Cumberland Viaduct	Deck replacement and rehabilitation of Bridge No. 0109600 (the Cumberland Viaduct).	1
<u>Secondary Construction Program</u> MD 144, Naves Cross Road	Replacement of Bridge No. 0109100 on MD 144 over Evitts Creek.	3
MD 51, Old Town Road	Replacement of Bridge No. 0104700 on MD 51 over Town Creek.	2
<b>Baltimore County</b>		
<u>Interstate Construction Program</u> I-695, Baltimore Beltway	Replacement of Bridge No. 0317400 on Putty Hill Avenue over I-695.	4
I-95 and I-695, Baltimore Beltway	Latex modified concrete bridge deck overlays on I-95 at the I-695 interchange (10 bridges).	1
<b>Carroll</b>		
<u>Secondary Construction Program</u> MD 91, Emory Road	Replacement of Bridge No. 0602000 on MD 91 over N. Branch Patapsco River and Bridge No. 0604700 on MD 91 over Maryland Midland Railroad.	1
<b>Charles</b>		
<u>Secondary Construction Program</u> MD 225, Hawthorne Road	Replacement of Bridge No. 0802100 on MD225 over Mattawoman Creek.	1

## MAJOR BRIDGE PROJECTS

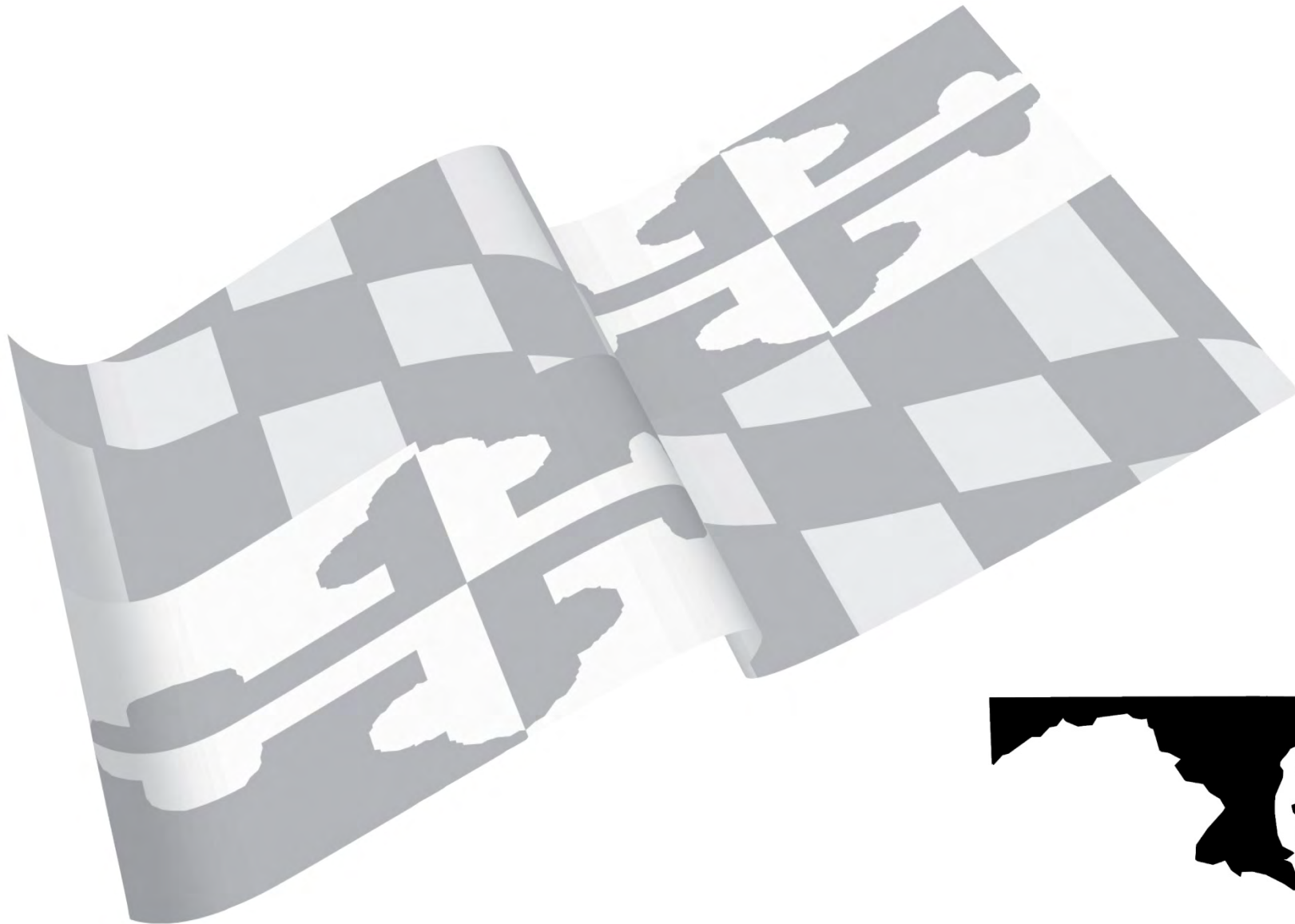
<u>PROGRAM/PROJECT</u>	<u>DESCRIPTION</u>	<u>PIF LINE #</u>
<b>Frederick</b>		
<u>Secondary Construction Program</u>		
MD 17, Burkittsville Middletown Road	Replacement of Bridge No. 1001900 on MD 17 over Middle Creek	2
MD 75, Green Valley Road	Deck replacement and rehabilitation of Bridge No.1015600 on MD 75 over I-70.	3
MD 77, Rocky Ridge Road	Replacement of Bridge No. 1005400 on MD 77 over Beaver Branch.	4
<b>Garrett</b>		
<u>Secondary Construction Program</u>		
MD 42, Friendsville Road	Replacement of Bridge No. 1101000 on MD 42 over Buffalo Run.	2
US 219, Garrett Highway	Replacement of Bridge No. 1102400 over the Youghiogheny River (0.04 miles).	1
<b>Harford</b>		
<u>Secondary Construction Program</u>		
US 1, Belair Road	Replacement of Bridge No. 1206600 on US 1 over Tollgate Road and Bridge No. 1206500 on US 1 over Winters Run.	2
<b>Prince George's</b>		
<u>Interstate Construction Program</u>		
I-95, Capital Beltway	Replacement of Bridge Nos. 1615905 and 1615906 on I-495 over MD 4. This is a Project Labor Agreement candidate project.	2
<u>Primary Construction Program</u>		
MD 4, Pennsylvania Avenue	Replacement of Bridge Nos. 1609903 and 1609904 on MD 4 over MD 717 and Bridge Nos. 1610803 and 1610804 on MD 4 over Race Track Road. This is a Project Labor Agreement candidate project.	4

**MAJOR BRIDGE PROJECTS**

<u>PROGRAM/PROJECT</u>	<u>DESCRIPTION</u>	<u>PIF LINE #</u>
<b>Prince George's (cont'd)</b>		
<u>Secondary Construction Program</u>		
<u>Secondary Construction Program</u>		
MD 382, Croom Road	Replacement of Bridge No.1606100 on MD 382 over Charles Branch.	6
MD 717, Water Street	Replacement of Bridge No. 1610900 on MD 717 over Water Street.	7
MU 227, Riverdale Road	Replacement of Bridge No. 1609000 on Riverdale Road over Northeast Branch Anacostia River.	5
<b>Queen Anne's</b>		
<u>Primary Construction Program</u>		
US 301, Blue Star Memorial Highway	Replacement of Bridge No. 1701401 on US 301 Northbound over the Chester River.	1
<b>Saint Mary's</b>		
<u>Secondary Construction Program</u>		
MD 5, Point Lookout Road	Replace bridge No. 1800700 on MD 5 over Hilton Run.	1
<b>Washington</b>		
<u>Interstate Construction Program</u>		
I-68, National Freeway	Replacement of Bridge Nos. 2107603 and 2107604 on I-68 over Creek Road.	1
I-70, Eisenhower Highway	Replacement of Bridge Nos. 2110203 and 21102014 on I-70 over St. Paul Road.	4

**MAJOR BRIDGE PROJECTS**

<u>PROGRAM/PROJECT</u>	<u>DESCRIPTION</u>	<u>PIF LINE #</u>
<b>Washington (cont'd)</b>		
<u>Interstate Construction Program (cont'd)</u> I-70, Eisenhower Memorial Highway	Deck replacement and rehabilitation of Bridge Nos. 2107303 and 2114100 on I-70 over I-81 and Bridge Nos. 2111303 and 2111304 on I-70 over Norfolk Southern Railroad. Replacement of Bridge Nos. 2111203 and 2111204 on I-70 over US 11.	3
I-70, Eisenhower Memorial Highway	Replacement of Bridge Nos. 2113503 and 2113504 on I-70 over Crystal Falls Drive.	2
<u>Secondary Construction Program</u> US 40, National Pike	Rehabilitation of Bridge No. 2101200 over Conococheague Creek.	5
<b>Wicomico</b>		
<u>Primary Construction Program</u> US 13 Business, Salisbury Boulevard	Replacement of Bridge No. 2200400 over East Branch Wicomico River.	1
<b>Worcester</b>		
<u>Primary Development &amp; Evaluation Program</u> US 50, Ocean Gateway	Study to replace Bridge No. 2300700 over the Sinepuxent Bay. The study investigated options to eliminate/upgrade the draw span structure. New bridge/roadway improvements to include median and sidewalks where appropriate.	2



# PROJECT DEFERRALS





## Summary of Project Deferrals

The Secretary's Office							
Project Name	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Total 6 Year
Commuter Connections Employer Outreach	\$ 251,694	\$ (250,000)	\$ (250,000)	\$ (250,000)	\$ -	\$ -	\$ (498,306)
Commuter Connections Marketing	\$ 974,481	\$ (500,000)	\$ (500,000)	\$ (500,000)	\$ -	\$ -	\$ (525,519)
TOD Implementation Projects	\$ -	\$ -	\$ (150,000)	\$ (150,000)	\$ (150,000)	\$ -	\$ (450,000)
OPCP - 23 Transportation Planning Services Contract	\$ (1,000,000)	\$ (1,900,000)	\$ (1,500,000)	\$ -	\$ -	\$ -	\$ (4,400,000)
Bikeways	\$ (1,500,000)	\$ (1,500,000)	\$ (1,500,000)	\$ (1,000,000)	\$ -	\$ -	\$ (5,500,000)
Office of Environment Consultant Services Contract	\$ (1,000,000)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (1,000,000)
Contract Support	\$ (400,000)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (400,000)
Environmental Compliance Oversight	\$ (1,000,000)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (1,000,000)
Restroom and Kitchen Renovation for MDOT HQ Building	\$ (500,000)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (500,000)
<b>Totals - The Secretary's Office</b>	<b>\$ (4,173,825)</b>	<b>\$ (4,150,000)</b>	<b>\$ (3,900,000)</b>	<b>\$ (1,900,000)</b>	<b>\$ (150,000)</b>	<b>\$ -</b>	<b>\$ (14,273,825)</b>

Maryland Port Administration (MPA)							
Project Name	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Total 6 Year
Mid-Chesapeake Bay Island Ecosystem Restoration Project	\$ -	\$ -	\$ (3,000,000)	\$ -	\$ -	\$ -	\$ (3,000,000)
<b>Totals - Maryland Port Administration</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ (3,000,000)</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ (3,000,000)</b>

Maryland Aviation Administration (MAA)							
Project Name	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Total 6 Year
System Preservation	\$ -	\$ (901,000)	\$ (1,000,000)	\$ (5,401,000)	\$ (13,000,000)	\$ (13,000,000)	\$ (33,302,000)
D/E Bag Claim Expansion at BWI - MDTA Police Relocation	\$ (7,000,000)	\$ (10,700,000)	\$ (9,152,000)	\$ -	\$ 3,000,000	\$ 3,000,000	\$ (20,852,000)
Comp Environmental Compliance	\$ -	\$ -	\$ -	\$ (597,000)	\$ -	\$ -	\$ (597,000)
BWI Equipment Replacement	\$ (600,000)	\$ 600,000	\$ (848,000)	\$ (1,000,000)	\$ -	\$ -	\$ (1,848,000)
MTN Equipment Replacement	\$ -	\$ -	\$ -	\$ (1,500,000)	\$ -	\$ -	\$ (1,500,000)
Comp Paving Improvements	\$ (1,368,000)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (1,368,000)
Comp Engineering Services	\$ -	\$ -	\$ -	\$ (1,502,000)	\$ -	\$ -	\$ (1,502,000)
IT Studies	\$ (300,000)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (300,000)
<b>Totals - Maryland Aviation Administration</b>	<b>\$ (9,268,000)</b>	<b>\$ (11,001,000)</b>	<b>\$ (11,000,000)</b>	<b>\$ (10,000,000)</b>	<b>\$ (10,000,000)</b>	<b>\$ (10,000,000)</b>	<b>\$ (61,269,000)</b>

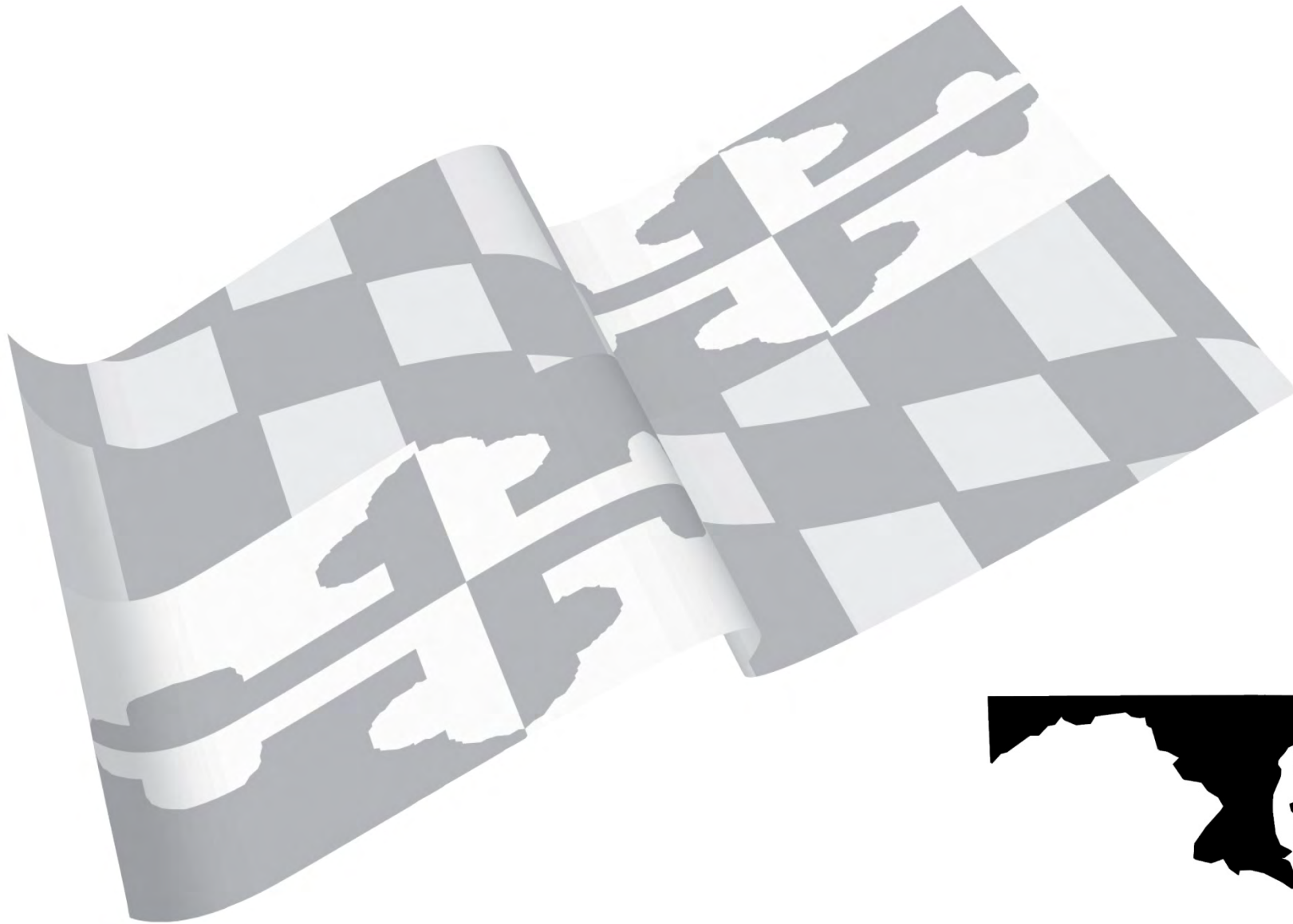
## Summary of Project Deferrals

Maryland Transit Administration (MTA)							
Project Name	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Total 6 Year
MARC Riverside Upgrades: Wayside Power, Yard Air, Environmental	\$ (6,322,019)	\$ (13,597,981)	\$ (500,000)	\$ -	\$ -	\$ -	\$ (20,420,000)
MARC BWI Bus Loop Repairs	\$ (1,073,332)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (1,073,332)
LTR Rail and Switch Heater System Replacement	\$ -	\$ -	\$ -	\$ (600,000)	\$ (3,274,000)	\$ -	\$ (3,874,000)
LTR Group 1N - Rehabilitation of Light Rail System	\$ (638,389)	\$ -	\$ (2,079,000)	\$ -	\$ -	\$ -	\$ (2,717,389)
LTR Group B2 - Rehabilitation of Light Rail System	\$ (456,768)	\$ (3,548,864)	\$ (4,700,000)	\$ -	\$ -	\$ -	\$ (8,705,632)
LTR Group 1S - Rehabilitation of Light Rail System	\$ (327,022)	\$ -	\$ (34,230)	\$ -	\$ -	\$ -	\$ (361,252)
LTR Group 3S - Rehabilitation of Light Rail System	\$ (652,262)	\$ (169,278)	\$ -	\$ -	\$ -	\$ -	\$ (821,540)
LTR Group 4S - Rehabilitation of Light Rail System	\$ (595,883)	\$ (300,000)	\$ (580,878)	\$ -	\$ -	\$ -	\$ (1,476,761)
LTR Group 5S - Rehabilitation of Light Rail System	\$ (854,574)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (854,574)
LTR Group B1 - Rehabilitation of Light Rail System	\$ (336,615)	\$ -	\$ (1,880,986)	\$ -	\$ -	\$ -	\$ (2,217,601)
LTR Group B3 - Rehabilitation of Light Rail System	\$ (368,598)	\$ (2,851,868)	\$ -	\$ -	\$ -	\$ -	\$ (3,220,466)
LTR Group P1 - Rehabilitation of Light Rail System	\$ (368,372)	\$ (3,450,000)	\$ (311,628)	\$ -	\$ -	\$ -	\$ (4,130,000)
LTR Howard Street Rail Replacement	\$ (1,000,000)	\$ -	\$ -	\$ (16,608,884)	\$ (16,410,000)	\$ -	\$ (34,018,884)
MTR Interlocking Renewal - North West Yard 7 Turnouts	\$ -	\$ -	\$ -	\$ (2,694,200)	\$ (8,596,800)	\$ -	\$ (11,291,000)
MTR Station Rehabilitation & Lighting Program	\$ (2,931,658)	\$ (7,700,000)	\$ (9,000,000)	\$ (5,500,000)	\$ -	\$ -	\$ (25,131,658)
MTR Platform Rehabilitation & Snow Melt System	\$ (137,840)	\$ (1,500,000)	\$ (6,405,080)	\$ (6,000,000)	\$ -	\$ -	\$ (14,042,920)
MTR SCC Booth Replacement	\$ (135,550)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (135,550)
MTR Repairs at 6 Metro Stations	\$ (67,671)	\$ -	\$ (599,731)	\$ (4,197,000)	\$ -	\$ -	\$ (4,864,402)
MTR Rail and Switch Heater System Replacement	\$ -	\$ -	\$ (120,000)	\$ (300,000)	\$ (1,680,000)	\$ -	\$ (2,100,000)
MTR Cellular Coverage in Metro Tunnels	\$ (116,991)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (116,991)
MTR Avtec Replacement	\$ (3,106,000)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (3,106,000)
BUS Eastern Bus Facility	\$ (6,228,245)	\$ (13,046,000)	\$ (60,000,000)	\$ (72,000,000)	\$ (50,000,000)	\$ -	\$ (201,274,244)
BUS Bush Building 8 HVAC Upgrades	\$ (100,000)	\$ -	\$ (600,000)	\$ -	\$ -	\$ -	\$ (700,000)
Zero Emission Bus Procurement	\$ 9,848,116	\$ 3,177,000	\$ (7,249,000)	\$ (24,750,000)	\$ (67,500,000)	\$ -	\$ (86,473,884)
BUS Zero Emission Vehicle Transition: Kirk and Northwest Retrofit	\$ (403,789)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (403,789)
BUS Fuel Cell Electric Buses and Hydrogen Infrastructure	\$ (933,625)	\$ (175,000)	\$ -	\$ -	\$ -	\$ -	\$ (1,108,625)
BUS Division Electrification Program Phase I	\$ (13,504,967)	\$ (42,297,751)	\$ (29,199,352)	\$ (32,758,421)	\$ -	\$ -	\$ (117,760,491)
AGY MDOT MTA Replacement of 81 Escalators, RFP	\$ -	\$ (1,835,001)	\$ (2,816,000)	\$ (15,000,765)	\$ (15,000,000)	\$ -	\$ (34,651,766)
AGY Elevator and Escalator Rehabilitation - RFP	\$ (85,605)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (85,605)
AGY RTP North/South Corridor Design	\$ (1,634,874)	\$ (2,059,875)	\$ -	\$ -	\$ -	\$ -	\$ (3,694,749)
AGY RTP Corridor Program Management and Development	\$ (322,916)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (322,916)
MARC Bayview Station	\$ (460,236)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (460,236)
AGY American Legion Bridge Op Lanes Transit Study	\$ (300,000)	\$ (168,605)	\$ -	\$ -	\$ -	\$ -	\$ (468,605)
LTR Cromwell Station Pond Repairs	\$ (150,000)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (150,000)
AGY Speaker Inspection and Replacement	\$ (757,000)	\$ (952,000)	\$ (540,000)	\$ -	\$ -	\$ -	\$ (2,249,000)
MTR TMDL Warren Road SWM Repair and Retrofit	\$ (135,416)	\$ (2,000,000)	\$ (1,313,000)	\$ -	\$ -	\$ -	\$ (3,448,416)
BUS TMDL Northwest Bus SWM Repair and Retrofit	\$ (1,966,000)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (1,966,000)
MARC TMDL Bowie State SWM Repair and Retrofit	\$ (408,114)	\$ (205,943)	\$ -	\$ -	\$ -	\$ -	\$ (614,057)
LTR Operator Simulator	\$ (1,274,223)	\$ (404,723)	\$ -	\$ -	\$ -	\$ -	\$ (1,678,946)
MTR Lexington Market Metro Facility	\$ (158,342)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (158,342)
AGY LED Lighting Replacement	\$ (175,000)	\$ (2,855,000)	\$ (2,800,000)	\$ -	\$ -	\$ -	\$ (5,830,000)
MARC IV Railcar Mid-Life Overhaul (54 Railcars)	\$ (200,000)	\$ (13,450,000)	\$ (21,000,000)	\$ (10,000,000)	\$ -	\$ -	\$ (44,650,000)
LTR Traction Power Substation Major Rehabilitation	\$ (5,958,270)	\$ (5,500,000)	\$ 2,500,000	\$ 1,200,000	\$ 3,000,000	\$ -	\$ (4,758,270)
AGY Southern Maryland Rapid Transit Study	\$ (5,500,000)	\$ (9,300,000)	\$ -	\$ -	\$ -	\$ -	\$ (14,800,000)
<b>Totals - Maryland Transit Administration</b>	<b>\$ (50,298,049)</b>	<b>\$ (124,190,888)</b>	<b>\$ (149,228,885)</b>	<b>\$ (189,209,270)</b>	<b>\$ (159,460,800)</b>	<b>\$ -</b>	<b>\$ (672,387,892)</b>

## Summary of Project Deferrals

State Highway Administration (SHA)							
Project Name	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Total 6 Year
I-97 - US 50 to MD 32	\$ (242,000)	\$ (500,000)	\$ (350,000)	\$ -	\$ -	\$ -	\$ (1,092,000)
US 220, Cresaptown	\$ (550,000)	\$ (1,938,000)	\$ (770,000)	\$ -	\$ -	\$ -	\$ (3,258,000)
I-70 - I-695 to MD 32	\$ (1,674,000)	\$ (1,826,000)	\$ (1,826,000)	\$ (1,826,000)	\$ (253,000)	\$ (206,000)	\$ (7,611,000)
I-695 at I-70 (Triple Bridges)	\$ -	\$ -	\$ (11,772,000)	\$ (42,565,000)	\$ (63,316,000)	\$ (69,297,000)	\$ (186,950,000)
I-795 at Dolfield Blvd	\$ (771,000)	\$ (1,500,000)	\$ (750,000)	\$ (4,498,000)	\$ (4,454,000)	\$ (4,544,000)	\$ (16,517,000)
US 15 - I-70 to MD 26, and US 40	\$ (4,702,250)	\$ (5,070,250)	\$ (2,061,250)	\$ -	\$ -	\$ -	\$ (11,833,750)
MD 22 - MD 462 to Mount Royal Ave.	\$ (54,000)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (54,000)
MD 32 (Linden Church Rd - I-70) noise mitigation	\$ -	\$ -	\$ (208,000)	\$ (43,000)	\$ -	\$ -	\$ (251,000)
I-270 (I-270 - I-70) ICM	\$ (43,000)	\$ (8,625,000)	\$ -	\$ -	\$ -	\$ -	\$ (8,668,000)
MD 97 - MD 192 to MD 390 (Montgomery Hills)	\$ (796,000)	\$ (6,829,000)	\$ (3,630,000)	\$ (250,000)	\$ -	\$ -	\$ (11,505,000)
MD 5 - north of Auth Way to I-95/I-495	\$ (367,000)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (367,000)
MD 197 - Kenhill Dr. to MD 450	\$ (900,000)	\$ (800,000)	\$ -	\$ -	\$ -	\$ -	\$ (1,700,000)
I-95/I-495 @ Medical Center Dr reconstruction	\$ (3,380,000)	\$ (4,672,000)	\$ (1,191,000)	\$ -	\$ -	\$ -	\$ (9,243,000)
MD 5 - MD 471 to MD 246 (Great Mills)	\$ (886,000)	\$ (286,000)	\$ -	\$ -	\$ -	\$ -	\$ (1,172,000)
I-81 - MD 63/MD 68 to Halfway Blvd. (Ph. 2)	\$ (1,106,860)	\$ (822,295)	\$ (672,295)	\$ (672,295)	\$ -	\$ -	\$ (3,273,745)
MD 90 (US 50 - MD 528)	\$ (2,500,000)	\$ (2,260,000)	\$ (3,000,000)	\$ (3,000,000)	\$ (3,000,000)	\$ -	\$ (13,760,000)
Truck Weigh	\$ -	\$ (2,383,354)	\$ (4,232,236)	\$ (949,001)	\$ (1,739,952)	\$ -	\$ (9,304,543)
Environmental Preservation	\$ (1,209,000)	\$ (2,859,818)	\$ (4,858,483)	\$ (462,716)	\$ -	\$ -	\$ (9,390,017)
Transportation Alternatives	\$ (8,784,900)	\$ (13,182,800)	\$ (9,317,800)	\$ (10,938,800)	\$ (10,345,800)	\$ -	\$ (52,570,100)
Noise Barriers	\$ -	\$ (887,723)	\$ (4,448,436)	\$ (381,002)	\$ (2,088,888)	\$ -	\$ (7,806,049)
Facilities and Equipment	\$ -	\$ -	\$ (2,069,000)	\$ -	\$ -	\$ -	\$ (2,069,000)
Crash Prevention	\$ (1,163,000)	\$ (10,569,769)	\$ (17,846,454)	\$ (2,710,006)	\$ (10,460,224)	\$ -	\$ (42,749,453)
ADA Retrofit	\$ (5,453,000)	\$ (3,779,166)	\$ (5,821,451)	\$ (1,153,459)	\$ (3,953,393)	\$ -	\$ (20,160,469)
Workforce Development	\$ -	\$ (1,031,896)	\$ (1,661,068)	\$ (45,772)	\$ (796,379)	\$ -	\$ (3,535,115)
Communications	\$ -	\$ -	\$ (1,407,000)	\$ -	\$ -	\$ -	\$ (1,407,000)
Capital Equipment	\$ -	\$ (2,994,240)	\$ (4,344,738)	\$ (10,674,797)	\$ -	\$ -	\$ (18,013,775)
Environmental Compliance	\$ -	\$ -	\$ (2,652,000)	\$ -	\$ -	\$ -	\$ (2,652,000)
Railroad Safety	\$ -	\$ (2,380,710)	\$ (4,451,620)	\$ (803,144)	\$ (2,174,164)	\$ -	\$ (9,809,638)
Drainage	\$ -	\$ (12,774,248)	\$ (24,284,263)	\$ (4,250,661)	\$ (14,142,498)	\$ -	\$ (55,451,670)
Safety & Spot	\$ -	\$ (27,730,672)	\$ (38,424,421)	\$ (5,423,184)	\$ (20,970,445)	\$ -	\$ (92,548,722)
Resurfacing & Rehabilitation	\$ (2,683,840)	\$ (98,273,271)	\$ (161,270,735)	\$ (37,432,635)	\$ (111,426,113)	\$ -	\$ (411,086,594)
Sidewalks	\$ -	\$ (10,034,274)	\$ (23,448,169)	\$ (4,417,654)	\$ (13,337,373)	\$ -	\$ (51,237,470)
Bridge Replacement & Rehabilitation	\$ (9,646,000)	\$ (104,609,797)	\$ (164,555,258)	\$ (24,284,376)	\$ (83,318,973)	\$ -	\$ (386,414,404)
Park-n-Ride	\$ (979,000)	\$ (2,949,956)	\$ (5,924,700)	\$ (1,272,056)	\$ (3,267,607)	\$ -	\$ (14,393,319)
TMDL	\$ (1,292,000)	\$ (13,677,247)	\$ (20,494,086)	\$ (4,048,292)	\$ (11,669,012)	\$ -	\$ (51,180,637)
Urban Reconstruction	\$ -	\$ (2,085,679)	\$ (2,612,295)	\$ (1,074,549)	\$ (1,946,054)	\$ -	\$ (7,718,577)
Traffic Management	\$ (9,937,000)	\$ (19,886,331)	\$ (31,072,450)	\$ (8,915,292)	\$ (20,131,429)	\$ -	\$ (89,942,502)
CHART	\$ (16,521,560)	\$ (20,044,206)	\$ (28,814,375)	\$ (11,521,986)	\$ (6,806,546)	\$ -	\$ (83,708,673)
Intersection Capacity	\$ -	\$ (1,441,541)	\$ -	\$ -	\$ -	\$ -	\$ (1,441,541)
Bicycle Retrofit	\$ (5,781,000)	\$ (5,509,175)	\$ (11,250,133)	\$ (1,220,459)	\$ (5,176,133)	\$ -	\$ (28,936,900)
<b>Totals - State Highway Administration</b>	<b>\$ (81,422,410)</b>	<b>\$ (394,214,418)</b>	<b>\$ (601,491,716)</b>	<b>\$ (184,834,136)</b>	<b>\$ (394,773,983)</b>	<b>\$ (74,047,000)</b>	<b>\$ (1,730,783,663)</b>





## **BICYCLE & PEDESTRIAN PROJECTS**



**BICYCLE AND PEDESTRIAN RELATED PROJECTS**

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

<u>PROGRAM NAME</u>	<u>PROJECTS CURRENTLY FUNDED FOR CONSTRUCTION</u>	<u>FY2025-2030 CTP BIKE/PED FUNDING<sup>^</sup></u>
<b><u>State Highway Administration</u></b>		
ADA Program	16,865,025	39,670,000
Retrofit Bicycle Program	30,432,000	55,460,000
Neighborhood Conservation*	766,590	23,870,000
Primary/ Secondary Program**	1,000,037	1,000,037
Retrofit Sidewalk Program	15,850,150	131,160,000
Recreational Trails Program***	19,363,750	24,532,405
Transportation Alternatives Program***	50,348,294	80,290,000
<b><u>The Secretary's Office</u></b>		
Kim Lamphier Bikeways Network Program	23,880,897	15,953,631
<b>Total</b>	<b>158,506,743</b>	<b>371,936,073</b>

<sup>^</sup> 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>
<b>STATE HIGHWAY ADMINISTRATION</b>		
<b><u>ADA Program</u></b>		
<u>Frederick County</u> ADA Sidewalk Upgrades in Frederick County		\$ 1,776,962
<u>Prince George's County</u> MD 223, Woodyard Road - South of Victoria Drive to North of Sherwood Drive		\$ 6,147,000
MD 725, Main Street - West of Service Lane to East of Governor Oden Bowie Drive		\$ 1,587,000
<u>Statewide</u> ADA Sidewalk Upgrades in Baltimore And Harford Counties		\$ 3,516,063
<u>Talbot County</u> MD 33, Talbot Street - North of Lee Street to South of Spencer Drive		\$ 3,838,000
	<b>Total</b>	<b>\$ 16,865,025</b>
<b><u>Retrofit Bicycle Program</u></b>		
<u>Prince George's County</u> US 1, Rhode Island Avenue – Charles Armentrout Drive to Farragut Street (Rhode Island Trolley Trail)		\$ 9,481,000
<u>Somerset County</u> MD 413 Trail - Marion Station to Westover		\$ 20,951,000
	<b>Total</b>	<b>\$ 30,432,000</b>



**BICYCLE AND PEDESTRIAN RELATED PROJECTS**

<u>PROJECT NAME</u>	<u>MILES</u>	<u>ESTIMATED BIKE/PED COST</u>
<b>STATE HIGHWAY ADMINISTRATION (cont'd)</b>		
<b><u>Neighborhood Conservation</u></b>		
<u>Baltimore County</u>		
US 1, Belair Road - Baltimore City Line to I-695		\$ 121,440
<u>Cecil County</u>		
MD 222, Main Street - South of High Street to Mill Street		\$ 645,150
	<b>Total</b>	<b>\$ 766,590</b>
<b><u>Primary/ Secondary Program</u></b>		
<u>Anne Arundel County</u>		
MD 175 at MD 295		
Shoulders	0.7	\$ 105,000
Side Walk	0.7	\$ 96,096
<u>Frederick County</u>		
MD 75, Green Valley Road - Bridge over I-70		
Shoulders	0.1	\$ 7,500
<u>Garrett County</u>		
MD 219, Garrett Highway - Bridge over the Youghiogheny River		
Shoulders	0.1	\$ 15,000
<u>Harford County</u>		
US 1, Belair Road - Bridge over Tollgate Road and Winters Run		
Side Walk	0.8	\$ 102,960

**BICYCLE AND PEDESTRIAN RELATED PROJECTS**

<u>PROJECT NAME</u>	<u>MILES</u>	<u>ESTIMATED BIKE/PED COST</u>
<b>STATE HIGHWAY ADMINISTRATION (cont'd)</b>		
<b><u>Primary/ Secondary Program (cont'd)</u></b>		
<u>Kent County</u>		
US 301, Blue Star Memorial Highway - Bridge over the Chester River Shoulders	0.1	\$ 7,500
<u>Montgomery County</u>		
MD 185, Connecticut Avenue at Jones Bridge Road - Phase 3 Side Walk	0.1	\$ 13,728
Wide Curb Lanes	0.1	\$ 15,000
<u>Prince George's County</u>		
MD 4, Pennsylvania Avenue - Bridge over MD 717 and Race Track Road Shoulders	0.2	\$ 24,000
Side Walk	0.2	\$ 21,965
MD 4, Pennsylvania Avenue at Suitland Parkway Side Walk	0.1	\$ 13,728
Wide Curb Lanes	0.1	\$ 15,000
MD 717, Water Street - Bridge over Water Street Shoulders	0.2	\$ 30,000
Side Walk	0.2	\$ 27,456
MU 227, Riverdale Road - Bridge over Northeast Branch Anacostia River Shoulders	0.1	\$ 18,000
Side Walk	0.1	\$ 16,474
US 1, Baltimore Avenue - College Avenue to MD 193 Side Walk	1.5	\$ 205,920
Wide Curb Lanes	1.5	\$ 225,000

**BICYCLE AND PEDESTRIAN RELATED PROJECTS**

<u>PROJECT NAME</u>	<u>MILES</u>	<u>ESTIMATED BIKE/PED COST</u>
<b>STATE HIGHWAY ADMINISTRATION (cont'd)</b>		
<b><u>Primary/ Secondary Program (cont'd)</u></b>		
<u>Washington County</u>		
I-70, Eisenhower Memorial Hwy Bridge over Crystal Falls Drive Shoulders	0.1	\$ 7,500
I-70, Eisenhower Memorial Hwy Bridges over Norfolk Southern Railroad Shoulders	0.1	\$ 7,500
<u>Wicomico County</u>		
US 13 Bus, Salisbury Boulevard Bridge over East Branch Wicomico River Side Walk	0.2	\$ 24,710
	<b>Total</b>	<b>\$ 1,000,037</b>
<b><u>Retrofit Sidewalk Program</u></b>		
<u>Anne Arundel County</u>		
MD 214, Central Avenue - MD 2 to MD 253		\$ 4,108,000
<u>Carroll County</u>		
MD 27, Manchester Road - West of MD 140 to Hahn Road		\$ 4,224,000
<u>Cecil County</u>		
MD 222, Perryville Road - Cedar Corner Road to St. Marks Church Road		\$ 1,788,893
MD 7, Delaware Avenue - MD 281 to South of Big Elk Creek Bridge		\$ 2,469,000
<u>Statewide</u>		
Concrete Sidewalk and Pedestrian Improvements in Baltimore and Harford Counties		\$ 3,260,257
	<b>Total</b>	<b>\$ 15,850,150</b>

**BICYCLE AND PEDESTRIAN RELATED PROJECTS**

<u>PROJECT NAME</u>	<u>MILES</u>	<u>ESTIMATED BIKE/PED COST</u>
<b>STATE HIGHWAY ADMINISTRATION (cont'd)</b>		
<b><u>Recreational Trails Program</u></b>		
<u>Allegany County</u>		
Bear Ridge Trail Construction		\$ 277,800
Belair Pedestrian Bridge and Trails		\$ 320,000
Borden Tunnel Lining Restoration		\$ 3,833,000
<u>Anne Arundel County</u>		
Swan Creek Nature Trail		\$ 178,825
West East Express Trail		\$ 2,724,772
<u>Baltimore County</u>		
Torrey C. Brown Trail Bridge Rehabilitation		\$ 2,000,000
<u>Charles County</u>		
Popes Creek Rail Trail		\$ 1,779,280
<u>Garrett County</u>		
Piney MT ORV Trail Resurfacing		\$ 95,000
Western Region State Forest Trail Maintenance Program		\$ 420,000
<u>Howard County</u>		
Patuxent Branch Trail Surface Upgrade		\$ 1,655,000
<u>Somerset County</u>		
Somers Cove Marina Reconstruction		\$ 5,950,000

**BICYCLE AND PEDESTRIAN RELATED PROJECTS**

<u>PROJECT NAME</u>	<u>MILES</u>	<u>ESTIMATED BIKE/PED COST</u>
<b>STATE HIGHWAY ADMINISTRATION (cont'd)</b>		
<b><u>Recreational Trails Program (cont'd)</u></b>		
<u>Worcester County</u>		
Pocomoke Trail of Change Improvements		\$ 130,073
	<b>Total</b>	<b>\$ 19,363,750</b>
<b><u>Transportation Alternatives Program</u></b>		
<u>Allegany County</u>		
Baltimore Street Access		\$ 9,709,000
Bel Air Elementary School Pedestrian Bridge Replacement		\$ 320,000
<u>Anne Arundel County</u>		
South Shore Trail Phase II		\$ 2,572,420
WB&A Trail Bridge at Patuxent		\$ 4,807,000
<u>Baltimore City</u>		
Baltimore City Elementary Schools - Harford Heights ES, Hilton ES, Tench Tillman ES		\$ 715,516
Inner Harbor Crosswalks and Bicycle Wayfinding Enhancements		\$ 1,050,000
Pimlico Elementary School		\$ 258,000
<u>Baltimore County</u>		
Pedestrian Improvements for Edgemere Elementary School, Sparrows Middle/High School		\$ 160,000
<u>Carroll County</u>		
Washington Road Sidewalks		\$ 143,000

**BICYCLE AND PEDESTRIAN RELATED PROJECTS**

<u>PROJECT NAME</u>	<u>MILES</u>	<u>ESTIMATED BIKE/PED COST</u>
<b>STATE HIGHWAY ADMINISTRATION (cont'd)</b>		
<b><u>Transportation Alternatives Program (cont'd)</u></b>		
<u>Cecil County</u>		
Jethro Street and North East Middle School		\$ 38,055
<u>Charles County</u>		
Indian Head Trailhead		\$ 360,000
Mill Hill Road - Homecoming Lane to Davis Road		\$ 515,457
<u>Dorchester County</u>		
Bayly Road Sidewalk		\$ 192,000
<u>Frederick County</u>		
East Street Rails with Trails		\$ 479,000
<u>Garrett County</u>		
Casselman River Bridge Rehabilitation		\$ 4,085,000
<u>Harford County</u>		
Ma & Pa Trail, Segment III		\$ 3,759,586
<u>Howard County</u>		
Patuxent Branch Trail		\$ 1,655,000
<u>Montgomery County</u>		
MD 188, Wilson Lane at Cordell Avenue		\$ 47,000
MD 355 Clarksburg Shared Use Path		\$ 3,673,267
North Branch Hiker Biker Trail		\$ 2,000,000

**BICYCLE AND PEDESTRIAN RELATED PROJECTS**

<u>PROJECT NAME</u>	<u>MILES</u>	<u>ESTIMATED BIKE/PED COST</u>
<b>STATE HIGHWAY ADMINISTRATION (cont'd)</b>		
<b><u>Transportation Alternatives Program (cont'd)</u></b>		
<u>Prince George's County</u>		
Chamber Avenue and Capitol Heights Boulevard		\$ 250,000
Crittenden Street and 52nd Avenue Improvements		\$ 236,836
Greenbelt Station/WMATA Hiker - Biker Trail		\$ 1,530,000
Laurel MARC Station Platform and Pedestrian Safety Improvements		\$ 960,000
Oxon Cove Trail		\$ 1,228,000
Signal Modification, Pedestrian Safety and Access Improvement		\$ 1,455,922
<u>St. Mary's County</u>		
Three Notch Trail, Phase VII		\$ 3,600,000
<u>Talbot County</u>		
Easton Rail Trail at Maryland Avenue to Easton Point Park		\$ 946,897
<u>Washington County</u>		
Byron Bridge Access Improvement		\$ 2,414,000
City Park Train Hub Locomotive Refurbishment and Pavilion Replacement		\$ 632,338
South Potomac and Baltimore Street Improvement		\$ 555,000
<b>Total</b>		<b>\$ 50,348,294</b>

**BICYCLE AND PEDESTRIAN RELATED PROJECTS**

<u>PROJECT NAME</u>	<u>MILES</u>	<u>ESTIMATED BIKE/PED COST</u>
<b>THE SECRETARY'S OFFICE</b>		
<b><u>Kim Lamphier Bikeways Network Program</u></b>		
<u>Anne Arundel</u>		
Bay Ridge Avenue Bikeway		\$ 224,000
Broadneck Peninsula Trail (Phase 1B)		\$ 800,000
BWI to Odenton Shared Use Path Gaps		\$ 376,000
BWI Trail Spur Extension to Nursery Road		\$ 600,000
College Creek Connector		\$ 240,000
Poplar Trail Extension		\$ 224,000
Protected Bicycle Lane Delineators		\$ 340,000
South Shore B&A Trail Gaps		\$ 153,320
<u>Baltimore City</u>		
Bike Counter Installation Program		\$ 98,400
Boston Street Connector		\$ 300,000
MLK Jr Sidepath Final Design		\$ 120,800
Rapid Enhancement Plan		\$ 326,000
<u>Baltimore County</u>		
Bloomsbury Crossing Construction		\$ 480,330
Torrey C Brown/Jones Falls Trail Connection		\$ 120,000



**BICYCLE AND PEDESTRIAN RELATED PROJECTS**

<u>PROJECT NAME</u>	<u>MILES</u>	<u>ESTIMATED BIKE/PED COST</u>
<b>THE SECRETARY'S OFFICE (cont'd)</b>		
<b><u>Kim Lamphier Bikeways Network Program (cont'd)</u></b>		
<u>Carroll</u> Biking Taneytown		\$ 13,600
<u>Charles</u> La Plata Bikeway Construction Smallwood Drive Path Design		\$ 385,517 \$ 158,234
<u>Dorchester</u> Cambridge Bike Lane Study		\$ 32,000
<u>Frederick</u> East Street Rails with Trails Phase 4 Frederick Pennsylvania Railroad Trail Phases 2 & 3 H&F Trail, Northern Branch Monocacy MARC Shared-Use Path Feasibility Study		\$ 200,000 \$ 360,000 \$ 400,000 \$ 80,000
<u>Garrett</u> Connecting Towns along MD 135 Oakland to Herrington Manor State Park Trail Feasibility Study		\$ 52,310 \$ 68,800
<u>Harford</u> Havre de Grace Feasibility Study and Design Havre de Grace Quick Build and Bike Path Design		\$ 52,000 \$ 160,000

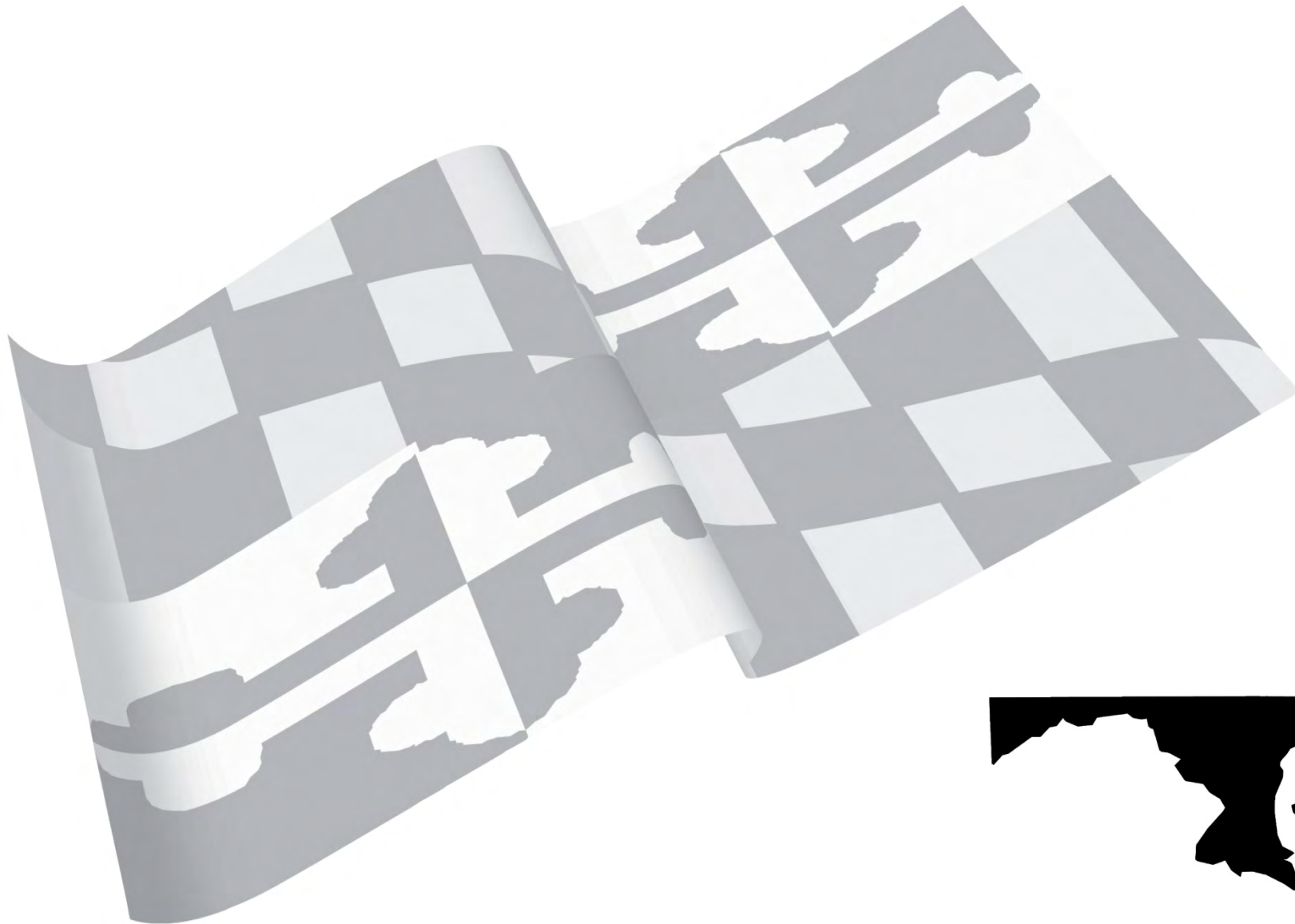
**BICYCLE AND PEDESTRIAN RELATED PROJECTS**

<u>PROJECT NAME</u>	<u>MILES</u>	<u>ESTIMATED BIKE/PED COST</u>
<b>THE SECRETARY'S OFFICE (cont'd)</b>		
<b><u>Kim Lamphier Bikeways Network Program (cont'd)</u></b>		
<u>Howard</u>		
MD 32 Alternate Bike Route/Clarksville Pike Streetscape		\$ 1,100,000
North Laurel Connections Construction		\$ 509,828
<u>Kent</u>		
Galena Shared Use Path Study		\$ 160,000
<u>Montgomery</u>		
Good Hope Road Shared Use Path Extension		\$ 128,000
Halpine Road & East Jefferson Street Bicycle Lanes		\$ 88,000
I-270/NIST East Shared Use Path - Phase II Design		\$ 176,000
I-270/NIST Shared Use Path Design		\$ 200,000
Maple Avenue Complete Street Redesign		\$ 304,000
Martins Lane Bike Lane Study		\$ 52,000
Metropolitan Branch Trail Upgrade		\$ 465,000
New Hampshire Avenue Bikeway Section A		\$ 473,173
New Hampshire Avenue Sec B Final Design		\$ 254,000
Rockville Bike Ped Counters		\$ 41,940
<u>Prince George's</u>		
Cherry Lane Preliminary Design		\$ 32,000
Shared Micromobility Station Improvements		\$ 54,080
University of Maryland Bike Enhancements		\$ 160,000

**BICYCLE AND PEDESTRIAN RELATED PROJECTS**

<u>PROJECT NAME</u>	<u>MILES</u>	<u>ESTIMATED BIKE/PED COST</u>
<b>THE SECRETARY'S OFFICE (cont'd)</b>		
<b><u>Kim Lamphier Bikeways Network Program (cont'd)</u></b>		
<u>Saint Mary's</u> Three Notch Trail Phase Seven		\$ 1,200,000
<u>Somerset</u> UMES Trail Design		\$ 400,000
<u>Statewide</u> Undesignated Funds		\$ 10,380,928
<u>Talbot</u> Frederick Douglas Rail Trail Bridge Assessment and Design		\$ 200,000
Oxford Park Connectors		\$ 23,962
St. Michaels Bicycle Trail - Final Construction Drawings		\$ 48,361
St. Michaels Shared-Use Path Study		\$ 28,000
<u>Wicomico</u> Carroll Street Cycle Track Construction		\$ 400,000
East Side Bike Network Implementation		\$ 200,000
Eastern Shore Drive Multi-Use Path Design		\$ 120,000
Naylor Mill Connector		\$ 100,000
Salisbury Bike Ped Counters		\$ 49,334
Salisbury Rail Trail Phases 2 & 3		\$ 139,700
<u>Worcester</u> MD 611 Shared-Use Path Feasibility Study		\$ 27,280
<b>Total</b>		<b>\$ 23,880,897</b>





## **REGIONAL AVIATION GRANTS**



**REGIONAL AVIATION GRANTS**  
**Fiscal Year 2025**  
**(\$ in 000s)**

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

**MARYLAND AVIATION ADMINISTRATION**

<u>COUNTY</u>	<u>AIRPORT</u>	<u>PROJECT NAME</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>LOCAL</u>	<u>TOTAL</u>
Anne Arundel	Tipton Airport	2025 FME Terminal Bldg-const	\$ 2,945	\$ 592	\$ 592	\$ 4,128
Anne Arundel	Tipton Airport	2025 FME Storm Water Mgmt Facility-const	\$ 5,812	\$ 305	\$ 354	\$ 6,472
Baltimore City	Pier 7 Heliport	2025 4MD Landing Area Resurface	\$ -	\$ 48	\$ 511	\$ 559
Baltimore County	Essex Skypark	2025 W48 Terminal Building Rehabilitation-Ph 2	\$ -	\$ 48	\$ 2,420	\$ 2,468
Carroll	Carroll County Regional	2025 DMW Land Acquisition	\$ 283	\$ 11	\$ 20	\$ 314
Dorchester	Cambridge-Dorchester Regional	2025 CGE Obstruction Removal	\$ 644	\$ 36	\$ 36	\$ 716
Frederick	Frederick Municipal Airport	2025 FDK Perimeter Fence	\$ -	\$ 225	\$ 75	\$ 300
Garrett	Garrett County Airport	2025 2G4 Terminal Apron Rehab-const	\$ 920	\$ 41	\$ 61	\$ 1,022
Harford	Harford County Airport	2025 0W3 Taxiway Extension	\$ -	\$ 108	\$ 84	\$ 192
Montgomery	Montgomery County Airpark	2025 GAI Rwy 14/32 lighting-const	\$ 1,980	\$ 110	\$ 110	\$ 2,200
Prince George's	College Park Airport	2025 CGS Airfield Electrical Improvements	\$ -	\$ 135	\$ 1,724	\$ 1,859
Somerset	Crisfield-Somerset County Airport	2025 W41 T-hangars-const	\$ -	\$ 200	\$ 800	\$ 1,000
Talbot	Easton Airport	2025 ESN Rwy 4/22 safety area improve-ph2	\$ 5,063	\$ 259	\$ 303	\$ 5,625

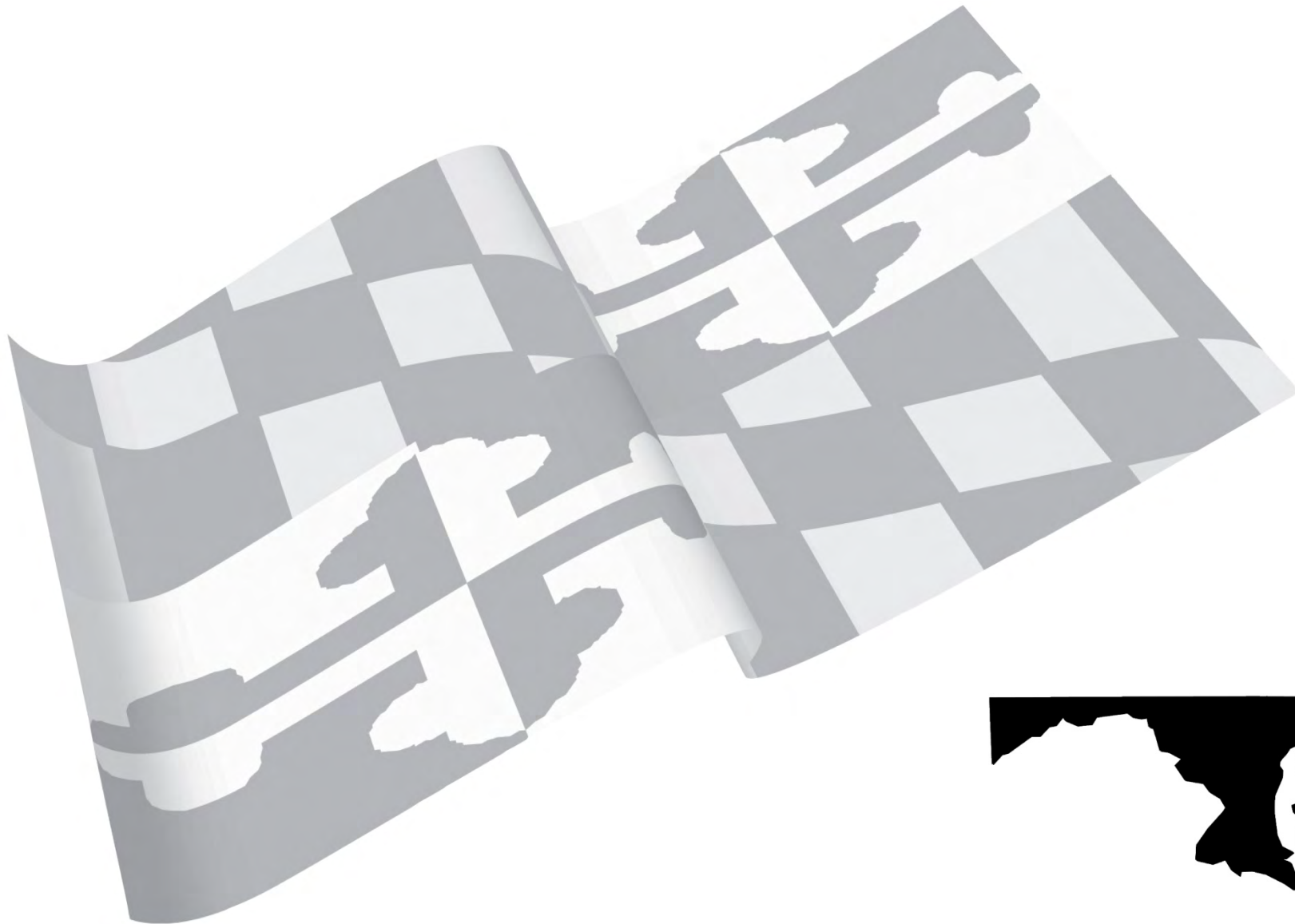
**REGIONAL AVIATION GRANTS**  
**Fiscal Year 2025**  
**(\$ in 000s)**

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

**MARYLAND AVIATION ADMINISTRATION**

<u>COUNTY</u>	<u>AIRPORT</u>	<u>PROJECT NAME</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>LOCAL</u>	<u>TOTAL</u>
Talbot	Easton Airport	2025 ESN Land Acquisition	\$ 661	\$ 37	\$ 37	\$ 734
Talbot	Easton Airport	2025 ESN Rwy 4/22 extension ph 1b-const	\$ 2,370	\$ 132	\$ 132	\$ 2,633
Talbot	Easton Airport	2025 ESN Obstruction Removal	\$ -	\$ 113	\$ 38	\$ 150
Washington	Hagerstown Regional	25-002 HGR Rwy9-27 Lighting/Signage	\$ 677	\$ 25	\$ 50	\$ 752
Washington	Hagerstown Regional	2025 HGR Land Acquisition	\$ 1,536	\$ 80	\$ 91	\$ 1,707
Washington	Hagerstown Regional	2025 HGR Airfield Lighting Improvements	\$ 984	\$ 43	\$ 67	\$ 1,093
Washington	Hagerstown Regional	2025 HGR Txyw C Improvements	\$ 915	\$ 28	\$ 73	\$ 1,017
Washington	Hagerstown Regional	2025 HGR Airline Terminal Building expand-const	\$ 6,861	\$ 181	\$ 181	\$ 7,222
Washington	Hagerstown Regional	2025 HGR Security Training Program	\$ -	\$ 9	\$ 3	\$ 12
Wicomico	Salisbury Regional	2025 SBY Rwy 32 extension ph 2-const	\$ 6,595	\$ 366	\$ 1,510	\$ 8,471
Wicomico	Salisbury Regional	2025 SBY Obstruction Removal	\$ 360	\$ 20	\$ 20	\$ 400
Wicomico	Salisbury Regional	2025 SBY Security System Improvements-ph2	\$ -	\$ 350	\$ 350	\$ 700
<b>Total</b>				<b>\$ 3,500</b>		





# MULTIMODAL FREIGHT PROJECTS



## **MARYLAND DEPARTMENT OF TRANSPORTATION**

### **MULTIMODAL FREIGHT PROJECTS**

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

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

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

#### **How is Maryland accommodating goods movement today?**

The MDOT is advancing multiple plans and programs which include freight projects in various stages of development from concept to construction. These projects include highway, port, air and rail improvements, maintenance, capacity expansion, and operational projects such as Intelligent Transportation Systems (ITS) and Transportation System Management Operations (TSMO) applications.

The highway projects help improve safety, protect roadways from truck damage, improve access and mobility for freight vehicles, and help increase safe havens for truck drivers to obtain required rest. Investments in landside improvements and harbor dredging at the Port of Baltimore keep the inbound and outbound supply chains flowing. Partnerships with short line, switching, and Class I railroads are beneficial for increasing capacity and improving operations to provide alternatives for Maryland shippers.

### **Public Partnerships and Megaprojects Propel Movement of Goods into the Future**

While the tragic collapse of the Francis Scott Key Bridge in 2024 tested the resiliency of freight and goods movement in Maryland, the Port is fully back open to business and past and future investments will continue to make intermodal transportation crucial to the economic vitality of Maryland. The Port of Baltimore and the entire supply chain network will continue to benefit from key partnerships with the private sector that support essential goods movement. The P3 agreement with Ports America Chesapeake continues to solidify the Port's position as Maryland's economic engine. To accommodate the increasing number of ultra-large container vessels calling on the Port, Ports America Chesapeake and the MPA completed Seagirt Berth 3 Modernization P3 project in August 2023; adding a second 50-foot-deep berth and installing four new Neo-Panamax container cranes, additional yard equipment and dredging to widen the entrance channel and turning basin. Upgrades to the terminal infrastructure, hardware, and cargo handling equipment are also planned to service the larger vessels. The Berth 3 Modernization project was made possible in part by a \$6.6 million grant from the USDOT Better Utilizing Investments to Leverage Development (BUILD) Grant program. In the past year, Ports America Chesapeake has added 15 new RTG's into service, resulting in a 3-minute reduction of transaction times since June 2023, and helping achieve an average import delivery rate of 1,370 per day as compared to 1,253 a day previously. They have also completed improvements to their inbound lanes on Broening Highway, increasing their available lanes by 40 percent; improving efficiencies and allowing for single stop transactions. Together, with support from USDOT and CSX Transportation, the Maryland Port Administration continues reconstruction of the 125-year old Howard Street Tunnel and improving the vertical clearance at 22 bridges between Baltimore and Philadelphia to create a double-stack rail corridor to and from the Port of Baltimore and the entire East

Coast. This project will unlock immeasurable potential for Maryland's freight rail network and increase Baltimore's already well-positioned reach into the American heartland.

MDOT completed an update to Maryland Freight Plan in November 2022 that contains specific policy recommendations and provides guidance for development of freight programs at the Port, on rails, highways, and in the air. MDOT will partner with carriers, shippers, and freight network users to implement the plan strategies so they continue to work for the entire transportation system and the state as a whole. The Plan is a statewide guide for selecting multimodal transportation projects that impact freight. This is important for State funding priorities and to help Maryland's ability to meet the national freight goals and requirements established in federal surface transportation authorizations. The Freight Plan vision is that "Freight travels freely and safely through a modern, resilient, and interconnected multimodal network contributing to sustainable economic viability and growth for Maryland businesses and communities. We continue to work with our State Freight Advisory Committee to ensure that we work with all of our stakeholders on freight projects, policies and programs.

On the Eastern Shore in 2024, the Maryland Department of Transportation completed a \$5 million construction project in Kent County, Maryland to improve drainage, track, and switches on state owned Chestertown freight rail line. This project leveraged Federal Rail Administration CRISI grant funds along with funds from the Department of Commerce, Kent County, two private railroads, and one of the largest employers in Kent County to complete the project on schedule and on budget. Rail transportation continues to be a safe and environmentally friendly way to move freight in Maryland.

In addition to these efforts, the MDOT is working to plan and design technological improvements that support emerging freight innovations, which will support Maryland's position in the global economy. Through ITS and TSMO applications that can leverage big data to send important safety, routing and connection information to freight vehicles, as well as inform on truck parking availability, MDOT is working to create a technology ecosystem today and in the future that will ensure safe, efficient, and connected

freight mobility. As part of this, MDOT has begun development of connected-vehicle data driven dashboards to monitor freight mobility and truck parking, which can be used in TSMO applications to improve system operations.

The list below highlights projects that have significant freight impacts and are funded for planning, design, and construction activities in the Consolidated Transportation Program, for approximately \$4.0 billion. The list also identifies costs for Port projects by marine terminal and costs for highway freight related projects in each county. Additional information on individual projects can be found under the respective sections later in this document.

**MULTIMODAL FREIGHT REPORT**  
(\$ in 000'S)

<u>PROJECT NAME</u>	<u>SIX YEAR TOTAL</u>
<b><u>Maryland Port Administration</u></b>	
Dredged Material Placement and Monitoring	\$ 64,729
Dundalk Marine Terminal Berth 3 Reconstruction	\$ -
Chrome Ore Processing Residue Remediation (COPR)	\$ 27,339
Cox Creek Dredged Material Containment Facility Expansion and Related Projects	\$ 42,677
Dredged Material Management Program	\$ 5,781
Howard Street Tunnel Project	\$ 411,604
Seagirt Marine Terminal Modernization - Loop Channel Improvements	\$ 552
Mid-Chesapeake Bay Island Ecosystem Restoration Project	\$ 284,078
Paul S. Sarbanes Ecosystem Restoration Project at Poplar Island	\$ 45,851
Masonville Dredged Material Containment Facility Expansion and Related Projects	\$ 81,338
Seagirt Marine Terminal Modernization - Terminal Improvements	\$ 0
Dundalk Marine Terminal Resiliency and Flood Mitigation	\$ 69,000
Port of Baltimore Rail Capacity Modernization Project	\$ 22,400
Fairfield Marine Terminal Pier 4 Reconstruction	\$ 9,518
Hart-Miller Island Related Projects	\$ 13,200
<b><u>Maryland Transit Administration</u></b>	
Freight Rail Program	\$ 13,815
Frederick Douglass Tunnel	\$ 250,790
MARC NEC Susquehanna River Bridge Replacement	\$ 18,845
<b><u>Maryland Transportation Authority</u></b>	
I-95 John F. Kennedy Memorial Highway - Construct Interchange at Belvidere Road	\$ 52,443
I-95 Fort McHenry Tunnel - Convert to Cashless Tolling	\$ 339
US 50/301 Bay Bridge - Convert to Cashless Tolling	\$ -
I-95 John F. Kennedy Memorial Highway - Structural Rehabilitation of the Millard E. Tydings Memorial Bridge	\$ -
US 301 Governor Harry W. Nice Memorial/Senator Thomas "Mac" Middleton Bridge - Replace Nice/Middleton Bridge	\$ 35,424
I-95 John F. Kennedy Memorial Highway - Express Toll Lanes (ETL) Northern Extension	\$ 469,250

**MULTIMODAL FREIGHT REPORT**  
(\$ in 000'S)

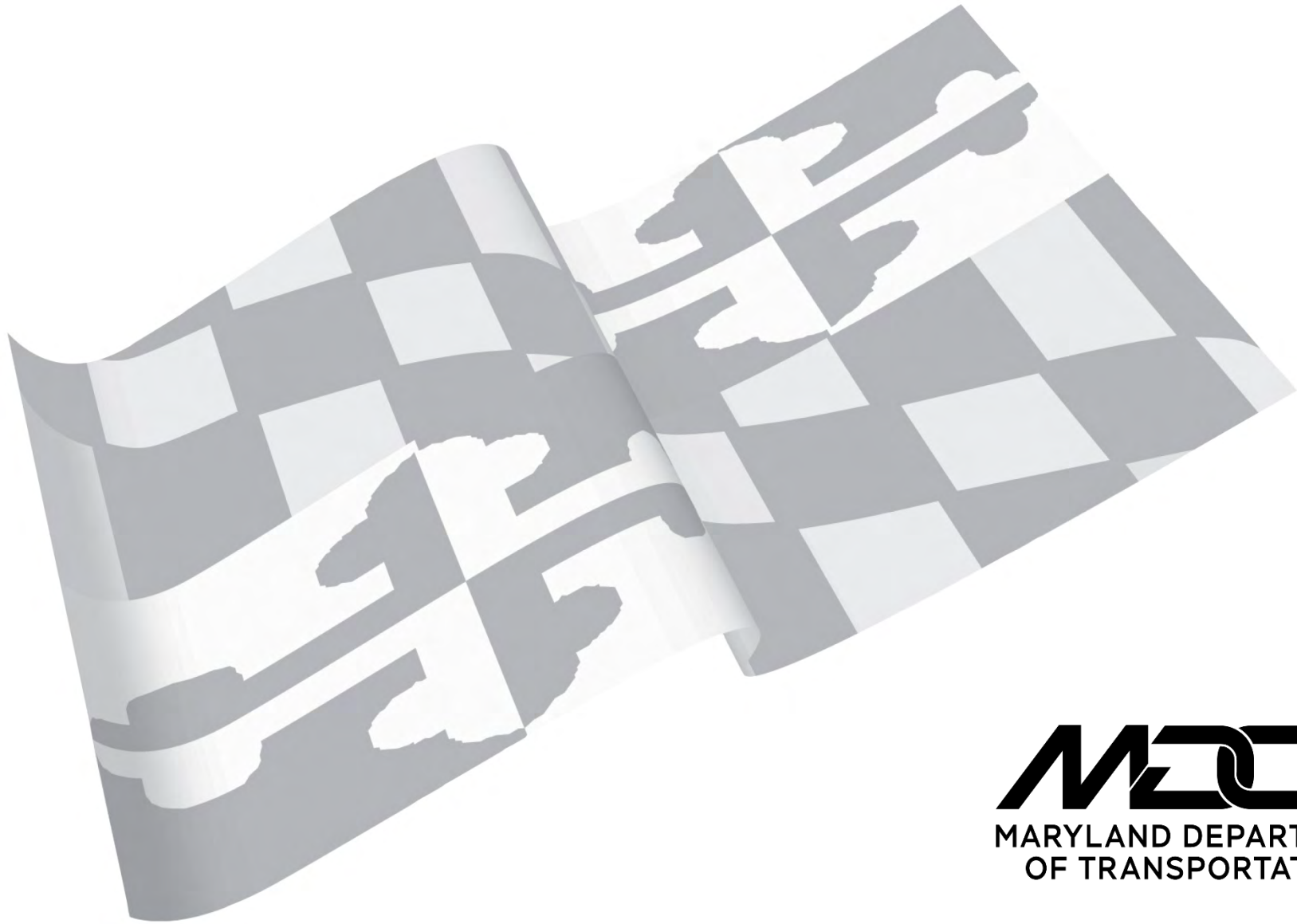
<u>PROJECT NAME</u>	<u>SIX YEAR TOTAL</u>
<b><u>State Highway Administration</u></b>	
<b>ALLEGANY</b>	
I-68 Cumberland Viaduct - Bridge deck replacement and bridge rehabilitation	\$ 49,058
<b>ANNE ARUNDEL</b>	
MD 175, Annapolis Road; from Sellner Road/Race Road to McCarron Court (MD 295 Interchange)	\$ 36,739
I-97 - Geometric and ITS improvements from US 50 to MD 32	\$ 758
<b>BALTIMORE COUNTY</b>	
I-695, Baltimore Beltway, Bridge on Putty Hill Avenue	\$ 14,611
I-695, Baltimore Beltway, US 40 to MD 144 - Widening	\$ 596
I-695, Baltimore Beltway. Traffic Management	\$ 79,439
I-695, Baltimore Beltway - Interchange reconstruction at I-70	\$ 15,000
Bridge deck overlays at I-95/I-695 Interchange	\$ 9,572
<b>FREDERICK</b>	
US 15, Frederick Freeway, and US 40, Frederick Freeway - Widening from I-70 to MD 26	\$ 300
<b>GARRETT</b>	
US 219, Chestnut Ridge Road - Relocation of US 219 from Old Salisbury Rd to PA State line	\$ 16,083
<b>HOWARD</b>	
I-70, Geometric and ITS improvements from MD 32 to I-695	\$ 152
<b>MONTGOMERY</b>	
I-270, Eisenhower Highway - innovative congestion management (ICM) on I-270 including the east and west I-270 spurs (31.5 miles)	\$ 4,000



**MULTIMODAL FREIGHT REPORT**  
(\$ in 000'S)

<u>PROJECT NAME</u>	<u>SIX YEAR TOTAL</u>
<b><u>State Highway Administration (cont'd)</u></b>	
<b>PRINCE GEORGE'S</b>	
I-95/I-495, Capital Beltway - Bridge replacement over MD 4	\$ 57,331
<b>STATEWIDE</b>	
Highway Safety Facilities and Equipment	\$ 26,535
Railroad Crossing	\$ 27,901
Traffic Relief Plan (Phase 2) Smart Traffic Signals	\$ 34,967
<b>WASHINGTON</b>	
MARYLAND VETERANS MEMORIAL HIGHWAY – MD 63/MD 68 TO CSX BRIDGES	\$ 600
I-70, Eisenhower Memorial Highway - replacement and widening of dual bridge decks and superstructures over MD 65 and CSX	\$ -
I-81, Maryland Veterans Memorial Highway	\$ 600
I-70 Bridge rehabilitation over I-81 and Norfolk Southern Railroad and Bridge replacement over US 11	\$ 53,762
Bridge replacement on I-70 over Crystal Falls Drive	\$ 6,254
I-68, National Freeway - Bridge replacement over Creek Road	\$ 10,543
<b><u>The Secretary's Office</u></b>	
Port of Baltimore Incentive Pilot Program	\$ 1,026
Rosedale Grade Crossing Improvement Grant	\$ 1,400





**MDOT**<sup>TM</sup>  
MARYLAND DEPARTMENT  
OF TRANSPORTATION

**THE SECRETARY'S OFFICE**

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

	<u>FY 2025</u>	<u>FY 2026</u>	<u>FY 2027</u>	<u>FY 2028</u>	<u>FY 2029</u>	<u>FY 2030</u>	<u>SIX - YEAR TOTAL</u>
<b>Major Construction Program</b>	<b>25.4</b>	<b>8.3</b>	<b>23.2</b>	<b>4.0</b>	<b>5.7</b>	<b>5.7</b>	<b>72.3</b>
Expansion/Efficiency	8.3	1.8	1.5	1.6	2.4	2.4	17.9
Safety & Security	5.2	3.4	2.5	-	-	-	11.1
Local Funding	7.2	1.5	1.5	2.0	3.0	3.0	18.2
Environment	4.8	1.6	17.7	0.3	0.3	0.3	25.1
<b>Major Development &amp; Evaluation Program</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Minor Program</b>	<b>32.5</b>	<b>12.2</b>	<b>12.7</b>	<b>6.1</b>	<b>3.1</b>	<b>1.3</b>	<b>67.9</b>
System Preservation	4.3	0.2	0.2	-	-	-	4.7
Expansion/Efficiency	0.2	0.7	0.7	-	-	-	1.5
Safety & Security	1.4	1.5	1.5	1.6	1.6	-	7.6
Local Funding	0.3	0.2	1.6	0.2	-	-	2.3
Environment	3.8	1.3	1.3	1.2	1.2	1.2	9.9
Administration	22.6	8.4	7.5	3.1	0.3	0.2	42.0
<b>Capital Salaries, Wages &amp; Other Costs</b>	<b>2.1</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>	<b>12.1</b>
<b>TOTAL</b>	<b>60.1</b>	<b>22.5</b>	<b>37.9</b>	<b>12.1</b>	<b>10.8</b>	<b>9.0</b>	<b>152.4</b>
Special Funds	54.4	20.0	17.3	10.8	9.5	9.0	121.1
Federal Funds	3.4	1.8	11.3	1.3	1.3	-	19.1
Other Funds	2.2	0.7	9.3	-	-	-	12.2
<b>Special Funds Breakdown</b>							
General Fund	2.5	2.5	2.5	-	-	-	7.5
Transportation Trust Fund	51.9	17.5	14.8	10.8	9.5	9.0	113.6
<b>SPECIAL FUNDS TOTAL</b>	<b>54.4</b>	<b>20.0</b>	<b>17.3</b>	<b>10.8</b>	<b>9.5</b>	<b>9.0</b>	<b>121.1</b>



**PROJECT:** Transportation Alternatives Program

**DESCRIPTION:** Maryland's Transportation Alternatives Program (TAP) awards grant funding to projects that enhance mobility and accessibility, as well as the cultural, aesthetic, historic, and environmental aspects of Maryland's transportation network. TAP funds projects create bicycle and pedestrian facilities, restore historic transportation buildings, convert abandoned railway corridors to pedestrian trails and mitigate highway runoff.

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

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

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

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

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

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

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	194,828	114,548	18,380	9,620	11,390	15,360	13,650	14,430	15,830	80,280	0
<b>Total</b>	<b>194,828</b>	<b>114,548</b>	<b>18,380</b>	<b>9,620</b>	<b>11,390</b>	<b>15,360</b>	<b>13,650</b>	<b>14,430</b>	<b>15,830</b>	<b>80,280</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	194,828	114,548	18,380	9,620	11,390	15,360	13,650	14,430	15,830	80,280	0
Other	0	0	0	0	0	0	0	0	0	0	0

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

STIP REFERENCE #State6



**PROJECT:** Transportation Emission Reduction Program

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

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

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

**STATUS:** Ongoing

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 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	78,915	63,653	4,646	4,230	1,787	1,860	1,964	2,710	2,710	15,262	0
<b>Total</b>	<b>78,915</b>	<b>63,653</b>	<b>4,646</b>	<b>4,230</b>	<b>1,787</b>	<b>1,860</b>	<b>1,964</b>	<b>2,710</b>	<b>2,710</b>	<b>15,262</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	78,915	63,653	4,646	4,230	1,787	1,860	1,964	2,710	2,710	15,262	0
Other	0	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** The funding decrease of \$2.2M is due to fiscal constraints.

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



**PROJECT:** Kim Lamphier Bikeways Network Program

**DESCRIPTION:** Program funds are made available to local jurisdictions and other eligible entities for projects that improve bicycle network access and advance the goals outlined in the 2050 Maryland Bicycle and Pedestrian Master Plan.

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

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

**STATUS:** The Kim Lamphier Bikeways Network Program has helped local jurisdictions complete 153 bicycle transportation projects over 14 grant cycles. With 55 active projects, MDOT anticipates awarding additional projects for the FY 25 grant cycle.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** Project decrease of \$6.5M due to fiscal constraints.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				YEAR	YEAR	YEAR	FOR PLANNING PURPOSES ONLY		
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...	TOTAL	
Planning	321	120	120	201	0	0	0	0	0	201	0
Engineering	6,840	2,293	1,439	4,123	424	0	0	0	0	4,547	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	24,294	13,597	1,018	3,927	1,270	500	1,000	2,000	2,000	10,697	0
<b>Total</b>	<b>31,455</b>	<b>16,010</b>	<b>2,577</b>	<b>8,251</b>	<b>1,694</b>	<b>500</b>	<b>1,000</b>	<b>2,000</b>	<b>2,000</b>	<b>15,445</b>	<b>0</b>
Federal-Aid	1,295	1,295	0	0	0	0	0	0	0	0	0
Special	30,160	14,715	2,577	8,251	1,694	500	1,000	2,000	2,000	15,445	0
Other	0	0	0	0	0	0	0	0	0	0	0

Fund Program # 00434





**PROJECT:** Transit Oriented Development Planning & Implementation

**DESCRIPTION:** Program funds are used for transit-oriented development (TOD) planning and feasibility studies as well as related policy and transactional support. The State of Maryland has also contributed to other important TOD efforts in the State such as Reisterstown Plaza Metro, Bowie State, and Odenton Marc Station. MDOT is using \$1.2M for initial, key TOD initiatives. This includes the Penn Line TOD Strategy which will develop station area plans for strategic MARC stations on the Penn Line and the Baltimore Investment Study which will identify investment and incentive programs to encourage significant TOD in the Baltimore metro area.

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

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

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

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

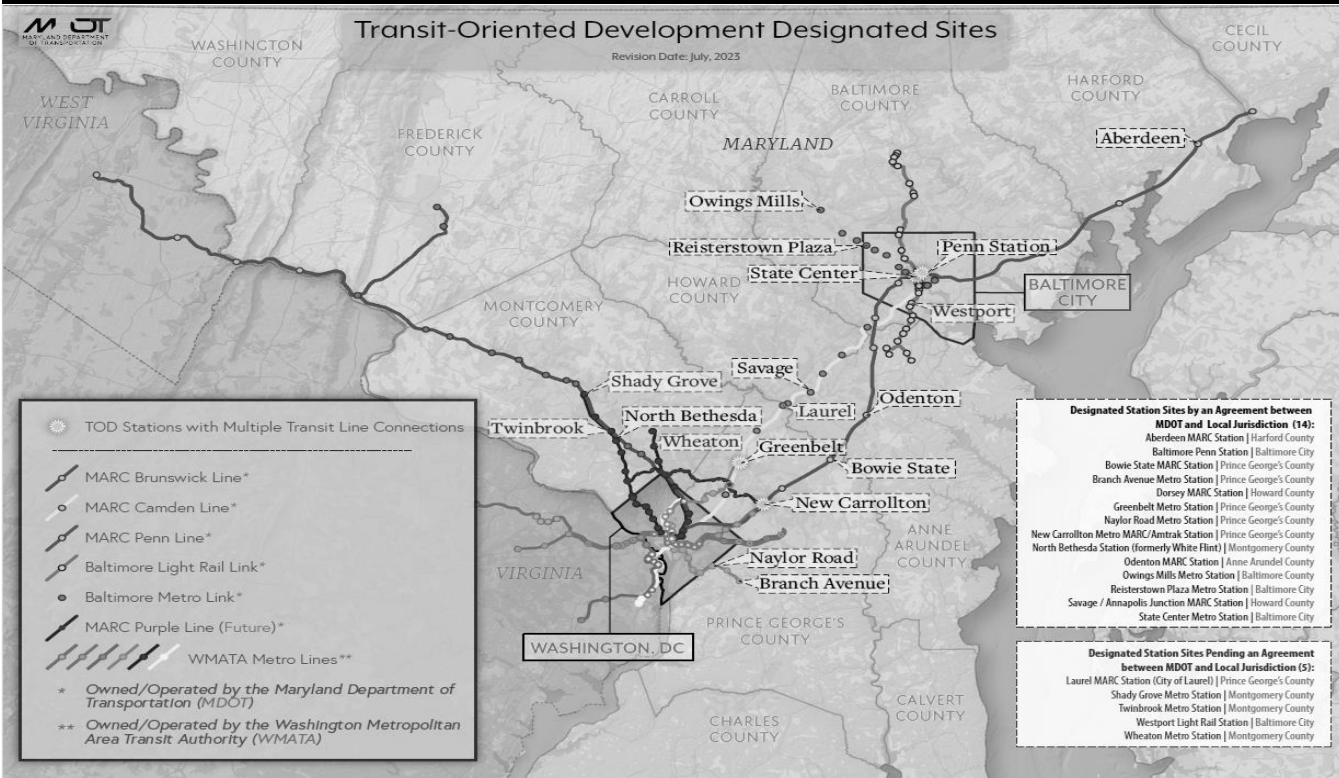
**EXPLANATION:** TOD will encourage dense development which will provide connected employment and enhanced tax revenue opportunities around transit hubs while also increasing transit ridership. This development will create better transportation choice by developing mixed-use communities around transit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

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

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				YEAR	YEAR	FOR PLANNING PURPOSES ONLY			
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	86	86	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	5,134	4,834	1,489	150	150	0	0	0	0	300	0
<b>Total</b>	<b>5,220</b>	<b>4,920</b>	<b>1,489</b>	<b>150</b>	<b>150</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>300</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	5,220	4,920	1,489	150	150	0	0	0	0	300	0
Other	0	0	0	0	0	0	0	0	0	0	0





**PROJECT:** Transit Oriented Development Grant Program

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

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

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

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

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

**STATUS:** New program with expected launch of first funding round this fall.

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

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None



**PROJECT:** MDOT Asset Management Program

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

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

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

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

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

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

**STATUS:** By the end of FY25, MDOT will publish its five year its new Strategic Asset Management Plan. This plan established the department's new goals for growing how MDOT leverages its critical asset classes.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER	PLANNING FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	...2027...	...2028...	...2029...	...2030...			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	5,332	3,790	1,176	1,541	0	0	0	0	0	1,541	0	
<b>Total</b>	<b>5,332</b>	<b>3,790</b>	<b>1,176</b>	<b>1,541</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,541</b>	<b>0</b>	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	
Special	5,332	3,790	1,176	1,541	0	0	0	0	0	1,541	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** Funding increase of \$1.3M is to support the upgrade of the enterprise asset management system.



**PROJECT:** MDOT RSTARS Refactoring Project

**DESCRIPTION:** The project is to modernize RSTARS for MDOT into a modern programming language and database, migrate the applications from the current legacy mainframe hardware hosted in the MDOT server environment, and implement modern enhancements to the user experience.

**PURPOSE & NEED SUMMARY STATEMENT:** RSTARS is the Department's financial accounting system which supports agency-based accounting, billing, purchasing, and asset management to the MDOT modal administrations. Modernizing RSTARS will enhance the user experience, improve system and process functionality, lessen the number of application on the mainframe and allow for future integration with systems.

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

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

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

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

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

<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	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO			
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY						TOTAL	COMPLETE	
	(\$000)	CLOSE YEAR	2024	2025	2026	...2027...	...2028...	...2029...	...2030...					
Planning	0	0	0	0	0	0	0	0	0	0	0			
Engineering	0	0	0	0	0	0	0	0	0	0	0			
Right-of-way	0	0	0	0	0	0	0	0	0	0	0			
Utility	0	0	0	0	0	0	0	0	0	0	0			
Construction	19,046	19,046	9,391	0	0	0	0	0	0	0	0			
<b>Total</b>	<b>19,046</b>	<b>19,046</b>	<b>9,391</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0			
Special	19,046	19,046	9,391	0	0	0	0	0	0	0	0			
Other	0	0	0	0	0	0	0	0	0	0	0			

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** Project is now live.



**PROJECT:** Baltimore-Washington Superconducting Maglev (SCMAGLEV) Project

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

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

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

**STATUS:** On August 25, 2021 FRA advised that the Maglev NEPA process was paused to review project elements and determine next steps. FRA will share the revised project schedule when it is determined.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				2024	2025	2026	...2027...		
Planning	35,072	35,072	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>35,072</b>	<b>35,072</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Federal-Aid	28,123	28,123	0	0	0	0	0	0	0	0	0
Special	0	0		0	0	0	0	0	0	0	0
Other	6,949	6,949	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:**  
None



**PROJECT:** ADA Street and Sidewalk Improvements in Baltimore City

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

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

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

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

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

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

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input checked="" type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER							
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY						
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	10,000	2,500	2,500	2,500	2,500	2,500	0	0	0	7,500	0	
<b>Total</b>	<b>10,000</b>	<b>2,500</b>	<b>2,500</b>	<b>2,500</b>	<b>2,500</b>	<b>2,500</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7,500</b>	<b>0</b>	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	
Special	10,000	2,500	2,500	2,500	2,500	2,500	0	0	0	7,500	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.

**MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

**THE SECRETARY'S OFFICE - LINE 10**

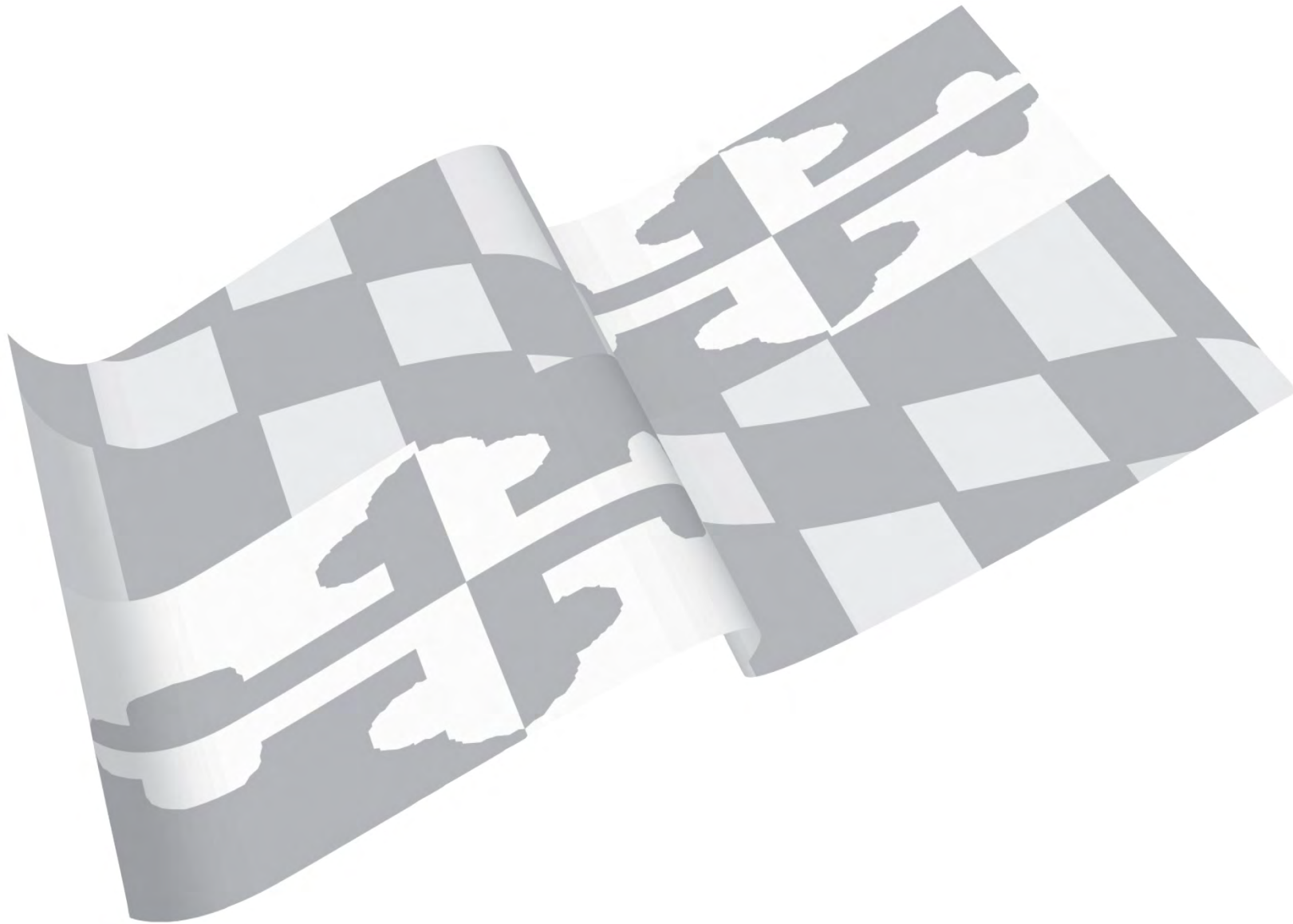
PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<b>Environmental Service Funds</b>			
TSO0237	USACE Feasibility Study	\$ 1,488	Completed
TSOGRT000280	Urban Tree Program	\$ 300	Ongoing
TSOPRJ000260	Support for Stream Gauge Monitoring by USGS	\$ 750	Ongoing
TSOPRJ000301	Office of Environment Consultant Services Contract	\$ 3,999	Underway
<b>Freight &amp; Intermodal Program</b>			
TSO0206	Port of Baltimore Incentive Pilot Program	\$ 6,573	Ongoing
TSO0219	Rosedale Grade Crossing Improvement Grant	\$ 1,400	Underway
TSOGRT000336	Centreville & Chestertown Lines Track Work	\$ 1,150	Completed
TSOGRT000396	MDOT Freight Rail Grant Program	\$ 5,000	Ongoing
TSOPRJ000397	Curtis Bay - Port of Baltimore - Diesel to Zero Emission Electric Locomotive Replacement	\$ 23,169	Ongoing
<b>MBE Disparity Studies</b>			
TSO0234	2021 MBE Disparity Study	\$ 3,000	Underway
<b>MDOT HQ Building Preservation</b>			
TSO008104	Painting and Replacement Carpeting in MDOT HQ Building	\$ 800	Underway
TSO008115	TSO Exterior LED lighting	\$ 501	Completed
TSOPRJ000244	Caulking, Sealing and Pressure Washing MDOT HQ Building	\$ 235	Underway
TSOPRJ000261	TSO Interior LED Lighting	\$ 343	Underway
TSOPRJ000290	TSO HQ Building - New Roof	\$ 600	Underway
<b>MDOT IT Enhancement Program</b>			
TSO121307	MBE Software Project	\$ 635	Completed
TSO121319	RFID Initiative	\$ 2,715	Underway
TSO121335	CCM - Multiple Modes	\$ 1,446	Completed
TSOPRJ000339	HRIS System Upgrade	\$ 3,180	Underway
TSOPRJ000340	Payroll System Refactoring	\$ 2,256	Underway
TSOPRJ000341	Enterprise Data Platform – Design & Implementation	\$ 1,200	Ongoing

**MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

**THE SECRETARY'S OFFICE - LINE 10**

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<b><u>MDOT IT Enhancement Program</u></b>			
TSOPRJ000342	CAT Lab Tool Enhancement	\$ 800	Ongoing
<b><u>Planning Services &amp; Studies</u></b>			
TSOPRJ000282	OPCP - 23 Transportation Planning Services Contract	\$ 31,600	Ongoing
<b><u>Secretary Grants</u></b>			
TSO0066	Transportation Related Air Pollution Projects (TRAPP)	\$ 30,359	Ongoing
TSO0148	UMD - NCSG Agreement	\$ 3,247	Ongoing
TSO0228	Keep Maryland Beautiful Grant	\$ 650	Ongoing
TSOGRT000343	White Flint Metro Station Access Improvement Grant	\$ 360	Completed





**MDOT** MARYLAND DEPARTMENT OF TRANSPORTATION  

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MOTOR VEHICLE ADMINISTRATION



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

	<u>FY 2025</u>	<u>FY 2026</u>	<u>FY 2027</u>	<u>FY 2028</u>	<u>FY 2029</u>	<u>FY 2030</u>	<u>SIX - YEAR TOTAL</u>
<b><u>Major Construction Program</u></b>	<b>7.4</b>	-	-	-	-	-	<b>7.4</b>
System Preservation	6.2	-	-	-	-	-	6.2
Expansion/Efficiency	1.3	-	-	-	-	-	1.3
<b><u>Major Development &amp; Evaluation Program</u></b>	-	-	-	-	-	-	-
<b><u>Minor Program</u></b>	<b>21.1</b>	<b>27.4</b>	<b>6.3</b>	<b>8.1</b>	<b>6.9</b>	<b>13.0</b>	<b>82.8</b>
System Preservation	16.0	20.9	4.4	6.8	5.2	10.0	63.2
Expansion/Efficiency	2.1	3.8	0.9	0.9	0.8	1.8	10.4
Safety & Security	2.4	2.3	0.5	0.3	0.7	0.5	6.7
Environment	0.6	0.4	0.5	0.2	0.2	0.7	2.5
<b><u>Capital Salaries, Wages &amp; Other Costs</u></b>	<b>0.9</b>	<b>0.9</b>	<b>0.9</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>5.7</b>
<b>TOTAL</b>	<b>29.4</b>	<b>28.3</b>	<b>7.2</b>	<b>9.1</b>	<b>7.9</b>	<b>14.0</b>	<b>95.9</b>
Special Funds	29.4	28.3	7.2	9.1	7.9	14.0	95.9
Federal Funds	-	-	-	-	-	-	-
Other Funds	-	-	-	-	-	-	-
<b><u>Special Funds Breakdown</u></b>							
Transportation Trust Fund	29.4	28.3	7.2	9.1	7.9	14.0	95.9
<b>SPECIAL FUNDS TOTAL</b>	<b>29.4</b>	<b>28.3</b>	<b>7.2</b>	<b>9.1</b>	<b>7.9</b>	<b>14.0</b>	<b>95.9</b>



**PROJECT:** Customer Connect

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

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

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

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

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

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

**STATUS:** Project is in the operating and maintenance phase.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER							
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY						TOTAL
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...			
Planning	15,228	15,228	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	82,959	81,709	7,014	1,250	0	0	0	0	0	1,250	0	
<b>Total</b>	<b>98,187</b>	<b>96,937</b>	<b>7,014</b>	<b>1,250</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,250</b>	<b>0</b>	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	
Special	98,187	96,937	7,014	1,250	0	0	0	0	0	1,250	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.



**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:**

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

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

**EXPLANATION:** 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.

**STATUS:** Phase I Site Improvements are completed. Design and construction for Phase II Branch Office/Ground Floor 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	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU YEAR				FOR PLANNING PURPOSES ONLY						
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...			
Planning	157	157	0	0	0	0	0	0	0	0	0	
Engineering	2,482	2,482	729	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	16,400	10,225	5,224	6,175	0	0	0	0	0	6,175	0	
<b>Total</b>	<b>19,039</b>	<b>12,864</b>	<b>5,953</b>	<b>6,175</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6,175</b>	<b>0</b>	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	
Special	19,039	12,864	5,953	6,175	0	0	0	0	0	6,175	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.

**MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

**MOTOR VEHICLE ADMINISTRATION - LINE 3**

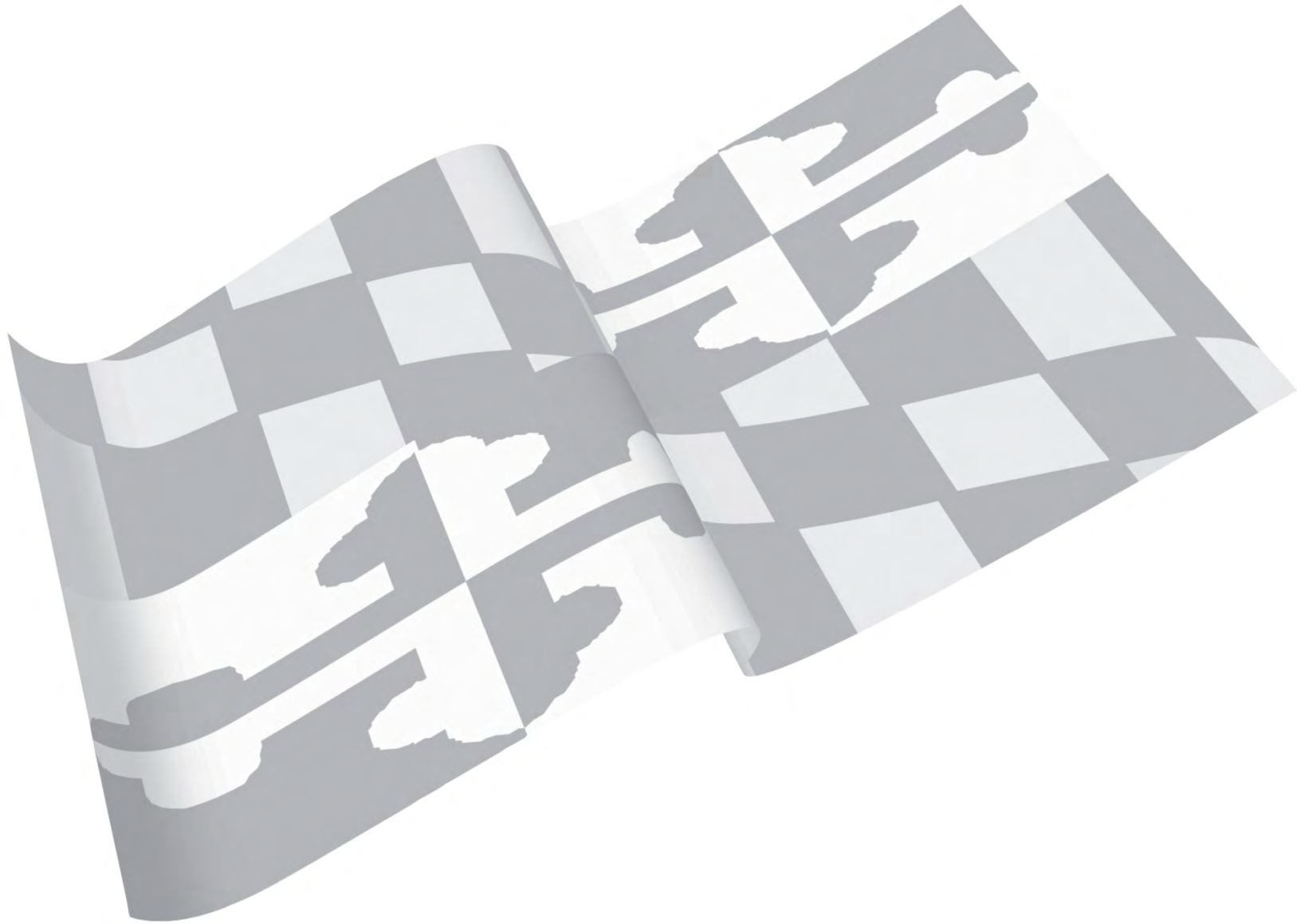
PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<b>Facility</b>			
MVA0598	Building and Interior Modification	\$ 4,400	Underway
MVAPRJ000189	OIR Facade	\$ 1,005	Completed
MVAPRJ000193	OIR Computer Room Upgrades	\$ 1,249	Underway
MVAPRJ000195	Waldorf Roof	\$ 695	Completed
MVAPRJ000204	Largo Remodel	\$ 4,251	Design Underway
MVAPRJ000209	Pavement Rehabilitation	\$ 1,070	Underway
MVAPRJ000211	Power Distribution Systems	\$ 0	Deferred
MVAPRJ000212	Fire Detection & Suppression Systems	\$ 960	Underway
MVAPRJ000214	Glen Burnie Print Shop Relocation	\$ 352	Completed
MVAPRJ000216	Glen Burnie Boiler Replacement	\$ 2,221	Design Completed
MVAPRJ000218	Glen Burnie Chiller Replacement	\$ 1,025	Design Completed
MVAPRJ000220	Data Center Fire Protection Replacement	\$ 3,500	Design Completed
MVAPRJ000221	Generator Replacement	\$ 4,386	Design Underway
MVAPRJ000222	ATS and Switchboards	\$ 4,396	Planning Underway
MVAPRJ000223	Computer Room HVAC	\$ 2,676	Planning Underway
<b>IT Hardware/Equipment</b>			
MVA0645	Computer Equipment System Preservation	\$ 54,516	Deferred
MVA0649	Network Switch System Preservation	\$ 3,000	FY 2025
<b>IT Software/System Enhancements</b>			
MVA0545	Telecommunication System Preservation & Improvement	\$ 15,167	Underway
MVA0597	System Preservation	\$ 34,538	Underway
MVAPRJ000208	IT Innovation and Security	\$ 4,509	Underway
MVAPRJ000210	OIR System Software Enhancement	\$ 14,549	FY 2025
<b>Major Projects</b>			
MVAPRJ000184	MDOT MVA Digital Mail	\$ 1,016	Underway
MVAPRJ000185	Law Test Project	\$ 1,039	Underway

**MINOR PROJECTS PROGRAM**  
*(Dollars in Thousands)*

**MOTOR VEHICLE ADMINISTRATION - LINE 3**

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<b>MHSO</b>			
MVA0777	Maryland Highway Safety Office Bicycle Programs	\$ 782	Ongoing
<b>VEIP</b>			
MVA0686	VEIP Preservation	\$ 8,611	Underway
MVAPRJ000183	VEIP RFP Transition	\$ 4,000	FY 2025





**MDOT** MARYLAND DEPARTMENT OF TRANSPORTATION  

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MARYLAND AVIATION ADMINISTRATION

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

	<b>FY 2025</b>	<b>FY 2026</b>	<b>FY 2027</b>	<b>FY 2028</b>	<b>FY 2029</b>	<b>FY 2030</b>	<b>SIX - YEAR TOTAL</b>
<b>Major Construction Program</b>	<b>293.8</b>	<b>261.4</b>	<b>75.4</b>	<b>29.4</b>	<b>33.2</b>	<b>17.4</b>	<b>710.6</b>
System Preservation	94.1	66.9	34.2	12.2	15.1	4.3	226.8
Expansion/Efficiency	178.7	173.1	37.1	13.7	9.8	3.0	415.4
Safety & Security	16.7	17.3	0.6	0.0	4.9	6.5	46.0
Local Funding	3.5	3.5	3.5	3.5	3.5	3.5	21.0
Environment	0.0	0.0	-	-	-	-	0.0
Administration	0.9	0.6	-	-	-	-	1.5
<b>Major Development &amp; Evaluation Program</b>	<b>18.4</b>	<b>61.8</b>	<b>42.2</b>	<b>14.2</b>	<b>-</b>	<b>0.0</b>	<b>136.5</b>
System Preservation	7.6	47.8	30.3	4.0	-	-	89.6
Expansion/Efficiency	1.6	-	-	-	-	-	1.6
Safety & Security	6.7	11.5	11.9	10.2	-	0.0	40.3
Administration	2.5	2.5	-	-	-	-	5.0
<b>Minor Program</b>	<b>40.5</b>	<b>29.5</b>	<b>20.1</b>	<b>19.3</b>	<b>11.0</b>	<b>37.8</b>	<b>158.2</b>
System Preservation	19.1	13.7	15.6	10.6	6.3	30.5	95.8
Expansion/Efficiency	6.7	7.4	0.1	0.1	0.1	-	14.4
Safety & Security	8.0	3.9	-	-	-	0.3	12.2
Environment	4.4	3.4	2.5	6.1	1.9	3.5	21.9
Administration	2.3	1.0	1.9	2.6	2.8	3.4	14.0
<b>Capital Salaries, Wages &amp; Other Costs</b>	<b>6.3</b>	<b>6.4</b>	<b>6.6</b>	<b>6.6</b>	<b>6.6</b>	<b>7.1</b>	<b>39.5</b>
<b>TOTAL</b>	<b>358.9</b>	<b>359.2</b>	<b>144.2</b>	<b>69.4</b>	<b>50.8</b>	<b>62.3</b>	<b>1,044.9</b>
Special Funds	83.7	74.1	55.1	30.3	28.9	54.1	326.2
Federal Funds	100.6	84.7	58.3	32.2	21.9	8.2	305.9
Other Funds	174.6	200.5	30.8	6.9	0.0	-	412.8
<b>Special Funds Breakdown</b>							
Transportation Trust Fund	81.2	73.8	55.1	30.3	28.9	54.1	323.4
Reimbursement Funds	2.5	0.2	-	-	-	-	2.8
<b>SPECIAL FUNDS TOTAL</b>	<b>83.7</b>	<b>74.1</b>	<b>55.1</b>	<b>30.3</b>	<b>28.9</b>	<b>54.1</b>	<b>326.2</b>





**PROJECT:** Regional Aviation Assistance Program

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

**PURPOSE & NEED SUMMARY STATEMENT:** This program supports the goals of the Maryland Department of Transportation to meet air service needs of Maryland and to promote safety and security, environmental stewardship, and economic development. There are over 130 licensed and registered airports in the State, of which 34 are public use facilities with three offering air carrier service.

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

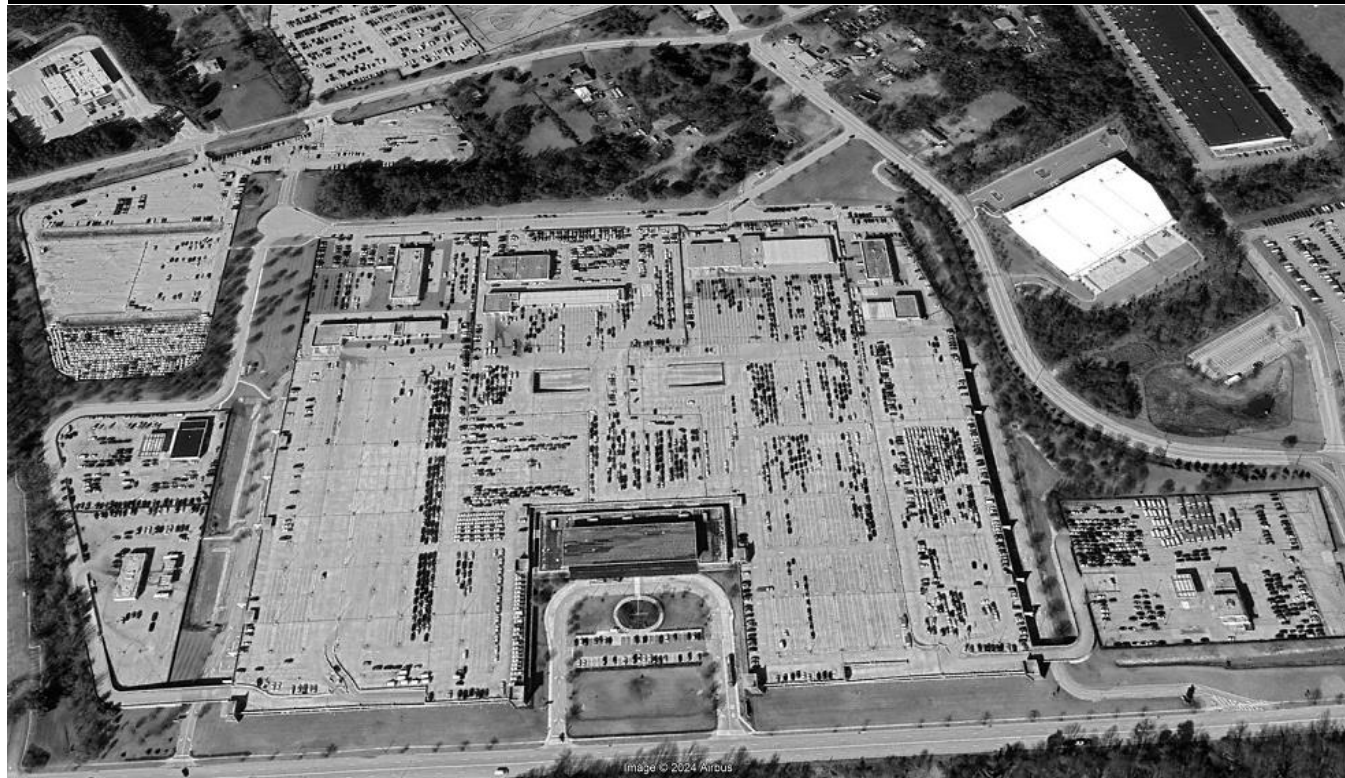
**STATUS:** The program has seventeen (17) active projects at the start of FY25 and expects to award 13 new projects at various airports across the State in FY25.

<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	CURRENT YEAR	BUDGET YEAR	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	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	95,970	74,970	6,368	3,500	3,500	3,500	3,500	3,500	3,500	21,000	0
<b>Total</b>	<b>96,199</b>	<b>75,199</b>	<b>6,368</b>	<b>3,500</b>	<b>3,500</b>	<b>3,500</b>	<b>3,500</b>	<b>3,500</b>	<b>3,500</b>	<b>21,000</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	96,199	75,199	6,368	3,500	3,500	3,500	3,500	3,500	3,500	21,000	0
Other	0	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:**  
 \$15 million added to Program including allocation for FY 2030.

**USAGE:** N/A

**OPERATING COST IMPACT:** N/A



**PROJECT:** Consolidated Rental Car Facility Improvements at BWI Marshall Airport

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

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

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

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

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

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

**STATUS:** Design started in July 2024.

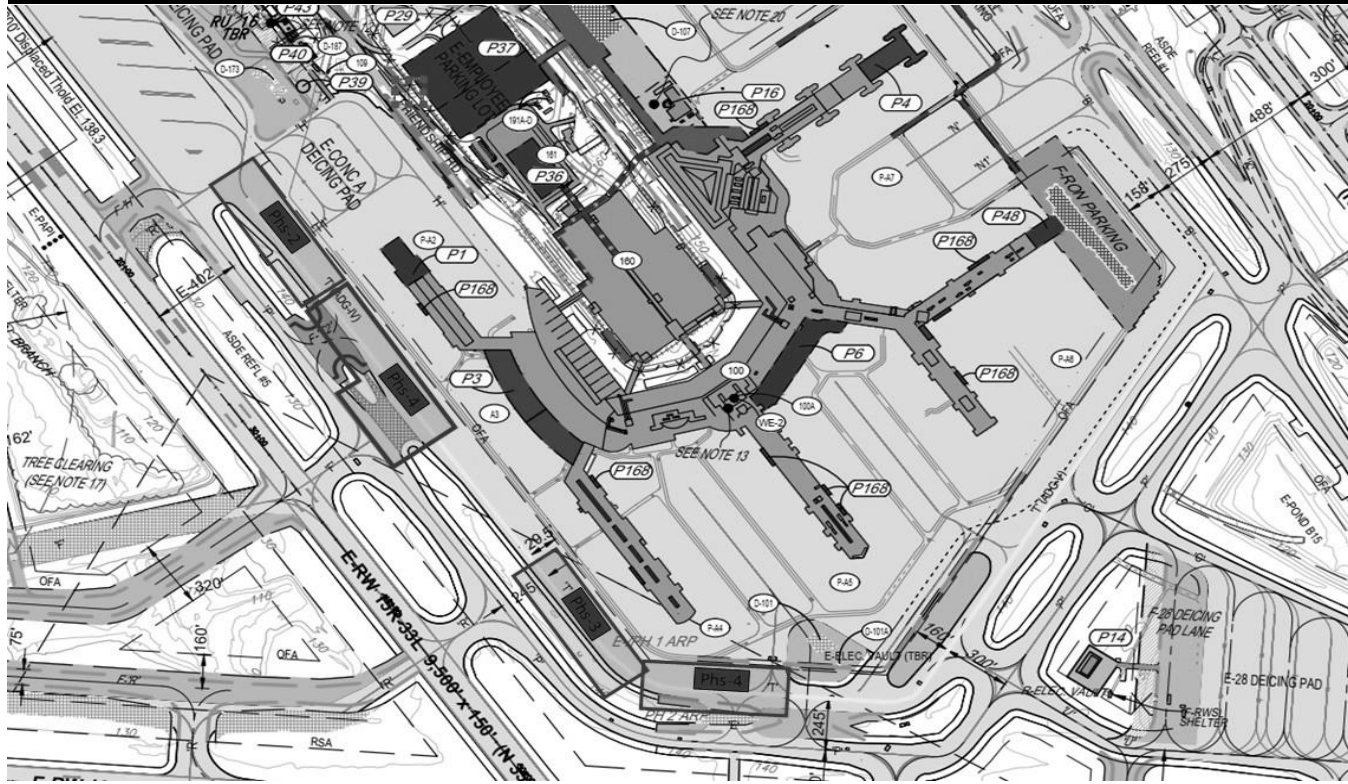
<u>POTENTIAL FUNDING SOURCE:</u>		<input type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	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	1,277	177	177	1,100	0	0	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	33,119	0	0	6,284	10,341	9,573	6,921	0	0	33,119	0
<b>Total</b>	<b>34,396</b>	<b>177</b>	<b>177</b>	<b>7,384</b>	<b>10,341</b>	<b>9,573</b>	<b>6,921</b>	<b>0</b>	<b>0</b>	<b>34,219</b>	<b>0</b>
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	34,396	177	177	7,384	10,341	9,573	6,921	0	0	34,219	0

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

**USAGE:** Accommodate projected annual rental car operations.

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

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



**PROJECT:** Taxiway T Reconstruction at BWI Marshall Airport

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

**PURPOSE & NEED SUMMARY STATEMENT:** The project will enhance airfield safety and operations through reconstruction of pavement to meet FAA standards. The areas identified for upgrades were determined through independent pavement analysis as required by the FAA. Pavement sections within the limits of the project have PCI ranges from failed to fair according to the 2019 Pavement Management Plan (PMP) Update. In addition, the replacement of taxiway lighting and signage will enhance safety.

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

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

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

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

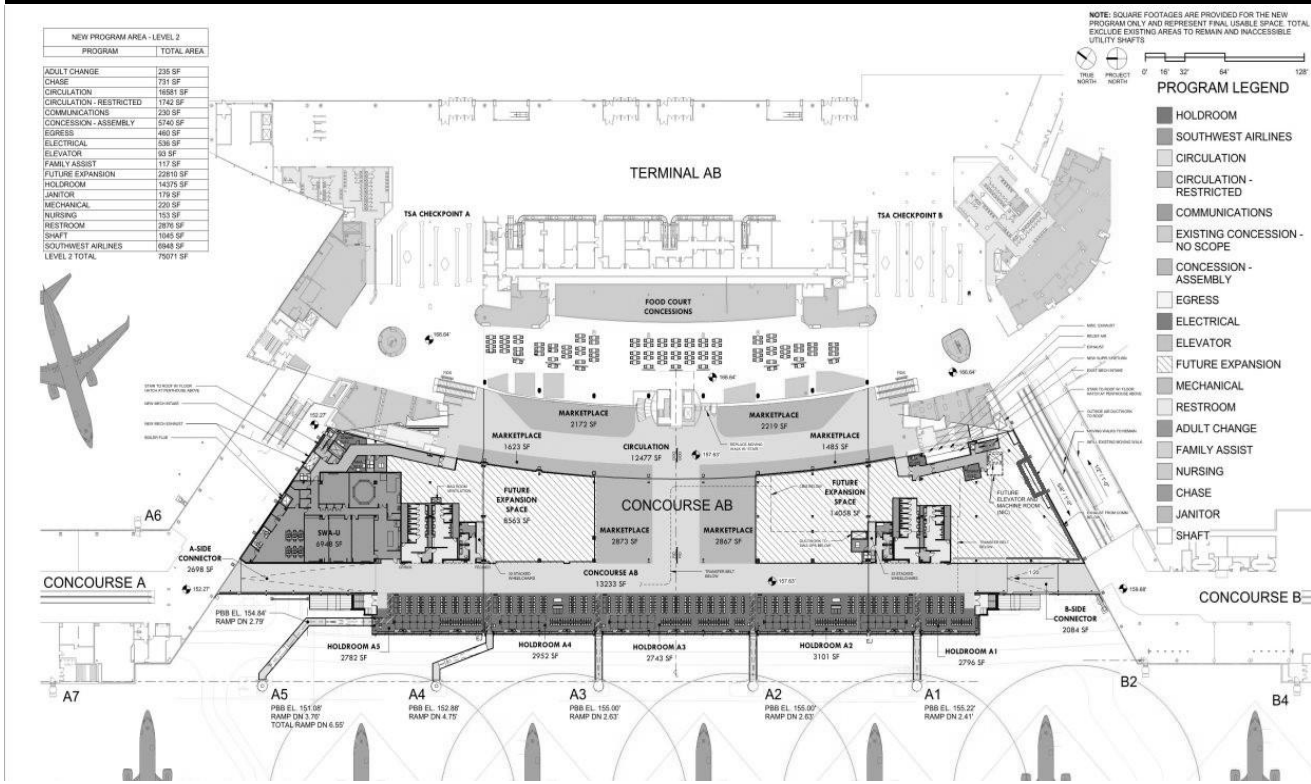
**STATUS:** Design completed. Construction began in May 2024; expected completion in December 2025.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER						SIX	BALANCE
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				YEAR TOTAL	TO COMPLETE	
						...2027...	...2028...	...2029...	...2030...			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	4,055	3,228	1,908	248	413	165	0	0	0	827	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utilities	0	0	0	0	0	0	0	0	0	0	0	
Construction	36,337	10,724	0	10,684	14,517	412	0	0	0	25,613	0	
<b>Total</b>	<b>40,392</b>	<b>13,952</b>	<b>1,908</b>	<b>10,932</b>	<b>14,931</b>	<b>577</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26,440</b>	<b>0</b>	
Federal-Aid	30,806	11,117	1,311	8,157	11,127	405	0	0	0	19,689	0	
Special	9,587	2,835	597	2,775	3,803	173	0	0	0	6,751	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:**  
Cost reduced by \$5.7 million due to favorable bids.

**USAGE:** Accommodate projected annual flight operations.

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



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

**DESCRIPTION:** This project will comprise a two-level building addition between Concourses A and B to provide space for a new fully in-line baggage handling system, operational spaces, a connector between the concourses, upgrades to the Central Utility Plant and lower level roadway improvements. The project will also provide expanded holdrooms, new Passenger Boarding Bridges, new restrooms, and concessions space.

**PURPOSE & NEED SUMMARY STATEMENT:** The ability to maintain 100 percent electronic baggage screening, while achieving the necessary capacity to meet projected airline departure flight schedules that are using aircraft with larger seating capacity is dependent upon attaining the maximum utilization of bag screening technology. In addition, the project will expand holdrooms to ensure required capacity relative to aircraft seats, improve passenger amenities, and provide a same level connection between the two concourses. Central Utility Plant upgrades are necessary to keep up with airport expansion in order to provide cooling of the terminal complex.

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

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

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

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

**STATUS:** Construction is underway and project completion expected in July 2026.

PHASE	POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER		SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2027...	...2028...	...2029...	...2030...			
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	94,710	64,460	9,829	18,010	12,240	0	0	0	0	30,250	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0	0
Construction	396,122	149,365	95,500	120,637	125,024	1,096	0	0	0	246,757	0	0
<b>Total</b>	<b>490,832</b>	<b>213,825</b>	<b>105,329</b>	<b>138,647</b>	<b>137,264</b>	<b>1,096</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>277,007</b>	<b>0</b>	<b>0</b>
Federal-Aid	38,469	20,386	20,000	18,084	0	0	0	0	0	18,084	0	0
Special	27,378	27,268	169	110	0	0	0	0	0	110	0	0
Other	424,985	166,172	85,160	120,453	137,264	1,096	0	0	0	258,813	0	0

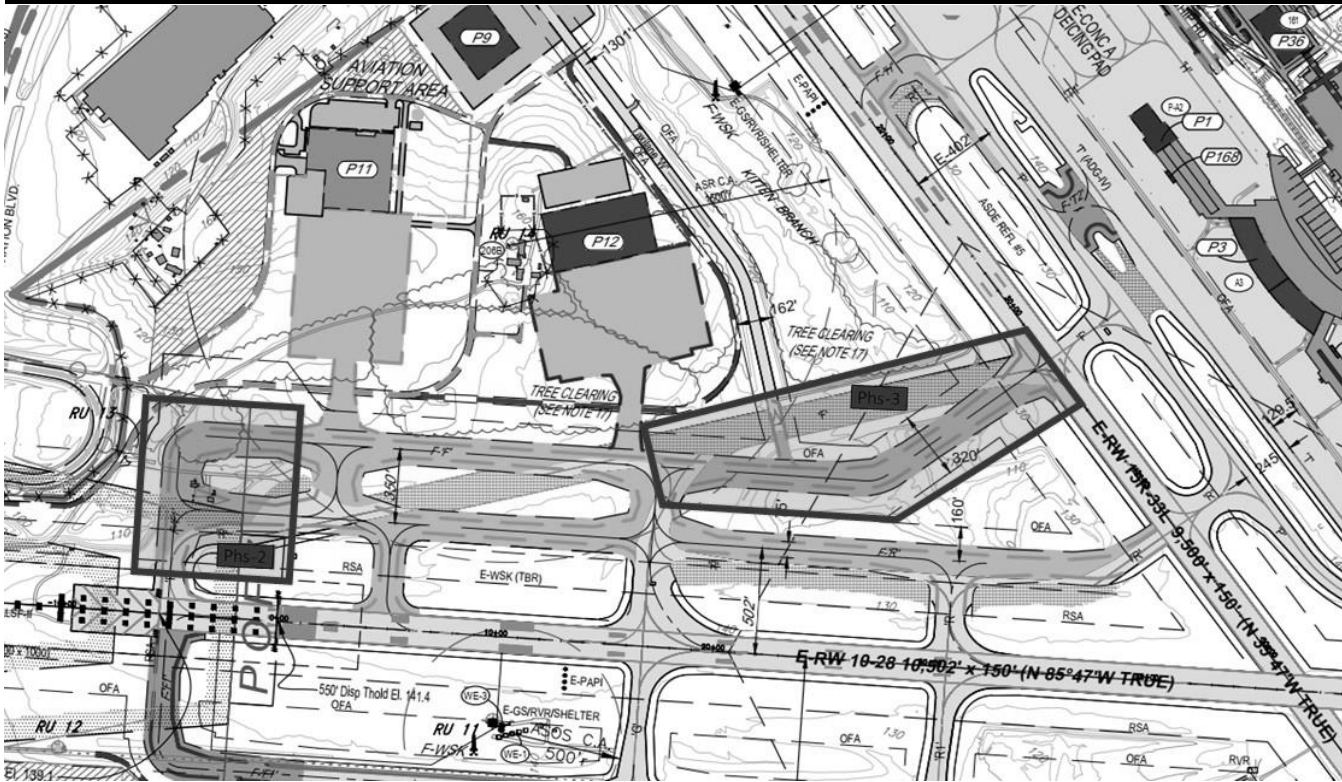
**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** Cost increased by \$28.7 million due to the addition of Automated Exit Lanes, new terrazzo flooring and associated design costs.

**USAGE:** Accommodate projected annual passenger growth.

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

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





**PROJECT:** Taxiway F Relocation at BWI Marshall Airport

**DESCRIPTION:** This project will relocate Taxiway F as per the approved Airport Layout Plan and provide a new taxiway constructed in concrete and meeting current FAA Standards. The project is intended to address the existing pavement condition and meet FAA Design Standards for Taxiway Geometry. Specifically, the project will address separation from Runway 10-28. Additionally, the project will provide LED lighting, signage and drainage improvements. The project will be completed in two (2) phases:

Phase 1-New alignment will provide access to a concurrent maintenance hangar development project and relocate a portion of Taxiway F to provide the required runway to taxiway separation.  
 Phase 2-Relocate and extend Taxiway F west of Phase 1 to its connection with Taxiway R and the Runway 10 End to provide the required runway to taxiway separation.

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

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

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

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

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

**STATUS:** Phase 1 completed. Phase 2 under construction; project completion expected in January 2026.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER						SIX	BALANCE
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				YEAR TOTAL	TO COMPLETE	
						...2027...	...2028...	...2029...	...2030...			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	3,684	3,444	623	139	101	0	0	0	0	240	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utilities	0	0	0	0	0	0	0	0	0	0	0	
Construction	46,170	19,484	4,589	8,895	17,791	0	0	0	0	26,686	0	
<b>Total</b>	<b>49,854</b>	<b>22,928</b>	<b>5,212</b>	<b>9,035</b>	<b>17,892</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26,927</b>	<b>0</b>	
Federal-Aid	33,847	18,321	3,548	5,197	10,329	0	0	0	0	15,526	0	
Special	16,008	4,607	1,664	3,838	7,563	0	0	0	0	11,401	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.

**USAGE:** Improve standards.

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



**PROJECT:** Aircraft Maintenance Facility Infrastructure at BWI Marshall Airport

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

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

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

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

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

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

**STATUS:** Construction started December 2021. Construction of hangar and apron is underway. Project completion expected in June 2025.

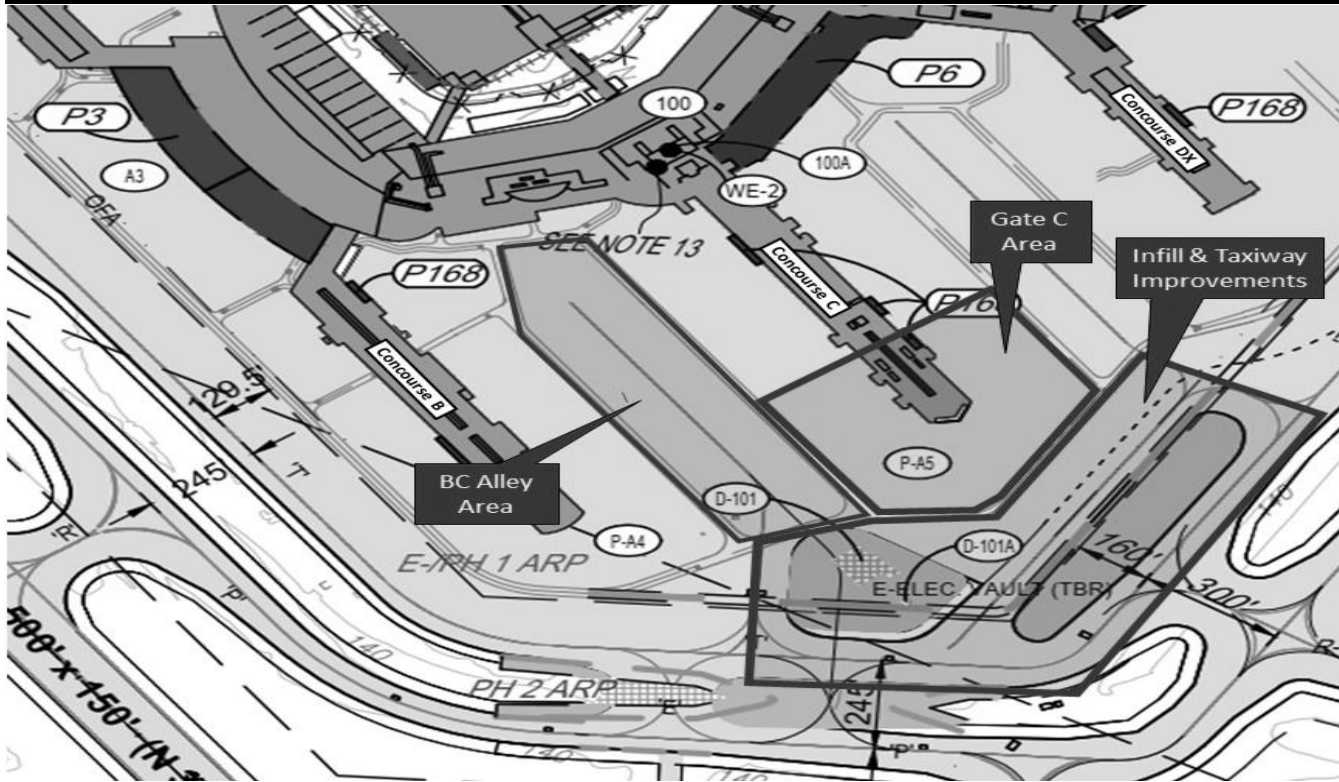
POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER						SIX	BALANCE
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				TOTAL	TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				2024	2025	2026	...2027...			...2028...
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,085	5,085	65	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0	0
Construction	46,186	39,186	8,425	7,000	0	0	0	0	0	7,000	0	0
<b>Total</b>	<b>51,271</b>	<b>44,271</b>	<b>8,489</b>	<b>7,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7,000</b>	<b>0</b>	<b>0</b>
Federal-Aid	3,211	2,511	2,088	700	0	0	0	0	0	700	0	0
Special	48,059	41,759	6,401	6,300	0	0	0	0	0	6,300	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.

**USAGE:** Accommodate projected airline maintenance needs.

**OPERATING COST IMPACT:** Cost responsibility of Southwest Airlines.

9720, 9721, 9722 Federal funding was CARES stimulus.



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

**DESCRIPTION:** This program funds a series of projects to complete the overall development objective of BC Apron Reconstruction, Infill & Taxiway Improvements that is aligned with the FAA Airport Capital Improvement Plan (ACIP). The first phase of the program is the relocation of the Airfield Lighting Vault (ALV). Demolition of the existing vault and infill of those areas with apron pavement is included in the project. The remaining phases (BC Alley Reconstruction and Concourse C Apron Reconstruction) will follow after completion of the Concourse A/B Connector and BHS Program. This will provide enough gate capacity airport-wide to mitigate the operational impacts to airlines located in the BC alley.

**PURPOSE & NEED SUMMARY STATEMENT:** The project will enhance airfield safety and operations through reconstruction of pavement to meet Federal Aviation Administration (FAA) standards. In addition, the proposed alignment will address deficiencies in the current alignment that do not meet current FAA Design Standards. Finally, the improvements will increase capacity at BWI Marshall by removing the operation constrictions at the entrance to BC Alley.

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

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

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

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

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

PHASE	POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	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	15	15	0	0	0	0	0	0	0	0	0
Engineering	7,921	2,662	594	754	2,050	1,228	482	610	134	5,259	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	69,006	16,044	12,924	10,046	0	4,380	15,153	19,180	4,204	52,962	0
<b>Total</b>	<b>76,942</b>	<b>18,721</b>	<b>13,518</b>	<b>10,800</b>	<b>2,050</b>	<b>5,608</b>	<b>15,635</b>	<b>19,791</b>	<b>4,337</b>	<b>58,221</b>	<b>0</b>
Federal-Aid	56,194	12,453	9,831	8,175	1,537	4,206	11,726	14,843	3,253	43,741	0
Special	20,748	6,268	3,686	2,625	512	1,402	3,909	4,948	1,084	14,480	0
Other	0	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:**  
Cost decreased by \$7 million due to removing the relocation of glycol dumps from the project.

**USAGE:** Improve standards.

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



**PROJECT:** Fuel Storage Tank Additions at BWI Marshall Airport

**DESCRIPTION:** This project expands the North Area Fuel Farm by adding two 16,800 BBL above ground storage tanks with new supply lines, filtration, and pumps to transport Jet-A fuel to designated locations. A new upsized water line will be installed to facilitate a completed fire protection loop around the fuel farm, expand the capacity, and modernize the existing infrastructure.

**PURPOSE & NEED SUMMARY STATEMENT:** BWI Marshall Airport continues to grow in flight operations, which requires an increased fuel farm capacity.

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

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

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

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

**STATUS:** Construction underway. Project completion anticipated Winter 2024.

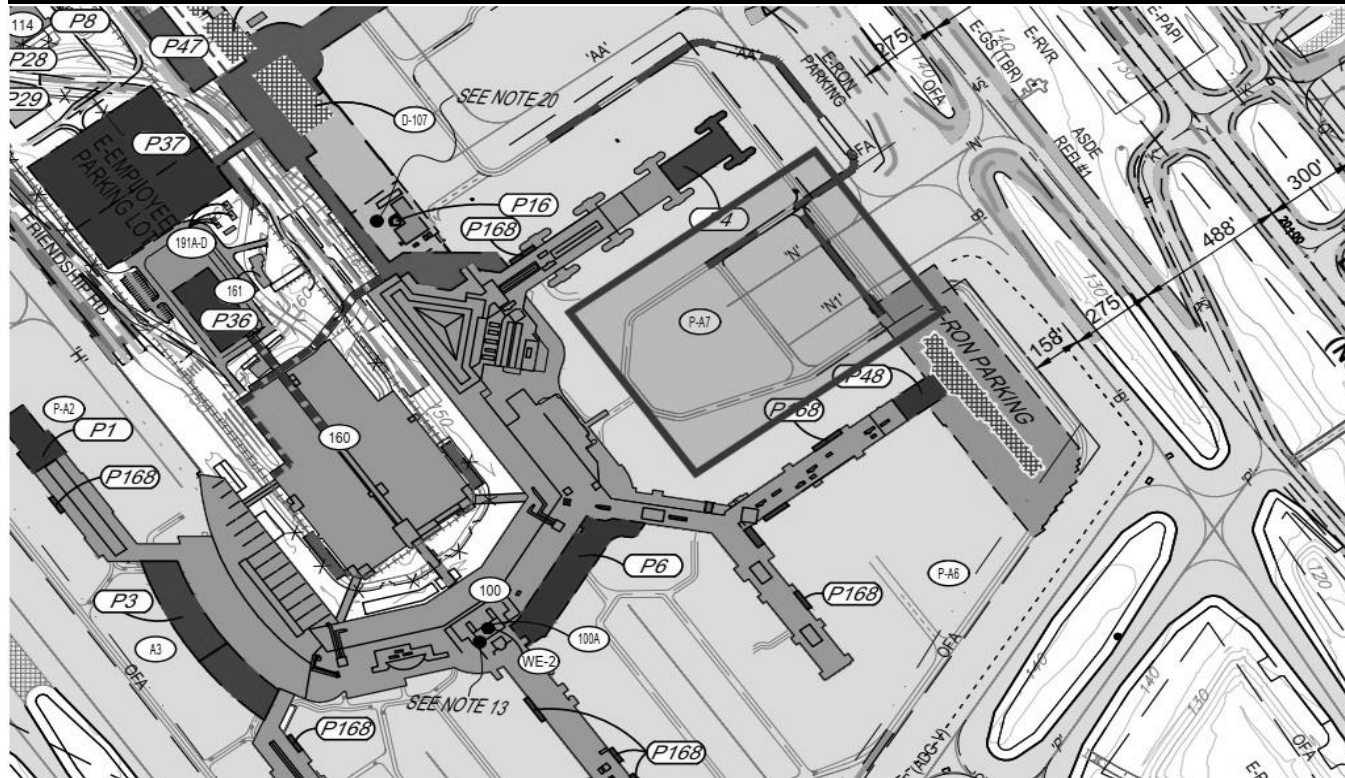
POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				2024	2025	2026	...2027...		
Planning	14	14	0	0	0	0	0	0	0	0	0
Engineering	1,437	1,201	302	236	0	0	0	0	0	236	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	24,623	9,395	9,357	7,895	7,333	0	0	0	0	15,228	0
<b>Total</b>	<b>26,074</b>	<b>10,610</b>	<b>9,659</b>	<b>8,131</b>	<b>7,333</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15,464</b>	<b>0</b>
Federal-Aid	58	58	0	0	0	0	0	0	0	0	0
Special	26,016	10,552	9,659	8,131	7,333	0	0	0	0	15,464	0
Other	0	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.

**USAGE:** Accommodate projected annual flight operations.

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





**PROJECT:** Taxiways N and N1 Reconstruction at BWI Marshall Airport

**DESCRIPTION:** Taxiways N & N1 provide access from aircraft gates located on the Concourse D and E alley to the airfield. Some of the largest design aircraft that utilize the airport transit the area and the existing asphalt pavement is in need of repairs. The 2019 Pavement Management Plan (PMP) identifies this area as “very poor” with an aggregate Pavement Condition Index (PCI) of 26 – 40 (out of 100). The project consists of complete reconstruction of the existing pavement with Portland Cement Concrete (PCC), utilities, associated pavement markings, signage and lighting improvements.

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

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

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

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

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

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER						SIX	BALANCE
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				YEAR TOTAL	TO COMPLETE	
						...2027...	...2028...	...2029...	...2030...			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	2,556	1,900	1,423	656	0	0	0	0	0	656	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utilities	0	0	0	0	0	0	0	0	0	0	0	
Construction	21,610	9,724	6,671	11,885	0	0	0	0	0	11,885	0	
<b>Total</b>	<b>24,165</b>	<b>11,624</b>	<b>8,094</b>	<b>12,541</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12,541</b>	<b>0</b>	
Federal-Aid	15,584	7,084	4,818	8,500	0	0	0	0	0	8,500	0	
Special	8,581	4,540	3,276	4,041	0	0	0	0	0	4,041	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.

**USAGE:** Improve standards.

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



**PROJECT:** Air Operations Area Fence Upgrade at BWI Marshall Airport

**DESCRIPTION:** This project includes enhanced security by removing and replacing 8' perimeter security fencing with 10' perimeter security fence. It also includes gate hardening by installing manual crash beam barriers at certain gates and automatic wedge plate barriers at others with integrated access control and bollards.

**PURPOSE & NEED SUMMARY STATEMENT:** The purpose of this project is to provide visual deterrents, additional security and enhanced protective measures for BWI Marshall Airport.

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

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

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

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

**STATUS:** Construction expected to start in August 2024.

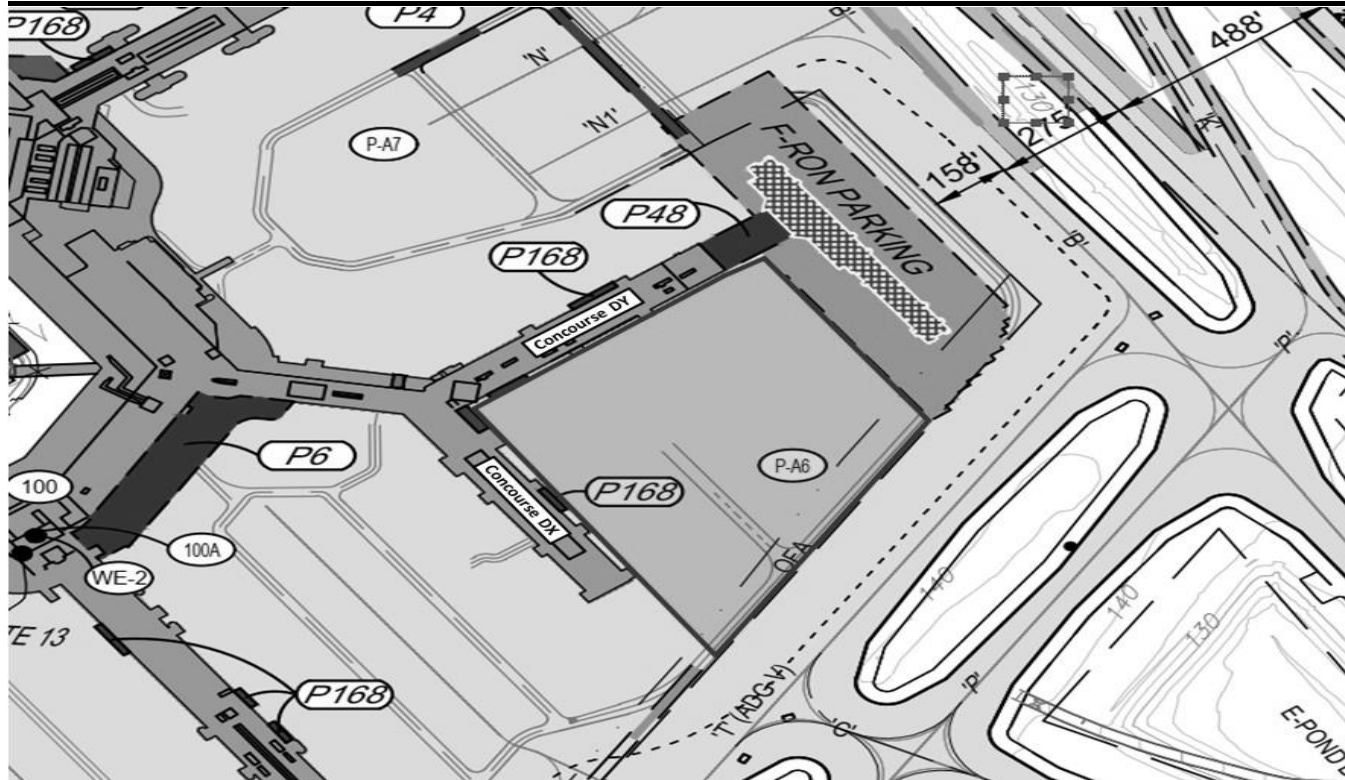
POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER						SIX	BALANCE
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				YEAR TOTAL	TO COMPLETE	
						...2027...	...2028...	...2029...	...2030...			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	909	880	197	29	0	0	0	0	0	29	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utilities	0	0	0	0	0	0	0	0	0	0	0	
Construction	8,685	583	583	5,703	2,400	0	0	0	0	8,103	0	
<b>Total</b>	<b>9,595</b>	<b>1,463</b>	<b>780</b>	<b>5,731</b>	<b>2,400</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8,131</b>	<b>0</b>	
Federal-Aid	64	64	0	0	0	0	0	0	0	0	0	
Special	9,530	1,399	780	5,731	2,400	0	0	0	0	8,131	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

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

**USAGE:** Safety and security.

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

2352; Federal funding was CARES stimulus.



**PROJECT:** DX/DY Apron Pavement Rehab at BWI Marshall Airport

**DESCRIPTION:** This project will provide a comprehensive pavement rehabilitation to the DX-DY Apron. The Pavement Condition Index for these pavements ranges from 45-59 (out of 100) which ranks in the poor to low-end of fair range. The pavement distresses include medium and high severity weathering, alligator cracking and block cracking. The Project will include all grading, pavement, lighting, signage and all related infrastructure.

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

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

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

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

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

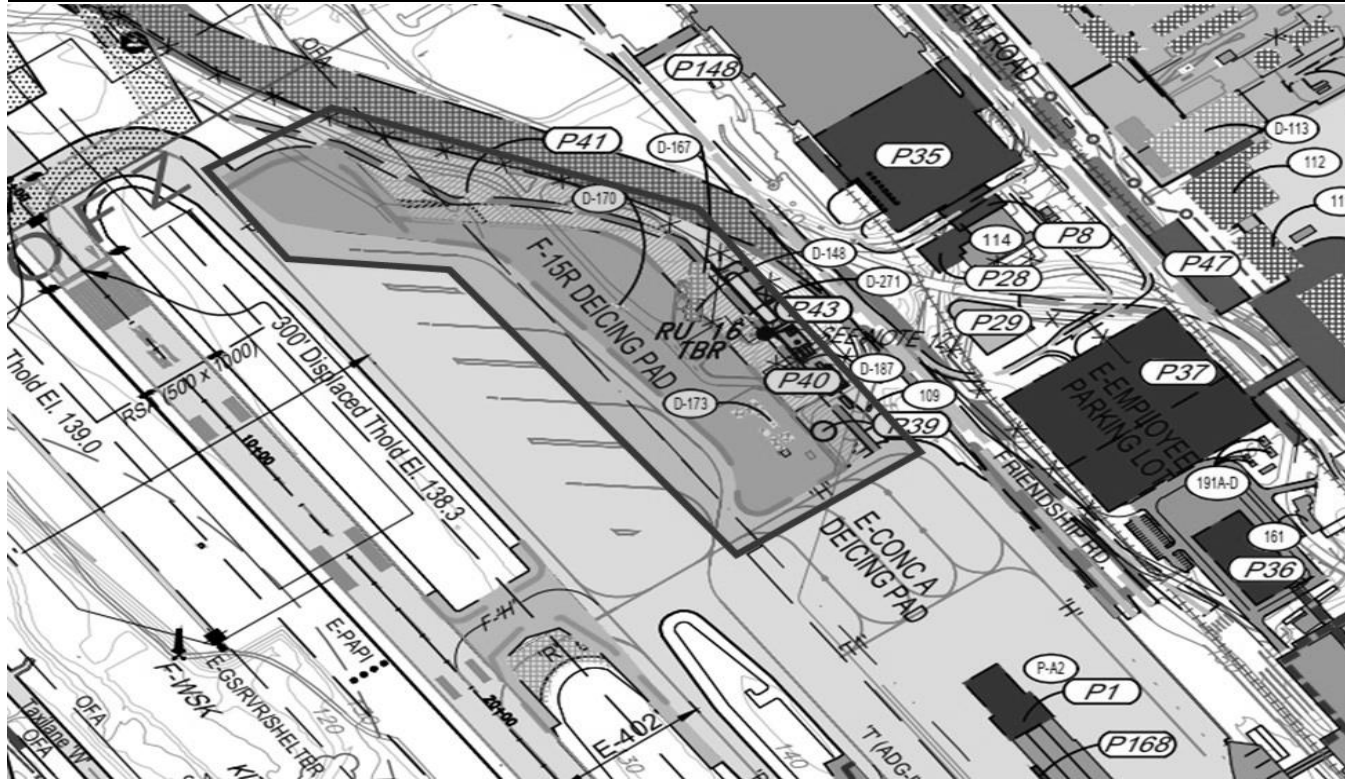
**STATUS:** Design completed. Construction start anticipated Spring 2025.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER						SIX	BALANCE
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				YEAR TOTAL	TO COMPLETE	
						...2027...	...2028...	...2029...	...2030...			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	849	664	658	18	74	92	0	0	0	185	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utilities	0	0	0	0	0	0	0	0	0	0	0	
Construction	37,455	0	0	3,745	14,982	18,727	0	0	0	37,455	0	
<b>Total</b>	<b>38,304</b>	<b>664</b>	<b>658</b>	<b>3,764</b>	<b>15,056</b>	<b>18,820</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>37,640</b>	<b>0</b>	
Federal-Aid	28,723	488	488	2,823	11,294	14,117	0	0	0	28,235	0	
Special	9,581	176	170	941	3,762	4,703	0	0	0	9,405	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:**  
Cost increased by \$25.5 million due to increase scope and revised engineer's estimate.

**USAGE:** Improve standards.

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



**PROJECT:** Deicing Pad Expansion at BWI Marshall Airport

**DESCRIPTION:** This project will enlarge the Runway 28 Deicing Pad to meet current FAA design standards per AC 150/5300-14C, Design of Aircraft Deicing Facilities while maintaining existing capacity and number of aircraft positions and providing a new area for snow dumping.

**PURPOSE & NEED SUMMARY STATEMENT:** The project will enhance airfield capacity by allowing efficient movement of aircraft during deicing operations and increases the capacity of the existing facilities.

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

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

**EXPLANATION:** This project will expand the deicing capacity at BWI Marshall Airport to meet the future demands of flight operations. Pavement improvements and realignment to FAA standards ensure airfield pavement is free of cracks and maximizes aircraft safety. BWI Marshall Airport supports the movement of people, goods and the State's economy.

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

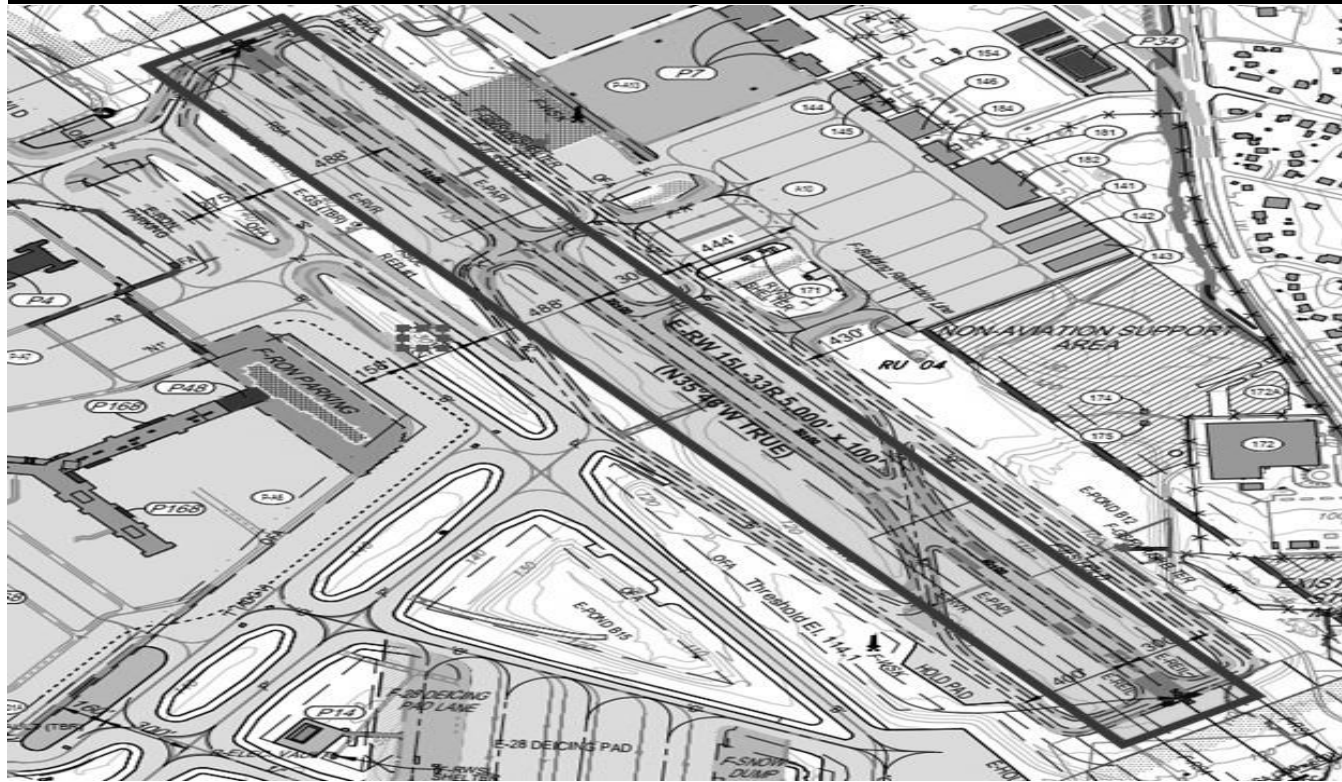
<u>POTENTIAL FUNDING SOURCE:</u>			<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	1,486	0	0	0	0	0	0	637	849	1,486	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utilities	0	0	0	0	0	0	0	0	0	0	0	
Construction	9,947	0	0	0	0	0	0	4,263	5,684	9,947	0	
<b>Total</b>	<b>11,433</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,900</b>	<b>6,533</b>	<b>11,433</b>	<b>0</b>	
Federal-Aid	9,800	0	0	0	0	0	0	4,900	4,900	9,800	0	
Special	1,633	0	0	0	0	0	0	0	1,633	1,633	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** Cost decreased by \$50.4 million due to removal of Runway 15R Deicing Pad expansion.

**USAGE:** Accommodate projected annual flight operations.

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





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

**DESCRIPTION:** This project will provide a comprehensive pavement rehabilitation to Runway 15L-33R and connecting taxiways. The 2019 Pavement Management Plan (PMP) Pavement Condition Index (PCI) for these pavements ranges from 54 to 84 (out of 100). The pavement distresses include alligator cracking, block cracking and weathering. The Project will include all grading, pavement, lighting, signage and all related infrastructure.

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

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

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

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

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

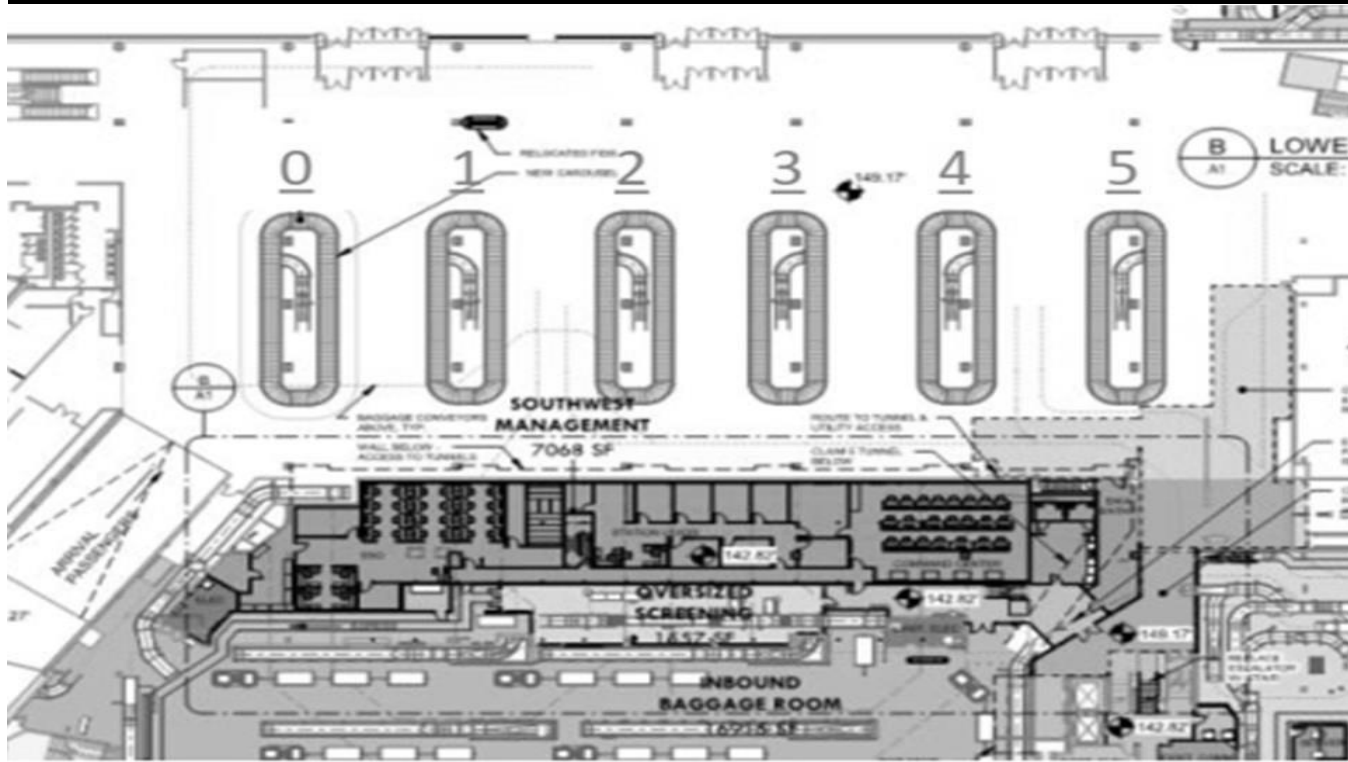
**STATUS:** Design and engineering expected to start in 2026.

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

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.

**USAGE:** Improve standards.

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



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

**DESCRIPTION:** This project will replace the five (5) existing baggage claim carousels and inbound lines with new carousels in Concourse A/B as well as install one new additional baggage claim carousel.

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

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

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

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

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

**STATUS:** Design efforts ongoing.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,921	221	38	2,561	2,568	570	0	0	0	5,699	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	24,625	0	0	7,387	14,775	2,462	0	0	0	24,625	0
<b>Total</b>	<b>30,545</b>	<b>221</b>	<b>38</b>	<b>9,949</b>	<b>17,343</b>	<b>3,033</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30,324</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	219	219	36	0	0	0	0	0	0	0	0
Other	30,326	2	2	9,949	17,343	3,033	0	0	0	30,324	0

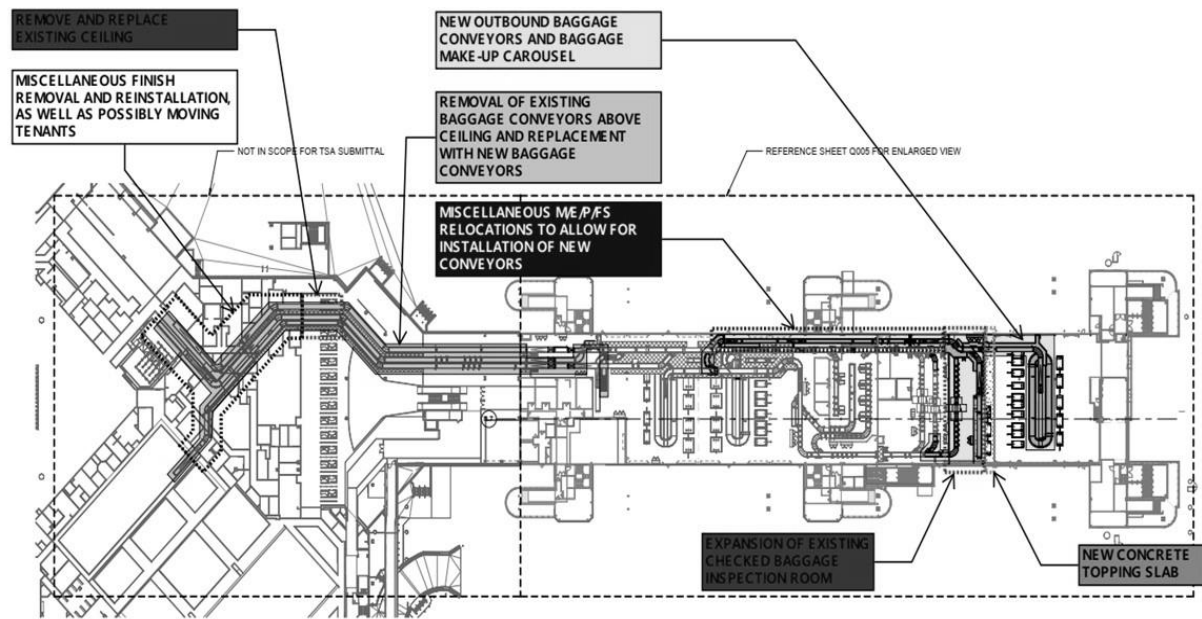
**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** Cost increased by \$4.0 million due to revised estimate for design and engineering.

**USAGE:** Accommodate projected annual passenger growth.

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

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

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



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

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

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

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

**EXPLANATION:** This project provides for funding to replace infrastructure that supports airport operations and enhances security. BWI Marshall Airport supports the movement of people, goods and State economy.

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

**STATUS:** Design is complete. Bids due in August 2024. Construction expected to start in Fall 2024.

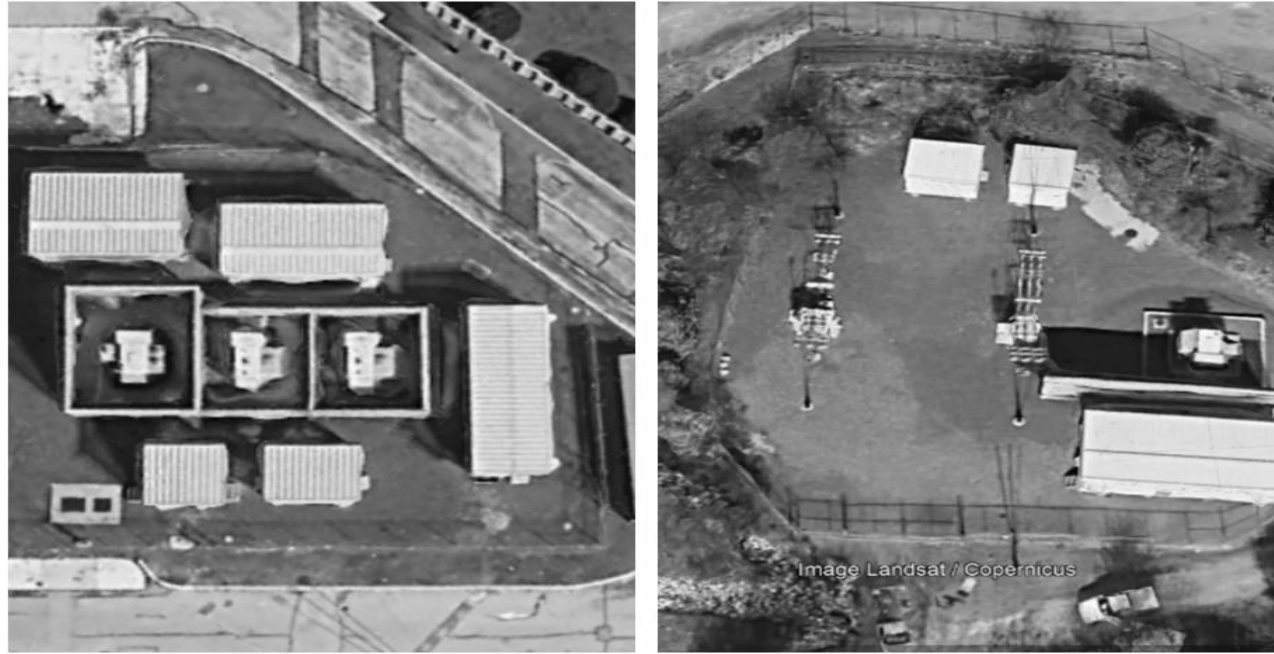
POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER						SIX	BALANCE
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				YEAR TOTAL	TO COMPLETE	
						...2027...	...2028...	...2029...	...2030...			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	4,253	1,508	472	2,141	508	96	0	0	0	2,745	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utilities	0	0	0	0	0	0	0	0	0	0	0	
Construction	37,378	0	0	7,998	13,760	15,620	0	0	0	37,378	0	
<b>Total</b>	<b>41,631</b>	<b>1,508</b>	<b>472</b>	<b>10,139</b>	<b>14,268</b>	<b>15,716</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>40,123</b>	<b>0</b>	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	
Special	1,035	1,035	0	0	0	0	0	0	0	0	0	
Other	40,596	472	472	10,139	14,268	15,716	0	0	0	40,123	0	

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** Cost increased \$6.5 million due to increased scope and revised cost estimate.

**USAGE:** Accommodate projected annual passenger growth.

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

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



**PROJECT:** Electrical Substations Reconstruction at BWI Marshall Airport

**DESCRIPTION:** This project will provide funding to reconstruction and replace aging utility infrastructure at the airport. Specifically this project will (1) reconstruct the North and South BGE Substations, replacement of 35kV switchgears, replacement of meters and relays in the 15kV switchgears and (2) replace electrical Substation ST-AB including new switchgear, main load interrupters, and transformers.

**PURPOSE & NEED SUMMARY STATEMENT:** The equipment is 25 to 30 years old and has reached the end of its useful life. The reconstruction of the BGE substation will consolidate equipment into one location and provide a connection to BGE source. In addition, the replacement of switchgear and transformer equipment will increase reliability of electrical distribution system.

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

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

**EXPLANATION:** This project provides for funding to maintain utility infrastructure that supports airport operations. BWI Marshall Airport supports the movement of people, goods and State economy.

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

**STATUS:** Construction underway for North/South BGE Substations and replacement of Substation ST-AB.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER							
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				2024	2025	2026	...2027...			...2028...
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,679	2,392	1,175	1,193	74	19	0	0	0	1,286	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0	0
Construction	25,551	9,637	8,004	8,436	5,639	1,838	0	0	0	15,913	0	0
<b>Total</b>	<b>29,229</b>	<b>12,029</b>	<b>9,179</b>	<b>9,629</b>	<b>5,713</b>	<b>1,857</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17,200</b>	<b>0</b>	<b>0</b>
Federal-Aid	1	1	0	0	0	0	0	0	0	0	0	0
Special	11,070	6,911	4,062	1,507	2,011	641	0	0	0	4,159	0	0
Other	18,159	5,118	5,118	8,123	3,702	1,216	0	0	0	13,041	0	0

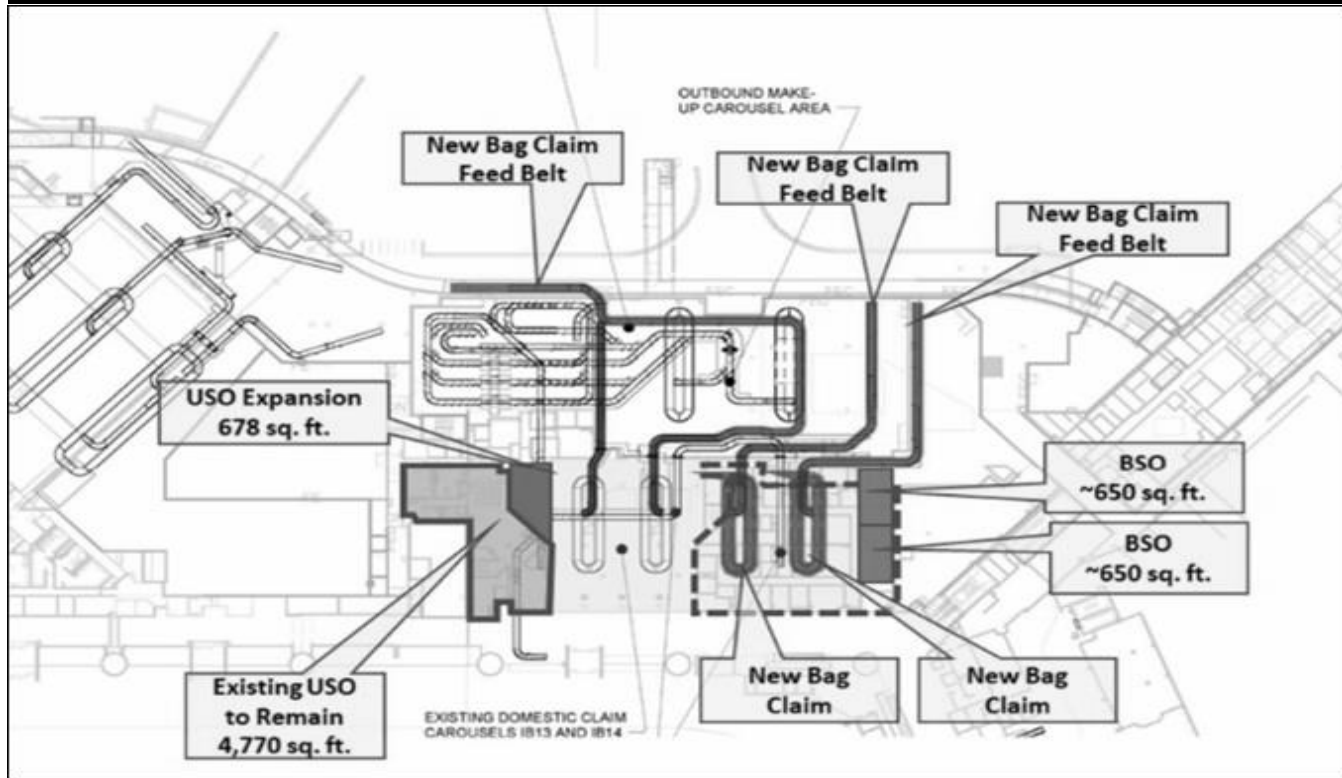
**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:**  
Cost decreased by \$1.3 million due to favorable bids.

**USAGE:** Accommodate projected annual passenger growth.

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

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





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

**DESCRIPTION:** This project will construct two new baggage claim carousels along with the associated bag feed belts in Concourse D & E. The relocation of the MDTA Police Headquarters is necessary to enable this project.

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

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

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

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

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

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

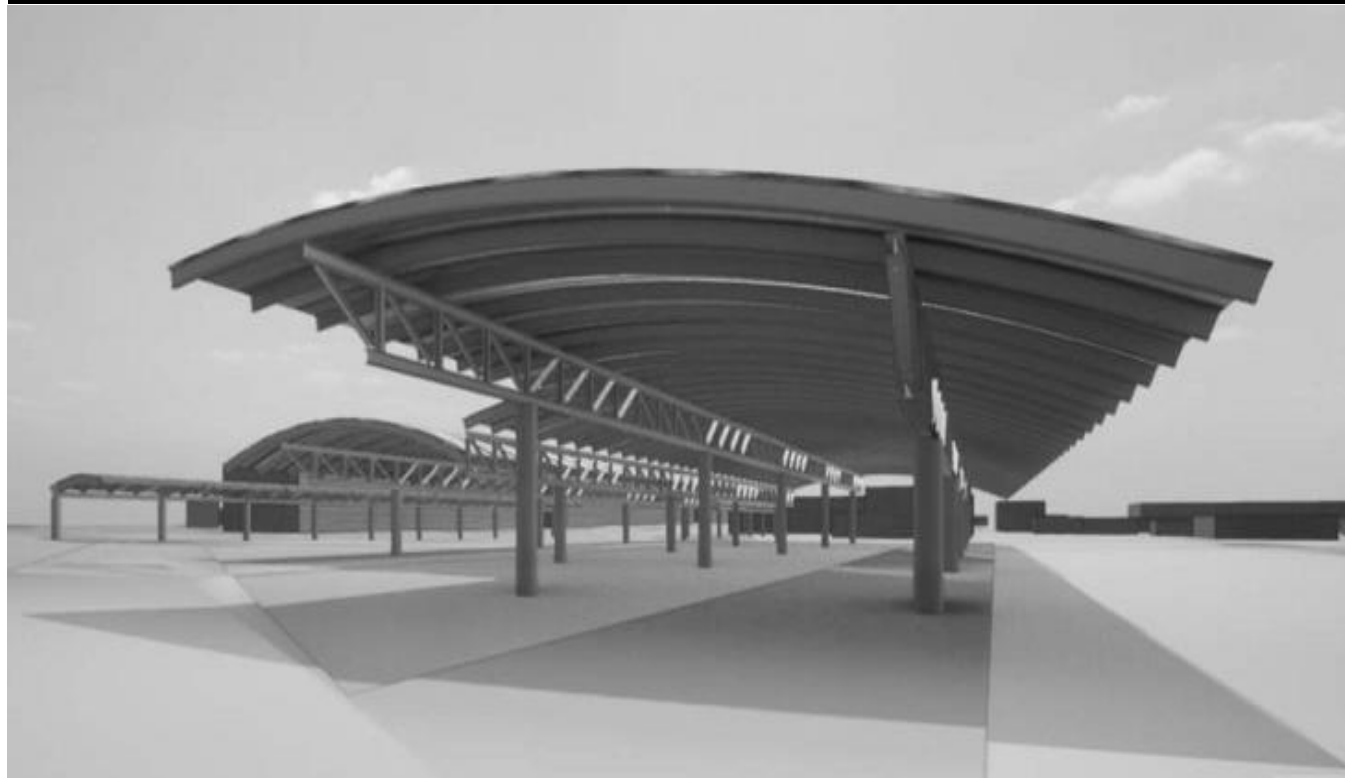
POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR 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	3,890	2,390	1,060	1,500	0	0	0	0	0	1,500	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	6,053	53	53	0	0	0	0	3,001	3,000	6,001	0
<b>Total</b>	<b>9,944</b>	<b>2,443</b>	<b>1,113</b>	<b>1,500</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,001</b>	<b>3,000</b>	<b>7,501</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	8,144	2,143	813	0	0	0	0	3,001	3,000	6,001	0
Other	1,800	300	300	1,500	0	0	0	0	0	1,500	0

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** Phase 1 of project (MDTA Police Relocation) deferred due to fiscal constraints.

**USAGE:** Accommodate projected annual passenger growth.

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

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



**PROJECT:** Snow Removal Equipment Shelter at BWI Marshall Airport

**DESCRIPTION:** Construction of a new, free-standing Snow Removal Equipment (SRE) shelter building in the existing uncovered equipment storage yard adjacent to the BWI Marshall fuel farm.

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

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

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

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

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

**STATUS:** Design underway. Construction expected in early 2026.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				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	1,616	172	172	1,017	213	213	0	0	0	1,444	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	13,415	0	0	0	6,707	6,707	0	0	0	13,415	0
<b>Total</b>	<b>15,031</b>	<b>172</b>	<b>172</b>	<b>1,017</b>	<b>6,921</b>	<b>6,921</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14,859</b>	<b>0</b>
Federal-Aid	12,000	93	93	834	5,537	5,537	0	0	0	11,907	0
Special	3,031	80	80	183	1,384	1,384	0	0	0	2,951	0
Other	0	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** Added to Construction Program, from the System Preservation Minor Projects.

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

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



**PROJECT:** Runway 10/28 Rehabilitation at BWI Marshall Airport

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

**PURPOSE & NEED SUMMARY STATEMENT:** To maintain a safe runway with minimal surface defects, periodically the pavement surface needs to be replaced. The 2023 Airport PCI survey identified Runway 10-28 in the recommended five-year CIP programs as the PCI will be falling into the fair range over the next few years. Additionally, while the runway is closed, we are replacing all of the pavement lighting with LED lights to reduce power usage and maintenance.

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

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

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

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

**STATUS:** Design started in July 2024. Advertisement expected in March 2025.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER						SIX	BALANCE
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				YEAR TOTAL	TO COMPLETE	
						...2027...	...2028...	...2029...	...2030...			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	4,545	332	332	2,989	918	306	0	0	0	4,213	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utilities	0	0	0	0	0	0	0	0	0	0	0	
Construction	38,455	0	0	0	28,841	9,614	0	0	0	38,455	0	
<b>Total</b>	<b>43,000</b>	<b>332</b>	<b>332</b>	<b>2,989</b>	<b>29,759</b>	<b>9,920</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>42,668</b>	<b>0</b>	
Federal-Aid	32,250	249	249	2,242	22,319	7,440	0	0	0	32,001	0	
Special	10,750	83	83	747	7,440	2,480	0	0	0	10,667	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** Added to Primary Construction Program, from the System Preservation Minor Projects.

**USAGE:** Improve standards.

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



**PROJECT:** Passenger Movement Modernization at BWI Marshall Airport

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

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

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

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

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

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

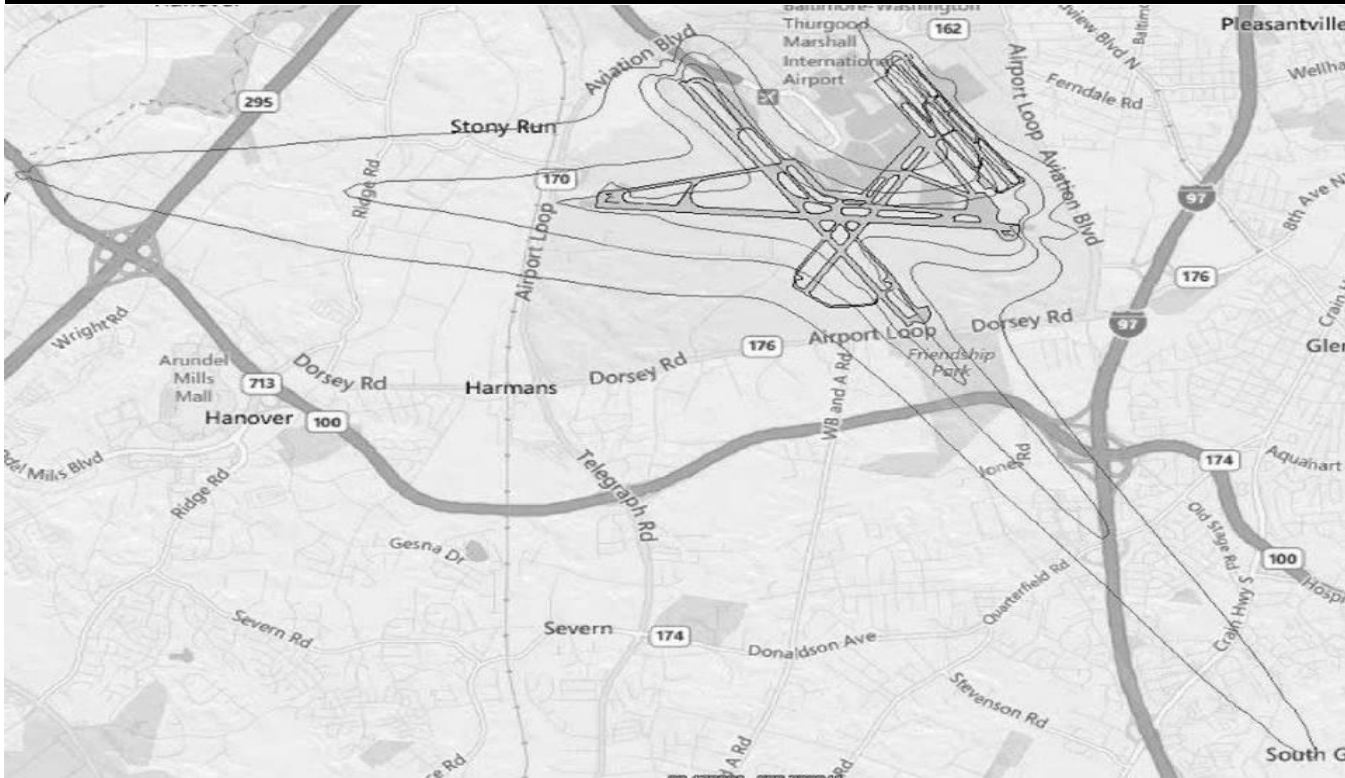
**STATUS:** Design completed for PBBs with bids due September 2024 and construction expected to start in early 2025. Design to be complete for escalator upgrades in August 2024. Elevator upgrade is in procurement process. Design for vestibule doors started in June 2024.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER						SIX	BALANCE
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				YEAR TOTAL	TO COMPLETE	
						...2027...	...2028...	...2029...	...2030...			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	1,633	1,126	679	351	52	52	52	0	0	507	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utilities	0	0	0	0	0	0	0	0	0	0	0	
Construction	27,415	0	0	3,358	9,662	9,098	5,298	0	0	27,415	0	
<b>Total</b>	<b>29,049</b>	<b>1,126</b>	<b>679</b>	<b>3,709</b>	<b>9,714</b>	<b>9,150</b>	<b>5,350</b>	<b>0</b>	<b>0</b>	<b>27,923</b>	<b>0</b>	
Federal-Aid	14,552	0	0	1,712	4,280	4,280	4,280	0	0	14,552	0	
Special	14,496	1,126	679	1,997	5,434	4,870	1,070	0	0	13,370	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

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

**USAGE:** Accommodate projected annual passenger growth.

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



**PROJECT:** Residential Sound Insulation Program

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

**PURPOSE & NEED SUMMARY STATEMENT:** This program enhances the home environment for residents in communities neighboring BWI Marshall Airport that are located within the 65 DNL contour by providing sound insulation improvements to eligible homes. Long term compatible land use is promoted through voluntary property acquisition of eligible properties based on local land use plans and zoning.

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

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

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

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

**STATUS:** This is a multi-phase program. Five-year program manager contract awarded January 2020. Four Federal AIP grants have been received to date for program planning, design and construction. One phase in construction; one phase to be awarded and one phase to be bid in January 2024; two phases in design. Additional phases and additional funding requests from the AIP Noise and Environmental Set Aside will be pursued.

PHASE	POTENTIAL FUNDING SOURCE:					PROJECTED CASH REQUIREMENTS					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	...2027...	...2028...	...2029...	...2030...			
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	8,999	3,201	1,270	3,773	2,025	0	0	0	0	5,798	0	0
Right-of-way	1,263	733	376	530	0	0	0	0	0	530	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0	0
Construction	24,117	1,200	1,200	12,000	10,139	778	0	0	0	22,917	0	0
<b>Total</b>	<b>34,379</b>	<b>5,134</b>	<b>2,846</b>	<b>16,303</b>	<b>12,164</b>	<b>778</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29,245</b>	<b>0</b>	<b>0</b>
Federal-Aid	27,796	4,250	2,006	13,192	9,731	623	0	0	0	23,546	0	0
Special	0	0	0	0	0	0	0	0	0	0	0	0
Other	6,583	884	840	3,111	2,433	156	0	0	0	5,699	0	0

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.

**USAGE:** This is a community-based program.

**OPERATING COST IMPACT:** N/A

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





**PROJECT:** Snow Equipment Replacement at BWI Marshall and Martin State Airports

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

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

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

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

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

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

**STATUS:** Procurement currently underway.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER						SIX	BALANCE
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				YEAR TOTAL	TO COMPLETE	
						...2027...	...2028...	...2029...	...2030...			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utilities	0	0	0	0	0	0	0	0	0	0	0	
Construction	19,455	6,768	5,018	5,969	6,718	0	0	0	0	12,687	0	
<b>Total</b>	<b>19,455</b>	<b>6,768</b>	<b>5,018</b>	<b>5,969</b>	<b>6,718</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12,687</b>	<b>0</b>	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	
Special	1,750	1,750	0	0	0	0	0	0	0	0	0	
Other	17,705	5,018	5,018	5,969	6,718	0	0	0	0	12,687	0	

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.

**USAGE:** Accommodate projected annual passenger growth.

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

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



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

**DESCRIPTION:** This project purchased 25 40-foot and fifteen 60-foot buses to be powered by clean diesel and will purchase eight electric buses for shuttle services to and from airport operated parking facilities and the Amtrak BWI Rail Station. This project includes preparing a site layout for electrical charging stations, which will allow for future expansion and site improvements such as new paving and curbs as necessary.

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

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

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

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

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

**STATUS:** Project completed Spring 2024.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER						SIX	BALANCE
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				YEAR TOTAL	TO COMPLETE	
						...2027...	...2028...	...2029...	...2030...			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	500	500	182	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	36,128	36,128	9,470	0	0	0	0	0	0	0	0	
<b>Total</b>	<b>36,628</b>	<b>36,628</b>	<b>9,653</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
Federal-Aid	95	95	0	0	0	0	0	0	0	0	0	
Special	3,277	3,277	2,346	0	0	0	0	0	0	0	0	
Other	33,256	33,256	7,306	0	0	0	0	0	0	0	0	

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.

**USAGE:** 5.2 million public parking and BWI train station riders in FY 2023.

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

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



**PROJECT:** Concourse D HVAC Replacement at BWI Marshall Airport

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

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

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

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

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

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

**STATUS:** Project completed Spring 2024.

<b>POTENTIAL FUNDING SOURCE:</b>											
			<input checked="" type="checkbox"/> SPECIAL			<input type="checkbox"/> FEDERAL			<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER	
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,024	3,024	131	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	21,039	21,039	1,531	0	0	0	0	0	0	0	0
<b>Total</b>	<b>24,063</b>	<b>24,063</b>	<b>1,662</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	6,362	6,362	242	0	0	0	0	0	0	0	0
Other	17,701	17,701	1,420	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.

**USAGE:** Accommodate projected annual passenger growth.

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

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





**PROJECT:** Restroom Improvement Program at BWI Marshall Airport

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

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

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

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

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

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

**STATUS:** Project completed Spring 2024.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER						SIX	BALANCE
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				YEAR TOTAL	TO COMPLETE	
						...2027...	...2028...	...2029...	...2030...			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	7,220	7,220	220	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utilities	0	0	0	0	0	0	0	0	0	0	0	
Construction	62,337	62,337	19,938	0	0	0	0	0	0	0	0	
<b>Total</b>	<b>69,557</b>	<b>69,557</b>	<b>20,158</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	
Special	515	515	0	0	0	0	0	0	0	0	0	
Other	69,043	69,043	20,158	0	0	0	0	0	0	0	0	

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.

**USAGE:** Accommodate projected annual passenger growth.

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

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



**PROJECT:** Taxiway F Extension at Martin State Airport

**DESCRIPTION:** The extension of Taxiway F (the primary civilian taxiway) to the Runway 15 end will result in a full-length parallel taxiway which will provide unobstructed line-of-sight from the future Air Traffic Control Tower (ATCT), and it will improve airfield circulation and reduce aircraft taxi time. All taxiway lighting and signage will be replaced with LED infrastructure and drainage improved to alleviate runoff onto Wilson Point Road.

**PURPOSE & NEED SUMMARY STATEMENT:** The project will enhance airfield safety and operations through provision of clear line of sight from the existing and proposed ATCT sites to all operational areas. In addition, the revised parallel alignment will reduce taxi length and meet all current FAA Standards.

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

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

**EXPLANATION:** This project provides for compliance with Public Law 109-115 and FAA Part 139 regulations. The improvements enhance safety by improving line of sight. Pavement improvements to FAA standards ensure airfield pavement maximizes aircraft safety. Martin State Airport supports the movement of people, goods and the State's economy.

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

**STATUS:** Design and engineering expected to start in 2025.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER						SIX	BALANCE
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				YEAR TOTAL	TO COMPLETE	
						...2027...	...2028...	...2029...	...2030...			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	419	76	76	243	40	60	0	0	0	343	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utilities	0	0	0	0	0	0	0	0	0	0	0	
Construction	4,919	0	0	0	1,572	3,347	0	0	0	4,919	0	
<b>Total</b>	<b>5,338</b>	<b>76</b>	<b>76</b>	<b>243</b>	<b>1,612</b>	<b>3,407</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,262</b>	<b>0</b>	
Federal-Aid	4,638	61	61	195	1,290	3,093	0	0	0	4,577	0	
Special	700	15	15	49	322	314	0	0	0	685	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:**  
Cost decreased \$1.3 million due to favorable bid.

**USAGE:** Accommodate projected annual flight operations.

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



**PROJECT:** Runway Improvement Program at Martin State Airport

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

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

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

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

**EXPLANATION:** Improvements enhance safety by reducing the risk of aircraft damage and maintaining navigable airspace per FAA standards. Pavement improvements and realignment to FAA standards ensure airfield pavement is free of cracks and maximizes aircraft safety. Martin State Airport supports the movement of people, goods and the State's economy.

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

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER						SIX	BALANCE
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				YEAR TOTAL	TO COMPLETE	
						...2027...	...2028...	...2029...	...2030...			
Planning	1,580	100	100	880	600	0	0	0	0	1,480	0	
Engineering	2,450	1,580	549	870	0	0	0	0	0	870	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utilities	0	0	0	0	0	0	0	0	0	0	0	
Construction	46,994	6,265	6,265	27,728	1,295	9,305	2,400	0	0	40,728	0	
<b>Total</b>	<b>51,024</b>	<b>7,946</b>	<b>6,914</b>	<b>29,478</b>	<b>1,895</b>	<b>9,305</b>	<b>2,400</b>	<b>0</b>	<b>0</b>	<b>43,078</b>	<b>0</b>	
Federal-Aid	34,460	5,640	5,614	26,819	195	1,399	407	0	0	28,820	0	
Special	16,564	2,305	1,300	2,660	1,701	7,905	1,993	0	0	14,259	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.

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

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

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



**PROJECT:** Air Traffic Control Tower at Martin State Airport

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

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

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

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

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

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

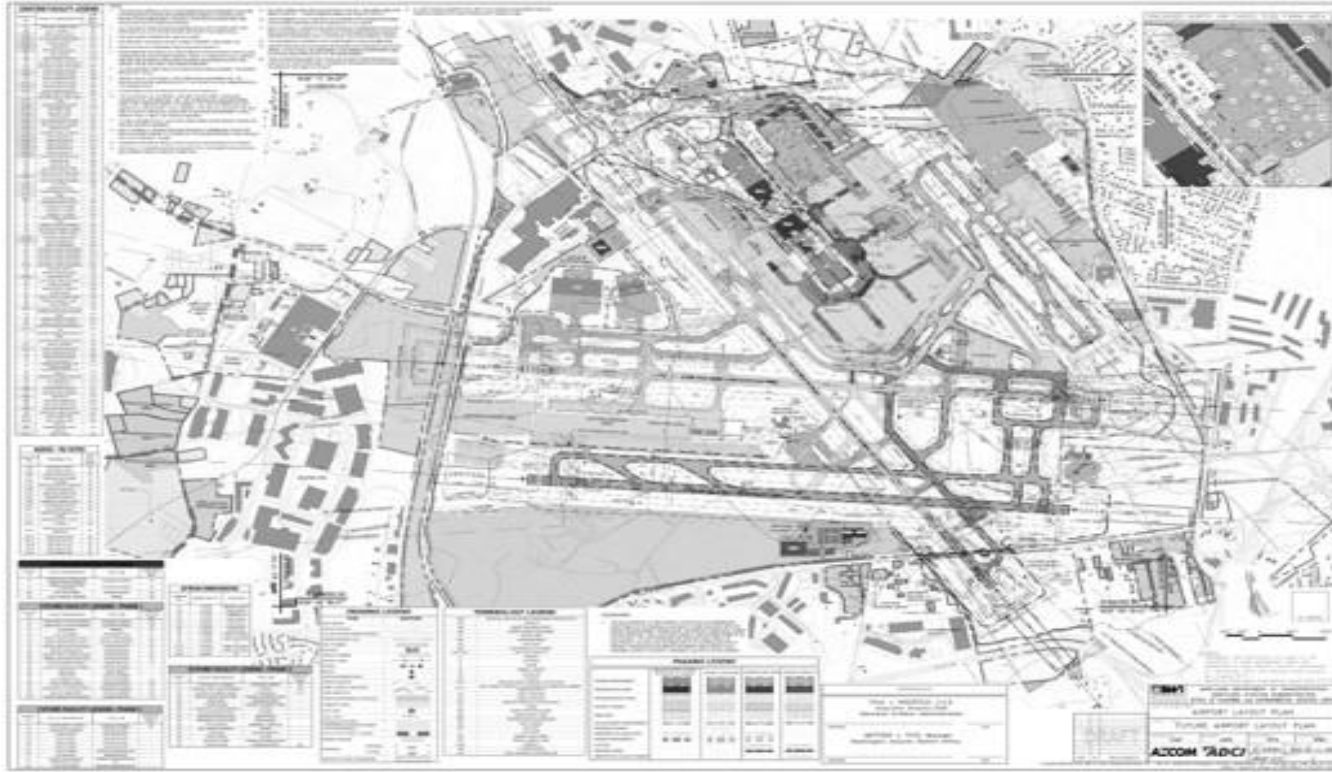
**STATUS:** 100% design completed in July 2024. Bids due in September 2024 and construction anticipated to start in Spring 2025.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER						SIX	BALANCE
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				TOTAL	TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				2024	2025	2026	...2027...			...2028...
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,882	1,868	841	11	3	0	0	0	0	14	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0	0
Construction	21,249	1	0	1,000	6,624	9,624	4,000	0	0	21,248	0	0
<b>Total</b>	<b>23,131</b>	<b>1,869</b>	<b>841</b>	<b>1,011</b>	<b>6,627</b>	<b>9,624</b>	<b>4,000</b>	<b>0</b>	<b>0</b>	<b>21,262</b>	<b>0</b>	<b>0</b>
Federal-Aid	10,140	950	543	430	2,848	4,192	1,720	0	0	9,190	0	0
Special	12,991	919	299	581	3,778	5,432	2,280	0	0	12,072	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0

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

**USAGE:** Accommodate current and future flight operations.

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



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

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

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

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

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

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

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

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

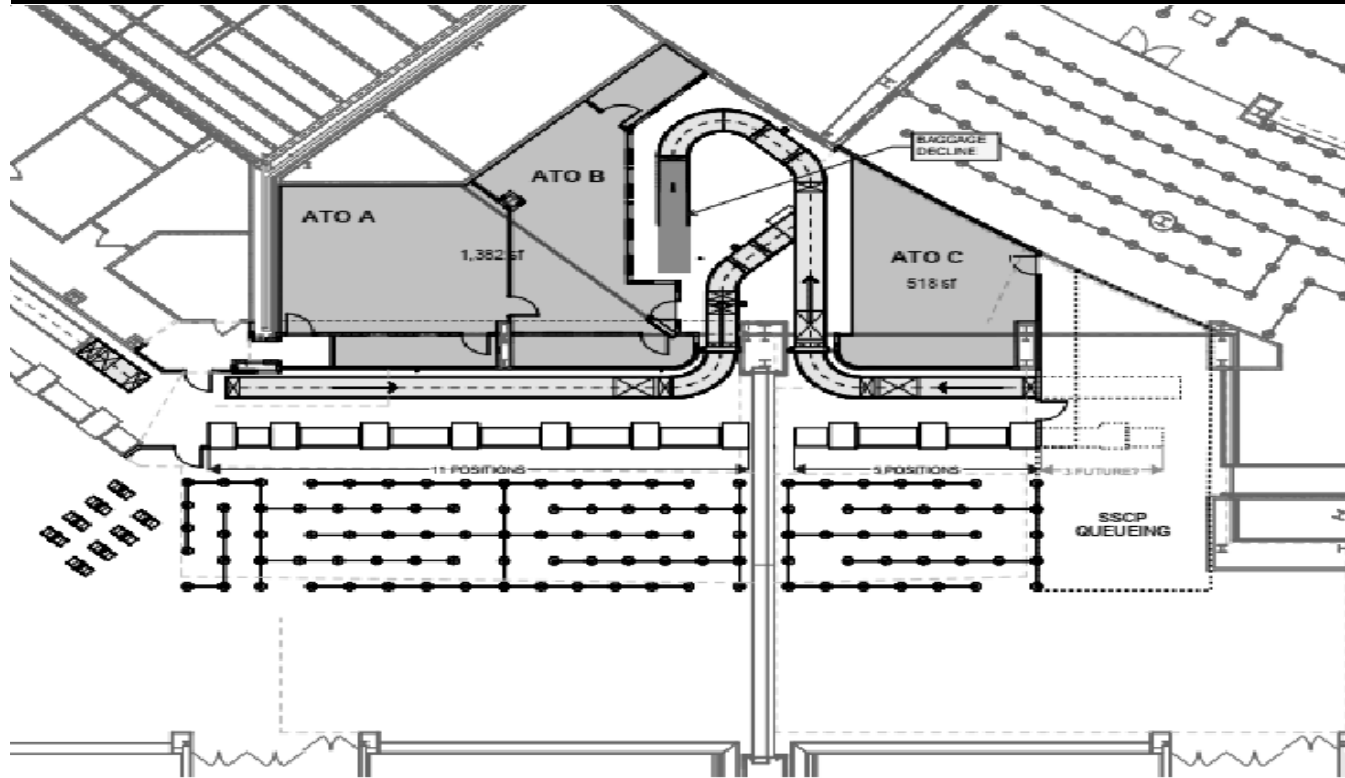
POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER						SIX	BALANCE
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				YEAR TOTAL	TO COMPLETE	
						...2027...	...2028...	...2029...	...2030...			
Planning	7,066	2,066	1,800	2,500	2,500	0	0	0	0	5,000	0	
Engineering	0	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utilities	0	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	0	
<b>Total</b>	<b>7,066</b>	<b>2,066</b>	<b>1,800</b>	<b>2,500</b>	<b>2,500</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,000</b>	<b>0</b>	
Federal-Aid	1,250	0	0	625	625	0	0	0	0	1,250	0	
Special	5,816	2,066	1,800	1,875	1,875	0	0	0	0	3,750	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

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

**USAGE:** Accommodate projected annual passenger growth.

**OPERATING COST IMPACT:** N/A





**PROJECT:** Ticket Counter Expansion Program at BWI Marshall Airport

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

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

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

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

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

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

**STATUS:** Design underway (30% complete) for Concourse E ticket counter expansion. Design for Concourse A/B ticket counter expansion expected to start in August 2024.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	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	85	85	85	0	0	0	0	0	0	0	0
Engineering	1,866	593	511	1,274	0	0	0	0	0	1,274	0
Right-of-way	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
<b>Total</b>	<b>1,951</b>	<b>678</b>	<b>596</b>	<b>1,274</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,274</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	1,951	678	596	1,274	0	0	0	0	0	1,274	0
Other	0	0	0	0	0	0	0	0	0	0	0

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

**USAGE:** Accommodate projected annual passenger growth.

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



**PROJECT:** Roof Replacement Program at BWI Marshall Airport

**DESCRIPTION:** The Concourse B roof areas utilize an SBS (Styrene Butadiene Stryene) Modified Bitumen roofing system comprised of a granular cap sheet over a base sheet with underlying insulation and roof components over metal roof decking. For BWI Airport, a 20-year Expected Useful Life is appropriate for an SBS Modified Bitumen roof system, given the temperate climate of this region with four distinct seasons and adequate amounts of rain and snow and constant wetting and drying cycles throughout the year.

**PURPOSE & NEED SUMMARY STATEMENT:** The overall roof system for Concourse B varies from fair to poor condition. The portion of the roof closest to Concourse A/B is in fair condition. The remaining portion of Concourse B is in poor condition, exhibiting delamination, ponding, poor drainage, and signs of underlying moisture as evidenced in the ECS moisture study.

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

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

**EXPLANATION:** This project will replace aging infrastructure that supports airport operations.

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

**STATUS:** Design started in June 2024.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,834	471	285	1,231	132	0	0	0	0	1,363	0
Right-of-way	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
<b>Total</b>	<b>1,834</b>	<b>471</b>	<b>285</b>	<b>1,231</b>	<b>132</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,363</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	1,834	471	285	1,231	132	0	0	0	0	1,363	0
Other	0	0	0	0	0	0	0	0	0	0	0

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

**USAGE:** Preservation of airport infrastructure.

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



**PROJECT:** Air Traffic Control Tower and C/D Connector at BWI Marshall Airport

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

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

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

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

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

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

**STATUS:** Preliminary planning underway.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	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	2,195	1,880	378	315	0	0	0	0	0	315	0
Engineering	1,685	1,685	148	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
<b>Total</b>	<b>3,879</b>	<b>3,565</b>	<b>526</b>	<b>315</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>315</b>	<b>0</b>
Federal-Aid	71	71	0	0	0	0	0	0	0	0	0
Special	3,809	3,494	526	315	0	0	0	0	0	315	0
Other	0	0	0	0	0	0	0	0	0	0	0

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

**USAGE:** Accommodate projected annual passenger growth.

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

2216 Federal funding was CARES stimulus.



**MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

**MARYLAND AVIATION ADMINISTRATION - LINE 33**

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<b><u>Annual Fees and Inspection Program</u></b>			
MAA7000	Terminal Spaceframe Inspection	\$ 852	Ongoing
<b><u>Architecture</u></b>			
MAAPRJ000231	Architect Initiatives	\$ 564	Ongoing
<b><u>Building Permits &amp; Inspections</u></b>			
MAAPRJ000164	Building Permits and Inspections	\$ 1,043	Ongoing
<b><u>Commercial Management</u></b>			
MAAPRJ000227	Facility Condition Assessments (OCM)	\$ 2,147	Ongoing
<b><u>Consolidated Rental Car Facility</u></b>			
MAA2132	CRCF - BMF Equipment Replacement	\$ 2,093	Completed
MAAPRJ000242	CRCF - Facility Improvements	\$ 429	Design Underway
MAAPRJ000487	CRCF Electrical Infrastructure for EV	\$ 7,700	Planning Underway
MAAPRJ000509	CRCF Reallocation (RAC Approved)	\$ 3,797	Study Underway
MAAPRJ000516	CRCF Fire Alarm & Fire Suppression System (RAC Approved)	\$ 1,230	FY 2025
MAAPRJ000662	CRCF Wayfinding Signage (RAC Approved)	\$ 1,230	Design Underway
<b><u>Construction Management &amp; Inspection</u></b>			
MAAPRJ000208	Comp CMI SBR AE19-006 (Drive)	\$ 4,476	Ongoing
MAAPRJ000209	Comp CMI SBR AE19-002 (Brudis)	\$ 518	Ongoing
MAAPRJ000210	Comp CMI SBR AE19-004 (Specialized)	\$ 1,237	Ongoing
MAAPRJ000211	Comp CMI SBR AE19-005 (Mimar)	\$ 1,498	Ongoing
<b><u>Critical Technology</u></b>			
MAAPRJ000166	IT Equipment	\$ 10,118	Ongoing
MAAPRJ000225	Comprehensive AIT Master Plan SV22-002	\$ 833	Ongoing

**MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

**MARYLAND AVIATION ADMINISTRATION - LINE 33**

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<b><u>Critical Technology</u></b>			
MAAPRJ000281	PARCS Maintenance	\$ 1,607	Underway
MAAPRJ000514	Hand Held radio replacement	\$ 3,306	Completed
MAAPRJ000515	Radio System Replacement	\$ 4,250	Underway
MAAPRJ000518	Emergency Dispatch CAD	\$ 1,407	Underway
<b><u>Critical Utility</u></b>			
MAAPRJ000415	Airfield Lighting Cable Replacement	\$ 5,199	Design Underway
MAAPRJ000477	Fire Sprinklers for Fleet Maintenance Bldg 137	\$ 84	Design Underway
MAAPRJ000508	Bldgs 129 and 111 Code Compliance and Renovations	\$ 400	Design Underway
MAAPRJ000539	CUP Cooling Tower Refurbishment	\$ 478	Design Underway
MAAPRJ000540	Remediation of Swaying Domestic Water Pipes	\$ 665	Design Underway
<b><u>D/E Connector</u></b>			
MAAPRJ000371	Concourse D/E Connector Patio Roof Leak Repair	\$ 516	Design Underway
<b><u>Engineering Program Support</u></b>			
MAAPRJ000538	Construction Management Software	\$ 518	Underway
MAAPRJ000694	Environmental, Social, Governance (ESG) Strategy and Reporting	\$ 67	-
<b><u>Environmental Compliance</u></b>			
MAAPRJ000199	Comp Environmental Compliance SV20-007	\$ 9,549	Ongoing
MAAPRJ000222	Terminal Environmental Mitigation MC21-006	\$ 341	Ongoing
MAAPRJ000523	eGSE Charging	\$ 67	-
<b><u>Environmental Planning</u></b>			
MAAPRJ000195	Comp Environmental Planning AE-21-001	\$ 2,550	Ongoing
MAAPRJ000214	Stream & Wetland Restoration Mitigation Services MC 20-014	\$ 350	Ongoing
MAAPRJ000223	USDA Wildlife Management Services	\$ 2,334	Ongoing
MAAPRJ000440	BWI On Airport Obstruction Removal	\$ 6,533	Design Underway

**MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

**MARYLAND AVIATION ADMINISTRATION - LINE 33**

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<b><u>Environmental Planning</u></b>			
MAAPRJ000453	MTN Decarbonization Study	\$ 300	Study Underway
MAAPRJ000454	BWI Decarbonization Study	\$ 1,271	Study Underway
MAAPRJ000478	Solar Feasibility	\$ 139	Study Underway
<b><u>Future Development</u></b>			
MAA2044	Airport Road Electronic Signage Repl	\$ 993	Deferred
MAA2354	Concourse D/E Ambiance	\$ 63	Underway
MAAPRJ000309	Erosion Repairs FY 2023	\$ 372	Design Underway
<b><u>GIS</u></b>			
MAA2040	Airport Project Administration System (AirPass)	\$ 2,664	Underway
MAA2079	Security and Life Safety Systems CAD Update	\$ 1,290	Ongoing
MAA2222	MDOT Asset Management	\$ 2,650	Underway
MAA7600	Facility Management Program	\$ 2,576	Ongoing
<b><u>Information Technology CTIPP</u></b>			
MAA7405	Permanent Noise Monitoring System	\$ 2,200	Ongoing
MAAPRJ000479	IT Studies	\$ 385	Study Underway
MAAPRJ000522	Daily Garage Parking Guidance System Replacement	\$ 300	Design Underway
MAAPRJ000524	Innovation Master Plan	\$ 835	Underway
MAAPRJ000526	MTN CCTV Replacement	\$ 300	Underway
<b><u>Misc Office Support</u></b>			
MAA2311	Safety Management Support	\$ 621	Underway
<b><u>MTN Facilities</u></b>			
MAA9431	MTN Tree Obstruction Removal	\$ 2,991	Study Underway
MAAPRJ000444	MTN Airport Catenary Lowering - Amtrak Design Agreement	\$ 319	Design Underway
MAAPRJ000661	MTN Access Control Upgrade	\$ 550	Underway

**MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

**MARYLAND AVIATION ADMINISTRATION - LINE 33**

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<b><u>MTN Facilities</u></b>			
MAAPRJ000695	MTN Sanitary Sewage Discharge	\$ 56	-
<b><u>Noise Support</u></b>			
MAA2307	BWI Part 150 / Airport Noise Zone Update	\$ 2,834	Underway
MAA2309	BWI Community Roundtable	\$ 950	Ongoing
MAA2318	Comp Acoustical Services Contract SV 19-001	\$ 2,456	Ongoing
<b><u>Operating Facilities</u></b>			
MAA1931	Hourly Garage Parking Guidance System Replacement	\$ 4,204	Under Construction
MAAPRJ000250	ARFF Heating and Vehicle Exhaust Systems Replacement	\$ 1,577	Under Construction
MAAPRJ000338	ARFF Kitchen	\$ 805	Design Underway
MAAPRJ000418	BWI ATCT Refurbishment	\$ 547	Planning Underway
MAAPRJ000438	Additional Runway Deicing Tank Loading Facility	\$ 33	Design Completed
MAAPRJ000541	Grounds Maintenance Building Rehab Study	\$ 200	Study Underway
MAAPRJ000653	BWI FRD Third Party Active 911 Responder Application	\$ 15	Underway
MAAPRJ000654	BWI FRD & BWI Dispatch Westnet Computer Aid Dispatch (CAD) System	\$ 100	Underway
MAAPRJ000667	BWI Parking Facility Repairs	\$ 1,250	Design Underway
<b><u>Pavement Mgmt - BWI Airside</u></b>			
MAAPRJ000341	Expand Group V Aircraft Parking Position (Convert Manager's Lot)	\$ 4,516	Design Underway
MAAPRJ000441	Cargo Ramp ACC Reconstruction	\$ 6,935	Study Underway
<b><u>Pavement Mgmt -BWI Landside</u></b>			
MAAPRJ000155	Long Term Lot B Pavement Rehab	\$ 4,330	Under Construction
MAAPRJ000255	Pedestrian Walkway Joint Repairs	\$ 1,001	Completed
MAAPRJ000366	Comprehensive Paving Improvements CO22-005	\$ 4,325	Ongoing
MAAPRJ000404	North Cargo Pavement Mill and Overlay	\$ 9,215	Design Underway

**MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

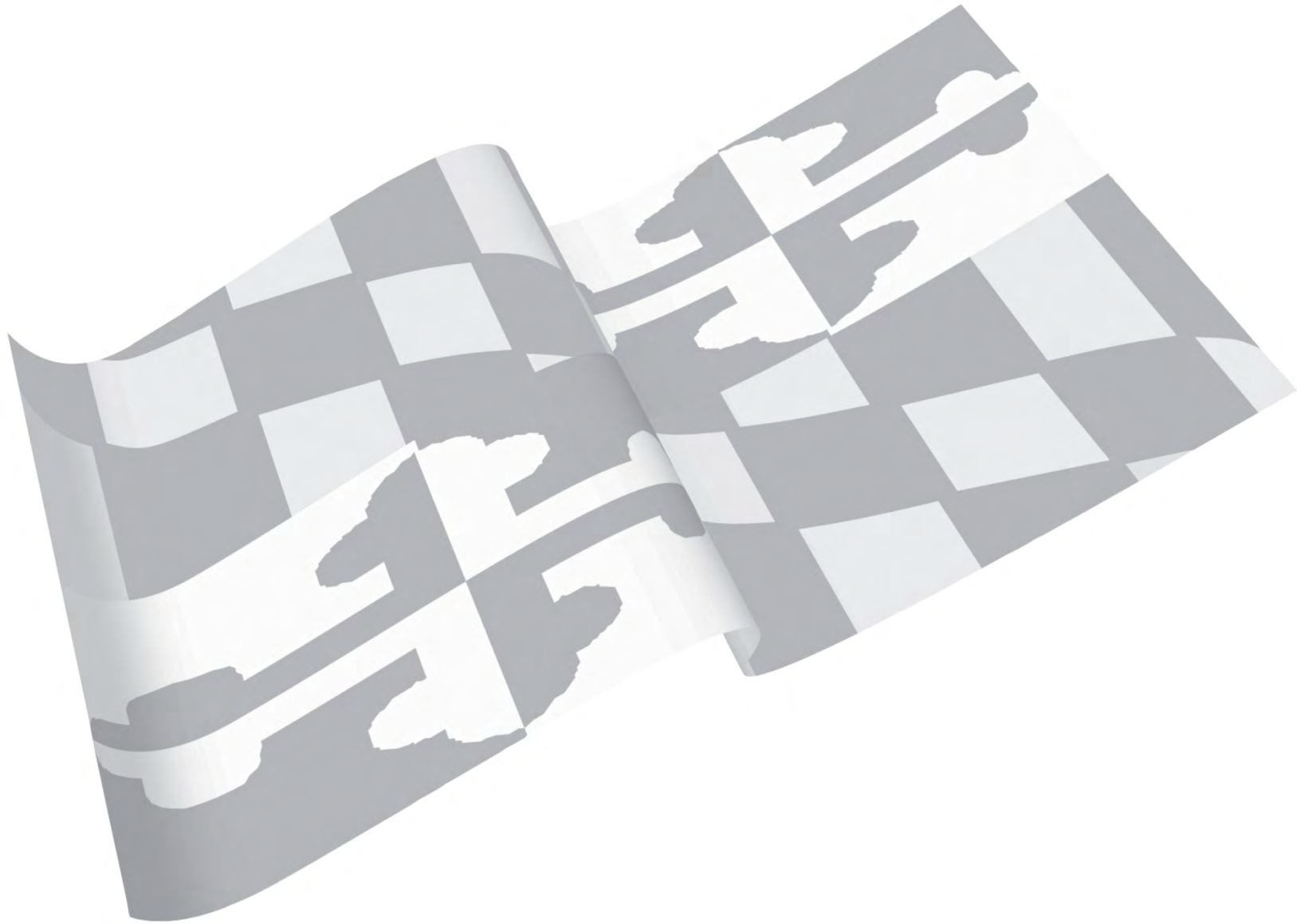
**MARYLAND AVIATION ADMINISTRATION - LINE 33**

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<b><u>Planning</u></b>			
MAA2193	FIS Hall Reconfiguration	\$ 354	Study Underway
MAAPRJ000167	Regional Air Passenger Survey	\$ 132	Ongoing
MAAPRJ000310	Roadway & Curbside Capacity Analysis	\$ 500	Planning Underway
<b><u>Pre-Construction Project Env, Plan, Eng</u></b>			
MAA1943	Pavement Management Plan - BWI/MTN	\$ 4,419	Ongoing
MAA1959	BWI Aerial Photogrammetry & Airspace Analysis	\$ 706	Ongoing
<b><u>Real Estate Services</u></b>			
MAA7018	Real Estate Property Services	\$ 679	Ongoing
MAA7810	10-01 RPZ Property Acquisition	\$ 1,701	Underway
MAAPRJ000163	Real Estate Services SV-20-006	\$ 560	Underway
<b><u>Regional Aviation</u></b>			
MAAPRJ000181	MD Aviation System Plan Update	\$ 346	Underway
<b><u>Security</u></b>			
MAA2345	MTN AOA Fence Upgrade	\$ 2,078	Under Construction
MAAPRJ000374	Integrated Airport Security System (IASS) Replacement - Ph 1	\$ 4,800	Underway
<b><u>Taxiway F</u></b>			
MAAPRJ000443	Taxiway F Relocation - Phase 2 (Wetland)	\$ 1,200	Design Underway
<b><u>Tenant Facilities</u></b>			
MAA7500	Terminal Leasehold Modifications	\$ 2,624	Ongoing

**MINOR PROJECTS PROGRAM**  
*(Dollars in Thousands)*

**MARYLAND AVIATION ADMINISTRATION - LINE 33**

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<b><u>Terminal Facilities</u></b>			
MAAPRJ000270	PC Air and 400Hz Electrical Equipment Installation at Four Gates	\$ 2,066	Completed
MAAPRJ000279	Checkpoint D/E Expansion	\$ 7,261	Design Underway
MAAPRJ000480	Landside Trash Compactor	\$ 850	Design Underway
MAAPRJ000517	Concourse B Roof Replacement	\$ -	Design Underway
<b><u>Vehicles and Equipment</u></b>			
MAA2053	Operating Vehicles	\$ 5,585	Ongoing
MAA2198	BWI Mobile Stairs and Medical Lift	\$ 1,185	Underway
MAAPRJ000228	BWI Equip Replacement FY 2023	\$ 1,881	Underway
MAAPRJ000229	MTN Equip Replacement FY 2023	\$ 632	Underway



MARYLAND DEPARTMENT OF TRANSPORTATION

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MARYLAND PORT ADMINISTRATION

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

	<u>FY 2025</u>	<u>FY 2026</u>	<u>FY 2027</u>	<u>FY 2028</u>	<u>FY 2029</u>	<u>FY 2030</u>	<u>SIX - YEAR TOTAL</u>
<b>Major Construction Program</b>	<b>336.4</b>	<b>369.6</b>	<b>202.7</b>	<b>158.2</b>	<b>52.5</b>	<b>68.5</b>	<b>1,187.9</b>
System Preservation	202.3	240.9	108.3	72.3	48.6	61.7	734.1
Expansion/Efficiency	126.9	120.4	86.0	80.1	-	-	413.5
Safety & Security	0.5	0.5	0.5	0.5	0.5	0.5	2.9
Environment	6.7	7.7	8.0	5.2	3.4	6.4	37.4
<b>Major Development &amp; Evaluation Program</b>	<b>10.4</b>	<b>3.7</b>	<b>3.5</b>	<b>3.6</b>	<b>3.5</b>	<b>1.7</b>	<b>26.4</b>
System Preservation	4.1	3.6	3.5	3.6	3.5	1.7	20.0
Expansion/Efficiency	6.1	0.1	-	-	-	-	6.2
Safety & Security	0.2	-	-	-	0.0	-	0.2
<b>Minor Program</b>	<b>27.2</b>	<b>22.7</b>	<b>17.7</b>	<b>15.4</b>	<b>37.1</b>	<b>71.4</b>	<b>191.5</b>
System Preservation	21.1	20.9	16.1	13.4	35.4	67.3	174.1
Expansion/Efficiency	1.2	0.0	-	-	-	-	1.2
Safety & Security	0.5	0.2	-	-	-	-	0.7
Environment	2.6	0.6	0.7	0.6	0.7	0.9	5.9
Administration	1.9	1.1	1.0	1.4	1.0	3.3	9.6
<b>Capital Salaries, Wages &amp; Other Costs</b>	<b>6.5</b>	<b>6.0</b>	<b>5.8</b>	<b>6.3</b>	<b>6.3</b>	<b>8.6</b>	<b>39.4</b>
<b>TOTAL</b>	<b>380.5</b>	<b>402.0</b>	<b>229.7</b>	<b>183.5</b>	<b>99.4</b>	<b>150.3</b>	<b>1,445.2</b>
Special Funds	279.1	278.0	200.7	138.0	99.4	150.3	1,145.4
Federal Funds	52.3	63.3	15.5	-	-	-	131.1
Other Funds	49.0	60.8	13.5	45.4	-	-	168.7
<b>Special Funds Breakdown</b>							
General Fund	50.0	0.0	-	-	-	-	50.0
Transportation Trust Fund	204.9	250.8	186.0	126.0	90.5	143.9	1,002.1
Reimbursement Funds	24.1	27.2	14.7	12.1	8.9	6.3	93.2
<b>SPECIAL FUNDS TOTAL</b>	<b>279.0</b>	<b>278.0</b>	<b>200.7</b>	<b>138.0</b>	<b>99.4</b>	<b>150.3</b>	<b>1,145.3</b>
<b>Other Funds Breakdown</b>							
GO Bonds	20.0	31.5	-	-	-	-	51.5
Other (Not GO Bonds)	29.0	29.3	13.5	45.4	-	-	117.2
	<b>49.0</b>	<b>60.8</b>	<b>13.5</b>	<b>45.4</b>	<b>-</b>	<b>-</b>	<b>168.7</b>





**PROJECT:** Howard Street Tunnel Project

**DESCRIPTION:** The project consists of reconstructing the 129-year-old Howard Street Tunnel in Baltimore and improving the vertical clearance at the tunnel and 21 bridges between Baltimore and Philadelphia to create a double-stack rail corridor to and from the Port of Baltimore and along the entire East Coast.

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

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

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

**EXPLANATION:** Creating this double-stack rail access will result in significant public benefits such as reduced highway congestion, increased roadway safety, decreased fuel consumption and improved air quality. Not only will the project address a long-standing bottleneck in the national rail network, but the improvements will be undertaken in a cost-effective manner, using public and private funds, with minimal impact to the public and environment.

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

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input checked="" type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER							
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY						
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...			
Planning	2,678	2,588	0	0	0	0	90	0	0	90	0	
Engineering	29,064	29,064	16,318	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	534,259	122,745	96,303	125,781	119,718	85,991	80,023	0	0	411,514	0	
<b>Total</b>	<b>566,000</b>	<b>154,396</b>	<b>112,621</b>	<b>125,781</b>	<b>119,718</b>	<b>85,991</b>	<b>80,113</b>	<b>0</b>	<b>0</b>	<b>411,604</b>	<b>0</b>	
Federal-Aid	125,000	39,766	34,333	38,641	42,094	4,500	0	0	0	85,234	0	
Special	196,000	29,249	22,818	38,141	24,081	69,840	34,689	0	0	166,751	0	
Other	245,000	85,381	55,470	49,000	53,544	11,651	45,424	0	0	159,619	0	

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



**PROJECT:** Hart-Miller Island Related Projects

**DESCRIPTION:** Hart-Miller Island is a 1,140-acre island located in Baltimore County that was formerly used for placement of dredged material from the shipping channels for the Port of Baltimore. The site operated from 1984 and ceased accepting dredged material in 2009. The southern portion, South Cell, of the site is open for passive recreation, and MPA is coordinating with the Department of Natural Resources on the development of the North Cell for a wildlife habitat and passive recreation. Legislation was passed during the 2024 General Assembly session allowing for the reopening of Hart-Miller Island to dredged material placement from a large redevelopment project within Baltimore County. This will be possible if an enforceable community benefits agreement is executed with Baltimore County in consultation with the Hart-Miller Island Citizen's Oversight Committee. The reopening of Hart-Miller Island per the legislation may impact MPA's further involvement in future operations.

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

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

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

**EXPLANATION:** The dredged material placed in the Hart-Miller Island facility was collected from Harbor and Bay channels and berths. The placement of this material at Hart-Miller Island allowed vessels to transport cargo to and from the Port of Baltimore.

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

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

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** Overall costs went up by \$1.1 million as spending was less than anticipated in FY24 but funding was added in FY30.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER							
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY						
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	104,717	91,517	2,200	2,200	2,200	2,200	2,200	2,200	2,200	13,200	0	
<b>Total</b>	<b>104,717</b>	<b>91,517</b>	<b>2,200</b>	<b>2,200</b>	<b>2,200</b>	<b>2,200</b>	<b>2,200</b>	<b>2,200</b>	<b>2,200</b>	<b>13,200</b>	<b>0</b>	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	
Special	104,717	91,517	2,200	2,200	2,200	2,200	2,200	2,200	2,200	13,200	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

5002, 5004



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

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

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

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

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

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

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

**STATUS:** Dike raising to +60 feet began in 2021 and was completed in 2024; dredged material placement is planned to continue during the expansion project. Planning and design for the next phase of dike raising to +80 feet will begin in 2024.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER						SIX	BALANCE
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				TOTAL	TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU YEAR				FOR PLANNING PURPOSES ONLY						
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...			
Planning	765	765	0	0	0	0	0	0	0	0	0	
Engineering	13,975	6,850	0	1,000	2,000	1,375	1,375	1,375	0	7,125	0	
Right-of-way	1,011	1,011	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	200,087	164,535	10,605	11,209	4,362	3,216	3,266	3,000	10,500	35,552	0	
<b>Total</b>	<b>215,838</b>	<b>173,161</b>	<b>10,605</b>	<b>12,209</b>	<b>6,362</b>	<b>4,591</b>	<b>4,641</b>	<b>4,375</b>	<b>10,500</b>	<b>42,677</b>	<b>0</b>	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	
Special	215,838	173,161	10,605	12,209	6,362	4,591	4,641	4,375	10,500	42,677	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** Cash flows were realigned based on updated project schedules while costs were less than expected for the +60 dike raising phase of construction, which was completed ahead of schedule. Overall costs increased by \$11.3M because engineering costs have been added for the next phase of the project to raise the dikes to +80 feet in addition to construction costs.



**PROJECT:** Masonville Dredged Material Containment Facility Expansion and Related Projects

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

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

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

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

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

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

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

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:**  
Costs increased \$5.3M, primarily due to FY30 funding being added to cover operation & maintenance costs.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER	PLANNING FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU YEAR	PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	...2027...	...2028...	...2029...	...2030...	TOTAL		
Planning	395	243	157	152	0	0	0	0	0	152	0	
Engineering	630	330	186	300	0	0	0	0	0	300	0	
Right-of-way	140	140	140	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	349,866	268,980	14,437	17,764	12,806	22,800	18,916	4,300	4,300	80,886	0	
<b>Total</b>	<b>351,031</b>	<b>269,693</b>	<b>14,920</b>	<b>18,216</b>	<b>12,806</b>	<b>22,800</b>	<b>18,916</b>	<b>4,300</b>	<b>4,300</b>	<b>81,338</b>	<b>0</b>	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	
Special	351,031	269,693	14,920	18,216	12,806	22,800	18,916	4,300	4,300	81,338	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

5232, 5235, 5237, 000222



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

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

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

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

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

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

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

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				2024	2025	2026	FOR PLANNING PURPOSES ONLY		
						...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	18,741	15,590	625	600	551	500	500	500	500	3,151	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	200,208	157,508	7,286	6,700	7,500	7,500	7,500	6,000	7,500	42,700	0
<b>Total</b>	<b>218,949</b>	<b>173,098</b>	<b>7,911</b>	<b>7,300</b>	<b>8,051</b>	<b>8,000</b>	<b>8,000</b>	<b>6,500</b>	<b>8,000</b>	<b>45,851</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	218,949	173,098	7,911	7,300	8,051	8,000	8,000	6,500	8,000	45,851	0
Other	0	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:**  
\$8.0M in funding was added in FY30 to cover ongoing design and construction costs.

5101, 5103, 5105, 5402





**PROJECT:** Mid-Chesapeake Bay Island Ecosystem Restoration Project

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

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

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

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

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

**EXPLANATION:** The placement of this material at the Mid-Chesapeake Bay Island Ecosystem Restoration Project at James Island and Barren Island will allow the Port of Baltimore to maintain its channels to their authorized depths and allow safe passage of cargo ships entering and leaving the Port of Baltimore, and restores lost habitat due to sea level rise and erosion.

**STATUS:** Construction on Barren Island began in FY23.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input checked="" type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	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	5,518	5,373	100	145	0	0	0	0	0	145	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	351,333	22,400	4,100	96,298	125,575	24,080	12,320	11,160	14,500	283,933	45,000
<b>Total</b>	<b>356,851</b>	<b>27,773</b>	<b>4,200</b>	<b>96,443</b>	<b>125,575</b>	<b>24,080</b>	<b>12,320</b>	<b>11,160</b>	<b>14,500</b>	<b>284,078</b>	<b>45,000</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	356,851	27,773	4,200	96,443	125,575	24,080	12,320	11,160	14,500	284,078	45,000
Other	0	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** Costs increased by \$13.0M mainly due to funding being added to FY30.



**PROJECT:** Innovative Reuse and Beneficial Use of Dredged Material

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

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

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

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

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

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

**STATUS:** MPA continues to explore and test new methods to reuse dredged material from the Port of Baltimore harbor channels. MPA has started to develop the Cox Creek Sediment Technology and Reuse (STAR) site to continue the advancement of the innovative reuse of dredged material.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER							
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU YEAR				FOR PLANNING PURPOSES ONLY						
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...			
Planning	6,292	3,592	200	400	500	500	500	300	500	2,700	0	
Engineering	0	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	23,220	4,248	1,769	3,256	3,415	2,215	2,056	4,015	4,015	18,972	0	
<b>Total</b>	<b>29,512</b>	<b>7,840</b>	<b>1,969</b>	<b>3,656</b>	<b>3,915</b>	<b>2,715</b>	<b>2,556</b>	<b>4,315</b>	<b>4,515</b>	<b>21,672</b>	<b>0</b>	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	
Special	29,512	7,840	1,969	3,656	3,915	2,715	2,556	4,315	4,515	21,672	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** Cash flows were adjusted based on parts of the project being deferred due to fiscal constraints and funding being added to FY30. Overall project costs increased by \$1.4M.

5005, 5007, 5241, 000181, 000182, 000311



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

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

**PURPOSE & NEED SUMMARY STATEMENT:** The property is adjacent to the Cox Creek DMCF and will be used to support MPA's Innovative Reuse and Beneficial Use program. Prior to being able to use the property, environmental remediation needs to happen under a Maryland Department of Environment Administration Consent Order.

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

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

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

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

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER						SIX	BALANCE
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				TOTAL	TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU YEAR				FOR PLANNING PURPOSES ONLY						
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...			
Planning	476	476	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	74,524	4,024	2,622	2,050	10,330	18,100	18,140	13,500	6,330	68,450	2,050	
<b>Total</b>	<b>75,000</b>	<b>4,500</b>	<b>2,622</b>	<b>2,050</b>	<b>10,330</b>	<b>18,100</b>	<b>18,140</b>	<b>13,500</b>	<b>6,330</b>	<b>68,450</b>	<b>2,050</b>	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	
Special	74,524	4,024	2,622	2,050	10,330	18,100	18,140	13,500	6,330	68,450	2,050	
Other	476	476	0	0	0	0	0	0	0	0	0	

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:**  
None.





**PROJECT:** Dundalk Marine Terminal Berth 3 Reconstruction

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

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

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

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

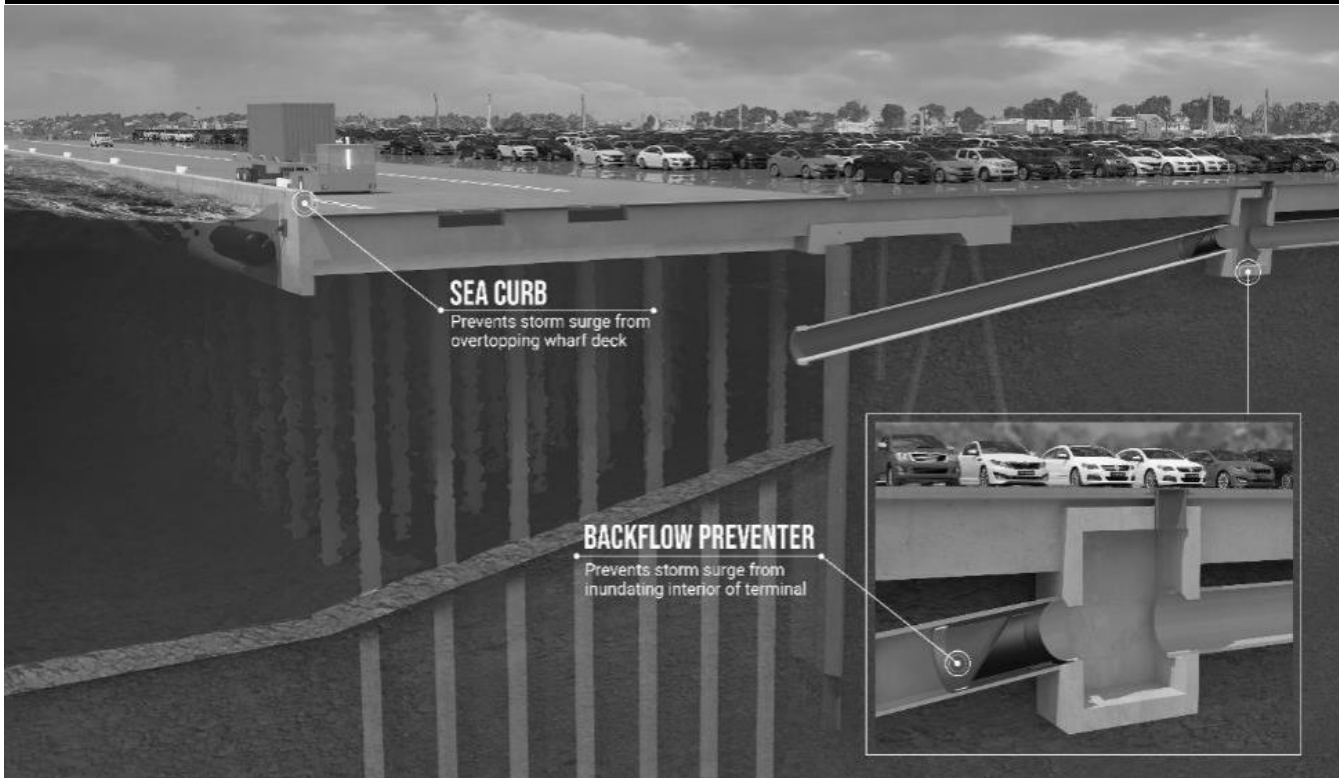
**EXPLANATION:** This project will allow vessels with deeper drafts to make calls at the Dundalk Marine Terminal. Future vessels will be larger than current-day ships and carry more cargo. Rehabilitation of these berths will enable the movement of additional cargo across the terminal.

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

**STATUS:** Completed and closed out FY24.

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

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



**PROJECT:** Dundalk Marine Terminal Resiliency and Flood Mitigation

**DESCRIPTION:** The project will provide critical flood protection improvements at Dundalk Marine Terminal. The project will install tide gates to prevent storm surges from flowing back through the drains onto the terminal; installing a perimeter barrier to prevent storm surges from overtopping the berths; and constructing a new box culvert with lateral drains to deal with extreme rain events.

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

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

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

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

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

**STATUS:** Due to increased project costs and fiscal constraints, MPA is identifying additional sources of funding, including federal highway funding sources.

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	CURRENT YEAR	BUDGET YEAR	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				2024	2025	2026	...2027...			...2028...
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	69,000	0	0	32,367	28,093	8,540	0	0	0	69,000	0	
<b>Total</b>	<b>69,000</b>	<b>0</b>	<b>0</b>	<b>32,367</b>	<b>28,093</b>	<b>8,540</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>69,000</b>	<b>0</b>	
Federal-Aid	10,000	0	0	4,835	4,040	1,125	0	0	0	10,000	0	
Special	59,000	0	0	27,532	24,053	7,415	0	0	0	59,000	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** Project start is delayed until 2025 as project costs have increased by \$1.8M.



**PROJECT:** Fairfield Marine Terminal Pier 4 Reconstruction

**DESCRIPTION:** The project will reconstruct Pier 4 at Fairfield Marine Terminal which was removed from service in 2020 after outliving its usefulness.

**PURPOSE & NEED SUMMARY STATEMENT:** The Port of Baltimore is the Nation's leading automobile port. Fairfield Marine Terminal is MPA's dedicated automobile terminal. Pier 4 was taken out of service in 2020, leaving only one available pier for the Roll-On/Roll-Off (Ro/Ro) carriers to berth. This has the potential to create bottlenecks and increase costs as Ro/Ro vessels have to wait at anchor for the only existing berth to open.

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

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

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

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

**STATUS:** Fairfield Pier 4 construction underway.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,120	1,789	379	331	0	0	0	0	0	331	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	19,900	10,712	10,712	5,438	3,750	0	0	0	0	9,188	0
<b>Total</b>	<b>22,020</b>	<b>12,502</b>	<b>11,091</b>	<b>5,768</b>	<b>3,750</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9,518</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	22,020	12,502	11,091	5,768	3,750	0	0	0	0	9,518	0
Other	0	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:**  
Project cost increased by \$3.0M due to unforeseen site conditions.



**PROJECT:** North Locust Point Marine Terminal Preservation Projects

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

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

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

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

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

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

**STATUS:** The engineering of Pier 3 demolition is underway. Construction projects have been deferred due to fiscal constraints.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER	PLANNING FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	...2027...	...2028...	...2029...	...2030...			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	353	178	178	175	0	0	0	0	0	175	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	2,346	2,346	0	0	0	0	0	0	0	0	0	
<b>Total</b>	<b>2,699</b>	<b>2,524</b>	<b>178</b>	<b>175</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>175</b>	<b>0</b>	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	
Special	2,699	2,524	178	175	0	0	0	0	0	175	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:**  
None.

1659, 000204, 000265, 000290



**PROJECT:** Dundalk Marine Terminal Electrification

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

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

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

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

**EXPLANATION:** Dundalk Marine Terminal's electrical system will need to be upgraded to handle future power requirements that will be necessary as MPA and its tenants de-carbonize their operations.

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

**STATUS:** Electrical System inspection is underway, preliminary engineering has been completed. Construction for all other projects associated with this endeavor are contingent upon funding.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER	PLANNING FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	...2027...	...2028...	...2029...	...2030...			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utility	2,668	1,218	908	225	225	0	0	1,000	0	1,450	0	
Construction	25,803	9,103	13	2,500	3,700	1,500	1,000	2,000	6,000	16,700	0	
<b>Total</b>	<b>28,472</b>	<b>10,322</b>	<b>921</b>	<b>2,725</b>	<b>3,925</b>	<b>1,500</b>	<b>1,000</b>	<b>3,000</b>	<b>6,000</b>	<b>18,150</b>	<b>0</b>	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	
Special	28,472	10,322	921	2,725	3,925	1,500	1,000	3,000	6,000	18,150	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** \$9.7M removed as part of the project has been deferred due to fiscal constraints.

1837, 000292, 000300,





**PROJECT:** Fairfield Marine Terminal Stormwater Management Program

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

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

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

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

**EXPLANATION:** The stormwater management program at Fairfield / Masonville Marine terminals is required before any further development can be performed on these sites. In addition, Phase I is required to address surface runoff from the Masonville Dredged Material Containment Facility.

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

**STATUS:** Construction estimated to begin FY26.

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

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:**  
None.



**PROJECT:** South Locust Point Cruise Maryland Terminal

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

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

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

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

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

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

**STATUS:** Funding for a new HVAC system and ceiling upgrades are programmed to start in FY27.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER	PLANNING FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU YEAR	PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	...2027...	...2028...	...2029...	...2030...			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	2,500	0	0	0	0	1,500	1,000	0	0	2,500	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	1,486	1,486	0	0	0	0	0	0	0	0	0	
<b>Total</b>	<b>3,986</b>	<b>1,486</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,500</b>	<b>1,000</b>	<b>0</b>	<b>0</b>	<b>2,500</b>	<b>0</b>	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	
Special	3,986	1,486	0	0	0	1,500	1,000	0	0	2,500	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

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

1638,1655, 000239



**PROJECT:** World Trade Center

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

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

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

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

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

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

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,233	730	730	500	500	500	500	500	2,003	4,503	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	36,813	25,253	4,383	4,882	2,229	700	1,250	1,250	1,250	11,560	0
<b>Total</b>	<b>42,046</b>	<b>25,983</b>	<b>5,113</b>	<b>5,382</b>	<b>2,729</b>	<b>1,200</b>	<b>1,750</b>	<b>1,750</b>	<b>3,253</b>	<b>16,063</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	42,046	25,983	5,113	5,382	2,729	1,200	1,750	1,750	3,253	16,063	0
Other	0	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** \$7.1M in additional funds were added to the overall cost to this project. These funds will cover WTC renovations for a new tenant and future FY30 repairs.

3107, 3217, 000178, 000288, 000339





**PROJECT:** Interconnector Bridge

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

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

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

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

**EXPLANATION:** The Interconnector Bridge allows cargo traffic to flow expeditiously between the two marine terminals without having to exit and re-enter the restricted terminal areas.

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

**STATUS:** MPA is conducting quarterly structural condition inspections on the Interconnector Bridge. Engineering is underway for repairs and improvement with construction estimated to begin Summer of 2025.

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

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



**PROJECT:** Chrome Ore Processing Residue Remediation (COPR)

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

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

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

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

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

**EXPLANATION:** 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:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER							
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY						
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...			
Planning	906	677	40	24	31	63	31	31	50	230	0	
Engineering	0	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	90,459	63,350	6,566	5,696	4,615	4,650	3,985	2,163	6,000	27,109	0	
<b>Total</b>	<b>91,365</b>	<b>64,027</b>	<b>6,607</b>	<b>5,720</b>	<b>4,646</b>	<b>4,713</b>	<b>4,016</b>	<b>2,194</b>	<b>6,050</b>	<b>27,339</b>	<b>0</b>	
Federal-Aid	15	15	0	0	0	0	0	0	0	0	0	
Special	91,350	64,012	6,607	5,720	4,646	4,713	4,016	2,194	6,050	27,339	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

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

1011, 1102, 1106, 1108, 9000



**PROJECT:** Seagirt Marine Terminal Modernization - Terminal Improvements

**DESCRIPTION:** Phase One of the Seagirt Marine Terminal Modernization includes deepening the existing berths to 50 feet so that the terminal can handle the Ultra Large Container Vessels. In addition, there are improvements to the terminal that include densification and electrification of the container yard along with replacing part of the shoreline along the empty container depot with a living shoreline.

**PURPOSE & NEED SUMMARY STATEMENT:** This project is necessary to remain competitive with other East Coast ports by increasing the number of deep berths capable of handling the Ultra Large Container Vessels at Seagirt Marine Terminal. In addition, the project densifies and electrifies the container yards to increase capacity and reduce emissions. This project leverages third party funds.

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

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

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

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

**STATUS:** MPA partnered with Ports America Chesapeake (PAC) in a Public Private Partnership that has received a \$6.6M FY18 BUILD grant through USDOT - MARAD. Project completed in FY24.

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

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



**PROJECT:** Dredged Material Placement and Monitoring

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

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

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

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

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

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

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER							
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU YEAR				FOR PLANNING PURPOSES ONLY						
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...			
Planning	52,164	33,854	3,305	3,182	2,878	3,075	3,075	3,050	3,050	18,310	0	
Engineering	32,136	21,606	1,752	2,210	1,720	1,750	1,600	1,400	1,850	10,530	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	68,573	32,685	500	15,237	8,158	5,494	0	0	7,000	35,889	0	
<b>Total</b>	<b>152,873</b>	<b>88,144</b>	<b>5,556</b>	<b>20,629</b>	<b>12,756</b>	<b>10,319</b>	<b>4,675</b>	<b>4,450</b>	<b>11,900</b>	<b>64,729</b>	<b>0</b>	
Federal-Aid	34,551	12,699	500	8,200	8,158	5,494	0	0	0	21,852	0	
Special	118,322	75,445	5,056	12,429	4,598	4,825	4,675	4,450	11,900	42,877	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** The overall cost increased by \$6.0M because cash flows were adjusted, and funding was added to FY30. Also, one project (MPA5218 Environmental Management System Compliance) previously associated with this PIF was moved to PIF MPA-22: Climate Solutions Now Act and Related Projects.

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



**PROJECT:** Port of Baltimore Rail Capacity Modernization Project

**DESCRIPTION:** The Intermodal Container Transfer Facility (ICTF) sits adjacent to Seagirt Marine Terminal. The project will replace existing infrastructure with six new working rail tracks and allow the existing diesel-powered equipment to be replaced with electric rubber-tired gantry cranes. The project is being supported by a Consolidated Rail Infrastructure and Safety Improvement (CRISI) grant from the Federal Railroad Administration along with private funding from Ports America Chesapeake.

**PURPOSE & NEED SUMMARY STATEMENT:** The project is needed to modernize the ICTF's rail yard infrastructure to support increased demand for double stacked trains of containerized cargo once the Howard Street Tunnel Project is complete.

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

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

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

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

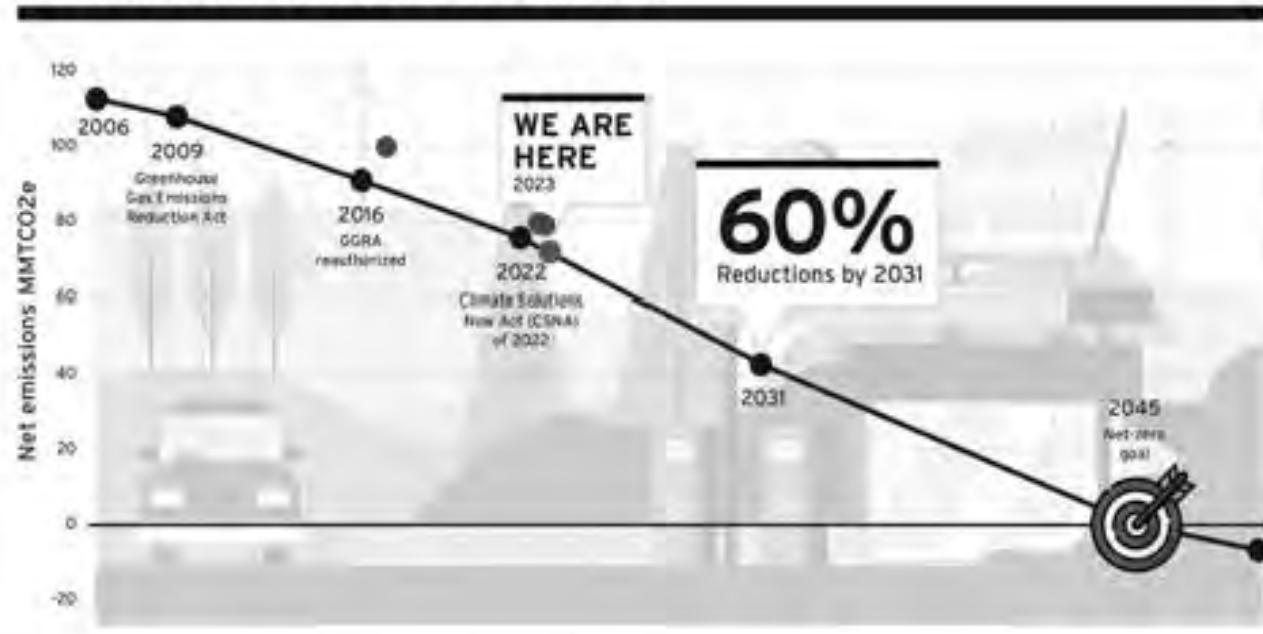
**STATUS:** The CRISI grant was announced in June 2022. Ports America Chesapeake and MPA are working with FRA to finalize the grant agreement.

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

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



Timeline to Achieve Maryland's Climate Goals



**PROJECT:** Climate Solutions Now Act and Related Projects

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

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

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

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

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

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

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...		
Planning	18,480	15,042	1,285	449	229	960	900	900	0	3,438	0
Engineering	25	25	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	8,579	7,400	4,911	1,028	0	0	0	150	0	1,178	0
<b>Total</b>	<b>27,083</b>	<b>22,467</b>	<b>6,196</b>	<b>1,478</b>	<b>229</b>	<b>960</b>	<b>900</b>	<b>1,050</b>	<b>0</b>	<b>4,617</b>	<b>0</b>
Federal-Aid	651	651	0	0	0	0	0	0	0	0	0
Special	26,432	21,816	6,196	1,478	229	960	900	1,050	0	4,617	0
Other	0	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:**  
The overall project costs increased by \$18.6M as a project (MPA5418 - Environmental Management System Compliance) was moved from PIF: MPA-20 Dredged Material Placement and Monitoring) to this PIF.

0184, 0299, 0310, 0312, 196, 5418



**PROJECT:** Seagirt Marine Terminal Modernization - Loop Channel Improvements

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

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

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

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

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

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

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER							
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY						
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	1,730	1,178	485	452	100	0	0	0	0	552	0	
Right-of-way	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	
<b>Total</b>	<b>1,730</b>	<b>1,178</b>	<b>485</b>	<b>452</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>552</b>	<b>0</b>	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	
Special	1,730	1,178	485	452	100	0	0	0	0	552	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:**  
None.



**PROJECT:** Dundalk Marine Terminals Berths 11 - 13

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

**PURPOSE & NEED SUMMARY STATEMENT:** Due to the harsh marine environment, these berths are in need of reconstruction in order for the Port of Baltimore to continue to handle the large volumes of automobiles and RO/RO equipment.

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

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

**EXPLANATION:** Dundalk Marine Terminal (DMT) Berths 11 - 13 handle large volumes of automobile and RO/RO cargo that would not be cost effective to handle at other DMT berths. If these berths are not reconstructed, the berths are in jeopardy of being taken out of service.

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

**STATUS:** Project is on hold.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER						SIX	BALANCE
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				TOTAL	TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY						
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	3,254	3,254	2,604	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	
<b>Total</b>	<b>3,254</b>	<b>3,254</b>	<b>2,604</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	
Special	3,254	3,254	2,604	0	0	0	0	0	0	0	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.





**PROJECT:** Dundalk Marine Terminal Berths 1 - 2

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

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

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

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

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

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

**STATUS:** Project is on hold.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER	PLANNING FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	...2027...	...2028...	...2029...	...2030...			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	1,480	1,480	1,111	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	
<b>Total</b>	<b>1,480</b>	<b>1,480</b>	<b>1,111</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	
Special	1,480	1,480	1,111	0	0	0	0	0	0	0	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:**  
None.



**PROJECT:** St Helena Property

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

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

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

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

**EXPLANATION:** The site would allow MPA to expand cargo storage capabilities near Dundalk Marine Terminal.

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

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU YEAR				FOR PLANNING PURPOSES ONLY					
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...		
Planning	25	0	0	25	0	0	0	0	0	25	0
Engineering	725	76	76	649	0	0	0	0	0	649	0
Right-of-way	5,000	0	0	5,000	0	0	0	0	0	5,000	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>5,750</b>	<b>76</b>	<b>76</b>	<b>5,674</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,674</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	5,750	76	76	5,674	0	0	0	0	0	5,674	0
Other	0	0	0	0	0	0	0	0	0	0	0

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

000207, 000294

**MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

**MARYLAND PORT ADMINISTRATION - LINE 27**

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<b><u>Agency Wide Building Repairs</u></b>			
MPA1854	Agency Wide Facility Improvements	\$ 34,011	Ongoing
MPAPRJ000305	Fire Protection Systems Replacement	\$ 2,000	FY 2028
<b><u>Comprehensive Paving Program</u></b>			
MPA1706	Agency Wide Comprehensive Paving XI	\$ 15,565	Ongoing
MPA1842	Agency Wide Paving Repairs	\$ 15,681	Ongoing
<b><u>Environment</u></b>			
MPA1400	Environmental Remediation	\$ 1,290	Ongoing
MPA1707	Hawkins Point O&M	\$ 17,482	Ongoing
MPAPRJ000189	Urban Forestry Program	\$ 0	Deferred
MPAPRJ000315	COASTAL RESILIENCY & ADAPTATION PLAN (BRIC Grant)	\$ 200	Underway
MPAPRJ000369	Electric Sweeper	\$ 797	FY 2025
MPAPRJ000370	Feasibility Study of Electrifying Car Carrier Fleet	\$ 180	FY 2025
<b><u>Harbor Development - Dredge Material Management</u></b>			
MPAPRJ000332	Climate Challenge Reimbursement Grant	\$ 364	Underway
<b><u>Harbor Development - General</u></b>			
MPA5217	Environmental Studies - MERC	\$ 10,331	Ongoing
MPA5220	Environmental Initiatives Program	\$ 4,609	Ongoing
MPA5221	Chesapeake Bay PORTS System	\$ 9,544	Ongoing
MPA5224	Economic Studies - UMCES	\$ 4,980	Ongoing
<b><u>Information Systems Division</u></b>			
MPA3124	CTIPP Equipment	\$ 6,298	Ongoing
MPA3215	IT Database Infrastructure Implementation Support	\$ 2,304	Ongoing
MPA3216	Dundalk Fiber Upgrade and Expansion	\$ 0	Deferred

**MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

**MARYLAND PORT ADMINISTRATION - LINE 27**

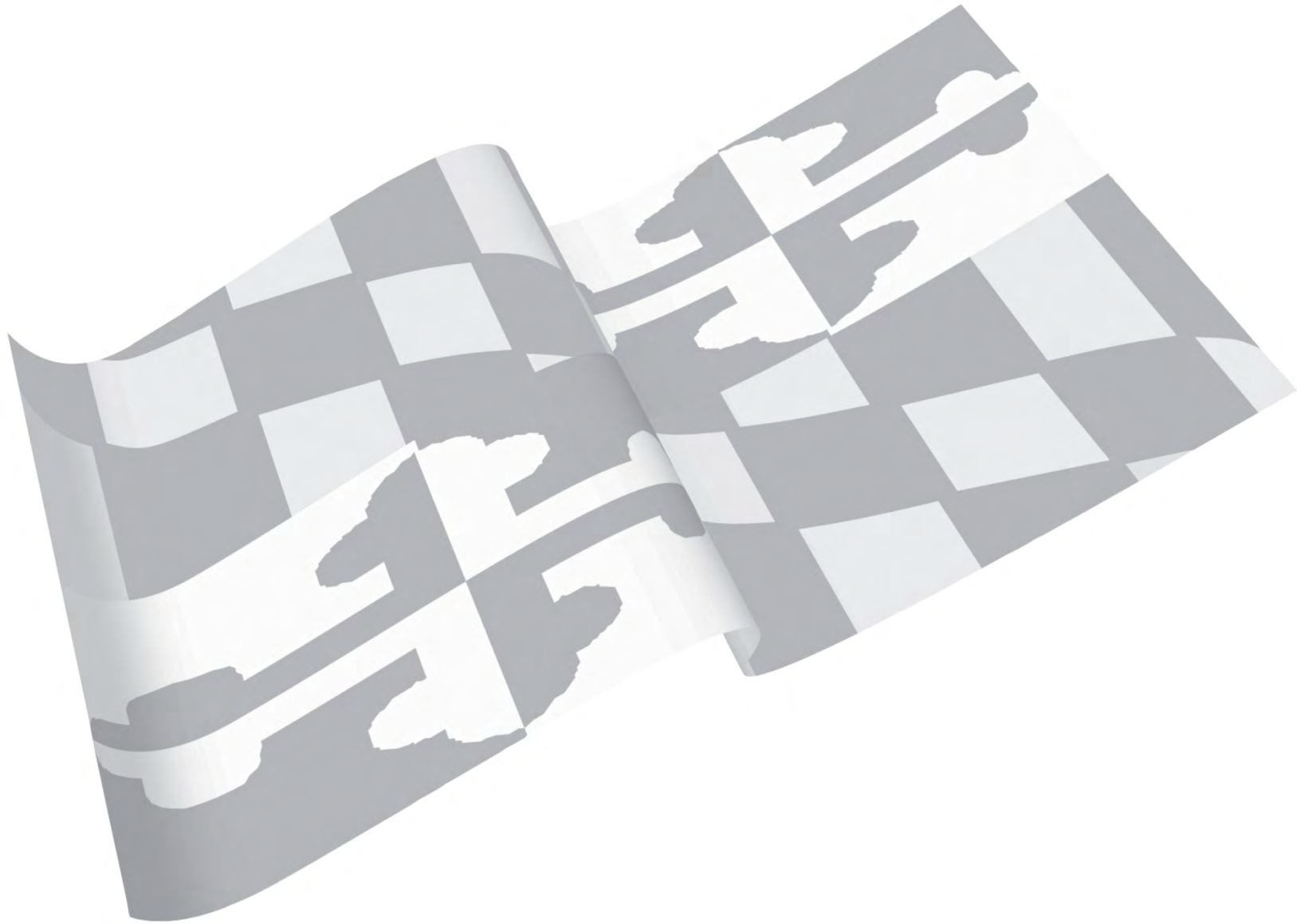
PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<b>Information Systems Division</b>			
MPAPRJ000185	Enhance Cybersecurity-Core Network Backbone -Repl. End of Life Network Switches	\$ 384	Completed
MPAPRJ000186	Enhance Cybersecurity-Portwide Wireless Links - Replace Legacy Wireless Links	\$ 803	Ongoing
MPAPRJ000208	Deployment of CCTV Field Distribution Box (FDB) Protection Mechanisms: Phase 1	\$ 50	FY 2025
MPAPRJ000209	WTC ACS- Replacement - Genetec	\$ 383	Completed
MPAPRJ000213	Improve MDOT MPA Access Security Control System Phase 2 (2021 PSGP)	\$ 498	Ongoing
MPAPRJ000217	2021 PSGP Submission: Cyber Auto Rem Phase II	\$ 509	Ongoing
MPAPRJ000219	2021 PSGP Submission: Cybersecurity Enhancement of Unified Security Platform	\$ 572	Ongoing
MPAPRJ000220	2021 PSGP Submission:Enhancing Perimeter Security with On-Target Detection Technology	\$ 650	Completed
MPAPRJ000242	CCTV maintenance	\$ 500	Ongoing
MPAPRJ000293	CTP FY24-28 ISD Systems Engineer Resource	\$ 800	FY 2024
MPAPRJ000307	Application Software Cybersecurity A & R (PSGP22)	\$ 450	Underway
MPAPRJ000329	Resource for Grant Management System	\$ 250	Underway
<b>Landside - Security Enhancements</b>			
MPA1779	CCTV Camera EOL Replacement	\$ 489	Ongoing
MPA1941	Wave Camera System Replacement	\$ 354	Ongoing
MPAPRJ000281	One Stop Security Processing at DMT Truck Plaza	\$ 2,118	Design Underway
MPAPRJ000296	Mobile TWIC Readers (PSGP22)	\$ 15	Underway
MPAPRJ000297	MPA Security FSA and FSP Updates (PSGP22)	\$ 50	Completed
<b>Landside Facility and Capital Equipment</b>			
MPA3038	Sprinkler Repairs	\$ 2,307	Ongoing
MPA3106	Railroad Inspection and Construction	\$ 11,225	Ongoing
MPA3233	Vehicles and Light Trucks (DA-8 eligible)	\$ 3,777	Deferred
MPAPRJ000280	Telehandler Units	\$ 765	Completed
MPAPRJ000334	Vehicle Exempt	\$ 148	Deferred

**MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

**MARYLAND PORT ADMINISTRATION - LINE 27**

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<b><u>Landside Major Projects</u></b>			
MPAPRJ000272	DMT Waterline Rehabilitation Program	\$ 13,567	Design Underway
MPAPRJ000313	RUBB Building at DMT Lot 500	\$ -	Deferred
<b><u>Landside Studies and Open Ended Contracts</u></b>			
MPA1211	Portwide Engineering and Design - Balance	\$ 6,196	FY 2029
MPA1281	Construction Management & Inspection	\$ 12,184	Ongoing
MPA1286	Portwide Engineering and Design Contracts	\$ 34,806	Ongoing
MPA1827	Surveying	\$ 350	Ongoing
MPAAWC000188	MPA Diving Services	\$ 350	Ongoing
MPAAWC000308	CATS/GIS - JMT	\$ 2,672	Ongoing
MPAAWC000309	CATS/GIS - KCI	\$ 2,559	Ongoing
MPAPRJ000223	Waterfront Structure Inspections	\$ 5,823	Ongoing
MPAPRJ000238	Agency Wide Structures Engineering	\$ 11,733	Ongoing
<b><u>Landside System Preservation</u></b>			
MPA1785	System Preservation - All Terminals - Supplemental	\$ 18,748	FY 2030
MPAPRJ000290	NLP Waterline Replacement	\$ 3	Deferred
MPAPRJ000291	DMT Shed 201B Roof Replacement	\$ 5,831	Under Construction
<b><u>Planning and Finance</u></b>			
MPA3501	Open Ended Planning Studies JM	\$ 2,522	Ongoing
<b><u>Waterfront Structures Program</u></b>			
MPA1730	Agency Wide Waterfront Structure Repair	\$ 36,000	Ongoing
MPA1865	Agency Wide Substructure Repair	\$ 11,899	Completed





**MDOT** MARYLAND DEPARTMENT OF TRANSPORTATION  

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MARYLAND TRANSIT ADMINISTRATION

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

	<b>FY 2025</b>	<b>FY 2026</b>	<b>FY 2027</b>	<b>FY 2028</b>	<b>FY 2029</b>	<b>FY 2030</b>	<b>SIX - YEAR TOTAL</b>
<b>Major Construction Program</b>	<b>522.6</b>	<b>542.3</b>	<b>731.0</b>	<b>729.6</b>	<b>701.5</b>	<b>690.9</b>	<b>3,917.9</b>
System Preservation	285.7	327.1	375.6	434.1	449.7	467.5	2,339.7
Expansion/Efficiency	210.7	168.5	301.8	254.7	221.8	192.5	1,350.0
Safety & Security	1.1	2.3	8.6	-	-	-	12.0
Local Funding	22.8	42.4	42.6	37.0	30.0	30.9	205.7
Environment	1.7	0.8	-	-	-	0.0	2.4
Administration	0.7	1.2	2.4	3.7	-	-	8.0
<b>Major Development &amp; Evaluation Program</b>	<b>36.0</b>	<b>125.8</b>	<b>131.6</b>	<b>62.6</b>	<b>92.5</b>	<b>60.9</b>	<b>509.4</b>
System Preservation	0.0	1.5	5.5	4.0	4.0	4.0	18.8
Expansion/Efficiency	35.2	73.4	75.6	7.4	38.6	5.7	235.9
Safety & Security	0.6	0.4	-	-	-	1.3	2.3
Local Funding	-	0.2	0.4	1.0	-	-	1.6
Environment	0.2	50.2	50.1	50.3	50.0	50.0	250.8
Administration	0.0	-	-	-	-	-	0.0
<b>Minor Program</b>	<b>59.9</b>	<b>50.0</b>	<b>69.1</b>	<b>86.6</b>	<b>75.0</b>	<b>13.2</b>	<b>353.7</b>
System Preservation	38.6	39.4	49.3	65.7	60.6	11.6	265.2
Expansion/Efficiency	9.1	5.2	9.7	12.5	2.7	-	39.2
Safety & Security	4.9	2.4	9.1	4.3	4.8	-	25.6
Local Funding	0.1	-	-	-	-	-	0.1
Environment	1.0	1.3	0.0	3.6	6.6	-	12.6
Administration	6.1	1.6	0.9	0.6	0.3	1.6	11.0
<b>Capital Salaries, Wages &amp; Other Costs</b>	<b>3.8</b>	<b>10.7</b>	<b>26.1</b>	<b>28.4</b>	<b>21.2</b>	<b>15.3</b>	<b>105.5</b>
<b>TOTAL</b>	<b>622.2</b>	<b>728.7</b>	<b>957.8</b>	<b>907.1</b>	<b>890.3</b>	<b>780.3</b>	<b>4,886.5</b>
Special Funds	329.1	346.6	510.0	482.8	459.9	374.7	2,503.1
Federal Funds	278.9	360.5	420.7	418.4	423.7	405.1	2,307.3
Other Funds	14.3	21.6	27.1	6.0	6.7	0.4	76.1
<b>Special Funds Breakdown</b>							
General Fund	13.7	62.1	12.7	0.3	0.3	0.1	89.2
Transportation Trust Fund	315.4	284.5	497.3	482.5	459.6	374.7	2,413.9
<b>SPECIAL FUNDS TOTAL</b>	<b>329.1</b>	<b>346.6</b>	<b>510.0</b>	<b>482.8</b>	<b>459.9</b>	<b>374.7</b>	<b>2,503.1</b>





**MARC**

**Freight**

**Light Rail**

**Baltimore Metro**

**Bus**

**Multi-Modal**

**Locally Operated Transit Systems**



**MARYLAND DEPARTMENT  
OF TRANSPORTATION**

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**MARYLAND TRANSIT  
ADMINISTRATION**

**MDOT MTA CONSTRUCTION PROGRAM**





**PROJECT:** MARC Maintenance, Layover, & Storage Facilities

**DESCRIPTION:** Planning, environmental documentation, design, and construction of maintenance, layover, and storage facilities. Includes design and construction of storage tracks and replacement of track switches at MARC Martin State Airport facility and the construction of a heavy maintenance building at the MARC Riverside facility, including two new natural gas and diesel burners. Each of these facilities support equipment that is used across all MARC lines.

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

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

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

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

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

**STATUS:** Construction for Riverside Boilers Dual Burner Conversion was completed in FY 24. Design for pavement repairs is underway.

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	CURRENT YEAR	BUDGET YEAR	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU YEAR				2024	2025	2026	...2027...			...2028...
Planning	115	115	39	0	0	0	0	0	0	0	0	
Engineering	18,497	8,543	1,056	1,347	268	3,883	4,455	0	0	9,954	0	
Right-of-way	2,033	2,033	2	0	0	0	0	0	0	0	0	
Utility	598	598	598	0	0	0	0	0	0	0	0	
Construction	97,101	58,039	2,255	4,780	15,459	13,802	5,022	0	0	39,062	0	
<b>Total</b>	<b>118,344</b>	<b>69,327</b>	<b>3,950</b>	<b>6,127</b>	<b>15,727</b>	<b>17,685</b>	<b>9,477</b>	<b>0</b>	<b>0</b>	<b>49,016</b>	<b>0</b>	
Federal-Aid	90,356	52,906	3,226	4,918	12,579	13,288	6,666	0	0	37,450	0	
Special	26,487	16,369	671	663	2,722	4,168	2,565	0	0	10,118	0	
Other	1,500	52	52	547	426	229	246	0	0	1,448	0	

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** Project cost increased by \$17.1M due to the addition of the Martin State Airport High-Level Station and Platforms project, which won an All Station Accessibility discretionary Grant, and the MARC Riverside Upgrades projects to the PIF. Additional funding has also been added to fund the Martins Yard Power Switch project.

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

1217, 1545, 1571, 1738, 1986, 2021, 2307



**PROJECT:** MARC Improvements on Penn Line

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

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

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

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

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

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

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

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER							
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY						
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	3,572	3,572	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	444,681	232,876	27,032	28,000	28,000	28,000	28,000	67,805	32,000	211,805	0	
<b>Total</b>	<b>448,254</b>	<b>236,449</b>	<b>27,032</b>	<b>28,000</b>	<b>28,000</b>	<b>28,000</b>	<b>28,000</b>	<b>67,805</b>	<b>32,000</b>	<b>211,805</b>	<b>0</b>	
Federal-Aid	350,535	181,053	21,584	22,400	22,400	22,400	22,400	54,281	25,600	169,481	0	
Special	97,719	55,396	5,449	5,600	5,600	5,600	5,600	13,524	6,400	42,324	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

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

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



**PROJECT:** MARC Improvements on Camden and Brunswick Lines

**DESCRIPTION:** Ongoing improvement program to ensure safety and quality of service along the MARC Camden and Brunswick lines. Program is implemented through CSX construction agreements. CSX efforts include projects such as interlocking replacements and other track improvements.

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

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

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

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

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

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER							
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY						
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	2,361	2,331	120	30	0	0	0	0	0	30	0	
Right-of-way	19	19	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	176,213	127,838	2,411	3,570	4,318	13,765	11,509	9,214	6,000	48,375	0	
<b>Total</b>	<b>178,593</b>	<b>130,187</b>	<b>2,531</b>	<b>3,600</b>	<b>4,318</b>	<b>13,765</b>	<b>11,509</b>	<b>9,214</b>	<b>6,000</b>	<b>48,405</b>	<b>0</b>	
Federal-Aid	138,876	100,351	4,789	2,841	3,455	11,012	9,047	7,371	4,800	38,525	0	
Special	39,717	29,837	(2,258)	759	864	2,753	2,462	1,843	1,200	9,880	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** Project funding allocation increased by \$12.2M due to the addition of the Anacostia River Lift Bridge project and additional FY 30 funding to support ongoing system capacity improvement projects.

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

0687, 1937, 2055, 2143, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2408



**PROJECT:** MARC Coaches - Overhauls and Replacement

**DESCRIPTION:** Minor overhaul of 63 MARC III coaches, the overhaul of MARC IV railcars and truck components, and the overhaul or replacement of 60 MARC multi-level railcars. MARC coaches are used interchangeably across all MARC lines.

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

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

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

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

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

**STATUS:** Overhaul of 63 MARC III railcars is underway. 57 overhauled railcars are operating in revenue service with all railcars anticipated to be overhauled in FY 25. Specification development for overhaul of 54 MARC IV railcars to begin in FY 25.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** Project funding allocation increased by \$58.7M due to the addition of FY 30 and balance to complete funding to support overhaul activities.

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER	PLANNING FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	...2027...	...2028...	...2029...	...2030...			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	2,604	624	20	110	200	300	1,200	170	0	1,980	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	207,040	50,711	8,577	14,083	2,697	2,500	17,500	15,950	23,550	76,279	80,050	
<b>Total</b>	<b>209,644</b>	<b>51,334</b>	<b>8,597</b>	<b>14,193</b>	<b>2,897</b>	<b>2,800</b>	<b>18,700</b>	<b>16,120</b>	<b>23,550</b>	<b>78,259</b>	<b>80,050</b>	
Federal-Aid	178,519	40,536	6,877	11,353	2,317	2,240	17,306	15,153	18,840	67,209	70,775	
Special	31,124	10,799	1,719	2,840	579	560	1,394	968	4,710	11,050	9,275	
Other	0	0	0	0	0	0	0	0	0	0	0	

1304, 1502, 1567, 1569





**PROJECT:** MARC Locomotives - Overhauls and Replacements

**DESCRIPTION:** Overhaul eight diesel SC-44 locomotives, overhaul six GP39H-2 diesel locomotives, complete mid-life overhaul for 26 MP36PH-3C diesel locomotives, develop specifications for new locomotive procurements, and replace six electric locomotives. Diesel locomotives are used interchangeably across all MARC lines, while electric locomotives are used only on the Penn line. This project will include the procurement of an electric locomotive power solution to allow for electric operations of the Penn Line when required by Amtrak on the NEC, after the completion of the Frederick Douglas Tunnel Project.

**PURPOSE & NEED SUMMARY STATEMENT:** Overhaul of locomotives in accordance with the manufacturer's schedule is needed to maintain safe and reliable operation and to comply with federally-mandated maintenance regulations. Replacement diesel locomotives have higher horsepower and meet EPA air quality emissions standards.

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

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

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

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

**STATUS:** Conditional acceptance of six overhauled GP-39 locomotives ongoing. MP36PH-3C specification development is complete and will be advertised in FY 25.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER							
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY						
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...	TOTAL		
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	12,769	1,670	234	130	0	545	500	9,923	0	11,098	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	229,468	12,477	2,210	3,768	12,243	1,911	22,494	40,087	60,000	140,502	76,489	
<b>Total</b>	<b>242,237</b>	<b>14,147</b>	<b>2,444</b>	<b>3,898</b>	<b>12,243</b>	<b>2,456</b>	<b>22,994</b>	<b>50,010</b>	<b>60,000</b>	<b>151,601</b>	<b>76,489</b>	
Federal-Aid	141,976	10,201	2,031	3,118	11,400	1,886	21,414	45,636	48,000	131,455	320	
Special	100,260	3,946	413	779	843	570	1,579	4,374	12,000	20,145	76,169	
Other	0	0	0	0	0	0	0	0	0	0	0	

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** Project funding allocation increased by \$58.2M due to the addition of FY 30 funding for new locomotives needed to fulfil the commitment to electrifying the Penn line.

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

1444, 1500, 1501, 1568



**PROJECT:** MARC Positive Train Control

**DESCRIPTION:** Implementation and development of Positive Train Control (PTC) for MARC as required by the Federal Railroad Administration. Positive Train Control incorporates an on-board computer that ensures all signals are received by the various parts of the system to prevent collision, maintain speed limits, and train spacing, while also protecting track workers who have been given exclusive use of the tracks. All locomotives and cab cars will be upgraded to operate the Positive Train Control system.

**PURPOSE & NEED SUMMARY STATEMENT:** PTC for MARC will create a safeguard against train collisions through proper train spacing on the tracks and active speed limit oversight.

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

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

**EXPLANATION:** Ensure the safe operation of MARC service.

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

**STATUS:** All MARC diesel locomotives and cab cars available for service are equipped with the Interoperable Electronic Train Management System and are operating PTC on all three MARC service lines (Penn/Camden/Brunswick). Wi-Fi has been installed at all MARC Maintenance and Layover facilities. Closeout activities including additional training and installing hardware upgrades will continue through FY 25.

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

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER						SIX	BALANCE
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				YEAR TOTAL	TO COMPLETE	
						...2027...	...2028...	...2029...	...2030...			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	652	630	282	0	22	0	0	0	0	22	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	42,491	33,035	250	0	4,213	3,228	0	1,008	1,008	9,457	0	
<b>Total</b>	<b>43,143</b>	<b>33,664</b>	<b>532</b>	<b>0</b>	<b>4,235</b>	<b>3,228</b>	<b>0</b>	<b>1,008</b>	<b>1,008</b>	<b>9,479</b>	<b>0</b>	
Federal-Aid	34,548	26,998	837	0	2,868	3,069	0	806	806	7,550	0	
Special	8,595	6,666	(305)	0	1,367	158	0	202	202	1,929	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

1380, 2453, 2454, 2455, 2456, 2457





**PROJECT:** MARC BWI Rail Station Upgrades and Repairs

**DESCRIPTION:** Structural improvements to the BWI Rail Station parking garages and improvements to the existing bus loop, storm water facility, and station including passenger-friendly amenities. The MARC BWI Station serves the Penn line.

**PURPOSE & NEED SUMMARY STATEMENT:** Repairs to both garages and upgrades to the existing infrastructure of the station are necessary to preserve the BWI Rail Station.

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

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

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

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

**STATUS:** Design efforts to reconstruct and repair concrete and asphalt bus loop pavement and associated storm water facilities at MARC BWI Station are complete.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU YEAR				2024	2025	2026	FOR PLANNING PURPOSES ONLY		
						...2027...	...2028...	...2029...	...2030...		
Planning	405	405	0	0	0	0	0	0	0	0	0
Engineering	1,819	1,819	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	7,281	7,281	251	0	0	0	0	0	0	0	0
<b>Total</b>	<b>9,505</b>	<b>9,505</b>	<b>251</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Federal-Aid	5,657	5,657	25	0	0	0	0	0	0	0	0
Special	3,848	3,848	226	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:**  
Project funding allocation decreased by \$1.2M as the Bus Loop repair project was deferred due to budget constraints.

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



**PROJECT:** MARC Odenton Station Renovation

**DESCRIPTION:** This project will provide design and construction for renovations to the existing MARC Odenton Station, which serves the Penn line. Interior renovations will include new doors, lighting, flooring, seating, HVAC, paint, millwork at customer service counter, and other miscellaneous customer amenities. Interior renovation will also include accessible restrooms and water cooler. Exterior renovations will include improved drainage, exterior signage, and replacement of all doors and windows. Temporary restrooms and ticket trailer will be provided during construction.

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

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

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

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

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

**STATUS:** Design is completed and the project was advertised for construction in FY 24. Construction is anticipated to begin in FY 25.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER	PLANNING FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	...2027...	...2028...	...2029...	...2030...	TOTAL		
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	494	434	74	60	0	0	0	0	0	60	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	2,127	15	15	2,112	0	0	0	0	0	2,112	0	
<b>Total</b>	<b>2,621</b>	<b>449</b>	<b>89</b>	<b>2,172</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,172</b>	<b>0</b>	
Federal-Aid	2,049	336	61	1,713	0	0	0	0	0	1,713	0	
Special	572	113	28	459	0	0	0	0	0	459	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.

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



**PROJECT:** MARC Laurel Platform Replacement

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

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

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

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

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

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

**STATUS:** Construction efforts will conclude in FY 25.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER							
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY						
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	3,440	2,880	2,856	560	0	0	0	0	0	560	0	
<b>Total</b>	<b>3,440</b>	<b>2,880</b>	<b>2,856</b>	<b>560</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>560</b>	<b>0</b>	
Federal-Aid	2,592	2,184	2,164	408	0	0	0	0	0	408	0	
Special	848	696	692	152	0	0	0	0	0	152	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:**  
None.

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



**PROJECT:** Freight Rail Program

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

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

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

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

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

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

**STATUS:** Bridge inspections are conducted annually, per FRA regulations. Grade crossings are inspected periodically to identify priorities for repair work. Other projects are identified according to conditions to support continued safe operation, preserve and maintain rights of way, and maintain safe conditions.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:**  
Project funding decreased by \$37.1M as the following projects were removed from the PIF due to their completion: CY2020-2021 Bridge Inspections, Queen Anne Radio Tower Demolition, Valuation of RS3M Locomotives, ROW Surveys, and Design for Grade Crossing Repair/Replacement (2021 Inspections).

**USAGE:**

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER							
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY						
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...			
Planning	400	0	0	0	50	250	100	0	0	400	0	
Engineering	11,514	9,153	1,087	883	313	993	173	0	0	2,361	0	
Right-of-way	225	25	15	0	0	200	0	0	0	200	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	30,748	19,895	4,838	1,803	0	781	5,571	2,697	0	10,853	0	
<b>Total</b>	<b>42,888</b>	<b>29,073</b>	<b>5,940</b>	<b>2,686</b>	<b>363</b>	<b>2,225</b>	<b>5,844</b>	<b>2,697</b>	<b>0</b>	<b>13,815</b>	<b>0</b>	
Federal-Aid	4,034	2,055	2,054	445	40	807	687	0	0	1,979	0	
Special	38,251	26,745	3,613	2,199	315	1,266	5,028	2,697	0	11,506	0	
Other	603	274	274	41	8	151	129	0	0	329	0	

0213, 1661, 1662, 1663, 1744, 1787, 1788, 1789, 1790, 1792, 1793, 1875, 1926, 1929, 1930, 2044, 2045, 2147, 2148, 2149, 2150, 2152, 2363



**PROJECT:** Homeland Security

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

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

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

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

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

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

**STATUS:** Activities for FY 21 and FY 22 Homeland Security grants are underway. Activities for FY 19 Homeland Security grant were completed in FY 24.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER							
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY						
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	2,292	1,507	967	285	213	286	0	0	0	785	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	14,171	7,743	698	0	0	6,428	0	0	0	6,428	0	
<b>Total</b>	<b>16,463</b>	<b>9,250</b>	<b>1,665</b>	<b>285</b>	<b>213</b>	<b>6,715</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7,213</b>	<b>0</b>	
Federal-Aid	16,047	8,834	1,504	285	213	6,715	0	0	0	7,213	0	
Special	416	416	161	0	0	0	0	0	0	0	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:**  
None.

**USAGE:**





**PROJECT:** Metro and Light Rail Maintenance of Way

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

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

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

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

**EXPLANATION:** Continued maintenance of crucial railway elements is essential to reduce system failures and to improve safety and reliability.

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

**STATUS:** Various ongoing design and construction efforts as MTA continues to ensure railway elements are kept in a state of good repair.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU YEAR				FOR PLANNING PURPOSES ONLY					
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	10,121	8,497	436	749	341	533	0	0	0	1,623	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	189,116	97,929	14,853	1,436	16,270	15,779	18,883	25,925	12,893	91,187	0
<b>Total</b>	<b>199,236</b>	<b>106,426</b>	<b>15,289</b>	<b>2,185</b>	<b>16,611</b>	<b>16,312</b>	<b>18,883</b>	<b>25,925</b>	<b>12,893</b>	<b>92,810</b>	<b>0</b>
Federal-Aid	13,018	12,397	1,450	297	324	0	0	0	0	621	0
Special	186,218	94,029	13,839	1,888	16,287	16,312	18,883	25,925	12,893	92,189	0
Other	0	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** Project funding allocation increased by \$6.3M to support track maintenance and emergency response. The Maintenance of Way Improvement project for the Metro system from Owings Mills to John Hopkins was removed from this PIF due to its completion.

**USAGE:**

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



**PROJECT:** Light Rail Vehicle Overhaul

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

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

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

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

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

**EXPLANATION:** Projects include an ongoing and major overhaul of the Light Rail fleet to ensure safe, reliable service to the end of the cars' useful life.

**STATUS:** MTA continues to receive overhauled vehicles for use in revenue service. The final overhauled railcar is expected to be in service in FY 25. Ongoing minor overhauls are underway.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER							
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY						
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	4,019	3,154	0	623	0	0	243	0	0	866	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	223,563	198,486	14,280	13,465	8,600	300	300	2,412	0	25,077	0	
<b>Total</b>	<b>227,582</b>	<b>201,640</b>	<b>14,280</b>	<b>14,088</b>	<b>8,600</b>	<b>300</b>	<b>543</b>	<b>2,412</b>	<b>0</b>	<b>25,943</b>	<b>0</b>	
Federal-Aid	152,516	133,650	10,335	9,582	7,880	0	194	1,210	0	18,866	0	
Special	75,067	67,989	3,945	4,506	720	300	349	1,202	0	7,077	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** Project allocation funding increased by \$6.3M to support extending the life of the original Light Rail fleet until new Light Rail cars are in service.

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

1346, 1630, 1702, 2099



**PROJECT:** Light Rail Systems Overhauls and Replacements

**DESCRIPTION:** Includes the replacement of key systems throughout Light Rail including train control signals, grounding replacement, power systems, switches and switch heaters, substations, wide area network systems, suspension systems, and overhead catenary wire.

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

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

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

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

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

**STATUS:** Design for Catenary Surge Protection was completed in FY 24. Train Control Signals UPS upgrade construction is ongoing.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER						SIX	BALANCE
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				YEAR TOTAL	TO COMPLETE	
						...2027...	...2028...	...2029...	...2030...			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	6,261	4,406	1,227	1,847	0	8	0	0	0	1,855	0	
Right-of-way	482	55	45	227	200	0	0	0	0	427	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	147,093	7,153	4,902	2,567	13,385	23,580	31,176	23,200	3,000	96,909	43,031	
<b>Total</b>	<b>153,836</b>	<b>11,614</b>	<b>6,174</b>	<b>4,641</b>	<b>13,585</b>	<b>23,588</b>	<b>31,176</b>	<b>23,200</b>	<b>3,000</b>	<b>99,191</b>	<b>43,031</b>	
Federal-Aid	72,375	2,431	1,161	858	8,759	14,902	24,465	18,560	2,400	69,944	0	
Special	81,461	9,182	5,013	3,783	4,826	8,686	6,712	4,640	600	29,247	43,031	
Other	0	0	0	0	0	0	0	0	0	0	0	

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** Project funding allocation increased by \$5.3M to support overhaul efforts. The Load Break Disconnect Feeder - Tie Switches project was removed due to its completion, and Catenary Poles Procurement project was added to this PIF.

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

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

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





**PROJECT:** Light Rail Trackwork Overhauls and Replacement

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

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

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

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

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

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

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER							
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY						
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...			
Planning	44	44	30	0	0	0	0	0	0	0	0	
Engineering	12,983	8,851	4,072	2,089	1,864	179	0	0	0	4,132	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	21,520	1,644	73	1,943	6,440	7,791	3,703	0	0	19,876	0	
<b>Total</b>	<b>34,547</b>	<b>10,539</b>	<b>4,176</b>	<b>4,031</b>	<b>8,304</b>	<b>7,970</b>	<b>3,703</b>	<b>0</b>	<b>0</b>	<b>24,008</b>	<b>0</b>	
Federal-Aid	18,676	0	0	2,962	6,376	6,376	2,962	0	0	18,676	0	
Special	15,871	10,539	4,176	1,069	1,928	1,594	741	0	0	5,332	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** Project funding allocation decreased by \$8.9M as various rehabilitation projects were deferred due to fiscal constraints.

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

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



**PROJECT:** Howard Street Rail Replacement

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

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

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

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

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

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

**STATUS:** Project is currently on-hold.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER							
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU YEAR				FOR PLANNING PURPOSES ONLY						
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...			
Planning	800	800	0	0	0	0	0	0	0	0	0	
Engineering	1,673	1,673	69	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	9	0	0	0	0	0	0	0	0	0	
<b>Total</b>	<b>2,482</b>	<b>2,482</b>	<b>69</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
Federal-Aid	120	120	(37)	0	0	0	0	0	0	0	0	
Special	2,362	2,362	106	(0)	(0)	(0)	0	0	0	(0)	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:**  
Project funding decreased by \$34M as the project was deferred due to the fiscal constraints.

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



**PROJECT:** Metro Interlocking Renewals

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

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

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

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

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

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

**STATUS:** Design efforts for all other interlockings ongoing. Construction for the replacement of the Reisterstown Plaza East interlocking is anticipated to begin in FY 25.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER							
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY						
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	10,808	10,508	548	300	0	0	0	0	0	300	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	101,408	38,713	889	6,165	9,203	18,039	18,039	0	11,250	62,696	0	
<b>Total</b>	<b>112,217</b>	<b>49,221</b>	<b>1,437</b>	<b>6,465</b>	<b>9,203</b>	<b>18,039</b>	<b>18,039</b>	<b>0</b>	<b>11,250</b>	<b>62,996</b>	<b>0</b>	
Federal-Aid	81,403	31,306	439	4,997	7,238	14,431	14,431	0	9,000	50,097	0	
Special	30,814	17,915	998	1,468	1,965	3,608	3,608	0	2,250	12,899	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

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

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

1223, 1720, 1772, 1845



**PROJECT:** Metro Station Rehabilitation and Lighting Program

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

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

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

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

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

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

**STATUS:** Construction efforts at Reisterstown Plaza Metro Station (ADA improvements and stair replacement) were completed in FY 24. Deferred projects include the design to replace snow melting equipment, customer service station booth replacements, and repairs at Owings Mills, Old Court, Milford Mill, Reisterstown Plaza, Rogers Avenue, West Cold Spring stations.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** Project allocation funding decreased by \$47.6M as projects were deferred due to fiscal constraints.

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER	PLANNING FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	...2027...	...2028...	...2029...	...2030...			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	2,036	1,796	1,617	101	0	139	0	0	0	240	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	4,413	1,813	649	0	0	2,600	0	0	0	2,600	0	
<b>Total</b>	<b>6,449</b>	<b>3,609</b>	<b>2,266</b>	<b>101</b>	<b>0</b>	<b>2,739</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,840</b>	<b>0</b>	
Federal-Aid	2,862	782	782	0	0	2,080	0	0	0	2,080	0	
Special	3,586	2,826	1,484	101	0	659	0	0	0	760	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

1560, 1565, 1725, 1854, 1883, 2048



**PROJECT:** Metro Railcar and Signal System Overhauls and Replacement

**DESCRIPTION:** Replacement of Metro railcars and repair of critical equipment such as traction motors, gearboxes, axles, and wheels as well as repair and replacement of signal system and associated components. A Communications-Based Train Control system will be installed.

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

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

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

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

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

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,658	5,654	0	4	0	0	0	0	0	4	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	551,059	318,168	43,357	44,334	53,603	65,788	49,213	19,954	0	232,892	0
<b>Total</b>	<b>556,717</b>	<b>323,821</b>	<b>43,357</b>	<b>44,338</b>	<b>53,603</b>	<b>65,788</b>	<b>49,213</b>	<b>19,954</b>	<b>0</b>	<b>232,896</b>	<b>0</b>
Federal-Aid	434,788	240,761	32,276	35,711	41,067	58,037	42,000	17,213	0	194,028	0
Special	121,929	83,061	11,082	8,627	12,536	7,751	7,213	2,741	0	38,868	0
Other	0	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** Project funding allocation increased by \$12.4M to support extending the life of the original rail fleet until new railcars are in service.

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





**PROJECT:** Metro Maintenance Facility Improvements

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

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

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

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

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

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

**STATUS:** Construction of the wheel truing machine, hoists and lifts is underway. The vehicle wash upgrade project is expected to begin in FY 25.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR	2024	2025	2026	...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,755	2,626	68	129	0	0	0	0	0	129	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	27,968	7,067	1,086	1,642	7,590	10,210	1,459	0	0	20,901	0
<b>Total</b>	<b>30,723</b>	<b>9,693</b>	<b>1,155</b>	<b>1,771</b>	<b>7,590</b>	<b>10,210</b>	<b>1,459</b>	<b>0</b>	<b>0</b>	<b>21,030</b>	<b>0</b>
Federal-Aid	23,540	7,242	622	1,313	6,083	7,833	1,069	0	0	16,298	0
Special	7,183	2,451	533	457	1,507	2,376	391	0	0	4,732	0
Other	0	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:**  
None.

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



**PROJECT:** Metro Systems Overhauls and Replacements

**DESCRIPTION:** Includes the replacement of key systems throughout Metro Subway including communication, switch heater, stray current monitoring, preventive maintenance forecasting software, and electrical/power systems.

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

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

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

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

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

**STATUS:** Construction for AC Secondary Breaker Refurbishment was advertised in FY 24. The design for Metro TC&C rooms and Stray Current Monitoring System Replacement was finished in FY 24. Design for Power Distribution System Rehabilitation, and Electric Systems Upgrade projects currently ongoing. Design for Metro Traction Power Substation Load Break and Tie Switches will begin in FY 26.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** Project allocation funding decreased by \$9.3M as the Switch Heater System Replacement, Metro Cellular Coverage in Tunnels, and Avtec (tunnel communication) Replacement projects were deferred due to fiscal constraints.

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER	PLANNING FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	...2027...	...2028...	...2029...	...2030...			
Planning	500	0	0	0	100	200	200	0	0	500	0	
Engineering	7,580	2,158	1,075	742	1,310	360	3,010	0	0	5,422	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	16,253	1,051	371	1,095	3,219	2,238	7,000	1,650	0	15,202	0	
<b>Total</b>	<b>24,333</b>	<b>3,208</b>	<b>1,446</b>	<b>1,837</b>	<b>4,629</b>	<b>2,798</b>	<b>10,210</b>	<b>1,650</b>	<b>0</b>	<b>21,125</b>	<b>0</b>	
Federal-Aid	10,897	0	0	200	2,603	940	7,154	0	0	10,897	0	
Special	13,436	3,208	1,446	1,637	2,026	1,858	3,056	1,650	0	10,228	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

1533, 1558, 1559, 1562, 1564, 1615, 1617, 1751, 1752, 1777, 1827



**PROJECT:** Metro Tunnel Repairs and Improvements

**DESCRIPTION:** Address various rehabilitation and repair projects throughout the metro tunnel system while performing regular inspections of tunnel infrastructure. Work includes but is not limited to addressing active leaks, repairing tunnel vent shafts, replacing outdated station doors, pressure testing and repairing dry standpipe, managing storm water management filters and remediation, and actively cleaning tunnels of corrosive materials and unsightly debris.

**PURPOSE & NEED SUMMARY STATEMENT:** This work is needed to ensure that Metro system elements are kept in a state of good repair while also addressing safety-critical repairs.

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

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

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

**EXPLANATION:** Rehabilitation/replacement of Metro Subway systems are needed to ensure customer safety, to provide reliable customer service, and to keep the system in a state of good repair while also identifying opportunities to improve upon environmental factors.

**STATUS:** Inspections to identify various metro system infrastructure in need of repair/replacement are ongoing. Design is underway for Dewatering Stations Control & Equipment Replacement and Tunnel Cleaning and Preservation. Construction for the Tunnel Repair project was completed in FY 24. Construction for the Station Door Repair/Replacement project will be completed in FY 25.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** Project funding allocation increased by \$28.3M due to the addition of FY 30 funding for the Tunnel Structural Repairs project.

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER	PLANNING FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	...2027...	...2028...	...2029...	...2030...			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	7,730	3,491	298	440	0	1,209	2,590	0	0	4,239	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	71,510	22,325	3,589	1,588	620	3,177	9,673	6,127	28,000	49,185	0	
<b>Total</b>	<b>79,240</b>	<b>25,816</b>	<b>3,888</b>	<b>2,029</b>	<b>620</b>	<b>4,385</b>	<b>12,263</b>	<b>6,127</b>	<b>28,000</b>	<b>53,424</b>	<b>0</b>	
Federal-Aid	46,636	9,083	39	482	280	1,899	8,000	4,492	22,400	37,553	0	
Special	32,604	16,734	3,849	1,546	340	2,486	4,263	1,635	5,600	15,870	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

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





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

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

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

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

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

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

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

**STATUS:** The project has been deferred.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER							
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY						
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...			
Planning	934	934	26	0	0	0	0	0	0	0	0	
Engineering	10,857	10,857	5,537	0	0	0	0	0	0	0	0	
Right-of-way	446	446	262	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	
<b>Total</b>	<b>12,236</b>	<b>12,236</b>	<b>5,825</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
Federal-Aid	7,914	7,914	4,212	0	0	0	0	0	0	0	0	
Special	4,322	4,322	1,613	0	0	0	0	0	0	0	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** Project funding allocation decreased by \$493.4M as the project was deferred due to fiscal constraints.

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



**PROJECT:** Bus Facilities Preservation and Improvements

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

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

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

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

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

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

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

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** Project funding allocation decreased by \$6.1M as the Vehicular and Pedestrian Door Replacement project cost was updated and the Bush Division Building 8 HVAC Upgrades project was deferred due to fiscal constraints.

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER	PLANNING FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	...2027...	...2028...	...2029...	...2030...			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	482	474	235	8	0	0	0	0	0	8	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	25,949	9,484	3,910	3,207	2,450	3,424	7,385	0	0	16,465	0	
<b>Total</b>	<b>26,431</b>	<b>9,958</b>	<b>4,145</b>	<b>3,215</b>	<b>2,450</b>	<b>3,424</b>	<b>7,385</b>	<b>0</b>	<b>0</b>	<b>16,473</b>	<b>0</b>	
Federal-Aid	6,793	2,746	(137)	89	0	438	3,520	0	0	4,047	0	
Special	19,639	7,212	4,283	3,126	2,450	2,986	3,865	0	0	12,427	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

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



**PROJECT:** Beyond the Bus Stop

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

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

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

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

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

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

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER						SIX	BALANCE
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				TOTAL	TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU YEAR				FOR PLANNING PURPOSES ONLY						
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...			
Planning	100	100	69	0	0	0	0	0	0	0	0	
Engineering	431	431	101	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	2,987	2,987	1,423	0	0	0	0	0	0	0	0	
<b>Total</b>	<b>3,518</b>	<b>3,518</b>	<b>1,594</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
Federal-Aid	2,606	2,606	1,400	0	0	0	0	0	0	0	0	
Special	912	912	193	0	0	0	0	0	0	0	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:**  
None.

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



**PROJECT:** Bus Network Improvements

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

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

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

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

**EXPLANATION:** Projects will build upon ongoing MTA efforts to accomplish goals and objectives created by the Central Maryland Regional Transportation Plan through this rider-focused initiative. The elements of this project will improve reliability and on-time performance while simultaneously enhancing the customer wait and transfer experience.

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

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

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				YEAR	YEAR	YEAR	FOR PLANNING PURPOSES ONLY		
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...	TOTAL	
Planning	4,658	4,408	710	232	18	0	0	0	0	250	0
Engineering	2,853	1,211	156	776	708	158	0	0	0	1,642	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	12,237	12,237	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>19,748</b>	<b>17,856</b>	<b>867</b>	<b>1,008</b>	<b>726</b>	<b>158</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,892</b>	<b>0</b>
Federal-Aid	7,544	6,566	637	621	231	126	0	0	0	978	0
Special	12,205	11,291	230	387	495	32	0	0	0	914	0
Other	0	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:**  
None.

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

1469, 1470, 1537, 1756, 1767, 1768



**PROJECT:** Bus Procurement

**DESCRIPTION:** Annual purchase of clean diesel buses to replace those that have been in service for 12 or more years. The MTA has 811 buses in its active fleet.

**PURPOSE & NEED SUMMARY STATEMENT:** Bus replacement levels are based on the fleet size and must be maintained to prevent high out-of-service rates and major repair problems that arise from retaining buses beyond their useful life. The replacement program will serve to maintain the average age of the bus fleet. Replacement buses will reduce emissions, fuel consumption, and noise levels.

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

**STATUS:** Seventy (70) 40-foot 2023 series buses were delivered in FY 24. The FY 24 bus delivery will begin in FY 25. Seventy (70) 40 ft. Clean Diesel buses will be in service in FY 25.

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	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY						
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	341	341	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	634,994	370,352	52,288	52,515	0	0	66,631	70,629	74,867	264,643	0	
<b>Total</b>	<b>635,335</b>	<b>370,692</b>	<b>52,288</b>	<b>52,515</b>	<b>0</b>	<b>0</b>	<b>66,631</b>	<b>70,629</b>	<b>74,867</b>	<b>264,643</b>	<b>0</b>	
Federal-Aid	527,598	302,652	44,571	44,638	0	0	56,637	60,035	63,637	224,946	0	
Special	107,737	68,041	7,717	7,877	0	0	9,995	10,594	11,230	39,696	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** Project funding allocation increased by \$84.9M to accommodate the switch to clean diesel buses in FY 28-30, and due to the addition of FY 30 funding.

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





**PROJECT:** Zero Emission Bus Procurement

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

**PURPOSE & NEED SUMMARY STATEMENT:** Bus replacement levels are based on the fleet size and must be maintained to prevent high out-of-service rates and major repair problems that arise from retaining buses beyond their useful life. The replacement program will serve to maintain the average age of the bus fleet. Replacement buses will reduce emissions, fuel consumption, and noise levels.

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

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

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

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

**STATUS:** Procurement for 40 battery electric buses (BEB) underway.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	57,126	1,272	1,050	10,426	27,927	17,501	0	0	0	55,854	0
<b>Total</b>	<b>57,126</b>	<b>1,272</b>	<b>1,050</b>	<b>10,426</b>	<b>27,927</b>	<b>17,501</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>55,854</b>	<b>0</b>
Federal-Aid	47,476	0	0	8,862	23,738	14,876	0	0	0	47,476	0
Special	9,650	1,272	1,050	1,564	4,189	2,625	0	0	0	8,378	0
Other	0	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** Project funding allocation decreased \$331.9M due to fiscal constraints. MTA will purchase 40 BEBs and 97 Hybrid buses and then clean diesel buses going forward to maintain the fleet due to market considerations and fiscal constraints.

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



**PROJECT:** Zero Emission Bus Pilots

**DESCRIPTION:** Purchase of three 60-foot Battery Electric Buses (BEBs) and charging stations based at Kirk Bus Division utilizing competitive grant funds from Federal Transit Administration and four 40-foot battery electric buses and charging infrastructure utilizing funds made available by the Volkswagen settlement. Purchase and install battery electric bus charging equipment at Kirk Storage Building and providing new utilities power to feed these charging equipment.

**PURPOSE & NEED SUMMARY STATEMENT:** Maryland's Zero Emission Bus Act and Greenhouse Gas Emissions Reduction Act requires MTA to transition to zero emission buses. MTA has committed to meet this target in the Regional Transit Plan. Zero emission bus pilots will allow MTA to test buses in service and develop training, procedures and lessons learned to inform fleet transition.

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

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

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

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

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER							
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY						
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...			
Planning	376	340	206	35	0	0	0	0	0	35	0	
Engineering	966	966	91	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utility	213	213	0	0	0	0	0	0	0	0	0	
Construction	15,857	11,670	5,141	1,092	1,450	1,169	0	477	0	4,187	0	
<b>Total</b>	<b>17,411</b>	<b>13,189</b>	<b>5,437</b>	<b>1,127</b>	<b>1,450</b>	<b>1,169</b>	<b>0</b>	<b>477</b>	<b>0</b>	<b>4,222</b>	<b>0</b>	
Federal-Aid	2,950	2,900	190	50	0	0	0	0	0	50	0	
Special	10,836	6,663	1,621	1,077	1,450	1,169	0	477	0	4,172	0	
Other	3,626	3,626	3,626	0	0	0	0	0	0	0	0	

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:**  
None.

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



**PROJECT:** Zero Emission Bus Infrastructure and Program Management

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

**PURPOSE & NEED SUMMARY STATEMENT:** In accordance with the Maryland Zero Emission Bus Act, MTA is transitioning its bus fleet to zero emissions vehicles. This aligns with the Central Maryland Regional Transit Plan and Maryland Greenhouse Gas Reduction Act Plan goals. Utility upgrades and charging infrastructure are needed as part of the fleet transition.

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

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

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

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

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

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** Project funding allocation decreased by \$118.3M as the project was deferred due to market considerations and fiscal constraints.

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER	PLANNING FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	...2027...	...2028...	...2029...	...2030...			
Planning	7,368	5,906	2,078	1,400	21	41	0	0	0	1,462	0	
Engineering	5,265	5,265	1,218	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	444	444	444	0	0	0	0	0	0	0	0	
<b>Total</b>	<b>13,076</b>	<b>11,614</b>	<b>3,740</b>	<b>1,400</b>	<b>21</b>	<b>41</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,462</b>	<b>0</b>	
Federal-Aid	3,330	2,466	1,363	832	0	33	0	0	0	865	0	
Special	9,746	9,149	2,377	568	21	8	0	0	0	598	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

1757, 2020, 2166, 2136





**PROJECT:** Hybrid Bus Procurement

**DESCRIPTION:** The purchase of 97 hybrid buses by FY 27 as replacement buses. The MTA has 811 buses in its active fleet.

**PURPOSE & NEED SUMMARY STATEMENT:** Bus replacement levels are based on the fleet size and must be maintained to prevent high out-of-service rates and major repair problems that arise from retaining buses beyond their useful life. The replacement program will serve to maintain the average age of the bus fleet. Replacement buses will reduce emissions, fuel consumption, and noise levels.

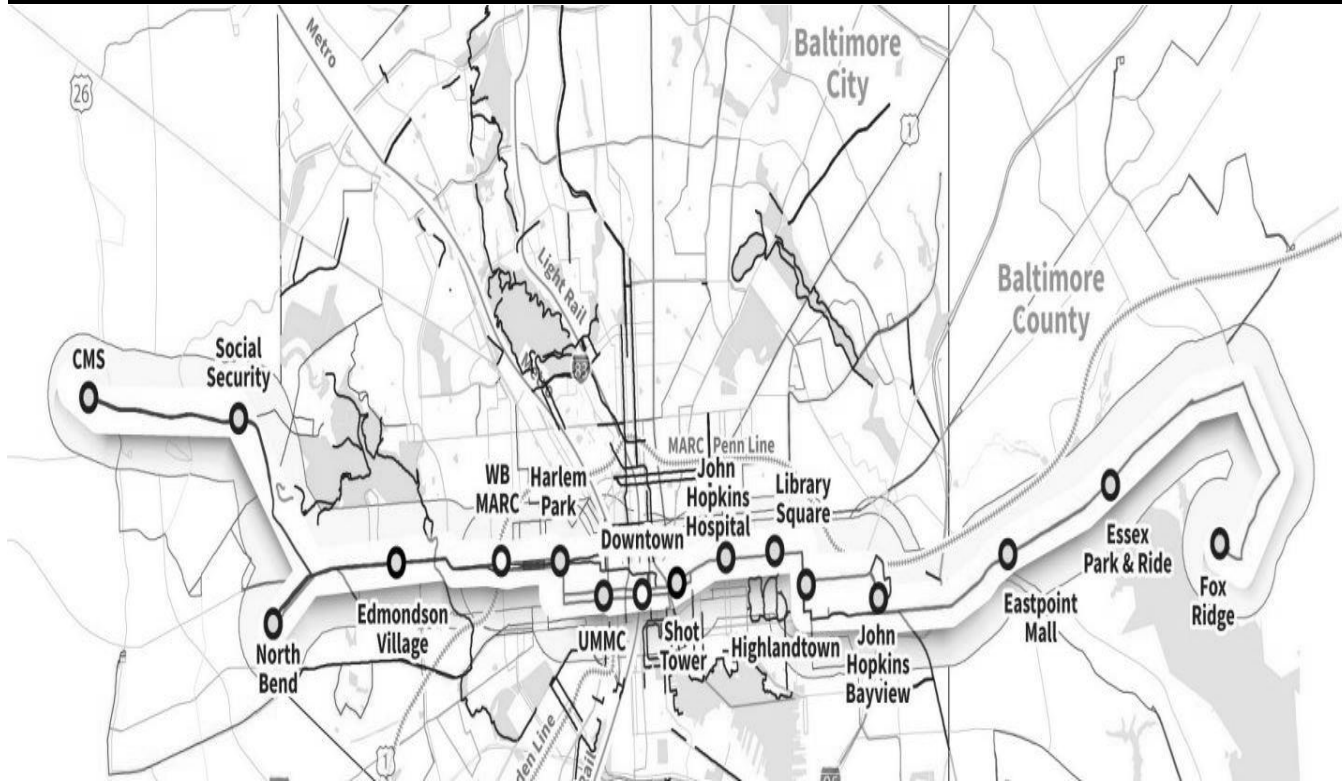
**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet to Be Determined  Exception Granted

**STATUS:** MTA is actively procuring nearly 100 hybrid buses for delivery between FY 25 and FY 27.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	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	104,861	0	0	19,574	52,431	32,857	0	0	0	104,861	0
Right-of-way	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
<b>Total</b>	<b>104,861</b>	<b>0</b>	<b>0</b>	<b>19,574</b>	<b>52,431</b>	<b>32,857</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>104,861</b>	<b>0</b>
Federal-Aid	89,132	0	0	16,638	44,566	27,928	0	0	0	89,132	0
Special	15,729	0	0	2,936	7,865	4,928	0	0	0	15,729	0
Other	0	0	0	0	0	0	0	0	0	0	0

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

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



**PROJECT:** East-West Priority Corridor

**DESCRIPTION:** The East-West Priority Corridor project is a partnership between MTA and Baltimore City Department of Transportation to facilitate faster, more reliable transit trips and strengthen east-west connections that runs along the City Orange and Blue routes from the Fox Ridge community in eastern Baltimore County through downtown Baltimore to the Centers for Medicare and Medicaid Services (CMS) in western Baltimore County. This project will include dedicated bus lanes, transit signal priority, bus stop enhancement and transit hubs, and upgrades to pedestrian and bicycle safety. RAISE is an acronym for Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Transit Priority Project.

**PURPOSE & NEED SUMMARY STATEMENT:** Project will improve bus reliability, travel speeds, on time performance and passenger safety of multiple MTA bus routes. The east-west corridor was identified through the Transit Priority Initiative as an area experiencing travel delays for the City Blue and Orange routes.

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

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

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

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

**STATUS:** Several rounds of outreach have taken place and design efforts are underway to add transit priority treatments including dedicated bus lanes and curb extensions, bus stop enhancements and amenities, and upgrades to bicycle and pedestrian improvements along the 20-mile corridor. The agency is actively coordinating grant agreement with our federal partners, FTA.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:**  
None.

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER							
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				2024	2025	2026	...2027...			...2028...
Planning	3,386	2,944	1,540	442	0	0	0	0	0	442	0	
Engineering	4,480	2,242	2,242	2,237	0	0	0	0	0	2,237	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	50,000	0	0	0	1,600	4,950	17,025	26,425	0	50,000	0	
<b>Total</b>	<b>57,866</b>	<b>5,186</b>	<b>3,782</b>	<b>2,679</b>	<b>1,600</b>	<b>4,950</b>	<b>17,025</b>	<b>26,425</b>	<b>0</b>	<b>52,679</b>	<b>0</b>	
Federal-Aid	23,000	1,000	0	0	704	2,178	7,491	11,627	0	22,000	0	
Special	24,866	4,186	3,782	2,679	576	1,782	6,129	9,513	0	20,679	0	
Other	10,000	0	0	0	320	990	3,405	5,285	0	10,000	0	

2017, 2053



**PROJECT:** Fast Forward

**DESCRIPTION:** The Fast Forward program will facilitate capital investment to four project categories: dedicated bus lanes, bus stops and transit hubs, wayfinding and customer experience, and bike and shared mobility. Such objectives were created by the Central Maryland Regional Transit Plan to accomplish within the next 25 years.

**PURPOSE & NEED SUMMARY STATEMENT:** Project will improve customer experience, bus and rail reliability, travel speeds, on time performance, and passenger safety of multiple MTA bus routes.

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

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

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

**EXPLANATION:** Dedicated bus lanes, wayfinding and real-time information signage, and additional passenger amenities at bus stops will create an improved customer experience aimed at reducing travel times, improving on time performance, and enhancing the entire customer journey.

**STATUS:** Design for bike racks at Light Rail, Metro, Commuter Bus and MARC stations completed in FY 24. Light rail wayfinding construction to be completed in FY 25. Construction for wayfinding in Charles Center Metro station to begin in FY 25. Extension of Dedicated Bus Lanes Project at Pratt & Lombard is on hold at Baltimore City request. Ongoing construction of ADA improvements at 274 bus stop boarding areas to continue in FY 25.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** Project funding allocation decreased by \$3.6M as the Fast Forward ADA project was partially deferred due to the fiscal constraints and Liberty Road Bus Shelters project was removed from the PIF after completion.

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER							
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU YEAR				FOR PLANNING PURPOSES ONLY						
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...			
Planning	1,506	1,331	289	175	0	0	0	0	0	175	0	
Engineering	5,263	4,966	832	218	52	27	0	0	0	297	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	19,650	8,003	1,051	891	5,296	3,719	325	1,415	0	11,647	0	
<b>Total</b>	<b>26,419</b>	<b>14,300</b>	<b>2,173</b>	<b>1,285</b>	<b>5,348</b>	<b>3,746</b>	<b>325</b>	<b>1,415</b>	<b>0</b>	<b>12,119</b>	<b>0</b>	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	
Special	26,419	14,300	2,173	1,285	5,348	3,746	325	1,415	0	12,119	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

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



**PROJECT:** Mobility Vehicle Procurement

**DESCRIPTION:** Procurement of paratransit services vehicle replacement.

**PURPOSE & NEED SUMMARY STATEMENT:** Mobility vehicles are required to meet service demand and adhere to performance standards. Regular replacement of vehicles is required to maintain established service benchmarks for on-time performance, travel time, and schedule compliance.

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

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

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

**EXPLANATION:** Ongoing mobility vehicle procurement to ensure that mobility fleet is maintained in a state of good repair.

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

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	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY						
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	47	47	(2)	0	0	0	0	0	0	0	0	
Right-of-way	42	42	13	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	80,145	6,622	4,027	20,151	9,680	1,170	9,701	14,382	18,439	73,523	0	
<b>Total</b>	<b>80,234</b>	<b>6,711</b>	<b>4,039</b>	<b>20,151</b>	<b>9,680</b>	<b>1,170</b>	<b>9,701</b>	<b>14,382</b>	<b>18,439</b>	<b>73,523</b>	<b>0</b>	
Federal-Aid	64,135	5,317	3,224	16,121	7,744	936	7,761	11,506	14,751	58,818	0	
Special	16,099	1,395	814	4,030	1,936	234	1,940	2,876	3,688	14,705	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** Project allocation funding increased by \$7.8M due to the addition of FY 30 funding offset by the completion of FY 21 vehicle procurement, which has been removed from PIF.

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



**PROJECT:** Fare Collection System and Equipment Replacement

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

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

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

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

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

**EXPLANATION:** This project 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:** Design efforts to upgrade MTA’s current fare collection system currently underway. The new point of sale system and ticket dispensing machines are expected to be installed at all 20 stations in FY 25. The Money Room Office Renovation is expected to be completed in FY 25.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER							
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				2024	2025	2026	...2027...			...2028...
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	2,409	2,389	91	20	0	0	0	0	0	20	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	94,216	34,262	6,602	13,134	18,785	25,386	2,255	392	0	59,953	0	
<b>Total</b>	<b>96,624</b>	<b>36,651</b>	<b>6,693</b>	<b>13,154</b>	<b>18,785</b>	<b>25,386</b>	<b>2,255</b>	<b>392</b>	<b>0</b>	<b>59,973</b>	<b>0</b>	
Federal-Aid	6,186	6,186	240	0	0	0	0	0	0	0	0	
Special	33,079	30,465	6,454	1,904	168	50	100	392	(0)	2,614	0	
Other	57,359	0	0	11,250	18,617	25,336	2,155	0	0	57,359	0	

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** Project funding allocation increased by \$4.8M to match updated construction cost estimates. Partial funding for the Fare Collection Holding Account was deferred due to the fiscal constraints.

**USAGE:**



**PROJECT:** Major IT Infrastructure Improvements

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

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

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

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

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

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

**STATUS:** Various major IT infrastructure orders are currently underway.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER						SIX	BALANCE
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				TOTAL	TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY						
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	39,350	22,492	3,630	3,643	2,799	2,469	2,974	4,974	0	16,858	0	
<b>Total</b>	<b>39,350</b>	<b>22,492</b>	<b>3,630</b>	<b>3,643</b>	<b>2,799</b>	<b>2,469</b>	<b>2,974</b>	<b>4,974</b>	<b>0</b>	<b>16,858</b>	<b>0</b>	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	
Special	39,350	22,492	3,630	3,643	2,799	2,469	2,974	4,974	0	16,858	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:**  
None.

**USAGE:**





**PROJECT:** Agencywide Elevator and Escalator Rehabilitation

**DESCRIPTION:** Funding for the rehabilitation and replacement of system wide elevators and escalators that have reached the end of their useful life. Activities include bringing elevators and escalators up to current ADA and safety standards.

**PURPOSE & NEED SUMMARY STATEMENT:** This project will provide safety critical upgrades to the elevator and escalator infrastructure. Upgrades will also bring all elevators and escalators to compliance with ADA requirements.

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

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

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

**EXPLANATION:** Rehabilitation of the elevator and escalators is necessary to keep them in a state of good repair.

**STATUS:** Mondawmin Metro Station elevator rehab was completed in FY 24. Elevator replacement and modernization program construction is expected to begin FY 25.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU YEAR				FOR PLANNING PURPOSES ONLY					
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,797	4,005	997	523	119	50	50	50	0	792	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	126,742	11,873	2,815	1,030	4,914	21,450	25,881	41,595	0	94,869	20,000
<b>Total</b>	<b>131,539</b>	<b>15,877</b>	<b>3,812</b>	<b>1,552</b>	<b>5,033</b>	<b>21,500</b>	<b>25,931</b>	<b>41,645</b>	<b>0</b>	<b>95,661</b>	<b>20,000</b>
Federal-Aid	75,019	5,591	1,140	149	3,247	14,451	18,305	33,276	0	69,428	0
Special	56,520	10,286	2,672	1,404	1,786	7,049	7,626	8,369	0	26,234	20,000
Other	0	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** Project allocation funding decreased by \$150.3M as the design and construction for the replacement of 81 escalators and partial funding for the elevator holding account were deferred due to fiscal constraints.

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

1457,1628, 1689, 1690, 1932, 1933,, 1984, 2007, 2174, 2222, 2366



**PROJECT:** Agencywide Radio and Telecommunications Upgrade

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

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

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

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

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

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

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

<b>POTENTIAL FUNDING SOURCE:</b>											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				YEAR 2024	YEAR 2025	YEAR 2026	FOR PLANNING PURPOSES ONLY		
						...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	435	435	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	19,485	14,585	1,236	3,200	1,700	0	0	0	0	4,900	0
<b>Total</b>	<b>19,920</b>	<b>15,020</b>	<b>1,236</b>	<b>3,200</b>	<b>1,700</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,900</b>	<b>0</b>
Federal-Aid	10,478	6,558	989	2,560	1,360	0	0	0	0	3,920	0
Special	9,441	8,461	247	640	340	0	0	0	0	980	0
Other	0	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:**  
None.

**USAGE:**





**PROJECT:** Purple Line

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

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

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

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

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

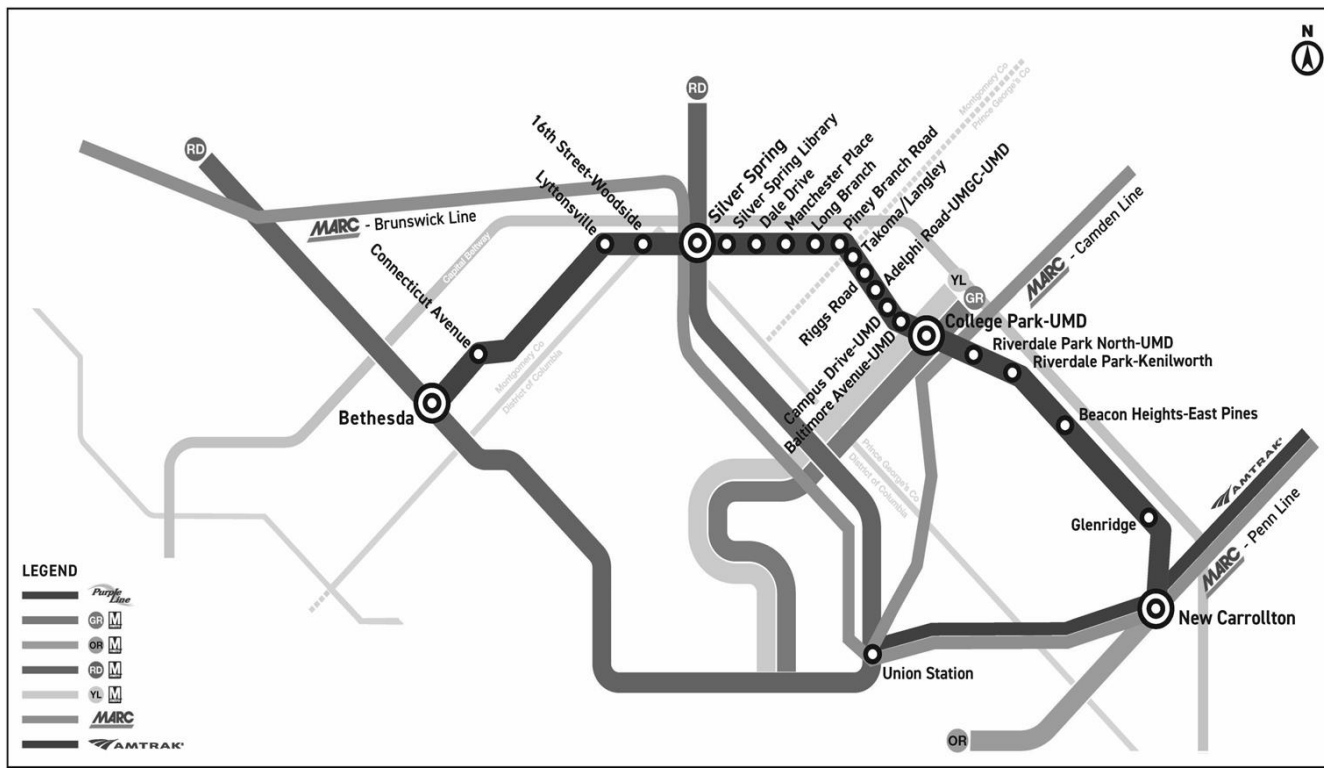
**EXPLANATION:** The Purple Line will serve a corridor that currently lacks rail transit service and includes important commercial, institutional, and residential communities. Electrically powered trains will reduce air pollution and greenhouse gas emissions associated with cars and buses. Transit travel times in corridor will be reduced.

**STATUS:** The Board of Public Works approved Amendment 7 in March 2024 to extend the revenue service availability date to Winter 2027. Major construction will continue through FY 24 and FY 25. Local testing and operator training will begin in FY 25. Delivery of Light Rail Vehicles (LRVs) is underway and all 28 LRVs are scheduled to be delivered by the end of FY 25.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** Project funding allocation had a net decrease of \$17.5M due the breakout of the availability payments (Line 40) and an increase to fund the full-scale construction of the project.

**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 checked="" type="checkbox"/> OTHER							
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				2024	2025	2026	...2027...			...2028...
Planning	47,371	47,371	0	0	0	0	0	0	0	0	0	
Engineering	512,535	440,735	37,179	30,600	30,400	10,800	0	0	0	71,800	0	
Right-of-way	303,035	292,752	20,576	10,283	0	0	0	0	0	10,283	0	
Utility	674	674	161	0	0	0	0	0	0	0	0	
Construction	2,411,425	1,800,704	145,044	152,363	110,333	263,025	85,000	0	0	610,721	0	
<b>Total</b>	<b>3,275,039</b>	<b>2,582,235</b>	<b>202,960</b>	<b>193,246</b>	<b>140,733</b>	<b>273,825</b>	<b>85,000</b>	<b>0</b>	<b>0</b>	<b>692,804</b>	<b>0</b>	
Federal-Aid	1,052,091	1,038,669	43,139	13,422	0	0	0	0	0	13,422	0	
Special	2,071,548	1,392,166	159,820	179,824	140,733	273,825	85,000	0	0	679,382	0	
Other	151,400	151,400	0	0	0	0	0	0	0	0	0	



**PROJECT:** Purple Line: Third-Party Funded Projects

**DESCRIPTION:** Montgomery County has elected to fund a program of projects that will be implemented through and associated with the Purple Line. Projects include a new southern entrance to the Bethesda Red Line station, Capital Crescent Trail, and the Silver Spring Green Trail along Wayne Avenue. In addition, the University of Maryland has funded a project to pave a .95 mile bicycle path. This project also includes repairs to the Polk Street Maintenance Facility roof, which will be funded by Prince George's County Department of Parks and Recreation.

**PURPOSE & NEED SUMMARY STATEMENT:** To further enhance the transportation and quality of life benefits of the Purple Line, Capital Crescent Trail, and Polk Street Maintenance Facility, Montgomery County, University of Maryland, and Prince George's County Department of Parks and Recreation are adding additional access features. MTA will assist in funding these efforts.

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

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

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

**EXPLANATION:** The 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.

**STATUS:** The Board of Public Works approved Amendment 7 in March 2024 to extend the revenue service availability date to Winter 2027. Major construction will continue through FY 24 and FY 25. Local testing and operator training will begin in FY 25. Delivery of Light Rail Vehicles (LRVs) is underway and all 28 LRVs are scheduled to be delivered by the end of FY 25.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:**  
None.

**USAGE:**

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER	PLANNING FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU YEAR	PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	...2027...	...2028...	...2029...	...2030...			
Planning	2,730	2,730	(411)	0	0	0	0	0	0	0	0	
Engineering	193	193	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	113,423	109,025	68,525	1,847	2,196	355	0	0	0	4,398	0	
<b>Total</b>	<b>116,346</b>	<b>111,948</b>	<b>68,114</b>	<b>1,847</b>	<b>2,196</b>	<b>355</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,398</b>	<b>0</b>	
Federal-Aid	3,000	3,000	999	0	0	0	0	0	0	0	0	
Special	(20,707)	(20,707)	(373)	0	0	0	0	0	0	0	0	
Other	134,053	129,655	67,488	1,847	2,196	355	0	0	0	4,398	0	

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



**PROJECT:** Purple Line Availability Payments

**DESCRIPTION:** The construction financing portion of the Availability Payments are regular payments to the railroad's concessionaire for cost related to financing the original construction of the Purple Line and for ongoing lifecycle improvement costs over the 30-year operating period of the concession contract.

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

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

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

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

**EXPLANATION:** The 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.

**STATUS:** Availability payments are anticipated to start in FY 28.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER							
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY						
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	527,462	0	0	0	0	0	142,213	192,704	192,545	527,462	0	
<b>Total</b>	<b>527,462</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>142,213</b>	<b>192,704</b>	<b>192,545</b>	<b>527,462</b>	<b>0</b>	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	
Special	527,462	0	0	0	0	0	142,213	192,704	192,545	527,462	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:**  
This has been broken out of the main Purple Line project (Line #38).

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



**PROJECT:** Locally Operated Transit Systems Capital Procurement Projects (Local Jurisdictions)

**DESCRIPTION:** Funding to rural and small urban jurisdictions for transit vehicles, equipment, and facilities. In addition, the MTA provides rideshare funds to Baltimore City, Anne Arundel, Baltimore, Calvert, Carroll, Frederick, Harford, Howard, Montgomery and Prince George's Counties, and the Tri-County Council for Southern Maryland to promote the use of carpools and vanpools. MTA facilitates federal funds for locally-sponsored projects.

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

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

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

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

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

**STATUS:** Funds are awarded based on an annual application cycle.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER							
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY						
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...			
Planning	813	403	21	409	0	0	0	0	0	409	0	
Engineering	43,341	33,331	603	883	2,013	1,951	2,173	1,495	1,495	10,010	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	443,785	234,172	12,003	25,450	37,630	48,058	36,234	32,816	29,425	209,612	0	
<b>Total</b>	<b>487,939</b>	<b>267,907</b>	<b>12,627</b>	<b>26,742</b>	<b>39,643</b>	<b>50,008</b>	<b>38,407</b>	<b>34,311</b>	<b>30,920</b>	<b>220,032</b>	<b>0</b>	
Federal-Aid	426,803	230,641	12,002	24,391	36,015	41,725	34,600	31,732	27,699	196,162	0	
Special	56,214	32,753	615	1,942	3,628	8,283	3,807	2,579	3,221	23,461	0	
Other	4,923	4,513	10	409	0	0	0	0	0	409	0	

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** Project allocation funding increased by \$31.1M due to the addition of FY 30 funding and miscellaneous program adjustments.

**USAGE:**



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

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

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

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

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

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

**EXPLANATION:** Program supports the State's goal of providing transportation services to the elderly and persons with disabilities. Replacement buses will reduce emissions, fuel consumption, and noise levels while providing service to communities in need.

**STATUS:** Funds are awarded based on a biennial application cycle.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER							
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY						
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	81,529	53,340	2,031	5,312	9,299	8,304	5,180	93	0	28,189	0	
<b>Total</b>	<b>81,529</b>	<b>53,340</b>	<b>2,031</b>	<b>5,312</b>	<b>9,299</b>	<b>8,304</b>	<b>5,180</b>	<b>93</b>	<b>0</b>	<b>28,189</b>	<b>0</b>	
Federal-Aid	74,684	46,603	2,115	5,258	9,245	8,304	5,180	93	0	28,081	0	
Special	5,988	5,880	(84)	54	54	0	0	0	0	108	0	
Other	857	857	0	0	0	0	0	0	0	0	0	

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:**  
None.

**USAGE:**





**PROJECT:** Montgomery County Local Bus Program

**DESCRIPTION:** Funding for annual bus replacements and preventive maintenance.

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

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

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

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

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

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

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				2024	2025	2026	FOR PLANNING PURPOSES ONLY		
						...2027...	...2028...	...2029...	...2030...	TOTAL	
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,805	1,149	(211)	0	339	317	0	0	0	656	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	78,757	59,064	(2,000)	3,600	5,779	3,600	3,114	2,000	1,600	19,693	0
<b>Total</b>	<b>80,562</b>	<b>60,213</b>	<b>(2,211)</b>	<b>3,600</b>	<b>6,118</b>	<b>3,917</b>	<b>3,114</b>	<b>2,000</b>	<b>1,600</b>	<b>20,349</b>	<b>0</b>
Federal-Aid	36,569	19,913	(1,811)	3,200	5,139	3,517	1,600	1,600	1,600	16,656	0
Special	43,993	40,300	(400)	400	978	400	1,514	400	0	3,692	0
Other	0	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** Project cost increased by \$1.9M due to the addition of FY 30 funding and miscellaneous program adjustments.

**USAGE:**



**PROJECT:** Prince George's County Local Bus Program

**DESCRIPTION:** Funding for bus replacements as well as capital improvements to bus facilities.

**PURPOSE & NEED SUMMARY STATEMENT:** These investments will make The Bus system more reliable and convenient while improving passenger access to the Metrorail system.

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

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

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

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

**STATUS:** Project funding will support annual bus replacements and improvements to bus stops throughout the Prince George's County.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER	PLANNING FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU YEAR	PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	...2027...	...2028...	...2029...	...2030...	TOTAL	COMPLETE	
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	1,346	1,002	474	126	217	0	0	0	0	343	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	48,774	14,398	1,675	4,413	6,563	9,500	6,700	6,700	500	34,376	0	
<b>Total</b>	<b>50,119</b>	<b>15,400</b>	<b>2,149</b>	<b>4,539</b>	<b>6,780</b>	<b>9,500</b>	<b>6,700</b>	<b>6,700</b>	<b>500</b>	<b>34,719</b>	<b>0</b>	
Federal-Aid	42,111	7,841	896	4,439	6,705	9,425	6,650	6,650	400	34,269	0	
Special	8,008	7,558	1,253	100	75	75	50	50	100	450	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.

**USAGE:**





**PROJECT:** Transit Innovation Grant

**DESCRIPTION:** A competitive, state funded grant program to support locally planned, designed, and constructed or operated transit projects incorporating innovative investments such as transit signal priority, dedicated or separated right of way, off-board fare payments, and intelligent transportation systems. Project sponsors awarded grant funding will be reimbursed up to the award amount for eligible projects and will be required to provide a local match. Funds may cover planning, design, engineering, or construction phases, including capital investments.

**PURPOSE & NEED SUMMARY STATEMENT:** To support cost-effective regional and statewide mobility with investments in locally owned and operated transit services and facilities projects that improve travel speeds, reliability and quality of service, and the safe, convenient, affordable, and efficient movement of people.

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

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

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

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

**STATUS:** Projects associated with FY 23 grant funding currently underway.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER							
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY						
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	2,909	1,616	27	582	712	0	0	0	0	1,294	0	
<b>Total</b>	<b>2,909</b>	<b>1,616</b>	<b>27</b>	<b>582</b>	<b>712</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,294</b>	<b>0</b>	
Federal-Aid	0	0	(60)	0	0	0	0	0	0	0	0	
Special	2,909	1,616	87	582	712	0	0	0	0	1,294	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:**  
None.

**USAGE:**



**PROJECT:** Frederick Douglass Tunnel

**DESCRIPTION:** Replace the existing 1.4-mile B&P Tunnel, which dates from the Civil War era. At nearly 150 years old, it is the oldest tunnel Amtrak inherited and a single point of failure for MARC's Penn line and the Northeast Corridor. MDOT and MTA are coordinating with Amtrak on design and phasing plans to replace the tunnel to meet the needs of the 9 million MARC and Amtrak customers who rely on it annually. The project also includes a new ADA-accessible West Baltimore MARC Station.

**PURPOSE & NEED SUMMARY STATEMENT:** The tunnel suffers from a variety of age-related issues such as excessive water infiltration, a deteriorating structure, and a sinking floor. There are no fire and life safety systems that help keep passengers safe in the event of emergencies, and excessive costly maintenance is required. Due to its age, delays are chronic — more than 10% of weekday trains are delayed, and delays occur on 99% of weekdays.

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

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

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

**EXPLANATION:** Replacing the 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. Community outreach is continuing. Design efforts ongoing.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input checked="" type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...		
Planning	193	193	148	0	0	0	0	0	0	0	0
Engineering	1,228	437	400	207	224	95	264	0	0	790	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	450,000	0	0	0	50,000	50,000	50,000	50,000	50,000	250,000	200,000
<b>Total</b>	<b>451,421</b>	<b>631</b>	<b>548</b>	<b>207</b>	<b>50,224</b>	<b>50,095</b>	<b>50,264</b>	<b>50,000</b>	<b>50,000</b>	<b>250,790</b>	<b>200,000</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	451,421	631	548	207	50,224	50,095	50,264	50,000	50,000	250,790	200,000
Other	0	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:**  
None.

**USAGE:**

# Building Baltimore Penn Station Connections

Infrastructure Investments to Improve Accessibility and  
Leverage Public/Private Partnerships  
FY22 RAISE APPLICATION



**PROJECT:** Penn Station Investments

**DESCRIPTION:** Multimodal access improvements at and around Baltimore Penn Station, funded by a RAISE grant and Congressionally Designated Spending managed as a grant. The project will include the addition of a full-time dedicated bus lane on Charles Street, new curb extensions, bus stop improvements, real-time sign information, and pedestrian and bicycle access improvements all around or connecting to Penn Station in order to improve access to that station. State funding will be used to match two Federal funding sources (\$5M in Congressionally Designated Spending and \$6M in a RAISE grant).

**PURPOSE & NEED SUMMARY STATEMENT:** Multimodal access improvements at and around Baltimore Penn Station, which includes the bus lane on Charles Street, curb extensions on St. Paul and Charles Street, and bike parking investments, amongst other improvements.

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

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

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

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

**STATUS:** MTA is coordinating with our federal partners FRA and FTA and our project partners Amtrak and PSP to finalize the grant scope and budget. In addition, MTA is working to move NEPA forward, with FTA working as the lead agency.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER							
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY						
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...			
Planning	768	300	300	0	0	234	234	0	0	468	0	
Engineering	1,407	0	0	0	0	703	704	0	0	1,407	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	12,775	0	0	0	0	0	0	6,406	5,587	11,993	782	
<b>Total</b>	<b>14,950</b>	<b>300</b>	<b>300</b>	<b>0</b>	<b>0</b>	<b>937</b>	<b>938</b>	<b>6,406</b>	<b>5,587</b>	<b>13,868</b>	<b>782</b>	
Federal-Aid	11,000	0	0	0	0	750	750	5,125	3,454	10,079	922	
Special	2,950	300	300	0	0	187	188	769	1,686	2,830	(180)	
Other	1,000	0	0	0	0	0	0	512	447	959	41	

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:**  
None.

**USAGE:**



**PROJECT:** Metro Mondawmin Transit Hub

**DESCRIPTION:** Mondawmin Transit Hub includes a comprehensive package of station upgrades, state of good repair improvements, multi-modal investments, and environmental sustainability enhancements that will create a modernized, safe, multi-modal, and well-connected transit hub in West Baltimore. The infrastructure upgrades will improve the station condition, enhance multi-modal connections, create seamless transfers between Metro and the station's 11 connecting bus routes, ensure accessibility for people with disabilities, generate sustainable energy, and improve conditions for inclusive economic growth and transit-oriented development. Mondawmin Transit Hub is located in a Historically Disadvantaged Community where, within a half-mile radius, 23% of households earn less than \$15,000 annually and 27% of residents were living at or below the poverty line as of the 2020 decennial Census. This is a Project Labor Agreement candidate project.

**PURPOSE & NEED SUMMARY STATEMENT:** Approximately forty percent of residents within a half-mile do not have access to a personal vehicle (42%) and rely upon public transportation to get to work (37%), demonstrating a clear need for a high-quality, safe, and accessible Mondawmin Transit Hub. Improving upon current infrastructure is critical to maintain assets in state of good repair and to provide better customer service and reliability to those who are dependent on transit services.

**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

**EXPLANATION:** This project will address state of good repair needs, add customer amenities, and improve connections, all of which will enhance the existing Metro stop and Bus hub.

- SMART GROWTH STATUS:**
- Project Not Location Specific
  - Not Subject to PFA Law
  - Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
  - Grandfathered
  - Exception Will Be Required
  - Exception Granted

**STATUS:** Federal discretionary RAISE grant awarded. MTA is currently negotiating the grant agreement with USDOT.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER						SIX	BALANCE
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				TOTAL	TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY						
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...			
Planning	1,000	7	7	94	100	400	400	0	0	994	0	
Engineering	3,589	0	0	0	0	1,077	1,436	1,077	0	3,589	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	29,411	0	0	0	0	0	0	29,411	0	29,411	0	
<b>Total</b>	<b>34,000</b>	<b>7</b>	<b>7</b>	<b>94</b>	<b>100</b>	<b>1,477</b>	<b>1,836</b>	<b>30,488</b>	<b>0</b>	<b>33,994</b>	<b>0</b>	
Federal-Aid	20,000	0	0	0	0	646	861	18,493	0	20,000	0	
Special	13,000	6	6	93	100	798	931	11,070	0	12,993	0	
Other	1,000	0	0	0	0	32	43	925	0	1,000	0	

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:**  
None.

**USAGE:**  
Metro annual ridership in FY 24 exceeded 3.65 million.  
Core Bus annual ridership in FY 24 exceeded 47.9 million.



**PROJECT:** Low Floor Light Rail Fleet Transition

**DESCRIPTION:** The purpose of the project is to replace its entire existing aged fleet of Light Rail vehicles serving the Baltimore region. MTA's existing fleet includes 52 standard, 95-foot rail cars dating back to the system's launch in 1992. All vehicles have reached the end of their useful life or will be reaching the end of their useful life within the 5-year timeframe required by the RVR funding.

**PURPOSE & NEED SUMMARY STATEMENT:** The vehicle replacement with modern, low-floor vehicles will reduce the number of vehicles that are regularly out of service for repairs. The goal for this program is to improve the reliability, safety, and performance level of the Light Rail system to benefit all users. The fleet replacement program will be accompanied by the reconfiguration of two light rail maintenance facilities and the station retrofitting upgrades at each of MTA's existing 33 stations to ensure ADA compatible access with the new vehicle fleet.

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

- SMART GROWTH STATUS:**
- Project Not Location Specific
  - Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
  - Not Subject to PFA Law
  - Grandfathered
  - Exception Will Be Required
  - Exception Granted

**EXPLANATION:** The goal for this program is to improve the reliability, safety, and performance level of the Light Rail system to benefit all users.

**STATUS:** The program will include 4 core projects of the fleet transition: new LRV procurement, train control (systems) upgrade/installation, stations upgrades, and maintenance facilities upgrade. Design for the Station Improvement projects and the Cromwell Maintenance Facility is under proposal negotiation and expected to begin in FY25. Designs for LRV and train control are underway.

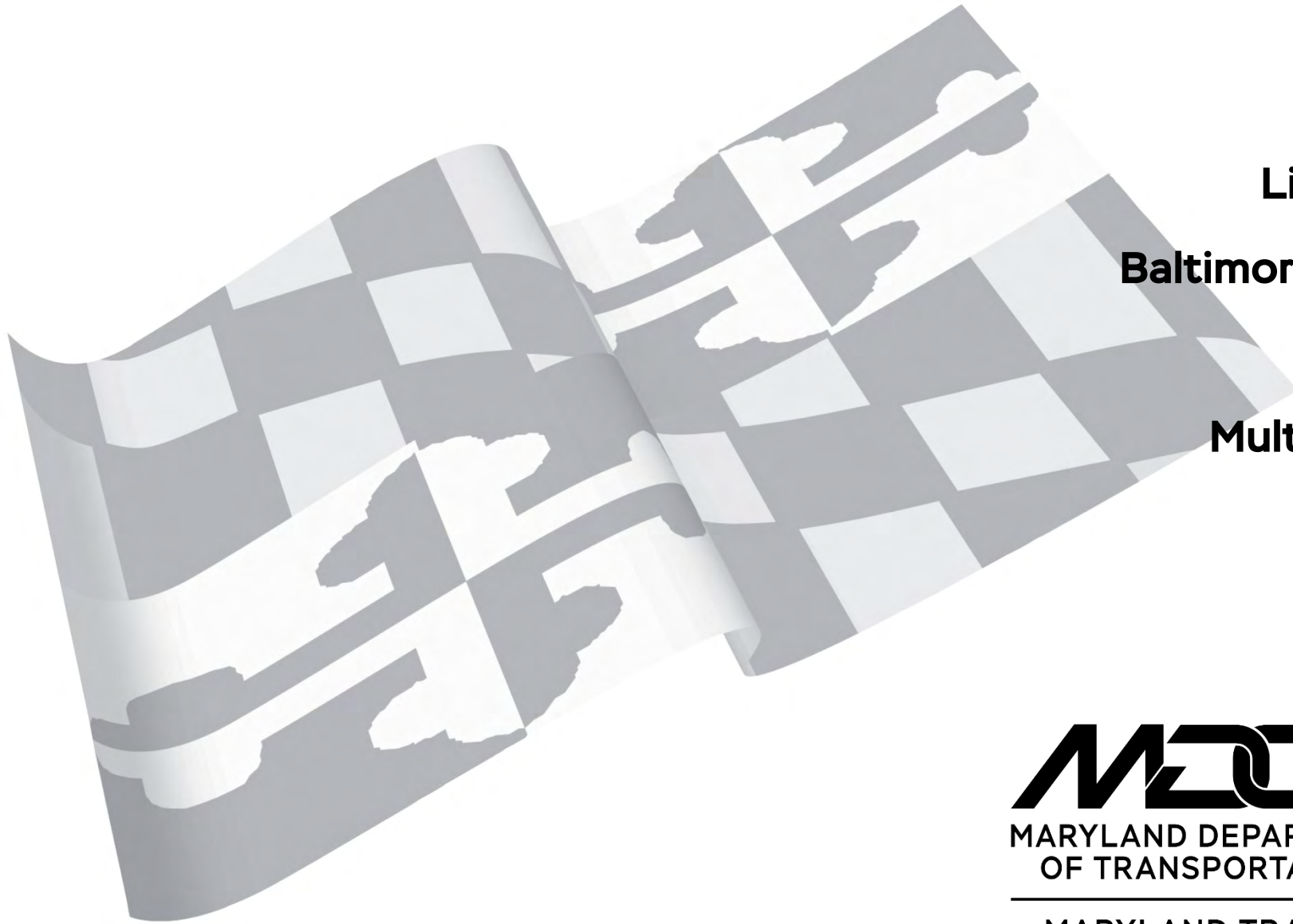
**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** Project funding allocation increased by \$677.6M as MTA received a \$213.7M Rail Vehicle Replacement grant for replacement of the fleet portion of the project. Partial funding for the Cromwell Maintenance Facility and Station Improvement projects were added to this PIF. Moved from D&E to Construction.

**USAGE:** Light Rail annual ridership in FY 24 exceeded 4.4 million.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				2024	2025	2026	FOR PLANNING PURPOSES ONLY		
						...2027...	...2028...	...2029...	...2030...	TOTAL	
Planning	9,063	494	160	205	5,150	3,215	0	0	0	8,570	0
Engineering	57,361	2,655	2,363	6,138	8,145	5,168	5,890	6,015	7,360	38,715	15,990
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	630,278	0	0	0	0	31,000	64,000	71,500	188,000	354,500	275,778
<b>Total</b>	<b>696,702</b>	<b>3,149</b>	<b>2,523</b>	<b>6,343</b>	<b>13,295</b>	<b>39,383</b>	<b>69,890</b>	<b>77,515</b>	<b>195,360</b>	<b>401,785</b>	<b>291,768</b>
Federal-Aid	554,443	300	300	4,397	10,636	31,484	55,912	62,012	156,288	320,728	233,414
Special	142,260	2,849	2,223	1,946	2,659	7,899	13,978	15,503	39,072	81,057	58,354
Other	0	0	0	0	0	0	0	0	0	0	0

1859, 2157, 2443, 2444





**MARC**

**Light Rail**

**Baltimore Metro**

**Bus**

**Multi-Modal**



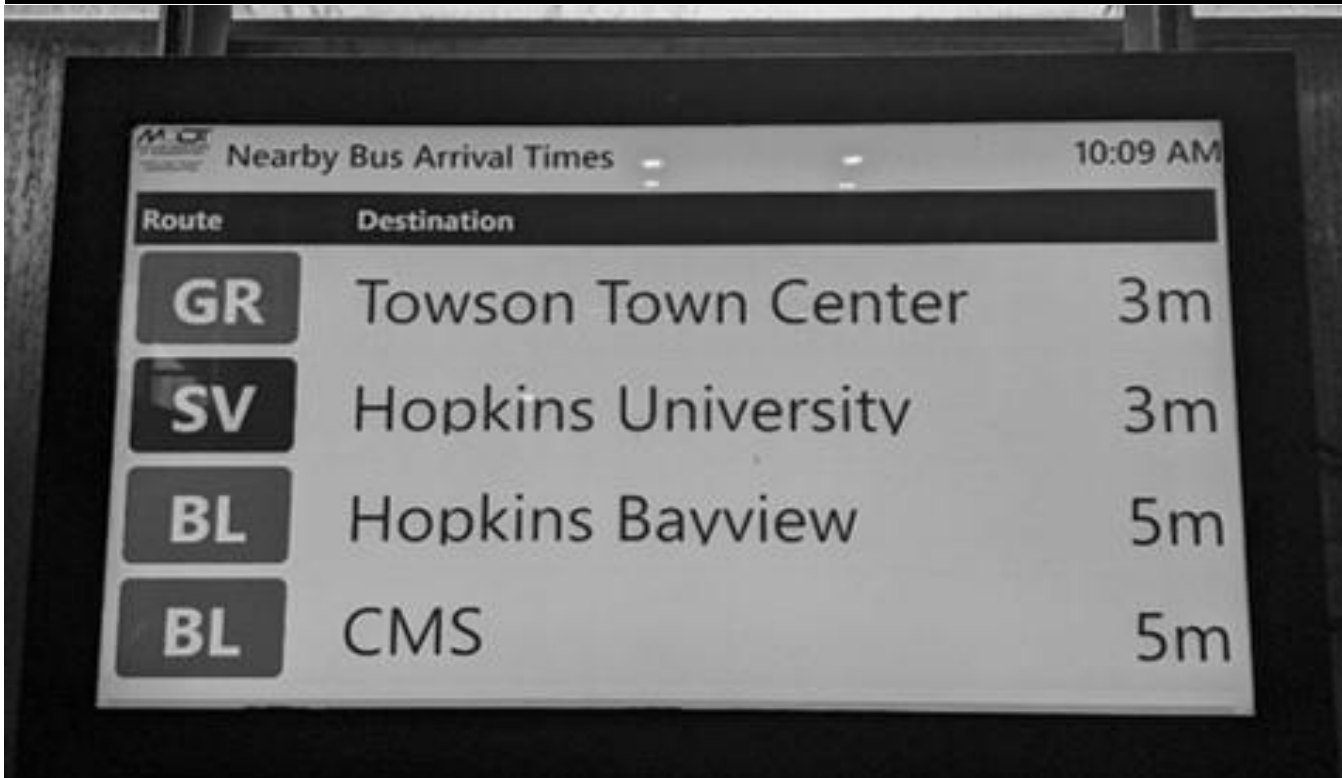
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**MARYLAND TRANSIT  
ADMINISTRATION**

**MDOT MTA DEVELOPMENT & EVALUATION PROGRAM**







**PROJECT:** Agency Customer Experience Technology Initiatives

**DESCRIPTION:** Supports the development of system enhancements throughout the agency, including improved work flows, resource utilization, data analysis. Also supports alternative methods of transportation.

**PURPOSE & NEED SUMMARY STATEMENT:** Promoting enhanced efficiency throughout the agency will allow MTA to improve safety, reliability, and the overall customer experience.

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

**EXPLANATION:** This project will improve safety, reliability, and the overall customer experience.

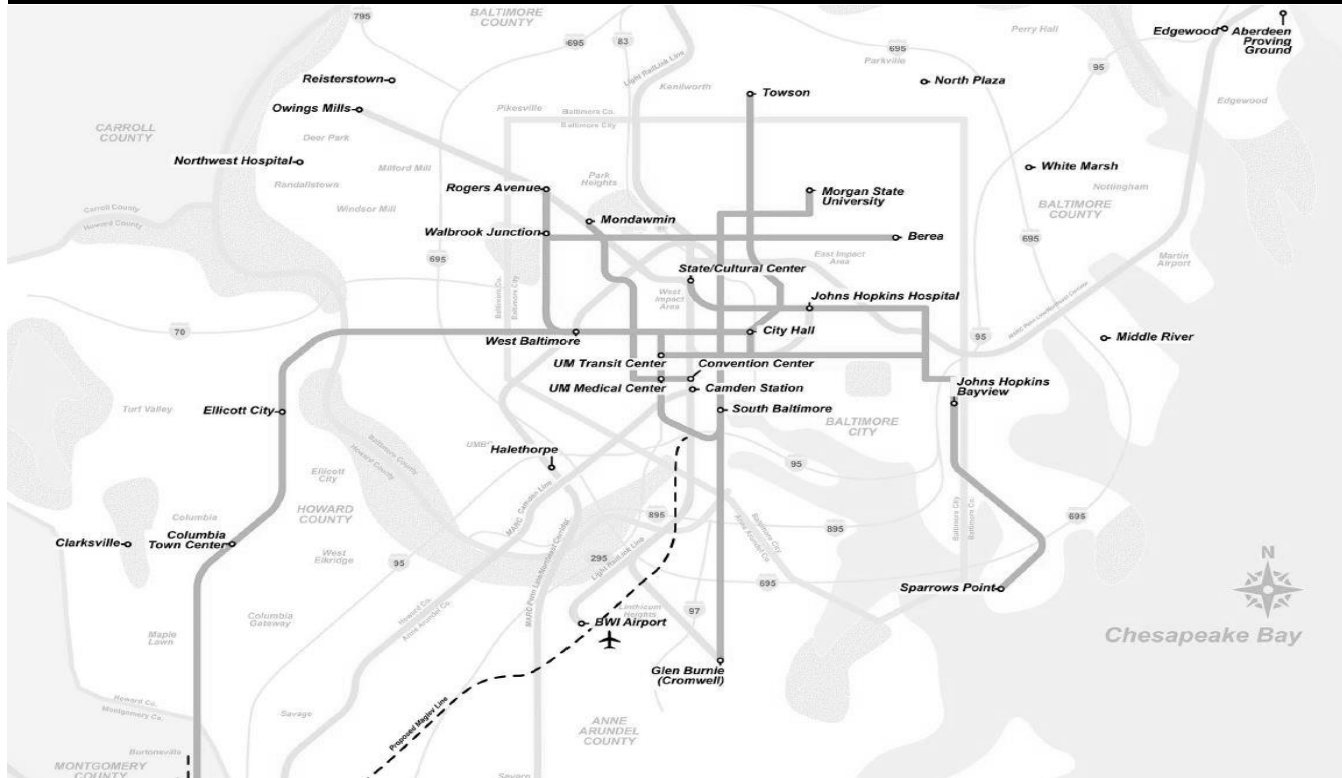
- SMART GROWTH STATUS:**
- Project Not Location Specific
  - Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
  - Not Subject to PFA Law
  - Grandfathered
  - Exception Will Be Required
  - Exception Granted

**STATUS:** Activities currently include agency-wide performance management and Business Intelligence programs aimed to improve service delivery, enhancing Real-Time (RT) Passenger Information capabilities to improve service information, and the creation of a rider experience team designed to engage riders where they are at and co-create solutions to issues.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** Project funding allocation increased by \$2.3M to continue to support current activities.

**USAGE:**

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU YEAR				FOR PLANNING PURPOSES ONLY					
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...		
Planning	5,330	2,748	648	617	416	0	163	1,386	0	2,582	0
Engineering	88	88	(0)	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	44	44	35	0	0	0	0	0	0	0	0
<b>Total</b>	<b>5,462</b>	<b>2,880</b>	<b>683</b>	<b>617</b>	<b>416</b>	<b>0</b>	<b>163</b>	<b>1,386</b>	<b>0</b>	<b>2,582</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	5,462	2,880	683	617	416	0	163	1,386	0	2,582	0
Other	0	0	0	0	0	0	0	0	0	0	0



**PROJECT:** Regional Transit Plan Corridor Studies

**DESCRIPTION:** Planning studies and design for early opportunity corridors identified in the Central Maryland Regional Transit Plan (RTP). The RTP identified regional corridors for additional transit assets. Corridor-specific planning studies will evaluate potential routes and alignments, transit demand, and potential stop and station locations in further detail.

**PURPOSE & NEED SUMMARY STATEMENT:** Regional transit corridors are important step in achieving the RTP's objectives and increasing access to quality transit.

**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

- SMART GROWTH STATUS:**
- Project Not Location Specific
  - Not Subject to PFA Law
  - Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
  - Grandfathered
  - Exception Will Be Required
  - Exception Granted

**EXPLANATION:** Completing corridor planning studies will advance the identified corridors with specific data analysis and public input.

**STATUS:** North South Corridor Feasibility study final report was released in December of 2023.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER							
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				2024	2025	2026	...2027...			...2028...
Planning	4,524	4,524	2,288	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	
<b>Total</b>	<b>4,524</b>	<b>4,524</b>	<b>2,288</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
Federal-Aid	1,020	1,020	(80)	0	0	0	0	0	0	0	0	
Special	3,504	3,504	2,369	0	0	0	0	0	0	0	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** Project funding allocation decreased by \$3.7M as the initial design funding for the North South Corridor was deferred due to fiscal constraints.

**USAGE:**



**PROJECT:** Patapsco Ave Pedestrian/Bicycle Bridge

**DESCRIPTION:** Preliminary engineering and assessment of a pedestrian bridge to connect the Cherry Hill neighborhood to the Patapsco Avenue Light Rail Station.

**PURPOSE & NEED SUMMARY STATEMENT:** Pedestrians often cross over restricted areas of CSX and Light Rail tracks to access the Patapsco Light Rail Station, posing a danger to themselves and train operators. Designing a safe passage over Patapsco Avenue for trail users will reduce preventable accidents.

**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

- SMART GROWTH STATUS:**
- Project Not Location Specific
  - Not Subject to PFA Law
  - Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
  - Grandfathered
  - Exception Will Be Required
  - Exception Granted

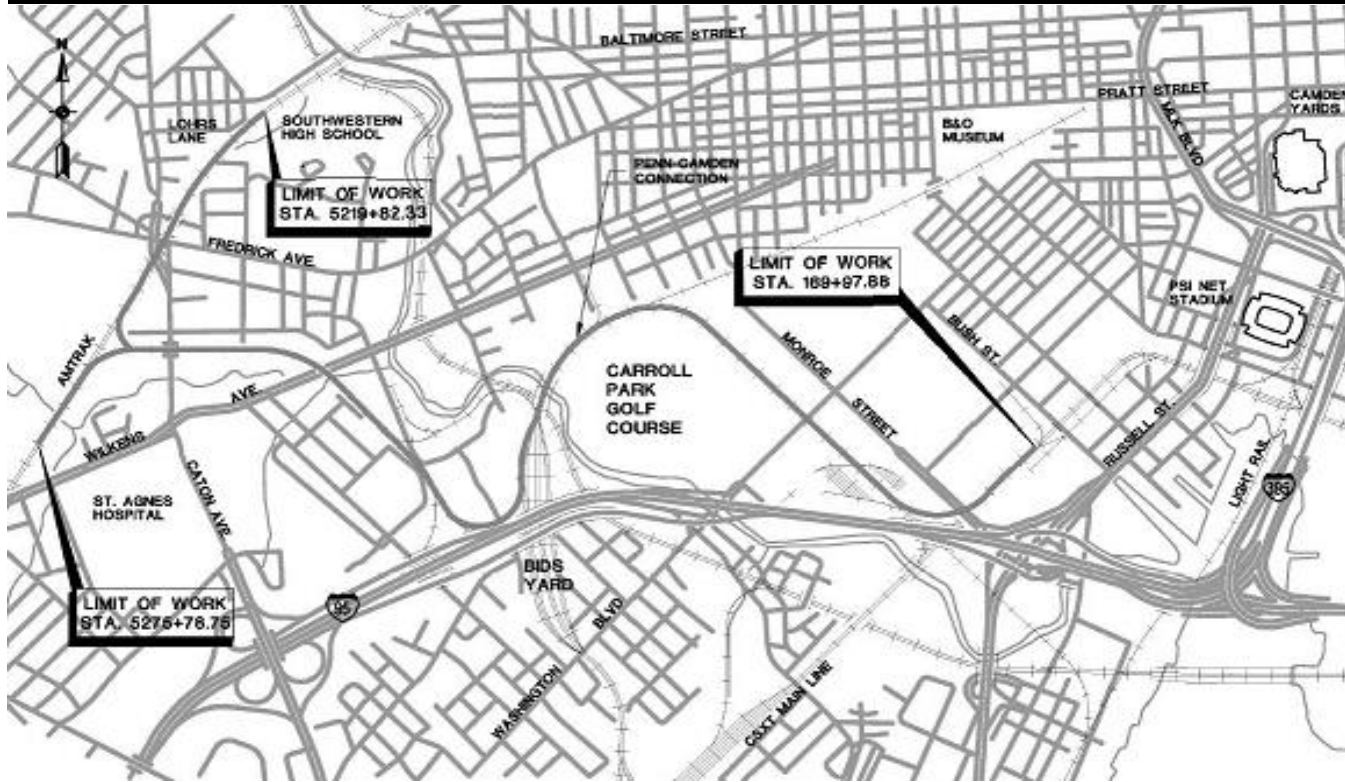
**EXPLANATION:** These connections will improve connections from nearby neighborhoods to the Light Rail, expanding transportation options and creating safer connections...

**STATUS:** Design underway. A Memorandum of Understanding was signed in FY 22.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER							
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU YEAR				FOR PLANNING PURPOSES ONLY						
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	760	760	466	0	0	0	0	0	0	0	0	
Right-of-way	20	20	20	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	1,250	0	0	0	0	0	0	0	1,250	1,250	0	
<b>Total</b>	<b>2,030</b>	<b>780</b>	<b>486</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,250</b>	<b>1,250</b>	<b>0</b>	
Federal-Aid	624	624	389	0	0	0	0	0	0	0	0	
Special	1,406	156	97	0	0	0	0	0	1,250	1,250	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** Project funding allocation increased by \$1.25M due to the addition of FY 30 funding to match funds for awarded Congressionally Designated Funding.

**USAGE:**



**PROJECT:** MARC Penn-Camden Connector

**DESCRIPTION:** The Penn-Camden Connector project provides a connection track between the Northeast Corridor and the CSX-owned MARC Camden Line, utilizing mostly existing railroad right-of-way north of BWI Marshall Airport to allow Penn Line trains to access storage and maintenance at Riverside Yard. The project includes repurposing CSX-owned Mount Clare Yard into a MARC layover facility.

**PURPOSE & NEED SUMMARY STATEMENT:** The connection will allow MARC to more efficiently bring its locomotives to MARC's Riverside Maintenance Facility, which is MARC's only backshop for locomotive servicing and maintenance. The connector will also allow MARC to store trainsets at a rail yard (Mt. Clare Yard) adjacent to the Penn-Camden Connector, eliminating the need to store trains overnight at Amtrak's Penn Station. The project will also allow MARC trains to switch between the Penn and Camden Lines in Baltimore instead of deadheading to Union Station in Washington D.C.

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

- SMART GROWTH STATUS:**
- Project Not Location Specific
  - Not Subject to PFA Law
  - Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
  - Grandfathered
  - Exception Will Be Required
  - Exception Granted

**EXPLANATION:** The connection will allow MARC to more efficiently bring its locomotives from both Penn and Camden lines to MARC's Riverside Maintenance Facility.

**STATUS:** Planning activities began in FY 21 and are ongoing. 5% conceptual design completed. Moving forward with survey and R/W impact analysis. CRISI Grant was awarded in FY 24 to perform 30% design and NEPA.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				2024	2025	2026	...2027...		
Planning	802	0	0	135	185	482	0	0	0	802	0
Engineering	14,625	1,933	1,012	1,124	5,443	6,125	0	0	0	12,692	0
Right-of-way	85	30	25	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
<b>Total</b>	<b>15,512</b>	<b>1,963</b>	<b>1,037</b>	<b>1,315</b>	<b>5,628</b>	<b>6,607</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13,549</b>	<b>0</b>
Federal-Aid	11,558	743	743	1,018	4,502	5,294	0	0	0	10,814	0
Special	3,955	1,220	294	297	1,126	1,313	0	0	0	2,735	0
Other	0	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.

**USAGE:**



**PROJECT:** MARC Stations and Service Studies

**DESCRIPTION:** Design for various station improvements such as high-level platforms and canopies, assessable entrances, and station amenities at multiple MARC locations, both new and existing. Additionally, this project will explore potential service expansion by way of rail capacity modeling along the MARC Penn, Camden, and Brunswick lines.

**PURPOSE & NEED SUMMARY STATEMENT:** Improving upon current infrastructure is needed not only to maintain a MARC assets in state of good repair, but to provide better customer services at MARC stations and lines.

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

**EXPLANATION:** Improving upon various stations and amenities while exploring system expansion opportunities will provide enhanced customer service along MARC lines.

- SMART GROWTH STATUS:**
- Project Not Location Specific
  - Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
  - Not Subject to PFA Law
  - Grandfathered
  - Exception Will Be Required
  - Exception Granted

**STATUS:** Planning and design efforts are underway.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU YEAR				2024	2025	2026	...2027...		
Planning	1,248	928	904	320	0	0	0	0	0	320	0
Engineering	4,874	4,414	3,350	460	0	0	0	0	0	460	0
Right-of-way	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
<b>Total</b>	<b>6,122</b>	<b>5,342</b>	<b>4,255</b>	<b>780</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>780</b>	<b>0</b>
Federal-Aid	4,874	4,266	3,409	608	0	0	0	0	0	608	0
Special	1,248	1,076	845	172	0	0	0	0	0	172	0
Other	0	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:**  
The MARC Camden and Brunswick Line Modeling projects were deferred and removed from this PIF due to fiscal constraints. Project funding allocation decreased by \$3.4M as a result of their removal and decreased funding for the MARC Bayview Station project which will remain at 30% design due to fiscal constraints.

**USAGE:**

2165, 2167, 2168, 2169, 2171, 2172, 2173





**PROJECT:** LOTS Transit Development Plan (TDP)

**DESCRIPTION:** Development of Transit Development Plans for Locally Operated Transit Systems throughout the state of Maryland.

**PURPOSE & NEED SUMMARY STATEMENT:** These plans are used by individual LOTS to enhance transit.

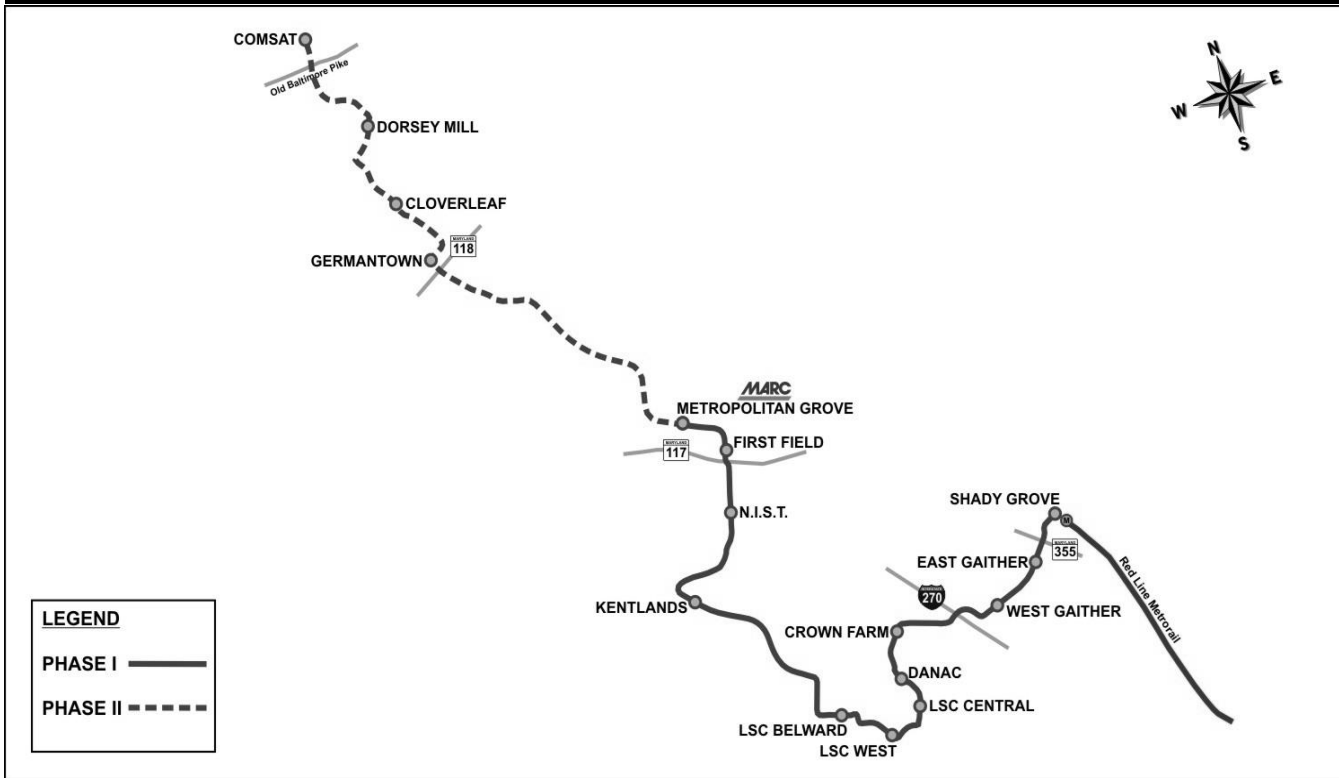
**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet to Be Determined  Exception Granted

**STATUS:** Outreach to local jurisdictions throughout the state of Maryland is ongoing. TDP's are provided for LOTS throughout the State of Maryland.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				2024	2025	2026	FOR PLANNING PURPOSES ONLY		
						...2027...	...2028...	...2029...	...2030...		
Planning	5,202	3,569	678	0	205	434	994	0	0	1,633	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
<b>Total</b>	<b>5,202</b>	<b>3,569</b>	<b>678</b>	<b>0</b>	<b>205</b>	<b>434</b>	<b>994</b>	<b>0</b>	<b>0</b>	<b>1,633</b>	<b>0</b>
Federal-Aid	3,665	2,237	660	0	182	386	861	0	0	1,429	0
Special	1,519	1,315	18	0	23	48	133	0	0	204	0
Other	17	17	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.

**USAGE:**



**PROJECT:** Corridor Cities Transitway (CCT)

**DESCRIPTION:** The CCT is a 16-mile bus rapid transit line between Shady Grove Metrorail Station and the former COMSAT facility in Montgomery County. The line would be constructed in two phases: from Shady Grove to Metropolitan Grove and from Metropolitan Grove to COMSAT. The project includes a grade separated busway, stations, rapid transit vehicles, and a maintenance facility. Upon financial close and as part of the upfront payment for Phase 1 South and in consultation with Montgomery County, \$60 million will support the design of one of Montgomery County's transit priorities, which could include the Corridor Cities Transitway or bus rapid transit on MD355. This project is associated with SHA Statewide Line 10 - I-270 and I-495 - Phase I and MTA Line I-495/I-270 Corridor Transit Investments Program.

**PURPOSE & NEED SUMMARY STATEMENT:** The CCT will provide faster, more direct transportation between residential and major employment areas in the I-270 corridor. It will enhance access to Shady Grove station and employment areas, increase capacity of congested roadways, support economic development consistent with local master plans, and reduce environmental impacts.

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

**EXPLANATION:** A planned Bus Rapid Transit project extending from the Shady Grove Metro Station to the Metropolitan Grove MARC Station. The first phase was brought to 30% design, completed in 2014.

- SMART GROWTH STATUS:**
- Project Not Location Specific
  - Not Subject to PFA Law
  - Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
  - Grandfathered
  - Exception Will Be Required
  - Exception Granted

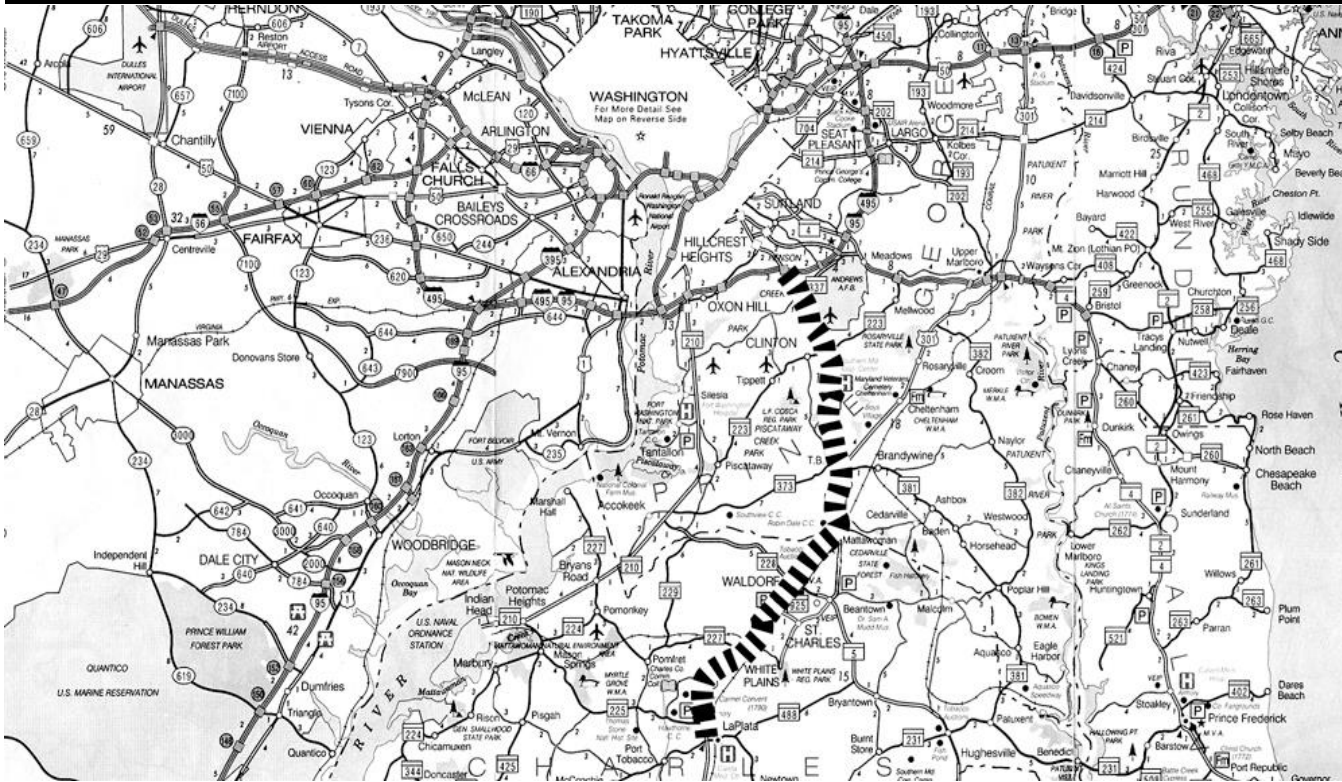
**STATUS:** The Environmental Assessment has been completed and published. The project's 30% design is complete. This project was transferred to Montgomery County.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER						SIX	BALANCE
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				TOTAL	TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU YEAR				FOR PLANNING PURPOSES ONLY						
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...			
Planning	39,970	39,970	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	0	
<b>Total</b>	<b>39,971</b>	<b>39,971</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
Federal-Aid	1,501	1,501	0	0	0	0	0	0	0	0	0	
Special	38,470	38,470	0	0	0	0	0	0	0	0	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:**  
None.

**USAGE:**





**PROJECT:** Southern Maryland Rapid Transit

**DESCRIPTION:** The Southern Maryland Rapid Transit (SMRT) Project is a high-capacity, fixed-route rapid transit service operating in a dedicated, grade-separated, 18.7-mile transitway in the Maryland Route 5/U.S. Route 301 corridor from the Branch Avenue Metrorail Station in Prince George's County to Waldorf and White Plains in Charles County. The Maryland Transit Administration, in collaboration with Charles and Prince George's Counties, will complete the National Environmental Policy Act process, and secure a Record of Decision for the SMRT Project.

**PURPOSE & NEED SUMMARY STATEMENT:** The SMRT Project will provide safe, accessible, and equitable high-capacity rapid transit service during both the peak and off-peak hours in the SMRT Project corridor, enhance mobility, and relieve severe traffic congestion and gridlock in the MD 5/U.S. 301 highway corridor. Completion of the NEPA process and a Record of Decision by FTA are required for federal funding eligibility.

**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

- SMART GROWTH STATUS:**
- Project Not Location Specific
  - Not Subject to PFA Law
  - Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
  - Grandfathered
  - Exception Will Be Required
  - Exception Granted

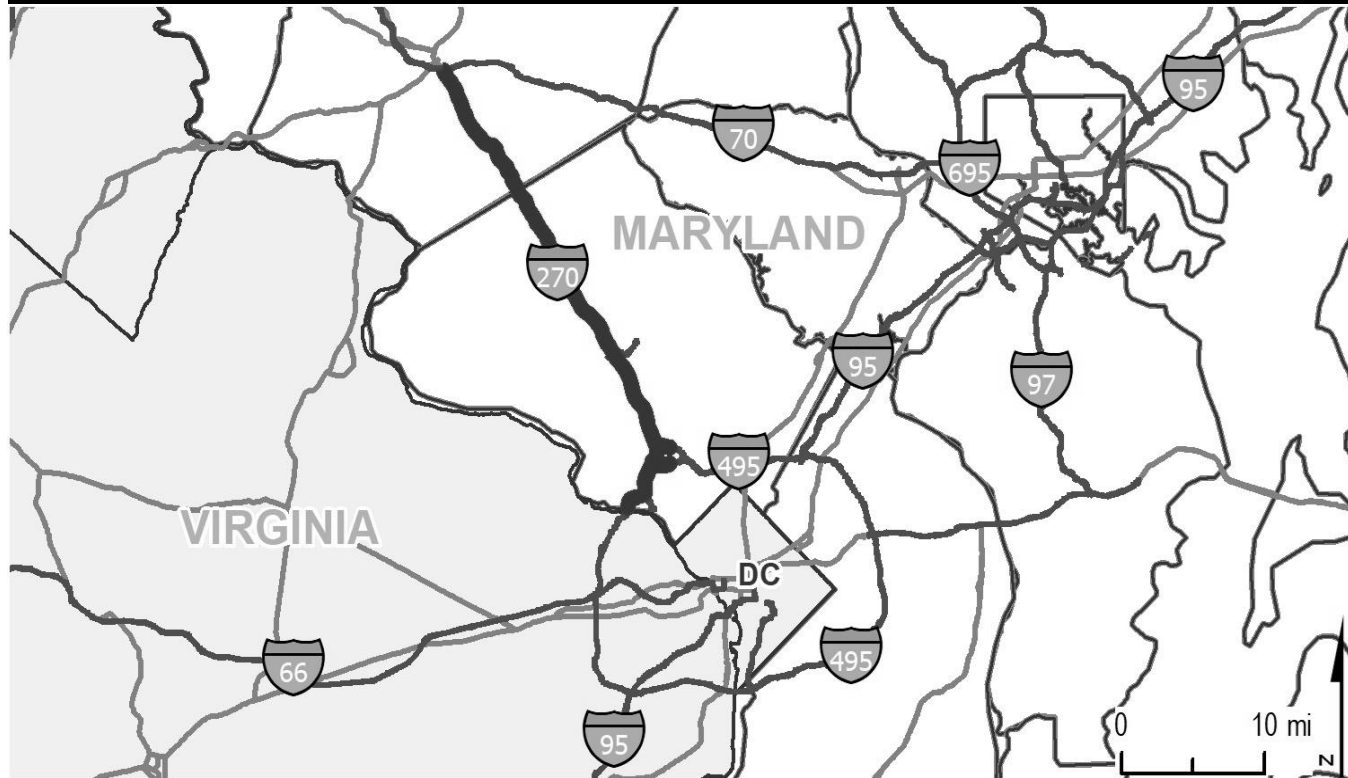
**EXPLANATION:** The MD 5/US 301 corridor is a major north/south transportation corridor in Maryland for commuting, recreational, and regional travel. The entire corridor is auto dependent and continues to grow, leading to an expected increase in traffic congestion. The SMRT Project is studying rapid transit system alternatives along this MD 5/US 301 corridor to provide better transportation choices and connectivity to existing transportation networks.

**STATUS:** MTA is progressing the Planning and Environmental Linkages (PEL) study including evaluating existing conditions; reviewing alternatives for alignments and mode; analyzing capital, operations, and maintenance costs; and conducting stakeholder outreach and engagement activities. A framework agreement was executed between MDOT, MTA, Prince George's County and Charles County in FY 24.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** Project funding allocation increase by \$5M overall as the project received a 2nd Congressionally Directed Spending award. Funding, including General Funds, was partially deferred due to fiscal constraints resulting in the NEPA being delayed beyond the six-year CTP.

**USAGE:**

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input checked="" type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER						
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU YEAR				2024	2025	2026	...2027...		
Planning	29,899	5,357	458	1,173	1,000	0	0	0	0	2,173	22,369
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
<b>Total</b>	<b>29,899</b>	<b>5,357</b>	<b>458</b>	<b>1,173</b>	<b>1,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,173</b>	<b>22,369</b>
Federal-Aid	10,000	229	229	587	500	0	0	0	0	1,087	8,685
Special	19,899	5,128	229	587	500	0	0	0	0	1,087	13,684
Other	0	0	0	0	0	0	0	0	0	0	0



**PROJECT:** I-495/I-270 Corridor Transit Investments Program

**DESCRIPTION:** These funds will support the design of a regional transit priority in Montgomery County. The current funding will facilitate coordination with stakeholders on future transit investments along the I-495/I-270 corridors. This project is associated with SHA Statewide Line 10 - I-270 and I-495 - Phase I.

**PURPOSE & NEED SUMMARY STATEMENT:** This funding reflects MDOT's commitment to future transit investments along the I-495/I-270 corridors.

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

**EXPLANATION:** Maintain a High Standard and Modernize Maryland's Multimodal Transportation System.

- SMART GROWTH STATUS:**
- Project Not Location Specific
  - Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
  - Not Subject to PFA Law
  - Grandfathered
  - Exception Will Be Required
  - Exception Granted

**STATUS:** I-495 American Legion Bridge Transit/TDM Plan completed in 2021.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				2024	2025	2026	...2027...		
Planning	400	169	169	0	231	0	0	0	0	231	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>400</b>	<b>169</b>	<b>169</b>	<b>0</b>	<b>231</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>231</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	400	169	169	0	231	0	0	0	0	231	0
Other	0	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** Funding for the next phase of the Transit plan (\$400K) was deferred due to the fiscal constraints.

**USAGE:**



**PROJECT:** Susquehanna River Bridge Replacement

**DESCRIPTION:** Amtrak will lead design efforts to replace the Susquehanna River Bridge with new East and West Bridges.

**PURPOSE & NEED SUMMARY STATEMENT:** Built in 1906, the Susquehanna Bridge will need to be rehabilitated or replaced to ensure future improvements to capacity, trip time, and safety for passengers.

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

- SMART GROWTH STATUS:**
- Project Not Location Specific
  - Not Subject to PFA Law
  - Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
  - Grandfathered
  - Exception Will Be Required
  - Exception Granted

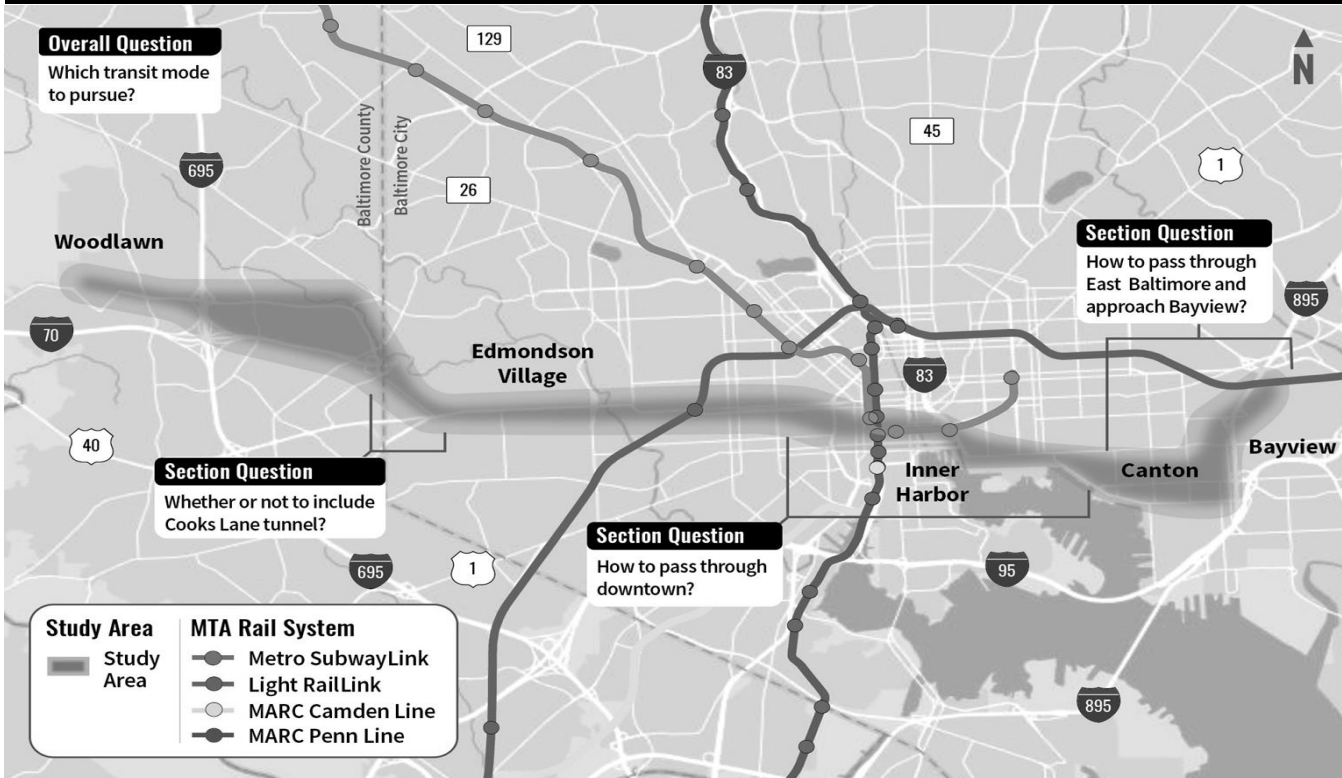
**EXPLANATION:** The existing Susquehanna River Bridge is approaching end of life and must be replaced to not hinder the Northeast Corridor (NEC).

**STATUS:** MTA is providing support to Amtrak as they work with FRA to obligate grant funding. Project advancing with support of the Federal-State Partnership Intercity Passenger Rail grant program.

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	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,000	0	0	0	1,500	1,500	0	0	0	3,000	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	15,845	0	0	0	0	3,961	3,961	3,961	3,961	15,845	0
<b>Total</b>	<b>18,845</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,500</b>	<b>5,461</b>	<b>3,961</b>	<b>3,961</b>	<b>3,961</b>	<b>18,845</b>	<b>0</b>
Federal-Aid	12,676	0	0	0	0	3,169	3,169	3,169	3,169	12,676	0
Special	6,169	0	0	0	1,500	2,292	792	792	792	6,169	0
Other	0	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** Project funding allocation increased by \$15.8M to reflect MTA's match for the Federal-State Partnership grant within the six-year program.

**USAGE:**



**PROJECT:** Red Line

**DESCRIPTION:** The Red Line is an east-west, high-frequency, high-capacity transit line for the Baltimore Region. This project is an investment in communities' access to jobs, education, services, and opportunities. This major investment in transit will create better, faster, east-west connections across the region through downtown Baltimore (terminating in Woodlawn to the west and Bayview to the east). The Red Line project is building upon over ten years of study, engineering, environmental analysis, and substantial community participation, which shaped the Red Line prior to its cancellation in 2015. Project work is currently focused on the alternative development, establishing coordination and priorities with jurisdictional and federal partners, and opening engagement/relationships with stakeholders, elected officials, and the public. This is a Project Labor Agreement candidate project.

**PURPOSE & NEED SUMMARY STATEMENT:** The Red Line project will provide high-frequency, high-capacity transit service in the corridor in a manner that improves transit efficiency; increases access to transit near work and activity centers; enhances connections among existing transit routes; provides transportation choices for east-west commuters; and supports economic development and community revitalization.

**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

**EXPLANATION:** The Red Line is an investment in communities' access to jobs, education, services, and opportunities. This will provide additional transportation options, will improve the quality of transit services in the region, and will support environmental protection by reducing emissions. The Red Line project has been shaped by over 10 years of work and extensive community engagement.

- SMART GROWTH STATUS:**
- Project Not Location Specific
  - Not Subject to PFA Law
  - Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
  - Grandfathered
  - Exception Will Be Required
  - Exception Granted

**STATUS:** Governor Moore announced the mode for the Red Line to be Light Rail on 6/28/2024. Community and stakeholder engagement was consistent through Spring 2024. A period of workshops/open houses will be held in Fall 2024. The project is moving forward with meetings outreach events, and preparing materials for stakeholder and public feedback. Preliminary analysis is being completed to evaluate future alternatives.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** Project funding allocation increased by \$60.0M to support planning and engineering efforts.

**USAGE:** Light Rail annual ridership in FY 24 exceeded 4.4 million.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input checked="" type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER						SIX	BALANCE
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				YEAR TOTAL	TO COMPLETE	
						...2027...	...2028...	...2029...	...2030...			
Planning	90,678	7,308	7,218	28,049	17,637	37,684	0	0	0	83,370	0	
Engineering	67,571	72	72	287	41,827	24,747	287	287	64	67,499	0	
Right-of-way	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	
<b>Total</b>	<b>158,249</b>	<b>7,380</b>	<b>7,290</b>	<b>28,336</b>	<b>59,464</b>	<b>62,431</b>	<b>287</b>	<b>287</b>	<b>64</b>	<b>150,869</b>	<b>0</b>	
Federal-Aid	111,683	0	0	14,627	47,342	49,715	0	0	0	111,683	0	
Special	46,565	7,380	7,290	13,709	12,122	12,716	287	287	64	39,186	0	
Other	0	0	0	0	0	0	0	0	0	0	0	



**PROJECT:** MARC BWI 4th Track

**DESCRIPTION:** Design and construction of a fourth track and third platform edge at the MARC/Amtrak BWI Station. Phase I will include construction of the third platform edge and fourth track through and adjacent to the station. Phase I will provide capacity for increased Amtrak Acela and regional service, and MARC service enhancement in accordance with the FDT MOU executed with Amtrak in January 2023. Phase II will complete the fourth track per original FRA FONSI.

**PURPOSE & NEED SUMMARY STATEMENT:** BWI Rail Station has two platform edges and three tracks currently and will be the next major bottleneck for MARC and Amtrak service expansion on the Northeast Corridor (NEC) upon completion of the Frederick Douglass Tunnel. The Federal Railroad Administration (FRA) published a Finding of No Significant Impact (FONSI) for the BWI 4th Track project in January 2016; the FONSI identified a preferred alternative to add a third platform edge and fourth track through BWI Rail Station, along with a significant additional section of fourth track on the NEC. Subsequent to the FONSI, the project has been split into Phase I (third platform edge at the station and a portion of fourth track) and Phase II (remainder of fourth track).

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

- SMART GROWTH STATUS:**
- Project Not Location Specific
  - Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
  - Not Subject to PFA Law
  - Grandfathered
  - Exception Will Be Required
  - Exception Granted

**EXPLANATION:** This project will address a future major bottleneck for MARC and Amtrak service expansion on the Northeast Corridor upon completion of the Frederick Douglas Tunnel.

**STATUS:** Amtrak is preparing 5% conceptual design for BWI 4th Track Phase I, with anticipated completion in FY 26. Amtrak will coordinate with MTA during the design process, and once conceptual design is finalized Amtrak and MTA will identify next steps, including any NEPA updates and potential funding mechanisms.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** Project funding allocation increased by \$8.4M to reflect MTA's match per an agreement with Amtrak to complete the Frederick Douglass Tunnel Program.

**USAGE:** MARC annual ridership in FY 24 exceeded 3.2 million.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER							
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY						
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	20,000	1,153	1,153	3,472	7,000	4,188	4,188	0	0	18,847	0	
Right-of-way	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	
<b>Total</b>	<b>20,000</b>	<b>1,153</b>	<b>1,153</b>	<b>3,472</b>	<b>7,000</b>	<b>4,188</b>	<b>4,188</b>	<b>0</b>	<b>0</b>	<b>18,847</b>	<b>0</b>	
Federal-Aid	16,000	923	923	2,778	5,600	3,350	3,350	0	0	15,078	0	
Special	4,000	231	231	694	1,400	838	838	0	0	3,769	0	
Other	0	0	0	0	0	0	0	0	0	0	0	





**MARC**

**Freight**

**Light Rail**

**Baltimore Metro**

**Bus**

**Agency Wide**

**Locally Operated Transit Systems**



**MARYLAND DEPARTMENT  
OF TRANSPORTATION**

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**MARYLAND TRANSIT  
ADMINISTRATION**

**MDOT MTA MINOR PROJECTS**





**MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

**MARYLAND TRANSIT ADMINISTRATION - LINE 63**

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<b><u>AGY - ADA Compliance</u></b>			
MTAPRJ001983	AGY Technical Accessibility Reviews	\$ 824	Underway
<b><u>AGY - Communications Systems</u></b>			
MTA1593	AGY Station Communication Cabinet Upgrade	\$ 346	Completed
<b><u>AGY - Elevator Rehabilitation</u></b>			
MTAPRJ001798	AGY MTA Elevators Structural, Architectural, ADA, Civil, and Equipment Study	\$ 414	Completed
<b><u>AGY - Environmental Compliance</u></b>			
MTA1592	AGY -EPA/MDE Compliance	\$ 1,672	Under Construction
<b><u>AGY - Facilities - Pavement</u></b>			
MTAPRJ001821	BUS 1331 S Monroe St Pavement Reconstruction	\$ 1,758	FY 2025
MTAPRJ002348	LTR North Ave Yard Replacement Parking (Assoc. Projects)	\$ 1,367	Deferred
<b><u>AGY - Facilities - Roof</u></b>			
MTAPRJ001865	MTR Rogers Ave and Reisterstown Roof Replacement	\$ 5,801	Deferred
MTAPRJ001867	MTR Wabash Systems Maintenance Building Roof Replacement	\$ 2,057	FY 2025
MTAPRJ001918	AGY Roof Replacement Milford Mill	\$ 1,514	Deferred
MTAPRJ002088	BUS North West Division Transportation Roof Replacement	\$ 5,055	Design Underway
MTAPRJ002120	MTR Wabash Main Roof Replacement	\$ 3,946	Under Construction
<b><u>AGY - IT</u></b>			
MTAPRJ001972	AGY Occupational Health Management System	\$ 2,326	Ongoing

**MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

**MARYLAND TRANSIT ADMINISTRATION - LINE 64**

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<b><u>AGY - Stormwater Management</u></b>			
MTAPRJ001968	LTR Mount Washington SWM Improvements	\$ 945	Design Underway
MTAPRJ001993	AGY Dunkirk & Golden Beach Repair	\$ 974	Design Completed
MTAPRJ002214	LTR Cromwell Station Pond Repairs	\$ 773	Deferred
<b><u>AGY - Systems</u></b>			
MTAPRJ002066	AGY Speaker inspection and replacement	\$ 148	Deferred
<b><u>AGY - TMDL Compliance</u></b>			
MTAPRJ001632	MARC TMDL Martins Stormwater Management Repair & Retorfit	\$ 892	Design Underway
MTAPRJ001895	LTR TMDL Warren Road SWM Repair and Retrofit	\$ 951	Completed
MTAPRJ001931	MTR TMDL Milford Mill SWM Repair and Retrofit	\$ 226	Deferred
MTAPRJ001934	BUS TMDL Northwest Bus SWM Repair and Retrofit	\$ 238	Deferred
MTAPRJ001935	MARC TMDL Bowie State SWM Repair and Retrofit	\$ 150	Deferred
<b><u>BUS - Facilities</u></b>			
MTAPRJ001964	BUS White Marsh Comfort Station	\$ 1,752	Underway
MTAPRJ002177	BUS Washington Blvd Bldg 9 Structural Remediation	\$ 4,096	Design Underway
MTAPRJ002183	BUS Washington Blvd Bldgs 1-4 Drainage Remediation	\$ 250	Design Underway
<b><u>LTR - Bridge Preservation - T&amp;S</u></b>			
MTAPRJ001724	LTR Repairs to Bridges and WS Structures	\$ 2,820	Design Underway
<b><u>LTR - Drainage</u></b>			
MTAPRJ001722	LTR Maple - Twin Oaks Drainage Improvement SW340	\$ 891	Design Underway
MTAPRJ001927	LTR Church Lane Drainage NE 724	\$ 410	Design Completed
MTAPRJ002164	LTR Camp Meade North Drainage Repairs SW 365	\$ 306	Design Underway

**MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

**MARYLAND TRANSIT ADMINISTRATION - LINE 65**

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<b><u>LTR - Guideway - Ops</u></b>			
MTAPRJ001896	LTR Operator Simulator	\$ 116	Deferred
<b><u>LTR - Systems Maintenance</u></b>			
MTAPRJ002202	LTR CIH and TPSS UPS and Battery Charger Maintenance	\$ 184	Underway
<b><u>MARC - Facilities - FE</u></b>			
MTAPRJ002216	MARC Muirkirk Pavement & SWM Repairs	\$ 690	Design Underway
<b><u>MARC - Guideway</u></b>			
MTAPRJ002330	MARC New Carrollton SOGR (Assoc. Projects)	\$ 3,000	FY 2026
MTAPRJ002331	MARC West Baltimore Station (Assoc. Projects)	\$ 1,437	FY 2026
MTAPRJ002362	MARC Bush River Bridge Replacement	\$ 980	FY 2026
MTAPRJ002365	MARC Gunpowder River Bridge Replacement	\$ 1,580	FY 2026
<b><u>MARC - Systems</u></b>			
MTAPRJ002327	MARC Penn Station Master Plan (Assoc. Projects)	\$ 20,000	FY 2025
<b><u>MTR - Facilities Maintenance</u></b>			
MTAPRJ001754	MTR Rehabilitation of Deluge Valve Room & Valve Pit	\$ 3,505	Under Construction
MTAPRJ002192	MTR Lexington Market Metro Facility	\$ 418	Deferred
<b><u>MTR - Guideway - Ops</u></b>			
MTAPRJ001897	MTR Operator Simulator	\$ 215	Deferred
<b><u>MTR - Systems Maintenance</u></b>			
MTA1535	MTR UPS Battery Replacement	\$ 5,058	Ongoing
MTAPRJ001745	AGY LED Lighting Replacement	\$ 0	Deferred

**MINOR PROJECTS PROGRAM**  
*(Dollars in Thousands)*

**MARYLAND TRANSIT ADMINISTRATION - LINE 66**

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<b><u>POL - Systems</u></b>			
MTA1516	AGY POL Video Management System Replacement	\$ 8,285	Design Completed

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

**Maryland Transit Administration - Locally Operated Transit Systems - LINE 67**

<b>PROJECT NAME</b>	<b>TOTAL PROGRAMMED COST</b>	<b>STATUS</b>
<b><u>Allegany County FY 2024 Completions</u></b>		
Preventive Maintenance (FY23)	\$ 350	Complete
<b><u>Allegany County FY 2025 and 2026</u></b>		
Preventive Maintenance (FY24 5307)	\$ 350	FY24
Computer Equipment (FY22)	\$ 25	FY25
Garage Door Replacement (FY24 5307)	\$ 90	FY25
Transit Development Plan (FY24 5304)	\$ 100	Underway
<b><u>Annapolis County FY 2024 Completions</u></b>		
2 Heavy Duty Bus Replacements - 5209 & 5409 (FY21 5339)	\$ 808	Complete
2 Support Vehicle Replacements (FY22 ARPA SWAP)	\$ 70	Complete
Preventive Maintenance (FY23)	\$ 475	Complete
<b><u>Annapolis County FY 2025 and 2026</u></b>		
Mobile Life Column (FY24 5339)	\$ 85	FY24
1 Electric Replacement Bus (FY22 ARPA SWAP)	\$ 770	FY25
2 Heavy Duty Replacement - 5311 & 4311 (FY23 5339)	\$ 819	FY25
2 Small Electric Bus Replacements -1803 & 1805 (FY24 5339)	\$ 812	FY25
6 Sm Replacement Buses - 5311 & 4311 (FY23 5339)	\$ 788	FY25
Automatic Vehicle Location System (FY23 5339)	\$ 98	FY25
Passenger Ferry Vesses (FY22 5307)	\$ 3,500	FY25
Preventive Maintenance (FY24 LU)	\$ 475	Ongoing
2 30' Heavy Duty Bus Replacements - 5411 & 5511 (FY22 5339)	\$ 792	Underway
Transit Development Plan - 5304 (FY24)	\$ 105	Underway
<b><u>Anne Arundel County FY 2024 Completions</u></b>		
5 Small Expansion Buses (FY23 5339)	\$ 602	Complete
Ridesharing (FY23)	\$ 197	Complete

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

**Maryland Transit Administration - Locally Operated Transit Systems - LINE 67**

<b>PROJECT NAME</b>	<b>TOTAL PROGRAMMED COST</b>	<b>STATUS</b>
<b><u>Anne Arundel County FY 2025 and 2026</u></b>		
Ridesharing (FY24)	\$ 197	FY24
2 Electric Expansion Buses (FY22 ARPA SWAP)	\$ 584	FY25
3 Minivan Expansions (FY24 5339)	\$ 213	FY25
3 Small Cutaway Bus Expansions (FY24 5339)	\$ 366	FY25
4 Electric Expansion Buses (FY22 5339)	\$ 2,268	FY25
Mobile Radios (FY19 5339)	\$ 35	FY25
<b><u>Baltimore City FY 2024 Completions</u></b>		
Ridesharing (FY23)	\$ 82	Complete
<b><u>Baltimore City FY 2025 and 2026</u></b>		
2 Ferry Acquisition (FY22 5307)	\$ 3,965	FY25
8 Heavy Duty Replacement Buses - 1201 - 1210 (FY20 CARES)	\$ 3,400	FY25
Bus Stop Relocation (FY24 5339)	\$ 300	FY25
Ferry Engineering/Design (FY22 5307)	\$ 78	FY25
Ferry Terminal Engineering/Design (FY22 5307)	\$ 146	FY25
Ferry Terminal Renovation (FY22 5307)	\$ 1,687	FY25
Passenger Ferry Vessel (FY23 STATE)	\$ 1,600	FY25
Ridesharing (FY24)	\$ 82	Ongoing
<b><u>Baltimore County FY 2024 Completions</u></b>		
BMC Ridesharing (FY23)	\$ 170	Complete
<b><u>Baltimore County FY 2025 and 2026</u></b>		
2 Medium Expansion Buses (FY23 5339)	\$ 509	FY25
2 Small Expansion Buses (FY23 5339)	\$ 193	FY25
5 Small Cutaway Bus Expansions (FY24 5339)	\$ 440	FY25
Bus Shelters (FY19 5339 Discretionary)	\$ 120	FY25
Bus Signage (FY19 5339 Discretionary)	\$ 10	FY25
Workforce Development (FY19 5339 Discretionary)	\$ 10	FY25

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

**Maryland Transit Administration - Locally Operated Transit Systems - LINE 67**

<b>PROJECT NAME</b>	<b>TOTAL PROGRAMMED COST</b>	<b>STATUS</b>
<b><u>Baltimore County FY 2025 and 2026 (cont'd)</u></b>		
BMC Ridesharing (FY24)	\$ 170	Ongoing
<b><u>Calvert County FY 2024 Completions</u></b>		
Electronic Fareboxes (7) (FY22 5339)	\$ 139	Complete
Fare Media Validators (FY20 CARES)	\$ 66	Complete
Preventive Maintenance (FY22 5307)	\$ 32	Complete
Preventive Maintenance (FY22 5311)	\$ 119	Complete
<b><u>Calvert County FY 2025 and 2026</u></b>		
2 Small Replacement Buses - 132 & 143 (FY23 5339)	\$ 211	FY25
2 Small Replacement Buses - 142 & 145 (FY24 5339)	\$ 214	FY25
Dispatch Software (FY21 5339)	\$ 81	FY25
DPW Fuel Depot (FY23 5307)	\$ 76	FY25
DPW Fuel Depot (FY23 5311)	\$ 284	FY25
DPW Fuel Depot (FY24 5307)	\$ 16	FY25
DPW Fuel Depot (FY24 5311)	\$ 158	FY25
Station Assessment (FY24 5307)	\$ 42	FY25
Station Assessment (FY24 5311)	\$ 59	FY25
Preventive Maintenance (FY23 5307)	\$ 26	Ongoing
Preventive Maintenance (FY23 5311)	\$ 99	Ongoing
Ridesharing (FY24)	\$ 9	Ongoing
AVL Equipment (FY18 5339)	\$ 4	Underway
Transfer Station Needs Assessment (FY23 5307)	\$ 22	Underway
Transfer Station Needs Assessment (FY23 5311)	\$ 83	Underway
<b><u>Carroll County FY 2024 Completions</u></b>		
Preventive Maintenance (FY23)	\$ 150	Complete
<b><u>Carroll County FY 2025 and 2026</u></b>		
1 Minivan Replacement - 3322 (FY23 5339)	\$ 61	FY25



**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

**Maryland Transit Administration - Locally Operated Transit Systems - LINE 67**

<b>PROJECT NAME</b>	<b>TOTAL PROGRAMMED COST</b>	<b>STATUS</b>
<b><u>Carroll County FY 2025 and 2026 (cont'd)</u></b>		
1 Minivan Replacement - 3393 (FY22 5339)	\$ 45	FY25
2 Small Bus Replacements - 3313 & 3319(FY24 5307)	\$ 194	FY25
2 Small Bus Replacements - 3315 & 3316 (FY23 5339)	\$ 184	FY25
Small Bus Replacement-3330 (FY24 5339)	\$ 99	FY25
Preventive Maintenance (FY24 5307)	\$ 80	Ongoing
<b><u>Cecil County FY 2024 Completions</u></b>		
Preventive Maintenance (FY23)	\$ 200	Complete
<b><u>Cecil County FY 2025 and 2026</u></b>		
Land Acquisition - Transit Hub	\$ 1,000	FY25
Transit Development Plan (FY24 5304)	\$ 90	FY25
Transit Hub D & E (FY23 5307)	\$ 400	FY25
Preventive Maintenance (FY24 5307)	\$ 200	Ongoing
3 Bus Wraps (FY20)	\$ 13	Underway
Transit Hub D & E (FY22 5307)	\$ 400	Underway
<b><u>Charles County FY 2024 Completions</u></b>		
Design & Engineering for Facility (FY20)	\$ 500	Complete
Preventive Maintenance (FY23)	\$ 200	Complete
<b><u>Charles County FY 2025 and 2026</u></b>		
Construction Oversight (FY23 5307)	\$ 500	FY25
Facility Construction (FY22 5307)	\$ 750	FY25
Facility Construction (FY23 5307)	\$ 4,250	FY25
Facility Construction (FY24 5307)	\$ 5,000	FY25
Facility Construction (FY24 5311)	\$ 2,375	FY25
Transit Development Plan (FY24 5304)	\$ 105	FY25
Preventive Maintenance (FY24 5307)	\$ 215	Ongoing
Design & Engineering for Facility (FY21)	\$ 500	Underway

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

**Maryland Transit Administration - Locally Operated Transit Systems - LINE 67**

<b>PROJECT NAME</b>	<b>TOTAL PROGRAMMED COST</b>	<b>STATUS</b>
<b><u>Charles County FY 2025 and 2026 (cont'd)</u></b>		
Shelter and Bus Stop Improvements (FY17)	\$ 50	Underway
<b><u>Dorchester County FY 2024 Completions</u></b>		
1 Small Bus Replacement - 158 (FY23 5339)	\$ 83	Complete
<b><u>Dorchester County FY 2025 and 2026</u></b>		
1 Small Bus Replacement-183 (FY24 5339)	\$ 110	FY25
1 Small Bus Replacement-190 (FY24 5339)	\$ 110	FY25
1 Transit Sedan Replacement - 184 (FY23 5339)	\$ 49	FY25
Fencing Around Facility (FY23 5311)	\$ 100	FY25
Parking Lot Upgrades (FY23 5311)	\$ 150	FY25
Transit Development Plan (FY23 5304)	\$ 90	FY25
Preventive Maintenance (FY24 5311)	\$ 50	Ongoing
<b><u>Eastern Shore Non-Profits FY 2025 and 2026</u></b>		
Delmarva Community Svcs - 2 Small Bus Replacements (170 & 195) Type 3A (FY24/25)	\$ 210	FY25
Delmarva Community Svcs - Preventive Maintenance (FY24/25)	\$ 30	Ongoing
Delmarva Community Transit - Mobility Management (FY22/23 5310)	\$ 333	Ongoing
<b><u>Elderly/ Disabled Non-Profits FY 2024 Completions</u></b>		
Chesterwye Center - 1 Van Expansion Type 4 (FY22/23)	\$ 67	Complete
Kent Center - Preventive Maintenance (FY16/17)	\$ 15	Complete
Star Community - 1 Van Expansion Type 4 (FY22/23)	\$ 66	Complete
Washington County CAC - Mobility Management (FY22/23)	\$ 239	Complete
Worcester County Comm on Aging - Mobility Management (FY22/23)	\$ 106	Complete
<b><u>Elderly/ Disabled Non-Profits FY 2025 and 2026</u></b>		
Allegany County HRDC, Inc. - Mobility Management (FY22/23)	\$ 46	FY24
Allegany County HRDC, Inc. - Preventive Maintenance (FY20/21)	\$ 26	FY24

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

**Maryland Transit Administration - Locally Operated Transit Systems - LINE 67**

<b>PROJECT NAME</b>	<b>TOTAL PROGRAMMED COST</b>	<b>STATUS</b>
<b><u>Elderly/ Disabled Non-Profits FY 2025 and 2026 (cont'd)</u></b>		
Kent Center - Preventive Maintenance (FY18/19)	\$ 5	FY24
Action in Maturity - 1 Small Replacement Bus (0903) Type 3A (FY24/25)	\$ 100	FY25
Action in Maturity - Preventive Maintenance (FY24/25)	\$ 24	FY25
Appalachian Parent Association - 1 Small Bus Replacement (X-16) Type 3A (FY24/25)	\$ 92	FY25
Appalachian Parent Association - 1 Small Bus Replacement (X-28) Type 2A (FY24/25)	\$ 92	FY25
Appalachian Parent Association - 1 Van Expansion Type 1 (FY24/25)	\$ 70	FY25
Appalachian Parent Association - Preventive Maintenance (FY24/25)	\$ 17	FY25
Appalachian Parent Association - Tire Changer (FY24/25)	\$ 20	FY25
ARC Northern Chesapeake Region - 2 Minivan Expansion (FY24/25)	\$ 140	FY25
ARC Northern Chesapeake Region - 2 Small Bus Replacements (148 & 166) Type 2A (FY24/25)	\$ 163	FY25
ARC Northern Chesapeake Region - 2 Van Expansions Type 1 (FY24/25)	\$ 140	FY25
ARC Northern Chesapeake Region - 2 Van Replacements (146 & 147) Type 4 (FY24/25)	\$ 132	FY25
ARC of Central Chesapeake - 1 Van Expansion Type 1 (FY24/25)	\$ 70	FY25
ARC of Central Chesapeake - 1 Van Expansion Type 4 (FY24/25)	\$ 66	FY25
ARC of Central Chesapeake - Preventive Maintenance (FY24/25)	\$ 12	FY25
ARC of Central Chesapeake - PPE (FY22/23)	\$ 1	FY25
ARC of Central Chesapeake - Preventive Maintenance (FY22/23)	\$ 3	FY25
ARC of Southern Maryland - 2 Van Expansions Type 4 (FY22/23)	\$ 132	FY25
ARC of Southern Maryland - Preventive Maintenance (FY18/19)	\$ 5	FY25
Associated Catholic Charities - 1 Small Replacement Bus (MW) Type 3A (FY24/25)	\$ 92	FY25
Bayside Community Network - 1 Van Expansion Type 1 (FY24/25)	\$ 70	FY25
Bayside Community Network - Mobility Management (FY24/25)	\$ 29	FY25
Comprehensive Housing Assistance - Mobility Management (FY24/25)	\$ 141	FY25
Comprehensive Housing Assistance - Preventive Maintenance (FY24/25)	\$ 13	FY25
Daybreak Adult Day Services - 1 Small Bus Replacement (3) Type 3A (FY24/25)	\$ 96	FY25
Dove Pointe, Inc. - 1 Van Expansion Type 1	\$ 129	FY25
Dove Pointe, Inc. - Preventive Maintenance (FY22/23)	\$ 130	FY25
Easter Seals Baltimore - Preventive Maintenance (FY20/21)	\$ 30	FY25
Easter Seals Baltimore - Tripspark Software (FY22/23)	\$ 44	FY25
Easter Seals Hagerstown - Tripspark Software (FY22/23)	\$ 44	FY25
Freedom Landing - 1 Small Bus (FY16/17)	\$ 40	FY25
Freedom Landing - Preventive Maintenance (FY18/19)	\$ 3	FY25
Harford Center - 1 Small Bus Expansion Type 3A (FY24/25)	\$ 102	FY25

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

**Maryland Transit Administration - Locally Operated Transit Systems - LINE 67**

<b>PROJECT NAME</b>	<b>TOTAL PROGRAMMED COST</b>	<b>STATUS</b>
<b><u>Elderly/ Disabled Non-Profits FY 2025 and 2026 (cont'd)</u></b>		
Harford Center - 1 Small Bus Replacement (15) Type 3A (FY24/25)	\$ 102	FY25
Harford Center - 1 Van Expansion Type 4 (FY24/25)	\$ 66	FY25
Hopkins Elder Plus - 1 Small Bus Replacement (24-015) Type 4A (FY24/25)	\$ 62	FY25
Hopkins Elder Plus - Preventive Maintenance (FY24/25)	\$ 99	FY25
Lifestyles of Maryland - 2 Van Expansions Type 1 (FY24/25)	\$ 140	FY25
Partners in Care - Equipment Q'Straint Security Belts (FY24/25)	\$ 8	FY25
Partners in Care - Equipment Tablets (FY24/25)	\$ 3	FY25
Partners In Care - 1 Van Expansion Type 4 - #PIC Bus 2 (FY22/23)	\$ 66	FY25
Progress Unlimited - Minivan Expansion (FY24/25)	\$ 66	FY25
Progress Unlimited, Inc. - 1 Van Expansion Type 4 (FY24/25)	\$ 66	FY25
Prologue Inc. - Minivan Replacement - 5302 (FY24/25)	\$ 70	FY25
Prologue, Inc. - 1 Small Replacement Bus (5305) Type 3A (FY24/25)	\$ 98	FY25
Prologue, Inc. - 1 Small Replacement Bus (5305) Type 3A (FY24/25)	\$ 98	FY25
Prologue, Inc. - 1 Van Replacement (5302) Type 1 (FY24/25)	\$ 70	FY25
Providence Center - 3 Van Expansions Type 3 (FY24/25)	\$ 210	FY25
Providence Center - 7 Van Expansions Type 1 (FY24/25)	\$ 490	FY25
Providence Center - 10 Minivan Expansion (FY24/25)	\$ 700	FY25
Richcroft, Inc. - 5 Van Expansions Type 1 (FY24/25)	\$ 350	FY25
Sheppard Pratt Health System - 1 Small Bus Replacement (CA2) Type 3A (FY24/25)	\$ 90	FY25
Sheppard Pratt Health System - 1 Small Bus Replacement (D-55) Type 3A (FY24/25)	\$ 90	FY25
Sheppard Pratt Health System - 1 Small Bus Replacement (T-5) Type 3A (FY24/25)	\$ 90	FY25
Sheppard Pratt Health System - 1 Small Bus Replacement (W-360) Type 3A (FY24/25)	\$ 90	FY25
Sheppard Pratt Health System - 1 Van Replacement (1-A) Type 4 (FY24/25)	\$ 66	FY25
Sheppard Pratt Health System - 33 Dual Facing Cameras (FY24/25)	\$ 16	FY25
Sheppard Pratt Health System - License & Subscriptions Fees for Dual Facing Cameras (FY24/25)	\$ 20	FY25
Sheppard Pratt Health System - Preventive Maintenance (FY24/25)	\$ 30	FY25
Shore Up! - Driver Shields (FY22/23)	\$ 2	FY25
Shore Up! - Security Cameras (FY22/23)	\$ 14	FY25
Spring Dell Center - 1 Van Expansion Type 4 (FY24/25)	\$ 66	FY25
Spring Dell Center - 1 Van Replacement (29) Type 1 (FY24/25)	\$ 70	FY25
Spring Dell Center - Preventive Maintenance (FY24/25)	\$ 27	FY25
Spring Dell Center - 1 Small Bus Replacement (70) Type 4A (FY24/25)	\$ 94	FY25
St. Mary's Adult Medical Day Care - 1 Van Expansion Type 4 (FY24/25)	\$ 66	FY25

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

**Maryland Transit Administration - Locally Operated Transit Systems - LINE 67**

<b>PROJECT NAME</b>	<b>TOTAL PROGRAMMED COST</b>	<b>STATUS</b>
<b>Elderly/ Disabled Non-Profits FY 2025 and 2026 (cont'd)</b>		
St. Mary's Adult Medical Day Care 1 Small Bus Replacement (60) Type 3A (FY24/25)	\$ 89	FY25
St. Mary's Adult Medical Day Care - Disinfectant Sprayer (FY22/23)	\$ 1	FY25
Washington County CAC - 1 Small Bus Expansion Type 4 (FY24/25)	\$ 102	FY25
Washington County CAC - 2 Van Expansions Type 4 (FY24/25)	\$ 132	FY25
Washington County CAC - Preventive Maintenance (FY24/25)	\$ 24	FY25
Worcester County Comm On Aging - 1 Small Bus Expansion Type 3A (FY24/25)	\$ 93	FY25
Worcester County Comm On Aging - 1 Van Replacement (1460) Type 1 (FY24/25)	\$ 70	FY25
Worcester County Comm On Aging - Preventive Maintenance (FY24/25)	\$ 33	FY25
Worcester County Development Center - 2 Van Expansions Type 1 (FY24/25)	\$ 140	FY25
ARC Northern Chesapeake Region - Preventive Maintenance (FY22/23)	\$ 45	Ongoing
Associated Catholic Charities - Preventive Maintenance (FY24/25)	\$ 132	Ongoing
Athelas - Preventive Maintenance (FY18/19)	\$ 10	Ongoing
Bayside Community Network - Preventive Maintenance (FY18/19)	\$ 23	Ongoing
Center for Life Enrichment - Preventive Maintenance (FY22/23)	\$ 54	Ongoing
Charles County Nursing and Rehabilitation - Preventive Maintenance (FY18/19)	\$ 19	Ongoing
Comprehensive Housing Assistance - Preventive Maintenance (FY18/19)	\$ 10	Ongoing
Dorchester County Comm on Aging - Preventive Maintenance (FY18/19)	\$ 17	Ongoing
Dove Pointe, Inc. - Preventive Maintenance (FY18/19)	\$ 100	Ongoing
Easter Seals Baltimore - Preventive Maintenance (FY18/19)	\$ 44	Ongoing
Freedom Landing - Preventive Maintenance (FY16/17)	\$ 9	Ongoing
Harford Center - Preventive Maintenance (FY24/25)	\$ 26	Ongoing
Kent Center - Preventive Maintenance (FY17 SS)	\$ 6	Ongoing
Lifestyles of Maryland - Preventive Maintenance (FY24/25)	\$ 28	Ongoing
Partners in Care - Mobility Management (FY24/25)	\$ 792	Ongoing
Partners in Care - Preventive Maintenance (FY24/25)	\$ 40	Ongoing
Partners in Care - Mobility Management (FY20/21)	\$ 202	Ongoing
Partners In Care - Mobility Management (FY22/23)	\$ 663	Ongoing
Partners In Care - Preventive Maintenance (FY20/21)	\$ 40	Ongoing
Progress Unlimited, Inc. - Preventive Maintenance (FY24/25)	\$ 100	Ongoing
Spring Dell Center - Preventive Maintenance (FY22/23)	\$ 42	Ongoing
Star Community - Preventive Maintenance (FY16/17)	\$ 3	Ongoing
Washington County CAC - Mobility Management (FY24/25)	\$ 350	Ongoing
Worcester County Comm On Aging - Mobility Management (FY24/25)	\$ 180	Ongoing
Worcester County Comm on Aging - Preventive Maintenance (FY22/23)	\$ 24	Ongoing

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

**Maryland Transit Administration - Locally Operated Transit Systems - LINE 67**

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<b><u>Elderly/ Disabled Non-Profits FY 2025 and 2026 (cont'd)</u></b>		
Worcester County Developmental Center - Preventive Maintenance (FY18/19)	\$ 65	Ongoing
LifeBridge Health - Cleaning Supplies (FY22/23)	\$ 12	Underway
LifeBridge Health - PPE (FY22/23)	\$ 4	Underway
<b><u>Frederick County FY 2024 Completions</u></b>		
Facility Construction (FY21)	\$ 2,500	Complete
Facility Expansion Construction (FY18)	\$ 500	Complete
Preventive Maintenance (FY21 5311)	\$ 70	Complete
Preventive Maintenance (FY23 5307)	\$ 675	Complete
Preventive Maintenance (FY24 5311)	\$ 32	Complete
<b><u>Frederick County FY 2025 and 2026</u></b>		
1 Light Duty Bus Replacement-38798 (FY24 5339)	\$ 127	FY25
1 Small Replacement Bus - 38624 (FY23 5339)	\$ 110	FY25
2 Heavy Duty Bus Replacements - 37983 & 37984 (FY23 5339)	\$ 1,054	FY25
2 Heavy Duty Bus Replacements - 37985 & 37986 (FY24 5339)	\$ 1,042	FY25
Preventive Maintenance (FY24 5307)	\$ 270	Ongoing
Rideshare (FY24)	\$ 124	Ongoing
<b><u>Garrett County FY 2024 Completions</u></b>		
Preventive Maintenance (FY22)	\$ 267	Complete
<b><u>Garrett County FY 2025 and 2026</u></b>		
3 Small Bus Replacements - 194, 198 & 199 (FY24 5339)	\$ 284	FY25
Bendpak 4-Post Vehicle Lift (FY24 5311)	\$ 23	FY25
Bendpak Pipe Bender (FY24 F311)	\$ 9	FY25
Preventive Maintenance (FY23)	\$ 240	Ongoing

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

**Maryland Transit Administration - Locally Operated Transit Systems - LINE 67**

<b>PROJECT NAME</b>	<b>TOTAL PROGRAMMED COST</b>	<b>STATUS</b>
<b>Harford County FY 2024 Completions (cont'd)</b>		
Bus Shelters (FY18)	\$ 130	Complete
Fare Collection (FY18)	\$ 130	Complete
Feasibility Study (FY20)	\$ 150	Complete
Preventive Maintenance (FY24 5307)	\$ 1,000	Complete
Project Management (FY20 5339)	\$ 13	Complete
Ridesharing (FY23)	\$ 88	Complete
Ridesharing (FY24)	\$ 88	Complete
Transportation Development Plan (FY22 5304)	\$ 105	Complete
<b>Harford County FY 2025 and 2026</b>		
Fuel Infrastructure (FY20 5339)	\$ -	FY24
Rehab 2 Garages (FY20 5339)	\$ -	FY24
Training & Speciality Tools (FY20 5339)	\$ -	FY24
1 30' Heavy Duty Replacement Bus - 8036 (FY22 5339)	\$ 417	FY25
1 Heavy Duty Bus Replacement - 827 (FY21 5307)	\$ 406	FY25
2 Medium-Heavy Replacement Buses - 8035, 818 (FY21 5339)	\$ 1,340	FY25
2 Small Bus Replacments - 8001, 8016 (FY21 5339)	\$ 186	FY25
2 Small Replacement Buses - 8018, 8028 (FY21 5339)	\$ 422	FY25
3 Small Bus Replacements - 8003, 8010, 8012 (FY21 5307)	\$ 464	FY25
4 Heavy Duty Bus Replacments - 8032, 8033, 8034, 8035 (FY20 CARES)	\$ 1,800	FY25
4 Medium Duty Replacement Buses 8029, 8030, 8031, 8032 (FY20 5339)	\$ 3,956	FY25
4 Medium Replacement Buses (FY20 5339)	\$ 3,960	FY25
4 Small Bus Expansions (FY20 CARES)	\$ 400	FY25
4 Small Bus Replacements - 8019, 8023, 8026, 8027 (FY20 CARES)	\$ 400	FY25
4 Small Cutaway Replacement Buses - 8020; 8022; 8024; 8025 (FY22 5307)	\$ 476	FY25
4 Support Vehicles (Vans) Expansion (FY20 CARES)	\$ 216	FY25
Bus Shelter Installation (FY20 CARES)	\$ 239	FY25
Bus Stop Benches (FY20 CARES)	\$ 25	FY25
Facility Roof Replacement (FY20 CARES)	\$ 363	FY25
Generator Replacement (FY20 CARES)	\$ 125	FY25
LCD Annunciation System (FY20 CARES)	\$ 118	FY25
Microtransit Services Study (FY23 5303)	\$ 128	FY25
RouteMatch Hardware (FY20 CARES)	\$ 300	FY25



**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

**Maryland Transit Administration - Locally Operated Transit Systems - LINE 67**

<b>PROJECT NAME</b>	<b>TOTAL PROGRAMMED COST</b>	<b>STATUS</b>
<b><u>Harford County FY 2025 and 2026 (cont'd)</u></b>		
RouteMatch Software (FY20 CARES)	\$ 300	FY25
Security Camera System (FY20 CARES)	\$ 60	FY25
1 Maintenance Support Vehicle Replacement (FY23 5339)	\$ 75	Ongoing
<b><u>Howard County FY 2025 and 2026</u></b>		
1 35' Heavy Duty Bus Replacement - 9525 (FY22 ARPA SWAP)	\$ -	FY25
1 Heavy Duty Bus Replacement - 200 (FY23 5339)	\$ 524	FY25
1 Heavy Duty Bus Replacement - 201 (FY24 5339)	\$ 449	FY25
1 Heavy Duty Bus Replacement - 202 (FY24 5339)	\$ 449	FY25
1 Heavy Duty Bus Replacement - 9521 (FY24 5339)	\$ 449	FY25
1 Heavy Duty Bus Replacment - 203 (FY23 5339)	\$ 524	FY25
1 Heavy Duty Bus Replacment - 204 (FY23 5339)	\$ 524	FY25
2 Sedan Replacements - 14 & 15 (FY22 ARPA SWAP)	\$ -	FY25
4 Medium Replacement Buses - 9540-9543 (FY22 ARPA SWAP)	\$ 2,054	FY25
Preventive Maintenance (FY22)	\$ 115	Ongoing
Preventive Maintenance (FY24 LU)	\$ 50	Ongoing
Ridesharing (FY24)	\$ 131	Ongoing
10 Small Cutaway Bus Replacements - 205 - 214 (FY22 ARPA SWAP)	\$ 950	Underway
Bus Stop Annunciators (FY20 5339 Discretionary)	\$ 225	Underway
<b><u>Montgomery County FY 2025 and 2026</u></b>		
Bus Replacement - 35ft (FY24 5307)	\$ 2,000	FY25
Bus Replacement (FY21 WAG)	\$ 2,000	FY25
Bus Replacement (FY22 WAG)	\$ 2,000	FY25
Bus Replacement (FY23 WAG)	\$ 2,000	FY25
Ridesharing (FY24)	\$ 372	Ongoing
<b><u>Ocean City FY 2024 Completions</u></b>		
2 40' HD Articulated Replacement Buses - 2125 & 2126 (FY22 5311)	\$ 1,600	Complete
Preventive Maintenance (FY23)	\$ 675	Complete

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

**Maryland Transit Administration - Locally Operated Transit Systems - LINE 67**

<b>PROJECT NAME</b>	<b>TOTAL PROGRAMMED COST</b>	<b>STATUS</b>
<b><u>Ocean City FY 2025 and 2026</u></b>		
2 60' Articulated Replacement Buses - 3439 & 3733 (FY24 5339)	\$ 1,650	FY25
Preventive Maintenance (FY24 5311)	\$ 725	Ongoing
Transportation Development Plan	\$ 90	Underway
<b><u>Prince George's County FY 2024 Completions</u></b>		
Ridesharing (FY23)	\$ 372	Complete
<b><u>Prince George's County FY 2025 and 2026</u></b>		
Bus Replacement (FY23 WAG)	\$ 500	FY24
15 - Battery Electric Expansion Buses/Delivery (FY22 5339)	\$ 12,218	FY25
20-Data Access Tools (FY22 5339)	\$ 50	FY25
4 Charging Infrastructures (FY21 5339 LoNo Discretionary)	\$ 260	FY25
5 - Battery Electric Expansion Buses/Delivery (FY22 5339)	\$ 4,258	FY25
5-On-Route Charges (Equipment Only) (FY22 5339)	\$ 1,075	FY25
6 Electric Battery Expansion Buses (FY21 5339 LoNo Discretionary)	\$ 5,799	FY25
Apprenticeship Program (FY22 5339)	\$ 500	FY25
Bus OEM Operating, Maint, First Responders (FY22 5339)	\$ 250	FY25
Bus Replacement - 35ft (FY24 5307)	\$ 500	FY25
Bus Replacement (FY21 WAG)	\$ 500	FY25
Bus Replacement (FY22 WAG)	\$ 500	FY25
Configurables/Options (FY22 5339)	\$ 1,080	FY25
Data Collection, Existing Cond Doc & Eval (FY22 Persist Poverty)	\$ 217	FY25
Depot Chargers (Equipment Only) (FY22 5339)	\$ 557	FY25
Depot Construction (FY22 5339)	\$ 1,378	FY25
Develop Project Design & Tech Eng Document (FY22 Persist Poverty)	\$ 363	FY25
Infrastructure Training (FY22 5339)	\$ 100	FY25
Meetings & Project Management (FY22 Persist Poverty)	\$ 87	FY25
Microgrid (FY22 5339)	\$ 6,000	FY25
NTI Training (FY22 5339)	\$ 150	FY25
On-Route Construction (FY22 5339)	\$ 2,450	FY25
PPE, Tools, and Equipment (FY22 5339)	\$ 213	FY25
Project Mangement & Tech Support (FY22 5339)	\$ 503	FY25

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

**Maryland Transit Administration - Locally Operated Transit Systems - LINE 67**

<b>PROJECT NAME</b>	<b>TOTAL PROGRAMMED COST</b>	<b>STATUS</b>
<b><u>Prince George's County FY 2025 and 2026 (cont'd)</u></b>		
Spare Parts (FY22 5339)	\$ 120	FY25
Training Aids, Simulators, Components, Equip (FY22 5339)	\$ 350	FY25
Ridesharing (FY24)	\$ 269	Ongoing
<b><u>Queen Anne's County FY 2024 Completions</u></b>		
Computers (FY22 ARPA SWAP)	\$ 11	Complete
Preventive Maintenance (FY21 5311 & LU)	\$ 92	Complete
<b><u>Queen Anne's County FY 2025 and 2026</u></b>		
Preventive Maintenance (FY23 5311 & LU)	\$ 80	FY24
1 Small Expansion Bus (FY22 ARPA SWAP)	\$ 84	FY25
1 Support Vehicle Replacement - 304 (FY22 ARPA SWAP)	\$ 50	FY25
2 Small Replacement Buses - 340 & 360 (FY22 ARPA SWAP)	\$ 169	FY25
Bus Camera System Replacement (FY22 ARPA SWAP)	\$ 197	FY25
New Bus Shelters (FY24 5339)	\$ 30	FY25
Office Furniture (FY22 ARPA SWAP)	\$ 25	FY25
Small Cutaway Bus Expansion (FY24 5339)	\$ 101	FY25
Preventive Maintenance (FY22 5311 & LU)	\$ 92	Ongoing
Alignment, Tire Changer, & AC Freon Machines (FY22 ARPA SWAP)	\$ 93	Underway
<b><u>Southern MD Non-Profits FY 2024 Completions</u></b>		
Tri-County Council of Southern Maryland - Ridesharing (FY24)	\$ 109	Complete
<b><u>St. Mary's County FY 2024 Completions</u></b>		
Bus Stop Signs (FY21)	\$ 4	Complete
Routing Software (FY20 5307 & 5311)	\$ 446	Complete
<b><u>St. Mary's County FY 2025 and 2026</u></b>		
1 Medium Replacement Bus - 11 (FY24 5339)	\$ 162	FY25

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

**Maryland Transit Administration - Locally Operated Transit Systems - LINE 67**

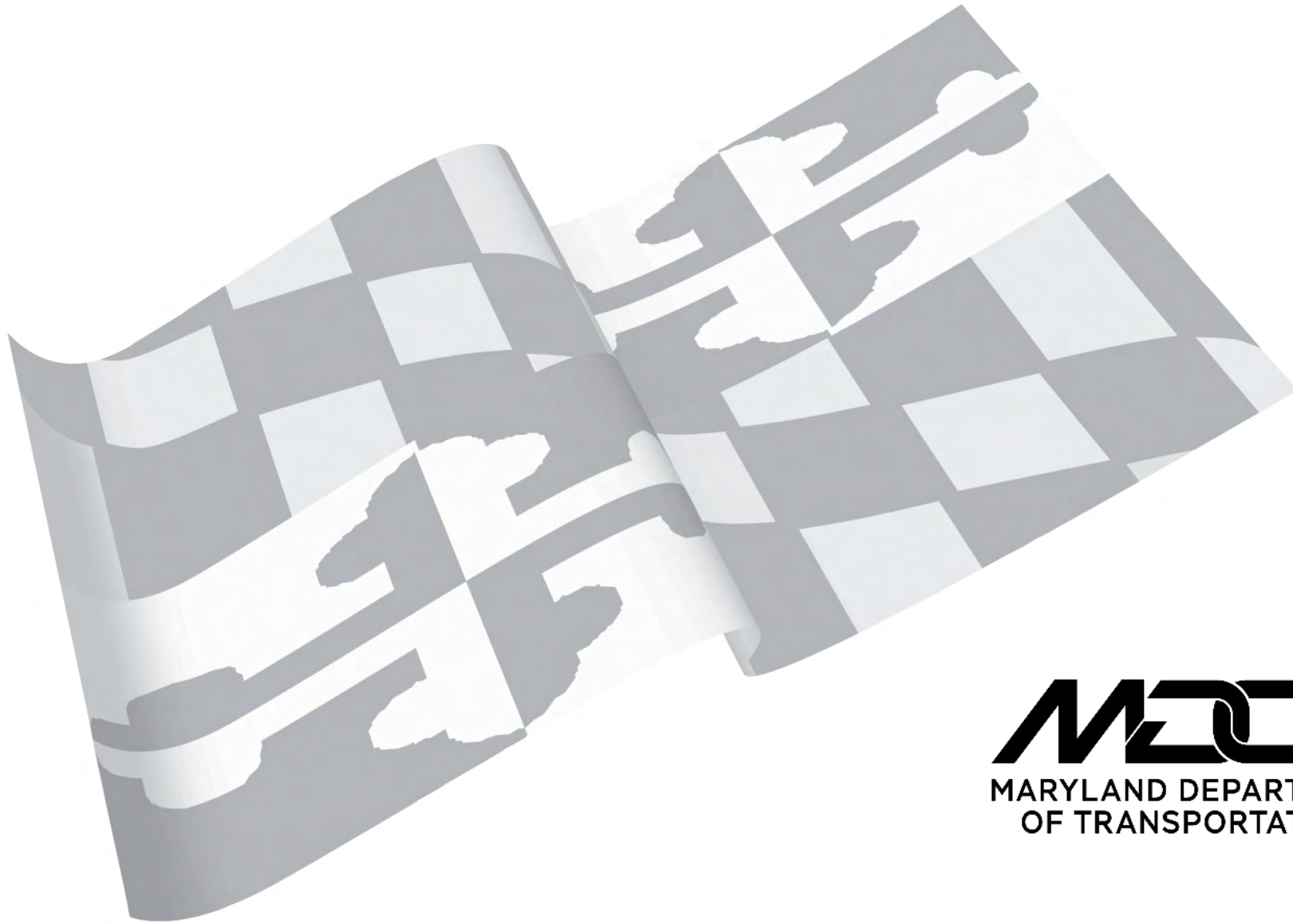
<b>PROJECT NAME</b>	<b>TOTAL PROGRAMMED COST</b>	<b>STATUS</b>
<b><u>St. Mary's County FY 2025 and 2026 (cont'd)</u></b>		
1 Medium Replacement Bus - 12-6291 (FY23 5339)	\$ 161	FY25
2 Small Replacement Buses - 48-6176 & 18-6297 (FY23 5339)	\$ 229	FY25
2 Small Replacement Buses -16 & 17 (FY24 5339)	\$ 238	FY25
3 Bus Shelters (FY24 5339)	\$ 43	FY25
Preventive Maintenance (FY22 5307 & 5311)	\$ 175	Ongoing
Preventive Maintenance (FY23 5307 & 5311)	\$ 100	Ongoing
<b><u>Talbot County FY 2025 and 2026</u></b>		
1 Minivan Replacement - 1118 (FY23 5339)	\$ 111	FY25
1 Sedan Replacement - 1050 (FY23 5339)	\$ 50	FY25
1 Small Replacement Bus - 802 (FY23 5339)	\$ 109	FY25
2 Small Bus Replacements-1119 & 602 (FY24 5339)	\$ 220	FY25
Preventive Maintenance (FY24 5311)	\$ 30	Ongoing
<b><u>Tri-County Council for Lower Eastern Shore FY 2024 Completions</u></b>		
1 Partial Support Vehicle (FY22 5339)	\$ 18	Complete
1 Small Replacement Bus 102 (FY23 5307)	\$ 113	Complete
2 Medium Bus Replacements - 276 & 277 (FY24 5339)	\$ 300	Complete
2 Small Replacement Buses - 100 & 101 (FY23 5339)	\$ 225	Complete
6 Propane Conversions (FY19 5339 Discret.)	\$ 100	Complete
Fixed Route Management System	\$ 590	Complete
Mobility Management (FY23 5307)	\$ 143	Complete
<b><u>Tri-County Council for Lower Eastern Shore FY 2025 and 2026</u></b>		
1 Small Bus Replacement - 13 (FY24 5339)	\$ 122	FY25
1 Small Bus Replacement-122 (FY24 5307)	\$ 113	FY25
2 Medium Replacement Buses - 274, 275 (FY23 5339)	\$ 279	FY25
Bus Security Cameras (FY20 CARES)	\$ 400	FY25
Study of System Design (FY23 5303PP)	\$ 410	FY25
Mobility Management (FY24 5307)	\$ 143	Ongoing
Preventive Maintenance (FY24 5307)	\$ 800	Ongoing

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**  
*(Dollars in Thousands)*

***Maryland Transit Administration - Locally Operated Transit Systems - LINE 67***

<b>PROJECT NAME</b>	<b>TOTAL PROGRAMMED COST</b>	<b>STATUS</b>
<b><u>Washington County FY 2025 and 2026</u></b>		
1 Support Vehicles Replacement - N-1 (FY20 CARES)	\$ 49	FY25
Forklift (FY23 5307)	\$ 35	FY25
Routing/Dispatch Transportation Hard & Software (FY24 5307)	\$ 300	FY25
Support Vehicle Replacement - S-1 (FY24 5339)	\$ 40	FY25
WCT Roof Replacement (FY23 5339)	\$ 56	FY25
Preventive Maintenance (FY20 CARES)	\$ 1,352	Ongoing
Transit Development Plan - TDP (FY24 5304)	\$ 95	Underway
Vehicle Wash Machine (FY23 5307)	\$ 45	Underway





**MDOT**  
MARYLAND DEPARTMENT  
OF TRANSPORTATION

**WASHINGTON METROPOLITAN AREA  
TRANSIT AUTHORITY**



**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY  
CAPITAL PROGRAM SUMMARY  
(\$ MILLIONS)**

	<b>FY 2025</b>	<b>FY 2026</b>	<b>FY 2027</b>	<b>FY 2028</b>	<b>FY 2029</b>	<b>FY 2030</b>	<b>SIX - YEAR TOTAL</b>
<b>Major Construction Program</b>	<b>514.2</b>	<b>528.4</b>	<b>543.6</b>	<b>551.8</b>	<b>545.3</b>	<b>553.7</b>	<b>3,237.0</b>
Local Funding	514.2	528.4	543.6	551.8	545.3	553.7	3,237.0
<b>Major Development &amp; Evaluation Program</b>	-	-	-	-	-	-	-
<b>Minor Program</b>	-	-	-	-	-	-	-
<b>Capital Salaries, Wages &amp; Other Costs</b>	-	-	-	-	-	-	-
<b>TOTAL</b>	<b>514.2</b>	<b>528.4</b>	<b>543.6</b>	<b>551.8</b>	<b>545.3</b>	<b>553.7</b>	<b>3,237.0</b>
Special Funds	184.8	189.5	361.2	366.1	371.2	376.4	1,849.2
Federal Funds	-	-	-	-	-	-	-
Other Funds	329.3	338.9	182.4	185.6	174.1	177.4	1,387.8
<b>Special Funds Breakdown</b>							
General Fund	-	-	167.0	167.0	167.0	167.0	668.0
Transportation Trust Fund	184.8	189.5	194.2	199.1	204.2	209.4	1,181.2
<b>SPECIAL FUNDS TOTAL</b>	<b>184.8</b>	<b>189.5</b>	<b>361.2</b>	<b>366.1</b>	<b>371.2</b>	<b>376.4</b>	<b>1,849.2</b>
<b>Other Funds Breakdown</b>							
GO Bonds	167.0	167.0	-	-	-	-	334.0
Other (Not GO Bonds)	162.3	171.9	182.4	185.6	174.1	177.4	1,053.8
	<b>329.3</b>	<b>338.9</b>	<b>182.4</b>	<b>185.6</b>	<b>174.1</b>	<b>177.4</b>	<b>1,387.8</b>



**PROJECT:** WMATA Capital Improvement Program

**DESCRIPTION:** The program provides Maryland's share of the funding for the Washington Metropolitan Area Transit Authority's (WMATA) Capital Improvement Program (CIP). It includes Maryland's share of matching funds to federal formula funds received directly by WMATA as well as Maryland's share of additional state and local funds for WMATA capital projects.

**PURPOSE & NEED SUMMARY STATEMENT:** WMATA's FY 2025 - 2030 CIP is focused on safety, infrastructure rehabilitation and replacement, and maintaining the National Capital region's primary regional transit system in a state of good repair. WMATA's FY 2025 - 2030 CIP includes investments to replace rail cars, rehabilitate track and rail structures, replace vehicles for Metrobus and MetroAccess, and implement recommendations from the National Transportation Safety Board, the Federal Transit Administration and the Washington Metrorail Safety Commission.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet to Be Determined  Exception Granted

**STATUS:** The FY 2025 - 2030 CIP was adopted by the WMATA Board of Directors on April 25, 2024.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				2024	2025	2026	FOR PLANNING PURPOSES ONLY		
						...2027...	...2028...	...2029...	...2030...	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	5,045,362	3,304,018	259,809	264,916	279,112	294,364	302,483	296,026	304,442	1,741,344	0
<b>Total</b>	<b>5,045,362</b>	<b>3,304,018</b>	<b>259,809</b>	<b>264,916</b>	<b>279,112</b>	<b>294,364</b>	<b>302,483</b>	<b>296,026</b>	<b>304,442</b>	<b>1,741,344</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	1,953,940	1,266,392	99,542	102,600	107,208	111,954	116,843	121,878	127,064	687,548	0
Other	3,091,422	2,037,626	160,267	162,316	171,904	182,410	185,640	174,148	177,378	1,053,796	0

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:**  
 The estimated cost allocation increased by \$331.1M due to the addition of FY 2030, adjustments in WMATA's annual subsidy request from Maryland and an increase in FY 2025 - FY 2028 Federal funds received directly by WMATA.



**PROJECT:** Project Development Program

**DESCRIPTION:** The program funds Maryland's allocated share of the Washington Metropolitan Area Transit Authority's (WMATA) Project Development Program. This project supports Joint Development activities through planning for potential residential or commercial real estate projects to increase ridership and support transit-oriented development. Joint Development projects have been identified across all jurisdictions that still need support to clarify transit facility needs or resolve site issues. Phase 1 of these Joint Development studies cover concept design and feasibility; phase 2 studies advance due diligence and preliminary designs. In addition to Joint Development, the program consists of ADA and other Access Improvements identifying stations not meeting WMATA access standards, including additional elevators, weather protected ramps and other access standards.

**PURPOSE & NEED SUMMARY STATEMENT:** The program funds Maryland's allocated share of WMATA's Project Development Program.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet to Be Determined  Exception Granted

**STATUS:** Project Development Program planning studies are ongoing.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				2024	2025	2026	FOR PLANNING PURPOSES ONLY		
						...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	29,760	23,760	1,000	1,000	1,000	1,000	1,000	1,000	1,000	6,000	0
<b>Total</b>	<b>29,760</b>	<b>23,760</b>	<b>1,000</b>	<b>1,000</b>	<b>1,000</b>	<b>1,000</b>	<b>1,000</b>	<b>1,000</b>	<b>1,000</b>	<b>6,000</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	29,760	23,760	1,000	1,000	1,000	1,000	1,000	1,000	1,000	6,000	0
Other	0	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** The total estimated cost allocation increased \$1.0M due to the addition of funding for FY 2030.



**PROJECT:** Matching Funding for "Passenger Rail Investment and Improvement Act"

**DESCRIPTION:** The Passenger Rail Investment and Improvement Act (PRIIA) of 2008 authorized federal funds to be appropriated over a ten year period for capital and preventative maintenance projects of the Washington Metropolitan Area Transit Authority (WMATA). While the 2008 program expired in FY 2018, the PRIIA program was reauthorized under the IIJA through FY 2030. The federal legislation requires matching funds from Maryland, Virginia, and the District of Columbia. This program provides Maryland's share of these matching federal funds.

**PURPOSE & NEED SUMMARY STATEMENT:** Funding is used for capital improvements for safety and state of good repair of the rail system, including replacement of older railcars and other investments called for in recommendations made by the National Transportation Safety Board (NTSB), Federal Transit Administration (FTA) and, Washington Metrorail Safety Commission (WMSC).

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet to Be Determined  Exception Granted

**STATUS:** FTA's dedicated funding allocation for WMATA in FY 2025 is \$150.0M. Maryland's share of matching funds is \$50.0M. Increases \$50M due to the addition of funding for FY 2030.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** The total estimated cost increased \$50.0M due to the addition of funding in FY 2030.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	1,000,000	700,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	300,000	0
<b>Total</b>	<b>1,000,000</b>	<b>700,000</b>	<b>50,000</b>	<b>50,000</b>	<b>50,000</b>	<b>50,000</b>	<b>50,000</b>	<b>50,000</b>	<b>50,000</b>	<b>300,000</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	961,500	661,500	50,000	50,000	50,000	50,000	50,000	50,000	50,000	300,000	0
Other	38,500	38,500	0	0	0	0	0	0	0	0	0



**PROJECT:** WMATA Debt Service

**DESCRIPTION:** Washington Metropolitan Area Transit Authority (WMATA) debt service represents the amount of bond debt taken on by WMATA under agreement with the State to cover the costs of debt repayment and associated interest and fees. This debt was originally approved for funding Maryland's share of WMATA's CIP when WMATA's full requested subsidy exceeded the State's cash resources. Due to refinancing, the debt has been consolidated into one project.

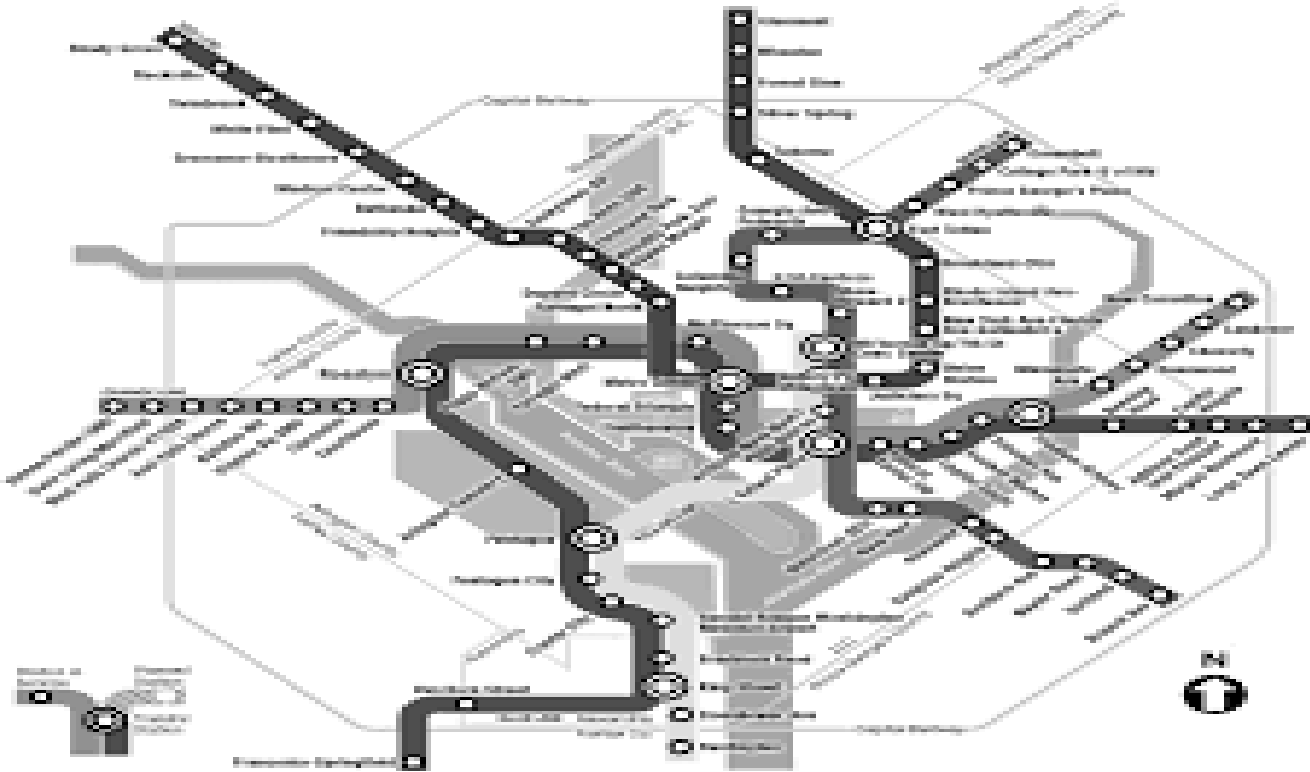
**PURPOSE & NEED SUMMARY STATEMENT:** These debt authorizations fund the purchase of long-term bonds issued by WMATA to fund its Capital Improvement Program (CIP).

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet to Be Determined  Exception Granted

**STATUS:** Maryland's share of WMATA debt payment with programmed funding beginning in FY 2020 and continuing through FY 2025 - 2030. Effective FY 2022, debt service has been consolidated into one project in the MDOT Consolidated Transportation Program to reflect WMATA's refinance of debt into a consolidated debt service amount.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:**  
 The total estimated cost allocation increased by \$31.3M due to the addition of FY 2030 funding.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				2024	2025	2026	FOR PLANNING PURPOSES ONLY		
						...2027...	...2028...	...2029...	...2030...	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	447,776	260,131	31,236	31,246	31,257	31,266	31,278	31,292	31,307	187,645	0
<b>Total</b>	<b>447,776</b>	<b>260,131</b>	<b>31,236</b>	<b>31,246</b>	<b>31,257</b>	<b>31,266</b>	<b>31,278</b>	<b>31,292</b>	<b>31,307</b>	<b>187,645</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	447,776	260,131	31,236	31,246	31,257	31,266	31,278	31,292	31,307	187,645	0
Other	0	0	0	0	0	0	0	0	0	0	0



**PROJECT:** Governor's Dedicated Capital Funding

**DESCRIPTION:** In 2018, Maryland acted in conjunction with the Commonwealth of Virginia and the District of Columbia to create a bondable dedicated capital funding grant for use by the Washington Metropolitan Area Transit Authority (WMATA) for the purpose of generating financial assets to finance its Capital Improvement Program (CIP). Among the three funding jurisdictions, this dedicated capital funding grant totals \$500M annually. In accordance with Chapter 351 and 352 of the Acts of the Maryland General Assembly of 2018 (and as amended in 2020), \$167M will be appropriated to WMATA annually as Maryland's portion of this dedicated capital funding grant. This funding shall be provided as long as the District of Columbia and the Commonwealth of Virginia likewise contribute their share of the dedicated capital funding grant.

**PURPOSE & NEED SUMMARY STATEMENT:** The funding is mandated by state legislation. Maryland will provide \$167M annually to WMATA's CIP beginning in FY 2020.

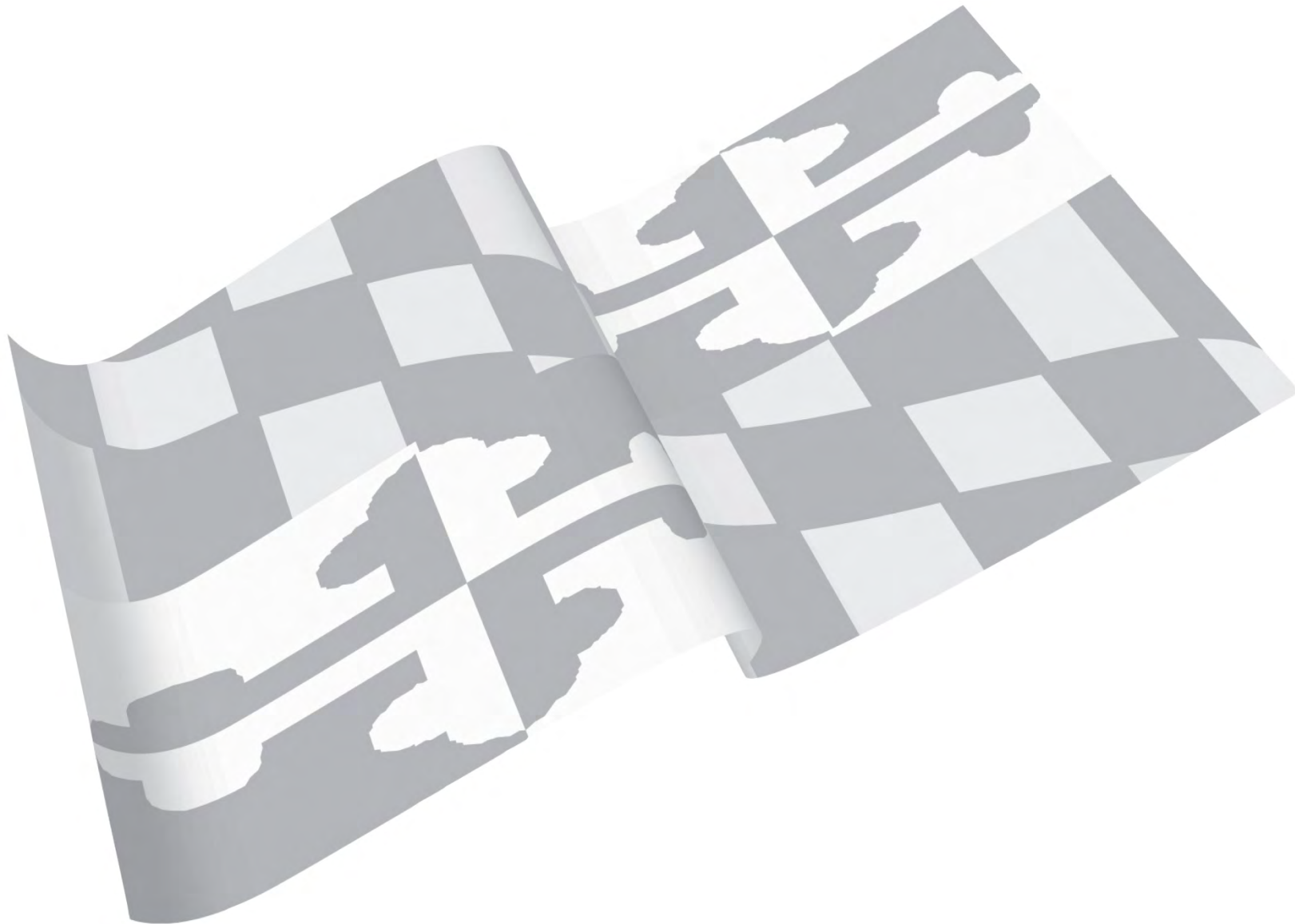
**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet to Be Determined  Exception Granted

**STATUS:** Maryland's share of the \$500.0M annual dedicated funding to WMATA's CIP is \$167.0M.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input checked="" type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	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	1,837,000	835,000	167,000	167,000	167,000	167,000	167,000	167,000	167,000	1,002,000	0
<b>Total</b>	<b>1,837,000</b>	<b>835,000</b>	<b>167,000</b>	<b>167,000</b>	<b>167,000</b>	<b>167,000</b>	<b>167,000</b>	<b>167,000</b>	<b>167,000</b>	<b>1,002,000</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	1,503,000	835,000	167,000	0	0	167,000	167,000	167,000	167,000	668,000	0
Other	334,000	0	0	167,000	167,000	0	0	0	0	334,000	0

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** The total estimated cost allocation increased \$167.0M due to the addition of funding in FY 2030.





**MDOT** MARYLAND DEPARTMENT OF TRANSPORTATION  

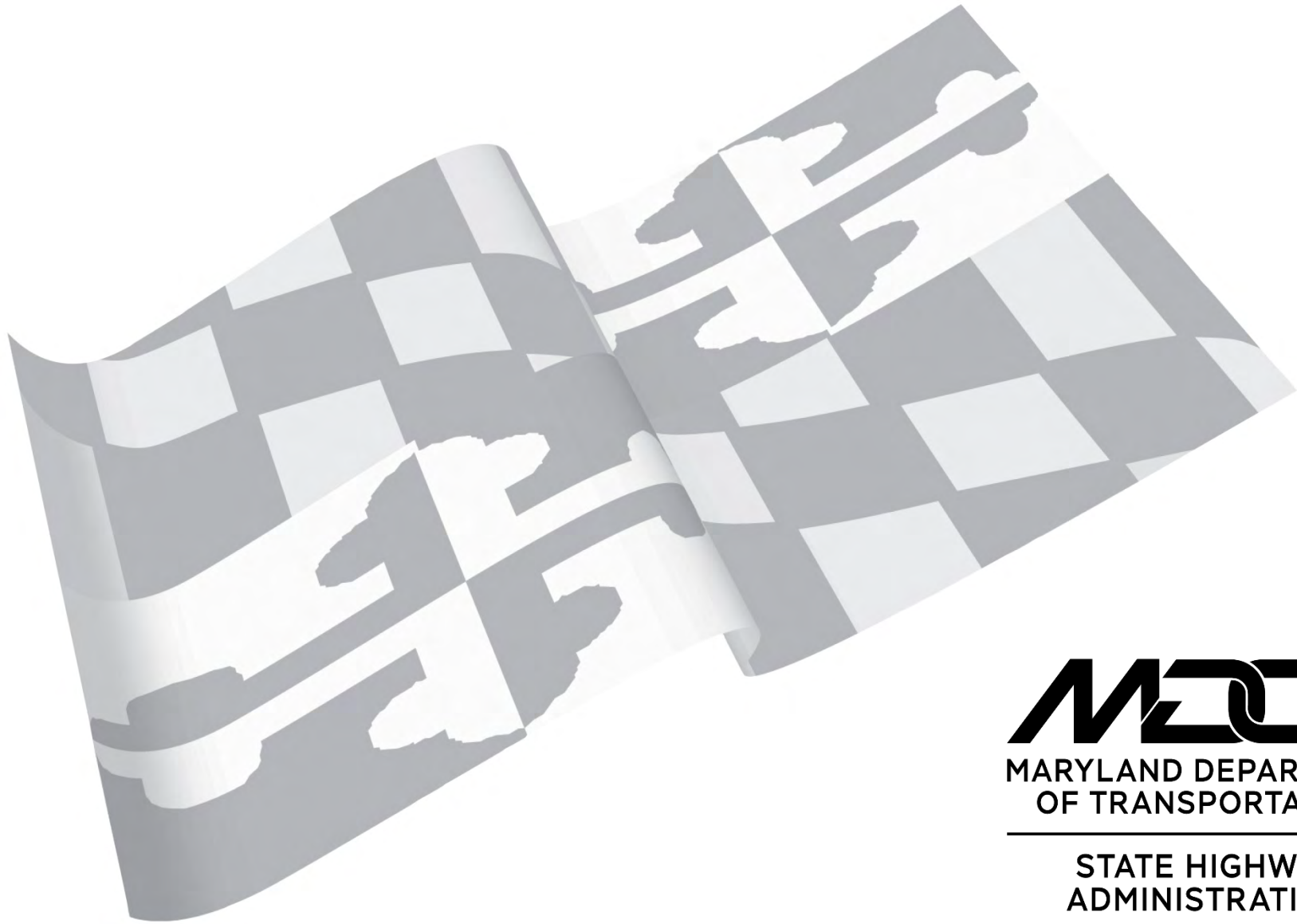
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STATE HIGHWAY ADMINISTRATION



**STATE HIGHWAY ADMINISTRATION  
CAPITAL PROGRAM SUMMARY  
(\$ MILLIONS)**

	<u>FY 2025</u>	<u>FY 2026</u>	<u>FY 2027</u>	<u>FY 2028</u>	<u>FY 2029</u>	<u>FY 2030</u>	<u>SIX - YEAR TOTAL</u>
<b>Major Construction Program</b>	<b>142.4</b>	<b>150.9</b>	<b>104.6</b>	<b>85.2</b>	<b>78.8</b>	<b>11.4</b>	<b>573.4</b>
System Preservation	3.2	0.2	0.0	-	-	-	3.4
Expansion/Efficiency	109.0	120.8	66.8	60.7	54.6	8.5	420.5
Safety & Security	9.7	0.9	0.2	2.9	1.0	-	14.7
Local Funding	4.1	5.0	6.6	5.3	4.4	-	25.4
Environment	0.6	-	-	-	-	-	0.6
Administration	15.8	24.1	31.0	16.3	18.7	2.9	108.9
<b>Major Development &amp; Evaluation Program</b>	<b>20.2</b>	<b>38.1</b>	<b>115.9</b>	<b>140.5</b>	<b>44.6</b>	<b>23.3</b>	<b>382.6</b>
Expansion/Efficiency	4.6	3.9	2.3	9.5	13.6	11.3	45.2
Safety & Security	14.3	34.2	113.6	131.0	31.0	12.0	336.1
Environment	1.1	-	-	-	-	-	1.1
Administration	0.2	-	-	-	-	-	0.2
<b>Minor Program</b>	<b>936.5</b>	<b>624.5</b>	<b>410.3</b>	<b>980.2</b>	<b>723.3</b>	<b>1,040.7</b>	<b>4,715.5</b>
System Preservation	549.9	335.1	211.9	552.8	403.9	601.5	2,655.1
Expansion/Efficiency	51.2	30.6	17.5	54.6	38.1	59.5	251.5
Safety & Security	174.0	113.7	48.1	166.9	118.0	178.6	799.2
Local Funding	87.9	89.7	93.7	92.0	92.7	94.1	550.1
Environment	28.9	27.5	12.3	47.8	32.0	43.7	192.2
Administration	44.6	27.9	26.9	66.1	38.6	63.3	267.4
<b>Capital Salaries, Wages &amp; Other Costs</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL</b>	<b>1,099.1</b>	<b>813.5</b>	<b>630.8</b>	<b>1,205.9</b>	<b>846.7</b>	<b>1,075.4</b>	<b>5,671.5</b>
Special Funds	287.9	178.7	115.1	268.6	192.6	252.5	1,295.5
Federal Funds	796.2	596.3	404.2	842.3	639.1	807.9	4,086.0
Other Funds	15.0	38.5	111.5	95.0	15.0	15.0	290.0
<b>Special Funds Breakdown</b>							
Transportation Trust Fund	287.9	178.7	115.1	268.6	192.6	252.5	1,295.5
<b>SPECIAL FUNDS TOTAL</b>	<b>287.9</b>	<b>178.7</b>	<b>115.1</b>	<b>268.6</b>	<b>192.6</b>	<b>252.5</b>	<b>1,295.5</b>
<b>Other Funds Breakdown</b>							
GO Bonds	-	23.5	96.5	80.0	-	-	200.0
Other (Not GO Bonds)	15.0	15.0	15.0	15.0	15.0	15.0	90.0
	<b>15.0</b>	<b>38.5</b>	<b>111.5</b>	<b>95.0</b>	<b>15.0</b>	<b>15.0</b>	<b>290.0</b>



**MDOT**  
MARYLAND DEPARTMENT  
OF TRANSPORTATION

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STATE HIGHWAY  
ADMINISTRATION

**MDOT SHA STATEWIDE**



**PROJECT:** Coordinated Highway Action Response Team (CHART)



**DESCRIPTION:** CHART is SHA's Traffic Incident Management (TIM) Emergency Response program designed to respond to lane-blocking roadway incidents and disabled motorists. It also includes installation of Intelligent Transportation System (ITS) along Interstates, US, and major MD routes. ITS include cameras, traffic detectors, weather sensors, dynamic message signs, web sites, and telecommunication networks.

**PURPOSE & NEED SUMMARY STATEMENT:** Reduce lane clearance time and improve response time for roadway incidents through the effective use of TIM, ITS, and traffic management as part of a comprehensive Transportation Systems Management and Operations (TSMO) plan in alignment with FHWA's National Roadway Safety Strategy. The program has also garnered praise from local jurisdictions as an effective strategy to aid in congestion mitigation and safety improvements.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**EXPLANATION:** The CHART program aids in the reduction of secondary crashes, travel time, and congestion while also providing traveler information to the motoring public. CHART prevents nearly 1,000 secondary crashes on average annually and contributes to over \$1 billion in annual user cost savings through non-recurring congestion reduction.

**STATUS:** This represents a summary of the Statewide CHART program. Individual projects are shown in the System Preservation Minor Projects Program pages in the county where the project is located.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** The decrease of \$46.9 million is the result of funding reductions due to fiscal constraints.

**POTENTIAL FUNDING SOURCE:**

- SPECIAL  FEDERAL  GENERAL  OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	36,031	27,277	2,473	3,374	1,116	916	1,116	1,116	1,116	8,754	0
Engineering	31,412	16,233	1,870	2,500	2,985	0	3,520	3,154	3,020	15,179	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	832	210	0	0	8	0	300	15	300	623	0
Construction	51,006	34,073	6,371	3,014	1,908	287	3,810	2,300	5,614	16,933	0
<b>Total</b>	<b>119,282</b>	<b>77,794</b>	<b>10,714</b>	<b>8,888</b>	<b>6,017</b>	<b>1,203</b>	<b>8,746</b>	<b>6,585</b>	<b>10,050</b>	<b>41,489</b>	<b>0</b>
Federal-Aid	76,908	46,966	6,580	7,031	3,976	979	6,624	4,368	6,964	29,942	0
Special	42,375	30,828	4,134	1,857	2,041	224	2,122	2,217	3,086	11,547	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - N/A  
 FEDERAL - N/A  
 STATE SYSTEM: N/A

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT (2024) N/A  
 PROJECTED (2044) N/A



**PROJECT:** Sidewalk Program

**DESCRIPTION:** This program provides matching funds for the construction of sidewalks adjacent to SHA highways.

**PURPOSE & NEED SUMMARY STATEMENT:** Program supports community revitalization efforts and efforts to encourage pedestrian usage of sidewalks along SHA highways.

**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

**EXPLANATION:** This program supports pedestrian and Vision Zero safety improvements, community revitalization and other efforts to encourage pedestrian usage of sidewalks along SHA highways. It also provides safer access to transit service for both bus and fixed rail systems.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**STATUS:** Individual projects are shown in the System Preservation Minor Projects Program pages in the county where the project is located.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** The decrease of \$14.7 million is the result of funding reductions due to fiscal constraints.

**POTENTIAL FUNDING SOURCE:**

- SPECIAL  FEDERAL  GENERAL  OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	2,987	200	100	1,100	100	2,292	(1,235)	265	265	2,787	0
Engineering	23,770	2,344	1,172	8,866	2,266	595	3,500	3,500	2,699	21,426	0
Right-of-way	2,100	1,100	550	1,000	0	0	0	0	0	1,000	0
Utilities	550	300	150	250	0	0	0	0	0	250	0
Construction	44,134	7,444	3,722	9,787	4,976	410	10,281	878	10,358	36,690	0
<b>Total</b>	<b>73,541</b>	<b>11,388</b>	<b>5,694</b>	<b>21,003</b>	<b>7,342</b>	<b>3,297</b>	<b>12,546</b>	<b>4,643</b>	<b>13,322</b>	<b>62,153</b>	<b>0</b>
Federal-Aid	52,165	7,250	3,625	16,501	5,742	1,997	8,831	2,152	9,692	44,915	0
Special	21,376	4,138	2,069	4,502	1,600	1,300	3,715	2,491	3,630	17,238	0
Other	0	0	0	0	0	0	0	0	0	0	0

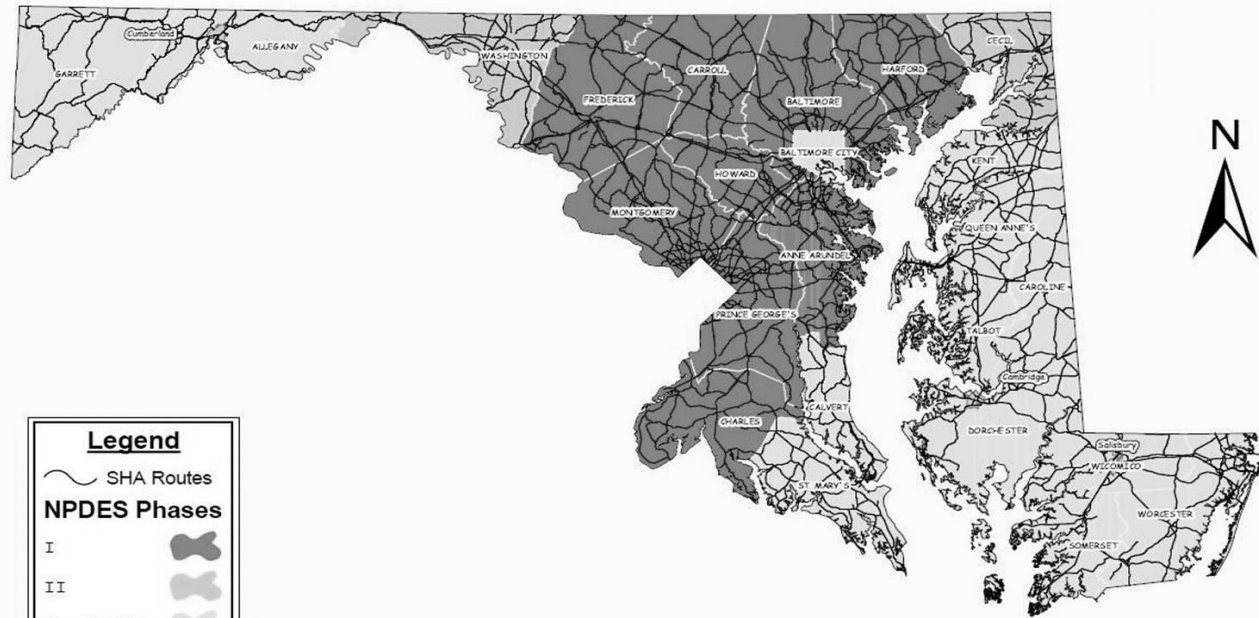
**Classification:**

STATE - N/A  
 FEDERAL - N/A  
 STATE SYSTEM: N/A

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT (2024) N/A  
 PROJECTED (2044) N/A

NPDES Jurisdictions



**PROJECT:** Total Maximum Daily Load (TMDL)

**DESCRIPTION:** Plan, design, and construct storm water controls and alternative water quality improvement strategies in Maryland counties in order to meet the US Environmental Protection Agency (EPA) Chesapeake Bay Total Maximum Daily Load (TMDL) requirements. These strategies support the goal of protecting and restoring the Chesapeake Bay watershed. The implementation will follow the State of Maryland's commitment in its Watershed Implementation Plan.

**PURPOSE & NEED SUMMARY STATEMENT:** The SHA is required to adhere to the Chesapeake Bay TMDL and local TMDLs as a result of its National Pollutant Discharge Elimination System (NPDES) Municipal Separate Storm Sewer System Permit (MS4). This programmatic effort is needed to ensure permit compliance and supports the ultimate goal of improved water quality in Maryland streams, creeks, rivers, and the Chesapeake Bay.

**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**EXPLANATION:** The SHA is required to adhere to the Chesapeake Bay TMDL and local TMDLs as a result of its National Pollutant Discharge Elimination System (NPDES) Municipal Separate Storm Sewer System Permit (MS4). This programmatic effort is needed to ensure permit compliance and supports the ultimate goal of improved water quality in Maryland streams, creeks, rivers, and the Chesapeake Bay.

**STATUS:** Planning, Engineering, Right-of-Way, and Construction underway.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** The decrease of \$57.9 million is the result of funding reductions due to fiscal constraints.

**POTENTIAL FUNDING SOURCE:**  SPECIAL  FEDERAL  GENERAL  OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	29,803	15,028	2,953	2,900	2,000	2,375	2,500	2,500	2,500	14,775	0
Engineering	44,574	22,073	1,117	2,980	3,000	3,021	4,500	4,500	4,500	22,501	0
Right-of-way	4,846	1,346	327	0	500	0	1,000	1,000	1,000	3,500	0
Utilities	33	33	0	0	0	0	0	0	0	0	0
Construction	251,406	193,443	5,717	10,491	8,572	0	17,308	6,262	15,330	57,963	0
<b>Total</b>	<b>330,662</b>	<b>231,923</b>	<b>10,114</b>	<b>16,371</b>	<b>14,072</b>	<b>5,396</b>	<b>25,308</b>	<b>14,262</b>	<b>23,330</b>	<b>98,739</b>	<b>0</b>
Federal-Aid	182,046	96,554	3,637	11,246	12,155	5,396	22,216	12,905	21,574	85,492	0
Special	148,617	135,370	6,477	5,125	1,917	0	3,092	1,357	1,756	13,247	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - N/A  
 FEDERAL - N/A  
 STATE SYSTEM: N/A

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT (2024) N/A  
 PROJECTED (2044) N/A



**PROJECT:** NEVI Program

**DESCRIPTION:** The National Electric Vehicle Infrastructure (NEVI) Program will create a network of convenient, reliable, affordable, and equitable electric vehicle chargers along Maryland’s designated alternative fuel corridors, which are major highways, and within communities along public roads or publicly accessible locations. Contributions from third parties will be utilized to match federal funds.

**PURPOSE & NEED SUMMARY STATEMENT:** To provide a network of electric vehicle chargers that contribute to the acceleration of equitable adoption of electric vehicles, including for those who cannot reliably charge at home, reduce transportation-related greenhouse gas emissions, help put Maryland on a path of net-zero emissions and improve the mobility of passenger and commercial electric vehicles.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet to Be Determined  Exception Granted

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

**EXPLANATION:** A strategically placed and interconnected network of electric vehicle chargers will provide the infrastructure to support increased adoption of electric vehicles across Maryland and reduce carbon emissions from vehicular travel. The network will be developed to maximize deployment of electric vehicle chargers utilizing third party funding to match federal funds.

**STATUS:** Construction on NEVI - Round 1 will begin in Fall 2024 with completion of 23 sites by Fall 2025. NEVI - Round 2 procurement is planned to begin in Fall 2024. Project cashflows were adjusted to account for completion of NEVI – Round 1 procurement and planned Round 2 and Round 3 procurements.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

- SPECIAL  FEDERAL  GENERAL  OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,900	200	200	700	500	500	500	500	0	2,700	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	59,919	0	0	7,500	9,500	9,000	10,000	10,000	6,000	52,000	7,919
<b>Total</b>	<b>62,819</b>	<b>200</b>	<b>200</b>	<b>8,200</b>	<b>10,000</b>	<b>9,500</b>	<b>10,500</b>	<b>10,500</b>	<b>6,000</b>	<b>54,700</b>	<b>7,919</b>
Federal-Aid	62,819	200	200	8,200	10,000	9,500	10,500	10,500	6,000	54,700	7,919
Special	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - N/A  
 FEDERAL - N/A  
 STATE SYSTEM: N/A

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT (2024) N/A  
 PROJECTED (2044) N/A





**PROJECT:** Carbon Reduction Program

**DESCRIPTION:** The Carbon Reduction Program (CRP) will reduce transportation emissions through the development of State carbon reduction strategies and by funding projects designed to reduce transportation emissions.

**PURPOSE & NEED SUMMARY STATEMENT:** CRP funding may be used on a wide range of projects that support the reduction of transportation emissions. Examples include, but are not limited to, public transportation facilities, congestion management technologies, energy-efficient traffic control devices and street lighting, and efforts to reduce the environmental and community impacts of freight movement.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet to Be Determined  Exception Granted

**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

**EXPLANATION:** This program supports the development and implementation of strategies, activities and projects that will reduce transportation emissions.

**STATUS:** This represents a summary of available Carbon Reduction Program funding. The program provides \$94.4M in federal funding from the Infrastructure Investment and Jobs Act, which will be programmed over the FY 2025-2030 CTP period. Initial project development activities are underway.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** In coordination with regional Metropolitan Planning Organizations (MPOs) and local jurisdiction partners, MDOT has awarded \$36.3 million in local projects as part of this year's competitive funding round.

**POTENTIAL FUNDING SOURCE:**

- SPECIAL  FEDERAL  GENERAL  OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	18,875	0	0	1,510	3,020	3,020	3,775	3,775	3,775	18,875	0
Right-of-way	4,720	0	0	378	755	755	944	944	944	4,720	0
Utilities	4,720	0	0	378	755	755	944	944	944	4,720	0
Construction	66,064	0	0	5,285	10,570	10,570	13,213	13,213	13,213	66,064	0
<b>Total</b>	<b>94,379</b>	<b>0</b>	<b>0</b>	<b>7,551</b>	<b>15,100</b>	<b>15,100</b>	<b>18,876</b>	<b>18,876</b>	<b>18,876</b>	<b>94,379</b>	<b>0</b>
Federal-Aid	94,379	0	0	7,551	15,100	15,100	18,876	18,876	18,876	94,379	0
Special	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - N/A  
 FEDERAL - N/A  
 STATE SYSTEM: N/A

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT (2024) N/A  
 PROJECTED (2044) N/A





**PROJECT:** Complete Streets Program

**DESCRIPTION:** Building on SHA's Context Driven initiative that has established a contextually nuanced approach to designing and deploying engineering countermeasures and on SHA's Pedestrian Safety Action Plan that identified priority locations in which to focus vulnerable user safety investments, this program delivers active transportation improvements to support Maryland's safety (Vision Zero), equity, and mode-shift goals.

**PURPOSE & NEED SUMMARY STATEMENT:** This program will invest in prioritized corridors to reduce deaths and serious injuries for vulnerable users while also supporting the statewide safety, equity, and mode-shift goals.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet to Be Determined  Exception Granted

**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

**EXPLANATION:** This program supports active transportation and community revitalization. It also provides safer access to transit service for both bus and fixed rail systems with an emphasis on improving safety for vulnerable users.

**STATUS:** Cohort 1 corridors under design include: MD 650 from North Hampton Drive to Powder Mill Road; MD 2 from MD 177 to MD 648; US 1 from Gorman Road to Patuxent River; MD 650 from MD 193 to Montgomery County line; MD 410 from MD 500 to MD 212; and MD 150 from MD 700 to MD 702.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** The decrease of \$10.5 million is the result of funding reductions due to fiscal constraints. Planning and design efforts are ongoing for priority Pedestrian Safety Action Plan (PSAP) corridors statewide and additional PSAP projects have been identified for project development.

**POTENTIAL FUNDING SOURCE:**

- SPECIAL  FEDERAL  GENERAL  OTHER

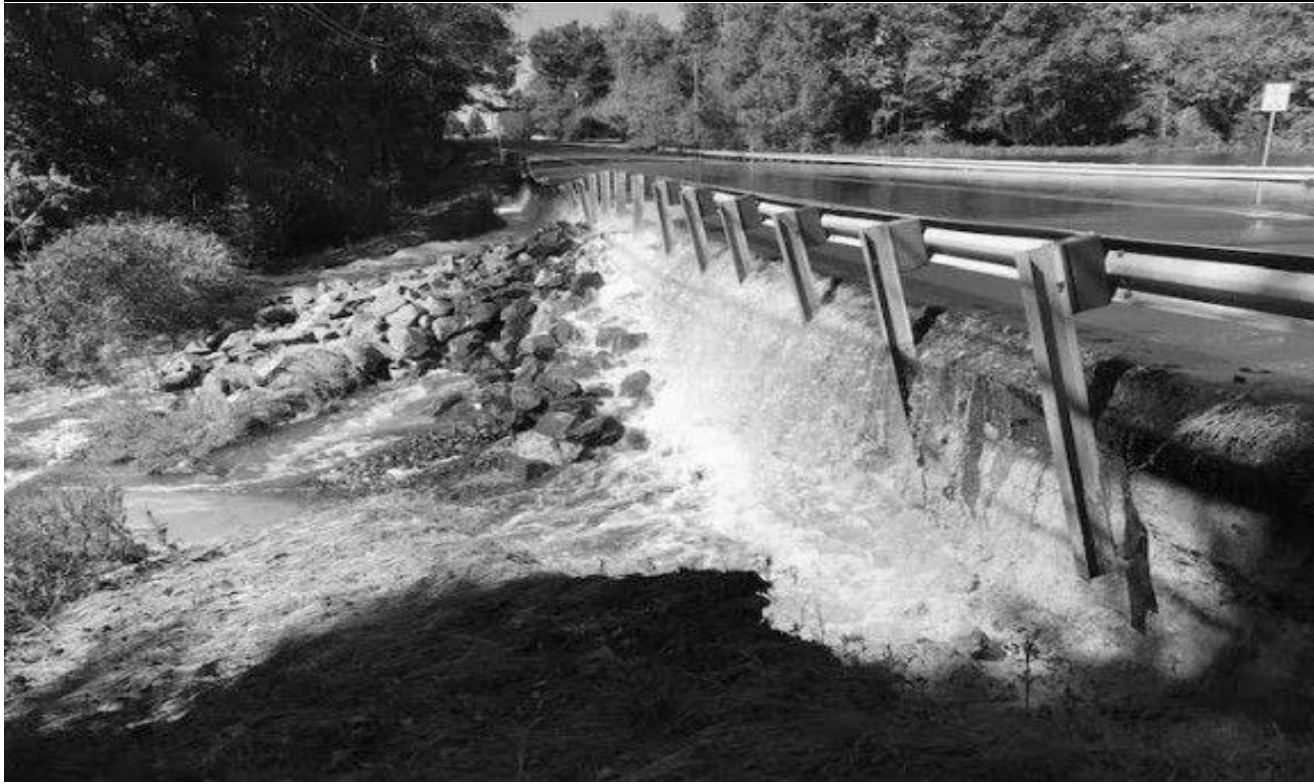
PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	5,835	0	0	500	500	335	2,500	1,000	1,000	5,835	0
Engineering	30,696	534	534	4,696	4,696	4,969	5,000	5,000	5,801	30,162	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	50,503	0	0	0	2,804	2,750	12,750	16,500	15,699	50,503	0
<b>Total</b>	<b>87,034</b>	<b>534</b>	<b>534</b>	<b>5,196</b>	<b>8,000</b>	<b>8,054</b>	<b>20,250</b>	<b>22,500</b>	<b>22,500</b>	<b>86,500</b>	<b>0</b>
Federal-Aid	80,411	526	526	5,100	7,350	7,669	18,712	20,527	20,527	79,885	0
Special	6,623	8	8	96	650	385	1,538	1,973	1,973	6,615	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - N/A  
 FEDERAL - N/A  
 STATE SYSTEM: N/A

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT (2024) N/A  
 PROJECTED (2044) N/A



**PROJECT:** PROTECT Program

**DESCRIPTION:** The Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program will help make surface transportation systems more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters.

**PURPOSE & NEED SUMMARY STATEMENT:** PROTECT Program funding may be used to support resilience planning and design activities, resilience-related infrastructure improvements, community resilience and evacuation route activities, and efforts that address at-risk coastal infrastructure.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet to Be Determined  Exception Granted

**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

**EXPLANATION:** This program supports the planning, design and implementation of activities and projects that will make surface transportation systems and affected communities more resilient to extreme weather events and other natural hazards.

**STATUS:** This represents a summary of available PROTECT Program funding. Individual projects will be included in the System Preservation Minor Projects Program of each respective MDOT modal agency as they advance. \$41.3M will be used for the Maryland Port Administration's DMT Resiliency and Flood Mitigation Project.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

- SPECIAL  FEDERAL  GENERAL  OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	10,731	0	0	859	1,717	1,717	2,146	2,146	2,146	10,731	0
Right-of-way	5,366	0	0	429	859	859	1,073	1,073	1,073	5,366	0
Utilities	5,366	0	0	429	859	859	1,073	1,073	1,073	5,366	0
Construction	85,850	0	0	6,868	13,736	13,736	17,170	17,170	17,170	85,850	0
<b>Total</b>	<b>107,313</b>	<b>0</b>	<b>0</b>	<b>8,585</b>	<b>17,171</b>	<b>17,171</b>	<b>21,462</b>	<b>21,462</b>	<b>21,462</b>	<b>107,313</b>	<b>0</b>
Federal-Aid	96,582	0	0	7,726	15,454	15,454	19,316	19,316	19,316	96,582	0
Special	10,731	0	0	859	1,717	1,717	2,146	2,146	2,146	10,731	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - N/A  
 FEDERAL - N/A  
 STATE SYSTEM: N/A

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT (2024) N/A  
 PROJECTED (2044) N/A



**PROJECT:** Traffic Relief Plan (Phase 2) Smart Traffic Signals

**DESCRIPTION:** The system uses real-time traffic conditions and computer software that adjusts the timing of traffic signals, synchronizes the entire corridor, and effectively deploys artificial intelligence to keep traffic moving.

**PURPOSE & NEED SUMMARY STATEMENT:** Deploying cutting-edge Smart Traffic Signals will improve traffic operations and ease congestion.

**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

**EXPLANATION:** The Smart Traffic Signals will improve traffic operations and reduce congestion.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**STATUS:** Engineering and Construction underway.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.

<b>POTENTIAL FUNDING SOURCE:</b>											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	3,071	1,361	100	570	570	570	0	0	0	1,710	0
Engineering	4,583	2,228	372	1,146	803	406	0	0	0	2,355	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	490	124	76	146	156	64	0	0	0	366	0
Construction	42,299	11,763	2,884	3,300	6,845	6,797	6,797	6,797	0	30,536	0
<b>Total</b>	<b>50,443</b>	<b>15,476</b>	<b>3,432</b>	<b>5,162</b>	<b>8,374</b>	<b>7,837</b>	<b>6,797</b>	<b>6,797</b>	<b>0</b>	<b>34,967</b>	<b>0</b>
Federal-Aid	36,973	9,291	2,959	4,013	6,574	6,219	5,438	5,438	0	27,682	0
Special	13,330	6,045	473	1,149	1,800	1,618	1,359	1,359	0	7,285	0
Other	140	140	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - N/A  
 FEDERAL - N/A  
 STATE SYSTEM: N/A

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT N/A  
 (2024)

PROJECTED N/A  
 (2044)



**PROJECT:** Washington Region - Stream and Wetland Mitigation

**DESCRIPTION:** Provide stream and wetland restoration, creation, and enhancement in multiple watersheds in the Washington Region. Multiple sites have been developed to provide new and restored streams and wetlands to support projects such as the American Legion Bridge and I-270 corridor or other projects in the region.

**PURPOSE & NEED SUMMARY STATEMENT:** The purpose is to provide mitigation for unavoidable impacts to streams and wetlands, improve water quality, and protect the environment.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

Project Inside PFA  
 Project Outside PFA  
 PFA Status Yet to Be Determined
 
 Grandfathered  
 Exception Will Be Required  
 Exception Granted

**STATUS:** Engineering underway.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.

**POTENTIAL FUNDING SOURCE:**  SPECIAL  FEDERAL  GENERAL  OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	9,538	8,473	0	1,065	0	0	0	0	0	1,065	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	(0)	(0)	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>9,538</b>	<b>8,473</b>	<b>0</b>	<b>1,065</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,065</b>	<b>0</b>
Federal-Aid	6,615	6,015	0	600	0	0	0	0	0	600	0
Special	2,924	2,459	0	465	0	0	0	0	0	465	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT N/A  
(2024)

PROJECTED N/A  
(2044)



**PROJECT:** I-270, Eisenhower Memorial Highway and I-495 Capital Beltway - Phase 1 South

**DESCRIPTION:** This project will replace the American Legion Bridge and other bridges in the corridor to today's standards, provide three miles of accessible sidewalks, three miles of accessible shared use paths, and two miles of bike lanes, provide new ramp connections to support interstate transit, provide nine miles of new and extended sound barriers and reconstruct 5 miles of existing sound barriers, rehabilitate existing general-purpose lanes, ramps, and side roads, upgrade seven interchanges, and provide high-occupancy toll lanes to support carpooling and transit. This is a Project Labor Agreement candidate project.

**PURPOSE & NEED SUMMARY STATEMENT:** This project represents the first step in creating a new multimodal future for the corridor by enabling more reliable and more frequent transit operations and transportation management demand practices. It will also address state of good repair, including the American Legion Bridge, improve access to jobs, improve bicycle and pedestrian access, and enhance safety in the corridor by reducing the extent and duration of congestion.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet to Be Determined  Exception Granted

**STATUS:** Preliminary engineering underway. Work is continuing to secure grant funding for the project and to analyze state of good repair needs and timeline for the American Legion Bridge. Project cashflows related to developing procurement documents for construction have been delayed as construction funding has not been secured.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** \$1.0 million in Planning funding has been added to support project development coordination activities with Montgomery County's Bus Rapid Transit corridors initiative.

**POTENTIAL FUNDING SOURCE:**

SPECIAL  FEDERAL  GENERAL  OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	62,010	61,010	733	500	500	0	0	0	0	1,000	0
Engineering	132,000	55,000	23,038	11,000	2,000	2,000	25,000	25,000	12,000	77,000	0
Right-of-way	7,000	0	0	0	0	0	1,000	6,000	0	7,000	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	407	0	0	407	0	0	0	0	0	407	0
<b>Total</b>	<b>201,417</b>	<b>116,010</b>	<b>23,771</b>	<b>11,907</b>	<b>2,500</b>	<b>2,000</b>	<b>26,000</b>	<b>31,000</b>	<b>12,000</b>	<b>85,407</b>	<b>0</b>
Federal-Aid	98,332	21,795	13,771	10,837	1,800	1,800	23,400	27,900	10,800	76,537	0
Special	103,085	94,215	10,000	1,070	700	200	2,600	3,100	1,200	8,870	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - Principal Arterial

FEDERAL - Interstate

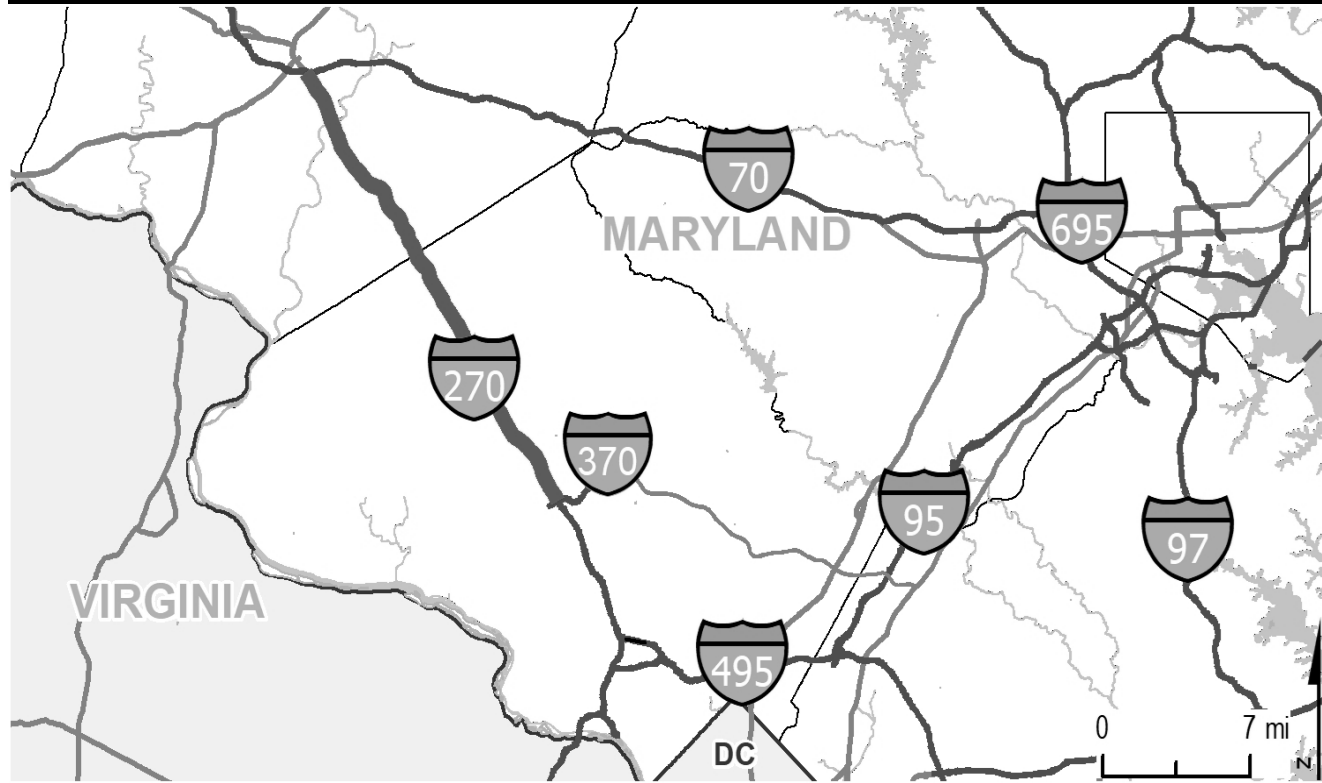
STATE SYSTEM: Primary

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT (2024) N/A

PROJECTED (2044) N/A





**PROJECT:** I-270, Eisenhower Memorial Highway and I-495 Capital Beltway - Phase 1 North

**DESCRIPTION:** This study will consider a range of equitable and environmentally sensitive transportation solutions including transit and transportation demand management options for near-term, mid-term, and long-term implementation that address the transportation needs of the corridor.

**PURPOSE & NEED SUMMARY STATEMENT:** Improve the I-270 corridor transit options and multimodal access including safe access for bicycles and pedestrians, improve reliability and safety of the transportation network, mitigate congestion, and spur inclusive economic development.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet to Be Determined  Exception Granted

**STATUS:** Planning underway to perform a multimodal environmental study.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** The cost decrease of \$25.5 million is the result of project deferrals due to fiscal constraints.

**POTENTIAL FUNDING SOURCE:**  SPECIAL  FEDERAL  GENERAL  OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	25,000	1,000	1,000	500	500	500	8,000	10,000	4,500	24,000	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>25,000</b>	<b>1,000</b>	<b>1,000</b>	<b>500</b>	<b>500</b>	<b>500</b>	<b>8,000</b>	<b>10,000</b>	<b>4,500</b>	<b>24,000</b>	<b>0</b>
Federal-Aid	22,550	950	950	450	450	450	7,200	9,000	4,050	21,600	0
Special	2,450	50	50	50	50	50	800	1,000	450	2,400	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 (2024) N/A

PROJECTED (2044) N/A

**MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

**STATE HIGHWAY ADMINISTRATION - Statewide - LINE 13**

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<b><u>Bridge Replacement/Rehabilitation</u></b>				
XB1631	-	CLEANING AND PAINTING OF BRIDGE NOS. 601400, 1612100, 1614201, 1614202, AND 1614700	\$ 2,958	FY 2025
XB1632	-	CLEANING AND PAINTING OF BRIDGE NOS. 0112800, 0113000, 0113300, 0113800, AND 0114400	\$ 2,721	FY 2025
XB1633	-	CLEANING AND PAINTING OF BRIDGE NOS. 0301300, 1202500, 1202600, 1202800, 1203200, 1204300, 1206800, AND 1207700	\$ 4,378	FY 2025
XB1634	-	CLEANING AND PAINTING OF BRIDGE NOS. 1012200, 1012903, 1012904, 1013003, 1013004, AND 1018400	\$ 3,076	FY 2025
XB1635	-	CLEANING AND PAINTING OF BRIDGE NOS. 0300700, 0312400, 0312805, 0312806, 0312903, 0312904, AND 0337600	\$ 4,851	FY 2025
XB1636	-	CLEANING AND PAINTING OF BRIDGE NOS. 0701803, 0701804, 0702800, 0703500, AND 0704500	\$ 3,786	FY 2025
XQ249H	-	SURFACE TREATMENTS AT VARIOUS LOCATIONS IN BALTIMORE AND HARFORD COUNTIES	\$ 2,757	FY 2025
AZ2221	-	CLEANING AND PAINTING OF BRIDGES 2200301, 2200302, 2204500, 2301300, 2303100, AND 2303300	\$ 4,640	Under Construction
AZ2561	-	AREAWIDE BRIDGE INSPECTION	\$ 5,841	Under Construction
AZ2571	-	BRIDGE INSPECTION AT VARIOUS LOCATIONS STATEWIDE	\$ 5,836	Under Construction
XX163T	-	PRESERVATION AND MINOR REHAB OF FIXED BRIDGES, CULVERTS, AND RETAINING WALLS	\$ 16,114	Under Construction
XX163U	-	PRESERVATION AND MINOR REHAB OF MOVABLE AND FIXED BRIDGES, CULVERTS, AND RETAINING WALLS	\$ 15,528	Under Construction
XX163V	-	PRESERVATION AND MINOR REHAB OF FIXED BRIDGES, CULVERTS, AND RETAINING WALLS IN DISTRICT 6	\$ 5,257	Under Construction
XX163W	-	PRESERVATION AND MINOR REHAB OF FIXED BRIDGES, CULVERTS, AND RETAINING WALLS	\$ 16,428	Under Construction
XX163X	-	PRESERVATION AND MINOR REHAB OF MOVABLE & FIXED BRIDGES, CULVERTS, & RETAINING WALLS	\$ 25,003	Under Construction
XX163Y	-	PRESERVATION AND MINOR REHAB OF MOVABLE & FIXED BRIDGES, CULVERTS, & RETAINING WALLS	\$ 21,278	Under Construction
XX163Z	-	PRESERVATION AND MINOR REHAB OF FIXED BRIDGES, CULVERTS, AND RETAINING WALLS IN DISTRICT 6	\$ 6,624	Under Construction
XX1871	-	BRIDGE REHABILITATION AT VARIOUS LOCATIONS IN ALLEGANY, GARRETT, AND WASHINGTON COUNTIES	\$ 6,565	Under Construction
<b><u>C.H.A.R.T. Projects</u></b>				
AT6204	-	STATEWIDE CHART DMS DEPLOYMENT - PHASE 5	\$ 5,797	Under Construction
AT6205	-	STATEWIDE CHART DMS DEPLOYMENT - PHASE 6	\$ 5,688	Under Construction
AZ0401	-	INSTALL ITS AND CVS DEVICES ON HOWARD, ANNE ARUNDEL, AND BALTIMORE COUNTIES	\$ 7,830	Under Construction

\* Subject to System Preservation Program fund allocations in the Final CTP

**MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

**STATE HIGHWAY ADMINISTRATION - Statewide - LINE 13**

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<b><u>Environmental Preservation</u></b>				
AT3132	-	LANDSCAPE INSTALLATION AND ESTABLISHMENT AT VARIOUS LOCATIONS IN KENT, QUEEN ANNE'S, AND TALBOT COUNTIES	\$ 425	Under Construction
AX4472	-	LANDSCAPE INSTALLATION AND ESTABLISHMENT AT VARIOUS LOCATIONS IN DISTRICT 3	\$ 418	Under Construction
AZ0715	-	LANDSCAPE INSTALLATION AND ESTABLISHMENT AT VARIOUS LOCATIONS IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES	\$ 501	Under Construction
AZ0791	-	LANDSCAPE INSTALLATION AND ESTABLISHMENT AT VARIOUS LOCATIONS IN ALLEGANY AND WASHINGTON COUNTIES	\$ 152	Under Construction
XX3687	-	LANDSCAPE INSTALLATION AND ESTABLISHMENT AT VARIOUS LOCATIONS IN CARROLL, FREDERICK, AND HOWARD COUNTIES	\$ 308	Under Construction
<b><u>Noise Barriers</u></b>				
AX685A	-	NOISE BARRIER PROGRAM ENGINEERING AND ASSET MANAGEMENT FOR FY 25 STATEWIDE	\$ 2,179	FY 2025
XB5211	-	NOISE ABATEMENT REHABILITATION AT VARIOUS LOCATIONS STATEWIDE	\$ 2,586	Potential Deferral *
<b><u>Resurface/Rehabilitate</u></b>				
XY229G	-	SURFACE TREATMENT AT VARIOUS LOCATIONS IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES	\$ 3,351	Completed
XB244N	-	SURFACE TREATMENTS AT VARIOUS LOCATIONS IN CARROLL AND FREDERICK COUNTIES	\$ 2,030	FY 2025
XB5076	-	SLOPE PROTECTION AT VARIOUS LOCATIONS IN ALLEGANY AND GARRETT COUNTIES	\$ 5,200	FY 2025
XQ246B	-	SIDEWALK IMPROVEMENTS AT VARIOUS LOCATIONS IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES	\$ 3,992	FY 2025
XQ3251	-	SAFETY AND RESURFACING IMPROVEMENTS AT VARIOUS LOCATIONS ON IS ROUTES IN BALTIMORE COUNTY	\$ 10,042	FY 2025
XQ3261	-	SAFETY AND RESURFACING IMPROVEMENTS AT VARIOUS LOCATIONS ON NHS IN BALTIMORE AND HARFORD COUNTIES	\$ 9,883	FY 2025
AZ2271	IS68	NATIONAL FREEWAY - SAFETY AND RESURFACING IMPROVEMENTS WEST OF MD 546 IN GARRETT COUNTY TO EAST OF ALLEGANY COUNTY LINE	\$ 3,908	Under Construction
XB1371	-	SURFACE TREATMENTS AT VARIOUS LOCATIONS STATEWIDE	\$ 1,102	Under Construction
XB1891	-	SURFACE TREATMENTS AT VARIOUS LOCATIONS STATEWIDE	\$ 1,829	Under Construction
XB237L	-	SURFACE TREATMENTS AT VARIOUS LOCATIONS IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES	\$ 6,150	Under Construction
XB5383	-	SURFACE TREATMENT AT VARIOUS LOCATIONS IN MONTGOMERY AND PRINCE GEORGE'S COUNTY	\$ 7,169	Under Construction

\* Subject to System Preservation Program fund allocations in the Final CTP



**MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

**STATE HIGHWAY ADMINISTRATION - Statewide - LINE 13**

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<b>Resurface/Rehabilitate</b>				
XQ1371	-	SURFACE TREATMENT OF ROADWAYS AT VARIOUS LOCATIONS STATEWIDE	\$ 2,046	Under Construction
XQ1891	-	SURFACE TREATMENTS AT VARIOUS LOCATIONS STATEWIDE	\$ 2,180	Under Construction
XQ237K	-	GUARDRAIL IMPROVEMENTS AT VARIOUS LOCATIONS IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES	\$ 6,296	Under Construction
XQ244K	-	JOINT SEALING AT VARIOUS LOCATIONS IN BALTIMORE AND HARFORD COUNTIES	\$ 1,158	Under Construction
XQ244L	-	JOINT AND CRACK SEALING AT VARIOUS LOCATIONS IN CALVERT, CHARLES, AND ST. MARY'S COUNTIES	\$ 854	Under Construction
XQ250M	-	PAVEMENT MARKINGS AT VARIOUS LOCATIONS IN BALTIMORE AND HARFORD COUNTIES	\$ 3,652	Under Construction
XQ251Q	-	PAVEMENT MARKINGS AT VARIOUS LOCATIONS IN CARROLL, FREDERICK, AND HOWARD COUNTIES	\$ 2,330	Under Construction
XQ3422	-	JOINT SEALING AT VARIOUS LOCATIONS IN CECIL, KENT, QUEEN ANNE'S, CAROLINE, AND TALBOT COUNTIES	\$ 2,759	Under Construction
XQ412K	-	ASPHALT PATCHING ON BRIDGE APPROACHES AT VARIOUS LOCATIONS IN CALVERT, CHARLES, AND ST. MARY'S COUNTIES	\$ 997	Under Construction
XX127A	-	PATCHING AT VARIOUS LOCATIONS IN CARROLL AND FREDERICK COUNTY	\$ 3,505	Under Construction
XX1325	-	SIDEWALK UPGRADES FOR ADA COMPLIANCE AT VARIOUS LOCATIONS IN ANNE ARUNDEL, CALVERT, CHARLES, AND ST. MARY'S COUNTIES	\$ 1,665	Under Construction
XX1385	-	PATCHING AT VARIOUS LOCATIONS IN CALVERT, CHARLES, AND ST. MARY'S COUNTIES	\$ 1,016	Under Construction
XX153B	-	PATCHING AT VARIOUS LOCATIONS IN KENT, CAROLINE, QUEEN ANNE'S, AND TALBOT COUNTIES	\$ 5,296	Under Construction
XX179C	-	SURFACE TREATMENT AT VARIOUS LOCATIONS IN ANNE ARUNDEL, CALVERT, CHARLES, AND ST. MARY'S COUNTIES	\$ 4,089	Under Construction
XX1935	-	PAVEMENT MARKING AT VARIOUS LOCATIONS IN ANNE ARUNDEL, CALVERT, CHARLES, AND ST. MARY'S COUNTIES	\$ 1,784	Under Construction
XX2323	-	SIDEWALK UPGRADES FOR ADA COMPLIANCE AT VARIOUS LOCATIONS IN DORCHESTER, SOMERSET, WICOMICO, AND WORCESTER COUNTIES	\$ 738	Under Construction
XX2324	-	SIDEWALK UPGRADES FOR ADA COMPLIANCE AT VARIOUS LOCATIONS IN DORCHESTER, SOMERSET, WICOMICO, AND WORCESTER COUNTIES	\$ 1,375	Under Construction
XX2331	-	PAVEMENT MARKING AT VARIOUS LOCATIONS IN DORCHESTER, SOMERSET, WICOMICO, AND WORCESTER COUNTIES	\$ 1,114	Under Construction
XX2338	-	PAVEMENT MARKING VARIOUS LOCATIONS IN DORCHESTER, SOMERSET, WICOMICO AND WORCESTER COUNTIES	\$ 2,153	Under Construction
XX2529	-	PAVEMENT MARKING VARIOUS LOCATIONS IN CECIL, CAROLINE, KENT, QUEEN ANNE'S, AND TALBOT COUNTIES	\$ 7,087	Under Construction
XX3764	-	SAFETY AND RESURFACING IMPROVEMENTS AT VARIOUS LOCATIONS ON NHS IN BALTIMORE AND HARFORD COUNTIES	\$ 12,619	Under Construction

\* Subject to System Preservation Program fund allocations in the Final CTP

**MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

**STATE HIGHWAY ADMINISTRATION - Statewide - LINE 13**

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<b>Resurface/Rehabilitate</b>				
XX3864	-	SAFETY AND RESURFACING IMPROVEMENTS AT VARIOUS LOCATIONS ON NHS IN BALTIMORE AND HARFORD COUNTIES	\$ 14,450	Under Construction
XX386B	-	SAFETY AND RESURFACING IMPROVEMENTS AT VARIOUS LOCATIONS ON INTERSTATE ROUTES IN BALTIMORE AND HARFORD COUNTIES	\$ 13,439	Under Construction
XY229J	-	SURFACE TREATMENT AT VARIOUS LOCATIONS IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES	\$ 5,437	Under Construction
XY229N	-	SURFACE TREATMENT AT VARIOUS LOCATIONS IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES	\$ 2,815	Under Construction
XY233M	-	SIDEWALK UPGRADES FOR ADA COMPLIANCE AT VARIOUS LOCATIONS IN CARROLL, FREDERICK, AND HOWARD COUNTIES	\$ 2,219	Under Construction
XY237F	-	GUARDRAIL IMPROVEMENTS AT VARIOUS LOCATIONS IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES	\$ 2,777	Under Construction
XY237G	-	GUARDRAIL IMPROVEMENTS AT VARIOUS LOCATIONS IN CARROLL, FREDERICK, AND HOWARD COUNTIES	\$ 4,598	Under Construction
XY241U	-	JOINT SEALING AT VARIOUS LOCATIONS IN CARROLL, FREDERICK, AND HOWARD COUNTIES	\$ 2,509	Under Construction
XY244F	-	MICRO-SURFACE TREATMENT AT VARIOUS LOCATIONS IN CARROLL, FREDERICK, AND HOWARD COUNTIES	\$ 3,991	Under Construction
XY244J	-	JOINT SEALING AT VARIOUS LOCATIONS IN CALVERT, CHARLES, AND ST. MARY'S COUNTIES	\$ 916	Under Construction
XY245F	-	GUARDRAIL IMPROVEMENTS AT VARIOUS LOCATIONS IN BALTIMORE AND HARFORD COUNTIES	\$ 8,137	Under Construction
XY245K	-	TRAFFIC BARRIER UPGRADES AT VARIOUS LOCATIONS IN ALLEGANY, GARRETT, AND WASHINGTON COUNTIES	\$ 2,840	Under Construction
XY2464	-	SIDEWALK IMPROVEMENTS AT VARIOUS LOCATIONS IN BALTIMORE AND HARFORD COUNTIES	\$ 3,260	Under Construction
XY246S	-	CRACK SEALING AND ASPHALT MASTIC REPAIRS AT VARIOUS LOCATIONS IN ALLEGANY, GARRETT, AND WASHINGTON COUNTIES	\$ 1,792	Under Construction
XY247B	-	TRAFFIC BARRIER UPGRADES AT VARIOUS LOCATIONS IN DORCHESTER, SOMERSET, WICOMICO, AND WORCESTER COUNTIES	\$ 963	Under Construction
XY247C	-	GUARDRAIL IMPROVEMENTS AT VARIOUS LOCATIONS IN CAROLINE, CECIL, KENT, QUEEN ANNE'S, AND TALBOT COUNTIES	\$ 751	Under Construction
XY2508	-	PAVEMENT MARKING AT VARIOUS LOCATIONS IN ALLEGANY AND GARRETT COUNTIES	\$ 3,725	Under Construction
XY250B	-	PAVEMENT MARKING AT VARIOUS LOCATIONS IN BALTIMORE AND HARFORD COUNTIES	\$ 2,298	Under Construction
XY250G	-	PAVEMENT MARKING AT VARIOUS LOCATIONS IN CECIL, CAROLINE, KENT, QUEEN ANNE'S, AND TALBOT COUNTIES	\$ 1,304	Under Construction
XY250K	-	PAVEMENT MARKING AT VARIOUS LOCATIONS IN ANNE ARUNDEL, CALVERT, CHARLES, AND ST. MARY'S COUNTIES	\$ 1,146	Under Construction

\* Subject to System Preservation Program fund allocations in the Final CTP

**MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

**STATE HIGHWAY ADMINISTRATION - Statewide - LINE 13**

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<b><u>Resurface/Rehabilitate</u></b>				
XY250L	-	PAVEMENT MARKING AT VARIOUS LOCATIONS IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES	\$ 2,008	Under Construction
XY251C	-	PAVEMENT MARKING AT VARIOUS LOCATIONS IN BALTIMORE AND HARFORD COUNTIES	\$ 1,164	Under Construction
XY251M	-	PAVEMENT MARKING AT VARIOUS LOCATIONS IN CARROLL, FREDERICK, AND HOWARD COUNTIES	\$ 2,581	Under Construction
XY254A	-	CORRIDOR LINE STRIPING AT VARIOUS LOCATIONS IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES	\$ 3,124	Under Construction
XY2551	-	GUARDRAIL IMPROVEMENTS AT VARIOUS LOCATIONS IN DORCHESTER, SOMERSET, WICOMICO, AND WORCESTER COUNTIES	\$ 1,819	Under Construction
XY2601	-	PATCHING AT VARIOUS LOCATIONS IN DORCHESTER, SOMERSET, WICOMICO, AND WORCESTER COUNTIES	\$ 2,764	Under Construction
XY3419	-	JOINT SEALING AT VARIOUS LOCATIONS IN CAROLINE, CECIL, KENT, QUEEN ANNE'S, AND TALBOT COUNTIES	\$ 1,299	Under Construction
<b><u>Safety/Spot Improvement</u></b>				
XX1911	-	PAVEMENT MARKING AT VARIOUS LOCATIONS IN DORCHESTER, SOMERSET, WICOMICO AND, WORCESTER COUNTIES	\$ 721	Completed
AW4652	-	DRAINAGE IMPROVEMENTS AT VARIOUS LOCATIONS IN CAROLINE, CECIL, KENT, QUEEN ANNE'S, AND TALBOT COUNTIES	\$ 3,875	Under Construction
AX7662	-	DRAINAGE IMPROVEMENTS AT VARIOUS LOCATIONS IN CARROLL, FREDERICK, AND HOWARD COUNTIES	\$ 9,263	Under Construction
XB1825	-	DRAINAGE IMPROVEMENTS AT VARIOUS LOCATIONS IN ANNE ARUNDEL AND CALVERT COUNTIES	\$ 2,513	Under Construction
XB235H	-	DRAINAGE IMPROVEMENTS AT VARIOUS LOCATIONS IN ALLEGANY AND GARRETT COUNTIES	\$ 1,278	Under Construction
XQ371G	-	TRAFFIC BARRIER UPGRADES AT VARIOUS LOCATIONS IN CARROLL, FREDERICK, AND HOWARD COUNTIES	\$ 6,139	Under Construction
XX1334	-	AREAWIDE SAFETY AND OPERATIONS IMPROVEMENTS FOR LOCATIONS IN BALTIMORE AND HARFORD COUNTIES	\$ 7,891	Under Construction
XX1674	-	DRAINAGE IMPROVEMENTS AT VARIOUS LOCATIONS IN DORCHESTER, SOMERSET, WICOMICO, AND WORCESTER COUNTIES	\$ 4,580	Under Construction
XX1851	-	DRAINAGE IMPROVEMENTS AT VARIOUS LOCATIONS IN AA, CA, CH, MO, PG, & SM COUNTIES	\$ 4,118	Under Construction
XX1861	-	DRAINAGE IMPROVEMENTS AT VARIOUS LOCATIONS IN BALTIMORE, CARROLL, FREDERICK, HARFORD, AND HOWARD COUNTIES	\$ 4,041	Under Construction
XX1924	-	SAFETY AND OPERATIONAL IMPROVEMENTS AT VARIOUS LOCATIONS IN BALTIMORE AND HARFORD COUNTIES	\$ 7,929	Under Construction
XX2283	-	INSTALLATION OF RAISED PAVEMENT MARKERS AT VARIOUS LOCATIONS IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES	\$ 4,607	Under Construction

\* Subject to System Preservation Program fund allocations in the Final CTP

**MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

**STATE HIGHWAY ADMINISTRATION - Statewide - LINE 13**

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<b><u>Safety/Spot Improvement</u></b>				
XX228K	-	INSTALLATION OF RAISED PAVEMENT MARKERS AT VARIOUS LOCATIONS IN ANNE ARUNDEL, CALVERT, CHARLES, & ST. MARY'S COUNTY	\$ 1,245	Under Construction
XX228M	-	INSTALLATION OF RAISED PAVEMENT MARKERS AT VARIOUS LOCATIONS IN CARROLL, FREDERICK, & HOWARD COUNTIES	\$ 2,588	Under Construction
XX228P	-	INSTALLATION OF RAISED PAVEMENT MARKERS AT VARIOUS LOCATIONS	\$ 988	Under Construction
XX2293	-	GEOMETRIC IMPROVEMENTS AT VARIOUS LOCATIONS IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES	\$ 6,422	Under Construction
XX229A	-	GEOMETRIC IMPROVEMENTS AT VARIOUS LOCATIONS IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES	\$ 16,338	Under Construction
XX2342	-	INSTALLATION OF RAISED PAVEMENT MARKERS AT VARIOUS LOCATIONS IN CAROLINE, CECIL, KENT, QUEEN ANNE'S, & TALBOT COUNTIES	\$ 2,040	Under Construction
XX2345	-	INSTALLATION OF RUMBLE STRIPS AT VARIOUS LOCATIONS IN ANNE ARUNDEL, CALVERT, CHARLES, & ST. MARY'S COUNTIES	\$ 407	Under Construction
XX2367	-	TRAFFIC BARRIER UPGRADES AT VARIOUS LOCATIONS IN CARROLL, FREDERICK, & HOWARD COUNTIES	\$ 2,105	Under Construction
XX2411	-	DRAINAGE IMPROVEMENT AT VARIOUS LOCATIONS IN DO, SO, WI, WO, CO, CE, KE, QA, & TA COUNTIES	\$ 5,834	Under Construction
XX3674	-	ADA SIDEWALK UPGRADES IN BALTIMORE AND HARFORD COUNTIES	\$ 3,516	Under Construction
XX3691	-	INSTALLATION OF RAISED PAVEMENT MARKERS AT VARIOUS LOCATIONS IN DORCHESTER, SOMERSET, WICOMICO, & WORCESTER COUNTIES	\$ 3,245	Under Construction
XX3717	-	TRAFFIC BARRIER UPGRADES AT VARIOUS LOCATIONS IN CARROLL, FREDERICK, & HOWARD COUNTIES	\$ 5,482	Under Construction
XX536C	-	TRAFFIC BARRIER UPGRADES AT VARIOUS LOCATIONS IN ANNE ARUNDEL, CALVERT, CHARLES, & ST. MARY'S COUNTIES	\$ 2,910	Under Construction
XX668G	-	INSTALLATION OF RUMBLE STRIPS AT VARIOUS LOCATIONS BALTIMORE AND HARFORD COUNTIES	\$ 359	Under Construction
XY245P	-	TRAFFIC BARRIER UPGRADES AT VARIOUS LOCATIONS IN ALLEGANY, GARRETT, & WASHINGTON COUNTIES	\$ 3,852	Under Construction
XY253B	-	TRAFFIC BARRIER UPGRADES AT VARIOUS LOCATIONS IN BALTIMORE AND HARFORD COUNTIES	\$ 7,038	Under Construction
<b><u>Sidewalks</u></b>				
XY233T	-	SIDEWALK UPGRADES FOR ADA COMPLIANCE AT VARIOUS LOCATIONS IN CARROLL, FREDERICK, & HOWARD COUNTIES	\$ 4,483	Under Construction

**MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

**STATE HIGHWAY ADMINISTRATION - Statewide - LINE 13**

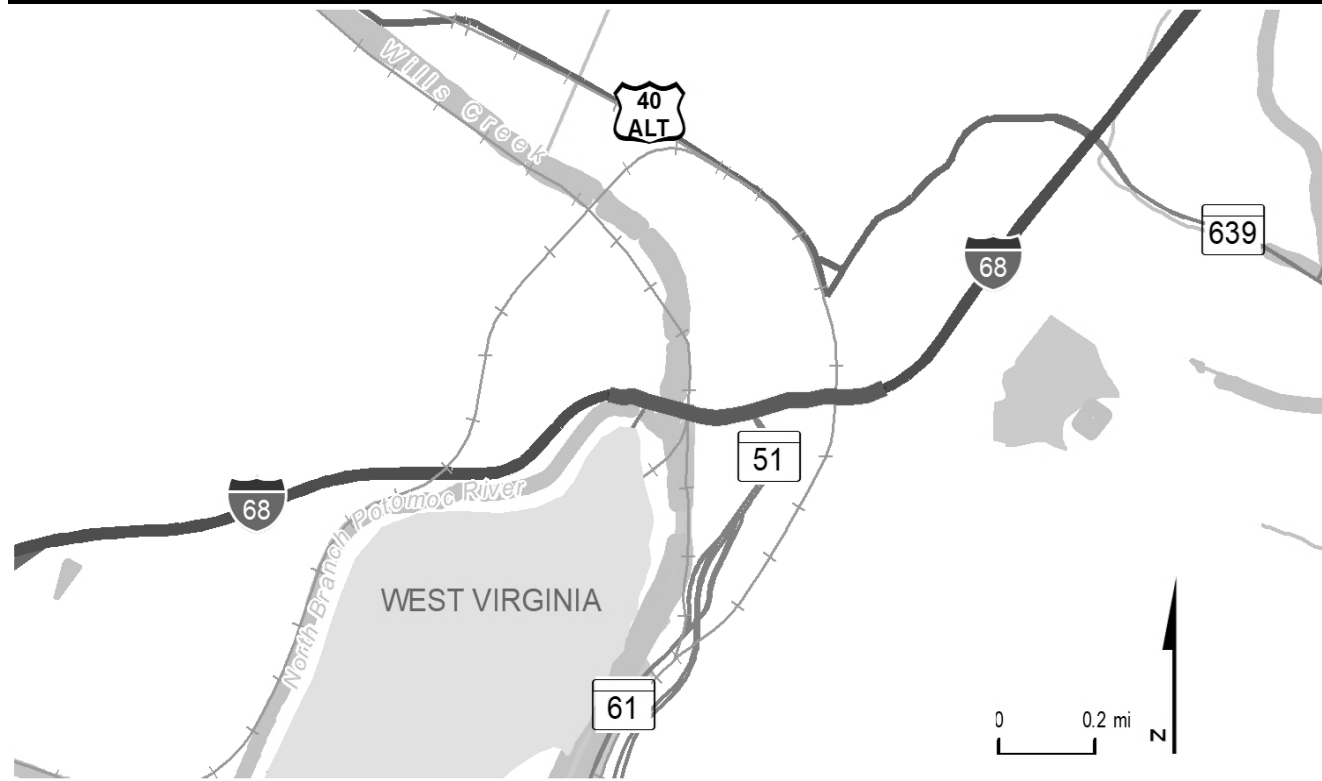
PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<b><u>Traffic Management</u></b>				
AXSPR1	-	MORGAN STATE UNIVERSITY SMARTER CENTER	\$ 800	FY 2025
XQ1692	-	SIGNALIZATION AT VARIOUS LOCATIONS IN CE, CO, DO, KE, QA, SO, TA, WI, AND WO COUNTIES	\$ 9,236	FY 2025
XQ1901	-	LIGHTING MODIFICATIONS AT VARIOUS LOCATIONS IN DO, SO, WI, WO, CO, CE, KE, QA, TA, BA, AND HA COUNTIES	\$ 4,178	Under Construction
XX1422	-	SIGNALIZATION AT VARIOUS LOCATIONS IN DO, SO, WI, WO, CO, CE, KE, QA, & TA COUNTIES	\$ 6,132	Under Construction
XX1423	-	SIGNALIZATION AT VARIOUS LOCATIONS IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES	\$ 9,570	Under Construction
XX1424	-	SIGNALIZATION AT VARIOUS LOCATIONS IN BALTIMORE AND HARFORD COUNTIES	\$ 7,224	Under Construction
XX1425	-	SIGNALIZATION AT VARIOUS LOCATIONS IN ANNE ARUNDEL, CALVERT, CHARLES, & ST. MARY'S COUNTIES	\$ 8,750	Under Construction
XX1426	-	SIGNALIZATION AT VARIOUS LOCATIONS IN AL, GA, WA, CL, FR, & HO COUNTIES	\$ 7,147	Under Construction
XX142A	-	SIGNALIZATION AT VARIOUS LOCATIONS STATEWIDE	\$ 8,632	Under Construction
XX1451	-	LIGHTING MODIFICATIONS AT VARIOUS LOCATIONS IN AL, GA, WA, CL, FR, & HO COUNTIES	\$ 5,271	Under Construction
XX1841	-	SIGNALIZATION AT VARIOUS LOCATIONS STATEWIDE	\$ 10,968	Under Construction
XX1842	-	SIGNALIZATION AT VARIOUS LOCATIONS IN ALLEGANY, CARROLL, FREDERICK, GARRETT, HOWARD, WASHINGTON COUNTIES	\$ 8,407	Under Construction
XX1941	-	SIGNING MODIFICATIONS AT VARIOUS LOCATIONS IN CE, CO, KE, QA, TA, DO, SO, WI, & WO COUNTIES	\$ 10,573	Under Construction
XX3881	-	SIGNING MODIFICATIONS AT VARIOUS LOCATIONS IN MO, PG, BA, HA, AA, CA, CH, & SM COUNTIES	\$ 14,203	Under Construction
XX4541	-	SIGNING MODIFICATIONS AT VARIOUS LOCATIONS IN ALLEGANY, GARRETT, WASHINGTON, CARROLL, FREDERICK, & HOWARD COUNTIES	\$ 12,725	Under Construction
XX6602	-	LIGHTING MODIFICATIONS AT VARIOUS LOCATIONS IN DO, SO, WI, WO, CO, CE, KE, QA, TA, BA, & HA COUNTIES	\$ 2,219	Under Construction
XY1722	-	LIGHTING MODIFICATIONS AT VARIOUS LOCATIONS IN MO, PG, AL, GA, WA, CL, FR, & HO COUNTIES	\$ 5,166	Under Construction
XY1813	-	SIGNALIZATION AT VARIOUS LOCATIONS IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES	\$ 8,514	Under Construction
XY1814	-	SIGNALIZATION AT VARIOUS LOCATIONS IN BALTIMORE AND HARFORD COUNTIES	\$ 9,542	Under Construction
XY1851	-	SIGNING MODIFICATIONS AT VARIOUS LOCATIONS IN MO, PG, BA, HA, AA, CA, CH, & SM COUNTIES	\$ 8,683	Under Construction
<b><u>Transportation Alternatives Program</u></b>				
AZ3251	-	WESTERN REGION STATE TRAIL MAINTENANCE PROGRAM	\$ 154	Under Construction

\* Subject to System Preservation Program fund allocations in the Final CTP



***ALLEGANY COUNTY***





**PROJECT:** I-68 Cumberland Viaduct

**DESCRIPTION:** Deck replacement and rehabilitation of Bridge No. 0109600 (the Cumberland Viaduct).

**PURPOSE & NEED SUMMARY STATEMENT:** The purpose of this project is to replace the deteriorated bridge decks to keep the roadway safe and open to traffic. Replacing the bridge decks before they become poor rated will prevent additional disruptions to this heavily traveled roadway.

**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**EXPLANATION:** This bridge, constructed in 1968, is nearing the end of its structural life and is rated in fair condition. Numerous substructure repairs have been made in the past and this project would address the remaining elements of the bridge.

**STATUS:** Engineering underway. MDOT was recently awarded a \$1.6 million Bridge Investment Program (BIP) Planning grant to develop conceptual alternatives and assess impacts to ensure community connectivity concerns are incorporated in project development.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2024	EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,573	1,015	285	1,558	0	0	0	0	0	1,558	0
Right-of-way	1,000	0	0	1,000	0	0	0	0	0	1,000	0
Utilities	1,500	0	0	0	682	818	0	0	0	1,500	0
Construction	45,000	0	0	0	0	0	4,650	22,050	18,300	45,000	0
<b>Total</b>	<b>50,073</b>	<b>1,015</b>	<b>285</b>	<b>2,558</b>	<b>682</b>	<b>818</b>	<b>4,650</b>	<b>22,050</b>	<b>18,300</b>	<b>49,058</b>	<b>0</b>
Federal-Aid	47,240	682	284	2,458	614	736	4,418	20,948	17,385	46,558	0
Special	2,833	333	1	100	68	82	233	1,103	915	2,500	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - Principal Arterial

FEDERAL - Interstate

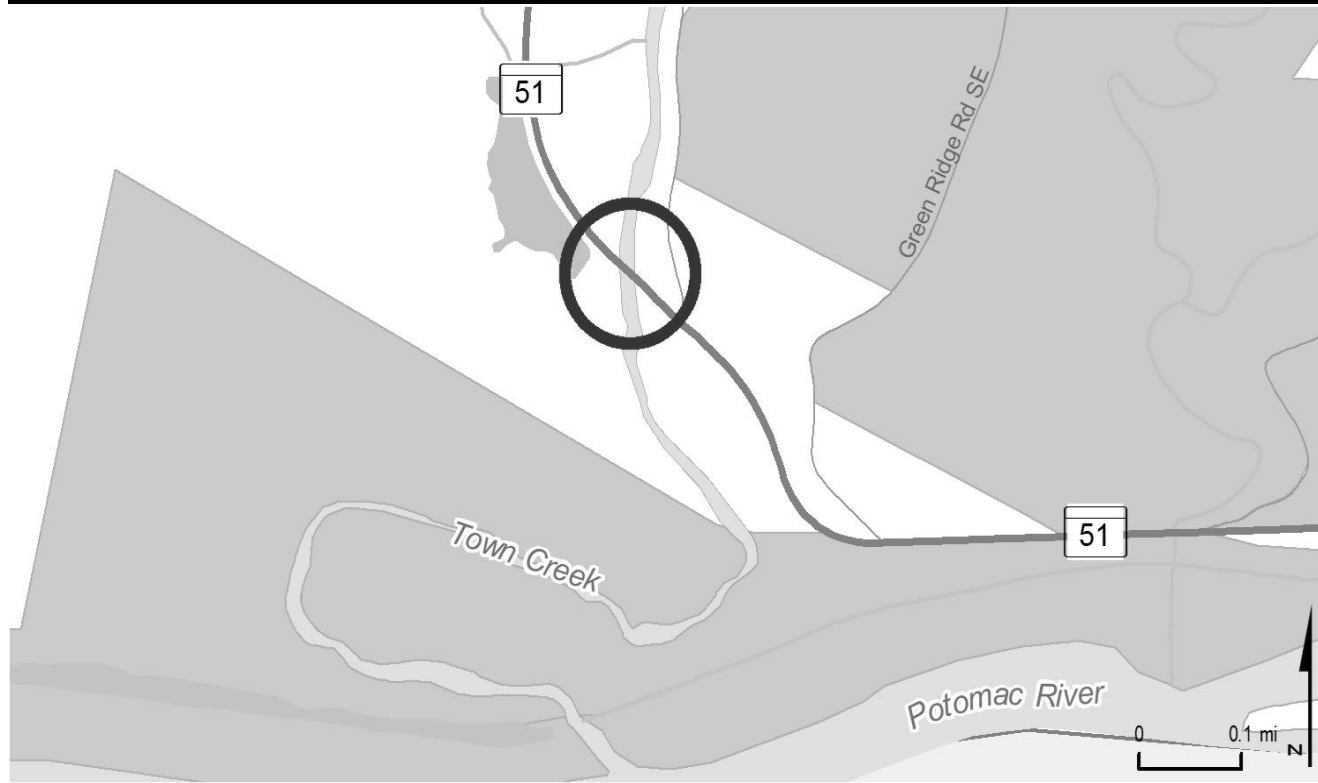
STATE SYSTEM: Primary

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT 30,700 - 48,500 (2024)

PROJECTED 33,700 - 53,400 (2044)





**PROJECT:** MD 51, Old Town Road

**DESCRIPTION:** Replacement of Bridge No. 0104700 on MD 51 over Town Creek.

**PURPOSE & NEED SUMMARY STATEMENT:** The purpose of this project is to replace a poor rated bridge to keep the roadway safe and open to traffic and to eliminate a fracture critical bridge from the inventory.

**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

**EXPLANATION:** This bridge, constructed in 1932, is nearing the end of its structural life and is rated poor. The bridge is a fracture critical structure that, if impacted, would require a significant detour (length and duration).

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**STATUS:** Engineering underway.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** Project is subject to potential deferral due to fiscal constraints.

**POTENTIAL FUNDING SOURCE:**

- SPECIAL  FEDERAL  GENERAL  OTHER

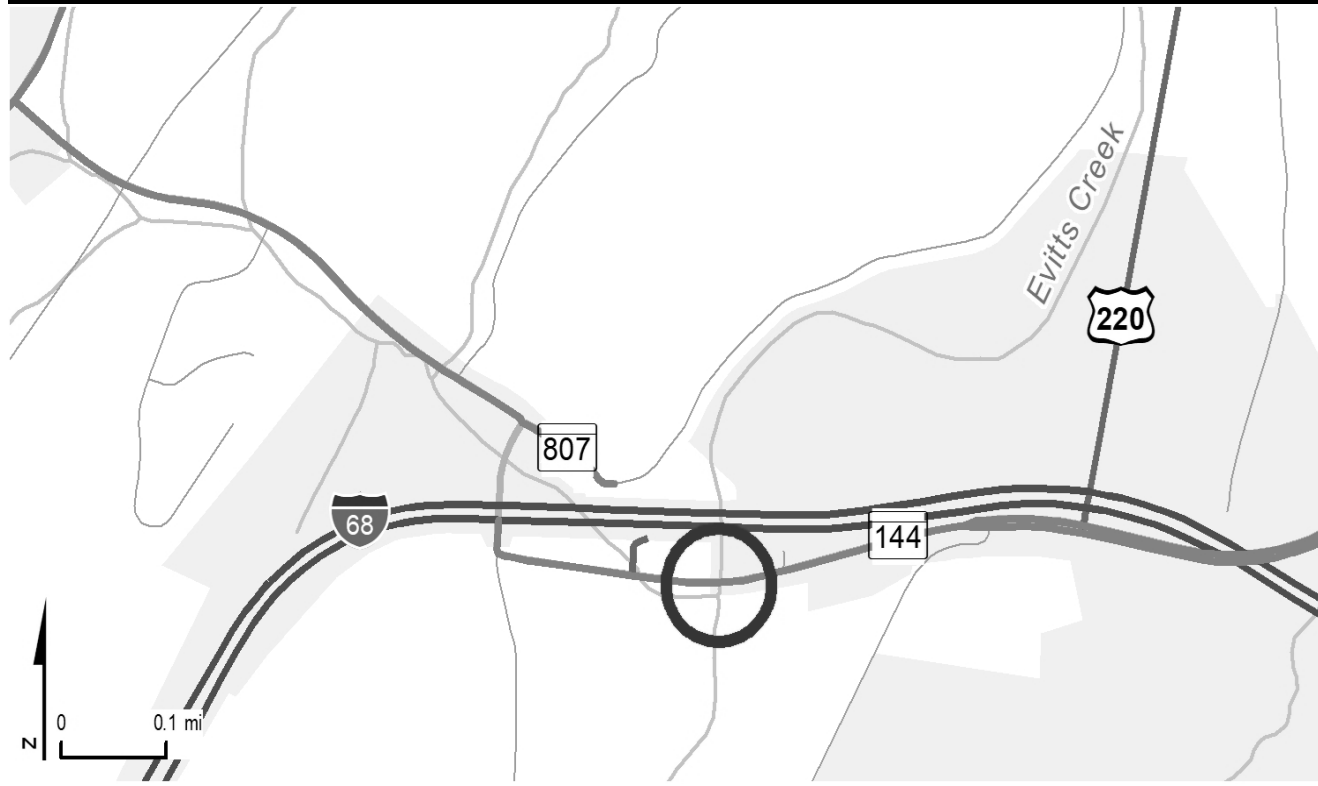
PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,413	1,329	449	591	493	0	0	0	0	1,084	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	10,343	0	0	0	1,338	5,058	3,947	0	0	10,343	0
<b>Total</b>	<b>12,756</b>	<b>1,329</b>	<b>449</b>	<b>591</b>	<b>1,831</b>	<b>5,058</b>	<b>3,947</b>	<b>0</b>	<b>0</b>	<b>11,427</b>	<b>0</b>
Federal-Aid	11,825	939	423	578	1,753	4,805	3,750	0	0	10,886	0
Special	931	390	26	13	78	253	197	0	0	541	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - Minor Collector  
 FEDERAL - Major Collector  
 STATE SYSTEM: Secondary

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT 2,350 (2024)  
 PROJECTED 2,550 (2044)



**PROJECT:** MD 144, Naves Cross Road

**DESCRIPTION:** Replacement of Bridge No. 0109100 on MD 144 over Evitts Creek.

**PURPOSE & NEED SUMMARY STATEMENT:** The purpose of this project is to replace a poor rated bridge to keep the roadway safe and open to traffic.

**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

**EXPLANATION:** This bridge, constructed in 1966, is nearing the end of its structural life and is currently rated poor.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**STATUS:** Engineering underway.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** Project is subject to potential deferral due to fiscal constraints.

**POTENTIAL FUNDING SOURCE:**

- SPECIAL
- FEDERAL
- GENERAL
- OTHER

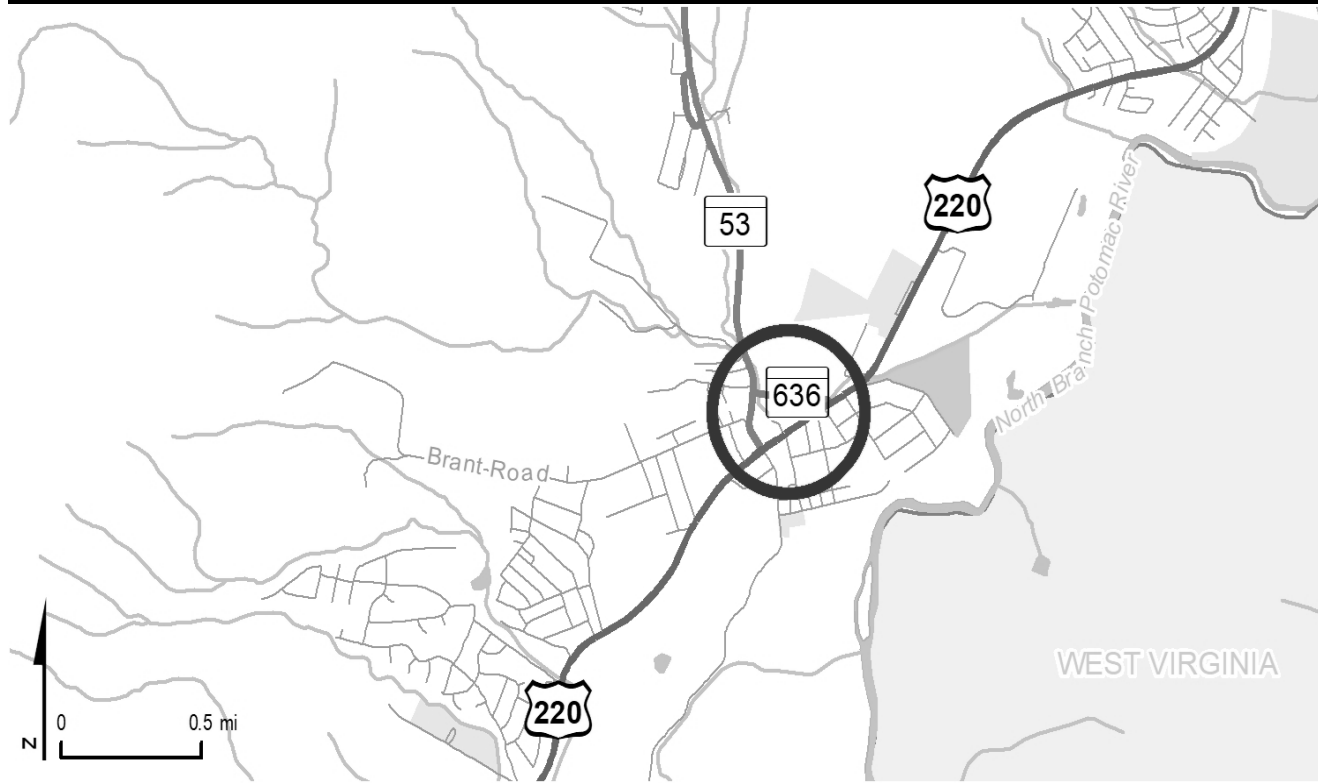
PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,630	1,394	348	123	113	0	0	0	0	236	0
Right-of-way	10	0	0	5	5	0	0	0	0	10	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	7,757	0	0	0	1,629	6,128	0	0	0	7,757	0
<b>Total</b>	<b>9,397</b>	<b>1,394</b>	<b>348</b>	<b>128</b>	<b>1,747</b>	<b>6,128</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8,003</b>	<b>0</b>
Federal-Aid	7,881	297	102	112	1,651	5,822	0	0	0	7,584	0
Special	1,516	1,097	246	16	96	306	0	0	0	419	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - Major Collector  
 FEDERAL - Major Collector  
 STATE SYSTEM: Secondary

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT 3,950 (2024)  
 PROJECTED 4,350 (2044)



**PROJECT:** US 220, McMullen Highway

**DESCRIPTION:** Roadway and intersection improvements along US 220, MD 53, and MD 636 in Cresaptown, including turn lanes and additional sidewalk connectivity.

**PURPOSE & NEED SUMMARY STATEMENT:** This project will improve safety and operations in Cresaptown.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet to Be Determined  Exception Granted

**STATUS:** Project going on hold in FY 2025.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** The cost decrease of \$3.9 million is the result of project deferrals due to fiscal constraints.

**POTENTIAL FUNDING SOURCE:**

SPECIAL  FEDERAL  GENERAL  OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	106	106	(11)	0	0	0	0	0	0	0	0
Engineering	459	359	225	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	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>566</b>	<b>466</b>	<b>214</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>
Federal-Aid	424	334	203	90	0	0	0	0	0	90	0
Special	142	132	11	10	0	0	0	0	0	10	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary and Secondary

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT 16,800 (2024)

PROJECTED 18,600 (2044)



**PROJECT:** US 220, McMullen Highway

**DESCRIPTION:** Study to upgrade and/or relocate US 220 (4.8 miles) and/or MD 53 (3.1 miles) from I-68/US 40 to Cresaptown. This study represents a portion of an approved 2014 Maryland-West Virginia joint study of two Appalachian Development Highway System corridors, I-68 and US 48. The focus of improvements are at the US 220 at MD 53 intersection. Improvements will remove primary truck traffic movements from the central part of Cresaptown. On-road bike lanes are included.

**PURPOSE & NEED SUMMARY STATEMENT:** The US 220 and MD 53 corridors provide access to economic opportunities on the south side of Cumberland. The project will enhance accessibility to area amenities, improve safety along both sides of the roadways, and promote economic development.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet to Be Determined  Exception Granted

**STATUS:** Planning complete. Project on hold. See Allegany County Line 4 for Cresaptown Improvements.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

SPECIAL  FEDERAL  GENERAL  OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	4,110	4,110	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>4,110</b>	<b>4,110</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Federal-Aid	2,136	2,136	0	0	0	0	0	0	0	0	0
Special	1,974	1,974	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary and Secondary

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT (2024) (US 220) 16,800 (MD 53) 6,500 - 13,500

PROJECTED (2044) (US 220) 18,600 (MD 53) 7,600 - 17,000

**MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

**STATE HIGHWAY ADMINISTRATION - Allegany County - LINE 6**

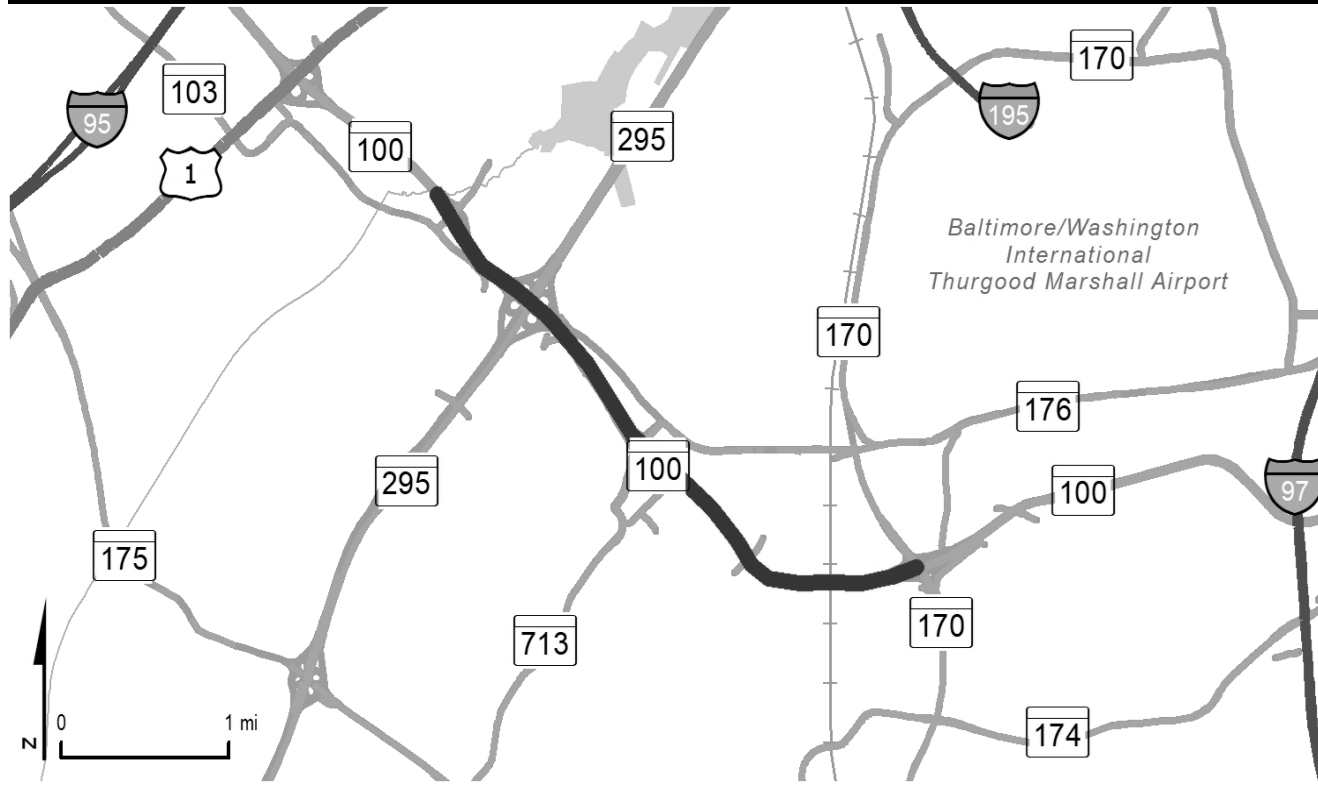
PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<b><u>Bridge Replacement/Rehabilitation</u></b>				
AL2221	-	CLEANING AND PAINTING OF BRIDGES 0111600, 0111703, 0111704, 0112000, 0112100, AND 0117700	\$ 2,376	Under Construction
AL2511	MD36	NEW GEORGES CREEK ROAD - DECK REPLACEMENT FOR BRIDGE 0107800 OVER NORTH BRANCH	\$ 4,068	Under Construction
AL2631	MD51	INDUSTRIAL BOULEVARD - DECK REPLACEMENT FOR BRIDGE 0104800 OVER C & O CANAL	\$ 5,517	Under Construction
AL5261	-	CLEANING AND PAINTING OF BRIDGES 0114003, 0114004, 0114103, 0114104, AND 0014700	\$ 3,151	Under Construction
<b><u>Resurface/Rehabilitate</u></b>				
AL5271	IS68	NATIONAL FREEWAY - SAFETY AND RESURFACING IMPROVEMENTS FROM MD 936 TO MD 55	\$ 5,814	Under Construction
XY8011	-	RESURFACE ROADWAY PAVEMENTS AT VARIOUS LOCATIONS IN ALLEGANY COUNTY	\$ 11,092	Under Construction
<b><u>Traffic Management</u></b>				
AL6231	IS68	NATIONAL HIGHWAY - SIGNING MODIFICATIONS AT HAYSTACK MOUNTAIN	\$ 2,007	FY 2025
<b><u>Transportation Alternatives Program</u></b>				
AL1021	-	GAP BORDEN TUNNEL LINING RESTORATION	\$ 3,833	Design Underway
ALNEW2	-	BEL AIR ELEMENTARY SCHOOL PEDESTRIAN BRIDGE - SAFE ROUTE TO SCHOOL	\$ 320	FY 2025
ALNEW3	-	TOWPATH REHABILITATION PHASE V	\$ 1,855	FY 2025
AL6241	-	BICYCLE AND PEDESTRIAN ROUTE - BALTIMORE STREET ACCESS	\$ 9,709	Under Construction

\* Subject to System Preservation Program fund allocations in the Final CTP



***ANNE ARUNDEL COUNTY***





**PROJECT:** MD 100, Paul T. Pitcher Memorial Highway

**DESCRIPTION:** Safety and resurfacing improvements along MD 100 from Howard County Line to MD 170. The work includes patching, milling, and resurfacing the existing pavement, upgrades to the existing traffic barrier, select upgrades to the existing ground mounted signage, and storm drain repairs.

**PURPOSE & NEED SUMMARY STATEMENT:** The resurfacing will extend the useful lifespan of the roadway, while enhancing the quality of travel along the corridor.

**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

**EXPLANATION:** The resurfacing will extend the useful lifespan of the roadway, while enhancing the quality of travel along the corridor.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**STATUS:** Open to service.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

- SPECIAL  FEDERAL  GENERAL  OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	306	306	4	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	12,452	8,848	8,637	3,604	0	0	0	0	0	3,604	0
<b>Total</b>	<b>12,758</b>	<b>9,154</b>	<b>8,641</b>	<b>3,604</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,604</b>	<b>0</b>
Federal-Aid	12,643	9,046	8,561	3,597	0	0	0	0	0	3,597	0
Special	115	108	80	7	0	0	0	0	0	7	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

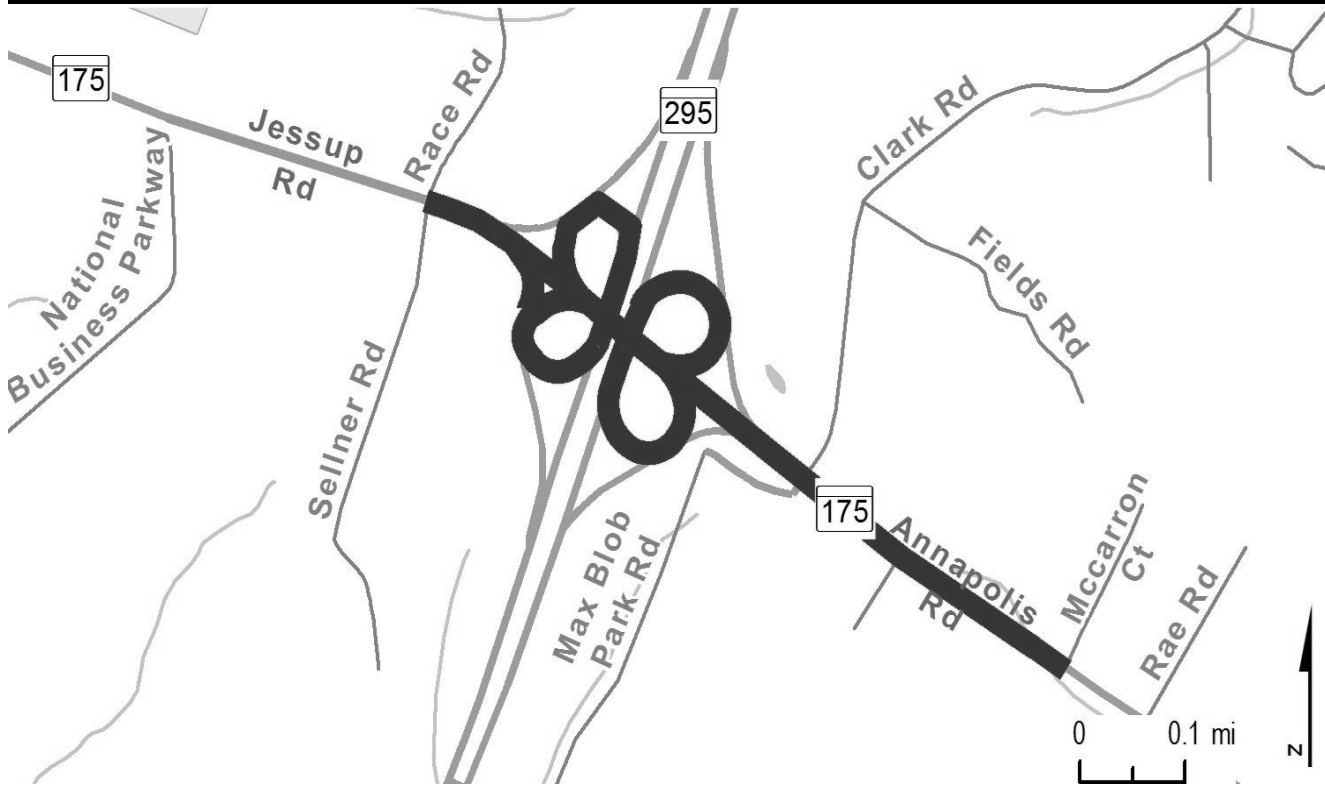
STATE - Intermediate Arterial  
 FEDERAL - Other Principal Arterial  
 STATE SYSTEM: Primary

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT 93,000 - 118,100 (2024)

PROJECTED 111,600 - 141,700 (2044)





**PROJECT:** MD 175, Annapolis Road

**DESCRIPTION:** Widen MD 175 from Sellner Road/ Race Road to McCarron Court from two lanes to six lanes and reconfigure ramps at the MD 295 interchange to create signalized left turns at MD 175. Bicycle and pedestrian accommodations will be provided.

**PURPOSE & NEED SUMMARY STATEMENT:** This project will improve safety and operations along MD 175 and ease growing congestion related to BRAC expansion at Fort Meade.

**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

**EXPLANATION:** This project will address safety concerns at the MD 295 interchange and improve mobility for BRAC expansion at Fort Meade.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

- SPECIAL
- FEDERAL
- GENERAL
- OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,876	5,876	19	0	0	0	0	0	0	0	0
Right-of-way	16,410	16,410	70	0	0	0	0	0	0	0	0
Utilities	3,200	2,480	283	720	0	0	0	0	0	720	0
Construction	51,585	15,566	4,790	12,055	13,597	10,367	0	0	0	36,019	0
<b>Total</b>	<b>77,071</b>	<b>40,332</b>	<b>5,162</b>	<b>12,775</b>	<b>13,597</b>	<b>10,367</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>36,739</b>	<b>0</b>
Federal-Aid	52,957	16,448	4,634	12,593	13,573	10,343	0	0	0	36,509	0
Special	22,537	22,307	528	182	24	24	0	0	0	230	0
Other	1,576	1,576	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - Urban Minor Arterial

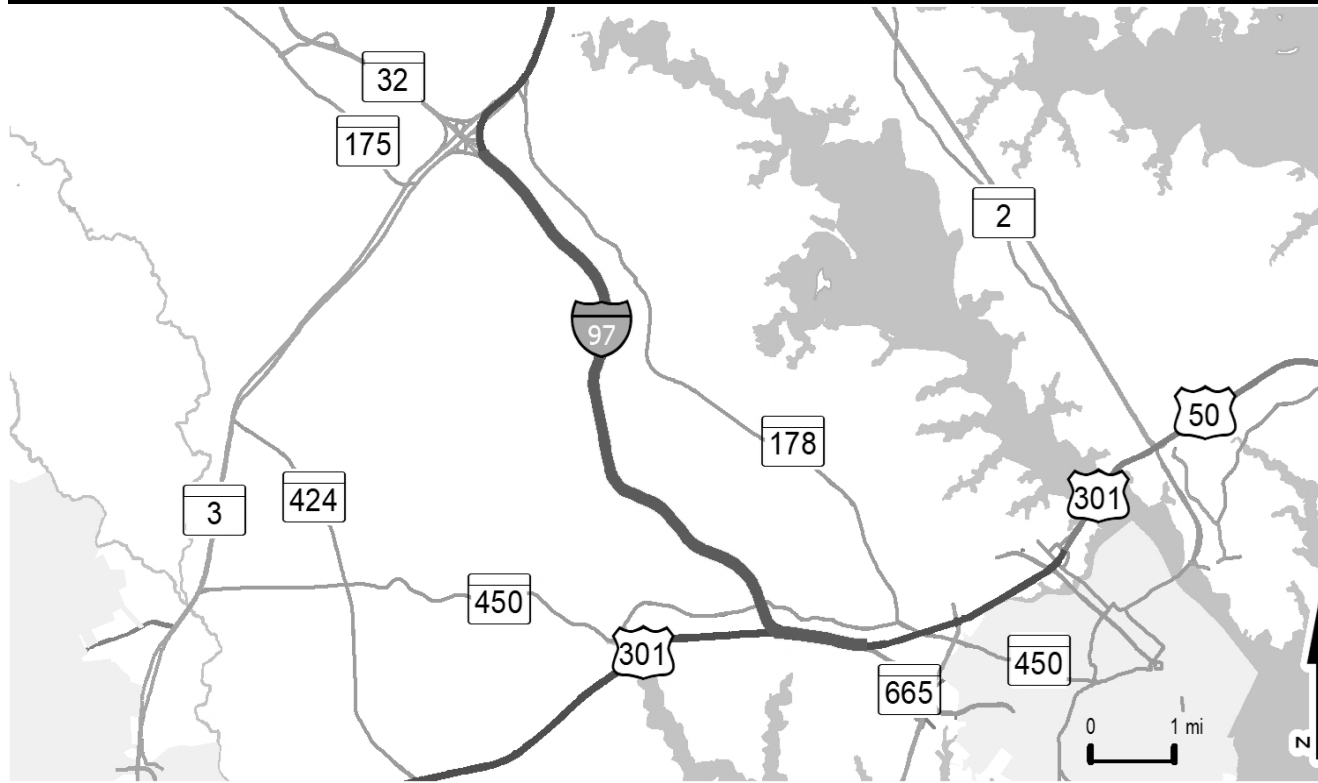
FEDERAL - Urban Minor Arterial

STATE SYSTEM: Secondary

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT 32,000 - 38,600 (2024)

PROJECTED 54,300 - 68,900 (2044)



**PROJECT:** I-97, US 50 to MD 32

**DESCRIPTION:** Widen I-97 to six lanes from MD 32 to US 50 (7 miles), including ramp modifications at US 50/ US 301.

**PURPOSE & NEED SUMMARY STATEMENT:** This project will provide additional capacity and improve safety and operations in this heavily traveled corridor.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

Project Inside PFA  
 Project Outside PFA  
 PFA Status Yet to Be Determined
 
 Grandfathered  
 Exception Will Be Required  
 Exception Granted

**STATUS:** Project going on hold in FY 2025.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** The cost decrease of \$1.1 million is the result of project deferrals due to fiscal constraints.

**POTENTIAL FUNDING SOURCE:**

SPECIAL  FEDERAL  GENERAL  OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	310	310	1	0	0	0	0	0	0	0	0
Engineering	2,303	1,545	800	758	0	0	0	0	0	758	0
Right-of-way	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
<b>Total</b>	<b>2,612</b>	<b>1,854</b>	<b>801</b>	<b>758</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>758</b>	<b>0</b>
Federal-Aid	1,430	748	720	682	0	0	0	0	0	682	0
Special	1,182	1,106	81	76	0	0	0	0	0	76	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - Principal Arterial

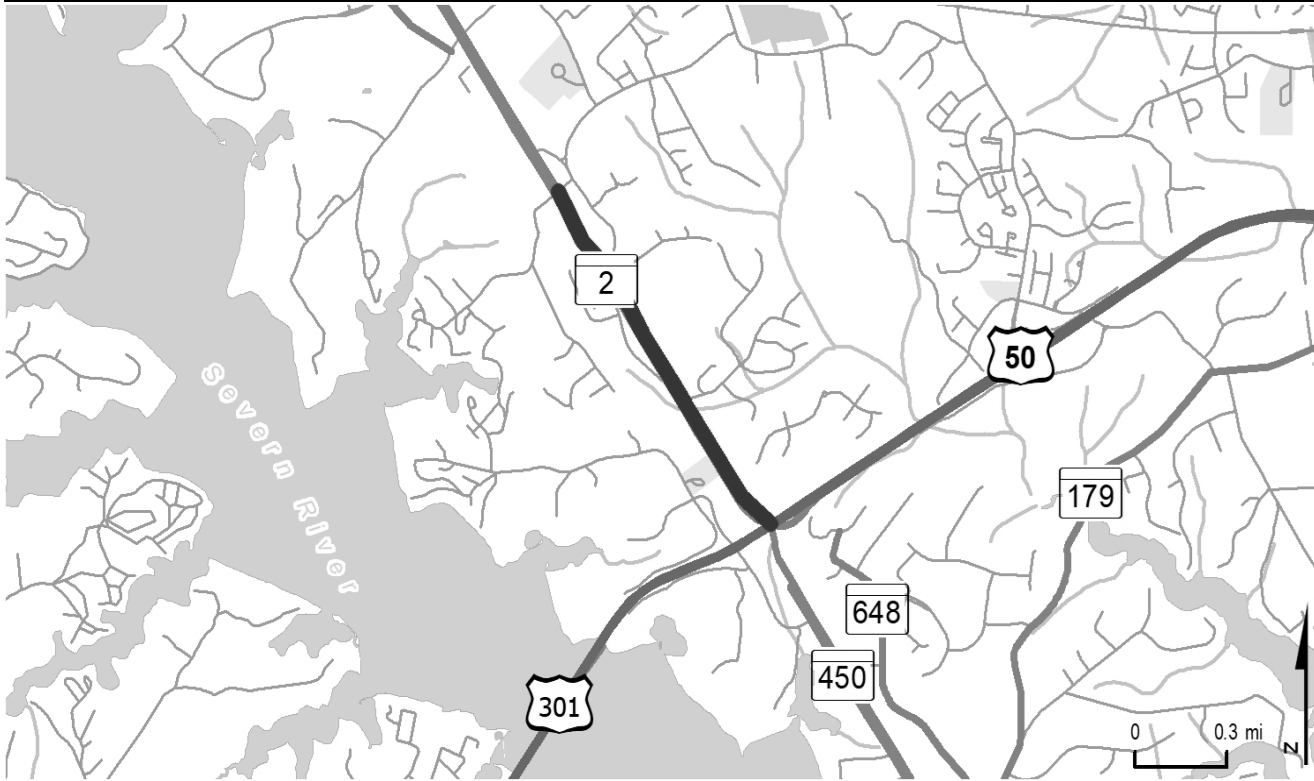
FEDERAL - Interstate

STATE SYSTEM: Primary

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT 94,100 - 113,400 (2024)

PROJECTED 112,400 - 135,300 (2044)



**PROJECT:** MD 2, Ritchie Hwy

**DESCRIPTION:** This project will improve safety, accessibility, and operations along northbound MD 2 from US 50 to Arnold Road by providing a continuous third lane and a sidewalk along northbound MD 2 from Chautaugua Road to Arnold Road and along Arnold Road from the B&A Trail to MD 2.

**PURPOSE & NEED SUMMARY STATEMENT:** This project will improve safety for vulnerable users and reduce congestion along MD 2.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

Project Inside PFA  
 Project Outside PFA  
 PFA Status Yet to Be Determined
  Grandfathered  
 Exception Will Be Required  
 Exception Granted

**STATUS:** Engineering underway. Anne Arundel County contributed \$330,000 towards engineering.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

SPECIAL  FEDERAL  GENERAL  OTHER

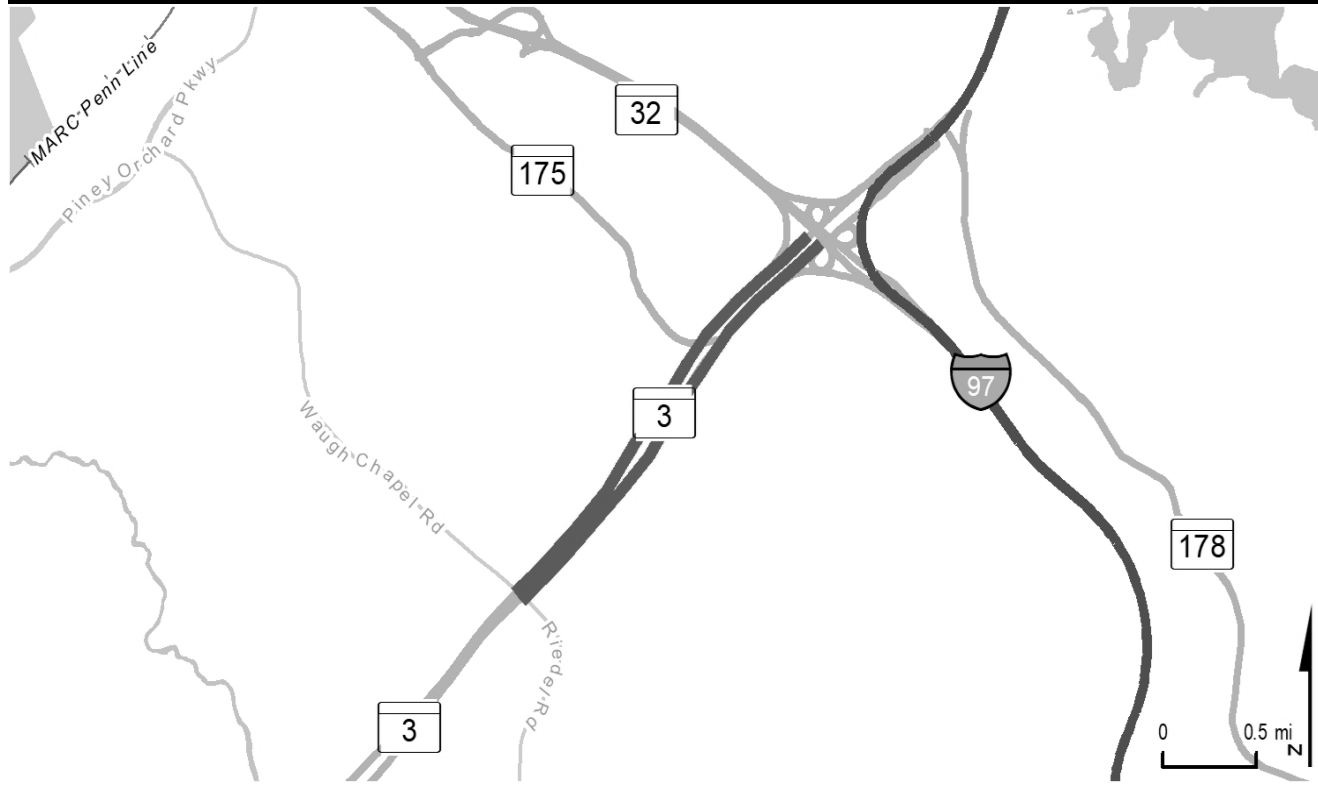
PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,380	806	200	280	274	20	0	0	0	574	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>1,380</b>	<b>806</b>	<b>200</b>	<b>280</b>	<b>274</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>574</b>	<b>0</b>
Federal-Aid	1,050	600	160	220	220	10	0	0	0	450	0
Special	0	0	0	0	0	0	0	0	0	0	0
Other	330	206	40	60	54	10	0	0	0	124	0

**Classification:**

STATE - Principal Arterial  
 FEDERAL - Other Principal Arterial  
 STATE SYSTEM: Primary

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT 61,400 (2024)  
 PROJECTED 72,100 (2044)



**PROJECT:** MD 3, Robert Crain Highway

**DESCRIPTION:** This project will improve safety, accessibility, and operations along MD 3 northbound from St. Stephens Church Road to MD 175 and along MD 3 southbound from MD 32 Ramp to Waugh Chapel Road/ Riedel Road by providing a third continuous lane in each direction, a shared-use path along MD 3 from MD 175 to Waugh Chapel Road/ Riedel Road which will provide a connection to the South Shore Trail, and sidewalk and crosswalk improvements at the MD 3 and MD 175 intersection.

**PURPOSE & NEED SUMMARY STATEMENT:** This project will improve operations along MD 3, including improved safety at crossover roads and for vulnerable users along the corridor.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet to Be Determined  Exception Granted

**STATUS:** Engineering underway. Anne Arundel County contributed \$411,000 towards engineering.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.

<b>POTENTIAL FUNDING SOURCE:</b>											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,982	1,148	350	420	384	30	0	0	0	834	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>1,982</b>	<b>1,148</b>	<b>350</b>	<b>420</b>	<b>384</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>834</b>	<b>0</b>
Federal-Aid	1,411	898	260	320	174	19	0	0	0	513	0
Special	160	160	0	0	0	0	0	0	0	0	0
Other	411	90	90	100	210	11	0	0	0	321	0

**Classification:**

STATE - Principal Arterial  
 FEDERAL - Other Principal Arterial  
 STATE SYSTEM: Primary

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT 77,700 (2024)  
 PROJECTED 89,200 (2044)



**PROJECT:** MD 295, Baltimore Washington Parkway

**DESCRIPTION:** Study to widen MD 295 from 4 to 6 lanes from MD 100 to I-195 including an interchange at Hanover Road and improvements to Hanover Road from the CSX railroad tracks in Howard County to MD 170 (3.27 miles). Hanover Road would be improved to a 4-lane divided roadway with on-road bicycle lanes and a shared use path that would tie into the BWI Loop Trail.

**PURPOSE & NEED SUMMARY STATEMENT:** MD 295 is a congested freeway linking regional travelers with Baltimore/ Washington International Thurgood Marshall Airport. The project will improve traffic operations and extend Hanover Road to provide access to the airport and surrounding economic development opportunities.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet to Be Determined  Exception Granted

**STATUS:** Planning complete. Project on hold.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

SPECIAL  FEDERAL  GENERAL  OTHER

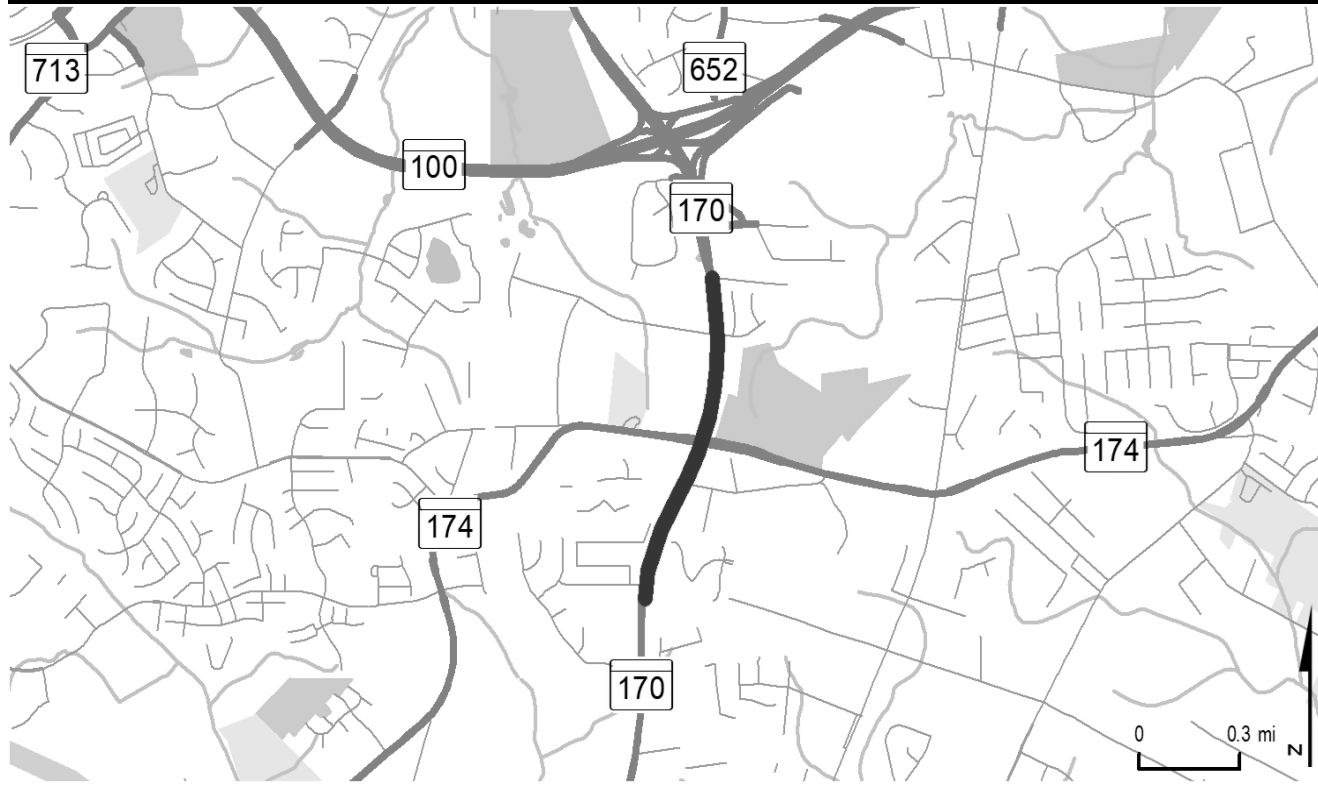
PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	2,554	2,554	0	0	0	0	0	0	0	0	0
Engineering	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
<b>Total</b>	<b>2,554</b>	<b>2,554</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Federal-Aid	(0)	(0)	0	0	0	0	0	0	0	0	0
Special	2,554	2,554	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - Principal Arterial  
 FEDERAL - Freeway/Expressway  
 STATE SYSTEM: Primary

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT 101,400 (2024)  
 PROJECTED 151,200 (2044)



**PROJECT:** MD 170, Telegraph Road

**DESCRIPTION:** This project will provide additional northbound and southbound through lanes along MD 170 from Norcross Lane to Wieker Road, and a raised median to control left turn movements. This project also includes bicycle and pedestrian improvements, stormwater management facilities, road resurfacing, installation of traffic signs and pavement markings, traffic signal reconstruction, and landscaping.

**PURPOSE & NEED SUMMARY STATEMENT:** The purpose of this project is to increase capacity and improve safety. Lengthy queues have been observed during AM and PM peak hours. In addition, there are conflicting turning movements at the commercial access points along MD 170.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet to Be Determined  Exception Granted

**STATUS:** Engineering and right-of-way acquisition underway. Working in partnership with Anne Arundel County to potentially advance utilities and construction.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.

**POTENTIAL FUNDING SOURCE:**  SPECIAL  FEDERAL  GENERAL  OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,687	2,452	417	235	0	0	0	0	0	235	0
Right-of-way	571	3	0	100	468	0	0	0	0	568	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>3,258</b>	<b>2,455</b>	<b>417</b>	<b>335</b>	<b>468</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>803</b>	<b>0</b>
Federal-Aid	1,639	1,021	403	173	445	0	0	0	0	618	0
Special	1,619	1,434	14	162	23	0	0	0	0	185	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - Intermediate Arterial

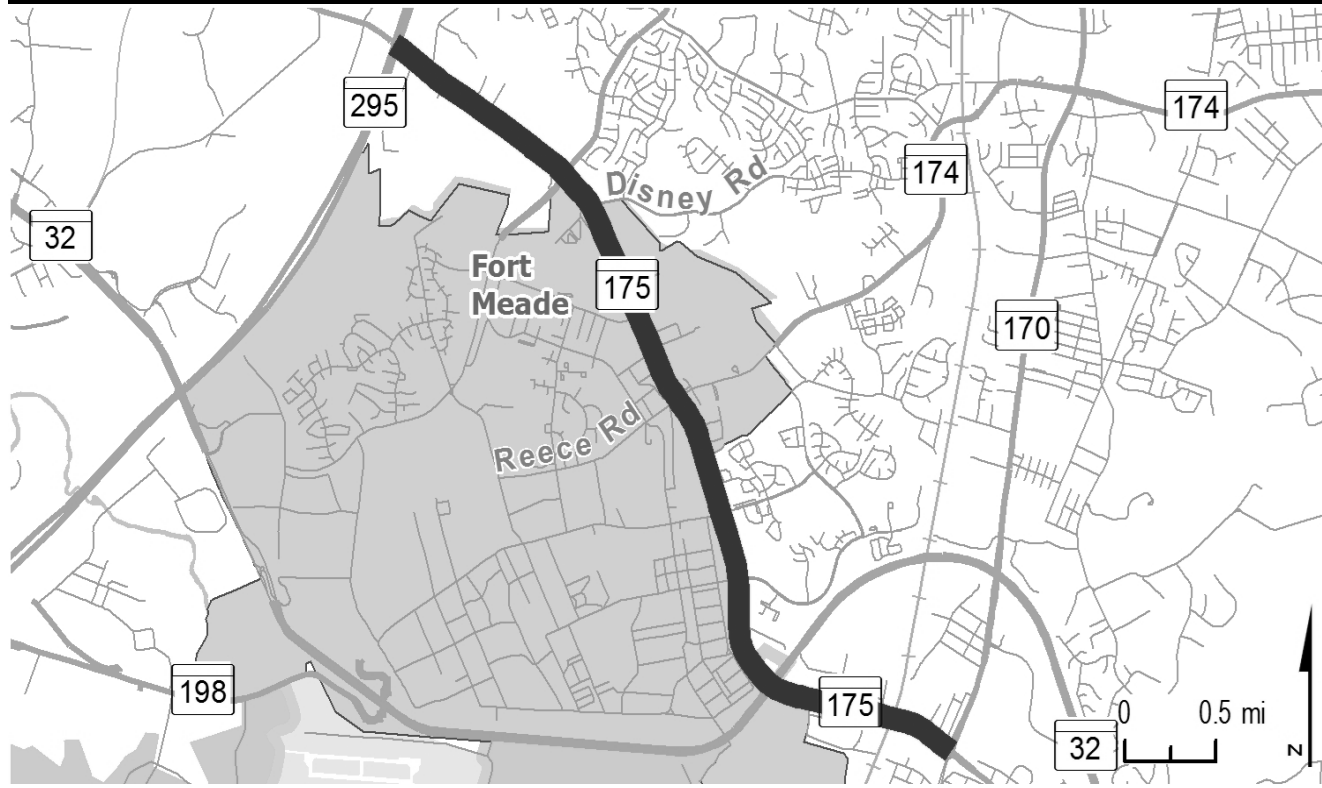
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT MD 170: 25,900 MD 174: 19,800 (2024)

PROJECTED MD 170: 34,900 MD 174: 26,800 (2044)



**PROJECT:** MD 175, Annapolis Road

**DESCRIPTION:** This study will identify traffic flow improvements on MD 175 from MD 295 to MD 170 including the MD 175/MD 295 interchange (5.2 miles). Bicycle and pedestrian facilities will be provided where appropriate. (BRAC Related)

**PURPOSE & NEED SUMMARY STATEMENT:** This project will address current and future mobility needs along MD 175 and will improve access to Fort Meade.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet to Be Determined  Exception Granted

**STATUS:** Project on hold.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

SPECIAL  FEDERAL  GENERAL  OTHER

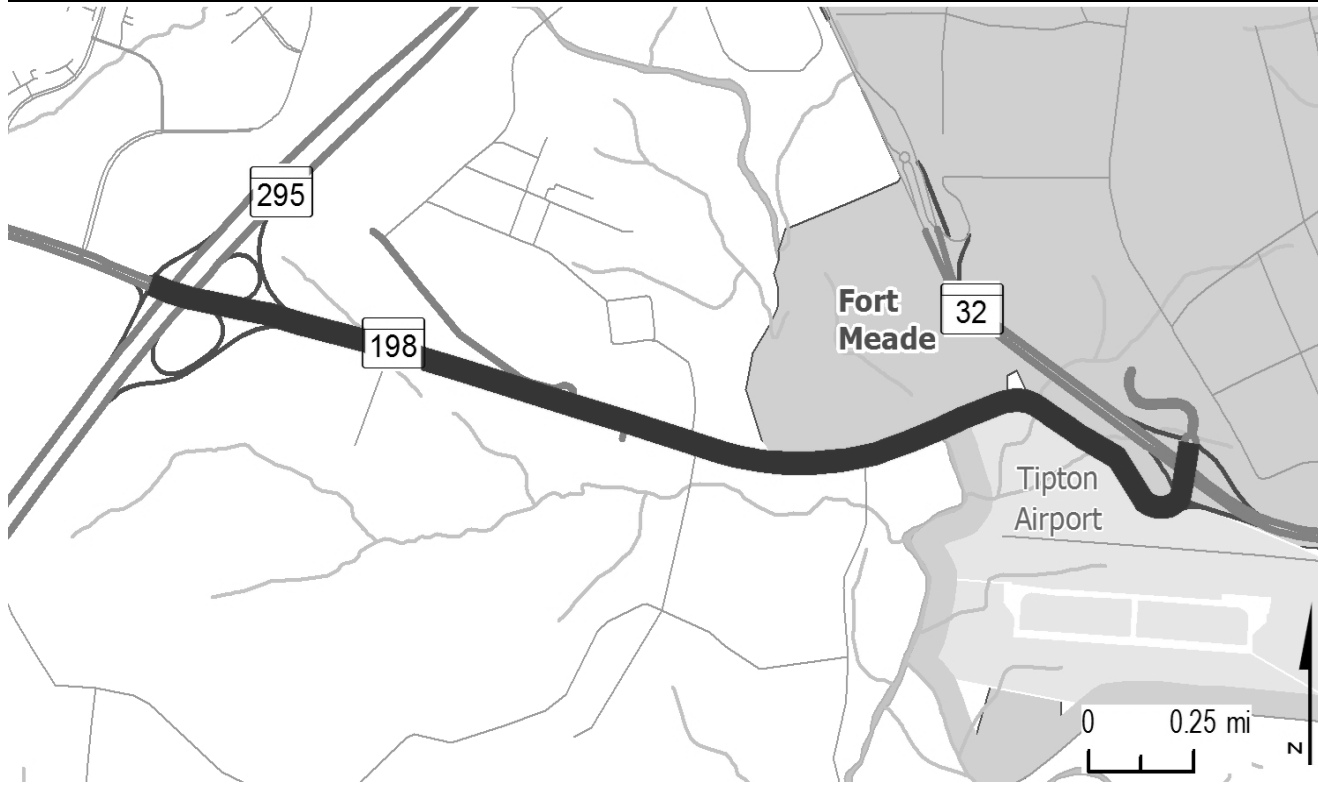
PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	2,660	2,660	0	0	0	0	0	0	0	0	0
Engineering	5,568	5,568	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	9	9	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>8,238</b>	<b>8,238</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Federal-Aid	6,266	6,266	0	0	0	0	0	0	0	0	0
Special	1,972	1,972	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - Minor Arterial  
 FEDERAL - Minor Arterial  
 STATE SYSTEM: Secondary

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT 25,600 - 39,100 (2024)  
 PROJECTED 55,100 - 65,200 (2044)



**PROJECT:** MD 198, Laurel Fort Meade Road

**DESCRIPTION:** Project to address mobility needs on MD 198 from MD 295 to MD 32 (2.7 miles). MD 198 would become a 4-lane divided roadway with on-road bicycle lanes, sidewalk and a shared used path.

**PURPOSE & NEED SUMMARY STATEMENT:** MD 198 is a heavily traveled commuter route to Fort Meade with access to ongoing economic development in the area. The project will improve traffic operations and increase vehicular, bicycle, and pedestrian safety along MD 198.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet to Be Determined  Exception Granted

**STATUS:** County previously contributed \$3.5 million for planning. Project on hold.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

SPECIAL  FEDERAL  GENERAL  OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	3,845	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
<b>Total</b>	<b>5,284</b>	<b>5,284</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	5,284	5,284	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - Other Principal Arterial

FEDERAL - Other Principal Arterial

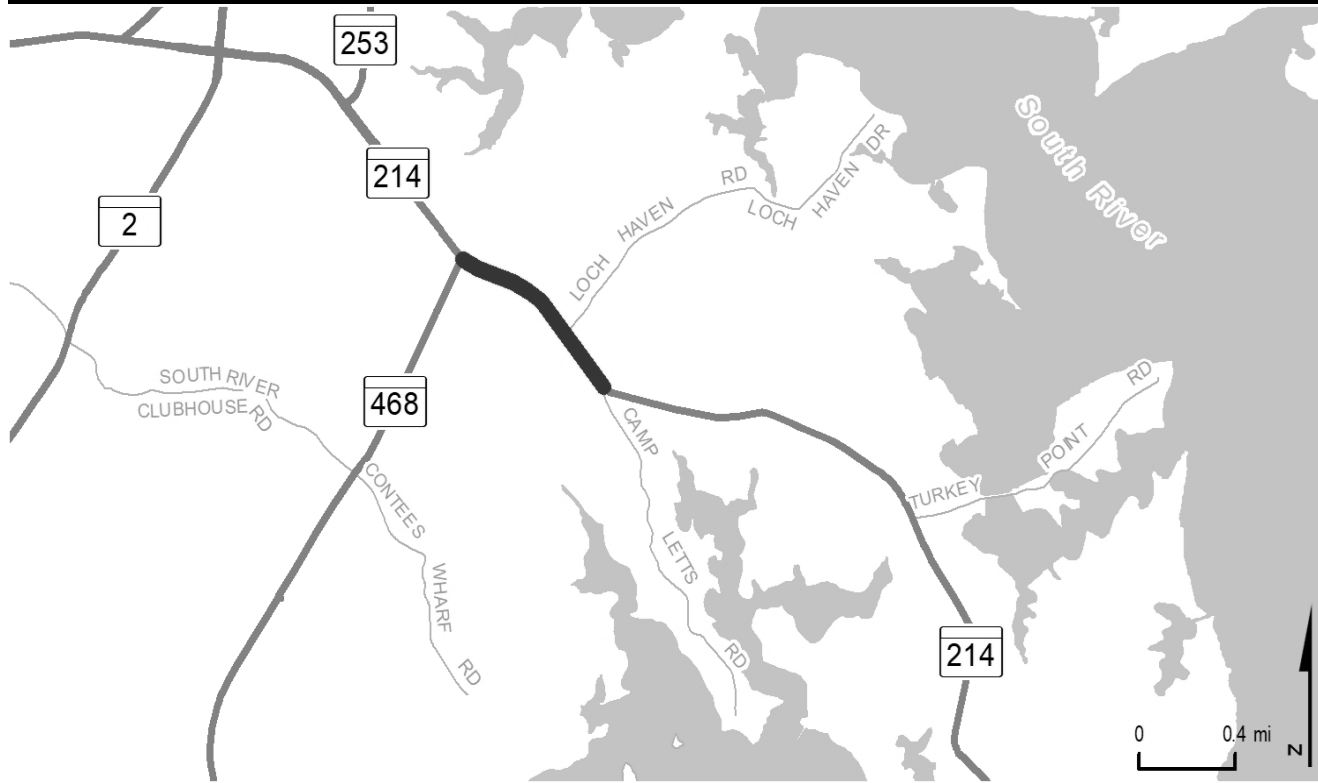
STATE SYSTEM: Secondary

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT 27,400 (2024)

PROJECTED 49,500 (2044)





**PROJECT:** MD 214, Central Avenue

**DESCRIPTION:** The project will address current and projected traffic and safety needs along MD 214 from the intersection with MD 468 to Camp Letts Road. These traffic and safety needs will be addressed by widening from a two-lane roadway to a four-lane section, adding a shared use path, and adding a two-lane roundabout at the intersection with Loch Haven Road. The project includes full depth widening, pavement resurfacing, intersection improvements at MD 468 and Loch Haven Road, culvert replacements, stream relocation, guardrail upgrades, drainage improvements, stormwater management facilities, installation of traffic signs & pavement markings, lighting, and landscaping.

**PURPOSE & NEED SUMMARY STATEMENT:** The purpose of the MD 214 project is to improve traffic operations, roadway safety, pedestrian and bicycle connections, and drainage deficiencies. The need for the project is evidenced by limited gaps for vehicles turning onto MD 214, failing traffic operations under future year 2045 conditions, high crash rates, poor bicycle and pedestrian connectivity and visible ponding in several locations.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

Project Inside PFA  Project Outside PFA  PFA Status Yet to Be Determined  Grandfathered  Exception Will Be Required  Exception Granted

**STATUS:** Engineering underway. Anne Arundel County is contributing \$1,585,000 for engineering.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

SPECIAL  FEDERAL  GENERAL  OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,585	993	500	592	0	0	0	0	0	592	0
Right-of-way	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
<b>Total</b>	<b>1,585</b>	<b>993</b>	<b>500</b>	<b>592</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>592</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	0	0	0	0	0	0	0	0	0	0	0
Other	1,585	993	500	592	0	0	0	0	0	592	0

**Classification:**

STATE - Minor Arterial  
 FEDERAL - Other Principal Arterial  
 STATE SYSTEM: Secondary

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT 22,000 (2024)  
 PROJECTED 32,100 (2044)

**MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

**STATE HIGHWAY ADMINISTRATION - Anne Arundel County - LINE 11**

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<b><u>Bridge Replacement/Rehabilitation</u></b>				
AA0271	-	CLEANING AND PAINTING OF BRIDGES 0203400, 0203500, 0210400, 0210500, 0212700, 0214500, AND 0222000	\$ 3,048	Completed
<b><u>Resurface/Rehabilitate</u></b>				
AA0441	MD2	GOVERNOR RITCHIE HIGHWAY - SAFETY AND RESURFACING IMPROVEMENTS FROM IS 695 TO HAMMONDS LANE	\$ 1,398	Under Construction
AA8991	MD2	SOLOMONS ISLAND ROAD - SAFETY AND RESURFACING IMPROVEMENTS FROM SOUTH RIVER BRIDGE TO MD 214	\$ 5,110	Under Construction
AA9101	MD100	SAFETY AND RESURFACING IMPROVEMENTS FROM MD 170 TO MD 3 BUS	\$ 10,873	Under Construction
XQ244M	-	JOINT SEALING AT VARIOUS LOCATIONS IN ANNE ARUNDEL COUNTY	\$ 997	Under Construction
XQ9023	-	SAFETY AND RESURFACING IMPROVEMENTS AT VARIOUS LOCATIONS IN NORTHERN ANNE ARUNDEL COUNTY	\$ 7,194	Under Construction
XX171A	-	PATCHING AT VARIOUS LOCATIONS IN ANNE ARUNDEL COUNTY	\$ 6,722	Under Construction
XX5375	-	PATCHING BRIDGE APPROACHES AT VARIOUS LOCATIONS IN ANNE ARUNDEL COUNTY	\$ 2,478	Under Construction
XY244H	-	JOINT SEALING AT VARIOUS LOCATIONS IN ANNE ARUNDEL COUNTY	\$ 768	Under Construction
XY8022	-	RESURFACING AT VARIOUS LOCATIONS IN SOUTHERN ANNE ARUNDEL COUNTY	\$ 12,362	Under Construction
XY9021	-	RESURFACING AT VARIOUS LOCATIONS IN NORTHERN ANNE ARUNDEL COUNTY	\$ 9,468	Under Construction
XY9022	-	RESURFACING AT VARIOUS LOCATIONS IN SOUTHERN ANNE ARUNDEL COUNTY	\$ 13,140	Under Construction
<b><u>Safety/Spot Improvement</u></b>				
AA8851	MD450	DEFENSE HIGHWAY - DRAINAGE AND GEOMETRIC IMPROVEMENTS FROM MD 424 TO CROWNSVILLE ROAD	\$ 1,473	Potential Deferral *
AA8921	-	HARRY S. TRUMAN PARKWAY - PARK AND RIDE POND RESTORATION	\$ 845	Under Construction
AA9121	MD100	GUARDRAIL IMPROVEMENTS FROM MD 174 TO MD 10	\$ 2,029	Under Construction
XX1918	-	PAVEMENT MARKING AT VARIOUS LOCATIONS IN ANNE ARUNDEL COUNTY	\$ 1,278	Under Construction
<b><u>Sidewalks</u></b>				
AA1722	MD214	CENTRAL AVENUE - SIDEWALK IMPROVEMENTS FROM MD 2 TO MD 253	\$ 4,108	Under Construction
<b><u>Transportation Alternatives Program</u></b>				
AA0611	-	ANNE ARUNDEL COUNTY BICYCLE SAFETY TRAINING - SAFE ROUTES TO SCHOOL	\$ 145	Design Underway

\* Subject to System Preservation Program fund allocations in the Final CTP

**MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

**STATE HIGHWAY ADMINISTRATION - Anne Arundel County - LINE 11**

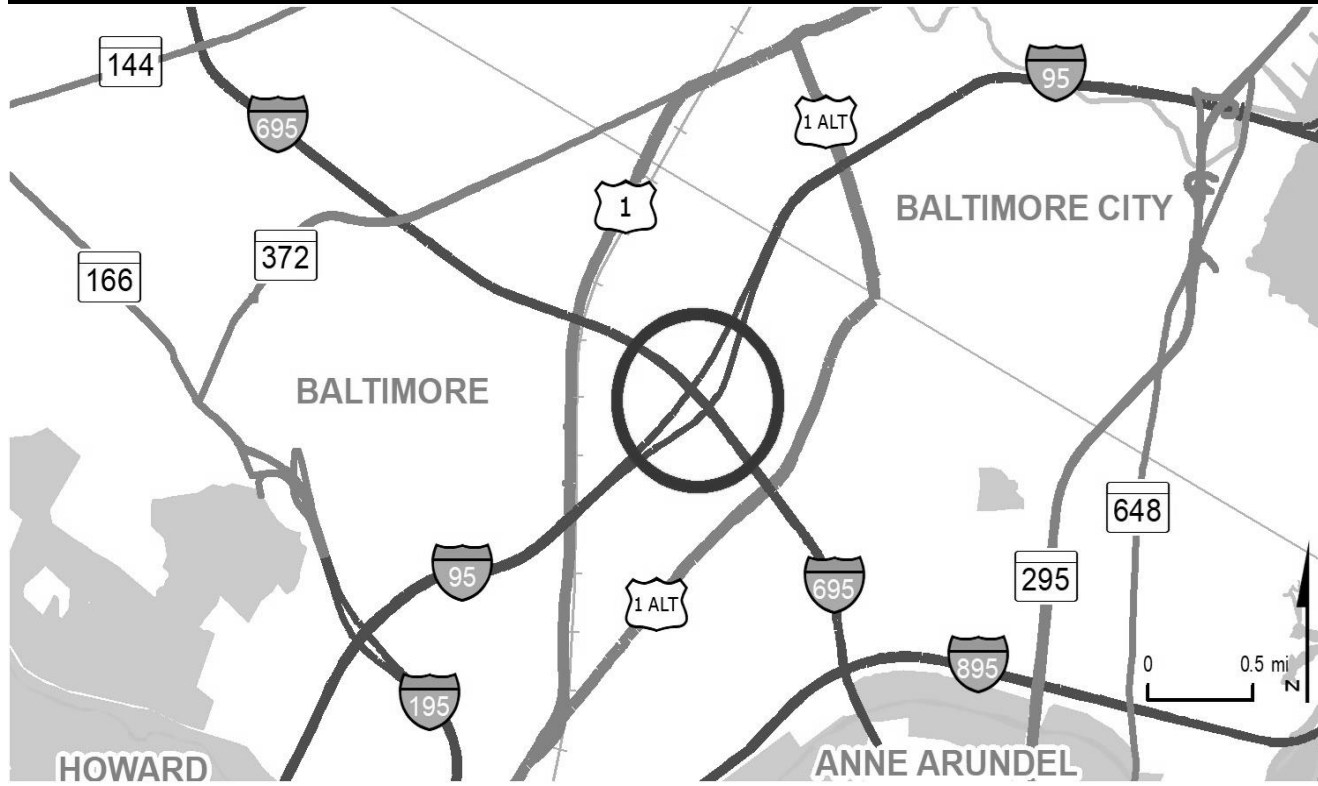
PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<b>Transportation Alternatives Program</b>				
AATAP1	-	HAMMONS FERRY SCHOOL SIDEWALK - SAFE ROUTES TO SCHOOL	\$ 450	Design Underway
AA0111	-	BAYBROOK CONNECTOR TRAIL	\$ 750	FY 2025
AA0261	-	BICYCLE AND PEDESTRIAN ROUTE - SOUTH SHORE TRAIL - PHASE II	\$ 2,572	FY 2025
AA9771	-	SO-GLEBE BRANCH STREAM RESTORATION PHASES B&C	\$ 1,818	FY 2025
AA0891	-	BICYCLE AND PEDESTRIAN ROUTE - WB&A TRAIL BRIDGE AT PATUXENT	\$ 4,807	Under Construction

\* Subject to System Preservation Program fund allocations in the Final CTP



**BALTIMORE COUNTY**





**PROJECT:** I-95 and I-695, Baltimore Beltway

**DESCRIPTION:** Latex modified concrete bridge deck overlays on I-95 at the I-695 interchange (10 bridges).

**PURPOSE & NEED SUMMARY STATEMENT:** The purpose of this project is to address concrete bridge decks before they become poor rated, and to upgrade existing bridge parapets to meet current safety criteria. Proactively addressing bridge deck condition will avoid the need for major rehabilitation or replacement of these bridges which are located on a heavily traveled section of the Interstate Highway System.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet to Be Determined  Exception Granted

**STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

**EXPLANATION:** These bridges are along a heavily traveled route of I-95 at the I-695 Interchange. The bridge decks have been evaluated to accept Latex Modified Concrete Overlays to prolong their structural service life and avoid costly replacements.

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

- SPECIAL  FEDERAL  GENERAL  OTHER

PHASE	TOTAL					PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024	EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,884	2,400	48	484	0	0	0	0	0	484	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	38,738	29,650	14,938	4,848	4,240	0	0	0	0	9,088	0
<b>Total</b>	<b>41,622</b>	<b>32,050</b>	<b>14,986</b>	<b>5,332</b>	<b>4,240</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9,572</b>	<b>0</b>
Federal-Aid	40,882	31,416	14,887	5,260	4,206	0	0	0	0	9,466	0
Special	740	634	99	72	34	0	0	0	0	106	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT I-95: 174,000 I-695: 98,500 (2024)

PROJECTED I-95: 217,800 I-695: 112,000 (2044)



**PROJECT:** I-695, Baltimore Beltway

**DESCRIPTION:** The work on I-695 is a Transportation System Management and Operations (TSMO) project involving lane controls, intelligent traffic monitoring and other features to improve safety and reduce congestion along the I-695 inner and outer loops between I-70 and east of White Marsh Boulevard.

**PURPOSE & NEED SUMMARY STATEMENT:** I-695 experiences considerable congestion in the morning and evening peak commuting periods. Additionally, the facility frequently experiences non-recurring congestion. Once complete, the project will improve nine congestion bottlenecks, improve safety, reduce potential and duration for incidents, and offer estimated time savings of up to 34 minutes for morning commuters traveling on the I-695 outer loop between Overlea and Catonsville, and 21 minutes for evening commuters traveling on the I-695 inner loop between Catonsville and Overlea.

**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**EXPLANATION:** The project will allow the median shoulders to serve as additional travel lanes, primarily during peak-morning and evening rush hours. Lane-use control signals, like those used on the Bay Bridge and Fort McHenry Tunnel, will indicate when the shoulder can be used for travel.

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

- SPECIAL
- FEDERAL
- GENERAL
- OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,920	5,920	27	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	172,747	93,308	47,930	33,000	46,439	0	0	0	0	79,439	0
<b>Total</b>	<b>178,667</b>	<b>99,228</b>	<b>47,957</b>	<b>33,000</b>	<b>46,439</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>79,439</b>	<b>0</b>
Federal-Aid	177,187	97,846	47,905	32,961	46,380	0	0	0	0	79,341	0
Special	1,480	1,382	52	39	59	0	0	0	0	98	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - Principal Arterial

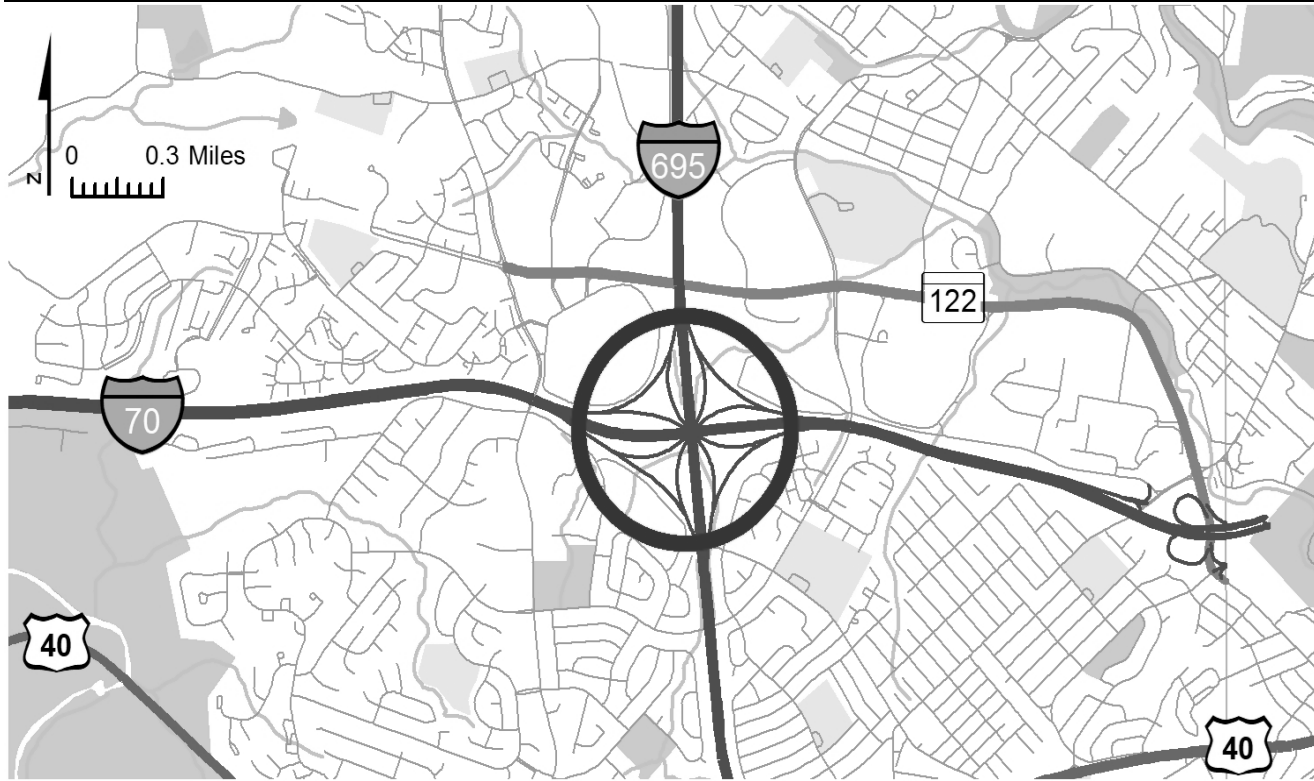
FEDERAL - Interstate

STATE SYSTEM: Primary

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT 156,000 - 211,000 (2024)

PROJECTED 182,900 - 248,200 (2044)



**PROJECT:** I-695, Baltimore Beltway

**DESCRIPTION:** Project will be revised to focus on state of good repair needs of the bridges within the I-695/I-70 interchange area.

**PURPOSE & NEED SUMMARY STATEMENT:** This project will address state of good repair needs of the bridges within the I-695/I-70 interchange.

**STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

**EXPLANATION:** This project will address state of good repair needs of the bridges in the vicinity of the I-695/I-70 interchange.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**STATUS:** Engineering to begin in current year for a system preservation-focused project.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** The cost decrease of \$252.3 million is the result of project deferrals due to fiscal constraints. Original project scope deferred.

**POTENTIAL FUNDING SOURCE:**

- SPECIAL
- FEDERAL
- GENERAL
- OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	8,097	8,097	983	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	15,000	0	0	0	1,500	4,000	4,000	4,000	1,500	15,000	0
<b>Total</b>	<b>23,097</b>	<b>8,097</b>	<b>983</b>	<b>0</b>	<b>1,500</b>	<b>4,000</b>	<b>4,000</b>	<b>4,000</b>	<b>1,500</b>	<b>15,000</b>	<b>0</b>
Federal-Aid	18,995	7,669	927	0	113	3,700	3,700	3,700	113	11,326	0
Special	4,102	428	56	0	1,387	300	300	300	1,387	3,674	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - Principal Arterial

FEDERAL - Interstate

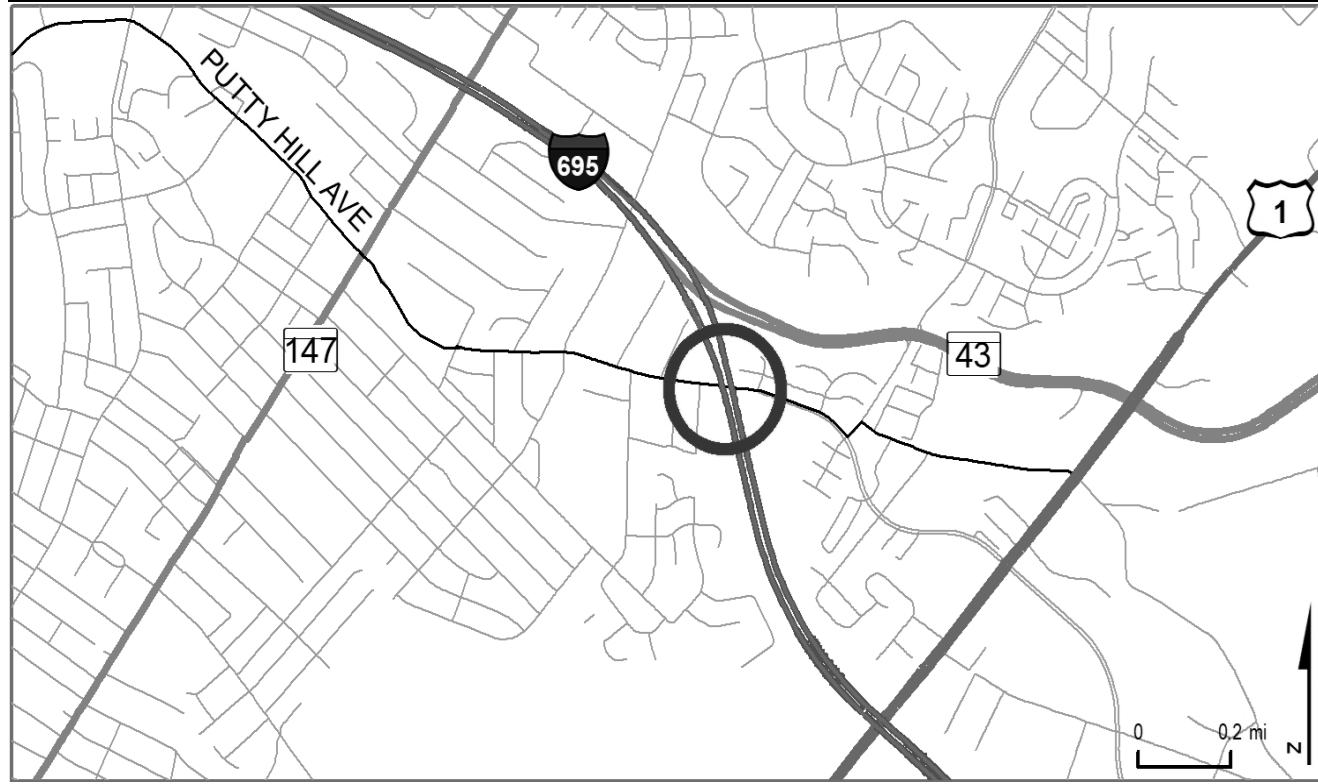
STATE SYSTEM: Primary

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT 168,500 - 202,400 (2024)

PROJECTED 197,200 - 236,800 (2044)





**PROJECT:** I-695, Baltimore Beltway

**DESCRIPTION:** Replacement of Bridge No. 0317400 on Putty Hill Avenue over I-695.

**PURPOSE & NEED SUMMARY STATEMENT:** The purpose of this project is to replace a poor rated and weight restricted bridge to keep the roadway safe and open to traffic.

**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

**EXPLANATION:** This bridge, constructed in 1961, is nearing the end of its structural life and is rated poor based on deck condition.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**STATUS:** Engineering and partial utility relocations underway.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

- SPECIAL
- FEDERAL
- GENERAL
- OTHER

PHASE	TOTAL					PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024	EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,241	3,091	186	150	0	0	0	0	0	150	0
Right-of-way	889	889	5	0	0	0	0	0	0	0	0
Utilities	5,919	1,801	1,700	1,359	2,759	0	0	0	0	4,118	0
Construction	10,343	0	0	0	0	0	5,343	5,000	0	10,343	0
<b>Total</b>	<b>20,392</b>	<b>5,781</b>	<b>1,891</b>	<b>1,509</b>	<b>2,759</b>	<b>0</b>	<b>5,343</b>	<b>5,000</b>	<b>0</b>	<b>14,611</b>	<b>0</b>
Federal-Aid	17,424	3,566	1,933	1,411	2,621	0	5,076	4,750	0	13,858	0
Special	2,968	2,215	(42)	98	138	0	267	250	0	753	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - Principal Arterial

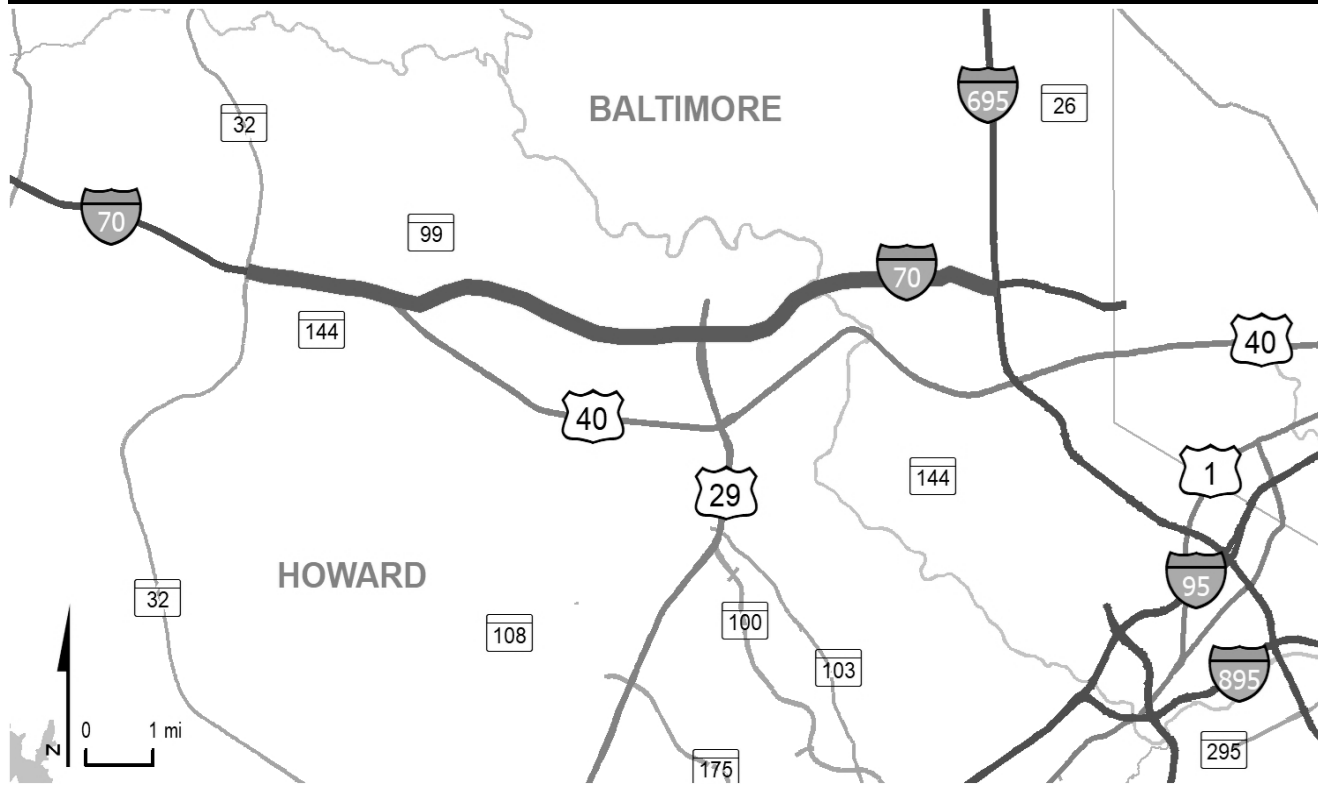
FEDERAL - Interstate

STATE SYSTEM: Primary

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT 15,100 (2024)

PROJECTED 19,000 (2044)



**PROJECT:** I-70, MD 32 to I-695

**DESCRIPTION:** Geometric modifications to improve safety and peak period traffic operations along I-70 from MD 32 to I-695.

**PURPOSE & NEED SUMMARY STATEMENT:** I-70 is a heavily traveled commuter route linking western Maryland to the Baltimore-Washington Region. The project improves the safety and operations along I-70.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

Project Inside PFA  
 Project Outside PFA  
 PFA Status Yet to Be Determined
 
 Grandfathered  
 Exception Will Be Required  
 Exception Granted

**STATUS:** Project going on hold in FY 2025.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** The cost decrease of \$8.6 million is the result of project deferrals due to fiscal constraints.

**POTENTIAL FUNDING SOURCE:**

SPECIAL  FEDERAL  GENERAL  OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	431	431	3	0	0	0	0	0	0	0	0
Engineering	172	20	20	152	0	0	0	0	0	152	0
Right-of-way	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
<b>Total</b>	<b>603</b>	<b>451</b>	<b>23</b>	<b>152</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>152</b>	<b>0</b>
Federal-Aid	135	16	16	119	0	0	0	0	0	119	0
Special	468	435	7	33	0	0	0	0	0	33	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - Principal Arterial

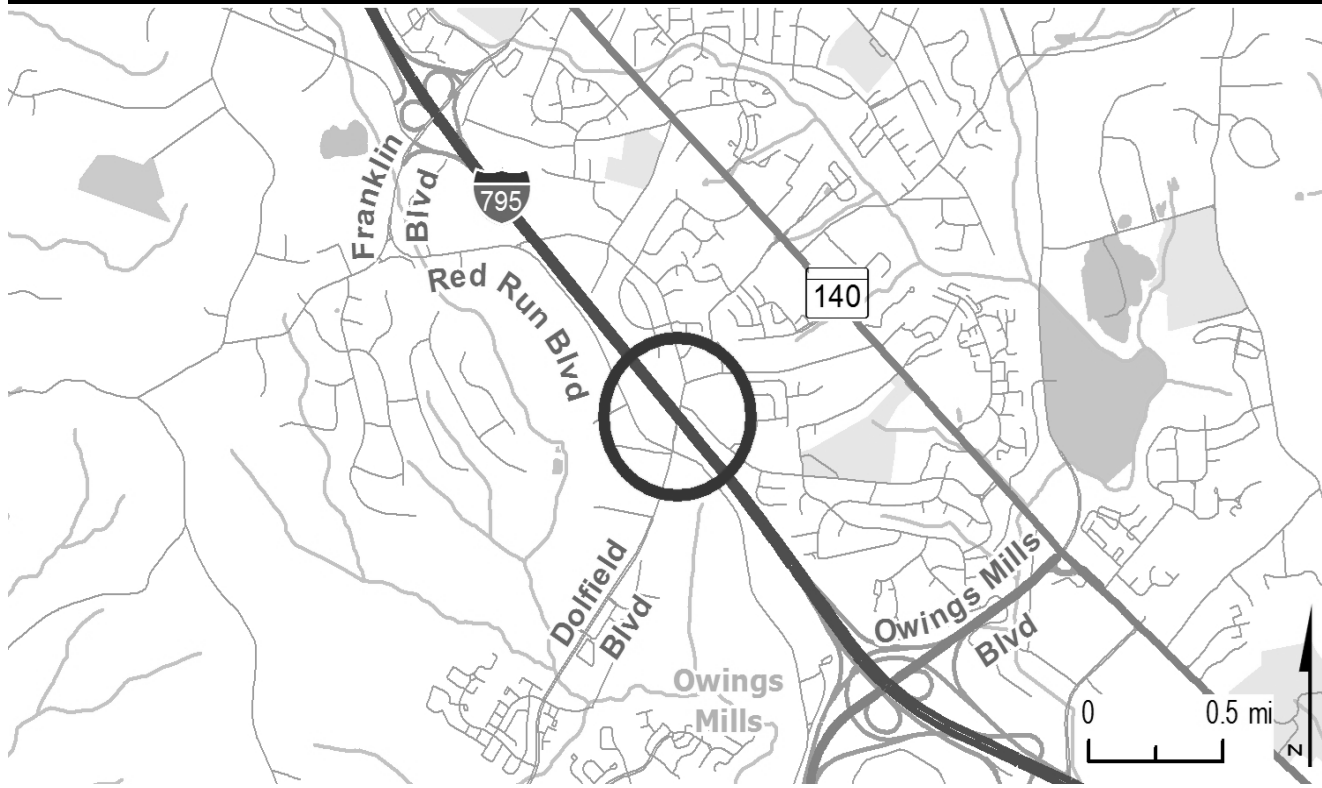
FEDERAL - Interstate

STATE SYSTEM: Primary

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT 72,900 - 111,300 (2024)

PROJECTED 91,100 - 128,000 (2044)



**PROJECT:** I-795, Northwest Expressway

**DESCRIPTION:** Project to construct an interchange at Dolfield Boulevard. Includes widening and operational improvements along I-795 from Owings Mills Boulevard (MD 940) to Franklin Boulevard. Southbound access to I-795 will be provided by ramps connecting to Red Run Boulevard. Northbound access to I-795 will be provided through a directional on-ramp from Dolfield Boulevard. The northbound off-ramp will connect to a new roundabout along Tollgate Road. A shared-use path will be constructed on Dolfield Boulevard between Red Run Boulevard and Tollgate Road. Sidewalks will be provided along Tollgate Road from Dolfield Boulevard to Hewitt Farms Road.

**PURPOSE & NEED SUMMARY STATEMENT:** This project will improve overall network safety and mobility along I-795 and improve safety and connections for vulnerable users along Dolfield Boulevard.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet to Be Determined  Exception Granted

**STATUS:** Project going on hold in FY 2025. County contributed \$0.625 million towards planning.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** The cost decrease of \$20.6 million is the result of project deferrals due to fiscal constraints.

**POTENTIAL FUNDING SOURCE:**

SPECIAL  FEDERAL  GENERAL  OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	3,474	3,474	0	0	0	0	0	0	0	0	0
Engineering	5,542	4,813	900	729	0	0	0	0	0	729	0
Right-of-way	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
<b>Total</b>	<b>9,016</b>	<b>8,287</b>	<b>900</b>	<b>729</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>729</b>	<b>0</b>
Federal-Aid	3,745	3,089	810	656	0	0	0	0	0	656	0
Special	5,271	5,198	90	73	0	0	0	0	0	73	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT 75,200 (2024)

PROJECTED 107,600 (2044)



**PROJECT:** MD 140, Reisterstown Road

**DESCRIPTION:** Capacity and safety improvements to MD 140, from north of Painters Mill Road to north of Owings Mills Boulevard. Bicycle and pedestrian improvements will be provided (0.4 miles).

**PURPOSE & NEED SUMMARY STATEMENT:** This project will provide additional capacity and access for the planned development in Owings Mills.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet to Be Determined  Exception Granted

**STATUS:** Project on hold.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

SPECIAL  FEDERAL  GENERAL  OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,566	3,566	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>3,566</b>	<b>3,566</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	3,566	3,566	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - Principal Arterial  
 FEDERAL - Other Principal Arterial  
 STATE SYSTEM: Secondary

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT 38,700 (MD 140) (2024)  
 PROJECTED 55,000 (MD 140) (2044)

**MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

**STATE HIGHWAY ADMINISTRATION - Baltimore County - LINE 8**

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<b><u>Bridge Replacement/Rehabilitation</u></b>				
BA5022	MD144	FREDERICK ROAD - REPLACEMENT OF RETAINING WALL NO. 03623R0 FROM DUNGARRIE ROAD AND DUNMORE ROAD	\$ 1,787	Under Construction
BAA391	MD570	BRIDGE DECK REPLACEMENT AND MINOR REHABILITATION OF BRIDGE NO. 0323900 OVER INGLESIDE AVENUE	\$ 6,284	Under Construction
BAA781	-	CLEANING AND PAINTING OF BRIDGES 0327103, 3027104, 0319100, AND 0328600	\$ 3,956	Under Construction
BAA791	-	CLEANING AND PAINTING BRIDGES 0305801, 0305802, 0317000, 0329301, AND 0329302	\$ 1,761	Under Construction
BAB211	-	CLEANING AND PAINTING OF BRIDGE NOS. 0303000, 0314500, AND 0306500	\$ 4,398	Under Construction
BAB212	-	CLEANING AND PAINTING OF BRIDGES 0331600, 0333401, 0333402, AND 0333600	\$ 2,367	Under Construction
<b><u>Environmental Preservation</u></b>				
XB3684	-	LANDSCAPE INSTALLATION AND ESTABLISHMENT AT VARIOUS LOCATIONS IN BALTIMORE COUNTY	\$ 161	FY 2025
AZ0714	-	LANDSCAPE INSTALLATION AND ESTABLISHMENT AT VARIOUS LOCATIONS IN BALTIMORE COUNTY	\$ 320	Under Construction
<b><u>Resurface/Rehabilitate</u></b>				
BA2621	MD140	REISTERSTOWN ROAD - WATER TRANSMISSION MAIN AND RESURFACING FROM STOCKSDALE AVENUE TO PLEASANT HILL ROAD	\$ 6,845	Under Construction
BAA341	MD542	LOCH RAVEN BOULEVARD - SAFETY AND RESURFACING IMPROVEMENTS FROM SOUTH OF TAYLOR AVENUE TO JOPPA ROAD	\$ 4,561	Under Construction
XY7031	-	RESURFACING AT VARIOUS LOCATIONS IN BALTIMORE COUNTY EAST OF I-83	\$ 12,531	Under Construction
XY7032	-	MILL AND RESURFACING AT VARIOUS LOCATIONS WEST OF I-83 IN BALTIMORE COUNTY	\$ 10,028	Under Construction
<b><u>Safety/Spot Improvement</u></b>				
BA9031	MD43	WHITE MARSH BOULEVARD - WIDEN AND RESURFACE - AT HONEYGO BOULEVARD	\$ 7,956	Completed
BA0242	MD139	CHARLES STREET - INTERSECTION RECONSTRUCT - AT BELLONA AVENUE	\$ 5,539	Under Construction

\* Subject to System Preservation Program fund allocations in the Final CTP

**MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

**STATE HIGHWAY ADMINISTRATION - Baltimore County - LINE 8**

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<b>Transportation Alternatives Program</b>				
BANEW1	-	PEDESTRIAN IMPROVEMENTS & CONNECTION FOR EDGEMERE ELEMENTARY SCHOOL, SPARROWS MIDDLE/HIGH SCHOOL	\$ 160	FY 2025
<b>Urban Reconstruction</b>				
BA5151	US1	BELAIR ROAD - BALTIMORE CITY LINE TO I-695 (FUNDED FOR DESIGN ONLY)	\$ 1,600	Potential Deferral *

\* Subject to System Preservation Program fund allocations in the Final CTP





***BALTIMORE CITY***





**MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

**STATE HIGHWAY ADMINISTRATION - Baltimore City - LINE 1**

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<b><u>Bridge Replacement/Rehabilitation</u></b>				
SHAPRJ000718	-	HANOVER STREET BRIDGE - REPAIR & RESURFACE (BALTIMORE CITY PROJECT)	\$ 3,000	FY 2025
<b><u>Transportation Alternatives Program</u></b>				
AZ0301	-	IMPROVING THE FIRST MILE OF AMERICAN RAILROADING	\$ 1,184	Design Underway
AZ0861	-	BICYCLE AND PEDESTRIAN ROUTE - PIMLICO ELEMENTARY SCHOOL - SAFE ROUTES TO SCHOOL	\$ 258	Design Underway
BCNEW2	-	BALTIMORE CITY ELEMENTARY SCHOOLS - HARFORD HEIGHTS ES, HILTON ES, TENCH TILLMAN ES - SAFE ROUTES TO SCHOOL	\$ 716	Design Underway
AXA141	-	INNER HARBOR CROSSWALKS AND BICYCLE WAYFINDING ENHANCEMENTS	\$ 1,050	FY 2025
AZ2611	-	BICYCLE AND PEDESTRIAN ROUTE - BALTIMORE GREENWAY TRAILS NETWORK: MIDDLE BRANCH SEGMENT	\$ 250	FY 2025
BCNEW1	-	POTOMAC STREET CYCLE TRACK - PHASE II	\$ 418	FY 2025
BCTAP2	-	MARTIN LUTHER KING JUNIOR BOULEVARD SIDEPATH - SAFE ROUTES TO SCHOOL	\$ 400	FY 2025

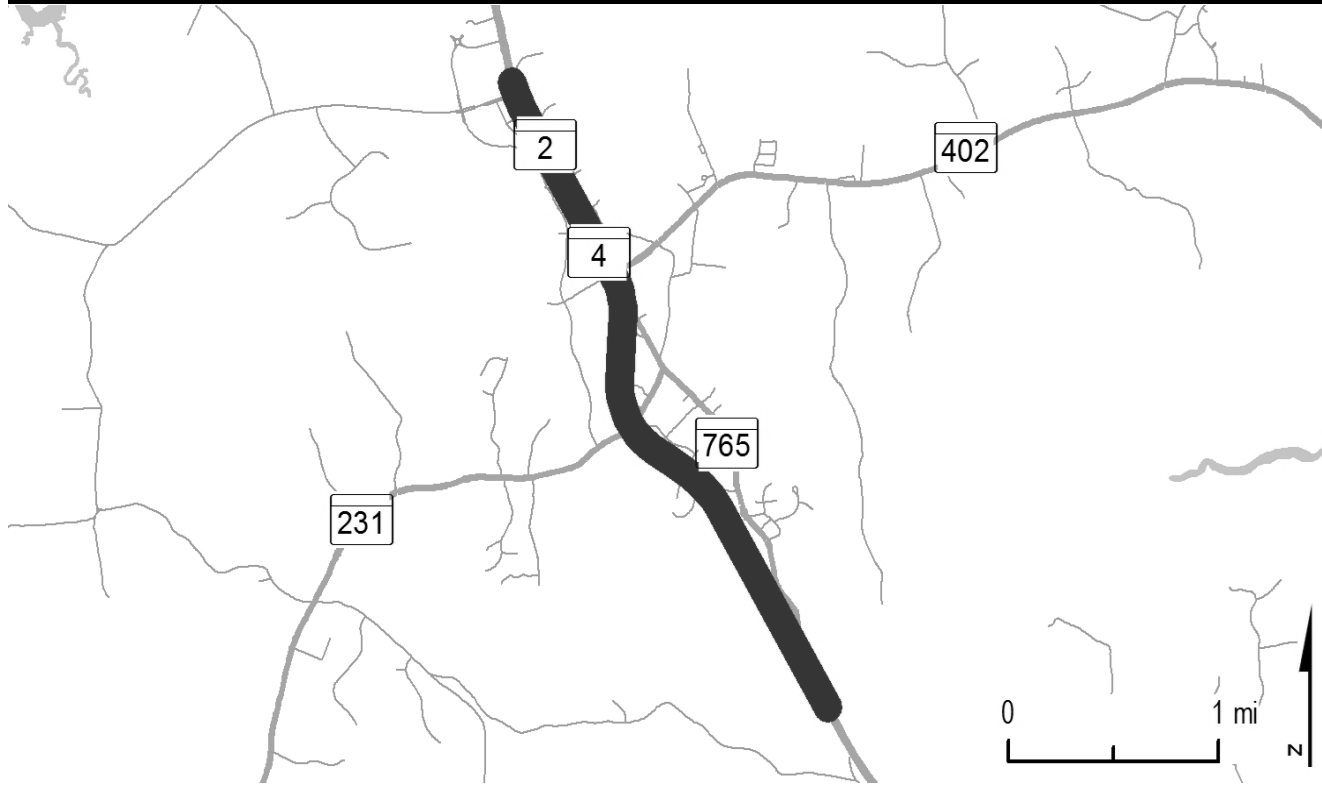
\* Subject to System Preservation Program fund allocations in the Final CTP





***CALVERT COUNTY***





**PROJECT:** MD 2/4, Solomons Island Road

**DESCRIPTION:** Project to upgrade and widen MD 2/4 to a six-lane divided highway from north of Stoakley Road/Hospital Road to south of MD 765A (3.5 miles).

**PURPOSE & NEED SUMMARY STATEMENT:** This project will improve mobility for planned development. The MD 2/4 corridor is the busy spine of Leonardtown traffic and development. The project will enhance accessibility, improve safety, and promote economic development.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet to Be Determined  Exception Granted

**STATUS:** Project on hold.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

SPECIAL  FEDERAL  GENERAL  OTHER

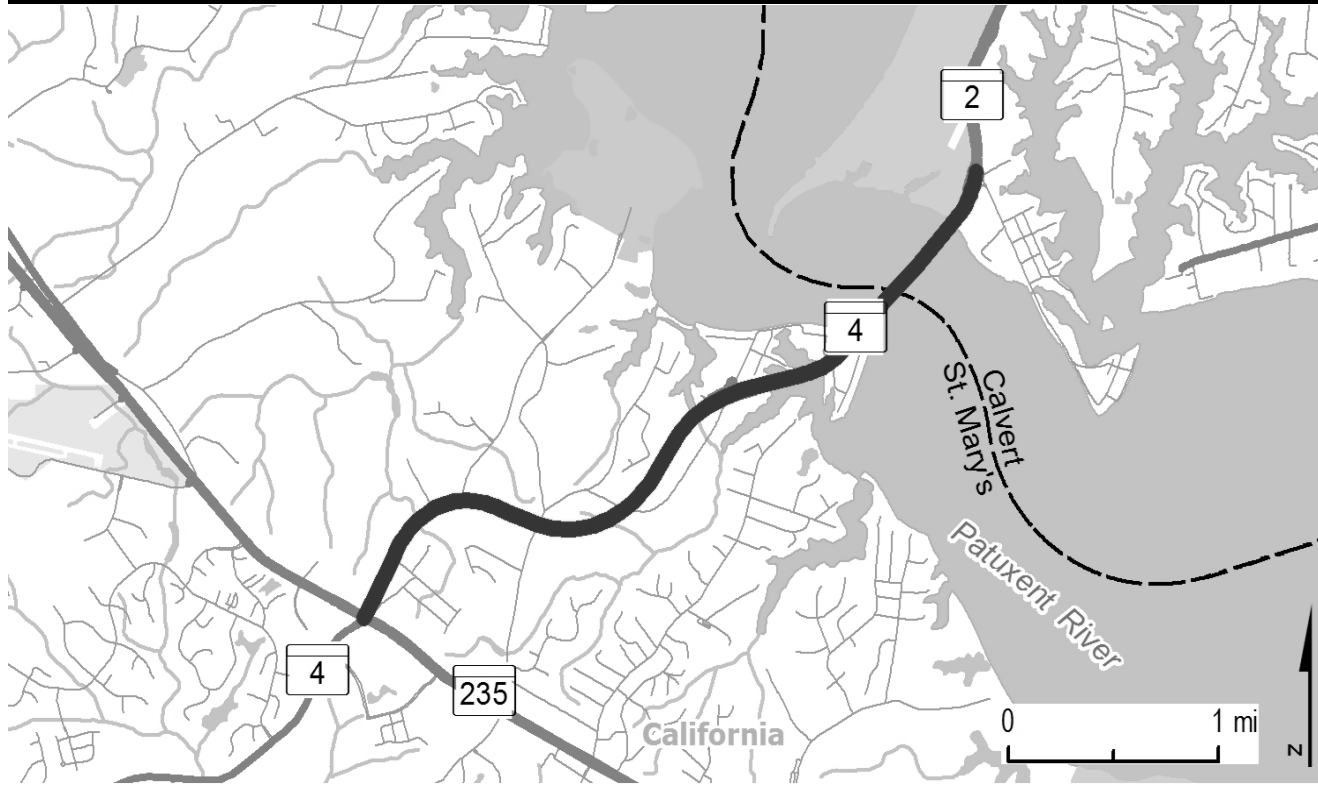
PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	1,423	1,423	0	0	0	0	0	0	0	0	0
Engineering	1,972	1,972	0	0	0	0	0	0	0	0	0
Right-of-way	622	622	0	0	0	0	0	0	0	0	0
Utilities	19	19	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>4,036</b>	<b>4,036</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Federal-Aid	1,372	1,372	0	0	0	0	0	0	0	0	0
Special	2,664	2,664	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - Intermediate Arterial  
 FEDERAL - Other Principal Arterial  
 STATE SYSTEM: Primary

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT 37,800 - 45,500 (2024)  
 PROJECTED 48,200 - 60,000 (2044)



**PROJECT:** MD 4, Patuxent Beach Road and Solomons Island Road

**DESCRIPTION:** Study to upgrade MD 4 between MD 2 and MD 235 (4.0 miles), including the Governor Thomas Johnson Memorial Bridge (bridge 04019) over the Patuxent River and the intersection at MD 235. MD 4 is planned to become a four-lane divided highway with wide shoulders, a shared used path, and sidewalk accommodations where appropriate.

**PURPOSE & NEED SUMMARY STATEMENT:** The MD 4 corridor links communities on both sides of the Patuxent River. The project will reduce congestion and improve bridge operations to support community connections and regional development.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet to Be Determined  Exception Granted

**STATUS:** Patuxent River design studies underway.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

SPECIAL  FEDERAL  GENERAL  OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	4,942	4,942	0	0	0	0	0	0	0	0	0
Engineering	2,919	919	0	1,000	1,000	0	0	0	0	2,000	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>7,861</b>	<b>5,861</b>	<b>0</b>	<b>1,000</b>	<b>1,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,000</b>	<b>0</b>
Federal-Aid	1,802	2	0	900	900	0	0	0	0	1,800	0
Special	6,058	5,858	0	100	100	0	0	0	0	200	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - Intermediate Arterial  
 FEDERAL - Other Principal Arterial  
 STATE SYSTEM: Primary

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT 30,100 (2024)  
 PROJECTED 39,800 (2044)

**MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

**STATE HIGHWAY ADMINISTRATION - Calvert County - LINE 3**

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<b><u>Resurface/Rehabilitate</u></b>				
XQ9041	-	SAFETY AND RESURFACING IMPROVEMENTS AT VARIOUS LOCATIONS IN CALVERT COUNTY	\$ 3,933	Under Construction
XY8041	-	MILLING AND RESURFACING AT VARIOUS LOCATIONS IN CALVERT COUNTY	\$ 5,794	Under Construction
<b><u>Safety/Spot Improvement</u></b>				
CA1181	MD231	HALLOWING POINT ROAD - GEOMETRIC IMPROVEMENTS FROM TOYE LANE TO MASON ROAD	\$ 12,053	Potential Deferral *
CA2761	MD231	HALLOWING POINT ROAD - GEOMETRIC IMPROVEMENTS AT MD 508	\$ 14,038	Potential Deferral *
CA3461	MD231	HALLOWING POINT ROAD - SAFETY IMPROVEMENTS AT SKIPJACK ROAD	\$ 5,151	Potential Deferral *
<b><u>Transportation Alternatives Program</u></b>				
CA5191	MD261	BAYSIDE ROAD - SIDEWALK AND SAFETY IMPROVEMENTS - SAFE ROUTES TO SCHOOL	\$ 160	FY 2025
CANEW1	-	APPEAL LANE SIDEWALK	\$ 462	FY 2025

\* Subject to System Preservation Program fund allocations in the Final CTP







***CAROLINE COUNTY***



**MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

**STATE HIGHWAY ADMINISTRATION - Caroline County - LINE 1**

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<b><u>Bridge Replacement/Rehabilitation</u></b>				
CO1281	MD16	HARMONY ROAD - SUPERSTRUCTURE REPLACEMENT OF BRIDGE 0500100 OVER MILL CREEK	\$ 3,066	Under Construction
<b><u>Intersection Capacity Improvements</u></b>				
CO2191	MD404	SHORE HIGHWAY - HARMONY ROAD TO GREENWOOD ROAD - PEL STUDY	\$ 500	Study Underway
<b><u>Resurface/Rehabilitate</u></b>				
XQ9053	-	MILL AND RESURFACING AT VARIOUS LOCATIONS IN CAROLINE COUNTY	\$ 3,000	FY 2025
XB9053	-	MILL AND RESURFACING AT VARIOUS LOCATIONS IN CAROLINE COUNTY	\$ 6,062	Potential Deferral *
XY9052	-	MILL AND RESURFACING AT VARIOUS LOCATIONS IN CAROLINE COUNTY	\$ 8,321	Under Construction
<b><u>Safety/Spot Improvement</u></b>				
CO1111	MD404	SHORE HIGHWAY - GEOMETRIC IMPROVEMENTS AT MD 328	\$ 2,110	FY 2025

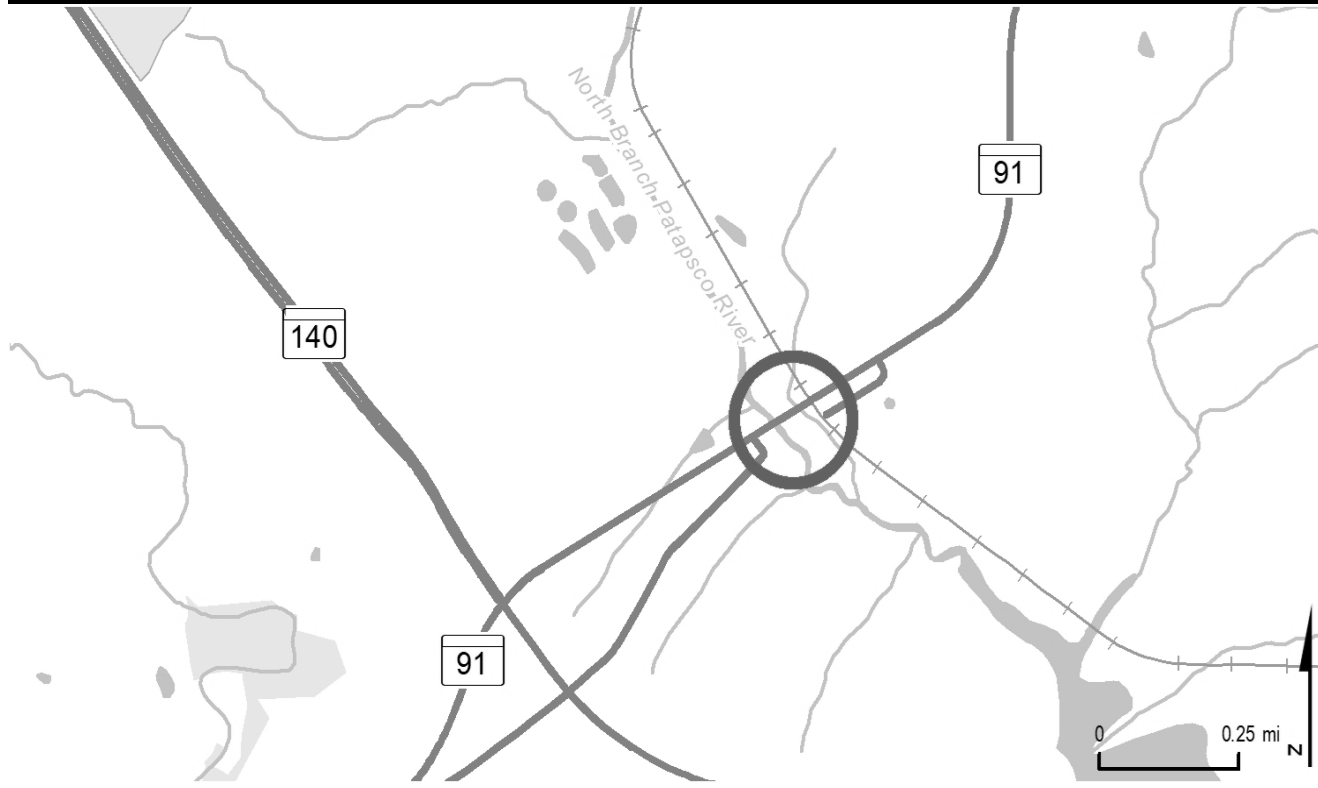
\* Subject to System Preservation Program fund allocations in the Final CTP





**CARROLL COUNTY**





**PROJECT:** MD 91, Emory Road

**DESCRIPTION:** Replacement of Bridge No. 0602000 on MD 91 over N. Branch Patapsco River and Bridge No. 0604700 on MD 91 over Maryland Midland Railroad.

**PURPOSE & NEED SUMMARY STATEMENT:** The purpose of this project is to replace fair rated bridges to prevent further deterioration to poor rating.

**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**EXPLANATION:** The existing bridges are nearing the end of their useful service life and are currently rated fair. Rehabilitation efforts are costly moving this to total replacement of both bridges.

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

- SPECIAL
- FEDERAL
- GENERAL
- OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,333	1,333	32	0	0	0	0	0	0	0	0
Right-of-way	83	81	0	2	0	0	0	0	0	2	0
Utilities	34	34	0	0	0	0	0	0	0	0	0
Construction	13,164	5,224	5,213	7,940	0	0	0	0	0	7,940	0
<b>Total</b>	<b>14,613</b>	<b>6,672</b>	<b>5,245</b>	<b>7,942</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7,942</b>	<b>0</b>
Federal-Aid	13,445	5,508	5,220	7,937	0	0	0	0	0	7,937	0
Special	1,168	1,163	25	5	0	0	0	0	0	5	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - Major Collector  
 FEDERAL - Major Collector  
 STATE SYSTEM: Secondary

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT 5,100 (2024)  
 PROJECTED 7,000 (2044)





**PROJECT:** MD 32, Sykesville Road, 2nd Street to Main Street

**DESCRIPTION:** Improve intersection geometry, extend turn lanes, and modify access along MD 32 from 2nd Street to Main Street. Improvements include the extension of the northbound MD 32 right-turn lane to 2nd St., modifying the existing 2nd St. intersection to right-in/right-out, extension of the northbound left-turn lane to Johnsville Rd and prohibition of left turns from Johnsville Rd, lengthening the auxiliary lanes between Freedom Ave. and Main St. and a traffic signal warrant analysis for the MD 32/Main St. intersection.

**PURPOSE & NEED SUMMARY STATEMENT:** This project will improve operations and safety along MD 32 from 2nd Street to Main Street. MD 32 is a main commuter route linking Carroll County with I-70 and the Baltimore-Washington Region. The project is essential for advancing economic development opportunities in southeastern Carroll County. Reducing the turning movements through conversion to right-ins/right-outs and providing channelization will limit conflict points, enhancing safety. Lengthening of auxiliary lanes will provide longer refuge areas, reducing the potential for rear-end collisions.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**STATUS:** Engineering underway.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

- SPECIAL  FEDERAL  GENERAL  OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	703	703	0	0	0	0	0	0	0	0	0
Engineering	900	250	250	400	250	0	0	0	0	650	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>1,603</b>	<b>953</b>	<b>250</b>	<b>400</b>	<b>250</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>650</b>	<b>0</b>
Federal-Aid	900	250	250	400	250	0	0	0	0	650	0
Special	703	703	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - Minor Arterial  
 FEDERAL - Other Principal Arterial  
 STATE SYSTEM: Secondary

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT 21,100 - 27,800 (2024)  
 PROJECTED 37,200 - 42,400 (2044)



**PROJECT:** MD 26, Liberty Road

**DESCRIPTION:** Project to provide access, operational, and safety improvements along the MD 26 corridor between the Liberty Reservoir and MD 32 (2.6 miles). Bicycle and pedestrian facilities will be provided where appropriate. Improvements include: an 18-foot raised median, two through lanes with 2-foot inside and 11-foot outside shoulders, and one 15-foot auxiliary lane on MD 26 from Liberty Reservoir to MD 32. Additional targeted improvements include converting eastbound right-turn lane at Georgetown Blvd. to a through/right-turn lane, extending the auxiliary lane from Eldersburg Crossing to west of Homeland Ave, and sidewalks from Carroll Bank to Georgetown Blvd.

**PURPOSE & NEED SUMMARY STATEMENT:** This project will improve operations and safety along this segment of MD 26.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

Project Inside PFA  
 Project Outside PFA  
 PFA Status Yet to Be Determined
  Grandfathered  
 Exception Will Be Required  
 Exception Granted

**STATUS:** Project on hold. County and State split the cost of planning and the County contributed \$1.0 million towards engineering.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

SPECIAL  FEDERAL  GENERAL  OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	496	496	0	0	0	0	0	0	0	0	0
Engineering	1,366	1,366	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>1,862</b>	<b>1,862</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Federal-Aid	228	228	0	0	0	0	0	0	0	0	0
Special	1,634	1,634	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - Intermediate Arterial  
 FEDERAL - Other Principal Arterial  
 STATE SYSTEM: Secondary

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT 15,900 - 32,100 (2024)  
 PROJECTED 19,500 - 42,300 (2044)

**MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

**STATE HIGHWAY ADMINISTRATION - Carroll County - LINE 4**

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<b><u>Intersection Capacity Improvements</u></b>				
CL3771	MD97	LITTLESTOWN PIKE - BACHMANS VALLEY ROAD TO MD 140 IN WESTMINSTER - PEL STUDY	\$ 504	Study Underway
<b><u>Resurface/Rehabilitate</u></b>				
CL4052	MD851	SPRINGFIELD AVENUE - DRAINAGE IMPROVEMENTS - MAIN STREET TO WARFIELD ROAD	\$ 2,470	Under Construction
XQ9062	-	SAFETY AND RESURFACING IMPROVEMENTS AT VARIOUS LOCATIONS IN CARROLL COUNTY	\$ 8,258	Under Construction
XY8062	-	SAFETY AND RESURFACING IMPROVEMENTS AT VARIOUS LOCATIONS IN CARROLL COUNTY	\$ 12,378	Under Construction
XY9061	-	SAFETY AND RESURFACING IMPROVEMENTS AT VARIOUS LOCATIONS IN CARROLL COUNTY	\$ 17,172	Under Construction
<b><u>Safety/Spot Improvement</u></b>				
CL3941	MD27	MANCHESTER ROAD - BICYCLE AND PEDESTRIAN ROUTE FROM WEST OF MD 140 TO HAHN ROAD	\$ 4,224	Under Construction
<b><u>Sidewalks</u></b>				
CL1071	MD31	NEW WINDSOR ROAD - SIDEWALK IMPROVEMENTS FROM LAMBERT AVENUE TO EAST OF CHURCH STREET	\$ 1,530	Potential Deferral *
<b><u>Transportation Alternatives Program</u></b>				
CLNEW3	-	WASHINGTON ROAD - SIDEWALK UPGRADES FOR ADA COMPLIANCE FROM WASHINGTON LANE TO KATE WAGNER ROAD - SAFE ROUTES TO SCHOOL	\$ 143	FY 2025

\* Subject to System Preservation Program fund allocations in the Final CTP



***CECIL COUNTY***



**MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

**STATE HIGHWAY ADMINISTRATION - Cecil County - LINE 1**

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<b><u>Resurface/Rehabilitate</u></b>				
XQ9073	-	MILL AND RESURFACING AT VARIOUS LOCATIONS IN CECIL COUNTY	\$ 3,000	FY 2025
XB9073	-	MILL AND RESURFACING AT VARIOUS LOCATIONS IN CECIL COUNTY	\$ 8,429	Potential Deferral *
XX153A	-	PATCHING AT VARIOUS LOCATIONS IN CECIL COUNTY	\$ 3,425	Under Construction
XY9072	-	MILL AND RESURFACING AT VARIOUS LOCATIONS IN CECIL COUNTY	\$ 9,616	Under Construction
<b><u>Safety/Spot Improvement</u></b>				
CE2661	US40	PULASKI HIGHWAY - GEOMETRIC IMPROVEMENTS AT NOTTINGHAM ROAD	\$ 4,337	Under Construction
<b><u>Sidewalks</u></b>				
CE2471	MD222	PERRYVILLE ROAD - SIDEWALK IMPROVEMENTS FROM CEDAR CORNER ROAD TO ST. MARKS CHURCH ROAD	\$ 1,889	FY 2025
CE4091	MD7	DELAWARE AVENUE - SIDEWALK UPGRADES FOR ADA COMPLIANCE FROM MD 281 TO SOUTH OF BIG ELK CREEK BRIDGE	\$ 2,469	Under Construction
<b><u>Transportation Alternatives Program</u></b>				
CENEW3	-	SIDEWALK INSTALLATION AT JETHRO STREET AND NORTH EAST MIDDLE SCHOOL - SAFE ROUTES TO SCHOOL	\$ 38	Design Underway
<b><u>Truck Weight</u></b>				
CE4002	US301	BLUE STAR MEMORIAL HIGHWAY - WEIGH STATION - CECILTON AND FOY HILL TRUCK WEIGH INSPECTION STATION	\$ 6,507	Under Construction
<b><u>Urban Reconstruction</u></b>				
CE4661	MD222	MAIN STREET - FROM SOUTH OF HIGH STREET TO MILL STREET	\$ 2,413	Potential Deferral *

\* Subject to System Preservation Program fund allocations in the Final CTP

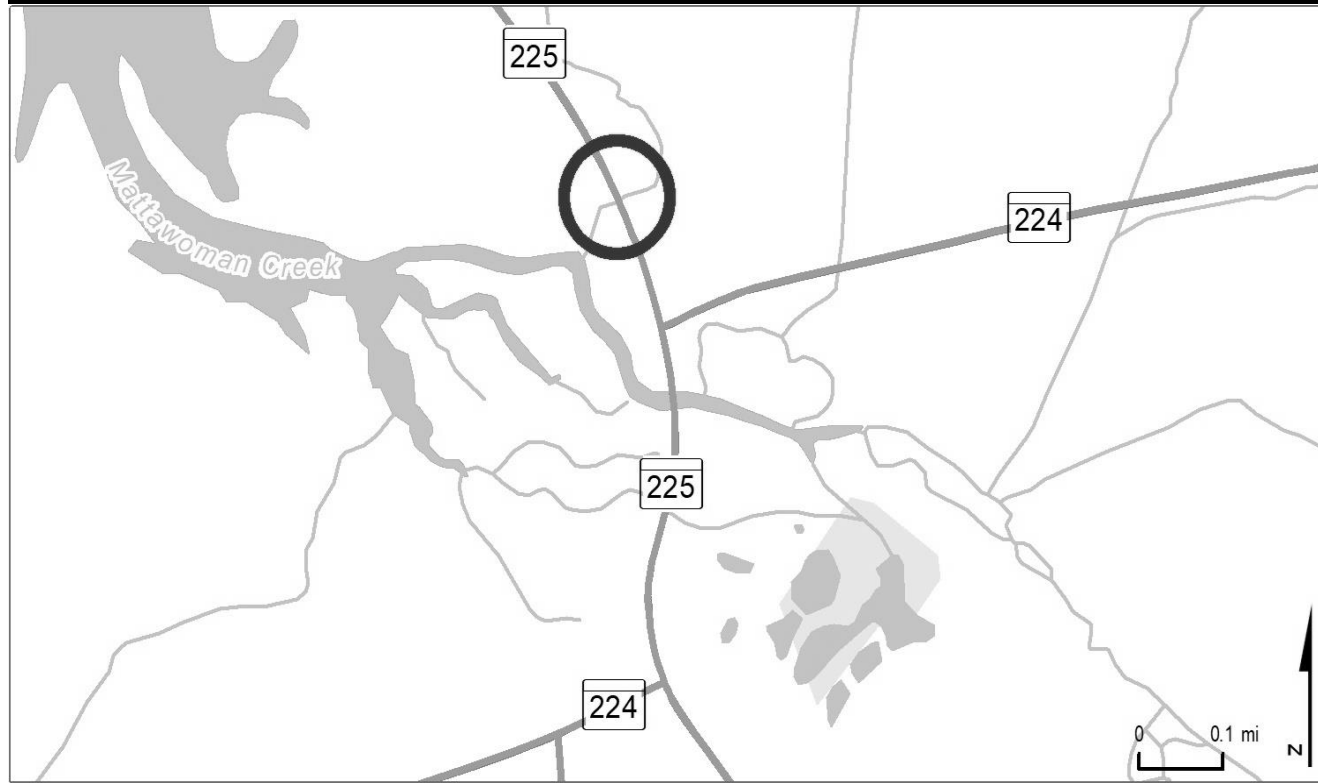




***CHARLES COUNTY***







**PROJECT:** MD 225, Hawthorne Road

**DESCRIPTION:** Replacement of Bridge No. 0802100 on MD225 over Mattawoman Creek.

**PURPOSE & NEED SUMMARY STATEMENT:** The purpose of this project is to replace a poor rated bridge to keep the roadway safe and open to traffic.

**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

**EXPLANATION:** The existing structure (series of large pipes), built in 1951, is nearing the end of its useful service life and is currently rated poor.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**STATUS:** Engineering underway.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** Project is subject to potential deferral due to fiscal constraints.

**POTENTIAL FUNDING SOURCE:**

- SPECIAL
- FEDERAL
- GENERAL
- OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,368	1,350	189	18	0	0	0	0	0	18	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	164	164	164	0	0	0	0	0	0	0	0
Construction	2,069	0	0	398	1,073	598	0	0	0	2,069	0
<b>Total</b>	<b>3,601</b>	<b>1,514</b>	<b>353</b>	<b>416</b>	<b>1,073</b>	<b>598</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,087</b>	<b>0</b>
Federal-Aid	2,729	759	345	382	1,020	568	0	0	0	1,970	0
Special	872	755	8	34	53	30	0	0	0	117	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - Intermediate Arterial

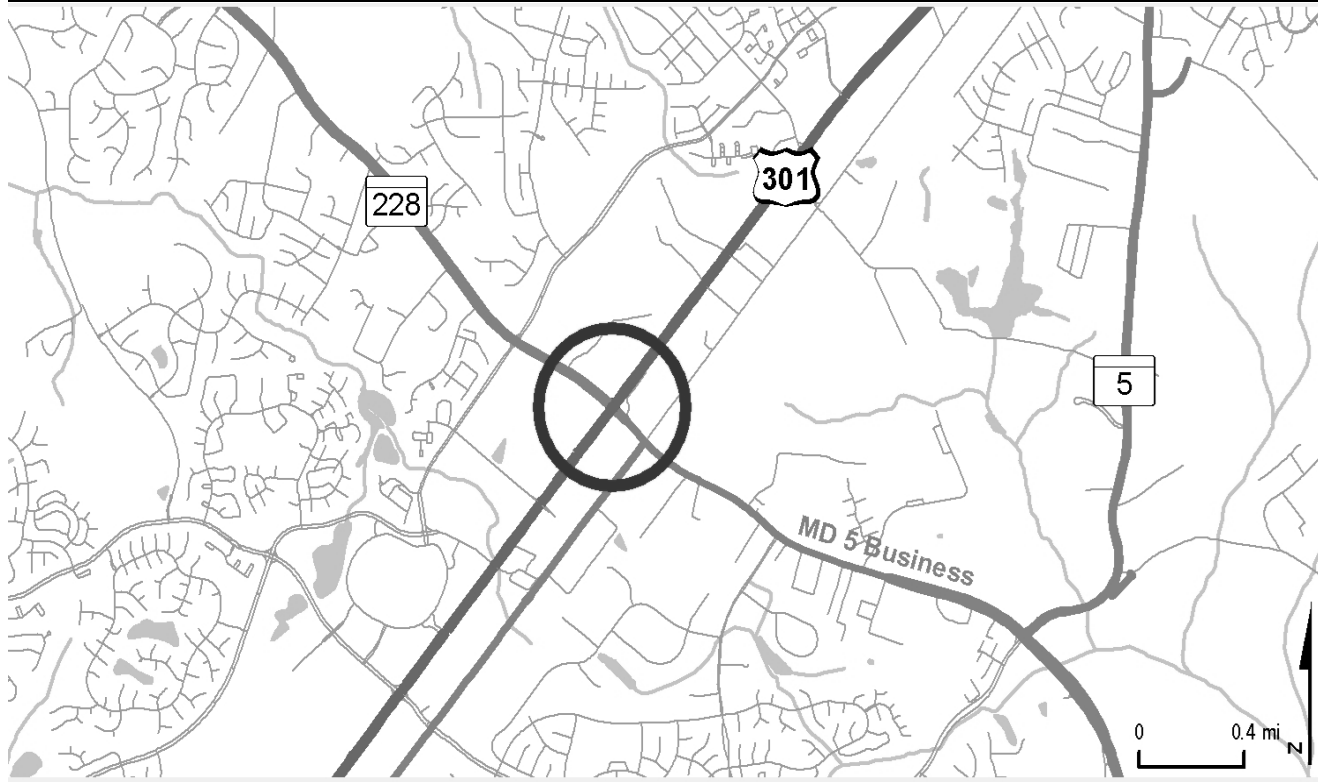
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT 11,400 (2024)

PROJECTED 13,500 (2044)



**PROJECT:** US 301, Crain Highway

**DESCRIPTION:** Study to upgrade US 301 intersection at MD 228/ MD 5 Business.

**PURPOSE & NEED SUMMARY STATEMENT:** Project will improve safety and mobility for planned development.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet to Be Determined  Exception Granted

**STATUS:** Project on hold.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

SPECIAL  FEDERAL  GENERAL  OTHER

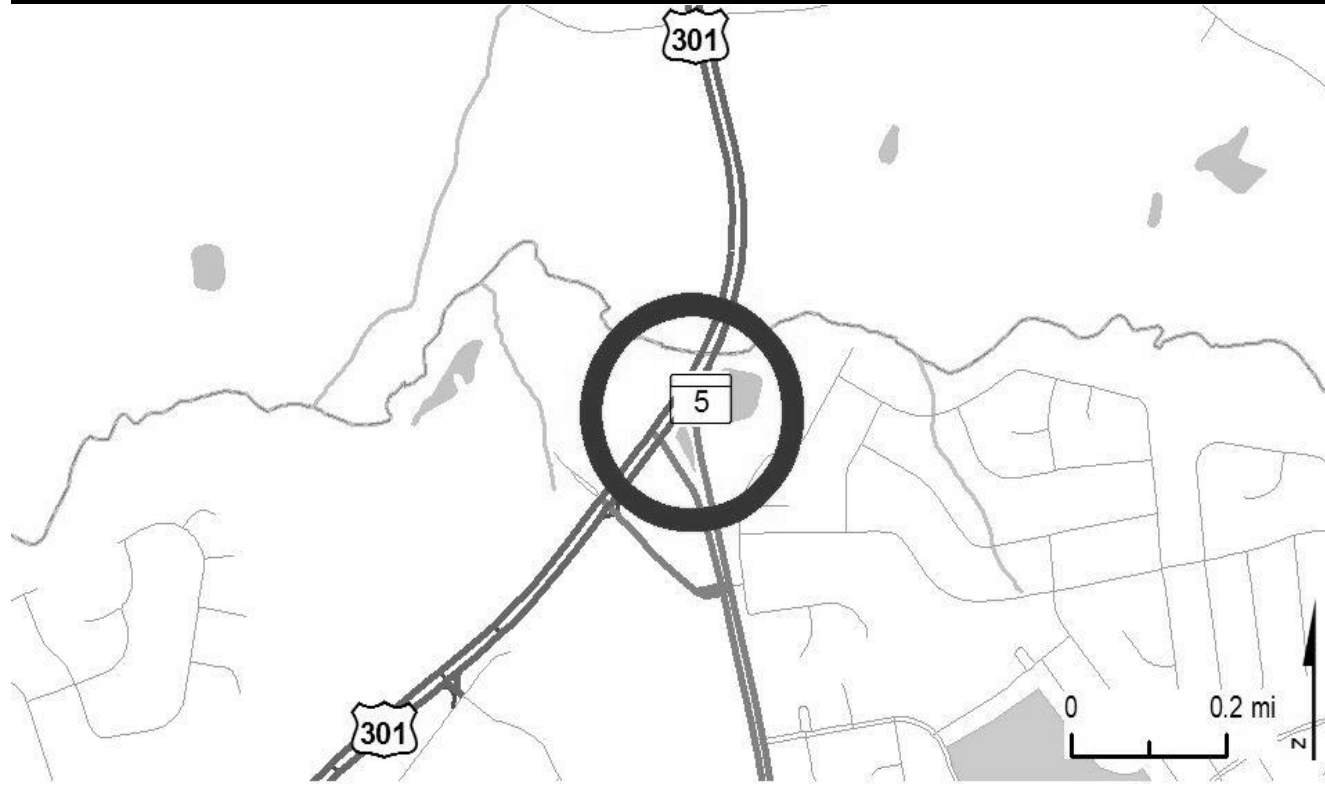
PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	12,951	12,951	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>12,951</b>	<b>12,951</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	12,951	12,951	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - Principal Arterial  
 FEDERAL - Other Principal Arterial  
 STATE SYSTEM: Primary

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT 60,300 (2024)  
 PROJECTED 83,200 (2044)



**PROJECT:** US 301, Crain Highway

**DESCRIPTION:** Construct a new flyover from southbound US 301 to MD 5 (Mattawoman Beantown Road) to replace US 301 southbound triple left turning movement. Bicycle and pedestrian accommodations to be included where appropriate.

**PURPOSE & NEED SUMMARY STATEMENT:** US 301 and MD 5 are important commuter routes serving residents in Prince George's County, Charles County and the Southern Maryland region. The project will reduce severe peak hour traffic congestion and accommodate future increase in traffic associated with planned development in southern Prince George's County and Waldorf in Charles County.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

Project Inside PFA  
 Project Outside PFA  
 PFA Status Yet to Be Determined
 
 Grandfathered  
 Exception Will Be Required  
 Exception Granted

**STATUS:** Project on hold.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.

**POTENTIAL FUNDING SOURCE:**  SPECIAL  FEDERAL  GENERAL  OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

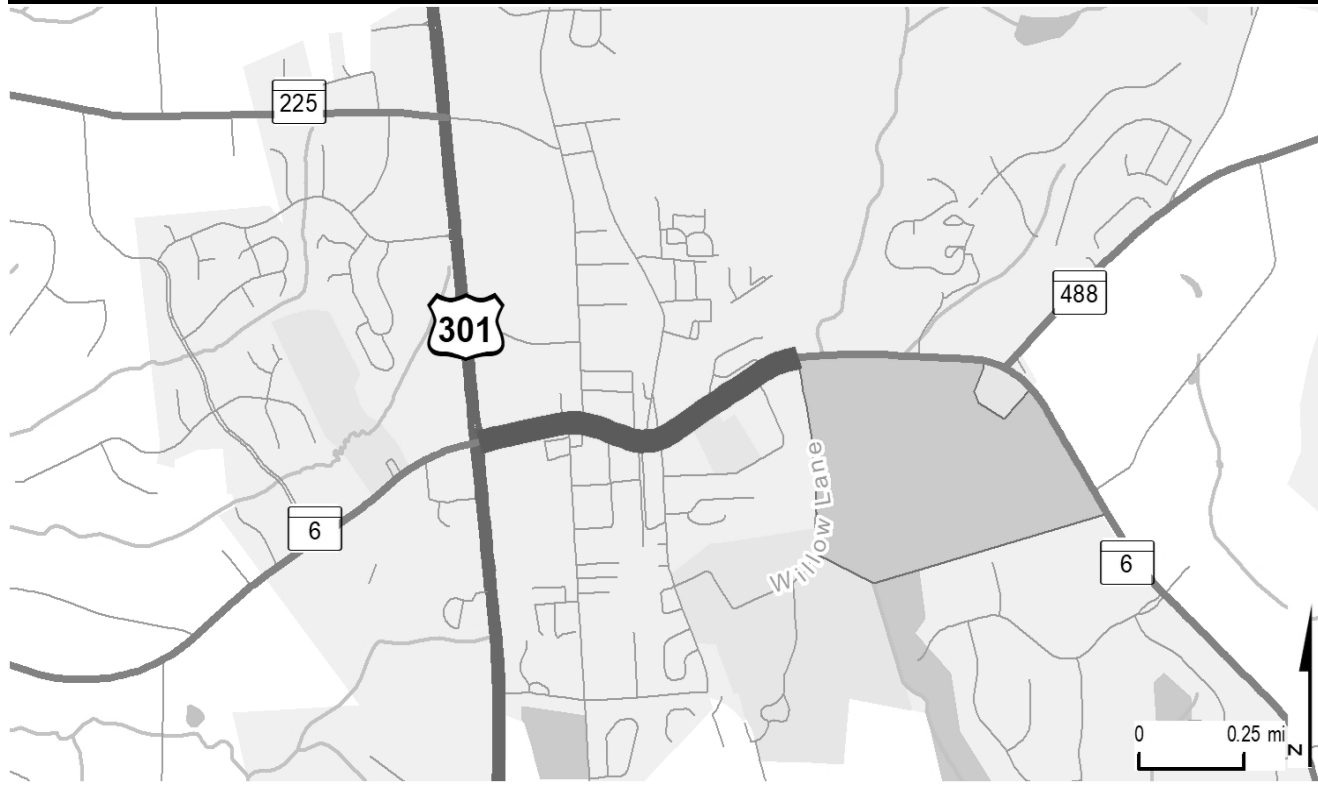
**Classification:**

STATE - Primary Arterial  
 FEDERAL - Other Principal Arterial  
 STATE SYSTEM: Primary

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT 100,800 (US 301)  
 (2024)

PROJECTED 131,800 (US 301)  
 (2044)



**PROJECT:** MD 6, Charles Street

**DESCRIPTION:** Safety and accessibility improvements between US 301 and Willow Lane. Improvements will include mountable roundabouts that will calm traffic, improve safety, and still allow for heavy vehicle and emergency vehicle access.

**PURPOSE & NEED SUMMARY STATEMENT:** This project will improve safety and accessibility for vulnerable users along MD 6 and provide streetscape treatments to create a sense of place in La Plata.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet to Be Determined  Exception Granted

**STATUS:** Engineering underway.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** The Engineering phase cost increased by \$2.1 million based on refinements to the project's scope.

**POTENTIAL FUNDING SOURCE:**

SPECIAL  FEDERAL  GENERAL  OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,499	883	496	826	826	826	138	0	0	2,616	0
Right-of-way	500	0	0	0	250	250	0	0	0	500	0
Utilities	2,499	0	0	0	735	882	882	0	0	2,499	0
Construction	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>6,498</b>	<b>883</b>	<b>496</b>	<b>826</b>	<b>1,811</b>	<b>1,958</b>	<b>1,020</b>	<b>0</b>	<b>0</b>	<b>5,615</b>	<b>0</b>
Federal-Aid	6,088	786	422	822	1,709	1,841	931	0	0	5,302	0
Special	410	97	74	4	103	117	89	0	0	313	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT 22,700 (2024)

PROJECTED 29,300 (2044)

**MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

**STATE HIGHWAY ADMINISTRATION - Charles County - LINE 5**

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<b><u>Environmental Preservation</u></b>				
AT0442	-	TREE PLANTING AT VARIOUS LOCATIONS IN CHARLES COUNTY	\$ 1,963	Under Construction
<b><u>Resurface/Rehabilitate</u></b>				
XY9081	-	SAFETY AND RESURFACING IMPROVEMENTS AT VARIOUS LOCATIONS IN CHARLES COUNTY	\$ 8,774	Under Construction
<b><u>Safety/Spot Improvement</u></b>				
CH1861	MD228	BERRY ROAD - GEOMETRIC IMPROVEMENTS AT WESTERN PARKWAY	\$ 2,493	Under Construction
CH2411	MD225	HAWTHORNE ROAD - DRAINAGE IMPROVEMENT - EAST OF PRESWICKE LANE	\$ 1,419	Under Construction
<b><u>Transportation Alternatives Program</u></b>				
CH2571	-	INDIAN HEAD TRAILHEAD RESTROOM	\$ 360	FY 2025
CHNEW3	-	MILL HILL ROAD - PEDESTRIAN IMPROVEMENTS - FROM HOMECOMING LANE TO DAVIS ROAD	\$ 515	FY 2025

\* Subject to System Preservation Program fund allocations in the Final CTP





***DORCHESTER COUNTY***





**MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

**STATE HIGHWAY ADMINISTRATION - Dorchester County - LINE 1**

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<b><u>Resurface/Rehabilitate</u></b>				
XY7091	-	SAFETY AND RESURFACING IMPROVEMENTS AT VARIOUS LOCATIONS IN DORCHESTER COUNTY	\$ 7,923	Under Construction
XY8091	-	SAFETY AND RESURFACING IMPROVEMENTS AT VARIOUS LOCATIONS IN DORCHESTER COUNTY	\$ 9,474	Under Construction
<b><u>Safety/Spot Improvement</u></b>				
DO3881	MD392	DELAWARE AVENUE - BICYCLE PEDESTRIAN ROUTE - MD 331 TO WEST OF TAYLOR AVENUE	\$ 1,210	Under Construction
<b><u>Transportation Alternatives Program</u></b>				
DO3051	-	BAYLY ROAD - SIDEWALK IMPROVEMENTS FROM MACES LANE TO GOVERNORS AVENUE - SAFE ROUTES TO SCHOOL	\$ 192	Under Construction

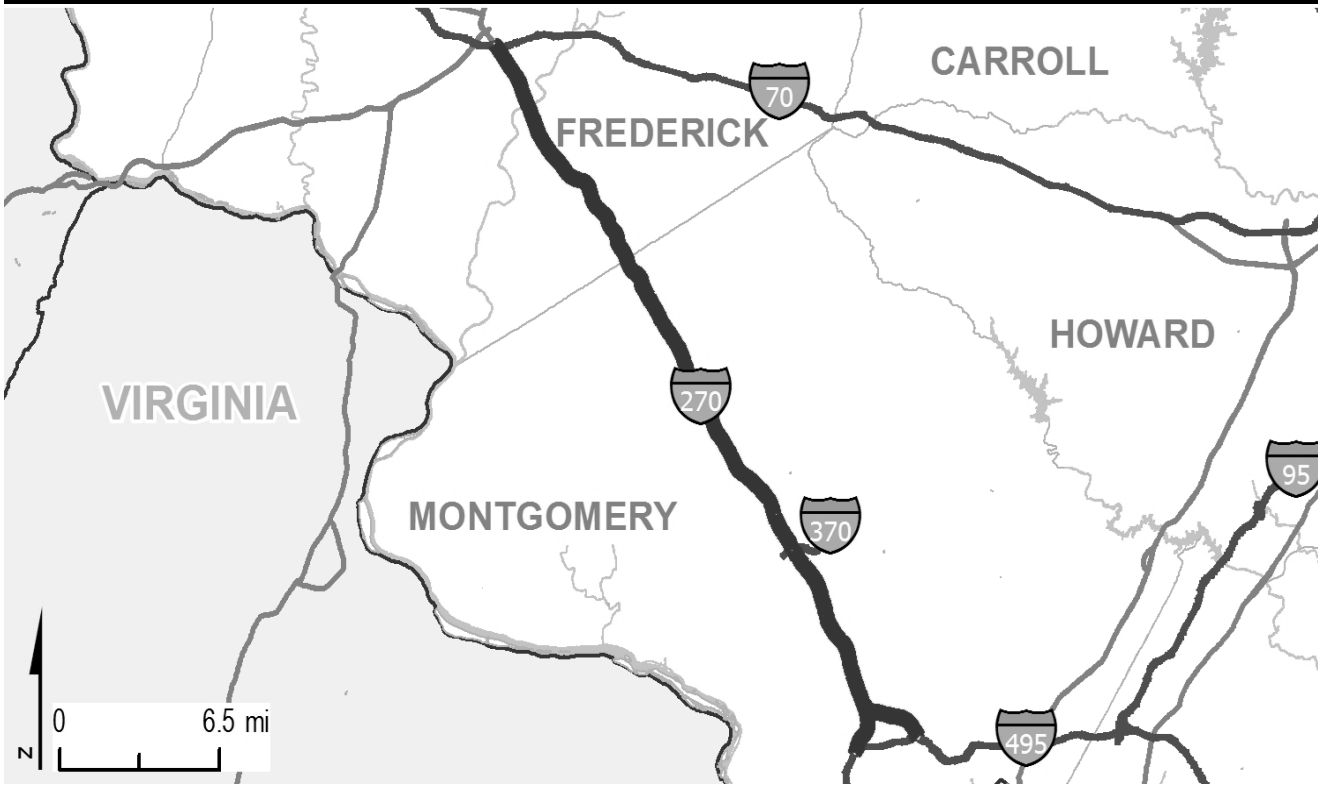
\* Subject to System Preservation Program fund allocations in the Final CTP





***FREDERICK COUNTY***





**PROJECT:** I-270, Eisenhower Highway

**DESCRIPTION:** Implementation of innovative congestion management (ICM) tools to reduce congestion on I-270, including the east and west I-270 spurs (31.5 miles). Improvements will include a series of roadway and technology-based improvements.

**PURPOSE & NEED SUMMARY STATEMENT:** This project reduced congestion and improved safety and reliability.

**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

**EXPLANATION:** As one of Maryland's most heavily traveled roadways, I-270 congestion affects both motorist safety and the economy. The improvements will reduced congestion and improved safety and reliability for all roadway users.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**STATUS:** Open to service. Completion of additional ramp metering construction underway.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** The cost decrease of \$6.0 million is primarily due to the deferral of potential noise mitigation measures (if determined to be warranted) due to fiscal constraints.

**POTENTIAL FUNDING SOURCE:**

- SPECIAL
- FEDERAL
- GENERAL
- OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	125,674	121,674	3,000	4,000	0	0	0	0	0	4,000	0
<b>Total</b>	<b>125,674</b>	<b>121,674</b>	<b>3,000</b>	<b>4,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,000</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	125,674	121,674	3,000	4,000	0	0	0	0	0	4,000	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - Principal Arterial

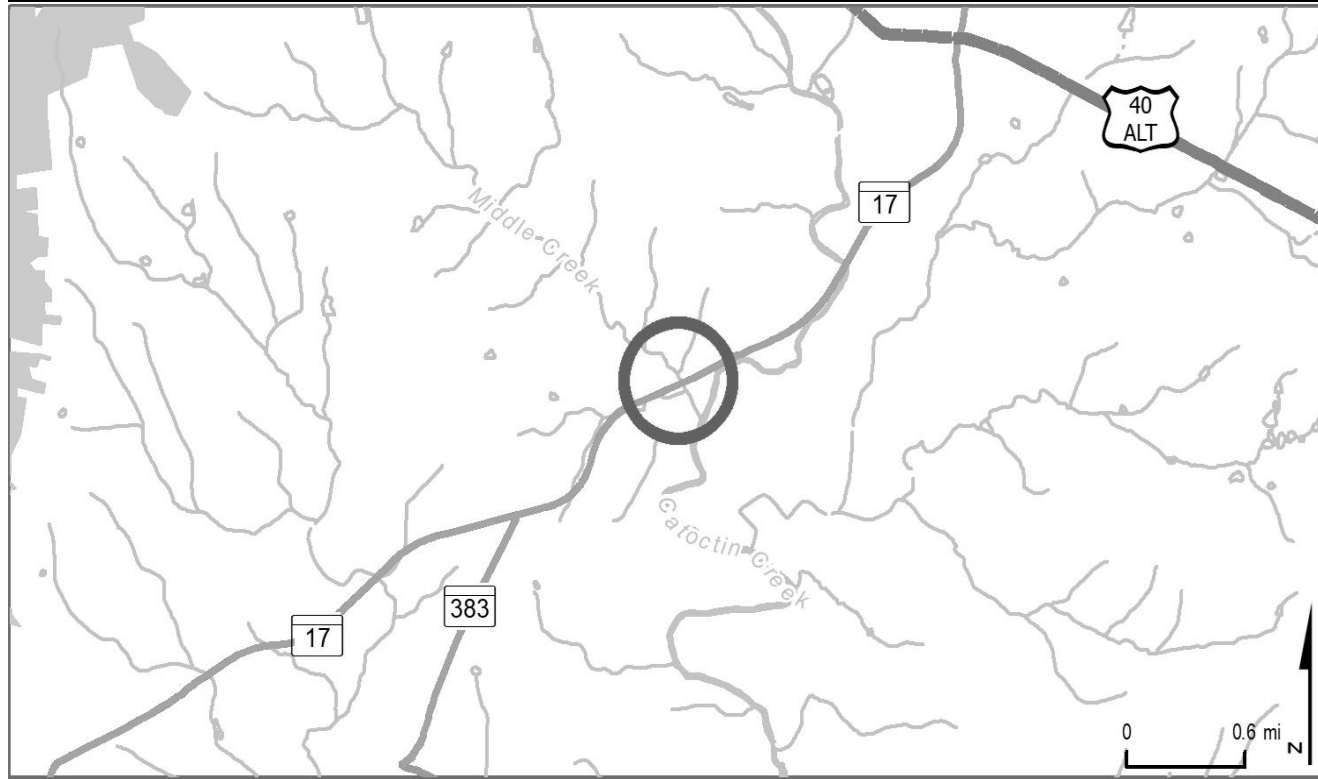
FEDERAL - Interstate

STATE SYSTEM: Primary

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT 82,600 - 238,200 (2024)

PROJECTED 108,800 - 309,800 (2044)



**PROJECT:** MD 17, Burkittsville Middletown Road

**DESCRIPTION:** Replacement of Bridge No. 1001900 on MD 17 over Middle Creek

**PURPOSE & NEED SUMMARY STATEMENT:** The purpose of this project is to replace a fair rated bridge to prevent further deterioration to poor rating.

**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

**EXPLANATION:** The existing bridge, built in 1923, is nearing the end of its useful service life and is currently rated fair.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

- SPECIAL
- FEDERAL
- GENERAL
- OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	737	737	18	0	0	0	0	0	0	0	0
Right-of-way	54	51	0	3	0	0	0	0	0	3	0
Utilities	88	6	6	70	12	0	0	0	0	82	0
Construction	3,566	2,858	2,794	708	0	0	0	0	0	708	0
<b>Total</b>	<b>4,445</b>	<b>3,652</b>	<b>2,818</b>	<b>781</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>793</b>	<b>0</b>
Federal-Aid	3,658	2,876	2,760	771	11	0	0	0	0	782	0
Special	787	776	58	10	1	0	0	0	0	11	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - Major Collector

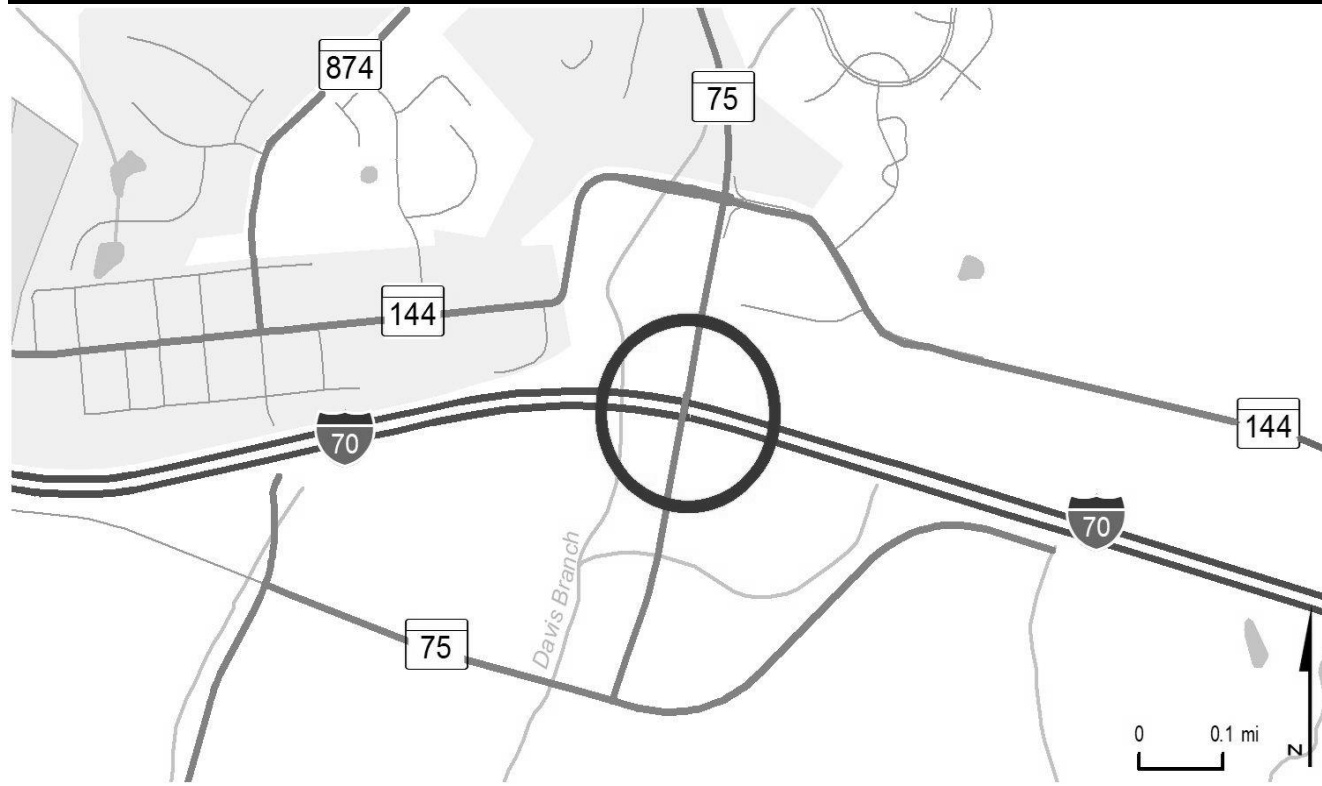
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT 3,000 (2024)

PROJECTED 3,600 (2044)



**PROJECT:** MD 75, Green Valley Road

**DESCRIPTION:** Deck replacement and rehabilitation of Bridge No.1015600 on MD 75 over I-70.

**PURPOSE & NEED SUMMARY STATEMENT:** The purpose of this project is to replace a fair rated and heavily patched bridge deck to prevent further deterioration to poor rating.

**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

**EXPLANATION:** The existing bridge, built in 1973, is nearing the end of its useful service life and is currently rated fair. The bridge deck contains significant patching.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

- SPECIAL
- FEDERAL
- GENERAL
- OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	538	538	10	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	4,611	2,545	1,239	2,066	0	0	0	0	0	2,066	0
<b>Total</b>	<b>5,149</b>	<b>3,083</b>	<b>1,249</b>	<b>2,066</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,066</b>	<b>0</b>
Federal-Aid	4,699	2,636	1,231	2,063	0	0	0	0	0	2,063	0
Special	450	447	18	3	0	0	0	0	0	3	0
Other	0	0	0	0	0	0	0	0	0	0	0

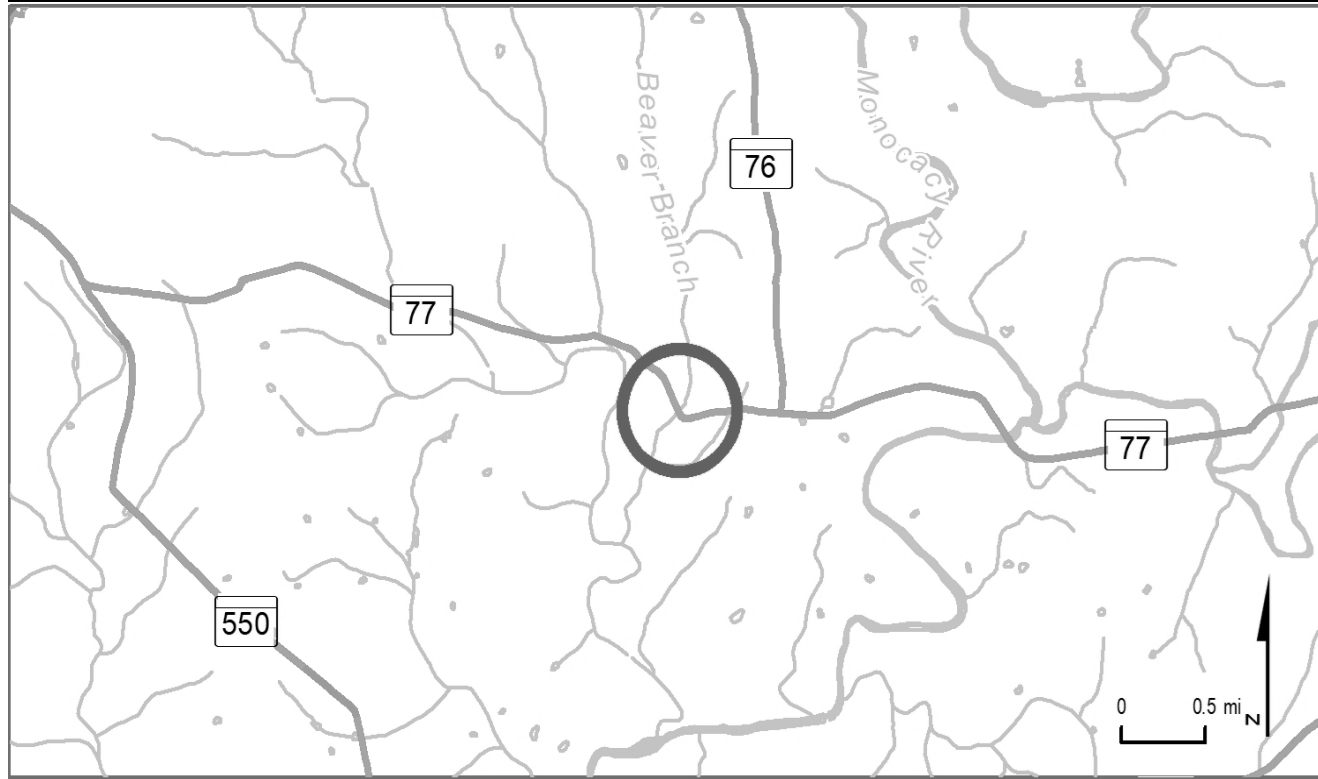
**Classification:**

STATE - Major Collector  
 FEDERAL - Minor Arterial  
 STATE SYSTEM: Secondary

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT 18,700 (2024)  
 PROJECTED 22,500 (2044)





**PROJECT:** MD 77, Rocky Ridge Road

**DESCRIPTION:** Replacement of Bridge No. 1005400 on MD 77 over Beaver Branch.

**PURPOSE & NEED SUMMARY STATEMENT:** The purpose of this project is to replace a fair rated bridge to prevent further deterioration to a poor rating.

**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

**EXPLANATION:** The existing bridge, built in 1932, is nearing the end of its useful service life and is currently rated fair.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**STATUS:** Engineering underway.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** Project is subject to potential deferral due to fiscal constraints.

**POTENTIAL FUNDING SOURCE:**

- SPECIAL  FEDERAL  GENERAL  OTHER

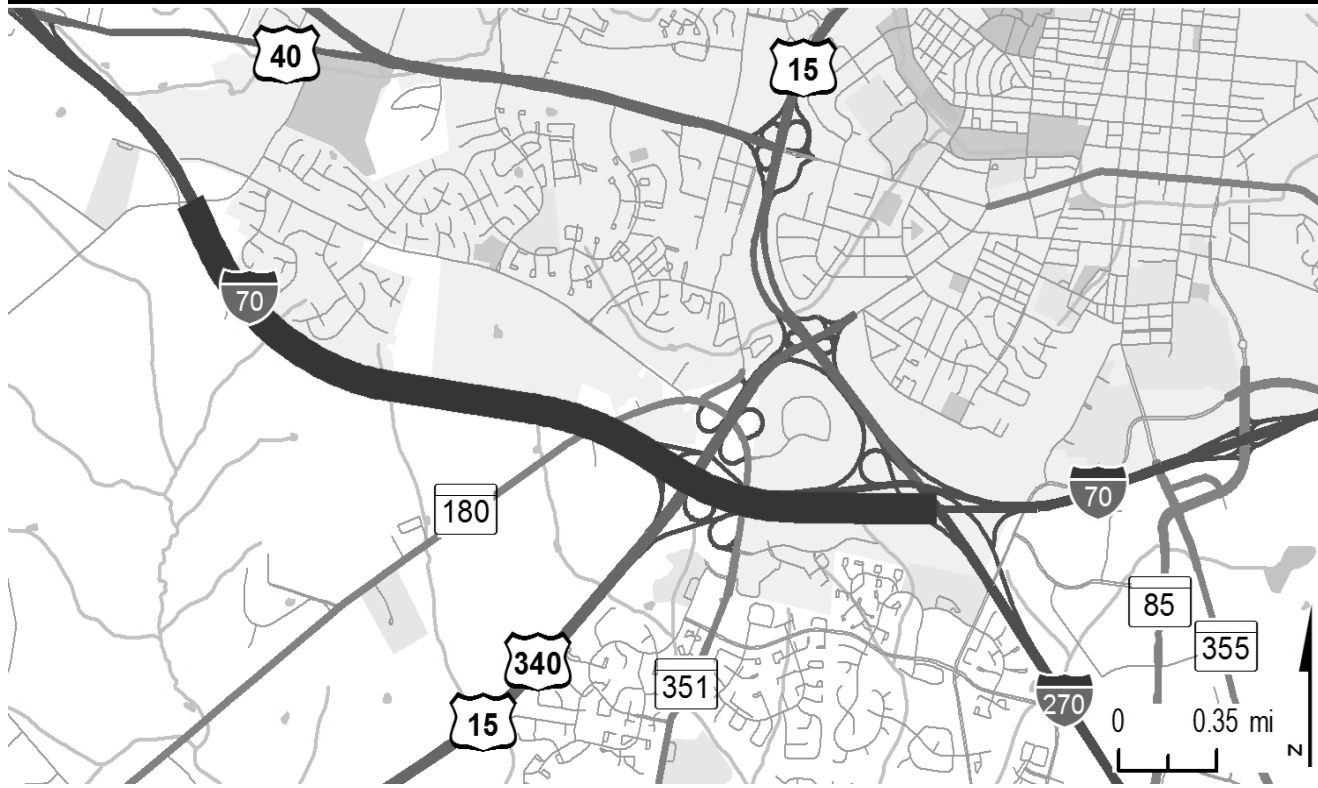
PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,796	1,599	220	197	0	0	0	0	0	197	0
Right-of-way	90	90	5	0	0	0	0	0	0	0	0
Utilities	34	4	4	30	0	0	0	0	0	30	0
Construction	4,223	0	0	420	1,678	1,494	632	0	0	4,223	0
<b>Total</b>	<b>6,143</b>	<b>1,693</b>	<b>229</b>	<b>647</b>	<b>1,678</b>	<b>1,494</b>	<b>632</b>	<b>0</b>	<b>0</b>	<b>4,450</b>	<b>0</b>
Federal-Aid	4,814	681	209	520	1,594	1,419	600	0	0	4,133	0
Special	1,329	1,012	20	127	84	75	32	0	0	317	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - Major Collector  
 FEDERAL - Major Collector  
 STATE SYSTEM: Secondary

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT 900 (2024)  
 PROJECTED 1,200 (2044)



**PROJECT:** I-70, Eisenhower Memorial Highway

**DESCRIPTION:** Perform median widening to expand from four to six lanes on I-70 between Mount Phillip Road and I-270 (3.0 miles). This is Phase 4 of a 4-phase project to upgrade I-70 from Mount Phillip Road to east of MD 144FA.

**PURPOSE & NEED SUMMARY STATEMENT:** This project will reduce congestion and provide capacity to accommodate planned development. I-70 is a heavily traveled route from the Baltimore-Washington region to points west. The project will reduce congestion and accommodate planned development in the Frederick area.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet to Be Determined  Exception Granted

**STATUS:** Project on hold.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.

**POTENTIAL FUNDING SOURCE:**  SPECIAL  FEDERAL  GENERAL  OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	1,251	1,251	0	0	0	0	0	0	0	0	0
Engineering	6,725	6,725	0	0	0	0	0	0	0	0	0
Right-of-way	21,493	21,493	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>29,469</b>	<b>29,469</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Federal-Aid	13,629	13,629	0	0	0	0	0	0	0	0	0
Special	15,840	15,840	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - Principal Arterial

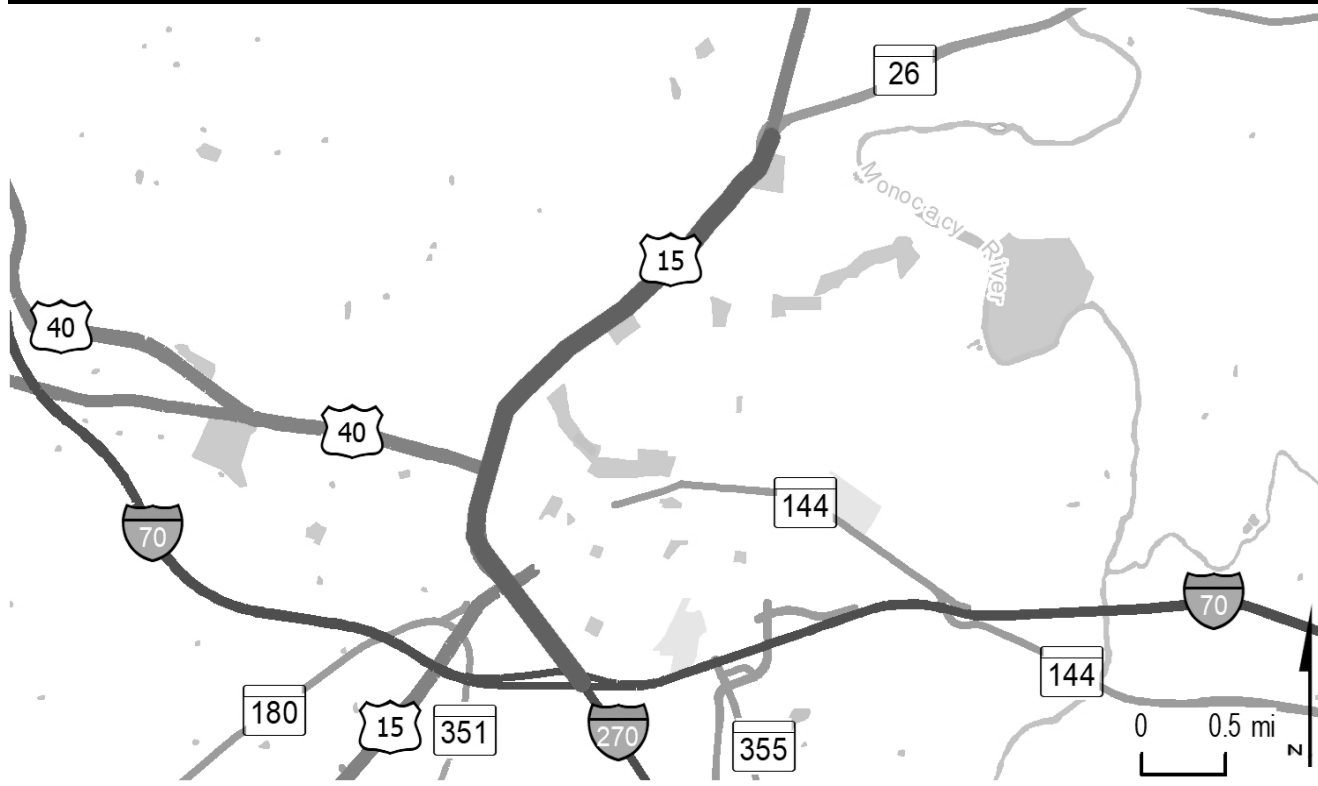
FEDERAL - Interstate

STATE SYSTEM: Primary

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT 99,900 (2024)

PROJECTED 154,400 (2044)



**PROJECT:** US 15, Frederick Freeway, and US 40, Frederick Freeway

**DESCRIPTION:** Project to construct safety and mainline operational improvements along US 15 and US 40 from I-70 to MD 26 (4 miles). The project includes adding a third through lane (inside widening) in each direction along US 15 and the reconstruction and widening of seven structures. Significant noise mitigation will be included.

**PURPOSE & NEED SUMMARY STATEMENT:** This project will address safety, operations, and mobility needs in the US 15 corridor.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet to Be Determined  Exception Granted

**STATUS:** Project going on hold in FY 2025.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** The cost decrease of \$14.3 million is the result of project deferrals due to fiscal constraints.

**POTENTIAL FUNDING SOURCE:**

SPECIAL  FEDERAL  GENERAL  OTHER

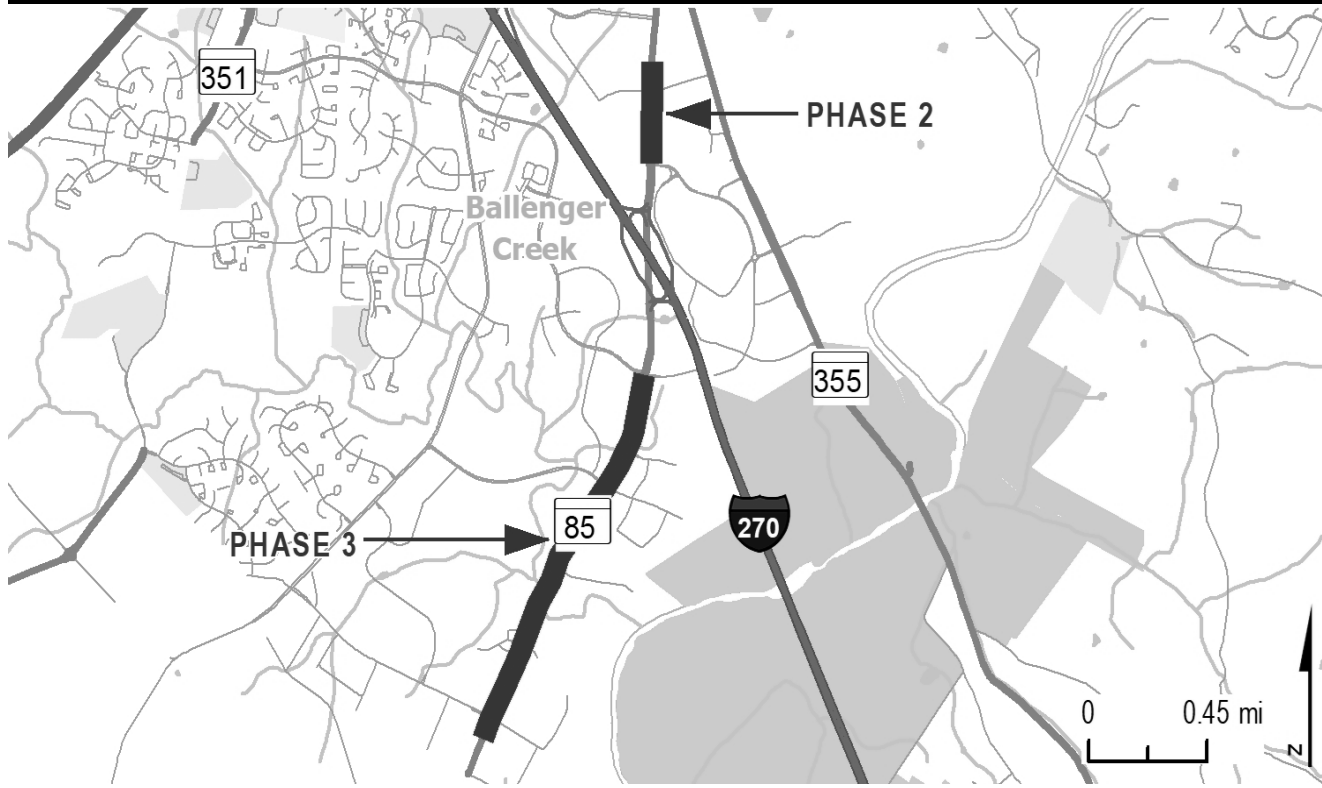
PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	3,610	3,610	0	0	0	0	0	0	0	0	0
Engineering	3,910	3,610	1,051	300	0	0	0	0	0	300	0
Right-of-way	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
<b>Total</b>	<b>7,520</b>	<b>7,220</b>	<b>1,051</b>	<b>300</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>300</b>	<b>0</b>
Federal-Aid	3,142	2,857	998	285	0	0	0	0	0	285	0
Special	4,378	4,363	53	15	0	0	0	0	0	15	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - Principal Arterial  
 FEDERAL - Freeway/Expressway  
 STATE SYSTEM: Primary

**Estimated Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2024)** 86,300 - 121,000 (US 15)  
 83,700 - 121,000 (US 40)  
**PROJECTED (2044)** 111,500 - 152,600 (US 15)  
 108,300 - 152,600 (US 40)



**PROJECT:** MD 85, Buckeystown Pike

**DESCRIPTION:** Phase 1 widening from Crestwood Boulevard/Shockley Drive, including the I-270 interchange, was completed in 2022. Phase 2 includes widening from two to four lanes from Spectrum Drive to north of Grove Road. Phase 3 includes widening from two to four lanes from south of English Muffin Way to Crestwood Boulevard/Shockley Drive. Sidewalks and on-road bike lanes are included where appropriate.

**PURPOSE & NEED SUMMARY STATEMENT:** This project will reduce congestion and provide capacity for planned commercial development in the MD 85 corridor. MD 85 is a heavily traveled commercial corridor that provides access to Frederick and supports economic development. The project will reduce congestion and accommodate planned commercial development.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet to Be Determined  Exception Granted

**STATUS:** Planning complete. Phase 1 (MD 85 from Spectrum Drive to Crestwood Blvd.) is open to service.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

SPECIAL  FEDERAL  GENERAL  OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	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
<b>Total</b>	<b>531</b>	<b>531</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	531	531	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - Major Collector  
 FEDERAL - Other Principal Arterial  
 STATE SYSTEM: Secondary

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT 17,300 - 53,000 (Phases 1 - 3) (2024)  
 PROJECTED 28,400 - 82,100 (Phases 1 - 3) (2044)

**MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

**STATE HIGHWAY ADMINISTRATION - Frederick County - LINE 8**

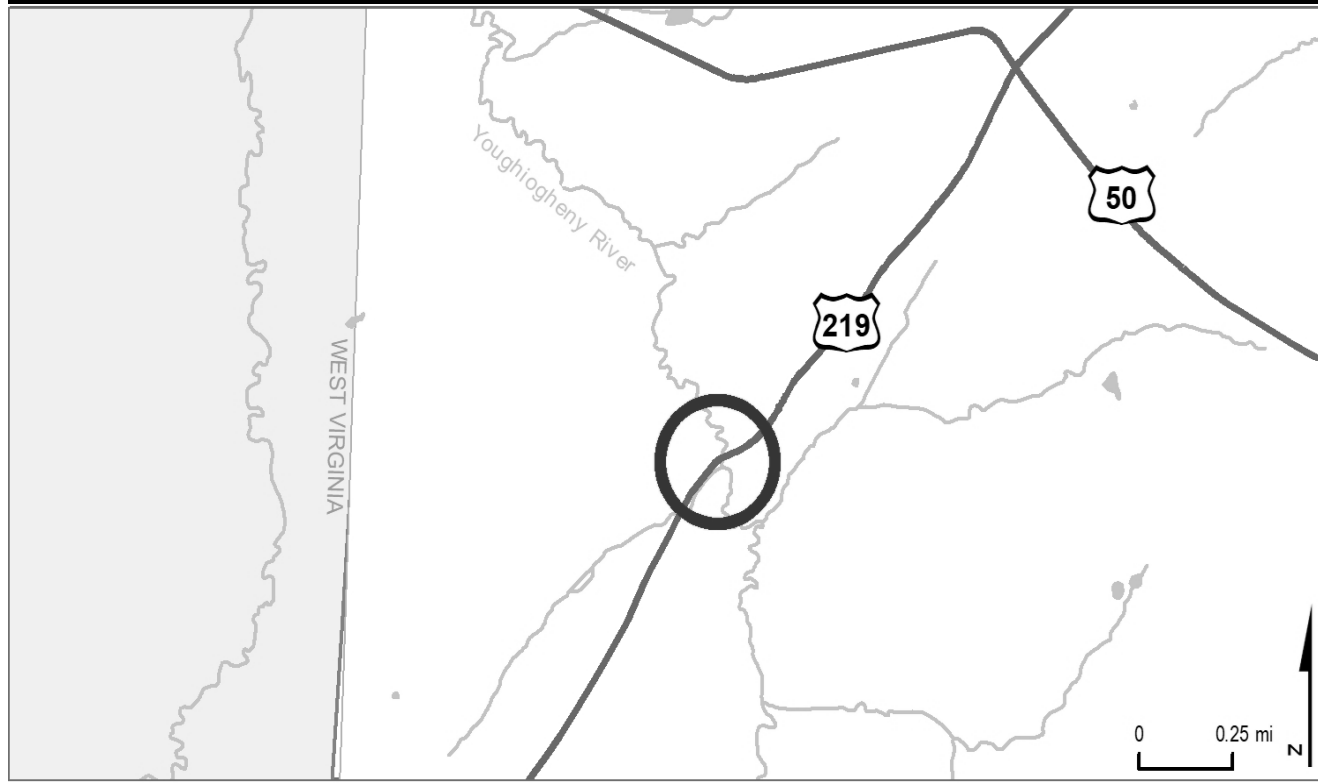
PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<b><u>Bridge Replacement/Rehabilitation</u></b>				
FR6871	US15	CATOCTIN MOUNTAIN HIGHWAY - BRIDGE DECK REPLACEMENT - BRIDGE 1010900 OVER MD 77 AND HUNTING CREEK	\$ 8,402	Under Construction
FR7621	-	CLEANING AND PAINTING BRIDGES 1010300, 1010700, 1012100, 1013900, 1015400, 1016900, 1017900, AND 1018200	\$ 2,906	Under Construction
<b><u>Commuter Action Improvements</u></b>				
FR6861	IS70	EISENHOWER MEMORIAL HIGHWAY - MAJOR REST AREA - EASTBOUND AND WESTBOUND TRUCK PARKING EXPANSION	\$ 8,296	Under Construction
<b><u>Intersection Capacity Improvements</u></b>				
FR0671	MD75	GREEN VALLEY ROAD - MD 355 TO I-70 (COUNTY FUNDED)	\$ 200	Study Underway
<b><u>Resurface/Rehabilitate</u></b>				
XQ9102	-	SAFETY AND RESURFACING IMPROVEMENTS AT VARIOUS LOCATIONS IN FREDERICK COUNTY	\$ 8,356	Under Construction
XY8101	-	SAFETY AND RESURFACING IMPROVEMENTS AT VARIOUS LOCATIONS IN FREDERICK COUNTY	\$ 11,626	Under Construction
XY9101	-	SAFETY AND RESURFACING IMPROVEMENTS AT VARIOUS LOCATIONS IN FREDERICK COUNTY	\$ 16,000	Under Construction
<b><u>Safety/Spot Improvement</u></b>				
FR0161	MD77	FOXVILLE ROAD - GUARDRAIL IMPROVEMENTS FROM WASHINGTON COUNTY LINE TO PRYOR ROAD	\$ 1,401	Under Construction
<b><u>Sidewalks</u></b>				
XY5371	-	ADA SIDEWALK UPGRADES IN FREDERICK COUNTY	\$ 1,777	Under Construction
<b><u>Transportation Alternatives Program</u></b>				
FR0731	-	BICYCLE AND PEDESTRIAN ROUTE - EAST STREET RAILS WITH TRAILS	\$ 479	Design Underway
FR0761	US40	WEST PATRICK STREET - BICYCLE AND PEDESTRIAN ROUTE FROM BAUGHMAN'S LANE TO WAVERLY DRIVE	\$ 687	Design Underway
FRTAP1	-	FREDERICK AND PENNSYLVANIA LINE RAILROAD TRAIL	\$ 4,800	Design Underway
FR7571	-	BICYCLE AND PEDESTRIAN ROUTE - NEW DESIGN ROADSIDE PATH PHASE I	\$ 500	FY 2025

\* Subject to System Preservation Program fund allocations in the Final CTP



***GARRETT COUNTY***





**PROJECT:** US 219, Garrett Highway

**DESCRIPTION:** Replacement of Bridge No. 1102400 over the Youghiogheny River (0.04 miles).

**PURPOSE & NEED SUMMARY STATEMENT:** The purpose of this project is to replace a poor rated bridge and realign the roadway to improve safety.

**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

**EXPLANATION:** The existing bridge, built in 1927, is nearing the end of its useful service life and is rated poor based on substructure condition.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**STATUS:** Engineering and right-of-way acquisition underway.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** Project is subject to potential deferral due to fiscal constraints.

**POTENTIAL FUNDING SOURCE:**

- SPECIAL  FEDERAL  GENERAL  OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,155	2,437	0	718	0	0	0	0	0	718	0
Right-of-way	195	60	0	33	33	33	33	3	0	135	0
Utilities	260	0	0	260	0	0	0	0	0	260	0
Construction	9,466	0	0	0	2,367	4,733	2,366	0	0	9,466	0
<b>Total</b>	<b>13,076</b>	<b>2,497</b>	<b>0</b>	<b>1,011</b>	<b>2,400</b>	<b>4,766</b>	<b>2,399</b>	<b>3</b>	<b>0</b>	<b>10,579</b>	<b>0</b>
Federal-Aid	11,450	1,436	0	919	2,282	4,530	2,281	3	0	10,014	0
Special	1,626	1,061	0	92	118	237	118	0	0	565	0
Other	0	0	0	0	0	0	0	0	0	0	0

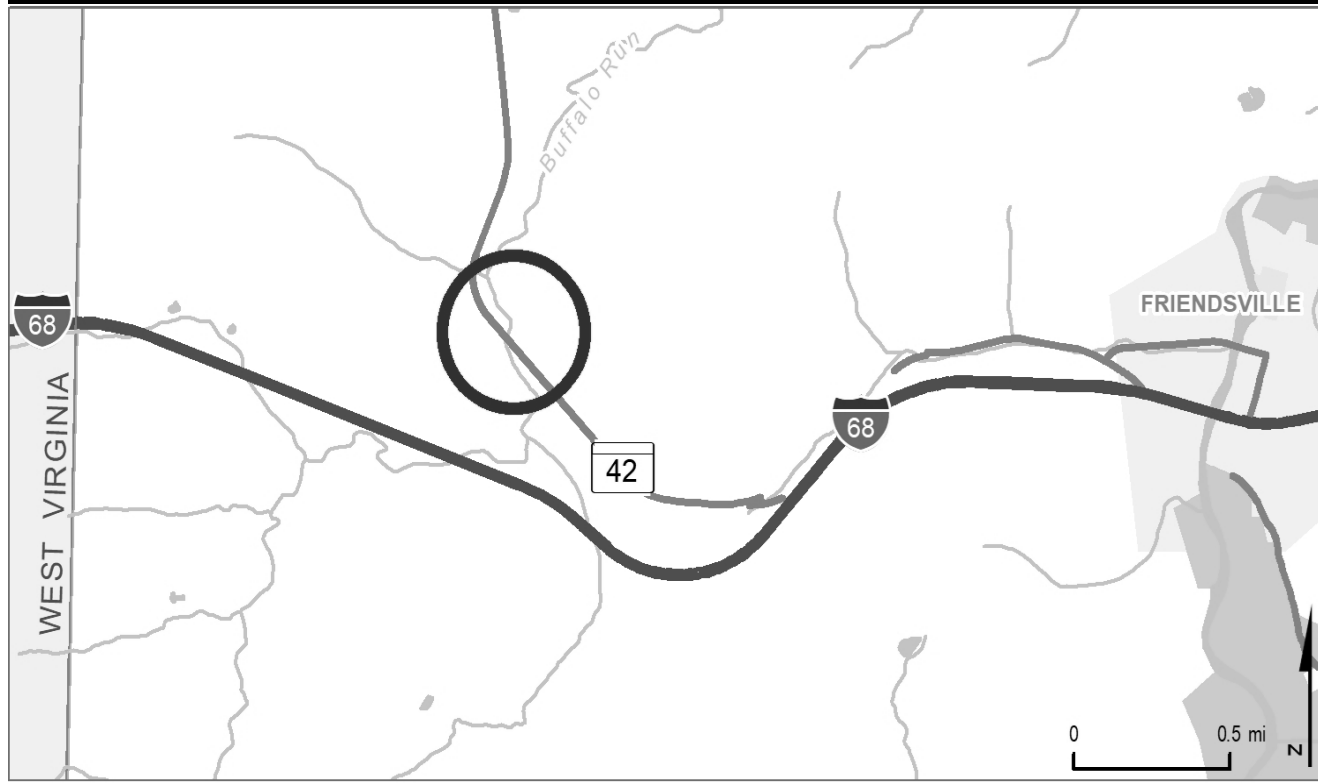
**Classification:**

STATE - Minor Arterial  
 FEDERAL - Other Principal Arterial  
 STATE SYSTEM: Secondary

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT 1,600 (2024)  
 PROJECTED 1,800 (2044)





**PROJECT:** MD 42, Friendsville Road

**DESCRIPTION:** Replacement of Bridge No. 1101000 on MD 42 over Buffalo Run.

**PURPOSE & NEED SUMMARY STATEMENT:** The purpose of this project is to replace a fair rated bridge to prevent further deterioration to poor rating.

**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

**EXPLANATION:** The existing bridge, built in 1933, is nearing the end of its useful service life and is currently rated fair. Significant repairs have been made to the bridge over its lifespan.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

- SPECIAL
- FEDERAL
- GENERAL
- OTHER

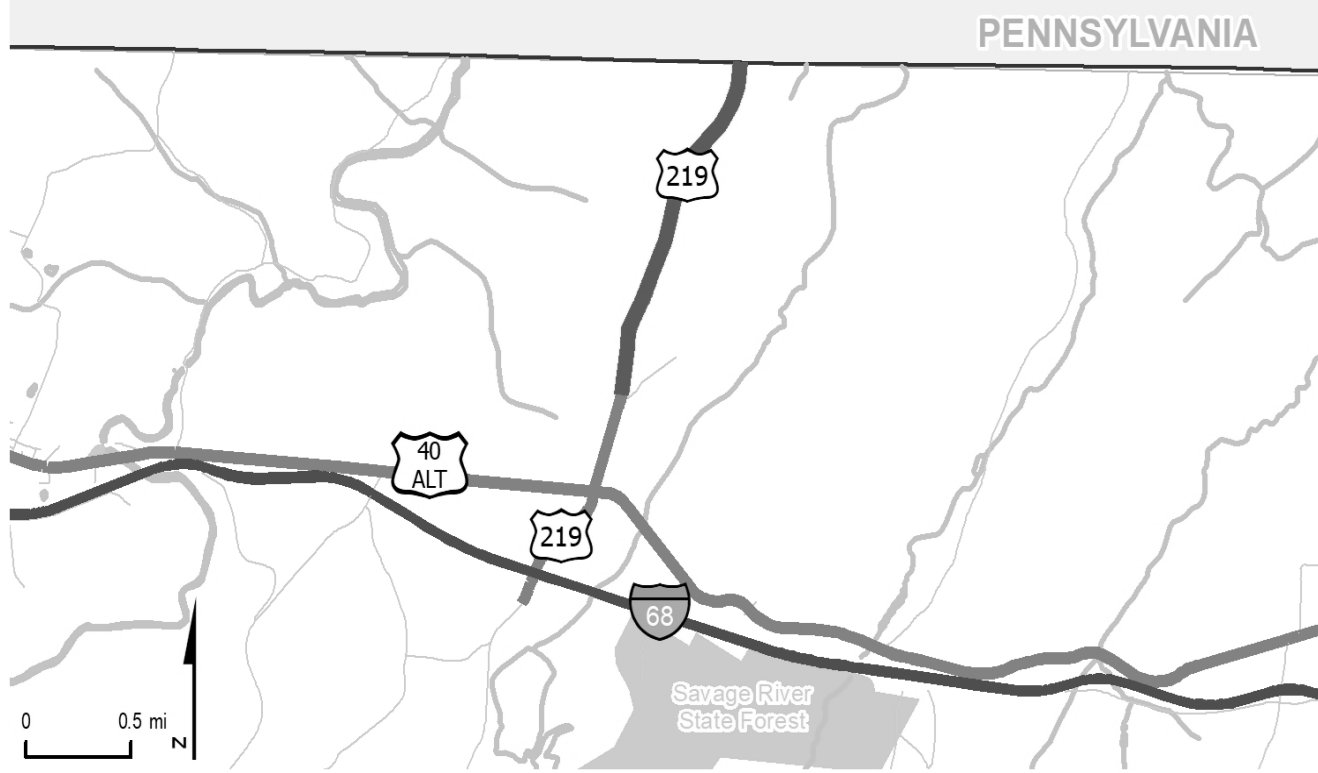
PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,387	1,387	48	0	0	0	0	0	0	0	0
Right-of-way	12	12	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	6,301	2,217	2,216	3,132	952	0	0	0	0	4,084	0
<b>Total</b>	<b>7,700</b>	<b>3,616</b>	<b>2,264</b>	<b>3,132</b>	<b>952</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,084</b>	<b>0</b>
Federal-Aid	6,832	2,749	2,248	3,131	952	0	0	0	0	4,083	0
Special	868	867	16	1	0	0	0	0	0	1	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - Major Collector  
 FEDERAL - Major Collector  
 STATE SYSTEM: Secondary

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT 2,700 (2024)  
 PROJECTED 3,000 (2044)



**PROJECT:** US 219, Chestnut Ridge Road

**DESCRIPTION:** Project to relocate US 219 from Old Salisbury Road to the Pennsylvania State line (1.0 mile). This project represents Maryland's portion of the bi-state US 219 corridor between I-68/ US 40 and Meyersdale, Pennsylvania.

**PURPOSE & NEED SUMMARY STATEMENT:** US 219 corridor improvements will enhance accessibility and promote economic development.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

Project Inside PFA  Project Outside PFA  PFA Status Yet to Be Determined  Grandfathered  Exception Will Be Required  Exception Granted

**STATUS:** The segment between I-68/US40 and Old Salisbury Road is open to service. Remaining segment north of Old Salisbury Road is in planning in partnership with Pennsylvania. The cost shown is Maryland's share only.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

SPECIAL  FEDERAL  GENERAL  OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	6,156	6,156	91	0	0	0	0	0	0	0	0
Engineering	11,055	435	435	1,500	2,986	2,986	1,844	1,304	0	10,620	0
Right-of-way	5,463	0	0	0	0	1,821	1,821	1,821	0	5,463	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>22,674</b>	<b>6,591</b>	<b>526</b>	<b>1,500</b>	<b>2,986</b>	<b>4,807</b>	<b>3,665</b>	<b>3,125</b>	<b>0</b>	<b>16,083</b>	<b>0</b>
Federal-Aid	17,697	3,132	505	1,410	2,687	4,326	3,329	2,813	0	14,566	0
Special	4,977	3,459	21	90	299	481	336	312	0	1,518	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - Minor Arterial  
 FEDERAL - Other Principal Arterial  
 STATE SYSTEM: Secondary

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT 5,100 (2024)  
 PROJECTED 5,600 (2044)



**PROJECT:** US 219 Relocated, Oakland Bypass

**DESCRIPTION:** Relocate US 219 from north of Oakland to MD 135 (2.4 miles).

**PURPOSE & NEED SUMMARY STATEMENT:** US 219 relocation will divert through traffic, including trucks, from downtown Oakland, improving safety and operations.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet to Be Determined  Exception Granted

**STATUS:** Project on hold.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

SPECIAL  FEDERAL  GENERAL  OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	1,280	1,280	0	0	0	0	0	0	0	0	0
Engineering	4,415	4,415	0	0	0	0	0	0	0	0	0
Right-of-way	4,391	4,391	0	0	0	0	0	0	0	0	0
Utilities	21	21	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>10,106</b>	<b>10,106</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Federal-Aid	3,849	3,849	0	0	0	0	0	0	0	0	0
Special	6,258	6,258	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - Intermediate Arterial  
 FEDERAL - Other Principal Arterial  
 STATE SYSTEM: Primary

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT 10,900 (2024)  
 PROJECTED 14,400 (2044)

**MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

**STATE HIGHWAY ADMINISTRATION - Garrett County - LINE 5**

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<b><u>Bridge Replacement/Rehabilitation</u></b>				
GA4221	MD135	MARYLAND HIGHWAY - DECK REPLACEMENT FOR BRIDGE 1101400 OVER LITTLE YOUGHIOGHENY RIVER	\$ 5,736	FY 2025
GA4281	MD42	FRIENDSVILLE ROAD - BRIDGE DECK OVERLAY ON BRIDGE 1005400 OVER YOUGHIOGHENY RIVER	\$ 5,607	Potential Deferral *
GA1951	US219	GARRETT HIGHWAY - SMALL STRUCTURE REPLACEMENT - STRUCTURE 11010X0 OVER TRIBUTARY OF YOUGHIOGHENY RIVER	\$ 2,511	Under Construction
GA4601	-	CLEANING AND PAINTING OF BRIDGES 1101100, 1102600, 1104003/04, 1104603/04, 1104900, 1104200, AND 1105003/04	\$ 2,902	Under Construction
<b><u>Resurface/Rehabilitate</u></b>				
GA4321	MD546	FINZEL ROAD - SAFETY AND RESURFACING IMPROVEMENTS FROM BEALL SCHOOL ROAD TO PENNSYLVANIA STATE LINE	\$ 5,475	Potential Deferral *
GA1861	MD495	SWANTON ROAD - SAFETY AND RESURFACE FROM DURST ROAD TO US 40 ALT	\$ 6,162	Under Construction
GA2521	US219	CHESTNUT RIDGE ROAD - SAFETY AND RESURFACE FROM US 40 ALT TO PENNSYLVANIA STATE LINE	\$ 4,111	Under Construction
XY8111	-	SAFETY AND RESURFACING IMPROVEMENTS AT VARIOUS LOCATIONS IN GARRETT COUNTY	\$ 4,882	Under Construction
<b><u>Transportation Alternatives Program</u></b>				
GA1281	-	CASSELMAN RIVER BRIDGE RESTORATION	\$ 4,085	Design Underway
<b><u>Truck Weight</u></b>				
GA4301	IS68	UPGRADE/INSTALLATION OF SCALE EQUIPMENT FINZEL TRUCK WEIGH INSPECTION STATIONS	\$ 2,382	Under Construction

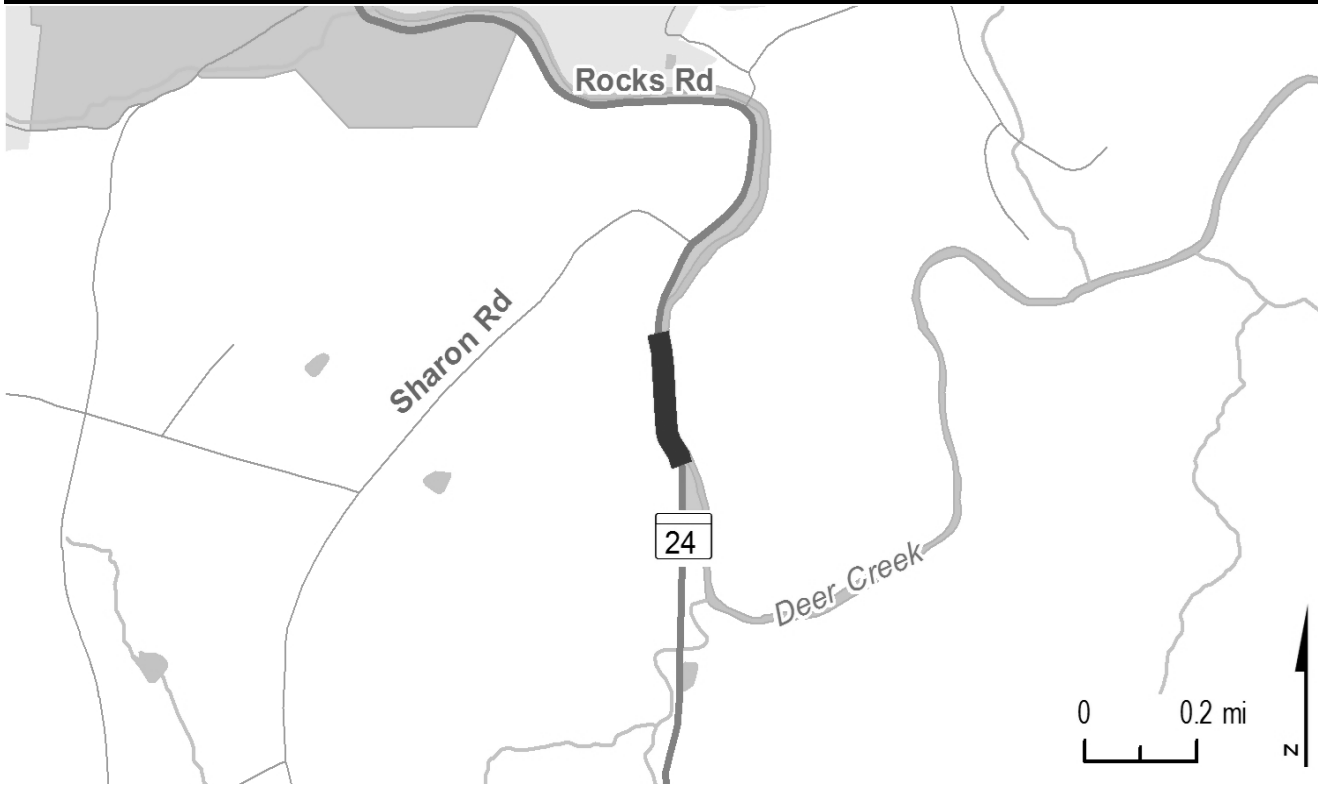
\* Subject to System Preservation Program fund allocations in the Final CTP





***HARFORD COUNTY***





**PROJECT:** MD 24, Rocks Road

**DESCRIPTION:** MD 24 will be resurfaced and reconstructed including slope repair and guardrail replacement. This is the southern section (Section G) which extends from 900 feet south of Sharon Road to 1,700 feet north of Ferncliff Lane.

**PURPOSE & NEED SUMMARY STATEMENT:** The purpose of this project is to improve the road safety by strengthening the slope supporting MD 24, repairing the pavement, improving roadway drainage, and addressing roadside safety concerns.

**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**EXPLANATION:** This project will improve the road safety by strengthening the slope supporting MD 24, repairing the pavement, improving roadway drainage, and addressing roadside safety concerns.

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.

<b>POTENTIAL FUNDING SOURCE:</b>											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,970	2,970	44	0	0	0	0	0	0	0	0
Right-of-way	410	335	102	75	0	0	0	0	0	75	0
Utilities	445	46	46	184	184	31	0	0	0	399	0
Construction	5,102	2,187	2,185	2,915	0	0	0	0	0	2,915	0
<b>Total</b>	<b>8,927</b>	<b>5,538</b>	<b>2,377</b>	<b>3,174</b>	<b>184</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,389</b>	<b>0</b>
Federal-Aid	7,834	4,532	2,351	3,134	144	24	0	0	0	3,302	0
Special	1,093	1,006	26	40	40	7	0	0	0	87	0
Other	0	0	0	0	0	0	0	0	0	0	0

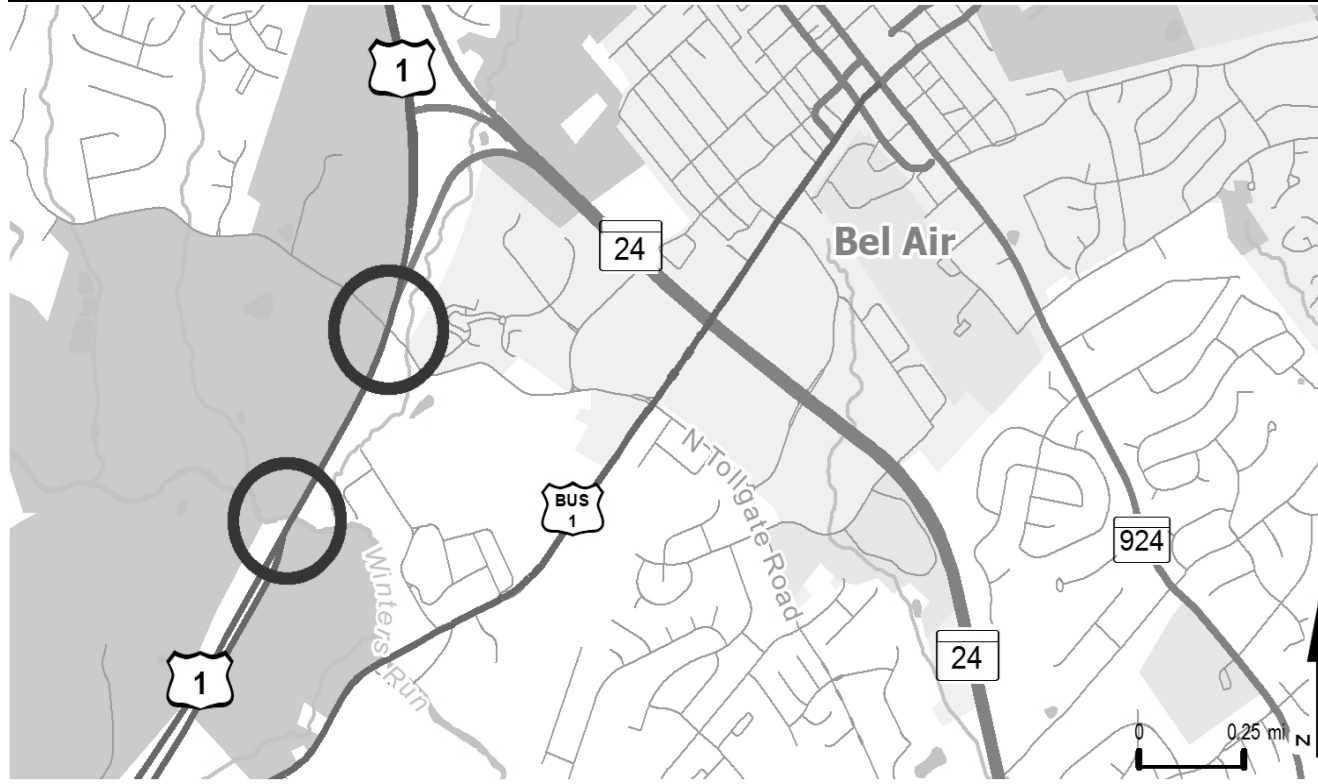
**Classification:**

STATE - Major Collector  
 FEDERAL - Major Collector  
 STATE SYSTEM: Secondary

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT 3,800 (2024)  
 PROJECTED 8,200 (2044)





**PROJECT:** US 1, Belair Road

**DESCRIPTION:** Replacement of Bridge No. 1206600 on US 1 over Tollgate Road and Bridge No. 1206500 on US 1 over Winters Run.

**PURPOSE & NEED SUMMARY STATEMENT:** The purpose of this project is to replace poor rated bridges to keep the roadway safe and open to traffic. The project will provide an improved Harford County trail along Tollgate Road and grading for a future trail along Winters Run.

**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

**EXPLANATION:** The existing bridges, built in 1963, are nearing the end of their useful service lives. Both bridges are rated poor based on deck condition and substructure condition (Bridge No. 1206500 only).

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**STATUS:** Engineering underway.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** Project is subject to potential deferral due to fiscal constraints.

**POTENTIAL FUNDING SOURCE:**

- SPECIAL
- FEDERAL
- GENERAL
- OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,364	1,864	399	500	0	0	0	0	0	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	15,515	0	0	0	2,017	9,133	4,365	0	0	15,515	0
<b>Total</b>	<b>17,879</b>	<b>1,864</b>	<b>399</b>	<b>500</b>	<b>2,017</b>	<b>9,133</b>	<b>4,365</b>	<b>0</b>	<b>0</b>	<b>16,015</b>	<b>0</b>
Federal-Aid	15,766	677	267	350	1,916	8,676	4,147	0	0	15,089	0
Special	2,113	1,187	132	150	101	457	218	0	0	926	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - Principal Arterial  
 FEDERAL - Freeway/Expressway  
 STATE SYSTEM: Secondary

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT 43,800 (2024)  
 PROJECTED 65,400 (2044)

**MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

**STATE HIGHWAY ADMINISTRATION - Harford County - LINE 3**

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<b><u>Intersection Capacity Improvements</u></b>				
HA0941	MD24	EMMORTON ROAD - ADDITIONAL LANE ON US 1 BYPASS SOUTH TO BOULTON STREET	\$ 900	Deferred
<b><u>Resurface/Rehabilitate</u></b>				
HA0911	US1	CONOWINGO ROAD - SAFETY AND RESURFACING IMPROVEMENTS FROM MOORES MILL ROAD TO US 1 BYPASS	\$ 4,024	Under Construction
XY7121	-	MILL AND RESURFACING AT VARIOUS LOCATIONS EAST OF US 1 IN HARFORD COUNTY	\$ 9,336	Under Construction
XY7122	-	MILL AND RESURFACING AT VARIOUS LOCATIONS WEST OF US 1 IN HARFORD COUNTY	\$ 7,428	Under Construction
XY8122	-	MILL AND RESURFACING AT VARIOUS LOCATIONS WEST OF US 1 IN HARFORD COUNTY	\$ 16,121	Under Construction
<b><u>Safety/Spot Improvement</u></b>				
HA5001	MD543	FOUNTAIN GREEN ROAD - GEOMETRIC IMPROVEMENTS - AT MD 136	\$ 3,900	Potential Deferral *
HA5011	MD24	EMMORTON ROAD - GEOMETRIC IMPROVEMENTS - AT MD 755	\$ 4,084	Under Construction
<b><u>Transportation Alternatives Program</u></b>				
HA3213	-	MA & PA TRAIL, SEGMENT 3	\$ 3,760	FY 2025

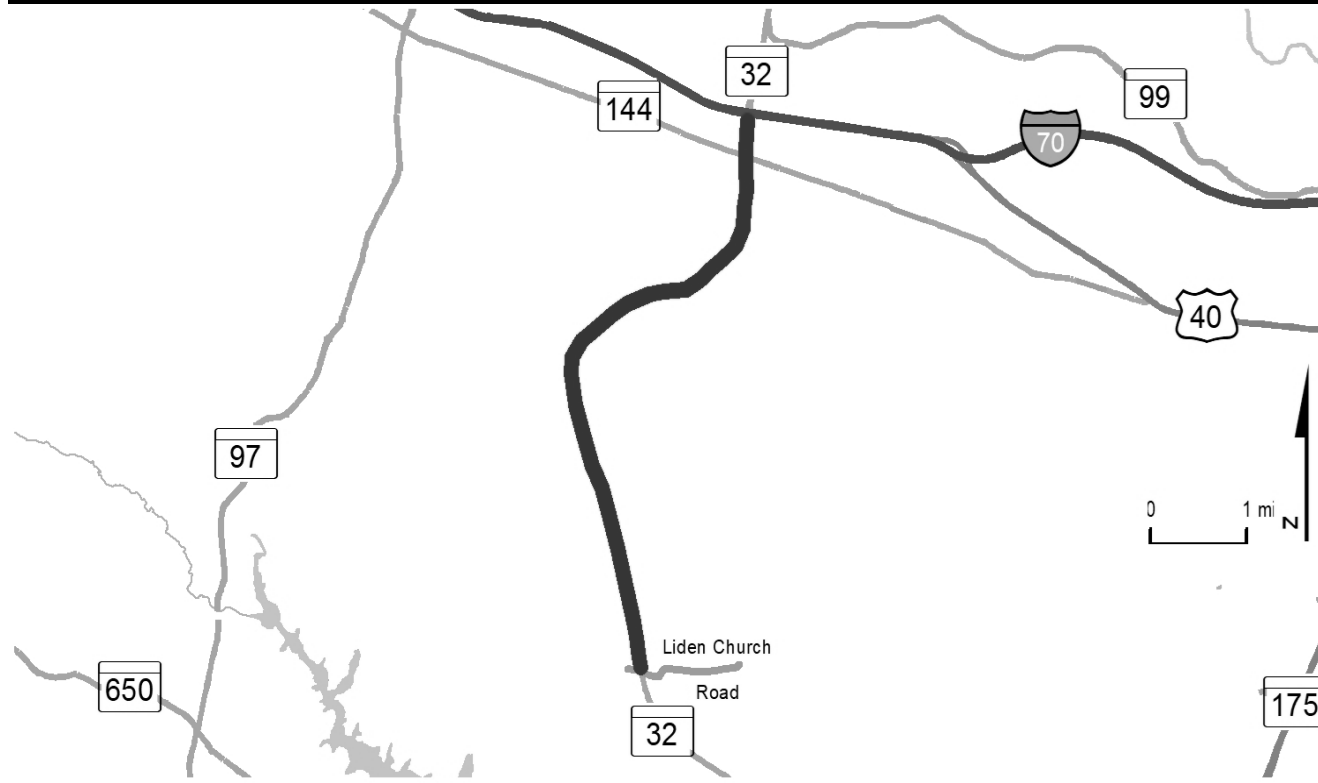
\* Subject to System Preservation Program fund allocations in the Final CTP





***HOWARD COUNTY***





**PROJECT:** MD 32, Patuxent Freeway

**DESCRIPTION:** Construct capacity and safety improvements along MD 32 from north of Linden Church Road to I-70 (6.6 miles).

**PURPOSE & NEED SUMMARY STATEMENT:** This project addressed congestion and safety as a result of increasing traffic volumes on the previous two-lane roadway.

**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**EXPLANATION:** This project relieves traffic congestion and addresses safety concerns along MD 32 in Howard County.

**STATUS:** Open to service.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** The cost decrease of \$16.0 million is due to project closeout activities, delayed utility invoicing, and deferral of noise mitigation. Funding previously programmed for noise mitigation has been deferred due to fiscal constraints.

**POTENTIAL FUNDING SOURCE:**

- SPECIAL
- FEDERAL
- GENERAL
- OTHER

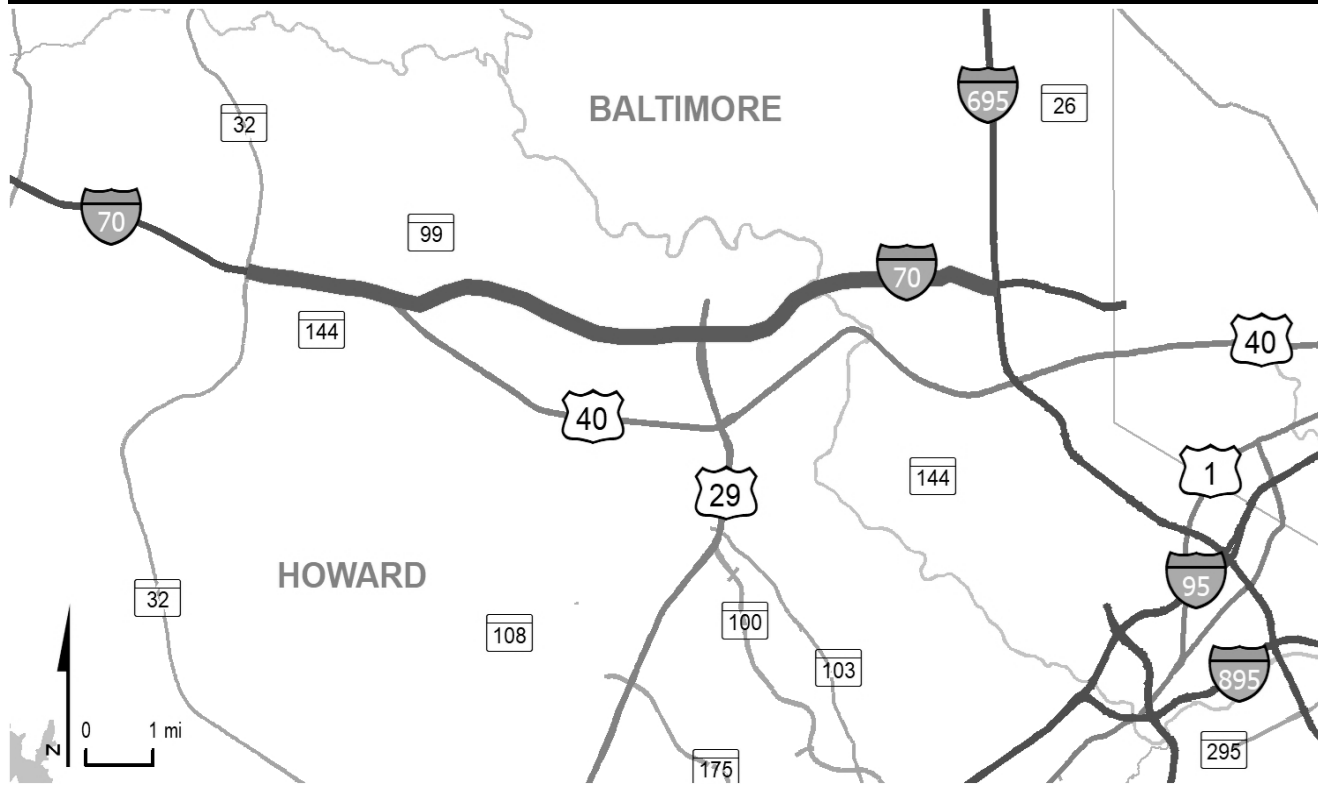
PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	2,234	2,234	0	0	0	0	0	0	0	0	0
Engineering	9,350	9,350	0	0	0	0	0	0	0	0	0
Right-of-way	13,639	13,639	850	0	0	0	0	0	0	0	0
Utilities	24	24	0	0	0	0	0	0	0	0	0
Construction	94,657	94,657	500	0	0	0	0	0	0	0	0
<b>Total</b>	<b>119,904</b>	<b>119,904</b>	<b>1,350</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Federal-Aid	101,703	101,703	1,306	0	0	0	0	0	0	0	0
Special	18,201	18,201	44	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - Principal Arterial  
 FEDERAL - Other Principal Arterial  
 STATE SYSTEM: Primary

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT 24,100 (2024)  
 PROJECTED 42,100 (2044)



**PROJECT:** I-70, MD 32 to I-695

**DESCRIPTION:** Geometric modifications to improve safety and peak period traffic operations along I-70 from MD 32 to I-695.

**PURPOSE & NEED SUMMARY STATEMENT:** I-70 is a heavily traveled commuter route linking western Maryland to the Baltimore-Washington Region. The project improves the safety and operations along I-70.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

Project Inside PFA  
 Project Outside PFA  
 PFA Status Yet to Be Determined
 
 Grandfathered  
 Exception Will Be Required  
 Exception Granted

**STATUS:** Project going on hold in FY 2025.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** The cost decrease of \$8.6 million is the result of project deferrals due to fiscal constraints.

**POTENTIAL FUNDING SOURCE:**

SPECIAL  FEDERAL  GENERAL  OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	431	431	3	0	0	0	0	0	0	0	0
Engineering	172	20	20	152	0	0	0	0	0	152	0
Right-of-way	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
<b>Total</b>	<b>603</b>	<b>451</b>	<b>23</b>	<b>152</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>152</b>	<b>0</b>
Federal-Aid	135	16	16	119	0	0	0	0	0	119	0
Special	468	435	7	33	0	0	0	0	0	33	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - Principal Arterial

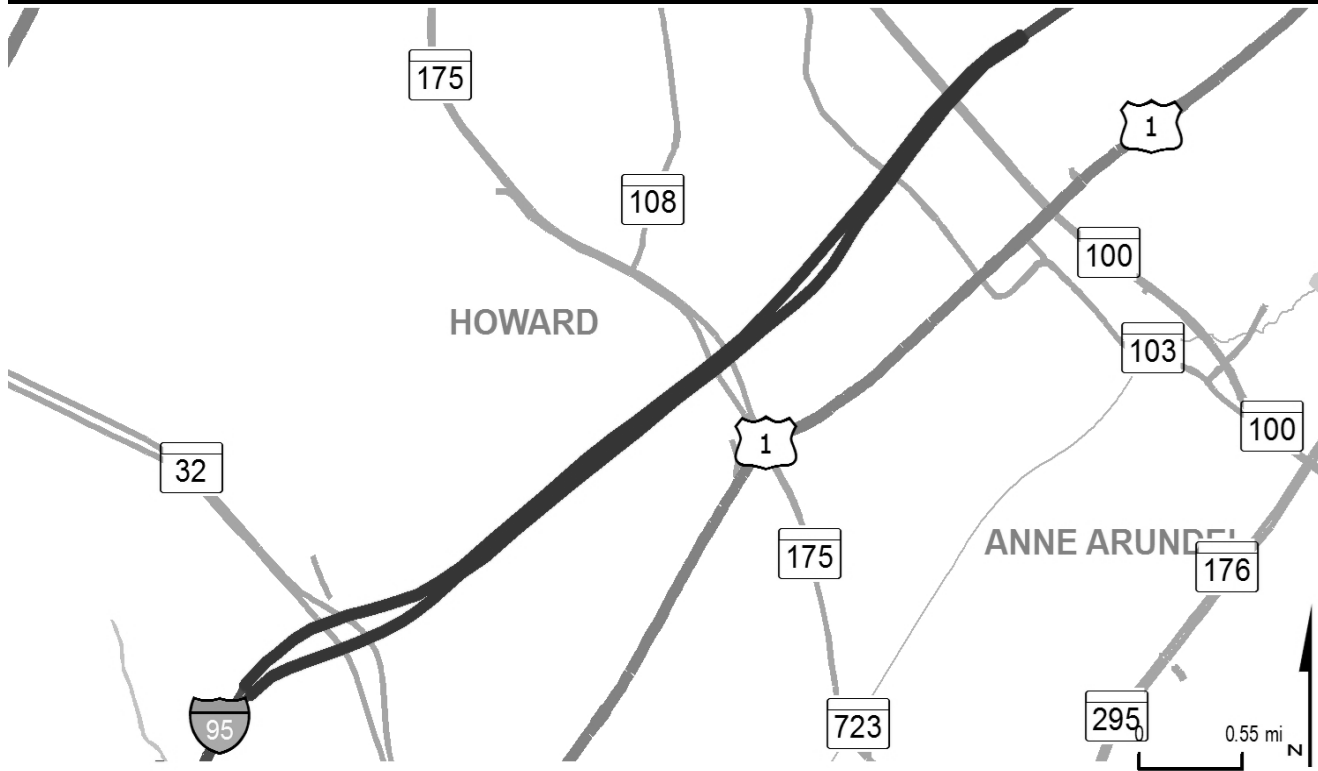
FEDERAL - Interstate

STATE SYSTEM: Primary

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT 72,900 - 111,300 (2024)

PROJECTED 91,100 - 128,000 (2044)



**PROJECT:** I-95, Active Traffic Management

**DESCRIPTION:** Construct facilities to accommodate peak hour shoulder use on I-95 between MD 32 and MD 100.

**PURPOSE & NEED SUMMARY STATEMENT:** This project will address congestion and safety concerns along I-95.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet to Be Determined  Exception Granted

**STATUS:** Project on hold.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

SPECIAL  FEDERAL  GENERAL  OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,259	1,259	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>1,259</b>	<b>1,259</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	1,259	1,259	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - Principal Arterial

FEDERAL - Interstate

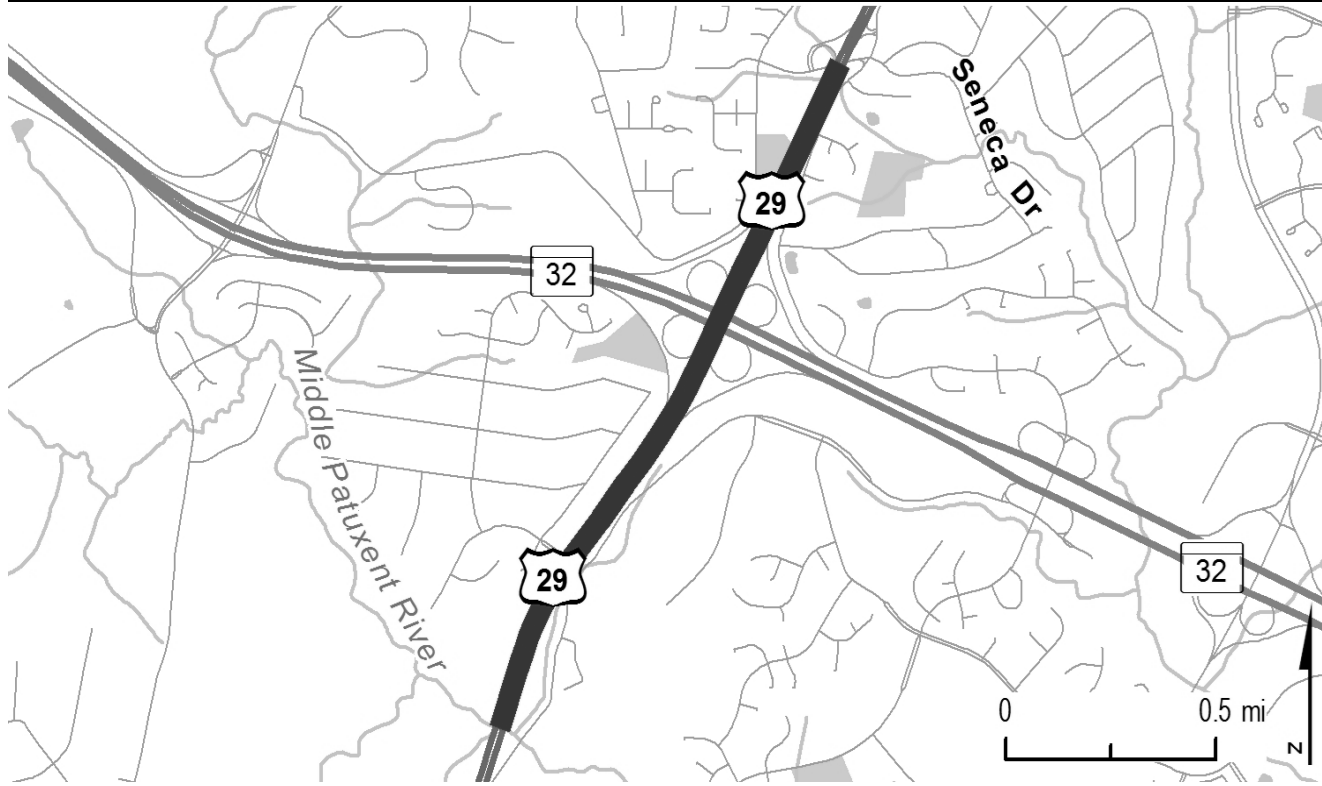
STATE SYSTEM: Primary

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT 203,400 - 211,000 (2024)

PROJECTED 232,800 - 245,000 (2044)





**PROJECT:** US 29, Columbia Pike

**DESCRIPTION:** Widen northbound US 29 from two to three lanes from the Middle Patuxent River to Seneca Drive (Phase 2; 1.7 miles). A bicycle connection on the west side of the River's Edge community will be explored.

**PURPOSE & NEED SUMMARY STATEMENT:** This project will improve safety and reduce congestion by upgrading northbound US 29 to match the southbound section which is currently three lanes.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet to Be Determined  Exception Granted

**STATUS:** Feasibility study for improving bicycle access to the River's Edge community is complete. Project on hold.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

SPECIAL  FEDERAL  GENERAL  OTHER

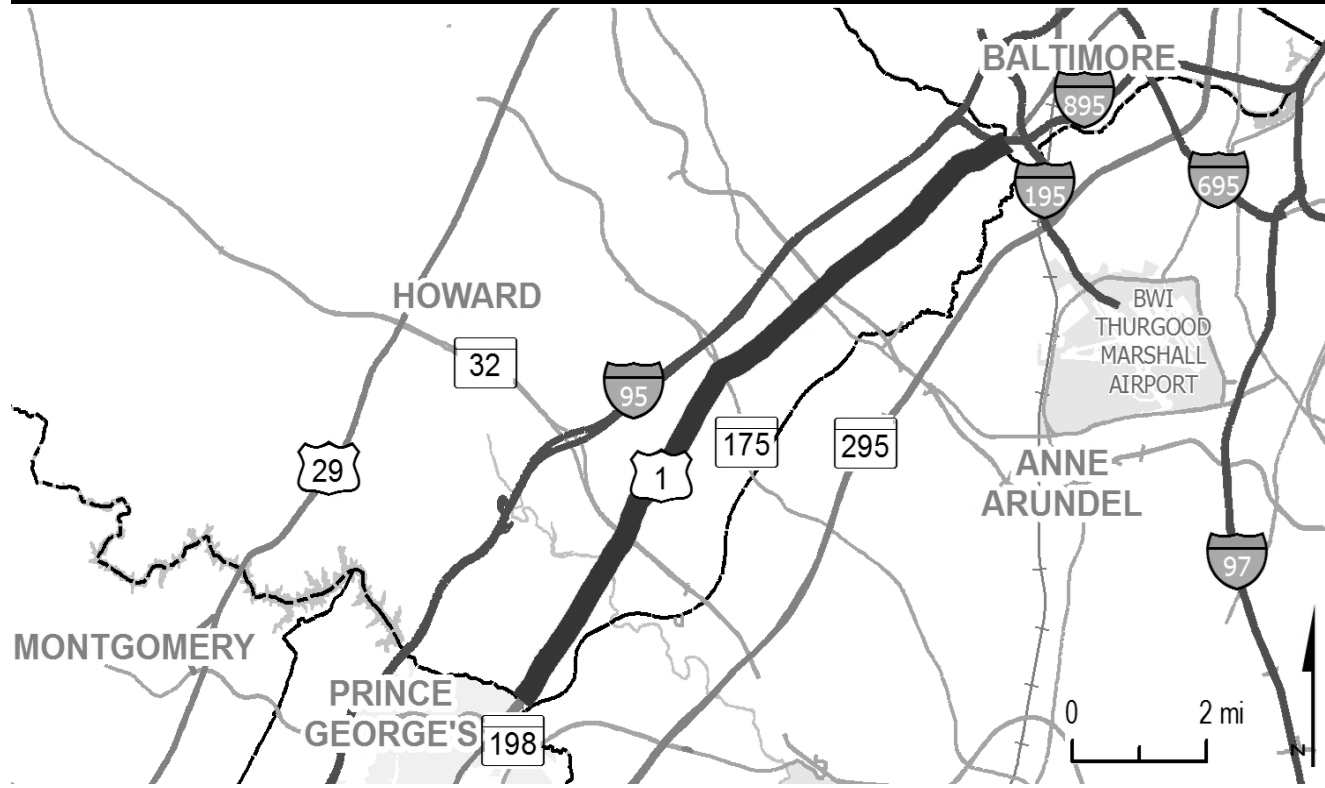
PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	817	817	31	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
<b>Total</b>	<b>817</b>	<b>817</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	817	817	31	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - Principal Arterial  
 FEDERAL - Freeway/Expressway  
 STATE SYSTEM: Primary

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT 45,300 (2024)  
 PROJECTED 68,900 (2044)



**PROJECT:** US 1, Washington Boulevard

**DESCRIPTION:** Study to identify potential improvements in the US 1 corridor from the Prince George's County line to the Baltimore County line, including potential interchange improvements at MD 175 and improvements throughout the corridor to protect the vulnerable users (11.0 miles).

**PURPOSE & NEED SUMMARY STATEMENT:** US 1 is an important regional roadway providing access to employment and economic opportunities and serving as an alternative route to I-95 and MD 295. This project will reduce congestion and enhance pedestrian and bicycle accommodations to increase community connections.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet to Be Determined  Exception Granted

**STATUS:** Feasibility study complete. Project on hold.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

SPECIAL  FEDERAL  GENERAL  OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	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
<b>Total</b>	<b>1,044</b>	<b>1,044</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Federal-Aid	835	835	0	0	0	0	0	0	0	0	0
Special	209	209	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - Minor Arterial  
 FEDERAL - Other Principal Arterial  
 STATE SYSTEM: Secondary

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT 19,300 - 42,200 (2024)  
 PROJECTED 38,600 - 65,600 (2044)

**MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

**STATE HIGHWAY ADMINISTRATION - Howard County - LINE 6**

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<b><u>Bridge Replacement/Rehabilitation</u></b>				
HO1511	MD94	WOODBINE ROAD - BRIDGE REHABILITATION - BRIDGE 1309400 OVER I-70	\$ 6,046	Under Construction
HO5131	-	CLEANING AND PAINTING OF BRIDGES 1301202, 1301301, 1301302, 1301500, 1312800, AND 1212900	\$ 2,073	Under Construction
HO5561	-	CLEANING AND PAINTING OF BRIDGE NOS. 1300200, 1300400, 1300900, 1306700, 1309900, 1311503, AND 1311504	\$ 3,314	Under Construction
<b><u>Intersection Capacity Improvements</u></b>				
HO2271	MD103	MONTGOMERY ROAD - GEOMETRIC IMPROVEMENTS FROM US 29 TO LONG GATE SHOPPING CENTER ENTRANCE	\$ 14,528	Under Construction
<b><u>Resurface/Rehabilitate</u></b>				
XY8131	-	SAFETY AND RESURFACING IMPROVEMENTS AT VARIOUS LOCATIONS IN HOWARD COUNTY	\$ 13,961	Under Construction
XY9131	-	SAFETY AND RESURFACING IMPROVEMENTS AT VARIOUS LOCATIONS IN HOWARD COUNTY	\$ 16,524	Under Construction
<b><u>Safety/Spot Improvement</u></b>				
HO2152	-	WASHINGTON BOULEVARD - SIDEWALK IMPROVEMENTS FROM ROWANBERRY DRIVE AND DOCTOR PATEL DRIVE	\$ 1,750	Potential Deferral *
HO2151	US1	WASHINGTON BOULEVARD - SIDEWALK IMPROVEMENTS AT FOUR LOCATIONS FROM PRINCE GEORGE'S COUNTY LINE AND DOCTOR PATEL DRIVE	\$ 4,252	Under Construction
HO5111	IS95	TRAFFIC BARRIER CORRIDOR UPGRADES ALONG I-95 IN HOWARD COUNTY	\$ 4,355	Under Construction
<b><u>Transportation Alternatives Program</u></b>				
HO105C	-	BICYCLE AND PEDESTRIAN ROUTE - DOBBIN ROAD AND MCGAW ROAD	\$ 220	Design Completed
HO4901	-	PATUXENT BRANCH TRAIL - BICYCLE AND PEDESTRIAN ROUTE - OLD GUILFORD ROAD TO VOLLMERHAUSEN ROAD	\$ 1,655	Design Underway
HO5531	-	BIKE AND PEDESTRIAN ROUTE - OELLA PATAPSCO RIVER BRIDGE	\$ 203	Study Underway

\* Subject to System Preservation Program fund allocations in the Final CTP



***KENT COUNTY***





**PROJECT:** US 301, Blue Star Memorial Highway

**DESCRIPTION:** Replacement of Bridge No. 1701401 on US 301 Northbound over the Chester River.

**PURPOSE & NEED SUMMARY STATEMENT:** The purpose of this project is to replace a poor rated bridge to keep the roadway safe and open to traffic.

**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**EXPLANATION:** The existing bridge, built in 1955, is nearing the end of its useful service life and was rated poor based on the bridge deck condition.

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.

**POTENTIAL FUNDING SOURCE:**  SPECIAL  FEDERAL  GENERAL  OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,222	2,222	71	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	10,125	9,121	4,811	1,004	0	0	0	0	0	1,004	0
<b>Total</b>	<b>12,347</b>	<b>11,343</b>	<b>4,882</b>	<b>1,004</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,004</b>	<b>0</b>
Federal-Aid	10,871	9,868	4,824	1,003	0	0	0	0	0	1,003	0
Special	1,476	1,475	58	1	0	0	0	0	0	1	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - Principal Arterial  
 FEDERAL - Freeway/Expressway  
 STATE SYSTEM: Primary

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT 13,500 (2024)  
 PROJECTED 17,600 (2044)

**MINOR PROJECTS PROGRAM**  
*(Dollars in Thousands)*

**STATE HIGHWAY ADMINISTRATION - Kent County - LINE 2**

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<b>Resurface/Rehabilitate</b>				
XQ9143	-	MILL AND RESURFACING AT VARIOUS LOCATIONS IN KENT COUNTY	\$ 6,508	FY 2025
XB9143	-	MILL AND RESURFACING AT VARIOUS LOCATIONS IN KENT COUNTY	\$ 4,879	Potential Deferral *
XY9142	-	MILL AND RESURFACING AT VARIOUS LOCATIONS IN KENT COUNTY	\$ 7,344	Under Construction

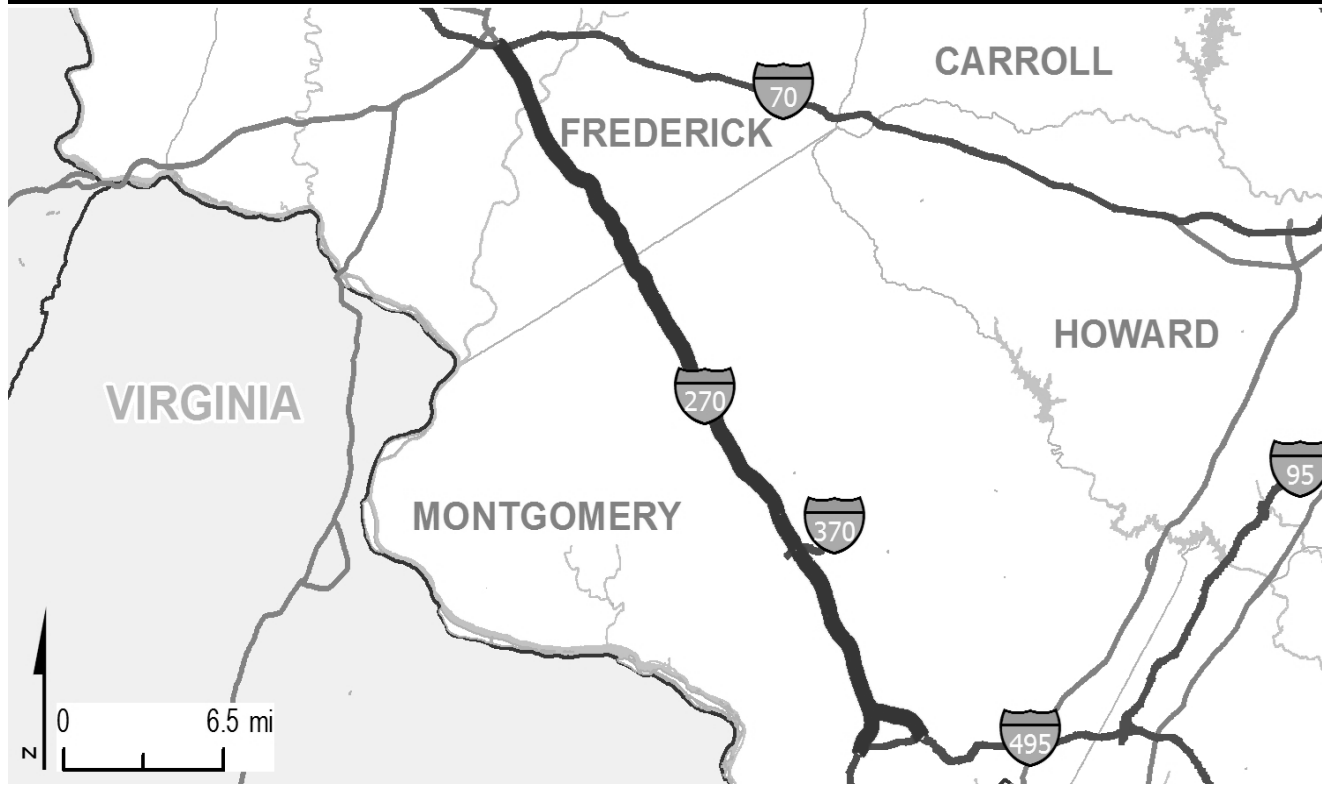
\* Subject to System Preservation Program fund allocations in the Final CTP



**MONTGOMERY COUNTY**







**PROJECT:** I-270, Eisenhower Highway

**DESCRIPTION:** Implementation of innovative congestion management (ICM) tools to reduce congestion on I-270, including the east and west I-270 spurs (31.5 miles). Improvements will include a series of roadway and technology-based improvements.

**PURPOSE & NEED SUMMARY STATEMENT:** This project reduced congestion and improved safety and reliability.

**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

**EXPLANATION:** As one of Maryland's most heavily traveled roadways, I-270 congestion affects both motorist safety and the economy. The improvements will reduced congestion and improved safety and reliability for all roadway users.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**STATUS:** Open to service. Completion of additional ramp metering construction underway.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** The cost decrease of \$6.0 million is primarily due to the deferral of potential noise mitigation measures (if determined to be warranted) due to fiscal constraints.

**POTENTIAL FUNDING SOURCE:**

- SPECIAL
- FEDERAL
- GENERAL
- OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	125,674	121,674	3,000	4,000	0	0	0	0	0	4,000	0
<b>Total</b>	<b>125,674</b>	<b>121,674</b>	<b>3,000</b>	<b>4,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,000</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	125,674	121,674	3,000	4,000	0	0	0	0	0	4,000	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - Principal Arterial

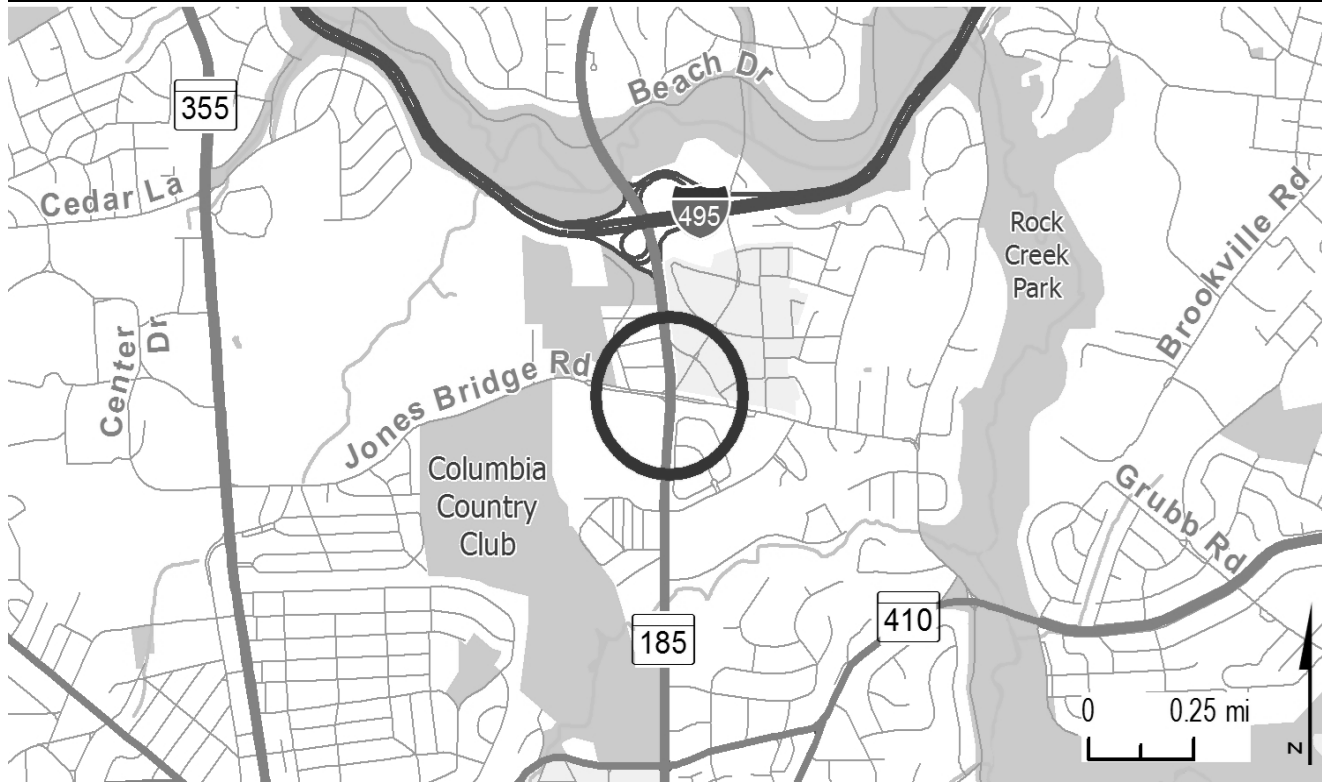
FEDERAL - Interstate

STATE SYSTEM: Primary

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT 82,600 - 238,200 (2024)

PROJECTED 108,800 - 309,800 (2044)



**PROJECT:** MD 185, Connecticut Avenue

**DESCRIPTION:** Construct MD 185 Phase 3 intersection improvements at Jones Bridge Road. Bicycle and pedestrian facilities will be provided where appropriate. (BRAC Intersection Improvements)

**PURPOSE & NEED SUMMARY STATEMENT:** Improved access to Naval Support Activity Bethesda is vital to accommodate increased employment as a result of BRAC. This project will improve safety, capacity, and operations.

**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

**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.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**STATUS:** Construction is underway. This project is funded through the U.S. Department of Defense's Office of Economic Adjustment.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

- SPECIAL
- FEDERAL
- GENERAL
- OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	5,500	5,471	57	29	0	0	0	0	0	29	0
Utilities	3,951	1,221	373	1,489	1,241	0	0	0	0	2,730	0
Construction	8,728	8,728	2,289	0	0	0	0	0	0	0	0
<b>Total</b>	<b>18,179</b>	<b>15,420</b>	<b>2,719</b>	<b>1,518</b>	<b>1,241</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,759</b>	<b>0</b>
Federal-Aid	17,181	14,435	2,683	1,511	1,235	0	0	0	0	2,746	0
Special	585	572	36	7	6	0	0	0	0	13	0
Other	413	413	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - Minor Arterial  
 FEDERAL - Other Principal Arterial  
 STATE SYSTEM: Secondary

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT 76,000 (2024)  
 PROJECTED 84,900 (2044)



**PROJECT:** MD 97, Georgia Avenue

**DESCRIPTION:** Safety and accessibility improvements to MD 97 in Montgomery Hills between MD 192 and MD 390. Improvements include a new raised median; 11-foot-wide outside lanes where needed for bus operations; left-turn lanes on MD 97 at Forest Lane, Flora Lane, and Seminary Place; and I-495 ramp modifications to address safety issues. Sidewalks on both sides of MD 97 with a signalized pedestrian crossing at Flora Lane and a two-way protected cycle track on the west side of MD 97 will also be included.

**PURPOSE & NEED SUMMARY STATEMENT:** This project will address safety and accessibility for vulnerable users.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet to Be Determined  Exception Granted

**STATUS:** Project going on hold in FY 2025. Montgomery County contributed \$3.0 million towards planning.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** The cost decrease of \$12.9 million is the result of project deferrals due to fiscal constraints.

**POTENTIAL FUNDING SOURCE:**

SPECIAL  FEDERAL  GENERAL  OTHER

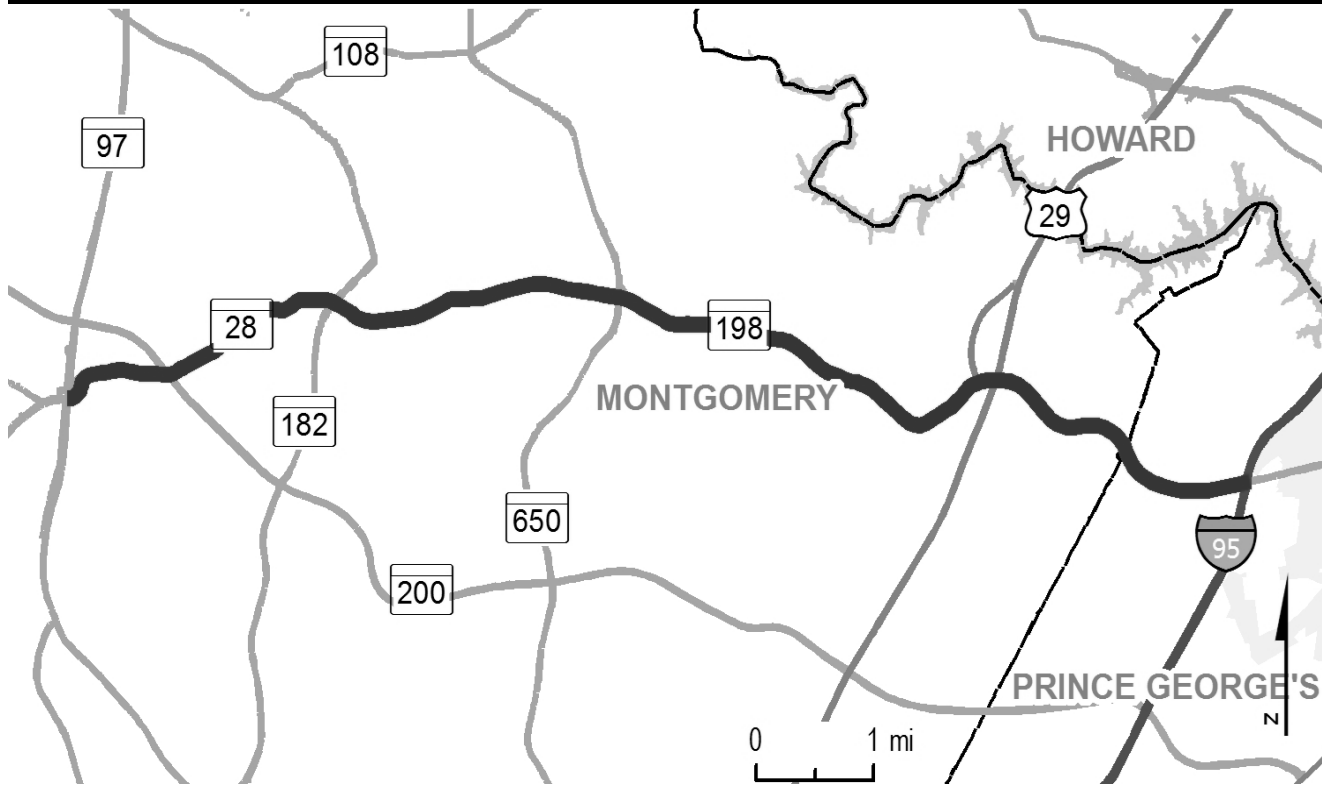
PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	3,044	3,044	0	0	0	0	0	0	0	0	0
Engineering	6,838	6,738	900	100	0	0	0	0	0	100	0
Right-of-way	11,003	5,108	5,000	5,895	0	0	0	0	0	5,895	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
<b>Total</b>	<b>20,885</b>	<b>14,890</b>	<b>5,900</b>	<b>5,995</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,995</b>	<b>0</b>
Federal-Aid	14,568	8,578	5,773	5,990	0	0	0	0	0	5,990	0
Special	3,317	3,312	127	5	0	0	0	0	0	5	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 79,500 (2024)  
 PROJECTED 94,000 (2044)



**PROJECT:** MD 28, Norbeck Road, and MD 198, Spencerville Road/Sandy Spring Road

**DESCRIPTION:** Study of MD 28/ MD 198 corridor safety, capacity, and operational improvements in Montgomery and Prince George's counties, between MD 97 and I-95 (11.1 miles). Localized traffic operational improvements are included along with sidewalks, shared use paths, and on-road bicycle lanes, where appropriate.

**PURPOSE & NEED SUMMARY STATEMENT:** The MD 28/ MD 198 corridor is an important regional connection between Montgomery and Prince George's counties. The project will improve safety and operations, and better accommodate bicyclists and pedestrians through the Burtonsville business district.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

Project Inside PFA  Project Outside PFA  PFA Status Yet to Be Determined  Grandfathered  Exception Will Be Required  Exception Granted

**STATUS:** Project on hold.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

SPECIAL  FEDERAL  GENERAL  OTHER

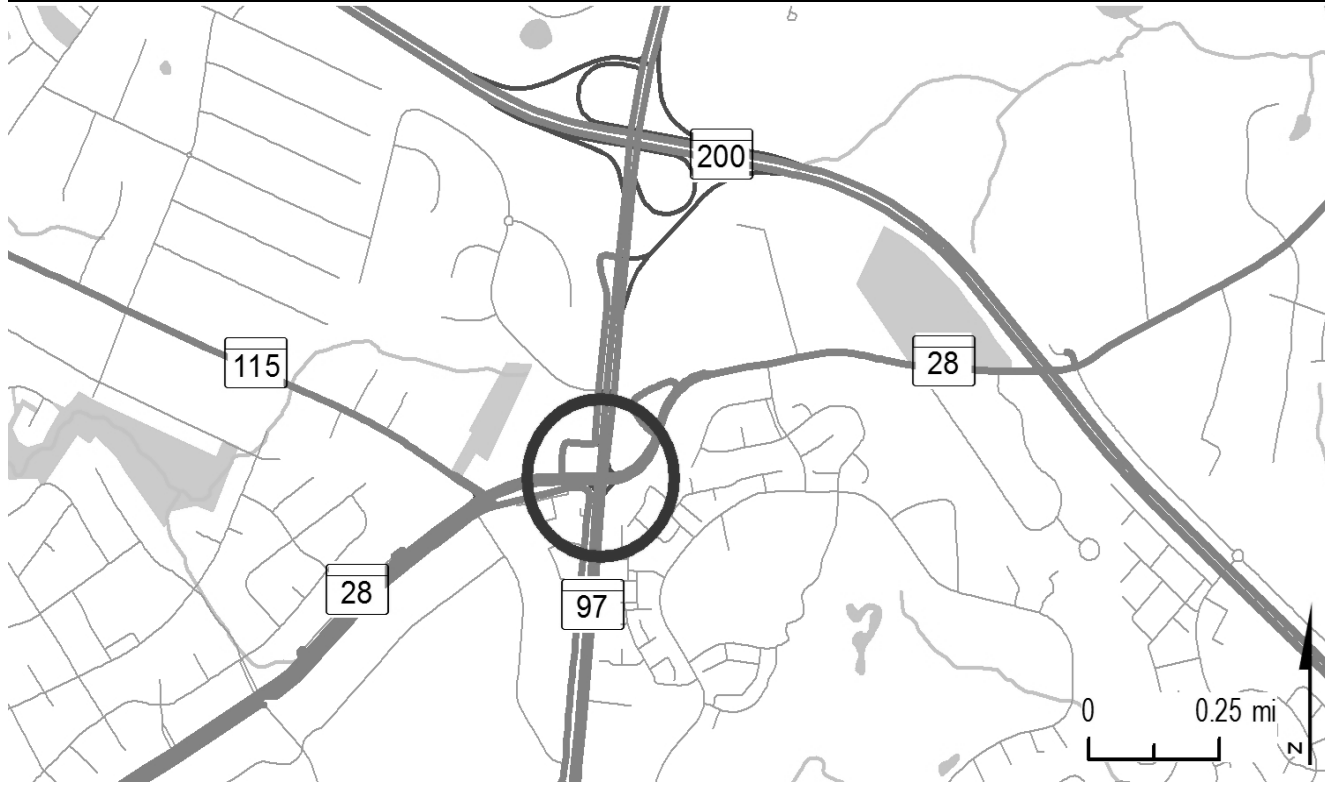
PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	9,200	9,200	89	0	0	0	0	0	0	0	0
Engineering	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
<b>Total</b>	<b>9,202</b>	<b>9,202</b>	<b>89</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Federal-Aid	3,206	3,206	0	0	0	0	0	0	0	0	0
Special	5,996	5,996	89	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - Intermediate Arterial  
 FEDERAL - Other Principal Arterial  
 STATE SYSTEM: Secondary

**Estimated Annual Average Daily Traffic (vehicles per day)**

<b>CURRENT (2024)</b>	20,200 - 37,400 (MD 28) 17,300 - 46,100 (MD 198)
<b>PROJECTED (2044)</b>	30,400 - 52,600 (MD 28) 27,100 - 61,000 (MD 198)



**PROJECT:** MD 97, Georgia Avenue

**DESCRIPTION:** Construct a new MD 97 interchange at MD 28. Bicycle and pedestrian accommodations will be included where appropriate.

**PURPOSE & NEED SUMMARY STATEMENT:** This project will reduce congestion and improve safety at the existing intersection.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet to Be Determined  Exception Granted

**STATUS:** Project on hold.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

SPECIAL  FEDERAL  GENERAL  OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	1,981	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
<b>Total</b>	<b>2,829</b>	<b>2,829</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Federal-Aid	1,581	1,581	0	0	0	0	0	0	0	0	0
Special	1,248	1,248	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - Intermediate Arterial  
 FEDERAL - Other Principal Arterial  
 STATE SYSTEM: Secondary

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT 49,000 (2024)  
 PROJECTED 59,300 (2044)



**PROJECT:** MD 117, Clopper Road/Diamond Avenue

**DESCRIPTION:** Construct intersection capacity improvements from I-270 to Metropolitan Grove Road (Phase 2) and Metropolitan Grove Road to west of Game Preserve Road (Phase 3) (2.0 miles). Sidewalks will be included where appropriate, including a shared-use path. Wide curb lanes will accommodate bicycles.

**PURPOSE & NEED SUMMARY STATEMENT:** MD 117 is a heavily traveled commuter route. Capacity improvements are needed to reduce congestion associated with planned and approved development in Germantown that will exceed the current capacity of the roadway.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet to Be Determined  Exception Granted

**STATUS:** Project on hold.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

SPECIAL  FEDERAL  GENERAL  OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	1,030	1,030	0	0	0	0	0	0	0	0	0
Engineering	1,910	1,910	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>2,940</b>	<b>2,940</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Federal-Aid	546	546	0	0	0	0	0	0	0	0	0
Special	2,394	2,394	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - Major Collector  
 FEDERAL - Minor Arterial  
 STATE SYSTEM: Secondary  
**Estimated Annual Average Daily Traffic (vehicles per day)**  
 CURRENT (2024) 24,300 - 42,700 (Phase 2 )  
 29,500 - 49,400 (Phase 3)  
 PROJECTED (2044) 32,000 - 53,100 (Phase 2 )  
 39,600 - 55,600 (Phase 3)

**MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

**STATE HIGHWAY ADMINISTRATION - Montgomery County - LINE 7**

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<b><u>Bridge Replacement/Rehabilitation</u></b>				
MO5001	-	CLEANING AND PAINTING OF BRIDGES 1503700, 1504300, 1517201, 1517202, 1517301, 1517302, 1517401, AND 1517402	\$ 3,989	Under Construction
<b><u>Resurface/Rehabilitate</u></b>				
XX131D	-	PATCHING AT VARIOUS LOCATIONS IN MONTGOMERY COUNTY	\$ 5,594	Completed
XY7151	-	MILL AND RESURFACING AT VARIOUS LOCATIONS IN MONTGOMERY COUNTY	\$ 16,932	Completed
MO1599	MD650	NEW HAMPSHIRE AVENUE - SAFETY AND RESURFACING IMPROVEMENTS FROM NORBECK ROAD TO MD 200 (ICC)	\$ 5,286	FY 2025
MO0311	MD195	CARROLL AVENUE - SAFETY AND RESURFACE FROM DC LINE TO MD 193	\$ 3,981	Under Construction
MO1831	MD650	NEW HAMPSHIRE AVENUE - SAFETY AND RESURFACE FROM MILESTONE DRIVE TO SHAW AVENUE	\$ 6,580	Under Construction
XB131M	-	PATCHING AT VARIOUS LOCATIONS IN MONTGOMERY COUNTY	\$ 2,465	Under Construction
XQ131M	-	PATCHING AT VARIOUS LOCATIONS IN MONTGOMERY COUNTY	\$ 3,037	Under Construction
XY8151	-	SAFETY AND RESURFACING IMPROVEMENTS AT VARIOUS LOCATIONS IN MONTGOMERY COUNTY	\$ 21,389	Under Construction
<b><u>TMDL Compliance</u></b>				
MO0321	-	TMDL STREAM RESTORATION OF WATTS BRANCH TRIBUTARY AT PLYMOUTH WOODS	\$ 2,291	FY 2025
<b><u>Transportation Alternatives Program</u></b>				
MO0201	-	FOREST GLEN ROAD SIDEWALKS	\$ 248	Design Underway
MO0251	-	SCOTT DRIVE AND VEIRS DRIVE SHARED USE PATH	\$ 60	Design Underway
MO0591	MD355	NORTH FREDERICK ROAD - CLARKSBURG SHARED USE PATH AND SIDEWALK	\$ 651	Design Underway
MO0991	-	TAKOMA PARK IMPROVEMENT - SAFE ROUTES TO SCHOOL	\$ 86	FY 2025
MO0992	-	ENHANCING BIKING AND BIKE SAFETY IN TAKOMA PARK PROJECT	\$ 50	FY 2025
MO9561	-	NORTH STONESTREET AVENUE - SIDEWALK IMPROVEMENTS	\$ 280	FY 2025
MOA521	-	TWINBROOK SAFE ROUTES TO SCHOOL AND TRANSIT ACCESS FEASIBILITY STUDY	\$ 234	FY 2025
MO0221	-	NORTH BRANCH HIKER - BIKER TRAIL	\$ 2,000	FY 2026
MOA151	-	FALLS ROAD SHARED USE PATH	\$ 1,230	FY 2026
MOA161	MD187	OLD GEORGETOWN ROAD - BICYCLE AND PEDESTRIAN ROUTE - AT CORDELL AVENUE	\$ 111	FY 2026
MONWE8	MD188	WILSON LANE - PEDESTRIAN SAFETY IMPROVEMENTS - AT CORDELL AVENUE	\$ 47	FY 2026
MONWE9	-	MD 355 CLARKSBURG SHARED USE PATH	\$ 3,673	FY 2026

\* Subject to System Preservation Program fund allocations in the Final CTP

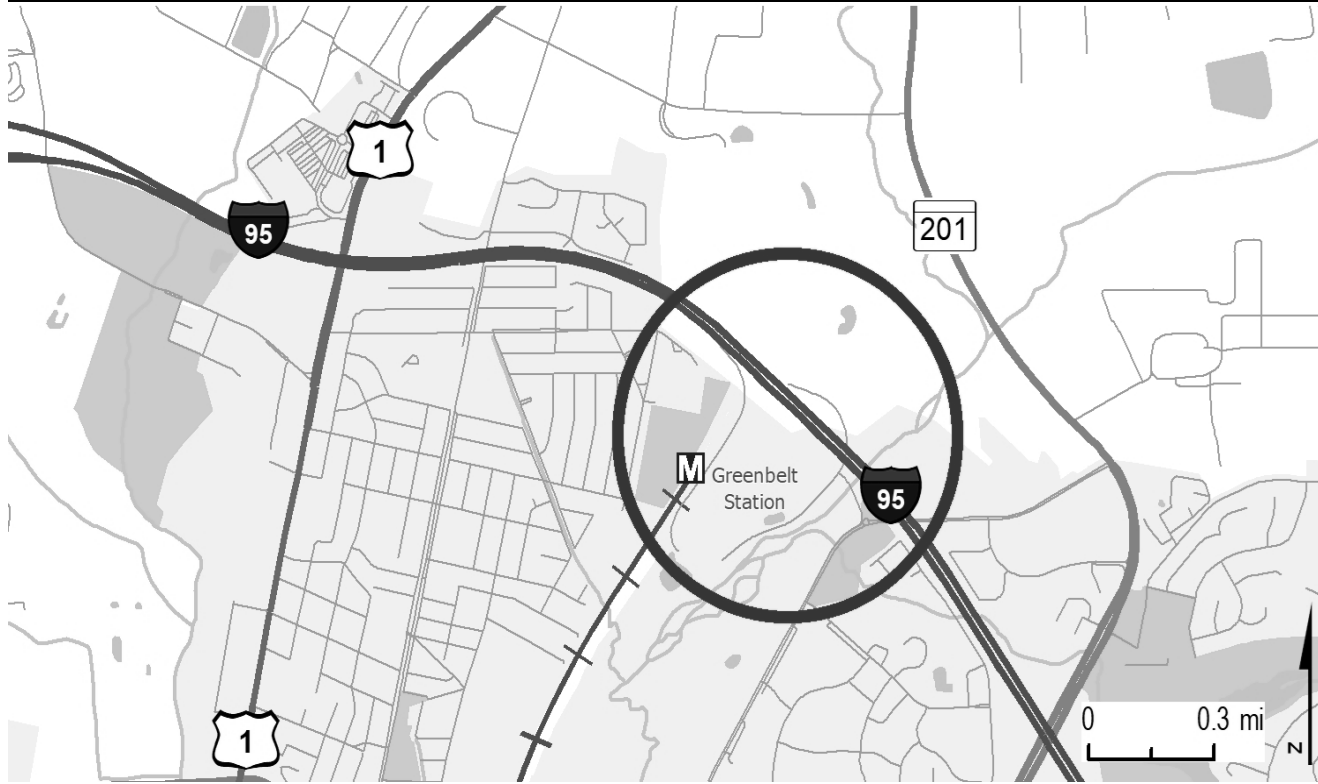






***PRINCE GEORGE'S COUNTY***





**PROJECT:** I-95/I-495, Capital Beltway

**DESCRIPTION:** Construct a full interchange along I-95/I-495 at Greenbelt Metro Station and coordination with WMATA, Prince George's County, Greenbelt, and other stakeholder agencies to support FBI headquarters relocation and transit-oriented development.

**PURPOSE & NEED SUMMARY STATEMENT:** The interchange will improve traffic operations on mainline I-95/ I-495 and improve access to the Greenbelt Metro Station. The project is needed to accommodate the relocation of the FBI headquarters at this site.

**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

**EXPLANATION:** The interchange will improve traffic operations on mainline I-95/ I-495 and improve access to the Greenbelt Metro Station and support the relocation of the FBI Headquarters.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**STATUS:** Engineering underway. Cashflows shown are based on order of magnitude estimates and will be refined with further scope development.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER						
PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	1,561	1,561	0	0	0	0	0	0	0	0	0
Engineering	21,444	11,444	500	2,000	4,000	4,000	0	0	0	10,000	0
Right-of-way	5,129	129	0	0	2,500	2,500	0	0	0	5,000	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	235,824	824	0	0	25,000	105,000	105,000	0	0	235,000	0
<b>Total</b>	<b>263,959</b>	<b>13,959</b>	<b>500</b>	<b>2,000</b>	<b>31,500</b>	<b>111,500</b>	<b>105,000</b>	<b>0</b>	<b>0</b>	<b>250,000</b>	<b>0</b>
Federal-Aid	51,426	1,426	0	2,000	8,000	15,000	25,000	0	0	50,000	0
Special	12,533	12,533	500	0	0	0	0	0	0	0	0
Other	200,000	0	0	0	23,500	96,500	80,000	0	0	200,000	0

**Classification:**

STATE - Principal Arterial

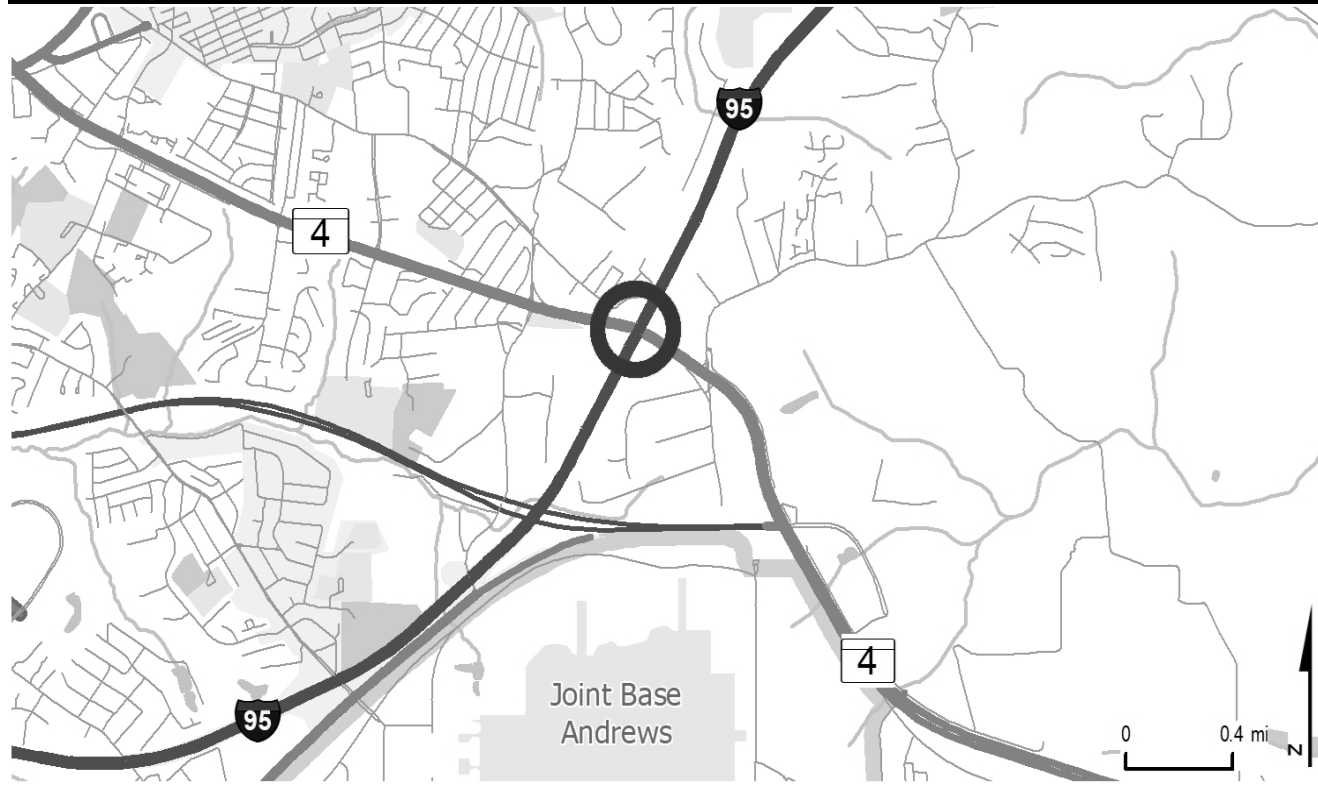
FEDERAL - Interstate

STATE SYSTEM: Primary

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT 215,600 (2024)

PROJECTED 245,000 (2044)



**PROJECT:** I-95, Capital Beltway

**DESCRIPTION:** Replacement of Bridge Nos. 1615905 and 1615906 on I-495 over MD 4. This is a Project Labor Agreement candidate project.

**PURPOSE & NEED SUMMARY STATEMENT:** The purpose of this project is to replace the deteriorated bridges to keep the roadway safe and open to traffic. Replacing the bridges before they become poor rated will prevent additional disruptions to this heavily traveled roadway.

**STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

**EXPLANATION:** The existing bridges, built in 1963, are nearing the end of their useful service life and are currently rated fair.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**STATUS:** Engineering underway.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** Project is subject to potential deferral due to fiscal constraints. The cost increase of \$21.4 million is primarily due to a revised engineer's estimate for construction. The updated estimate also accounts for additional safety and operational improvements to the ramps and interchange.

**POTENTIAL FUNDING SOURCE:**

- SPECIAL  FEDERAL  GENERAL  OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,452	3,621	2,827	1,221	610	0	0	0	0	1,831	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	2,000	1,500	1,500	500	0	0	0	0	0	500	0
Construction	55,000	0	0	0	9,244	19,821	17,537	8,398	0	55,000	0
<b>Total</b>	<b>62,452</b>	<b>5,121</b>	<b>4,327</b>	<b>1,721</b>	<b>9,854</b>	<b>19,821</b>	<b>17,537</b>	<b>8,398</b>	<b>0</b>	<b>57,331</b>	<b>0</b>
Federal-Aid	59,299	4,768	4,114	1,671	9,392	18,830	16,660	7,978	0	54,531	0
Special	3,153	353	213	50	462	991	877	420	0	2,800	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - Principal Arterial

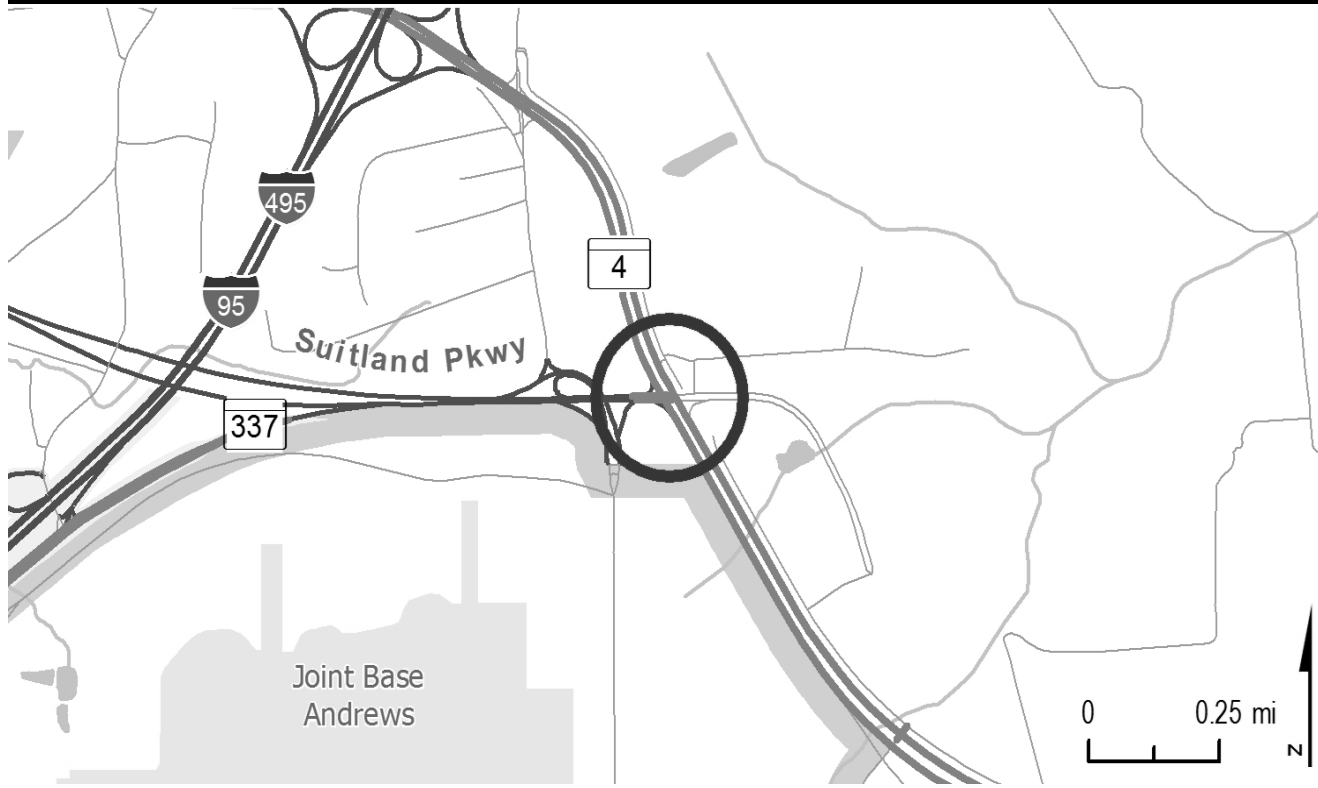
FEDERAL - Interstate

STATE SYSTEM: Primary

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT 211,200 (2024)

PROJECTED 240,600 (2044)



**PROJECT:** MD 4, Pennsylvania Avenue

**DESCRIPTION:** Construct a new interchange at MD 4 and Suitland Parkway. Bicycles and pedestrians will be accommodated where appropriate. (BRAC Related)

**PURPOSE & NEED SUMMARY STATEMENT:** Severe traffic congestion occurs during peak hours and will increase with planned development in the immediate area. This project will relieve existing congestion and accommodate increasing traffic volumes associated with future growth.

**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**EXPLANATION:** The new interchange at MD 4 and Suitland Parkway will facilitate enhanced access to an area that is planned for growth and economic development. In addition, the project will improve safety and reduce congestion at this location.

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** The cost decrease of \$14.1 million is primarily due to a favorable bid on the construction contract.

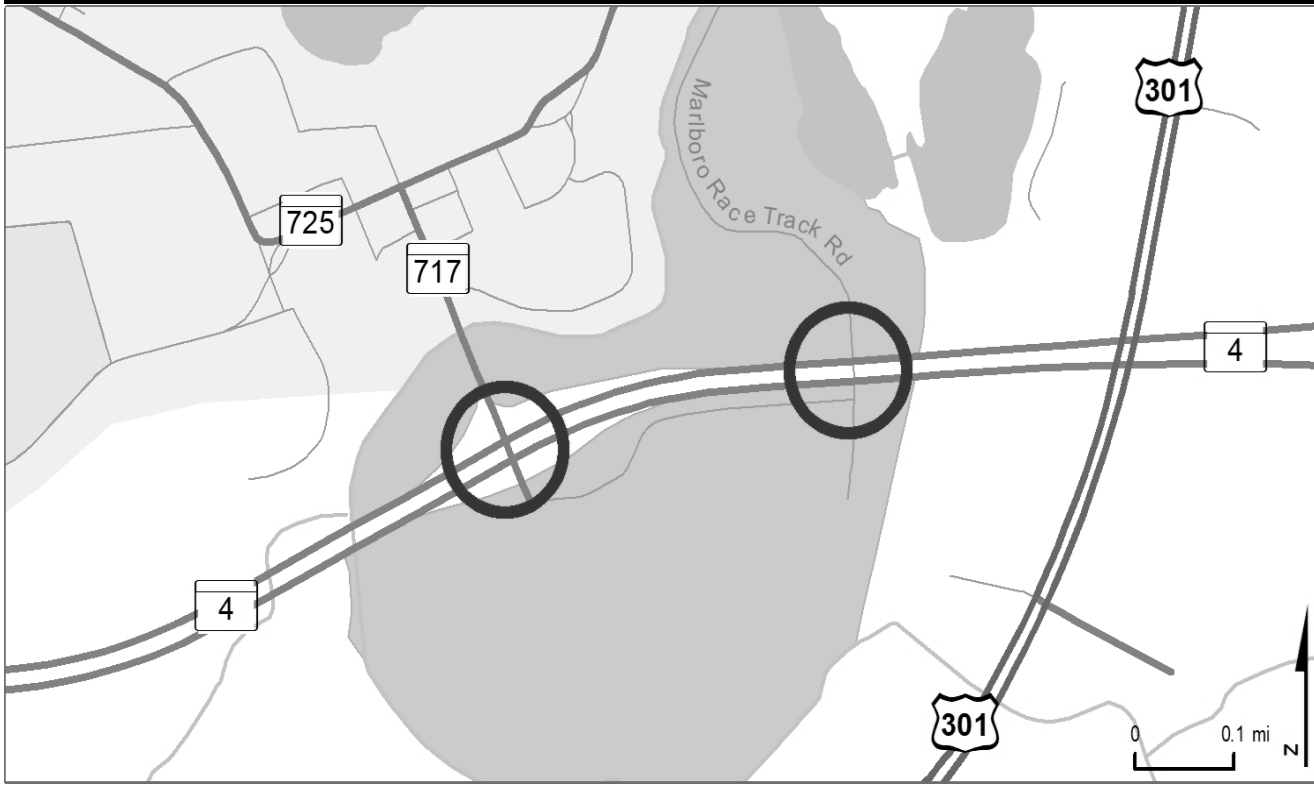
<b>POTENTIAL FUNDING SOURCE:</b>											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	21,592	21,592	1,304	0	0	0	0	0	0	0	0
Right-of-way	14,195	12,415	2,415	1,780	0	0	0	0	0	1,780	0
Utilities	9,752	8,674	0	1,078	0	0	0	0	0	1,078	0
Construction	223,176	52,469	15,031	25,578	37,446	39,262	39,262	29,159	0	170,707	0
<b>Total</b>	<b>268,716</b>	<b>95,151</b>	<b>18,750</b>	<b>28,436</b>	<b>37,446</b>	<b>39,262</b>	<b>39,262</b>	<b>29,159</b>	<b>0</b>	<b>173,565</b>	<b>0</b>
Federal-Aid	228,819	57,237	17,107	26,919	37,326	39,136	39,136	29,065	0	171,582	0
Special	37,729	35,746	1,643	1,517	120	126	126	94	0	1,983	0
Other	2,168	2,168	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - Intermediate Arterial  
 FEDERAL - Freeway/Expressway  
 STATE SYSTEM: Primary

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT 66,000 (2024)  
 PROJECTED 111,400 (2044)



**PROJECT:** MD 4, Pennsylvania Avenue

**DESCRIPTION:** Replacement of Bridge Nos. 1609903 and 1609904 on MD 4 over MD 717 and Bridge Nos. 1610803 and 1610804 on MD 4 over Race Track Road. This is a Project Labor Agreement candidate project.

**PURPOSE & NEED SUMMARY STATEMENT:** The purpose of this project is to replace fair and poor rated bridges to keep the roadway safe and open to traffic. The project will provide improved pedestrian facilities under MD 4 along MD 717 and will increase the clearance of MD 4 over Race Track Road

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**EXPLANATION:** The existing bridges, built in 1960, are nearing the end of their useful service lives. One of the bridges over MD 717 is rated poor based on deck condition. The bridges over Race Track Road are fair rated with restrictive under-clearance.

**STATUS:** Engineering underway.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** Project is subject to potential deferral due to fiscal constraints.

**POTENTIAL FUNDING SOURCE:**

- SPECIAL
- FEDERAL
- GENERAL
- OTHER

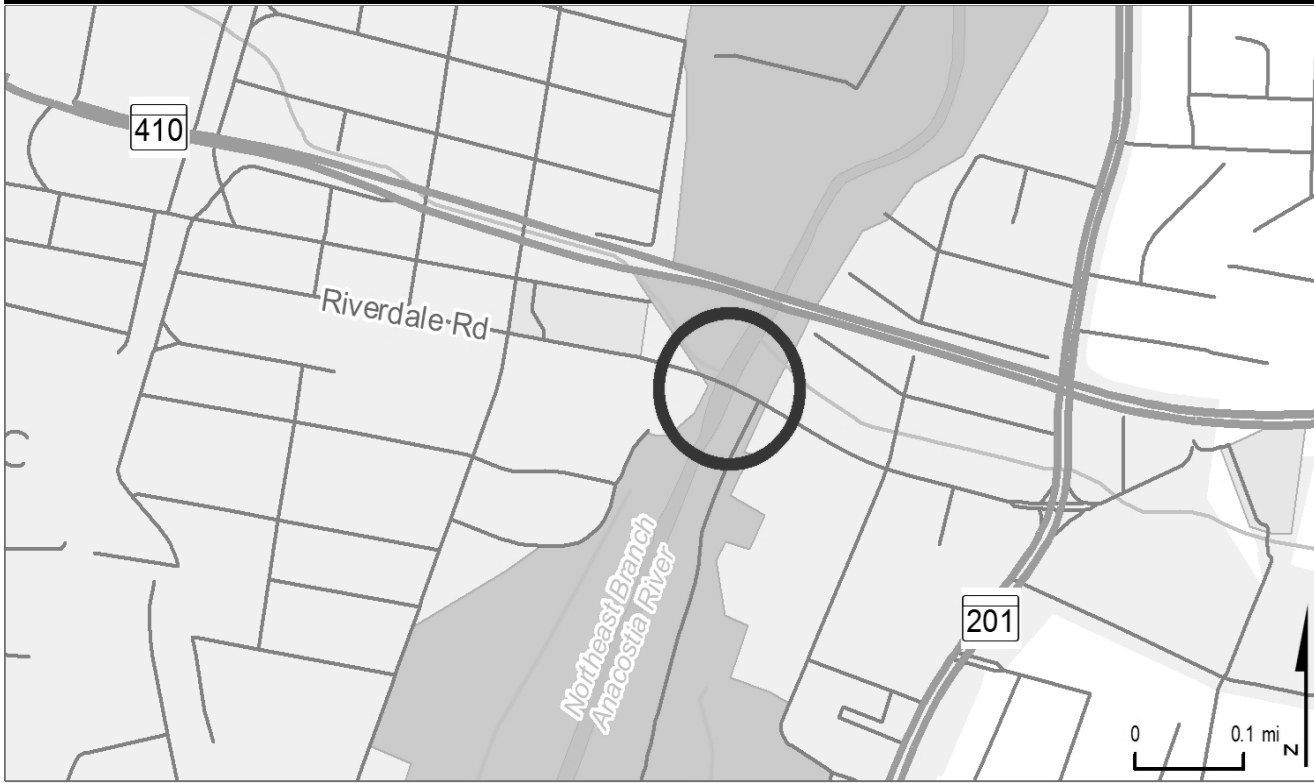
PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,266	2,266	244	0	0	0	0	0	0	0	0
Right-of-way	73	1	1	16	16	16	16	8	0	72	0
Utilities	27	27	27	0	0	0	0	0	0	0	0
Construction	20,700	0	0	0	3,100	7,250	7,250	3,100	0	20,700	0
<b>Total</b>	<b>23,066</b>	<b>2,294</b>	<b>272</b>	<b>16</b>	<b>3,116</b>	<b>7,266</b>	<b>7,266</b>	<b>3,108</b>	<b>0</b>	<b>20,772</b>	<b>0</b>
Federal-Aid	21,512	1,789	263	13	2,958	6,901	6,901	2,951	0	19,723	0
Special	1,554	505	9	3	158	366	366	157	0	1,049	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - Intermediate Arterial  
 FEDERAL - Freeway/Expressway  
 STATE SYSTEM: Primary

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT 53,075 (2024)  
 PROJECTED 66,300 (2044)



**PROJECT:** MU 227, Riverdale Road

**DESCRIPTION:** Replacement of Bridge No. 1609000 on Riverdale Road over Northeast Branch Anacostia River.

**PURPOSE & NEED SUMMARY STATEMENT:** The purpose of this project is to replace a poor rated bridge to keep the roadway safe and open to traffic. The new bridge will provide shoulders and sidewalks to improve safety for vulnerable users.

**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

**EXPLANATION:** The existing bridge, built in 1931, is nearing the end of its useful service life and is rated poor based on deck and superstructure condition.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**STATUS:** Engineering underway.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** Project is subject to potential deferral due to fiscal constraints.

**POTENTIAL FUNDING SOURCE:**

- SPECIAL
- FEDERAL
- GENERAL
- OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,996	1,696	146	150	150	0	0	0	0	300	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	8,274	0	0	0	1,154	4,316	2,804	0	0	8,274	0
<b>Total</b>	<b>10,270</b>	<b>1,696</b>	<b>146</b>	<b>150</b>	<b>1,304</b>	<b>4,316</b>	<b>2,804</b>	<b>0</b>	<b>0</b>	<b>8,574</b>	<b>0</b>
Federal-Aid	9,038	893	146	142	1,238	4,101	2,664	0	0	8,145	0
Special	1,233	803	0	8	66	216	140	0	0	430	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - Minor Collector

FEDERAL - Major Collector

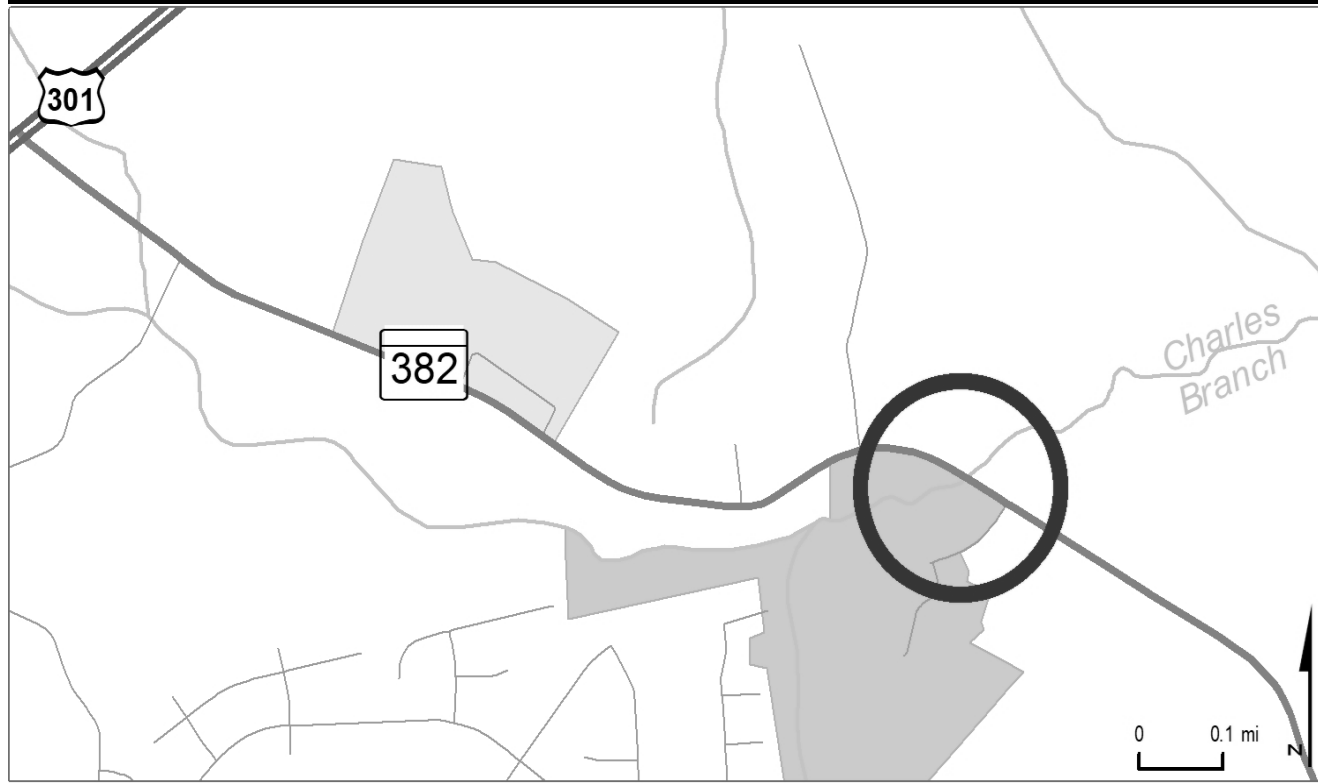
STATE SYSTEM: N/A

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT 5,900 (2024)

PROJECTED 7,850 (2044)





**PROJECT:** MD 382, Croom Road

**DESCRIPTION:** Replacement of Bridge No.1606100 on MD 382 over Charles Branch.

**PURPOSE & NEED SUMMARY STATEMENT:** The purpose of this project is to replace a poor rated bridge to keep the roadway safe and open to traffic.

**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

**EXPLANATION:** The original bridge, built in 1933, is nearing the end of its useful service life and is rated poor based on superstructure condition.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

- SPECIAL
- FEDERAL
- GENERAL
- OTHER

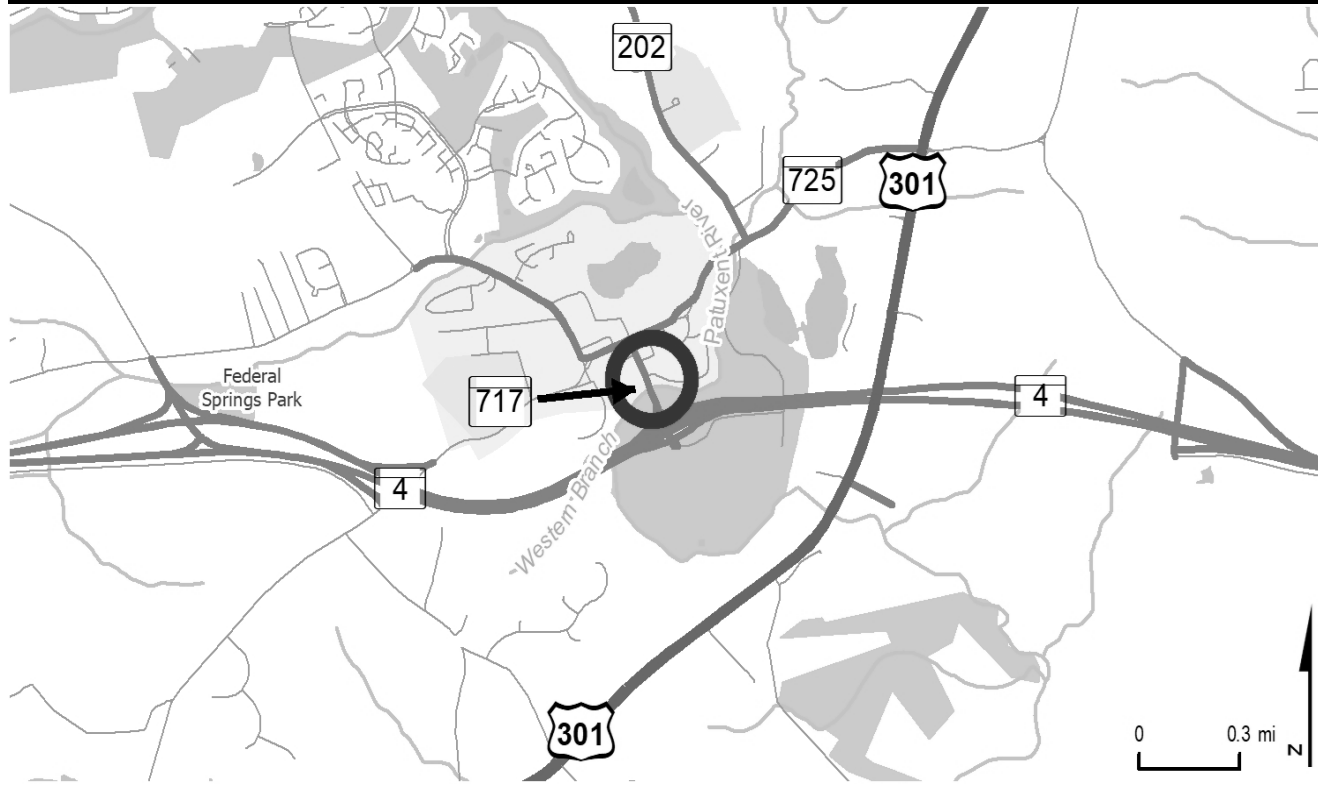
PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,092	1,092	13	0	0	0	0	0	0	0	0
Right-of-way	86	31	14	55	0	0	0	0	0	55	0
Utilities	337	59	59	278	0	0	0	0	0	278	0
Construction	3,996	3,843	3,629	153	0	0	0	0	0	153	0
<b>Total</b>	<b>5,511</b>	<b>5,025</b>	<b>3,715</b>	<b>486</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>486</b>	<b>0</b>
Federal-Aid	4,540	4,054	3,669	486	0	0	0	0	0	486	0
Special	971	971	46	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - Major Collector  
 FEDERAL - Major Collector  
 STATE SYSTEM: Secondary

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT 1,300 (2024)  
 PROJECTED 5,200 (2044)



**PROJECT:** MD 717, Water Street

**DESCRIPTION:** Replacement of Bridge No. 1610900 on MD 717 over Water Street.

**PURPOSE & NEED SUMMARY STATEMENT:** The purpose of this project is to replace a weight restricted fair rated bridge to keep the roadway safe and open to traffic. The project will reduce the frequency of flooding in this area and provide improved pedestrian facilities.

**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**EXPLANATION:** The existing bridge, built in 1900, is nearing the end of its useful service life and is currently weight restricted and fair rated. The project will reduce the frequency of flooding in this area and provide improved pedestrian facilities.

**STATUS:** Engineering underway.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** Project is subject to potential deferral due to fiscal constraints.

**POTENTIAL FUNDING SOURCE:**

- SPECIAL
- FEDERAL
- GENERAL
- OTHER

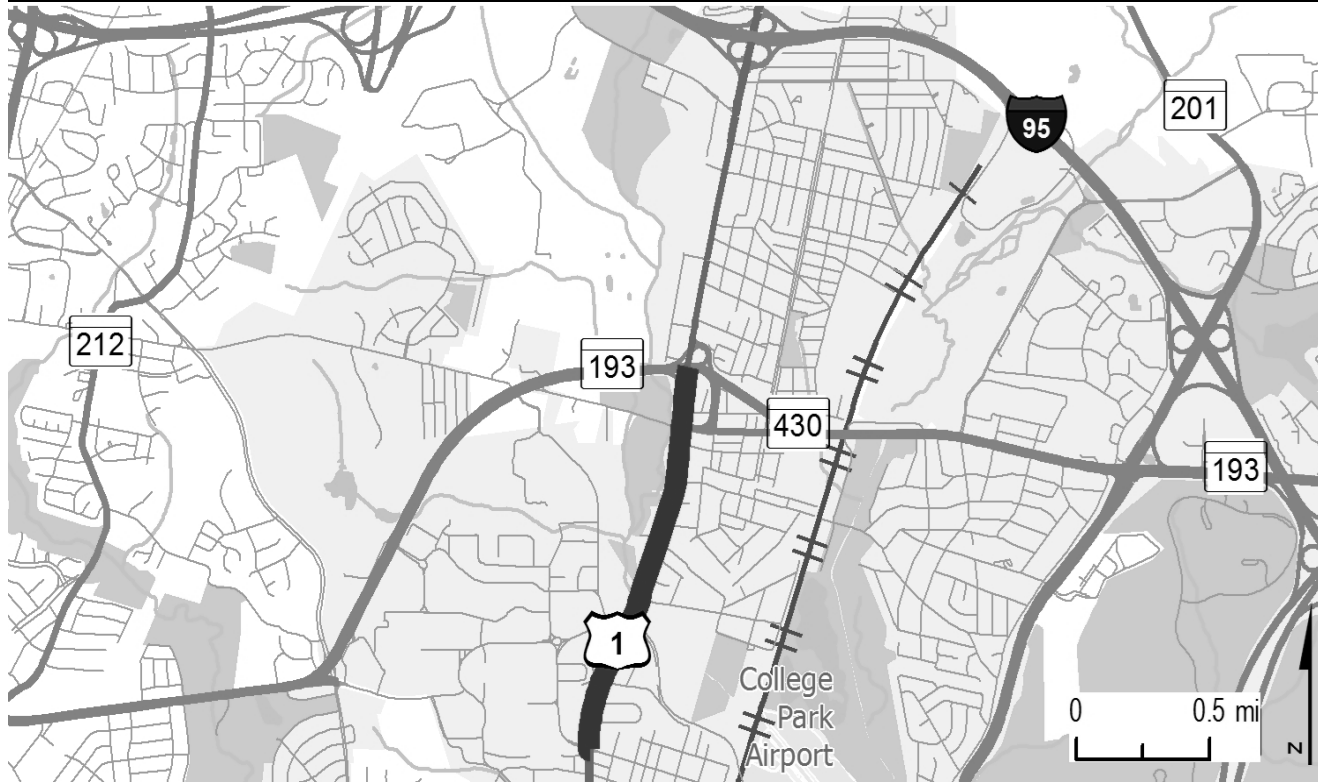
PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,276	2,229	177	47	0	0	0	0	0	47	0
Right-of-way	90	2	2	20	20	20	20	8	0	88	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	10,343	0	0	0	1,600	3,570	3,570	1,603	0	10,343	0
<b>Total</b>	<b>12,709</b>	<b>2,231</b>	<b>179</b>	<b>67</b>	<b>1,620</b>	<b>3,590</b>	<b>3,590</b>	<b>1,611</b>	<b>0</b>	<b>10,478</b>	<b>0</b>
Federal-Aid	10,545	606	122	62	1,535	3,406	3,406	1,529	0	9,939	0
Special	2,164	1,625	57	5	85	184	184	82	0	539	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - Minor Arterial  
 FEDERAL - Minor Arterial  
 STATE SYSTEM: Secondary

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT 8,000 (2024)  
 PROJECTED 9,800 (2044)



**PROJECT:** US 1, Baltimore Avenue

**DESCRIPTION:** Reconstruct US 1 from College Avenue to MD 193 (Segment 1). Project includes bicycle and pedestrian improvements (1.5 miles).

**PURPOSE & NEED SUMMARY STATEMENT:** There are significant mobility needs along this segment of US 1. This project will improve traffic operations, pedestrian circulation and safety. This project will also accommodate planned revitalization within College Park.

**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

**EXPLANATION:** This project will improve traffic operations while enhancing bicycle and pedestrian mobility and 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

**STATUS:** Open to service.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

- SPECIAL
- FEDERAL
- GENERAL
- OTHER

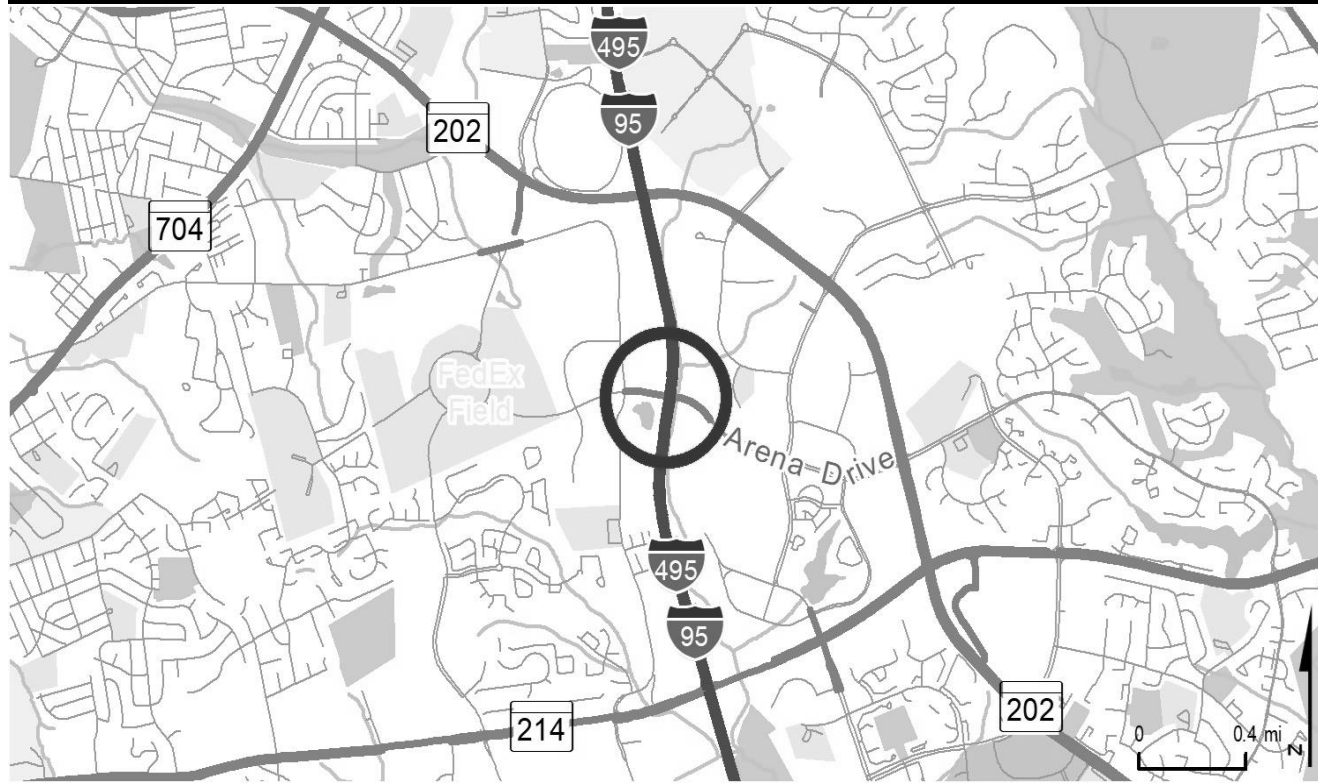
PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	9,647	9,647	0	0	0	0	0	0	0	0	0
Right-of-way	7,663	7,133	900	530	0	0	0	0	0	530	0
Utilities	4,021	1,010	602	2,409	602	0	0	0	0	3,011	0
Construction	35,559	35,559	7,031	0	0	0	0	0	0	0	0
<b>Total</b>	<b>56,890</b>	<b>53,349</b>	<b>8,533</b>	<b>2,939</b>	<b>602</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,541</b>	<b>0</b>
Federal-Aid	42,192	39,281	7,547	2,329	582	0	0	0	0	2,911	0
Special	11,441	10,811	986	610	20	0	0	0	0	630	0
Other	3,257	3,257	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - Intermediate Arterial  
 FEDERAL - Other Principal Arterial  
 STATE SYSTEM: Secondary

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT 36,000 (2024)  
 PROJECTED 40,100 (2044)



**PROJECT:** I-95/I-495, Capital Beltway

**DESCRIPTION:** Project to upgrade the existing I-95/ I-495 interchange at Medical Center Drive (formerly Arena Drive). A shared-use path will be provided along Medical Center Drive with fully protected crossings at all ramps.

**PURPOSE & NEED SUMMARY STATEMENT:** This project will address existing congestion during stadium events and will accommodate increasing traffic volumes associated with future growth.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet to Be Determined  Exception Granted

**STATUS:** Project going on hold in FY 2025.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** The cost decrease of \$11.4 million is the result of project deferrals due to fiscal constraints.

**POTENTIAL FUNDING SOURCE:**

SPECIAL  FEDERAL  GENERAL  OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,622	3,039	1,000	583	0	0	0	0	0	583	0
Right-of-way	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
<b>Total</b>	<b>3,622</b>	<b>3,039</b>	<b>1,000</b>	<b>583</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>583</b>	<b>0</b>
Federal-Aid	3,585	3,002	1,000	583	0	0	0	0	0	583	0
Special	37	37	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - Principle Arterial

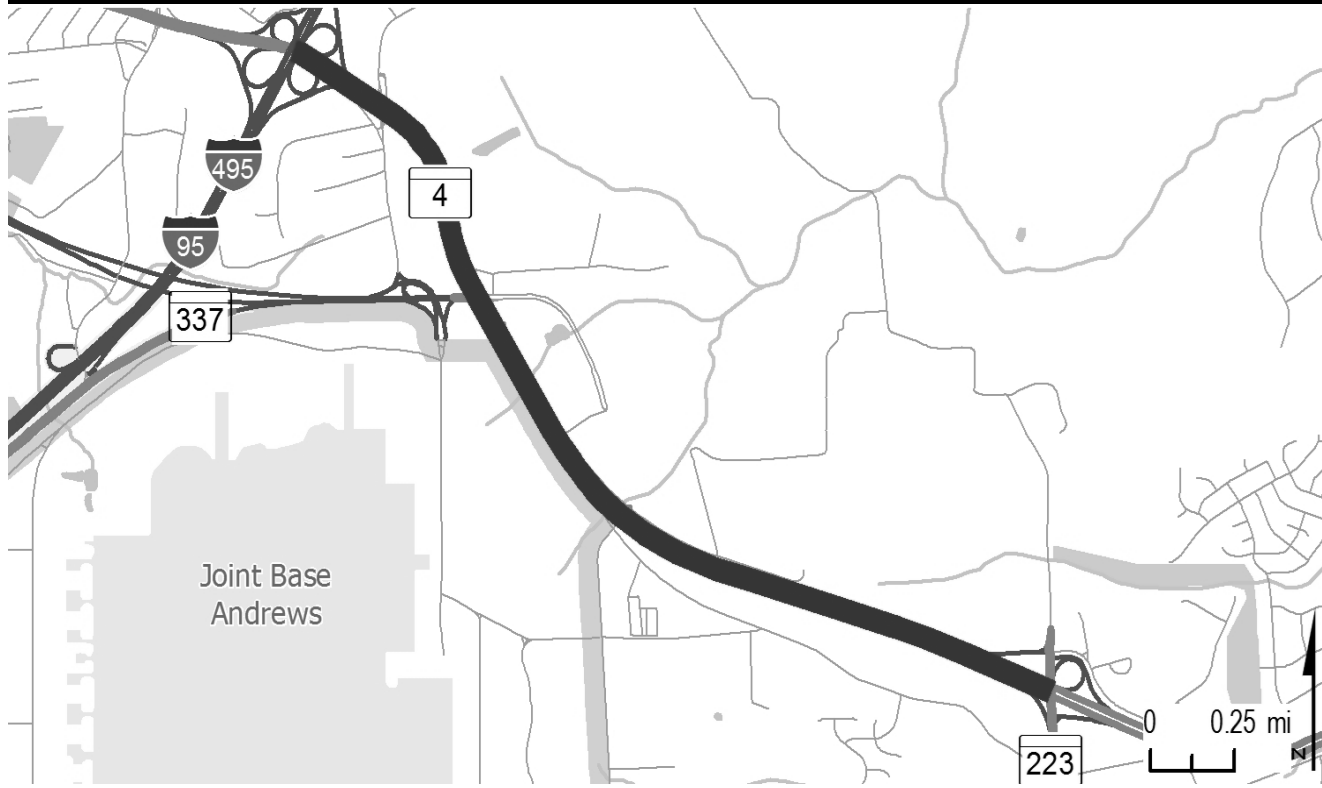
FEDERAL - Interstate

STATE SYSTEM: Primary

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT 206,000 (2024)

PROJECTED 252,000 (2044)



**PROJECT:** MD 4, Pennsylvania Avenue

**DESCRIPTION:** Upgrade existing MD 4 to a multi-lane freeway with grade-separated interchanges from MD 223 to I-95/ I-495 (Capital Beltway) (3.1 miles). Bicycles and pedestrians will be accommodated where appropriate. (BRAC Related)

**PURPOSE & NEED SUMMARY STATEMENT:** MD 4 is a crucial connection to Joint Base Andrews and economic opportunities. The project will improve severe peak hour traffic congestion and the future increase in traffic associated with planned development in the immediate area.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet to Be Determined  Exception Granted

**STATUS:** Planning complete. Project on hold.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

SPECIAL  FEDERAL  GENERAL  OTHER

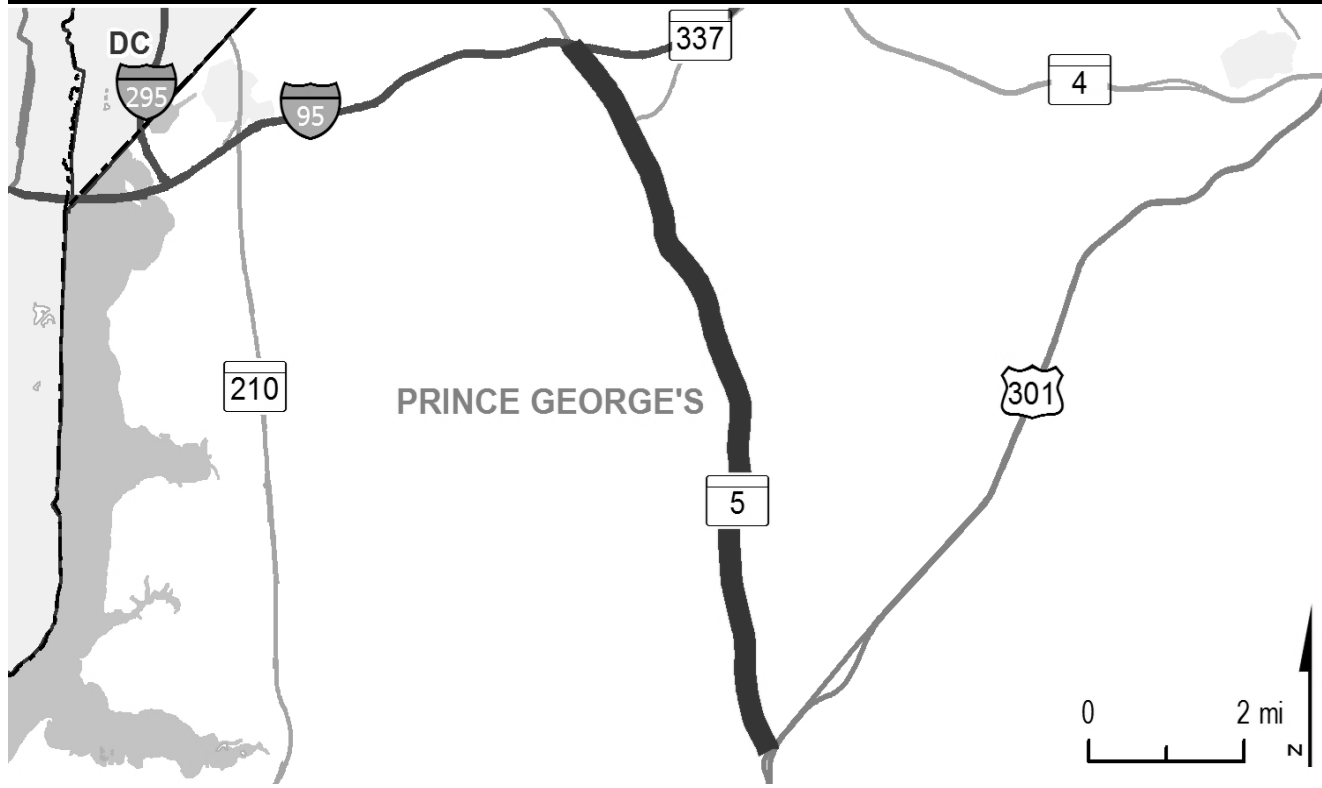
PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	1,615	1,615	0	0	0	0	0	0	0	0	0
Engineering	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
<b>Total</b>	<b>1,615</b>	<b>1,615</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Federal-Aid	786	786	0	0	0	0	0	0	0	0	0
Special	829	829	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - Intermediate Arterial  
 FEDERAL - Freeway/Expressway  
 STATE SYSTEM: Primary

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT 66,000 (2024)  
 PROJECTED 111,600 (2044)



**PROJECT:** MD 5, Branch Avenue

**DESCRIPTION:** Project to upgrade existing MD 5 to a multilane freeway from US 301 interchange at T.B. to north of I-95/ I-495 Capital Beltway (10.5 miles). Bicycles and pedestrians will be accommodated where appropriate.

**PURPOSE & NEED SUMMARY STATEMENT:** MD 5 is an important commuter route serving residents in Prince George's County, Charles County, and the Southern Maryland region. The project will improve mobility and safety at several intersections along MD 5 and accommodate continued development in the corridor.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

Project Inside PFA  
 Project Outside PFA  
 PFA Status Yet to Be Determined
 
 Grandfathered  
 Exception Will Be Required  
 Exception Granted

**STATUS:** Project on hold.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.

**POTENTIAL FUNDING SOURCE:**  SPECIAL  FEDERAL  GENERAL  OTHER

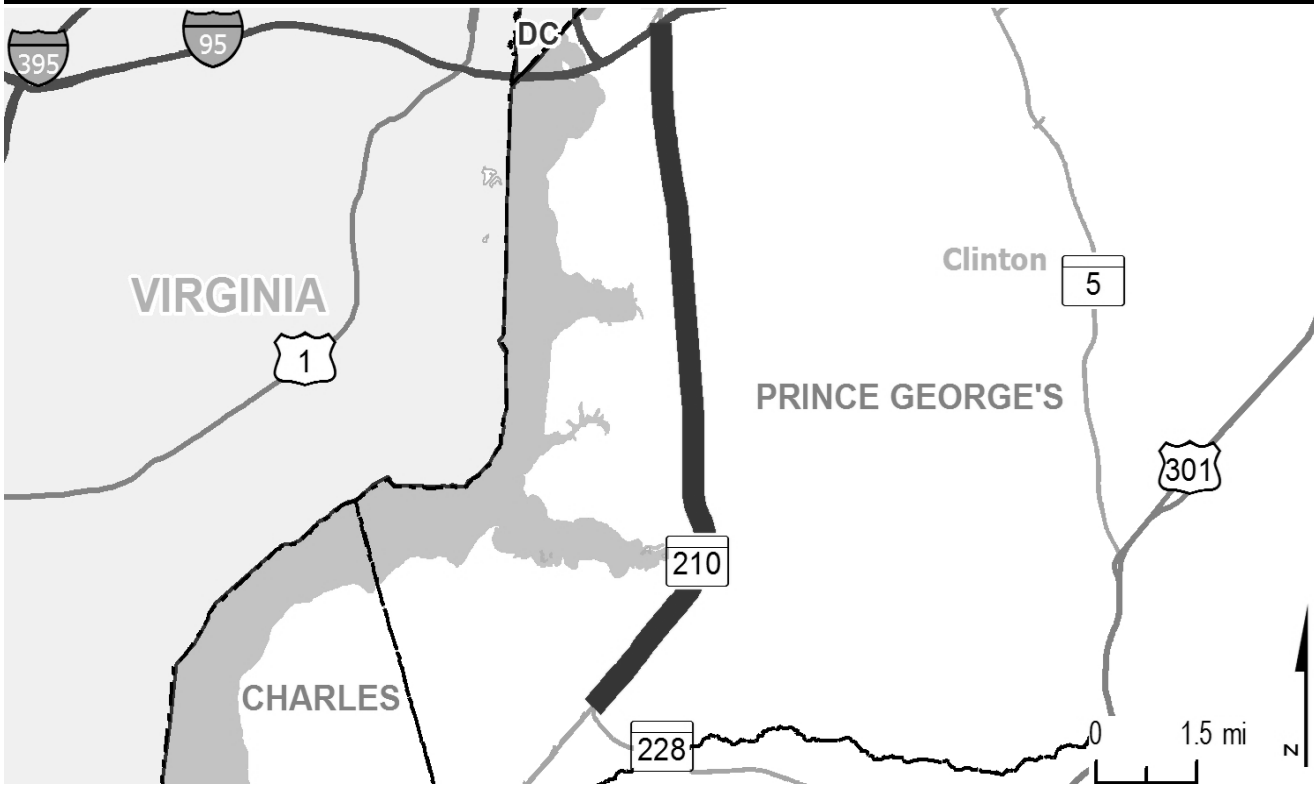
PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	4,084	4,084	0	0	0	0	0	0	0	0	0
Engineering	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
<b>Total</b>	<b>13,977</b>	<b>13,977</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Federal-Aid	7,368	7,368	0	0	0	0	0	0	0	0	0
Special	6,609	6,609	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - Principal Arterial  
 FEDERAL - Freeway/Expressway  
 STATE SYSTEM: Primary

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT 126,600 (2024)  
 PROJECTED 148,700 (2044)



**PROJECT:** MD 210, Indian Head Highway

**DESCRIPTION:** Project to improve safety and mobility along MD 210 and provide grade-separated interchanges from I-95/ I-495 to MD 228 (10.0 miles). Bicycles and pedestrians will be accommodated through the provision of a facility consisting of bicycle lanes, a separated shared use path adjacent to MD 210, and various other treatments that will extend from I-95/ I-495 to MD 373.

**PURPOSE & NEED SUMMARY STATEMENT:** MD 210 is an important commuter route serving residents in Prince George's County, Charles County, and the Southern Maryland region. The project will improve severe peak hour traffic congestion and the future increase in traffic associated with planned development in the immediate area.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet to Be Determined  Exception Granted

**STATUS:** Preliminary engineering underway for Palmer Road/ Livingston Road and Old Fort Road (south) interchange. Prince George's County is contributing \$1.0 million for engineering.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

SPECIAL  FEDERAL  GENERAL  OTHER

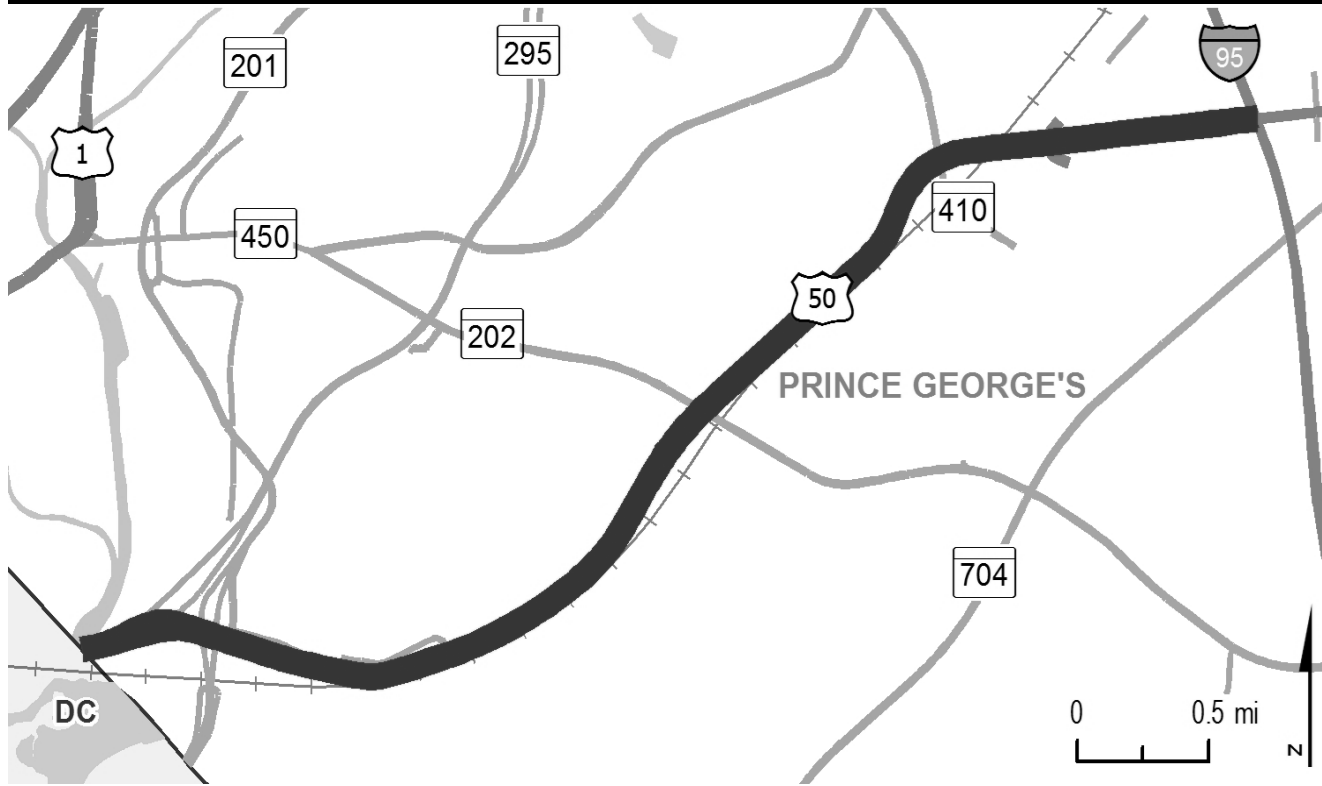
PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	2,523	2,523	0	0	0	0	0	0	0	0	0
Engineering	12,414	1,902	1,000	500	1,500	1,500	1,500	1,250	4,262	10,512	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
<b>Total</b>	<b>15,919</b>	<b>5,407</b>	<b>1,000</b>	<b>500</b>	<b>1,500</b>	<b>1,500</b>	<b>1,500</b>	<b>1,250</b>	<b>4,262</b>	<b>10,512</b>	<b>0</b>
Federal-Aid	11,010	1,146	750	250	1,102	1,500	1,500	1,250	4,262	9,864	0
Special	3,909	3,909	0	0	0	0	0	0	0	0	0
Other	1,000	352	250	250	398	0	0	0	0	648	0

**Classification:**

STATE - Intermediate Arterial  
 FEDERAL - Freeway/Expressway  
 STATE SYSTEM: Primary

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT (2024) 60,000 - 80,000  
 PROJECTED (2044) 70,000 - 100,000



**PROJECT:** US 50, John Hanson Highway

**DESCRIPTION:** Feasibility study to investigate improving traffic capacity and operations for US 50 from the District of Columbia to MD 704 (5.0 miles). Study concepts recommend various interchange and auxiliary lane modifications to help improve traffic operations.

**PURPOSE & NEED SUMMARY STATEMENT:** US 50 is an important east-west commuter route to employment centers in Washington DC. The project will improve mobility, safety, and operations along US 50.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet to Be Determined  Exception Granted

**STATUS:** Planning complete. Project on-hold.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

SPECIAL  FEDERAL  GENERAL  OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	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
<b>Total</b>	<b>477</b>	<b>477</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	477	477	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

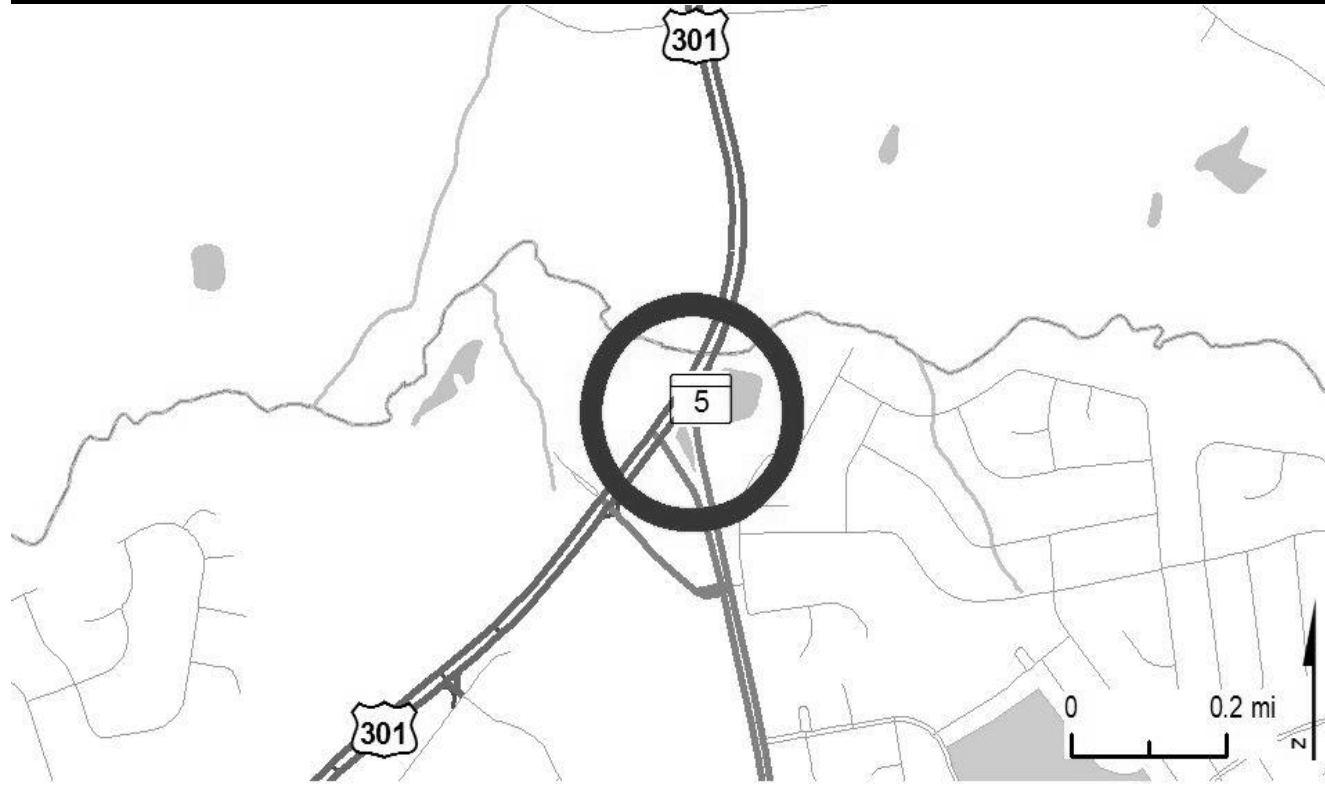
**Classification:**

STATE - Principal Arterial  
 FEDERAL - Freeway/Expressway  
 STATE SYSTEM: Primary

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT 77,700 - 149,200 (2024)  
 PROJECTED 87,500 - 162,400 (2044)





**PROJECT:** US 301, Crain Highway

**DESCRIPTION:** Construct a new flyover from southbound US 301 to MD 5 (Mattawoman Beantown Road) to replace US 301 southbound triple left turning movement. Bicycle and pedestrian accommodations to be included where appropriate.

**PURPOSE & NEED SUMMARY STATEMENT:** US 301 and MD 5 are important commuter routes serving residents in Prince George's County, Charles County and the Southern Maryland region. The project will reduce severe peak hour traffic congestion and accommodate future increase in traffic associated with planned development in southern Prince George's County and Waldorf in Charles County.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

Project Inside PFA  
 Project Outside PFA  
 PFA Status Yet to Be Determined
 
 Grandfathered  
 Exception Will Be Required  
 Exception Granted

**STATUS:** Project on hold.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.

**POTENTIAL FUNDING SOURCE:**  SPECIAL  FEDERAL  GENERAL  OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

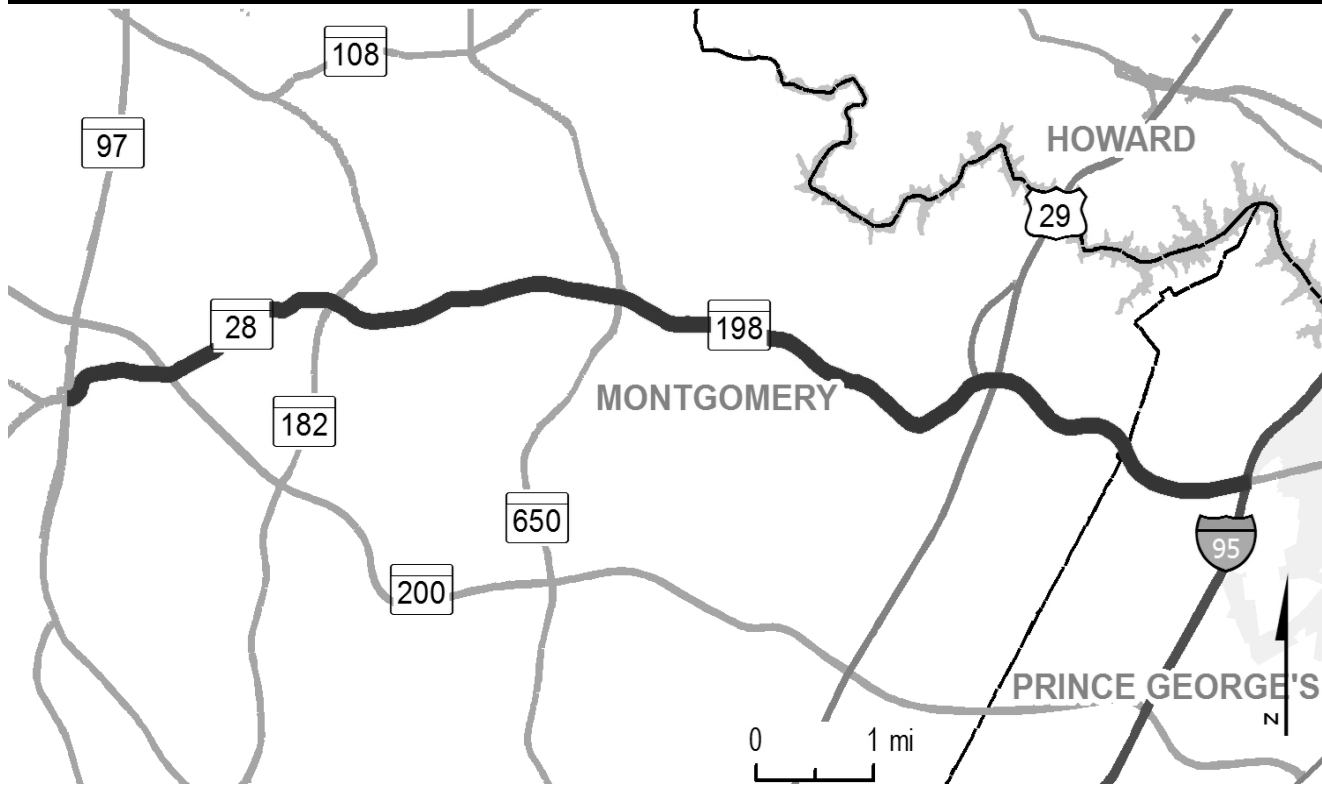
**Classification:**

STATE - Primary Arterial  
 FEDERAL - Other Principal Arterial  
 STATE SYSTEM: Primary

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT 100,800 (US 301)  
 (2024)

PROJECTED 131,800 (US 301)  
 (2044)



**PROJECT:** MD 28, Norbeck Road, and MD 198, Spencerville Road/Sandy Spring Road

**DESCRIPTION:** Study of MD 28/ MD 198 corridor safety, capacity, and operational improvements in Montgomery and Prince George's counties, between MD 97 and I-95 (11.1 miles). Localized traffic operational improvements are included along with sidewalks, shared use paths, and on-road bicycle lanes, where appropriate.

**PURPOSE & NEED SUMMARY STATEMENT:** The MD 28/ MD 198 corridor is an important regional connection between Montgomery and Prince George's counties. The project will improve safety and operations, and better accommodate bicyclists and pedestrians through the Burtonsville business district.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

Project Inside PFA  Project Outside PFA  PFA Status Yet to Be Determined  Grandfathered  Exception Will Be Required  Exception Granted

**STATUS:** Project on hold.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

SPECIAL  FEDERAL  GENERAL  OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	9,200	9,200	89	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
<b>Total</b>	<b>9,202</b>	<b>9,202</b>	<b>89</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Federal-Aid	3,206	3,206	0	0	0	0	0	0	0	0	0
Special	5,996	5,996	89	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT (2024) 20,200 - 37,400 (MD 28)  
17,300 - 46,100 (MD 198)

PROJECTED (2044) 30,400 - 52,600 (MD 28)  
27,100 - 61,000 (MD 198)



**PROJECT:** MD 197, Collington Road

**DESCRIPTION:** Upgrade and widen existing MD 197 from two to four lanes from Kenhill Drive to MD 450 Relocated (1.4 miles), including three multi-lane roundabouts. The shared-use path along northbound MD 197 will be realigned and enhanced.

**PURPOSE & NEED SUMMARY STATEMENT:** Additional capacity is needed to accommodate an increase in traffic volume and improve access in Bowie. The project will also improve accessibility by providing safe pedestrian crossings to connect residences to a nearby school and park.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet to Be Determined  Exception Granted

**STATUS:** Project going on hold in FY 2025. Prince George's County contributed \$1.0 million for planning.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** The cost decrease of \$2.1 million is the result of project deferrals due to fiscal constraints.

**POTENTIAL FUNDING SOURCE:**

SPECIAL  FEDERAL  GENERAL  OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	1,779	1,779	2	0	0	0	0	0	0	0	0
Engineering	4,341	4,241	600	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	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>6,120</b>	<b>6,020</b>	<b>602</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>
Federal-Aid	1,770	1,675	570	95	0	0	0	0	0	95	0
Special	4,350	4,345	32	5	0	0	0	0	0	5	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - Intermediate Arterial

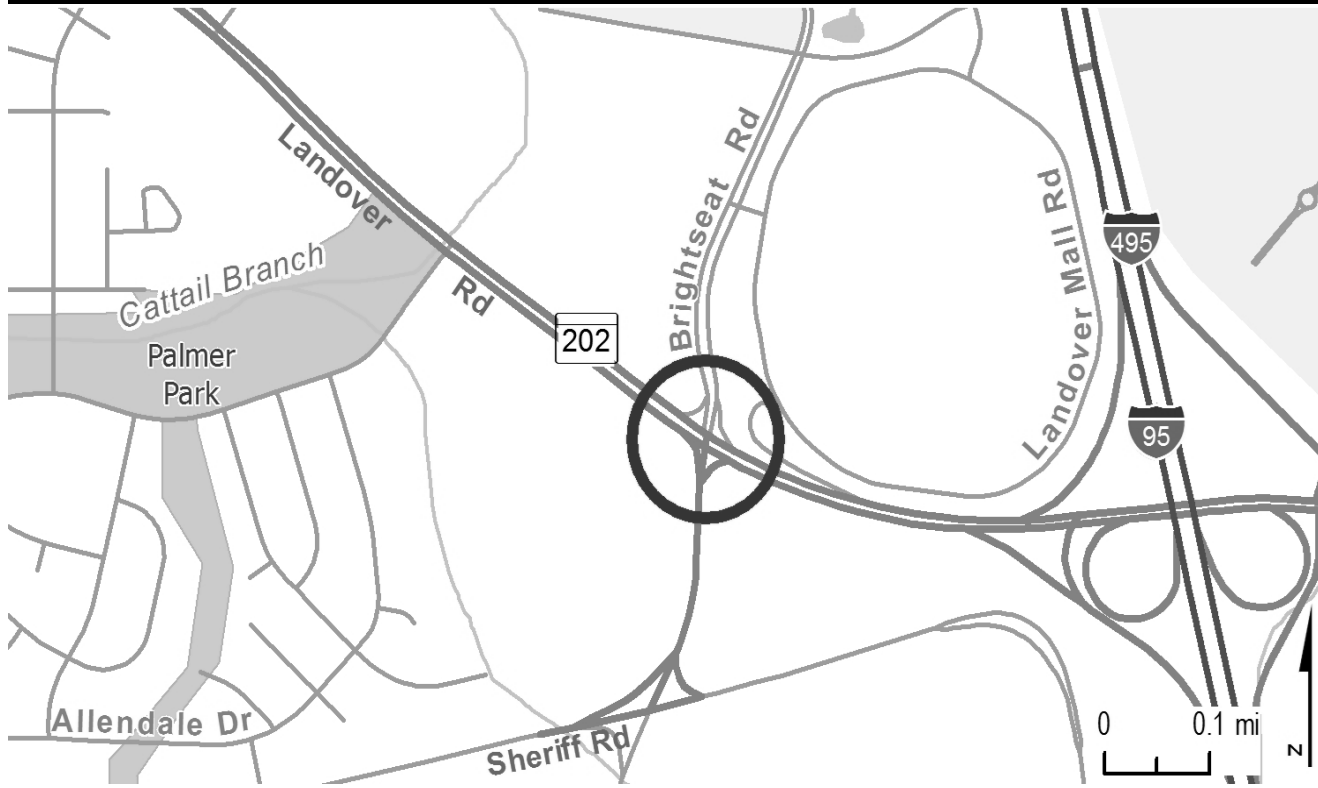
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT 31,000 (2024)

PROJECTED 44,300 (2044)



**PROJECT:** MD 202, Largo Road

**DESCRIPTION:** Improve the MD 202 intersection at Brightseat Road. This improvement will enhance capacity, operations, and safety of the intersection. Pedestrian and bicycle facilities will be included where appropriate.

**PURPOSE & NEED SUMMARY STATEMENT:** This project will provide improved access to the Landover Mall site which is being planned for revitalization by the County.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet to Be Determined  Exception Granted

**STATUS:** Project on hold.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

SPECIAL  FEDERAL  GENERAL  OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	474	474	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>474</b>	<b>474</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	474	474	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - Minor Arterial

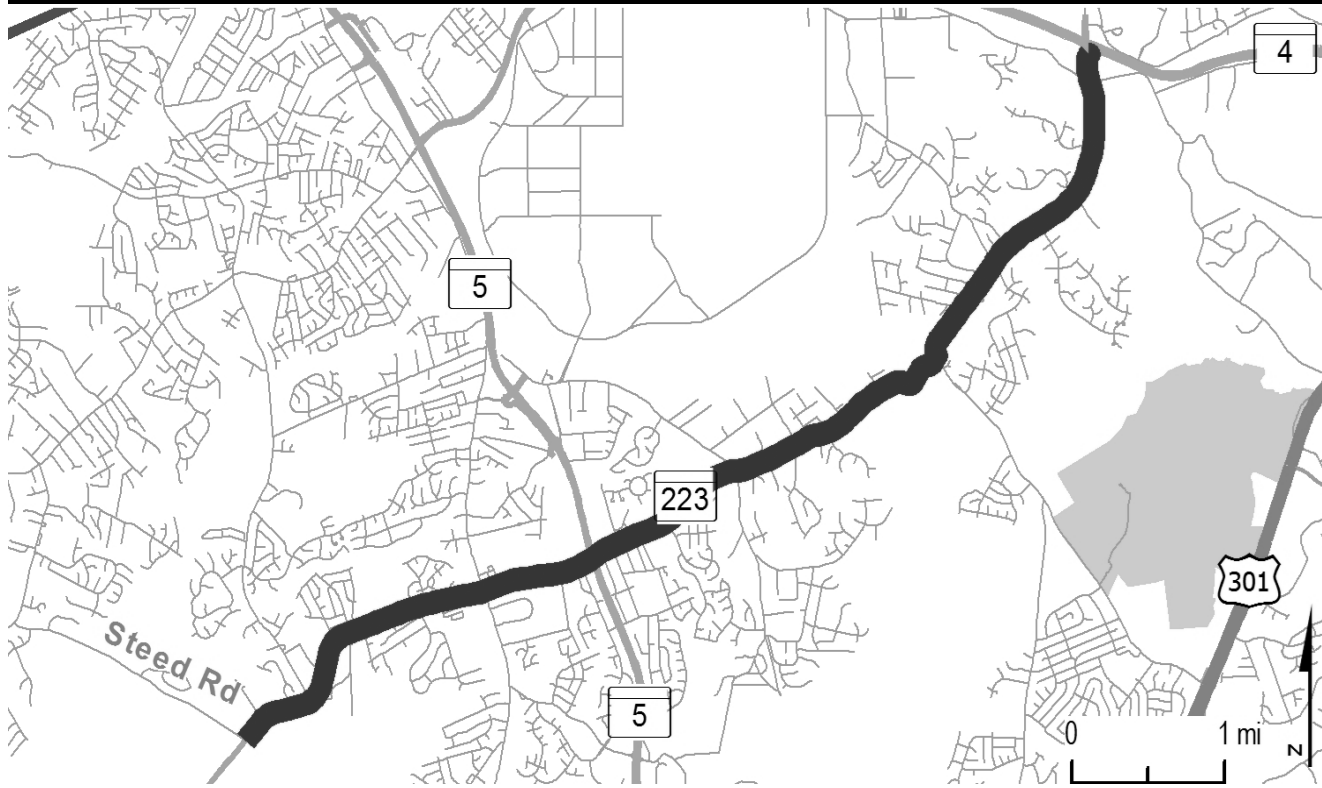
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT 51,800 (2024)

PROJECTED 64,600 (2044)



**PROJECT:** MD 223, Piscataway Road

**DESCRIPTION:** A study to establish a long-term vision for the MD 223 corridor from Steed Road to MD 4 (7.9 miles). Intersection and lane configuration modifications are included to address traffic congestions, along with sidewalks and on road bike lanes where appropriate.

**PURPOSE & NEED SUMMARY STATEMENT:** MD 223 is a congested corridor linking growing residential communities in south central Prince George's County. This project will develop a long-term vision and identify short-term safety and operational improvements.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet to Be Determined  Exception Granted

**STATUS:** Corridor study complete. Project on hold.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

SPECIAL  FEDERAL  GENERAL  OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	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
<b>Total</b>	<b>1,294</b>	<b>1,294</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Federal-Aid	622	622	0	0	0	0	0	0	0	0	0
Special	671	671	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT 45,800 (2024)

PROJECTED 55,500 (2044)



**PROJECT:** MD 450, Annapolis Road

**DESCRIPTION:** Upgrade and widen existing MD 450 to a multi-lane divided highway from Stonybrook Drive to west of MD 3 (1.4 miles). Bicycle and pedestrian facilities will be included where appropriate.

**PURPOSE & NEED SUMMARY STATEMENT:** Additional capacity is needed to accommodate increasing volumes of traffic. This improvement would provide better access to developing areas of central Prince George's County.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet to Be Determined  Exception Granted

**STATUS:** Project on hold.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

SPECIAL  FEDERAL  GENERAL  OTHER

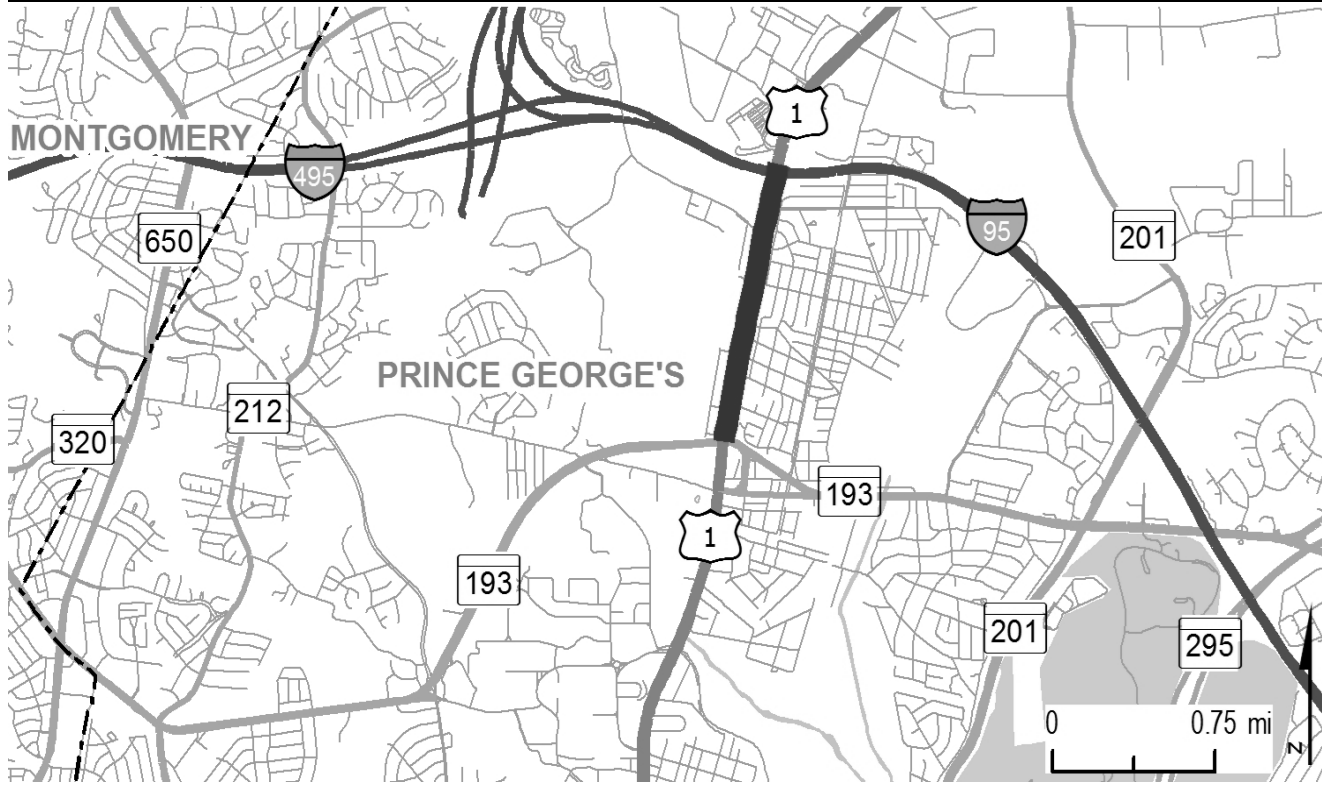
PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,529	1,529	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>1,529</b>	<b>1,529</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Federal-Aid	1,181	1,181	0	0	0	0	0	0	0	0	0
Special	347	347	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - Minor Arterial  
 FEDERAL - Other Principal Arterial  
 STATE SYSTEM: Secondary

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT 24,900 - 31,000 (2024)  
 PROJECTED 32,400 - 40,300 (2044)



**PROJECT:** US 1, Baltimore Avenue

**DESCRIPTION:** Reconstruct US 1 from MD 193 to I-95 (Capital Beltway) This is Segments 2 and 3 (1.1 miles) of a 3-segment project to upgrade US 1 from College Avenue to I-95/I-495. Bicycle and pedestrian facilities will be included.

**PURPOSE & NEED SUMMARY STATEMENT:** There are significant mobility needs along this segment of US 1. This project would improve traffic operations, pedestrian circulation, safety, and accommodate planned revitalization within College Park.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet to Be Determined  Exception Granted

**STATUS:** Planning complete. Project on hold. Segment 1 is open to service. (Prince George's County Line 8).

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

SPECIAL  FEDERAL  GENERAL  OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	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
<b>Total</b>	<b>1,387</b>	<b>1,387</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	1,293	1,293	0	0	0	0	0	0	0	0	0
Other	94	94	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT 45,500 (2024)

PROJECTED 50,300 (2044)

**MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

**STATE HIGHWAY ADMINISTRATION - Prince George's County - LINE 21**

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<b><u>Bicycle Retrofit</u></b>				
PG8671	US1	RHODE ISLAND AVENUE; CHARLES ARMENTROUT DRIVE TO FARRAGUT STREET (RHODE ISLAND TROLLEY TRAIL)	\$ 9,481	Under Construction
<b><u>Bridge Replacement/Rehabilitation</u></b>				
PGA471	-	CLEANING AND PAINTING BRIDGES 1604400, 1612500, 1619900, AND 1620500	\$ 5,475	Under Construction
<b><u>Resurface/Rehabilitate</u></b>				
XY7161	-	MILL AND RESURFACING AT VARIOUS LOCATIONS IN PRINCE GEORGE'S COUNTY	\$ 20,702	Completed
PG0431	US301	CRAIN HIGHWAY - SAFETY AND RESURFACING IMPROVEMENTS FROM CHARLES COUNTY LINE TO STRUCTURE NO. 16056	\$ 4,557	FY 2025
PG8531	MD210	INDIAN HEAD HIGHWAY - SAFETY AND RESURFACING IMPROVEMENTS FROM SPUR FOR SENECA DRIVE TO DC LINE	\$ 1,890	FY 2025
PG0351	US301	CRAIN HIGHWAY - SAFETY AND RESURFACING IMPROVEMENTS FROM MD 214 TO SOUTH OF EXCALIBUR ROAD	\$ 4,230	Under Construction
PG8501	IS95	CAPITAL BELTWAY - SAFETY AND RESURFACING IMPROVEMENTS FROM LIVINGSTON ROAD TO SOUTH OF AUTH ROAD	\$ 12,416	Under Construction
PG8521	MD5	BRANCH AVENUE - SAFETY AND RESURFACING IMPROVEMENTS FROM OLD BRANCH AVENUE TO CURTIS DRIVE	\$ 4,423	Under Construction
PG8551	MD704	MARTIN LUTHER KING JR HIGHWAY - SAFETY AND RESURFACING IMPROVEMENTS FROM GREENLEAF ROAD TO ARDWICK ARDMORE ROAD	\$ 5,229	Under Construction
XB131G	-	PATCHING AT VARIOUS LOCATIONS IN PRINCE GEORGE'S COUNTY	\$ 3,020	Under Construction
XQ131G	-	PATCHING AT VARIOUS LOCATIONS IN PRINCE GEORGE'S COUNTY	\$ 4,413	Under Construction
XY8161	-	SAFETY AND RESURFACING IMPROVEMENTS AT VARIOUS LOCATIONS IN PRINCE GEORGE'S COUNTY	\$ 22,525	Under Construction
<b><u>Safety/Spot Improvement</u></b>				
PG6261	MD223	PISCATAWAY ROAD - ROUNDABOUT - FLORAL PARK ROAD/PISCATAWAY ROAD	\$ 10,792	Potential Deferral *
PG0111	MD201	KENILWORTH AVENUE - INTERSECTION RECONSTRUCT - M SQUARE BETTERMENTS NEAR RIVER ROAD	\$ 1,857	Under Construction
PG6252	IS495	CAPITAL BELTWAY - DRAINAGE IMPROVEMENT AT WSSC WATERMAIN NEAR EVERHART PLACE	\$ 2,088	Under Construction
PG8901	-	BICYCLE AND PEDESTRIAN ROUTE - PURPLE LINE ALIGNMENT	\$ 4,551	Under Construction

\* Subject to System Preservation Program fund allocations in the Final CTP



**MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

**STATE HIGHWAY ADMINISTRATION - Prince George's County - LINE 21**

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<b>Sidewalks</b>				
PG2801	MD223	WOODYARD ROAD - SIDEWALKS FROM SOUTH OF VICTORIA DRIVE TO NORTH OF SHERWOOD DRIVE	\$ 6,147	Under Construction
PGA111	MD725	MAIN STREET - SIDEWALKS FROM WEST OF SERVICE LANE TO EAST OF GOVERNOR ODEN BOWIE DRIVE	\$ 1,587	Under Construction
<b>Transportation Alternatives Program</b>				
PG0202	US1	BALTIMORE AVENUE - HOLLYWOOD ROAD SIDEWALK DESIGN	\$ 79	Design Underway
PGA101	-	CRITTENDEN STREET AND 52ND AVENUE IMPROVEMENTS - SAFE ROUTES TO SCHOOL	\$ 237	Design Underway
PGA381	-	BICYCLE AND PEDESTRIAN ROUTE - CENTRAL AVENUE CONNECTOR TRAIL - PHASE I & III	\$ 749	FY 2025
PGA501	MD650	BICYCLE AND PEDESTRIAN ROUTE - METZEROTT ROAD PEDESTRIAN SAFETY	\$ 4,603	FY 2026
PGA651	-	SIGNAL MODIFICATION, PEDESTRIAN SAFETY, AND ACCESS IMPROVEMENT	\$ 1,456	FY 2026
PGNEW2	-	CHAMBERS AVENUE - TRAFFIC CALMING MEASURES ALONG CHAMBER AVENUE AND CAPITOL HEIGHTS BOULEVARD	\$ 250	FY 2026
PGNEW5	-	GREENBELT STATION/WMATA HIKER - BIKER TRAIL	\$ 1,530	FY 2026
PGNEW6	-	LAUREL MARC STATION PLATFORM AND PEDESTRIAN SAFETY IMPROVEMENTS	\$ 960	Under Construction
PGNEW7	-	OXON COVE TRAIL	\$ 1,228	Under Construction

\* Subject to System Preservation Program fund allocations in the Final CTP



**QUEEN ANNE'S COUNTY**





**PROJECT:** US 301, Blue Star Memorial Highway

**DESCRIPTION:** Replacement of Bridge No. 1701401 on US 301 Northbound over the Chester River.

**PURPOSE & NEED SUMMARY STATEMENT:** The purpose of this project is to replace a poor rated bridge to keep the roadway safe and open to traffic.

**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**EXPLANATION:** The existing bridge, built in 1955, is nearing the end of its useful service life and was rated poor based on the bridge deck condition.

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

- SPECIAL  FEDERAL  GENERAL  OTHER

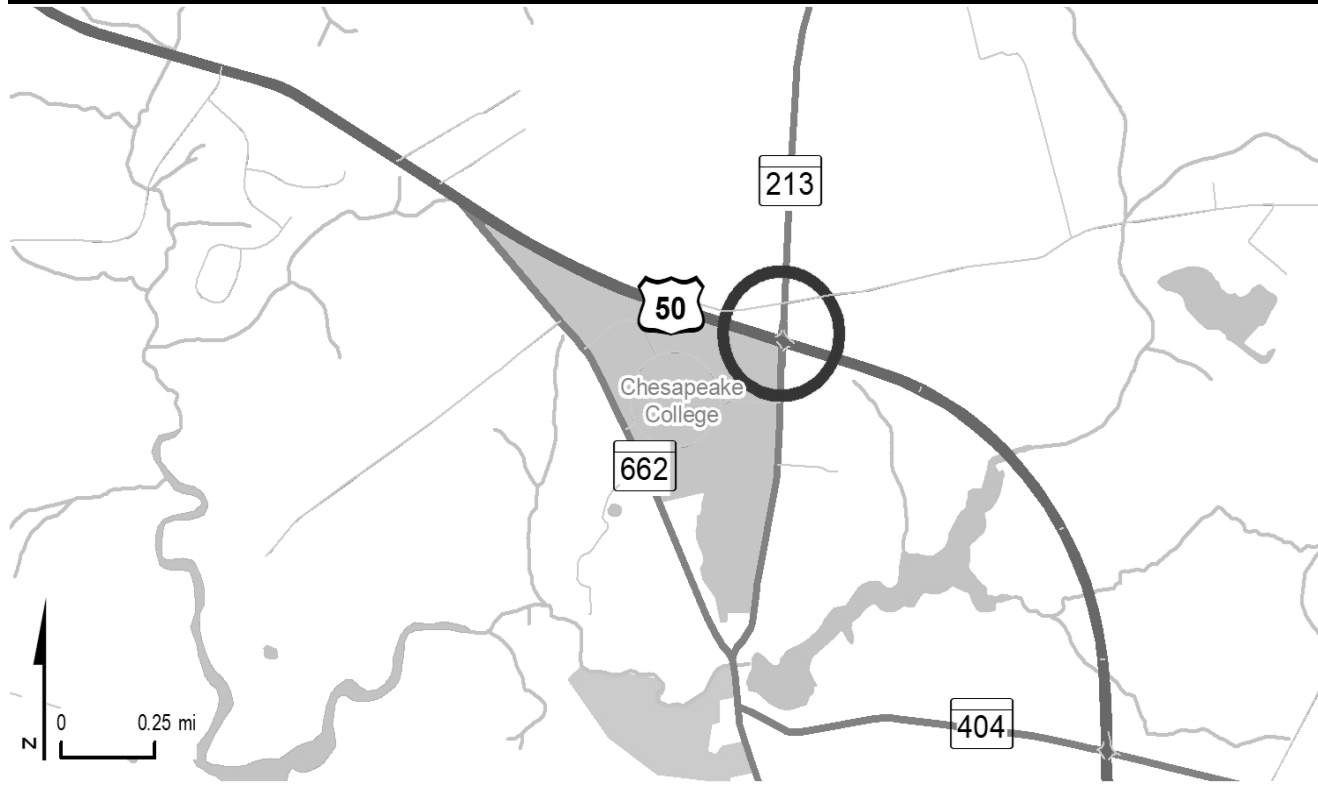
PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,222	2,222	71	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	10,125	9,121	4,811	1,004	0	0	0	0	0	1,004	0
<b>Total</b>	<b>12,347</b>	<b>11,343</b>	<b>4,882</b>	<b>1,004</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,004</b>	<b>0</b>
Federal-Aid	10,871	9,868	4,824	1,003	0	0	0	0	0	1,003	0
Special	1,476	1,475	58	1	0	0	0	0	0	1	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - Principal Arterial  
 FEDERAL - Freeway/Expressway  
 STATE SYSTEM: Primary

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT 13,500 (2024)  
 PROJECTED 17,600 (2044)



**PROJECT:** US 50, Ocean Gateway

**DESCRIPTION:** Project to grade-separate the intersection of US 50 and MD 213.

**PURPOSE & NEED SUMMARY STATEMENT:** This project will improve operations and safety, especially during the peak summer travel season.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

Project Inside PFA  
 Project Outside PFA  
 PFA Status Yet to Be Determined
  Grandfathered  
 Exception Will Be Required  
 Exception Granted

**STATUS:** Project on hold.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

SPECIAL  FEDERAL  GENERAL  OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	1,557	1,557	0	0	0	0	0	0	0	0	0
Engineering	492	492	0	0	0	0	0	0	0	0	0
Right-of-way	2,523	2,523	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>4,572</b>	<b>4,572</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Federal-Aid	2,302	2,302	0	0	0	0	0	0	0	0	0
Special	2,270	2,270	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - Principal Arterial

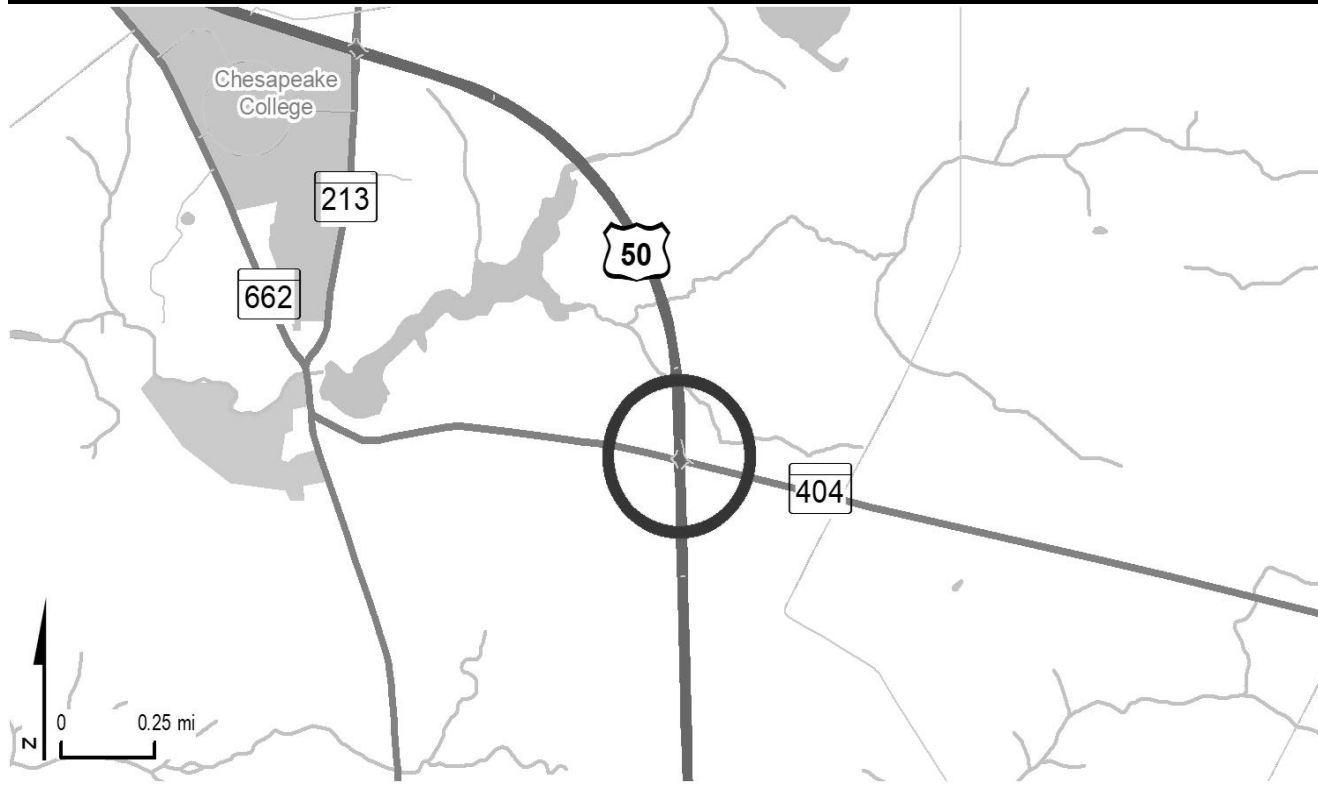
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT 45,500  
(2024) 65,300 (Summer Peak)

PROJECTED 55,600  
(2044) 95,600 (Summer Peak)



**PROJECT:** US 50, Ocean Gateway

**DESCRIPTION:** Project to grade-separate the intersection of US 50 and MD 404.

**PURPOSE & NEED SUMMARY STATEMENT:** This project will improve operations and safety, especially during the peak summer travel season.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

Project Inside PFA  
 Project Outside PFA  
 PFA Status Yet to Be Determined
  Grandfathered  
 Exception Will Be Required  
 Exception Granted

**STATUS:** Project on hold.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

SPECIAL  FEDERAL  GENERAL  OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	570	570	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>570</b>	<b>570</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Federal-Aid	450	450	0	0	0	0	0	0	0	0	0
Special	120	120	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - Principal Arterial  
 FEDERAL - Other Principal Arterial  
 STATE SYSTEM: Primary

**Estimated Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2024)** 45,500  
 65,300 (Summer Peak)  
  
**PROJECTED (2044)** 55,600  
 95,600 (Summer Peak)

**MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

**STATE HIGHWAY ADMINISTRATION - Queen Anne's County - LINE 4**

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<b><u>Intersection Capacity Improvements</u></b>				
QA3061	MD18	MAIN STREET - FROM CASTLE MARINA ROAD TO MD 835 - PEL STUDY	\$ 502	Study Underway
<b><u>Resurface/Rehabilitate</u></b>				
XQ9173	-	MILL AND RESURFACING AT VARIOUS LOCATIONS IN QUEEN ANNE'S COUNTY	\$ 4,141	FY 2025
XY9172	-	MILL AND RESURFACING AT VARIOUS LOCATIONS IN QUEEN ANNE'S COUNTY	\$ 10,018	Under Construction

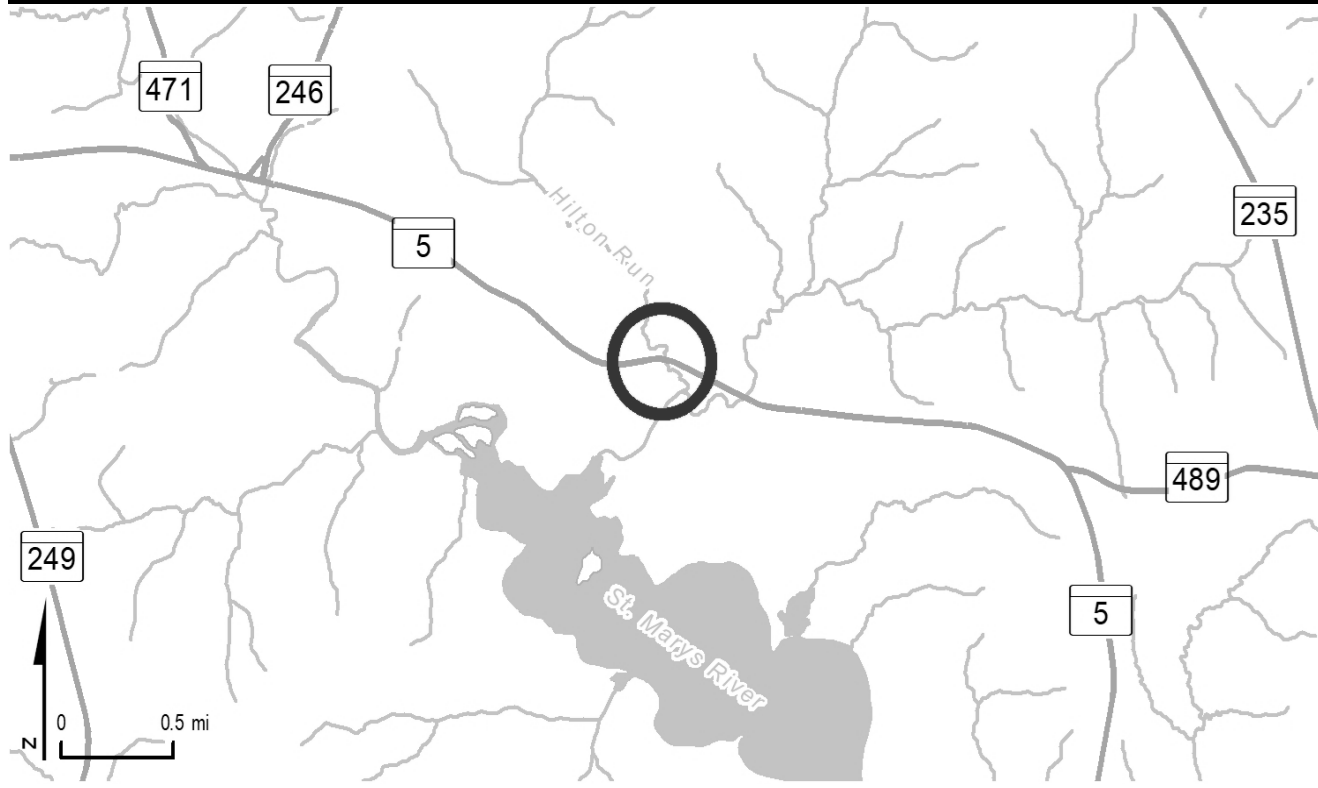
\* Subject to System Preservation Program fund allocations in the Final CTP



***SAINT MARY'S COUNTY***







**PROJECT:** MD 5, Point Lookout Road

**DESCRIPTION:** Replace bridge No. 1800700 on MD 5 over Hilton Run.

**PURPOSE & NEED SUMMARY STATEMENT:** The purpose of this project is to replace a poor rated bridge to keep the roadway safe and open to traffic.

**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

**EXPLANATION:** The existing bridge, built in 1936, is nearing the end of its useful service life and is poor rated based upon the bridge deck condition.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**STATUS:** Construction will begin in the current fiscal year.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

- SPECIAL
- FEDERAL
- GENERAL
- OTHER

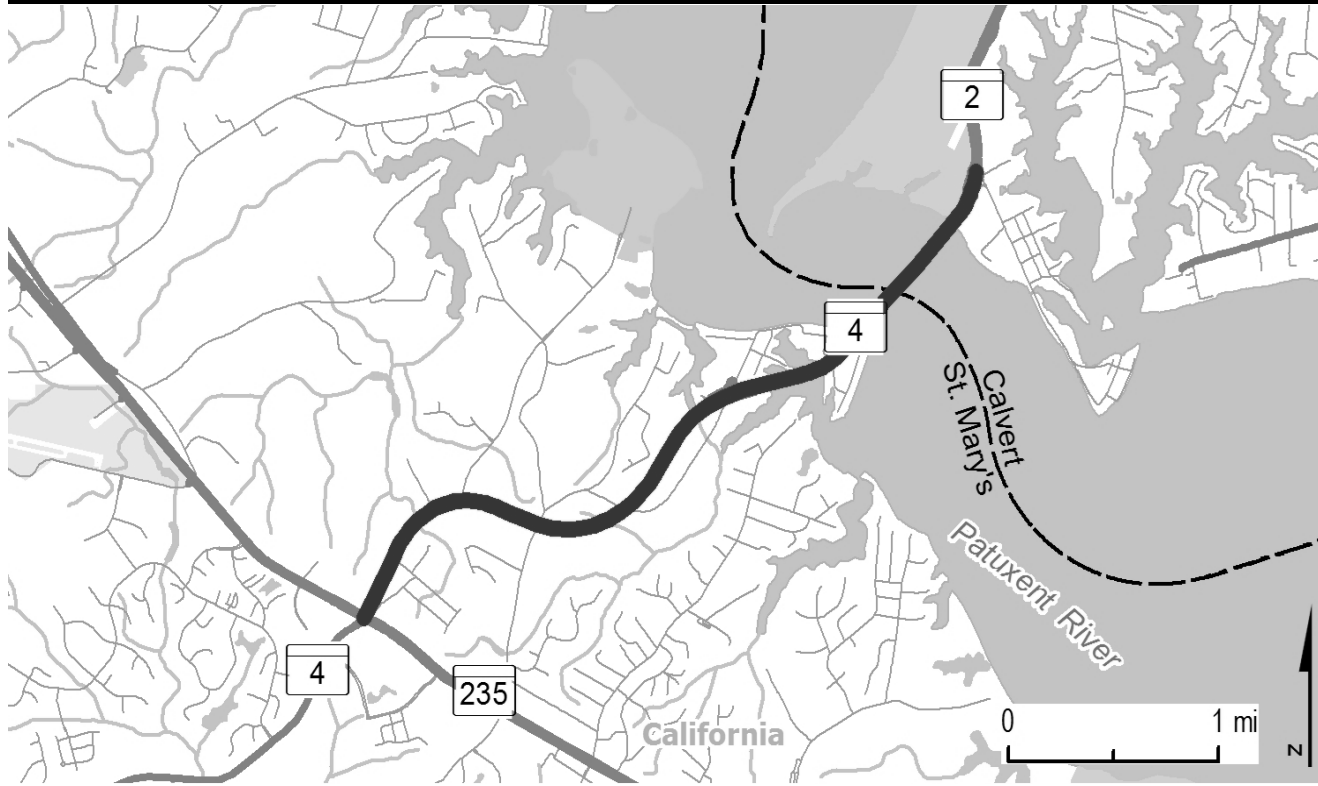
PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,134	2,134	521	0	0	0	0	0	0	0	0
Right-of-way	66	59	38	2	2	2	1	0	0	7	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	4,578	0	0	1,378	2,023	1,177	0	0	0	4,578	0
<b>Total</b>	<b>6,778</b>	<b>2,193</b>	<b>559</b>	<b>1,380</b>	<b>2,025</b>	<b>1,179</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4,585</b>	<b>0</b>
Federal-Aid	5,375	1,021	472	1,310	1,923	1,120	1	0	0	4,354	0
Special	1,403	1,172	87	70	102	59	0	0	0	231	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - Minor Arterial  
 FEDERAL - Major Collector  
 STATE SYSTEM: Secondary

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT 8,600 (2024)  
 PROJECTED 11,200 (2044)



**PROJECT:** MD 4, Patuxent Beach Road and Solomons Island Road

**DESCRIPTION:** Study to upgrade MD 4 between MD 2 and MD 235 (4.0 miles), including the Governor Thomas Johnson Memorial Bridge (bridge 04019) over the Patuxent River and the intersection at MD 235. MD 4 is planned to become a four-lane divided highway with wide shoulders, a shared used path, and sidewalk accommodations where appropriate.

**PURPOSE & NEED SUMMARY STATEMENT:** The MD 4 corridor links communities on both sides of the Patuxent River. The project will reduce congestion and improve bridge operations to support community connections and regional development.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet to Be Determined  Exception Granted

**STATUS:** Patuxent River design studies underway.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

SPECIAL  FEDERAL  GENERAL  OTHER

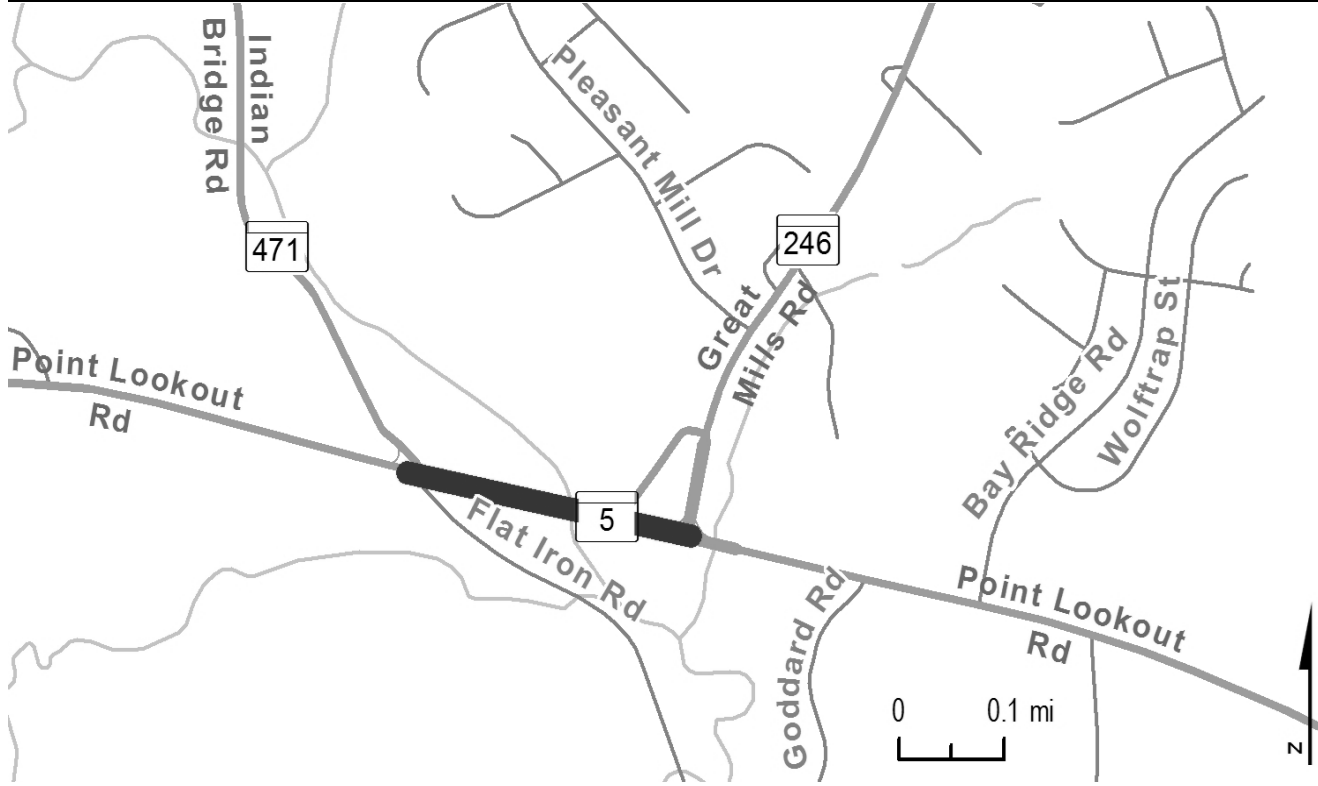
PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	4,942	4,942	0	0	0	0	0	0	0	0	0
Engineering	2,919	919	0	1,000	1,000	0	0	0	0	2,000	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>7,861</b>	<b>5,861</b>	<b>0</b>	<b>1,000</b>	<b>1,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,000</b>	<b>0</b>
Federal-Aid	1,802	2	0	900	900	0	0	0	0	1,800	0
Special	6,058	5,858	0	100	100	0	0	0	0	200	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - Intermediate Arterial  
 FEDERAL - Other Principal Arterial  
 STATE SYSTEM: Primary

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT 30,100 (2024)  
 PROJECTED 39,800 (2044)



**PROJECT:** MD 5, Point Lookout Road

**DESCRIPTION:** Upgrade MD 5 from MD 471 to MD 246, including replacing Bridge No.1800600 over the Saint Mary's River (0.3 miles).

**PURPOSE & NEED SUMMARY STATEMENT:** Improvements will address mobility, accessibility, and state of good repair needs while providing capacity for planned development.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet to Be Determined  Exception Granted

**STATUS:** Project going on hold in FY 2025.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** The cost decrease of \$1.2 million is the result of project deferrals due to fiscal constraints.

**POTENTIAL FUNDING SOURCE:**

SPECIAL  FEDERAL  GENERAL  OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	1,632	1,632	0	0	0	0	0	0	0	0	0
Engineering	4,354	4,346	351	8	0	0	0	0	0	8	0
Right-of-way	4,617	4,617	709	0	0	0	0	0	0	0	0
Utilities	240	240	239	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>10,843</b>	<b>10,835</b>	<b>1,299</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>
Federal-Aid	4,043	4,035	1,273	8	0	0	0	0	0	8	0
Special	6,800	6,800	26	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - Major Collector

FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT 21,600 (2024)

PROJECTED 28,100 (2044)

**MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

**STATE HIGHWAY ADMINISTRATION - Saint Mary's County - LINE 4**

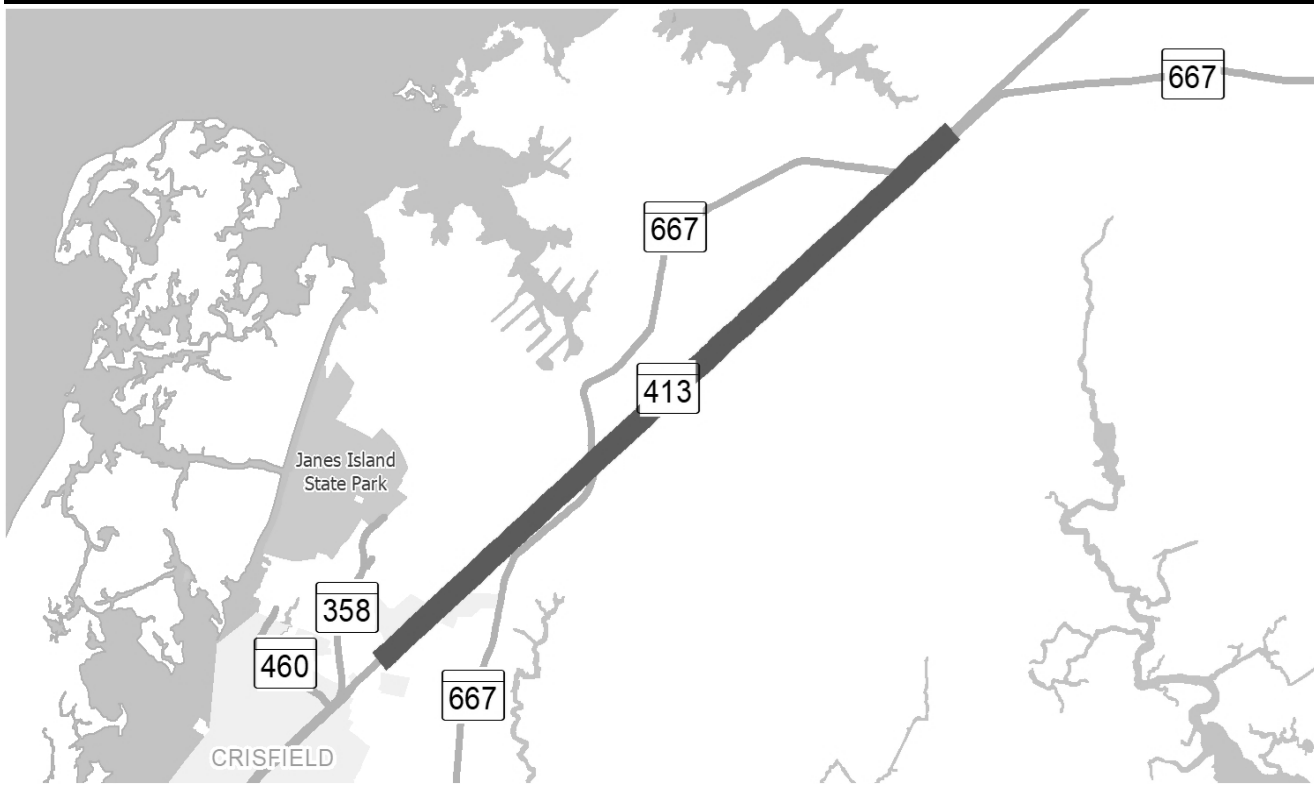
PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<b><u>Bridge Replacement/Rehabilitation</u></b>				
SM1891	MD5	POINT LOOKOUT ROAD - REPLACEMENT OF SMALL STRUCTURE 18050XO OVER DRAINAGE DITCH	\$ 1,462	Under Construction
<b><u>Resurface/Rehabilitate</u></b>				
XY9181	-	SAFETY AND RESURFACING IMPROVEMENTS AT VARIOUS LOCATIONS IN ST. MARY'S COUNTY	\$ 7,688	Under Construction
<b><u>Transportation Alternatives Program</u></b>				
SMNEW1	-	BICYCLE AND PEDESTRIAN ROUTE - THREE NOTCH TRAIL PHASE VII	\$ 3,600	Design Underway

\* Subject to System Preservation Program fund allocations in the Final CTP



***SOMERSET COUNTY***





**PROJECT:** MD 413 Trail

**DESCRIPTION:** Construction of a paved bike/pedestrian trail with parking areas and plantings along the MD 413 corridor. The project will continue the improvements to complete the 12-mile corridor for the shared use path between Crisfield and Westover.

**PURPOSE & NEED SUMMARY STATEMENT:** This project completes a 12-mile trail from Crisfield to Westover, providing a safe alternative for pedestrians and cyclists and supporting tourism and economic development opportunities. The improvements will also afford pedestrian and cyclists a safer alternative to navigate the corridor versus using the shoulder areas along the high-speed MD 413 corridor.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**EXPLANATION:** This project completes a 12-mile trail from Crisfield to Westover, providing a safe alternative for pedestrians and cyclists and supporting tourism and economic development opportunities. The project will also make extensive use of the old railroad bed to safely locate pedestrians and cyclists off the roadway.

**STATUS:** Construction of Phase 2C (north of Big Annessex River to south of US 13) will begin in the current fiscal year. Engineering for Phases 2A (Davis Lane to Lover's Lane) and 2B (Lover's Lane to south of Sheriff's Office) is underway. Phase 2C engineering was funded through grants from the Transportation Alternatives Program and the Kim Lamphier Bikeways Network Program.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** 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 2024	EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,966	1,630	1,630	416	409	409	102	0	0	1,336	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	25	13	13	2	2	2	2	2	2	12	0
Construction	17,960	0	0	4,052	3,726	6,213	3,969	0	0	17,960	0
<b>Total</b>	<b>20,951</b>	<b>1,643</b>	<b>1,643</b>	<b>4,470</b>	<b>4,137</b>	<b>6,624</b>	<b>4,073</b>	<b>2</b>	<b>2</b>	<b>19,308</b>	<b>0</b>
Federal-Aid	18,912	192	192	4,461	4,075	6,311	3,873	0	0	18,720	0
Special	2,039	1,451	1,451	9	62	313	200	2	2	588	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - N/A

FEDERAL - N/A

STATE SYSTEM: Secondary

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT 6,200 (2024)

PROJECTED 6,800 (2044)



**MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

**STATE HIGHWAY ADMINISTRATION - Somerset County - LINE 2**

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<b><u>Resurface/Rehabilitate</u></b>				
XY7191	-	SAFETY AND RESURFACING IMPROVEMENTS AT VARIOUS LOCATIONS IN SOMERSET COUNTY	\$ 8,380	Under Construction
XY8191	-	SAFETY AND RESURFACING IMPROVEMENTS AT VARIOUS LOCATIONS IN SOMERSET COUNTY	\$ 9,420	Under Construction

\* Subject to System Preservation Program fund allocations in the Final CTP



**TALBOT COUNTY**





**PROJECT:** Easton Shop

**DESCRIPTION:** Renovation of the vacant laboratory building to become the new maintenance shop and overall site improvements to the Easton Shop facility.

**PURPOSE & NEED SUMMARY STATEMENT:** The existing Easton shop no longer meets SHA's District needs to effectively maintain the roads in Easton and Talbot County, including proper equipment storage needs.

**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**EXPLANATION:** The aging Easton Shop facility buildings are in need of replacement and renovation.

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2024	EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,518	3,518	139	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	99	99	34	0	0	0	0	0	0	0	0
Construction	16,432	7,188	7,180	9,244	0	0	0	0	0	9,244	0
<b>Total</b>	<b>20,049</b>	<b>10,805</b>	<b>7,353</b>	<b>9,244</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9,244</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	20,049	10,805	7,353	9,244	0	0	0	0	0	9,244	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - N/A  
 FEDERAL - N/A  
 STATE SYSTEM: N/A

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT (2024) N/A  
 PROJECTED (2044) N/A

**MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

**STATE HIGHWAY ADMINISTRATION - Talbot County - LINE 2**

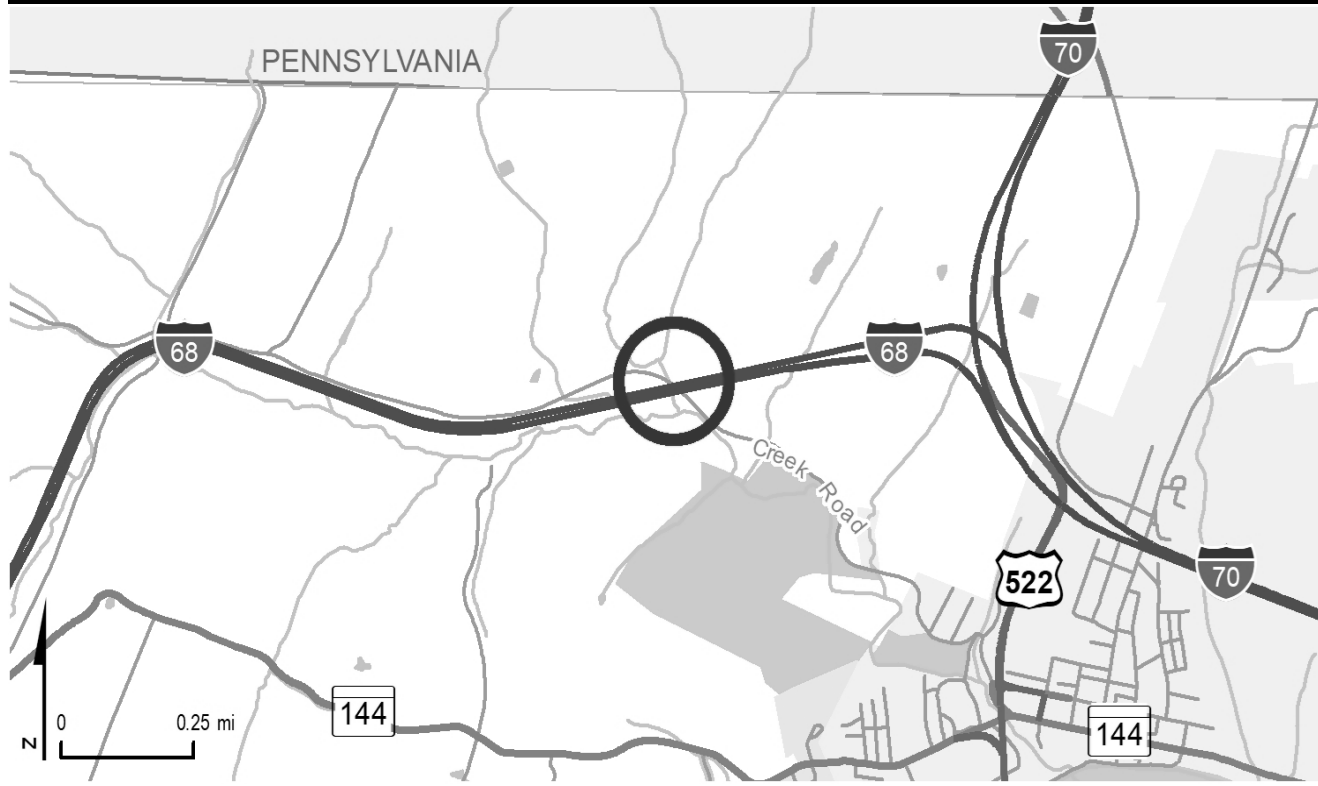
PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<b><u>Resurface/Rehabilitate</u></b>				
XQ9203	-	MILL AND RESURFACING AT VARIOUS LOCATIONS IN TALBOT COUNTY	\$ 4,141	FY 2025
XB9203	-	MILL AND RESURFACING AT VARIOUS LOCATIONS IN TALBOT COUNTY	\$ 8,429	Potential Deferral *
XY9202	-	MILL AND RESURFACING AT VARIOUS LOCATIONS IN TALBOT COUNTY	\$ 9,200	Under Construction
<b><u>Safety/Spot Improvement</u></b>				
TA2891	US50	OCEAN GATEWAY - GEOMETRIC IMPROVEMENTS FROM LOMAX STREET TO DUTCHMAN'S LANE	\$ 5,583	FY 2026
TA2851	MD322	EASTON PARKWAY - GEOMETRIC IMPROVEMENTS AT GLENWOOD AVENUE	\$ 5,689	Potential Deferral *
TA2241	MD328	MATTHEWSTOWN ROAD - PLANNING STUDY FROM US 50 TO BLACK DOG ALLEY	\$ 1,500	Study Underway
<b><u>Sidewalks</u></b>				
TA2291	MD33	TALBOT STREET - SIDEWALK IMPROVEMENTS FROM NORTH OF LEE STREET TO SOUTH OF SPENCER DRIVE	\$ 3,838	Under Construction
<b><u>Traffic Management</u></b>				
TANEW3	US50	OCEAN GATEWAY - LIGHTING AT MD 322	\$ 600	Under Construction
<b><u>Transportation Alternatives Program</u></b>				
TATAP1	-	EASTON RAIL TRAIL AT MARYLAND AVENUE TO EASTON POINT PARK	\$ 947	Under Construction

\* Subject to System Preservation Program fund allocations in the Final CTP



***WASHINGTON COUNTY***





**PROJECT:** I-68, National Freeway

**DESCRIPTION:** Replacement of Bridge Nos. 2107603 and 2107604 on I-68 over Creek Road.

**PURPOSE & NEED SUMMARY STATEMENT:** The purpose of this project is to replace the deteriorated bridges to keep the roadway safe and open to traffic. Replacing the bridges before they become poor rated will prevent additional disruptions to this heavily traveled roadway.

**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

**EXPLANATION:** The existing bridges, built in 1978, are nearing the end of their useful service life and are currently rated fair.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

- SPECIAL
- FEDERAL
- GENERAL
- OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,705	1,705	16	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	16,790	6,247	6,246	8,628	1,915	0	0	0	0	10,543	0
<b>Total</b>	<b>18,495</b>	<b>7,952</b>	<b>6,262</b>	<b>8,628</b>	<b>1,915</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10,543</b>	<b>0</b>
Federal-Aid	17,921	7,455	6,215	8,565	1,901	0	0	0	0	10,466	0
Special	574	497	47	63	14	0	0	0	0	77	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - Principal Arterial

FEDERAL - Interstate

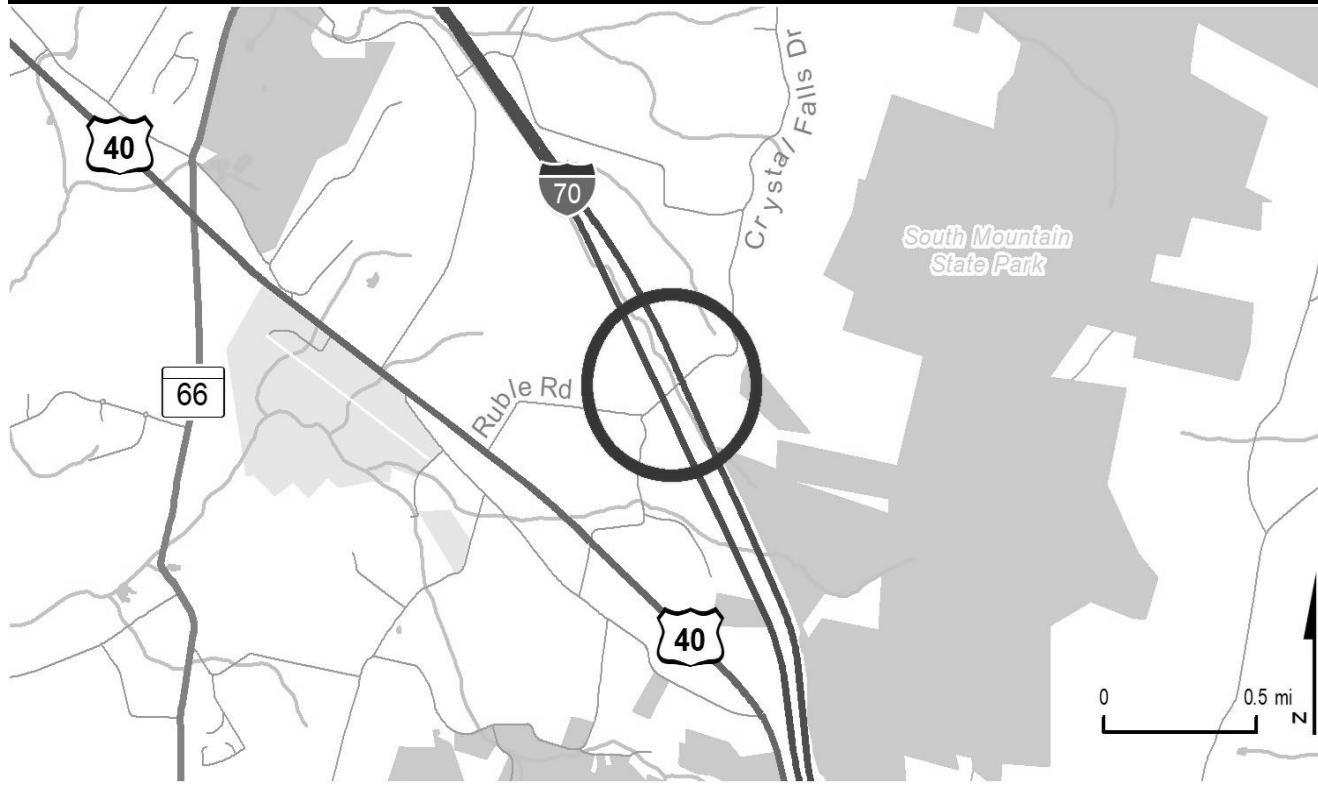
STATE SYSTEM: Primary

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT 21,400 (2024)

PROJECTED 25,700 (2044)





**PROJECT:** I-70, Eisenhower Memorial Highway

**DESCRIPTION:** Replacement of Bridge Nos. 2113503 and 2113504 on I-70 over Crystal Falls Drive.

**PURPOSE & NEED SUMMARY STATEMENT:** The purpose of this project is to replace the deteriorated bridges to keep the roadway safe and open to traffic. Replacing the bridges before they become poor rated will prevent additional disruptions to this heavily traveled roadway.

**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

**EXPLANATION:** The existing bridges, built in 1968, are nearing the end of their useful service lives and are rated in fair condition. There have been numerous deck patches which could compromise this type of bridge over time.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

- SPECIAL
- FEDERAL
- GENERAL
- OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,746	1,746	4	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	21,687	15,433	6,889	6,254	0	0	0	0	0	6,254	0
<b>Total</b>	<b>23,433</b>	<b>17,179</b>	<b>6,893</b>	<b>6,254</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6,254</b>	<b>0</b>
Federal-Aid	21,962	15,716	6,847	6,246	0	0	0	0	0	6,246	0
Special	1,471	1,463	46	8	0	0	0	0	0	8	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - Principal Arterial

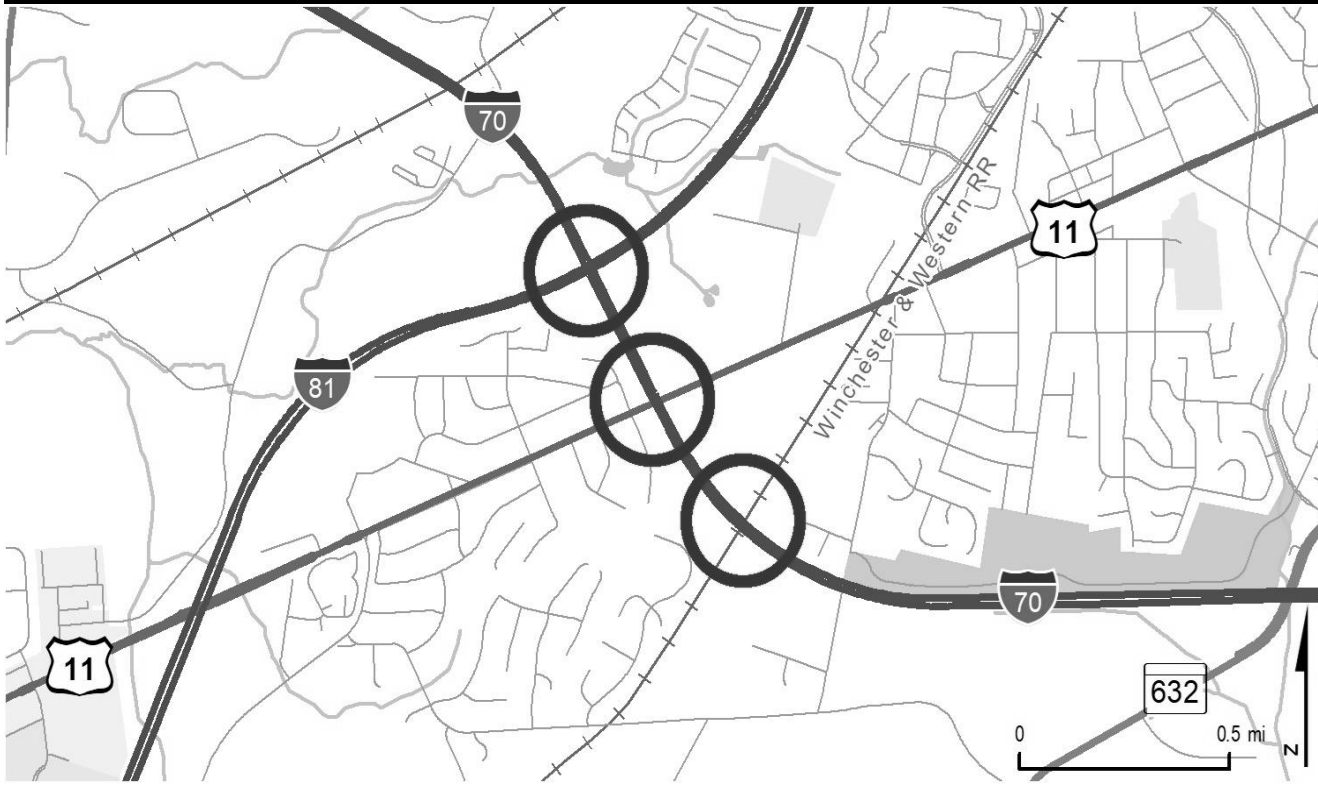
FEDERAL - Interstate

STATE SYSTEM: Primary

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT 73,700 (2024)

PROJECTED 87,300 (2044)



**PROJECT:** I-70, Eisenhower Memorial Highway

**DESCRIPTION:** Deck replacement and rehabilitation of Bridge Nos. 2107303 and 2114100 on I-70 over I-81 and Bridge Nos. 2111303 and 2111304 on I-70 over Norfolk Southern Railroad. Replacement of Bridge Nos. 2111203 and 2111204 on I-70 over US 11.

**PURPOSE & NEED SUMMARY STATEMENT:** The purpose of this project is to rehabilitate and/or replace the fair and poor rated bridges to keep the roadway safe and open to traffic. Replacing and rehabilitating these bridges will create additional width, 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:

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

**EXPLANATION:** The existing bridges, built in 1965-1968, are nearing the end of their useful service lives, and the bridges over US 11 are rated poor based on deck condition.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** The cost increase of \$8.1 million is due to an unfavorable bid on the construction contract.

**POTENTIAL FUNDING SOURCE:**

- SPECIAL
- FEDERAL
- GENERAL
- OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,626	2,626	473	0	0	0	0	0	0	0	0
Right-of-way	207	207	4	0	0	0	0	0	0	0	0
Utilities	1,140	1,140	1,140	0	0	0	0	0	0	0	0
Construction	57,942	4,180	4,180	14,412	17,277	14,083	7,990	0	0	53,762	0
<b>Total</b>	<b>61,915</b>	<b>8,153</b>	<b>5,797</b>	<b>14,412</b>	<b>17,277</b>	<b>14,083</b>	<b>7,990</b>	<b>0</b>	<b>0</b>	<b>53,762</b>	<b>0</b>
Federal-Aid	60,047	6,287	5,696	14,412	17,276	14,082	7,990	0	0	53,760	0
Special	1,868	1,866	101	0	1	1	0	0	0	2	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - Principal Arterial

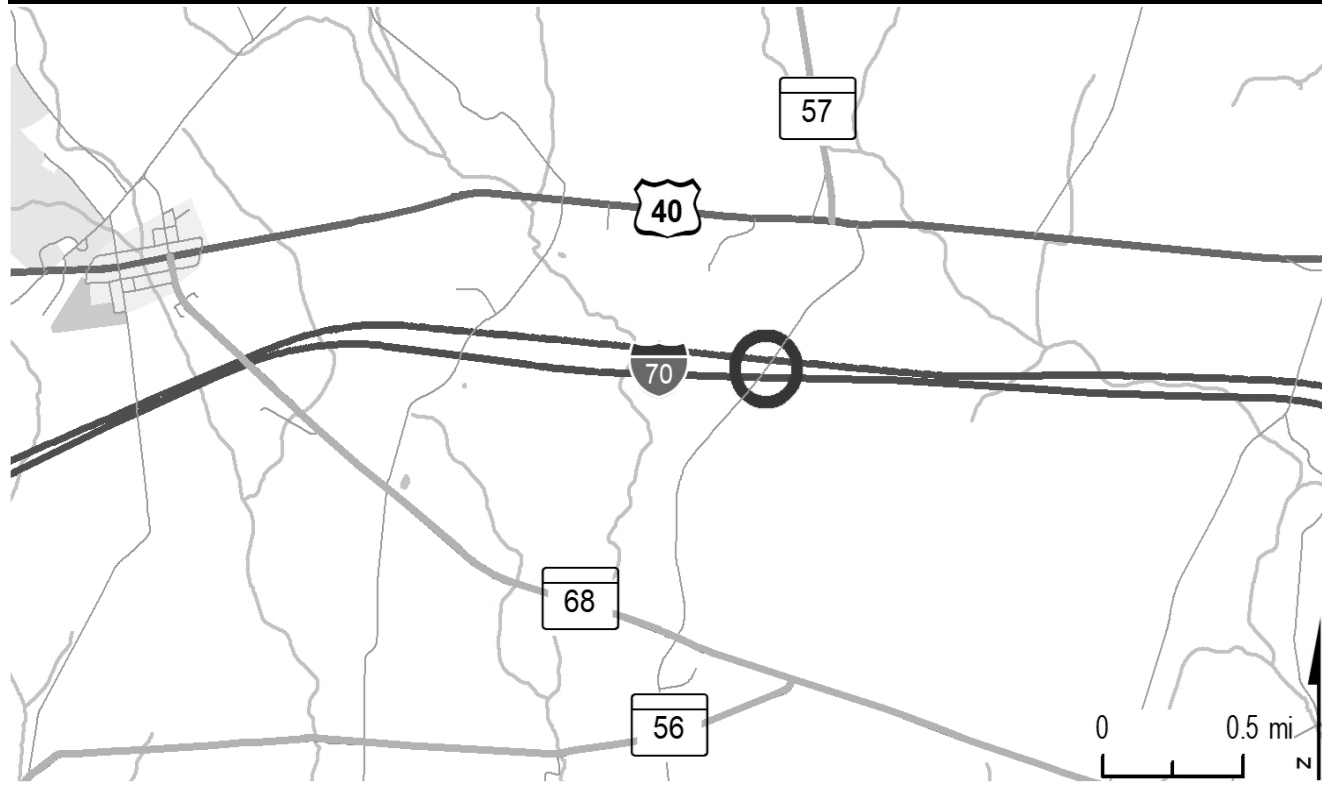
FEDERAL - Interstate

STATE SYSTEM: Primary

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT 67,600 (2024)

PROJECTED 87,200 (2044)



**PROJECT:** I-70, Eisenhower Highway

**DESCRIPTION:** Replacement of Bridge Nos. 2110203 and 21102014 on I-70 over St. Paul Road.

**PURPOSE & NEED SUMMARY STATEMENT:** The purpose of this project is to replace the deteriorated bridges to keep the roadway safe and open to traffic. Replacing the bridges before they become poor rated will prevent additional disruptions to this heavily traveled roadway.

**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

**EXPLANATION:** The existing bridges, built in 1965, are nearing the end of their useful service lives and are rated in fair condition. There have been numerous deck patches placed to repair the deteriorating deck.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**STATUS:** Engineering underway.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** Project is subject to potential deferral due to fiscal constraints.

**POTENTIAL FUNDING SOURCE:**

- SPECIAL  FEDERAL  GENERAL  OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,817	1,307	525	510	0	0	0	0	0	510	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	18,000	0	0	1,440	10,680	5,880	0	0	0	18,000	0
<b>Total</b>	<b>19,817</b>	<b>1,307</b>	<b>525</b>	<b>1,950</b>	<b>10,680</b>	<b>5,880</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18,510</b>	<b>0</b>
Federal-Aid	18,561	1,031	509	1,798	10,146	5,586	0	0	0	17,530	0
Special	1,256	276	16	152	534	294	0	0	0	980	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT 42,100 (2024)

PROJECTED 54,700 (2044)



**PROJECT:** US 40, National Pike

**DESCRIPTION:** Rehabilitation of Bridge No. 2101200 over Conococheague Creek.

**PURPOSE & NEED SUMMARY STATEMENT:** The purpose of this project is to complete a major rehabilitation of the deteriorated portions of an existing historic bridge to keep the roadway safe and open to traffic. Rehabilitating the bridge before it becomes poor rated will prevent additional disruptions to this heavily traveled roadway.

**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**EXPLANATION:** The existing bridge, built in 1936, is rated in fair condition with numerous patches in the bridge deck and deteriorated concrete in portions of the supporting substructure. Rehabilitation of the bridge at this time will allow us to maintain the bridge in a state of good repair and continue to preserve one of 17 SHA Bridges identified for long-term preservation.

**STATUS:** Engineering underway.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** Project is subject to potential deferral due to fiscal constraints.

**POTENTIAL FUNDING SOURCE:**

- SPECIAL
- FEDERAL
- GENERAL
- OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,500	1,755	0	745	0	0	0	0	0	745	0
Right-of-way	31	31	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	16,998	0	0	2,428	7,285	7,285	0	0	0	16,998	0
<b>Total</b>	<b>19,529</b>	<b>1,786</b>	<b>0</b>	<b>3,173</b>	<b>7,285</b>	<b>7,285</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17,743</b>	<b>0</b>
Federal-Aid	18,020	1,186	0	2,993	6,921	6,921	0	0	0	16,834	0
Special	1,509	600	0	180	364	364	0	0	0	909	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - Minor Arterial

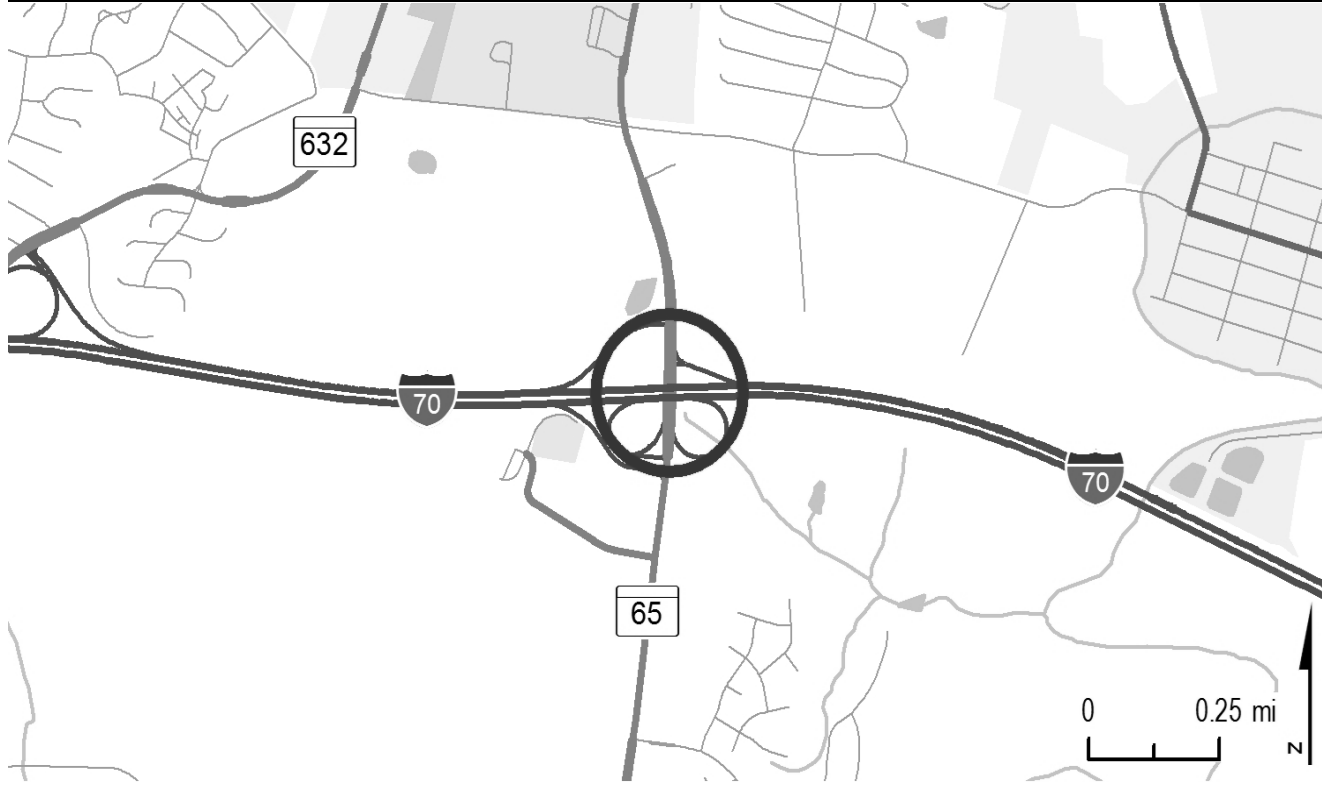
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT 8,000 (2024)

PROJECTED 10,200 (2044)



**PROJECT:** I-70 Eisenhower Memorial Highway

**DESCRIPTION:** Project to upgrade the I-70 interchange at MD 65 to improve safety traffic operations on I-70 and MD 65. Sidewalks and on-road bicycle lanes included along MD 65.

**PURPOSE & NEED SUMMARY STATEMENT:** MD 65 north and south of I-70 is a growing commercial center. This project will reduce congestion and support access to existing and planned development.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet to Be Determined  Exception Granted

**STATUS:** Project on hold.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

SPECIAL  FEDERAL  GENERAL  OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	1,815	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
<b>Total</b>	<b>1,815</b>	<b>1,815</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	1,815	1,815	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - Principal Arterial

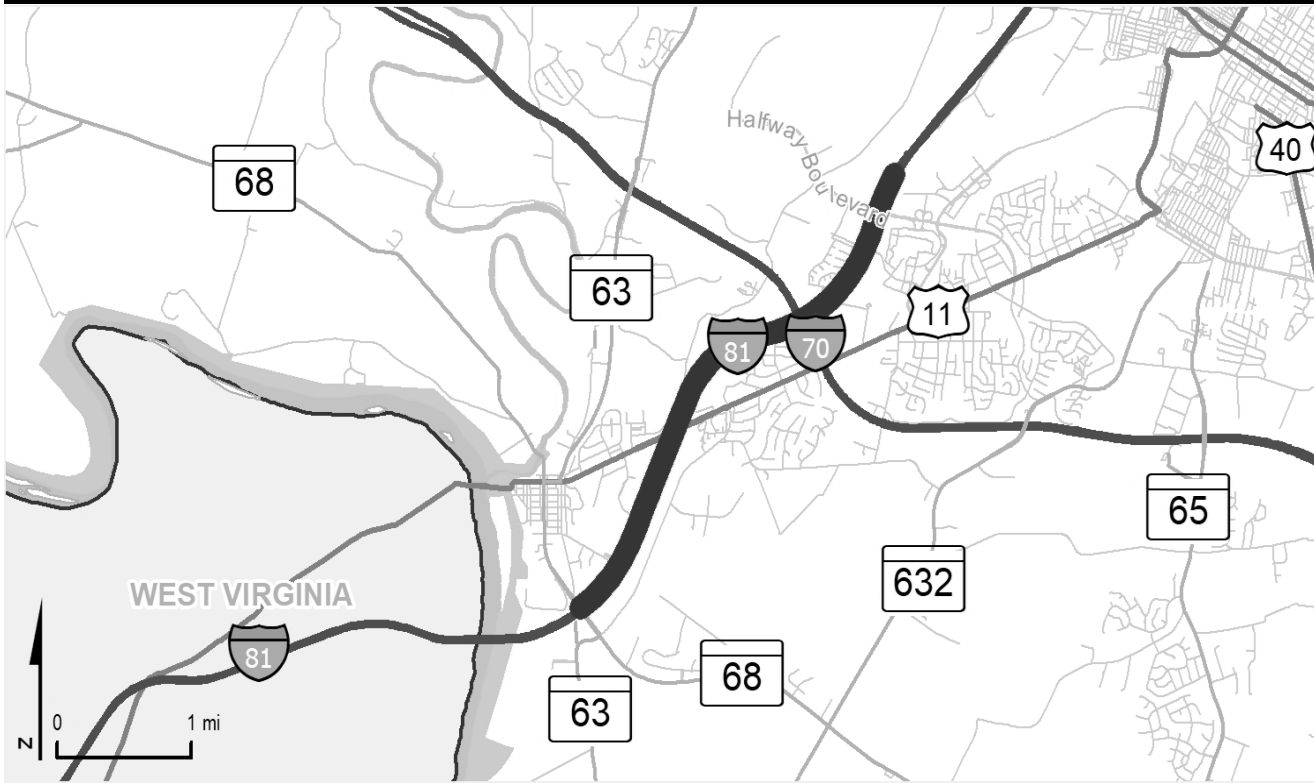
FEDERAL - Interstate

STATE SYSTEM: Primary

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT 65,800 (I-70)  
(2024) 24,300 (MD 65)

PROJECTED 87,600 (I-70)  
(2044) 38,300 (MD 65)



**PROJECT:** I-81, Maryland Veterans Memorial Highway

**DESCRIPTION:** Project to upgrade and widen I-81 to a six-lane divided highway from MD 63/MD 68 to the CSX railroad bridges north of Halfway Boulevard (4.0 miles). Two noise barrier systems will be provided as part of the project.

**PURPOSE & NEED SUMMARY STATEMENT:** I-81 corridor improvements improve mobility, accommodate a high truck volume, and provide capacity for planned development.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet to Be Determined  Exception Granted

**STATUS:** Phase 1 is open to service. Phase 2 is going on hold in FY 2025.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** The cost decrease of \$4.4 million is the result of project deferrals due to fiscal constraints.

<b>POTENTIAL FUNDING SOURCE:</b> <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	7,185	6,585	1,000	600	0	0	0	0	0	600	0
Right-of-way	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
<b>Total</b>	<b>7,185</b>	<b>6,585</b>	<b>1,000</b>	<b>600</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>600</b>	<b>0</b>
Federal-Aid	2,557	2,089	780	468	0	0	0	0	0	468	0
Special	4,628	4,496	220	132	0	0	0	0	0	132	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - Principal Arterial

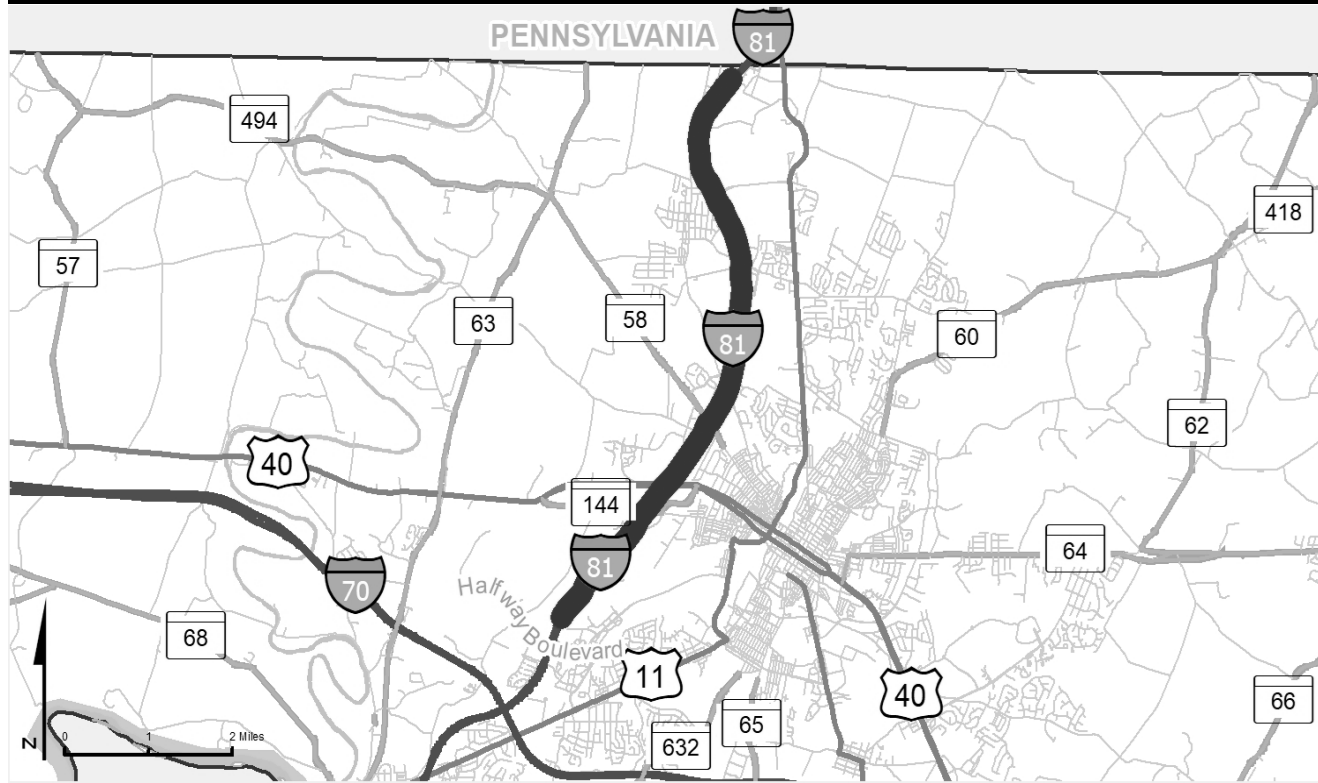
FEDERAL - Interstate

STATE SYSTEM: Primary

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT 65,200 - 82,700 (2024)

PROJECTED 77,400 - 91,300 (2044)



**PROJECT:** I-81 Corridor - CSX Bridges to the PA County Line

**DESCRIPTION:** Project to upgrade and widen I-81 to a six-lane divided highway from the CSX railroad bridges north of Halfway Boulevard to the Pennsylvania State Line (7.2 miles). This is Phases 2 and 3 (7.2 miles) of a 4-phase project to improve I-81 from US 11 in West Virginia to the Pennsylvania State Line.

**PURPOSE & NEED SUMMARY STATEMENT:** 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

**STATUS:** Project on hold. Phase 1 is open to service. Phase 2 (Washington County Line 7) is going on hold in FY 2025.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

SPECIAL  FEDERAL  GENERAL  OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	3,530	3,530	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>3,530</b>	<b>3,530</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Federal-Aid	3,056	3,056	0	0	0	0	0	0	0	0	0
Special	474	474	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT 51,000 - 75,700 (2024)

PROJECTED 66,700 - 98,900 (2044)

**MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

**STATE HIGHWAY ADMINISTRATION - Washington County - LINE 9**

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<b><u>Bridge Replacement/Rehabilitation</u></b>				
WA0781	-	CLEANING AND PAINTING OF BRIDGES 2100300, 2103400, 2103600, 2107100, & 2109103	\$ 2,308	Under Construction
WA1582	US40	NATIONAL PIKE - BRIDGE DECK OVERLAY ON BRIDGE 2112303 AND 2112304 OVER I-70	\$ 9,241	Under Construction
WA2631	US522	WARFORDSBURG ROAD - BRIDGE REHABILITATION OF BRIDGE 2109000 OVER I-70 EASTBOUND	\$ 10,535	Under Construction
WA2881	MD491	RAVEN ROCK ROAD - REPLACEMENT OF SMALL STRUCTURE 21073X0 OVER DRAINAGE DITCH	\$ 640	Under Construction
WA4831	-	CLEANING AND PAINTING BRIDGES 2101900, 2102100, 2105000, 2108300, 2112603/04, 2112703/04, 2113103/04, AND 2114500	\$ 3,246	Under Construction
WA8971	MD56	BIG POOL ROAD - REPLACEMENT OF SMALL STRUCTURE 21004X0 OVER TOMS RUN	\$ 2,557	Under Construction
<b><u>Commuter Action Improvements</u></b>				
XB3701	-	RESURFACE RIDESHARE FACILITIES AT VARIOUS LOCATIONS IN WASHINGTON COUNTY	\$ 634	Under Construction
<b><u>Intersection Capacity Improvements</u></b>				
WA4481	MD64	NORTH CLEVELAND AVENUE - GEOMETRIC IMPROVEMENTS AT EASTERN BOULEVARD	\$ 3,249	Under Construction
<b><u>Resurface/Rehabilitate</u></b>				
WA4971	MD144	MAIN STREET - SAFETY AND RESURFACING IMPROVEMENTS FROM OLD ROUTE 40 TO I-70	\$ 1,500	Under Construction
XY249J	-	SURFACE TREATMENT ON VARIOUS ROADWAYS IN WASHINGTON COUNTY	\$ 3,619	Under Construction
XY250Q	-	PAVEMENT MARKING AT VARIOUS LOCATIONS IN WASHINGTON COUNTY	\$ 1,644	Under Construction
XY8211	-	RESURFACING ROADWAY PAVEMENTS AT VARIOUS LOCATIONS IN EASTERN WASHINGTON COUNTY	\$ 5,641	Under Construction
XY8212	-	RESURFACING ROADWAY PAVEMENTS AT VARIOUS LOCATIONS IN WESTERN WASHINGTON COUNTY	\$ 6,412	Under Construction
XY9211	-	RESURFACING ROADWAY PAVEMENTS AT VARIOUS LOCATIONS IN EASTERN WASHINGTON COUNTY	\$ 7,147	Under Construction
XY9212	-	RESURFACING ROADWAY PAVEMENTS AT VARIOUS LOCATIONS IN WESTERN WASHINGTON COUNTY	\$ 8,355	Under Construction

\* Subject to System Preservation Program fund allocations in the Final CTP



**MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

**STATE HIGHWAY ADMINISTRATION - Washington County - LINE 9**

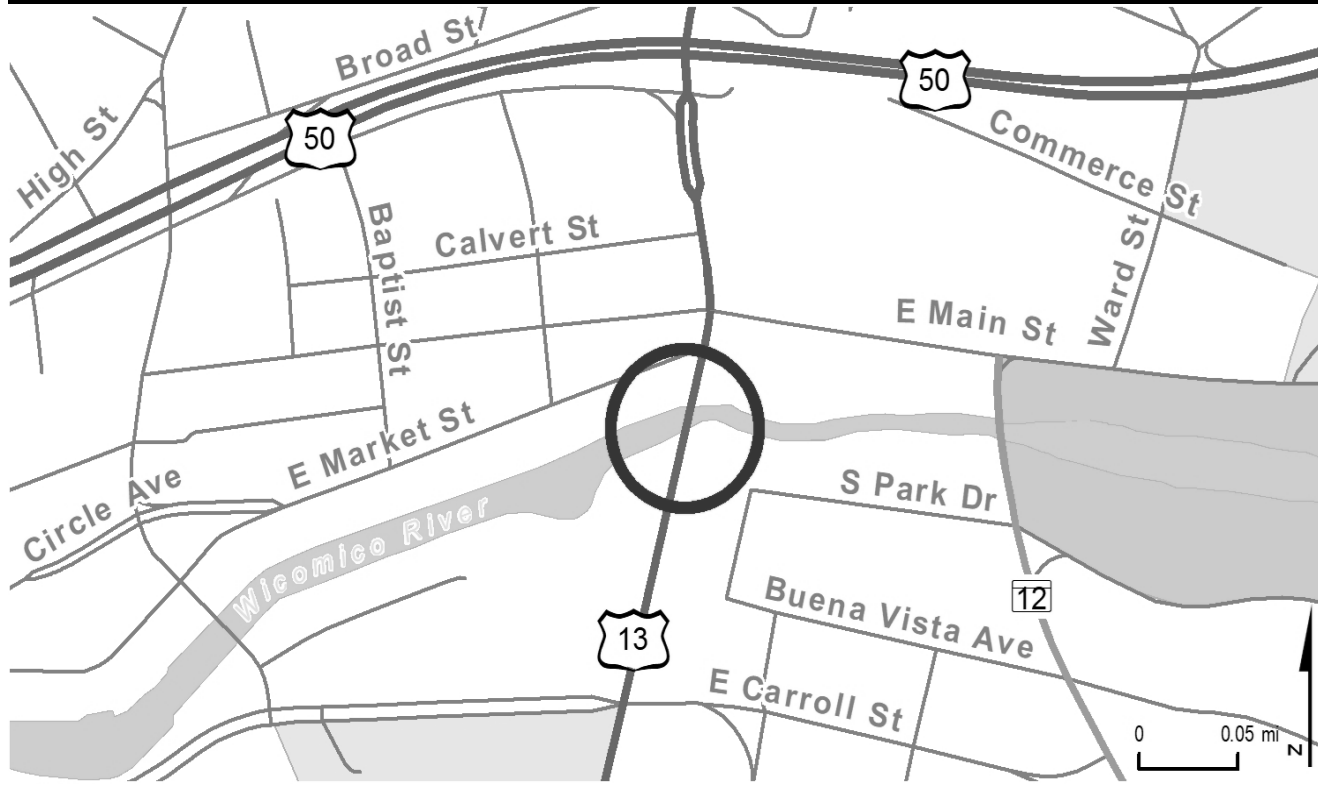
PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<b><u>Safety/Spot Improvement</u></b>				
WA9342	IS68	NATIONAL FREEWAY - SLOPE PROTECTION FROM EAST OF MOUNTAIN ROAD TO THE SIDELING HILL REST AREA	\$ 4,540	Under Construction
<b><u>Sidewalks</u></b>				
WA4791	US40	DUAL HIGHWAY - SIDEWALK IMPROVEMENTS FROM EASTERN BOULEVARD TO ALL STAR COURT	\$ 3,893	Under Construction
<b><u>Transportation Alternatives Program</u></b>				
WA0611	-	CITY PARK TRAIN HUB LOCOMOTIVE REFURBISHMENT AND PAVILION REPLACEMENT	\$ 632	Design Underway
WA0871	-	BICYCLE AND PEDESTRIAN ROUTE - MARSH RUN MULTI-USE TRAIL	\$ 200	Design Underway
WA5711	-	TOWN OF BOONSBORO SAFE ROUTE TO SCHOOL COMPLEX - ORCHARD DRIVE, FORD AVENUE, AND CENTER STREET	\$ 752	Design Underway
WA5741	-	TOWN OF WILLIAMSPORT SAFE ROUTE TO SCHOOL - EAST SUNSET AVENUE, SOUTH ARTIZAN STREET, AND SOUTH CLIFTON DRIVE	\$ 387	Design Underway
WANEW6	-	SOUTH POTOMAC STREET AND BALTIMORE STREET INTERSECTION IMPROVEMENTS - SAFE ROUTE TO SCHOOL	\$ 555	Design Underway
WANEW5	-	BYRON BRIDGE ACCESS IMPROVEMENT	\$ 2,414	FY 2025

\* Subject to System Preservation Program fund allocations in the Final CTP



***WICOMICO COUNTY***





**PROJECT:** US 13 Business, Salisbury Boulevard

**DESCRIPTION:** Replacement of Bridge No. 2200400 over East Branch Wicomico River.

**PURPOSE & NEED SUMMARY STATEMENT:** The purpose of this project is to replace a weight restricted fair rated bridge to keep the roadway safe and open to traffic. The project will provide improved pedestrian facilities through the addition of a shared use path and sidewalk.

**STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

**EXPLANATION:** The existing bridge, built in 1937, is nearing the end of its useful service life. It is currently in fair condition and weight restricted for weight restrictions.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** The cost increase of \$4.0 million is primarily due to an unfavorable bid on the construction contract.

<b>POTENTIAL FUNDING SOURCE:</b>											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,382	2,382	172	0	0	0	0	0	0	0	0
Right-of-way	1,550	1,550	0	0	0	0	0	0	0	0	0
Utilities	1,820	1,027	75	366	366	61	0	0	0	793	0
Construction	10,887	548	548	4,643	4,108	1,588	0	0	0	10,339	0
<b>Total</b>	<b>16,639</b>	<b>5,507</b>	<b>795</b>	<b>5,009</b>	<b>4,474</b>	<b>1,649</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11,132</b>	<b>0</b>
Federal-Aid	12,983	2,013	633	4,934	4,399	1,637	0	0	0	10,970	0
Special	3,656	3,494	162	75	75	12	0	0	0	162	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - Principal Arterial  
 FEDERAL - Other Principal Arterial  
 STATE SYSTEM: Primary

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT 32,500 (2024)  
 PROJECTED 37,400 (2044)

**MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

**STATE HIGHWAY ADMINISTRATION - Wicomico County - LINE 2**

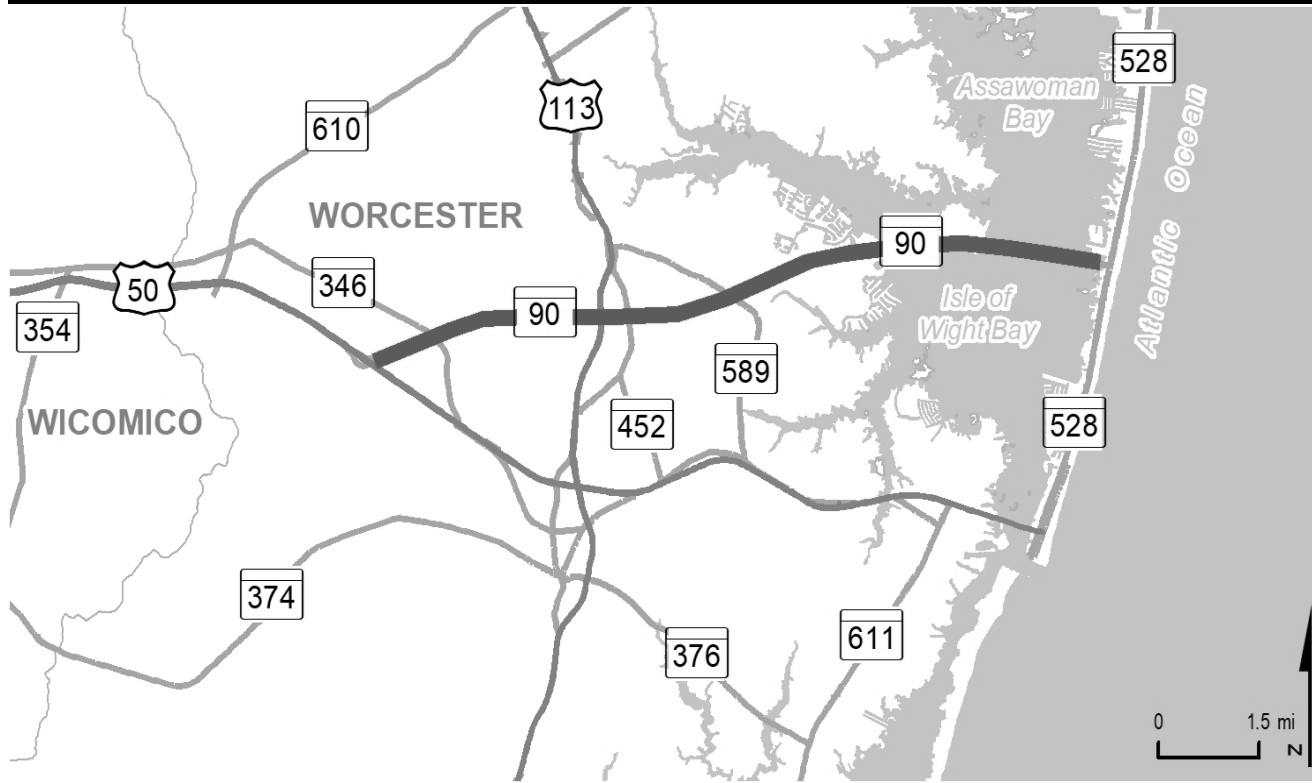
PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<b><u>Bridge Replacement/Rehabilitation</u></b>				
WI4191	-	SALISBURY PARKWAY - BRIDGE REHAB. OF BRIDGE 2200900 ON US 50 BUS AND BRIDGE 2202800 ON MAIN STREET OVER WICOMICO RIVER	\$ 4,141	Potential Deferral *
<b><u>Intersection Capacity Improvements</u></b>				
WI3461	US50	OCEAN GATEWAY - GEOMETRIC IMPROVEMENTS AT OLD RAILROAD ROAD	\$ 11,602	Potential Deferral *
<b><u>Resurface/Rehabilitate</u></b>				
WI1321	US13	SOUTH FRUITLAND BOULEVARD - SAFETY AND RESURFACING IMPROVEMENTS FROM NORTH OF STOCKYARD ROAD TO SOMERSET COUNTY LINE	\$ 915	FY 2025
XY8222	-	RESURFACING ROADWAY PAVEMENTS AT VARIOUS LOCATIONS IN WICOMICO COUNTY	\$ 8,381	Under Construction
XY9221	-	SAFETY AND RESURFACING IMPROVEMENTS AT VARIOUS LOCATIONS IN WICOMICO COUNTY	\$ 9,810	Under Construction
<b><u>Safety/Spot Improvement</u></b>				
WI4341	US50	OCEAN GATEWAY - GEOMETRIC IMPROVEMENTS FROM WEST OF MD 347 TO EAST OF ROCKAWALKIN ROAD	\$ 8,499	Potential Deferral *
WI1441	MD12	SNOW HILL ROAD - GEOMETRIC IMPROVEMENTS AT ROBINS AVENUE	\$ 2,576	Under Construction
<b><u>Transportation Alternatives Program</u></b>				
WI1361	-	BICYCLE AND PEDESTRIAN ROUTE - CITYWIDE BIKE NETWORK DESIGN	\$ 597	FY 2025

\* Subject to System Preservation Program fund allocations in the Final CTP



***WORCESTER COUNTY***





**PROJECT:** MD 90, Ocean City Expressway

**DESCRIPTION:** Project to improve MD 90 operations from US 50 to MD 528, including Bridge No. 2302000 over the St. Martin River and Bridge No. 2302100 over Assawoman Bay. Additional travel lanes, interchange and at-grade intersections to be evaluate, along with pedestrian and bicycle needs throughout the corridor.

**PURPOSE & NEED SUMMARY STATEMENT:** MD 90 is a heavily traveled roadway providing crucial access to and from Ocean City and serving as a key evacuation route during storm events. This project will improve operations and increase network redundancy in Ocean City.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

Project Inside PFA  
 Project Outside PFA  
 PFA Status Yet to Be Determined
  Grandfathered  
 Exception Will Be Required  
 Exception Granted

**STATUS:** Project on hold.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** The cost decrease of \$14.1 million is the result of project deferrals due to fiscal constraints.

**POTENTIAL FUNDING SOURCE:**

SPECIAL  FEDERAL  GENERAL  OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	1,288	1,288	0	0	0	0	0	0	0	0	0
Engineering	450	450	450	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
<b>Total</b>	<b>1,738</b>	<b>1,738</b>	<b>450</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Federal-Aid	1,585	1,585	405	0	0	0	0	0	0	0	0
Special	153	153	45	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

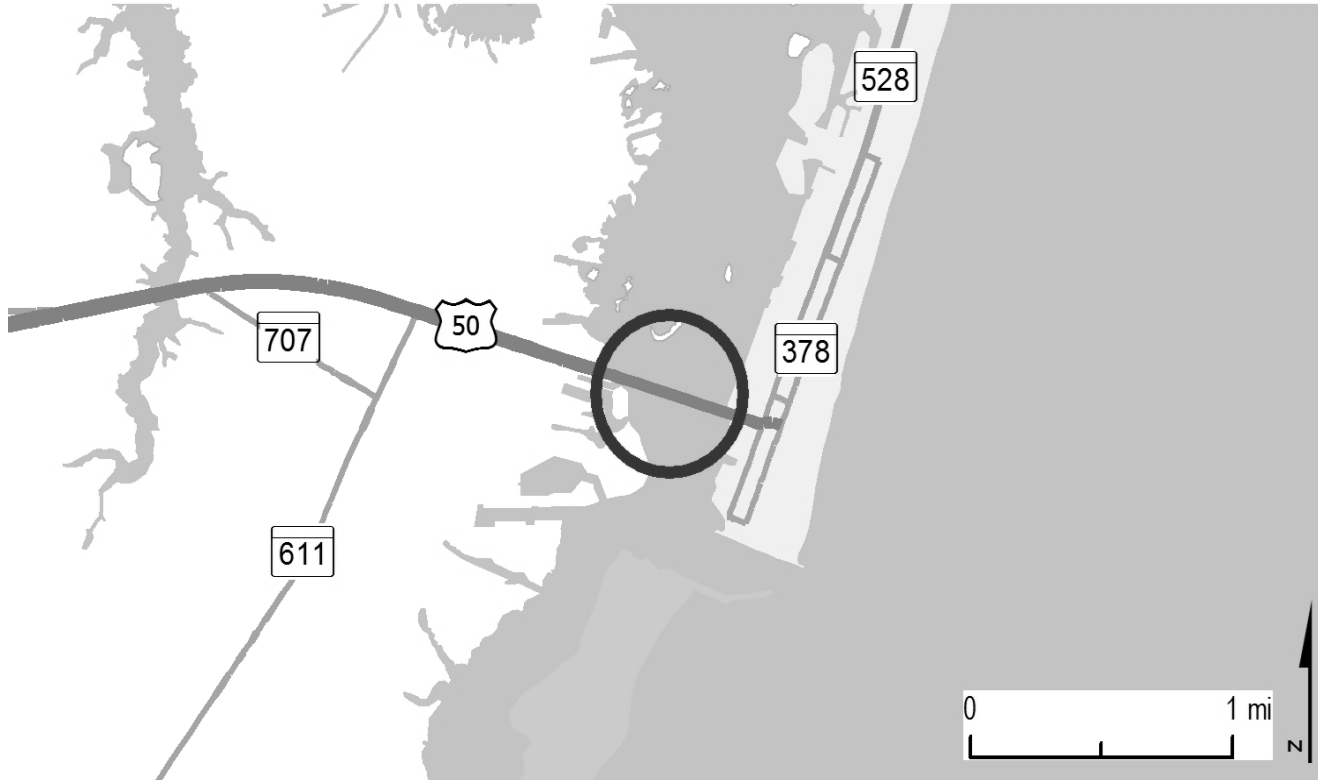
**Classification:**

STATE - Principal Arterial  
 FEDERAL - Freeway/Expressway  
 STATE SYSTEM: Primary

**Estimated Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2024)** 9,700 - 31,900  
 10,600 - 34,400 (Summer Peak)  
  
**PROJECTED (2044)** 10,800 - 34,900  
 11,700 - 37,700 (Summer Peak)





**PROJECT:** US 50, Ocean Gateway

**DESCRIPTION:** Study to replace Bridge No. 2300700 over the Sinepuxent Bay. The study investigated options to eliminate/upgrade the draw span structure. New bridge/roadway improvements to include median and sidewalks where appropriate.

**PURPOSE & NEED SUMMARY STATEMENT:** This high traffic volume arterial has experienced mechanical problems with the drawbridge during peak seasonal traffic. This project will improve the highway's safety and operations.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet to Be Determined  Exception Granted

**STATUS:** Planning complete. Project on hold.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

SPECIAL  FEDERAL  GENERAL  OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	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
<b>Total</b>	<b>2,908</b>	<b>2,908</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	2,908	2,908	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - Principal Arterial

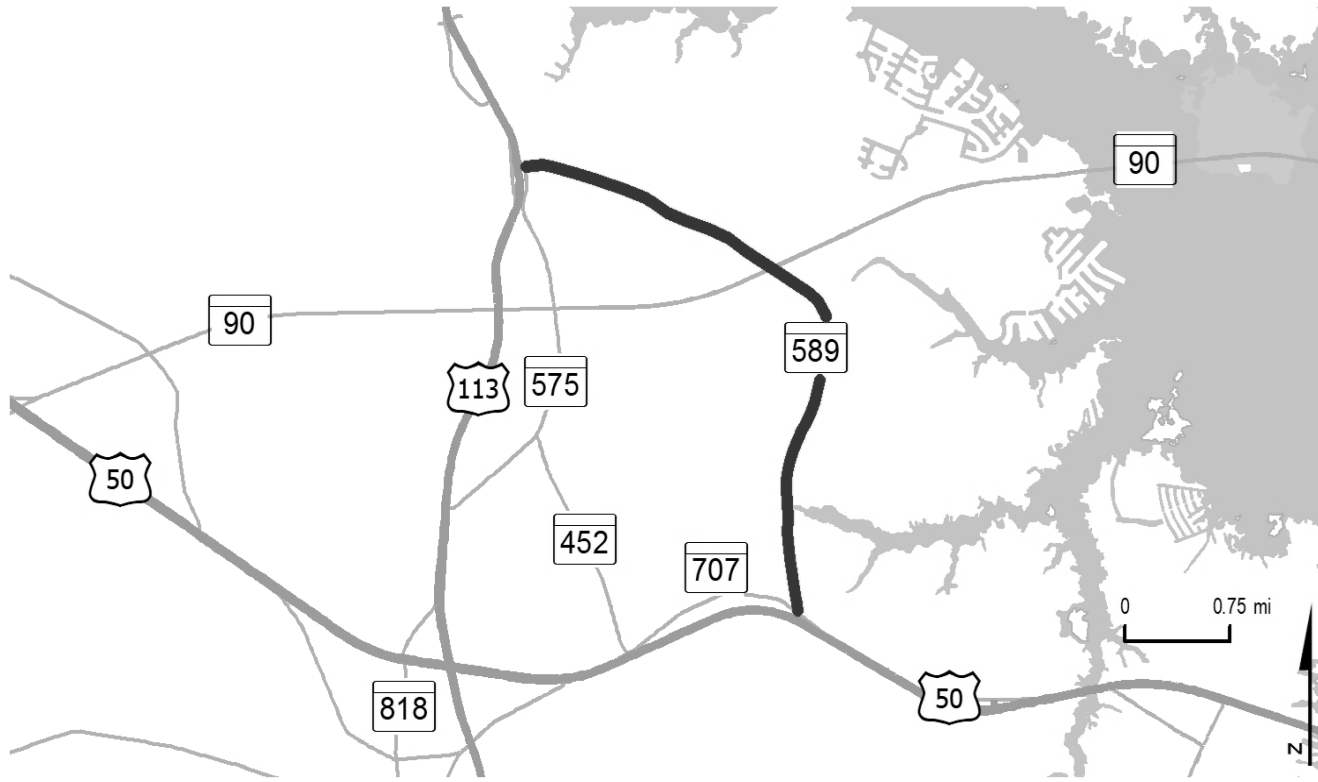
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT 33,300  
 (2024) 41,000 (Summer Peak)

PROJECTED 36,900  
 (2044) 45,600 (Summer Peak)



**PROJECT:** MD 589, Racetrack Road

**DESCRIPTION:** Study of potential improvements to the existing MD 589 corridor from US 50 to US 113 (4.7 miles). Concepts include widening to four lanes and incorporating sidewalks, share-use paths, and on-road bike lanes where appropriate.

**PURPOSE & NEED SUMMARY STATEMENT:** MD 589 is a heavily traveled roadway connecting Ocean City communities. This project will reduce congestion and improve safety and operations along MD 589 and at the US 50 intersection.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

Project Inside PFA  Project Outside PFA  PFA Status Yet to Be Determined  Grandfathered  Exception Will Be Required  Exception Granted

**STATUS:** Feasibility study complete. Project on hold.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

SPECIAL  FEDERAL  GENERAL  OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	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
<b>Total</b>	<b>1,417</b>	<b>1,417</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Federal-Aid	246	246	0	0	0	0	0	0	0	0	0
Special	1,171	1,171	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

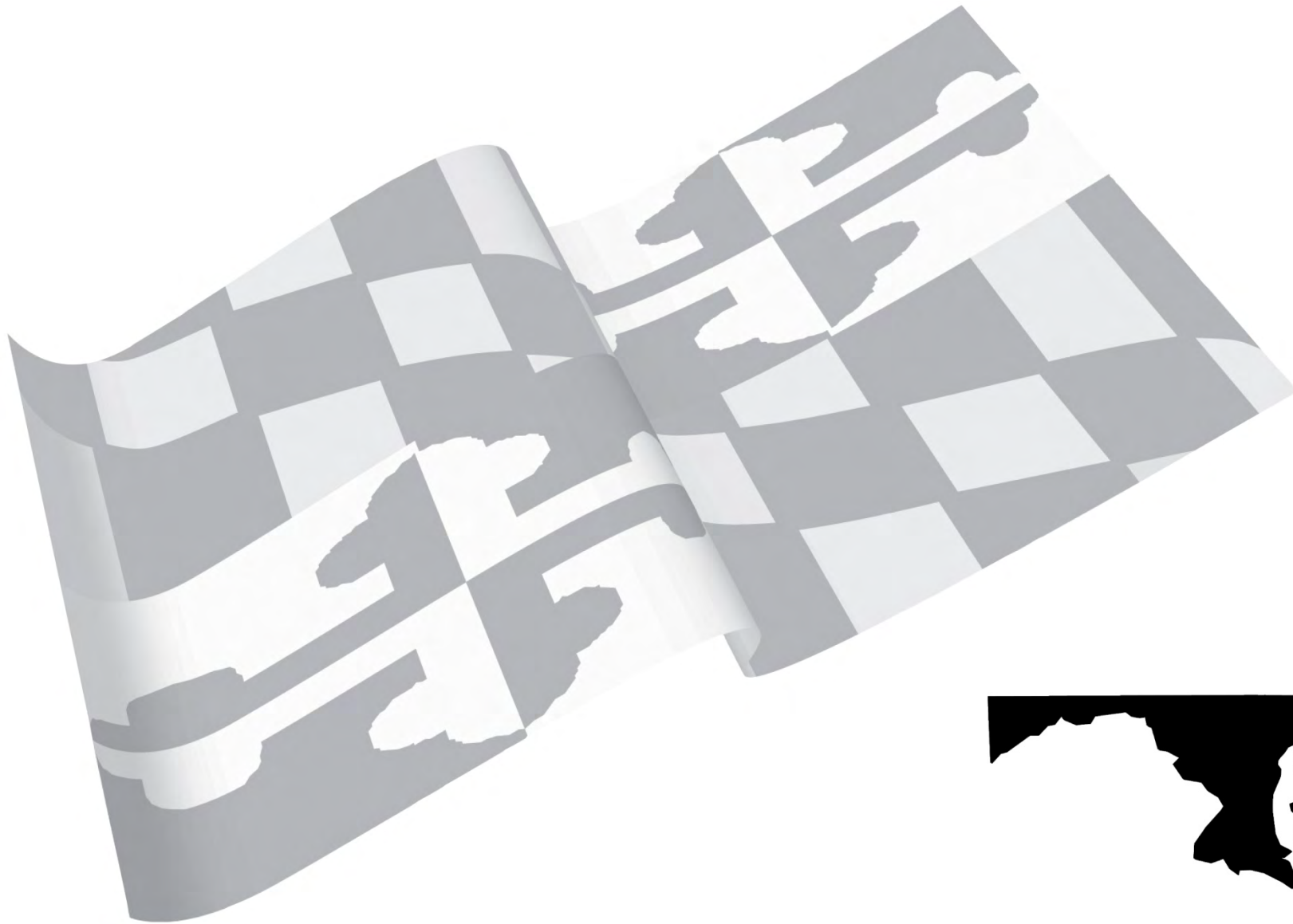
STATE - Minor Arterial  
 FEDERAL - Minor Arterial  
 STATE SYSTEM: Secondary  
**Estimated Annual Average Daily Traffic (vehicles per day)**  
 CURRENT 20,600  
 (2024) 22,800 (Summer Peak)  
 PROJECTED 26,200  
 (2044) 29,900 (Summer Peak)

**MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

**STATE HIGHWAY ADMINISTRATION - Worcester County - LINE 4**

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<b><u>Bridge Replacement/Rehabilitation</u></b>				
WO1961	MD346	OLD OCEAN CITY BOULEVARD - REPLACEMENT OF SMALL STRUCTURE 23019X0 OVER WHALEYVILLE BRANCH	\$ 1,413	Under Construction
<b><u>Resurface/Rehabilitate</u></b>				
XY8231	-	SAFETY AND RESURFACING IMPROVEMENTS AT VARIOUS LOCATIONS IN WORCESTER COUNTY	\$ 8,293	Under Construction
XY9231	-	SAFETY AND RESURFACING IMPROVEMENTS AT VARIOUS LOCATIONS IN WORCESTER COUNTY	\$ 9,750	Under Construction
<b><u>Transportation Alternatives Program</u></b>				
WO5111	MD611	STEPHEN DECATUR HIGHWAY - BICYCLE AND PEDESTRIAN ROUTE - SHARED USE PATH FEASIBILITY STUDY	\$ 109	FY 2025

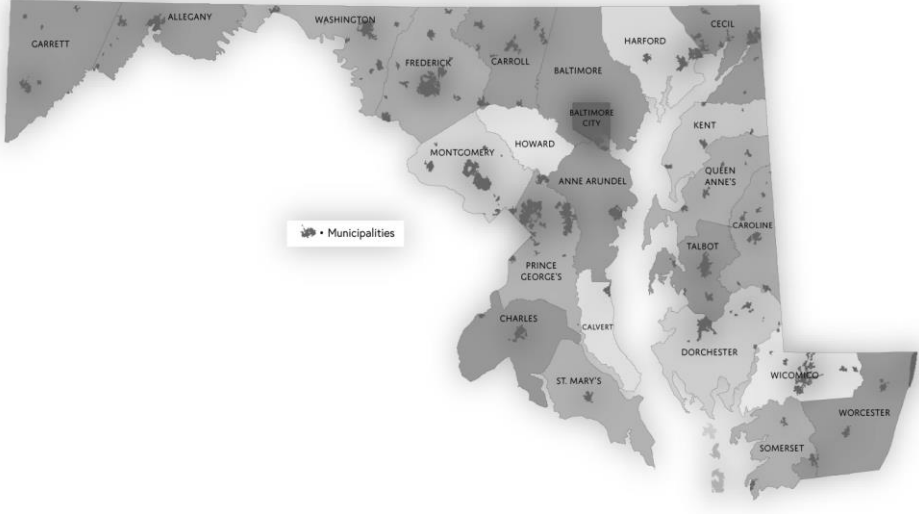
\* Subject to System Preservation Program fund allocations in the Final CTP



## **HIGHWAY USER REVENUES**

**HIGHWAY USER REVENUES (HUR)  
CAPITAL PROGRAM SUMMARY  
(\$ MILLIONS)**

	<u>FY 2025</u>	<u>FY 2026</u>	<u>FY 2027</u>	<u>FY 2028</u>	<u>FY 2029</u>	<u>FY 2030</u>	<u>SIX - YEAR TOTAL</u>
<b><u>Highway User Revenue</u></b>							
Highway User Revenue	389.2	436.5	445.1	345.6	351.9	356.2	2,324.5
<b>TOTAL</b>	<b>389.2</b>	<b>436.5</b>	<b>445.1</b>	<b>345.6</b>	<b>351.9</b>	<b>356.2</b>	<b>2,324.5</b>
Special Funds	389.2	436.5	445.1	345.6	351.9	356.2	2,324.5
Federal Funds	-	-	-	-	-	-	-
Other Funds	-	-	-	-	-	-	-
<b><u>Special Funds Breakdown</u></b>							
Transportation Trust Fund	389.2	436.5	445.1	345.6	351.9	356.2	2,324.5
<b>SPECIAL FUNDS TOTAL</b>	<b>389.2</b>	<b>436.5</b>	<b>445.1</b>	<b>345.6</b>	<b>351.9</b>	<b>356.2</b>	<b>2,324.5</b>



**PROJECT:** Highway User Revenue

**DESCRIPTION:** Highway User Revenue (HUR) capital grants are funds that are distributed from the Transportation Trust Fund to Baltimore City, counties and municipalities to provide funding for local transportation projects. The calculation of funding is based on certain transportation revenues and allocated based on formulas established in law. Grant amounts shown are based on revenue estimates. Actual grant amounts depend on actual revenue attainment.

**PURPOSE & NEED SUMMARY STATEMENT:** HUR grants provide critical investments for the repair, maintenance, and replacement of transportation facilities in local jurisdictions.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

Project Inside PFA  
 Project Outside PFA  
 PFA Status Yet to Be Determined

Grandfathered  
 Exception Will Be Required  
 Exception Granted

**STATUS:** Funding ongoing.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** Funding increased by \$172 million to restore enhanced funding levels to local jurisdictions in FY 2026 and 2027, as well as add funding in FY 2030.

**POTENTIAL FUNDING SOURCE:**  SPECIAL  FEDERAL  GENERAL  OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	3,713,812	1,389,355	332,459	389,239	436,460	445,060	345,622	351,892	356,184	2,324,457	0
<b>Total</b>	<b>3,713,812</b>	<b>1,389,355</b>	<b>332,459</b>	<b>389,239</b>	<b>436,460</b>	<b>445,060</b>	<b>345,622</b>	<b>351,892</b>	<b>356,184</b>	<b>2,324,457</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	3,713,812	1,389,355	332,459	389,239	436,460	445,060	345,622	351,892	356,184	2,324,457	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

STATE - N/A

FEDERAL - N/A

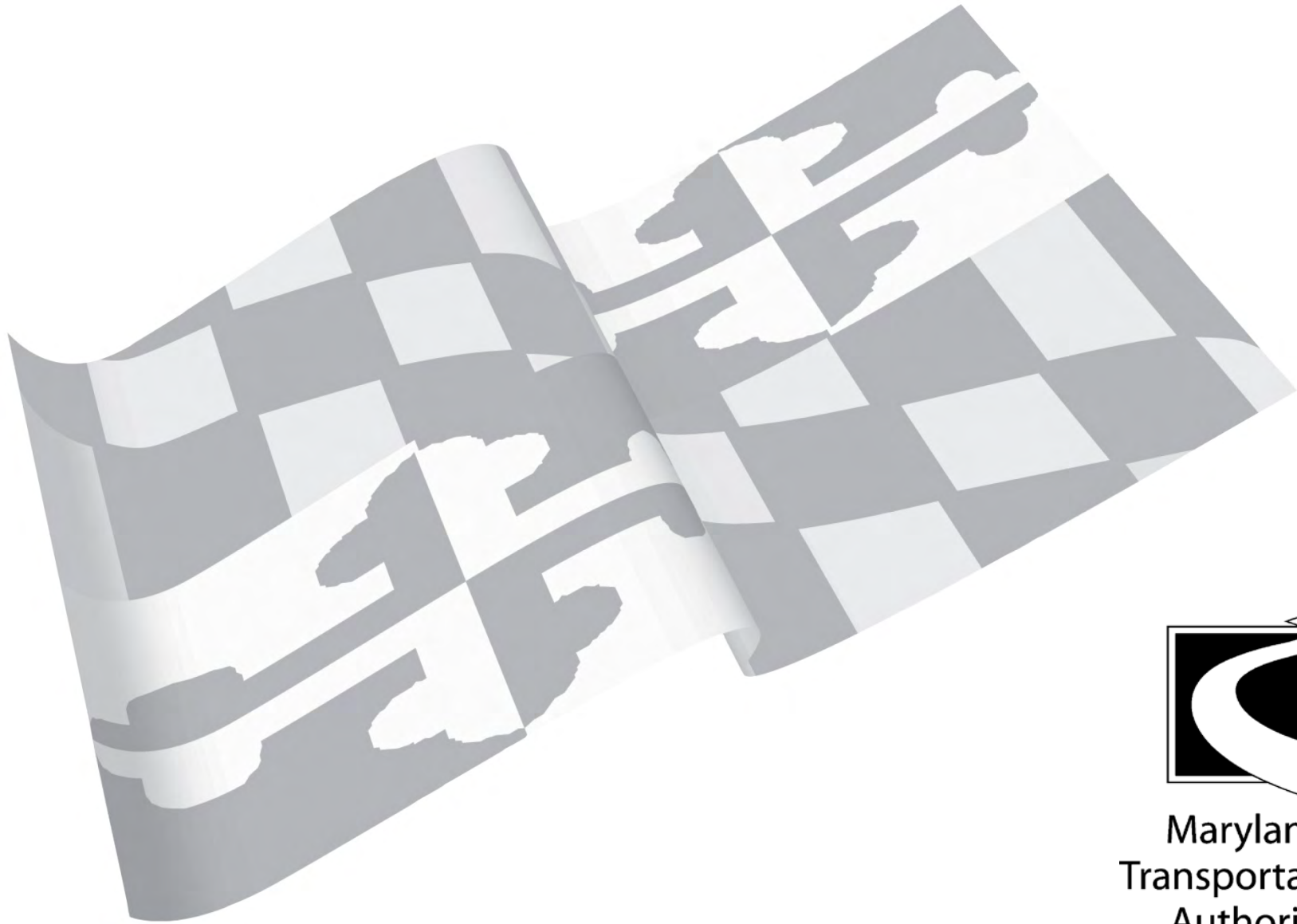
STATE SYSTEM: N/A

**Estimated Annual Average Daily Traffic (vehicles per day)**

CURRENT N/A (2024)

PROJECTED N/A (2044)





Maryland  
Transportation  
Authority

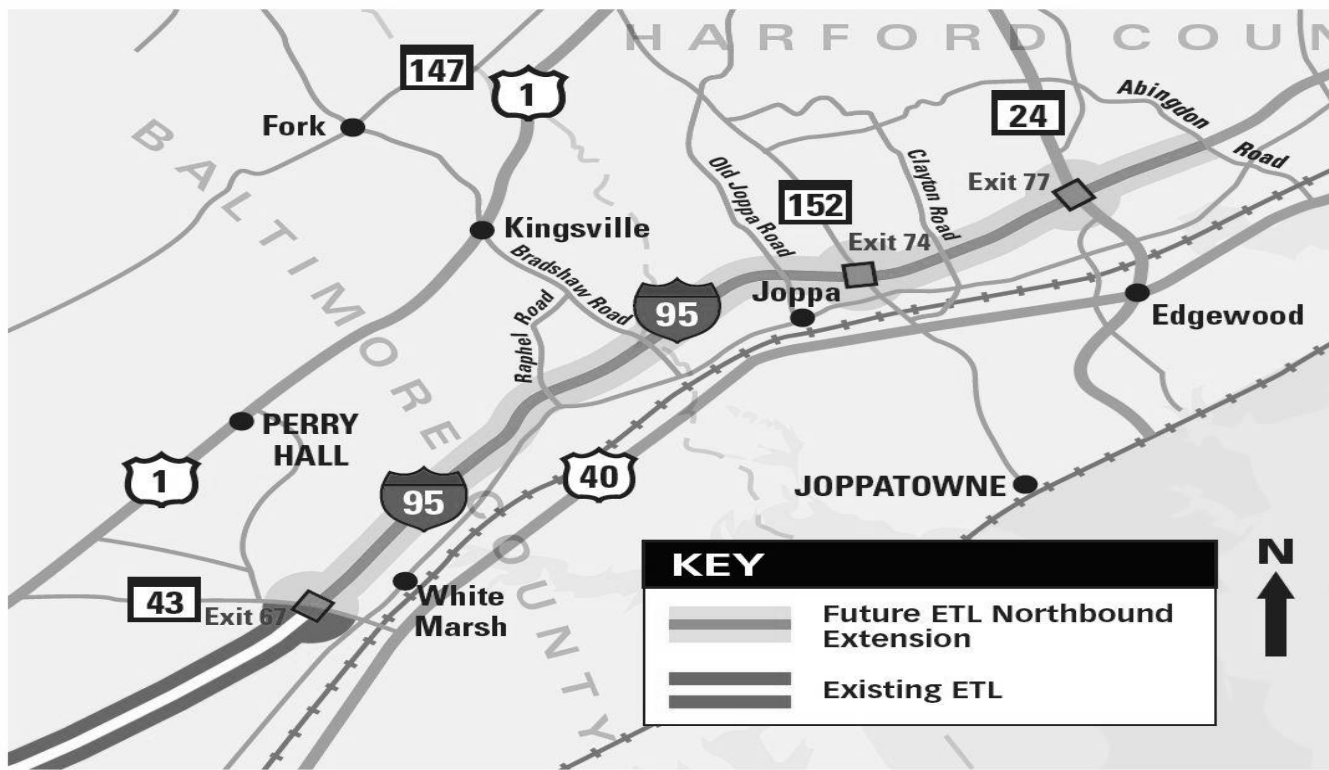
**MDOT**  
MARYLAND DEPARTMENT  
OF TRANSPORTATION

**MARYLAND TRANSPORTATION AUTHORITY**



**MARYLAND TRANSPORTATION AUTHORITY  
CAPITAL PROGRAM SUMMARY  
(\$ MILLIONS)**

	<u>FY 2025</u>	<u>FY 2026</u>	<u>FY 2027</u>	<u>FY 2028</u>	<u>FY 2029</u>	<u>FY 2030</u>	<u>SIX - YEAR TOTAL</u>
<b><u>Major Construction Program</u></b>	<b>668.3</b>	<b>733.9</b>	<b>630.6</b>	<b>460.9</b>	<b>269.4</b>	<b>16.7</b>	<b>2,779.8</b>
System Preservation	435.2	530.2	500.5	404.8	246.9	16.7	2,134.2
Expansion/Efficiency	220.0	186.9	108.5	45.5	20.5	-	581.4
Environment	7.4	0.0	-	-	1.2	-	8.6
Administration	5.7	16.8	21.5	10.6	0.8	-	55.5
<b><u>Major Development &amp; Evaluation Program</u></b>	<b>7.8</b>	<b>7.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>14.8</b>
Expansion/Efficiency	7.3	7.0	-	-	-	-	14.3
Safety & Security	0.5	-	-	-	-	-	0.5
<b><u>Minor Program</u></b>	<b>133.8</b>	<b>228.7</b>	<b>404.6</b>	<b>496.9</b>	<b>504.1</b>	<b>492.3</b>	<b>2,260.4</b>
System Preservation	119.3	194.0	339.0	448.9	455.6	405.3	1,962.0
Expansion/Efficiency	5.3	26.5	52.9	40.1	42.1	87.0	253.9
Safety & Security	4.6	5.2	12.0	7.9	6.4	-	36.1
Environment	3.2	3.1	0.7	-	-	-	6.9
Administration	1.4	-	-	-	-	-	1.4
<b><u>Capital Salaries, Wages &amp; Other Costs</u></b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL</b>	<b>809.8</b>	<b>969.7</b>	<b>1,035.2</b>	<b>957.8</b>	<b>773.5</b>	<b>509.0</b>	<b>5,054.9</b>
<b>Toll Funds</b>	<b>809.8</b>	<b>969.7</b>	<b>1,035.2</b>	<b>957.8</b>	<b>773.5</b>	<b>509.0</b>	<b>5,054.9</b>



**PROJECT:** I-95 John F. Kennedy Memorial Highway - Express Toll Lanes (ETL) Northern Extension

**DESCRIPTION:** The two-lane Express Toll Lane extension to MD 24 includes I-95 safety improvements from Cowenton Road to MD 24; the reconstruction of the MD 24 and MD 152 interchanges; the replacement of four bridges over I-95 (Bradshaw Road, Old Joppa Road, Clayton Road, and Raphael Road); the construction of five noise walls; and environmental mitigation.

**PURPOSE & NEED SUMMARY STATEMENT:** Traffic operations on northbound I-95 beyond the current MD 43 Express Toll Lanes terminus experience routine congestion during peak hours. The improvements will address capacity concerns, improve safety, and allow for better incident management and maintenance activities. The construction of additional noise walls will address the community's requests about quality of life.

**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

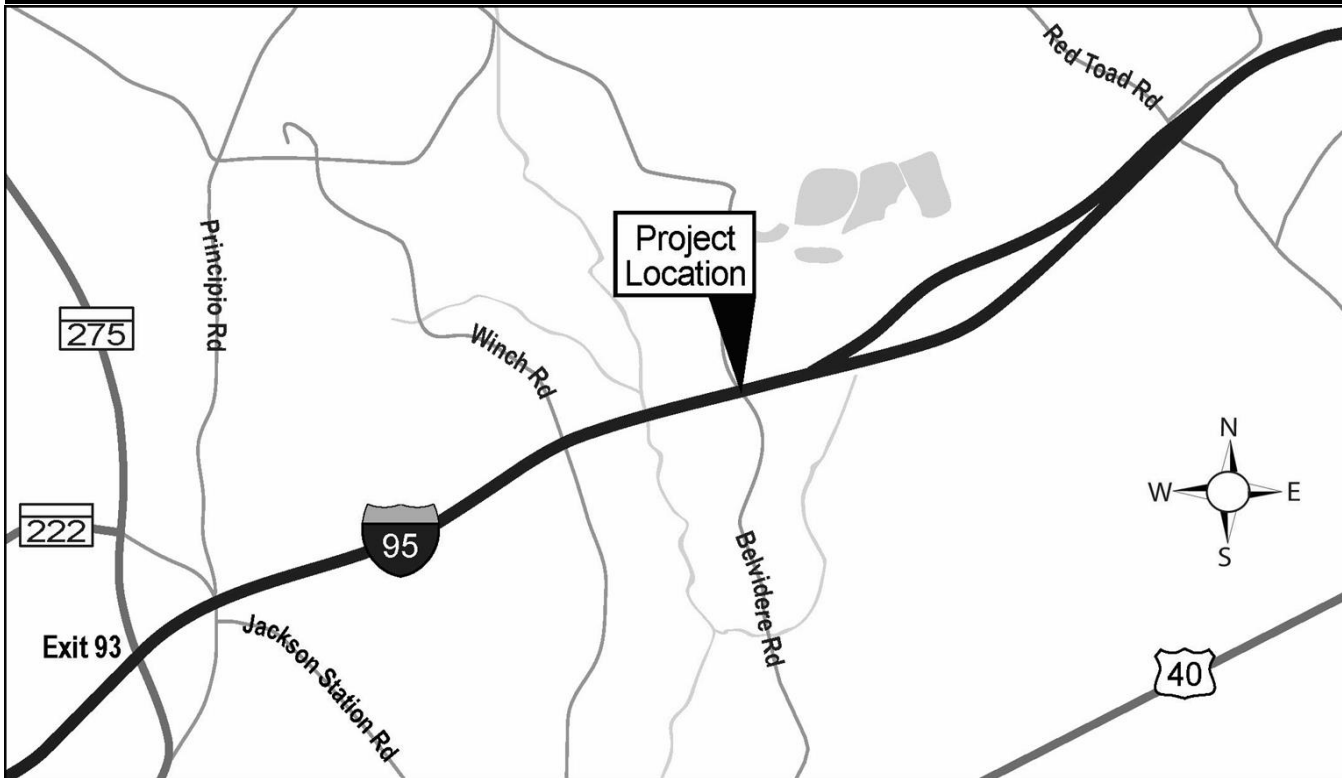
- SMART GROWTH STATUS:**
- Project Not Location Specific
  - Not Subject to PFA Law
  - Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
  - Grandfathered
  - Exception Will Be Required
  - Exception Granted

**EXPLANATION:** Extending the northbound Express Toll Lanes and associated improvements will provide congestion relief and address safety concerns.

**STATUS:** Engineering and construction are underway.

POTENTIAL FUNDING SOURCE:											
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING 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	94,203	90,593	7,303	2,406	1,204	0	0	0	0	3,610	0
Right-of-way	8,929	7,929	616	1,000	0	0	0	0	0	1,000	0
Utility	10,988	10,704	10,506	284	0	0	0	0	0	284	0
Construction	936,183	471,827	129,169	181,313	140,004	87,894	37,414	17,731	0	464,356	0
<b>Total</b>	<b>1,050,304</b>	<b>581,054</b>	<b>147,594</b>	<b>185,003</b>	<b>141,208</b>	<b>87,894</b>	<b>37,414</b>	<b>17,731</b>	<b>0</b>	<b>469,250</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	1,050,304	581,054	147,594	185,003	141,208	87,894	37,414	17,731	0	469,250	0
Other	0	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.



**PROJECT:** I-95 John F. Kennedy Memorial Highway - Construct Interchange at Belvidere Road

**DESCRIPTION:** The project will construct a new interchange between I-95 John F. Kennedy Memorial Highway and Belvidere Road, including constructing a new bridge over I-95.

**PURPOSE & NEED SUMMARY STATEMENT:** Increased development in the vicinity of Belvidere Road in Cecil County necessitates an interchange at I-95 (JFK Highway) and Belvidere Road. The project cost will be shared with Stewart Properties contributing \$8.8 million for right-of-way, Cecil County contributing \$1 million for construction, and MDTA providing \$46.7 million, with the balance of \$20 million from a Federal BUILD Grant. The BUILD Grant was awarded in December 2018. At the time of the grant application in 2018, the project was estimated at \$54 million; however, the cost shown on this page reflects the low bid received from the selected Design-Build team.

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

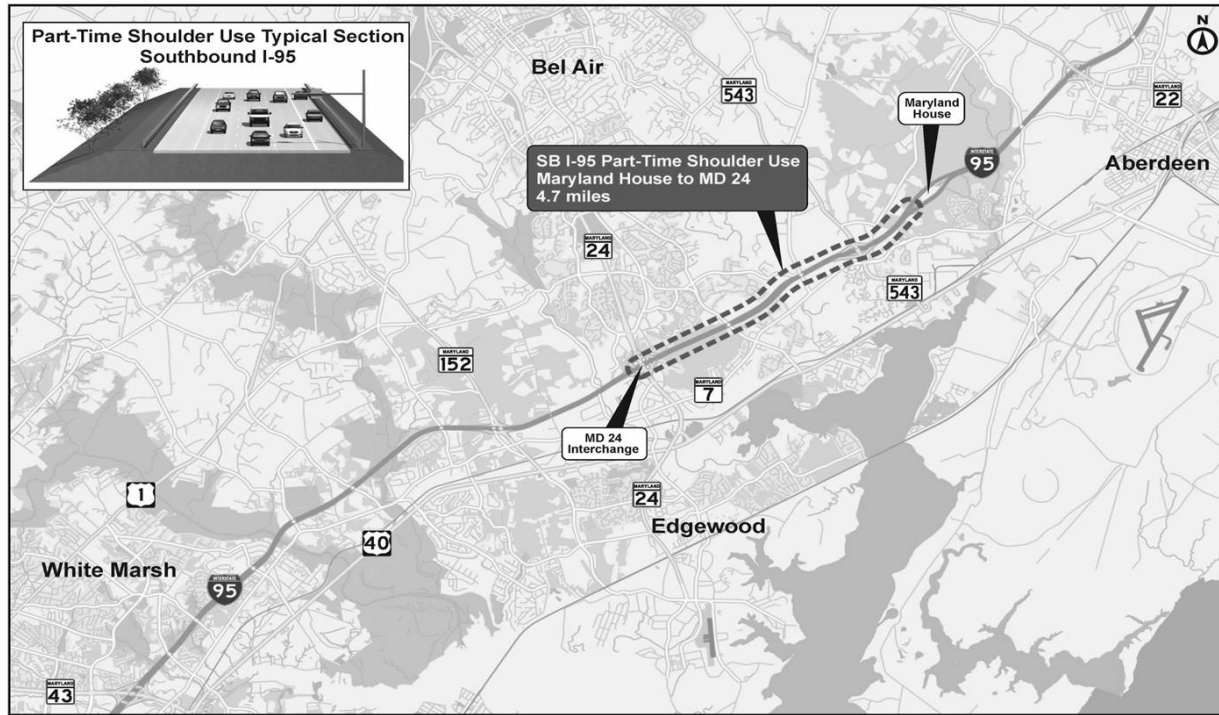
**EXPLANATION:** This project will support development by providing access to I-95 at Belvidere Road.

- SMART GROWTH STATUS:**
- Project Not Location Specific
  - Not Subject to PFA Law
  - Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
  - Grandfathered
  - Exception Will Be Required
  - Exception Granted

**STATUS:** Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE:											
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				YEAR 2024	YEAR 2025	YEAR 2026	FOR PLANNING PURPOSES ONLY		
						...2027...	...2028...	...2029...	...2030...	TOTAL	
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	6,638	6,638	207	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	74,889	22,446	10,323	33,850	10,000	8,542	0	51	0	52,443	0
<b>Total</b>	<b>81,528</b>	<b>29,084</b>	<b>10,530</b>	<b>33,850</b>	<b>10,000</b>	<b>8,542</b>	<b>0</b>	<b>51</b>	<b>0</b>	<b>52,443</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	81,528	29,084	10,530	33,850	10,000	8,542	0	51	0	52,443	0
Other	0	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.



**PROJECT:** I-95 John F. Kennedy Memorial Highway - I-95 Southbound Hard Shoulder Running

**DESCRIPTION:** This project will provide part-time left shoulder use for approximately 5.4 miles on I-95 southbound from Maryland House to MD 24 in Harford County. It involves restriping I-95 and repaving the left shoulder lane to accommodate part-time left shoulder use. Installation of Intelligent Transportation System (ITS) devices to dynamically open and close the left shoulder lane based on traffic conditions is included.

**PURPOSE & NEED SUMMARY STATEMENT:** This project will increase capacity along southbound I-95 between Maryland House and MD 24 and reduce congestion during high traffic volumes.

**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

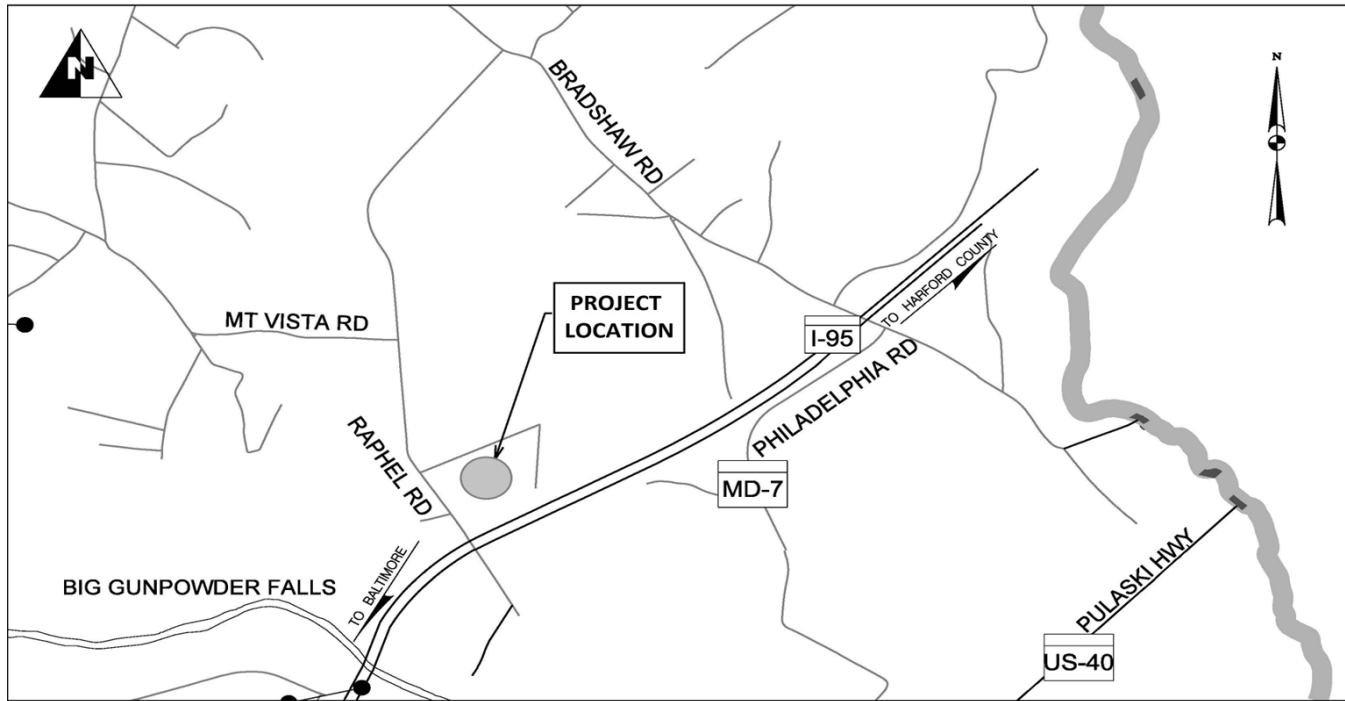
- SMART GROWTH STATUS:**
- Project Not Location Specific
  - Not Subject to PFA Law
  - Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
  - Grandfathered
  - Exception Will Be Required
  - Exception Granted

**EXPLANATION:** I-95 southbound from Maryland House to MD 24 sometimes experiences congestion. This project will increase capacity in the area.

**STATUS:** Engineering is underway. Construction will begin in FY 2026.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,060	2,760	776	300	0	0	0	0	0	300	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	32,300	0	0	0	8,243	12,081	8,074	3,903	0	32,300	0
<b>Total</b>	<b>35,360</b>	<b>2,760</b>	<b>776</b>	<b>300</b>	<b>8,243</b>	<b>12,081</b>	<b>8,074</b>	<b>3,903</b>	<b>0</b>	<b>32,600</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	35,360	2,760	776	300	8,243	12,081	8,074	3,903	0	32,600	0
Other	0	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.



**PROJECT:** I-95 John F. Kennedy Memorial Highway - JFK Maintenance Facility Complex

**DESCRIPTION:** The complex will include a new maintenance building to support office space, common areas, locker/rest rooms, automotive shop/bays, material storage, wash bay, salt storage barns, fueling island, debris dewatering pad, and vehicle storage structures. Site improvements shall include grading, pavement, drainage, utilities, storm water management, lighting, security, fencing, and landscaping.

**PURPOSE & NEED SUMMARY STATEMENT:** The Kennedy Highway and approach roadways require continuous maintenance and safety activities to maintain Kennedy Highway and Hatem Bridge in the highest serviceable condition for safe passage of MDTA customers. The JFK Maintenance Facility Complex will provide work areas for the staff, vehicle safety inspections, and full service repair shop bays and parts storage.

**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

**EXPLANATION:** The Maintenance Building will support an environment safe for MDTA employees to perform their work duties and protection for the equipment used by operations staff.

- SMART GROWTH STATUS:**
- Project Not Location Specific
  - Not Subject to PFA Law
  - Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
  - Grandfathered
  - Exception Will Be Required
  - Exception Granted

**STATUS:** Engineering is underway. Construction will begin in spring 2025.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER							
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				2024	2025	2026	...2027...			...2028...
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	3,425	3,389	1,195	36	0	0	0	0	0	36	0	
Right-of-way	4,000	0	0	4,000	0	0	0	0	0	4,000	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	41,699	0	0	1,568	15,722	16,911	7,499	0	0	41,699	0	
<b>Total</b>	<b>49,124</b>	<b>3,389</b>	<b>1,195</b>	<b>5,604</b>	<b>15,722</b>	<b>16,911</b>	<b>7,499</b>	<b>0</b>	<b>0</b>	<b>45,735</b>	<b>0</b>	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	
TOLL	49,124	3,389	1,195	5,604	15,722	16,911	7,499	0	0	45,735	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** Cost increased by \$3.2 million due to added environmental scope and increased material cost.



**PROJECT:** I-95 Fort McHenry Tunnel - Rehabilitate Vent Fans

**DESCRIPTION:** Rehabilitate forty-eight ventilation fans in the Fort McHenry Tunnel East and West Ventilation Buildings.

**PURPOSE & NEED SUMMARY STATEMENT:** The ventilation system is an integral part of the Fort McHenry Tunnel. Rehabilitating the fans and their components will improve the operational reliability of the existing fans and extend the service life of the ventilation system in the tunnel.

**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

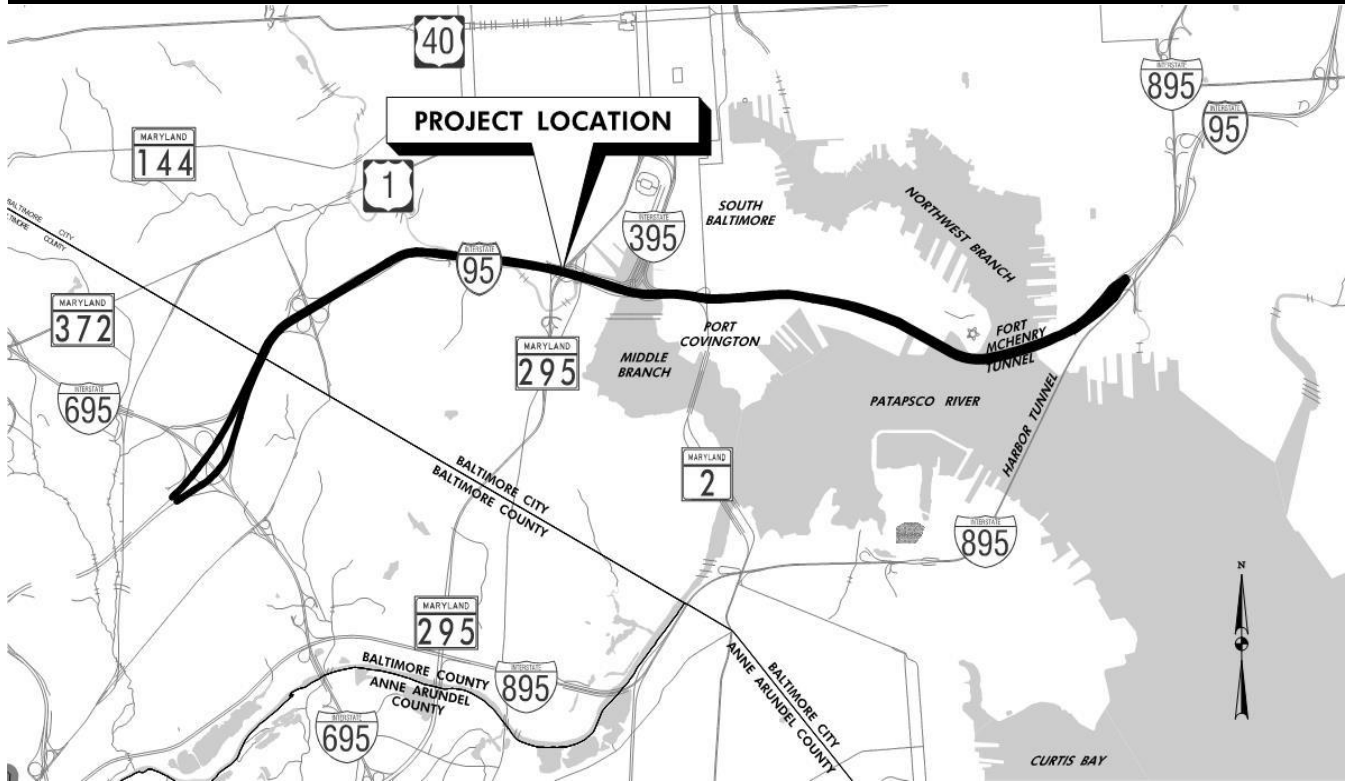
**EXPLANATION:** Rehabilitating the fans will extend the useful life of the existing ventilation system.

- SMART GROWTH STATUS:**
- Project Not Location Specific
  - Not Subject to PFA Law
  - Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
  - Grandfathered
  - Exception Will Be Required
  - Exception Granted

**STATUS:** Engineering and construction are underway.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				YEAR	YEAR	YEAR	FOR PLANNING PURPOSES ONLY		
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,149	3,149	288	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	41,546	41,546	3,441	0	0	0	0	0	0	0	0
<b>Total</b>	<b>44,695</b>	<b>44,695</b>	<b>3,729</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	44,695	44,695	3,729	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.



**PROJECT:** I-95 Fort McHenry Tunnel - Port Covington I-95 Access Study

**DESCRIPTION:** The first phase of this project is a comprehensive evaluation of potential improvements to I-95 ramps required to support major planned development on the Port Covington Peninsula located in Baltimore City. Improvements being evaluated include potential changes to the I-95 ramps between Hanover Street and Key Highway.

**PURPOSE & NEED SUMMARY STATEMENT:** A National Environmental Policy Act (NEPA) study is required to determine the potential environmental effects associated with proposed improvements to accommodate anticipated growth while maintaining the functionality of the regional and local transportation system.

**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

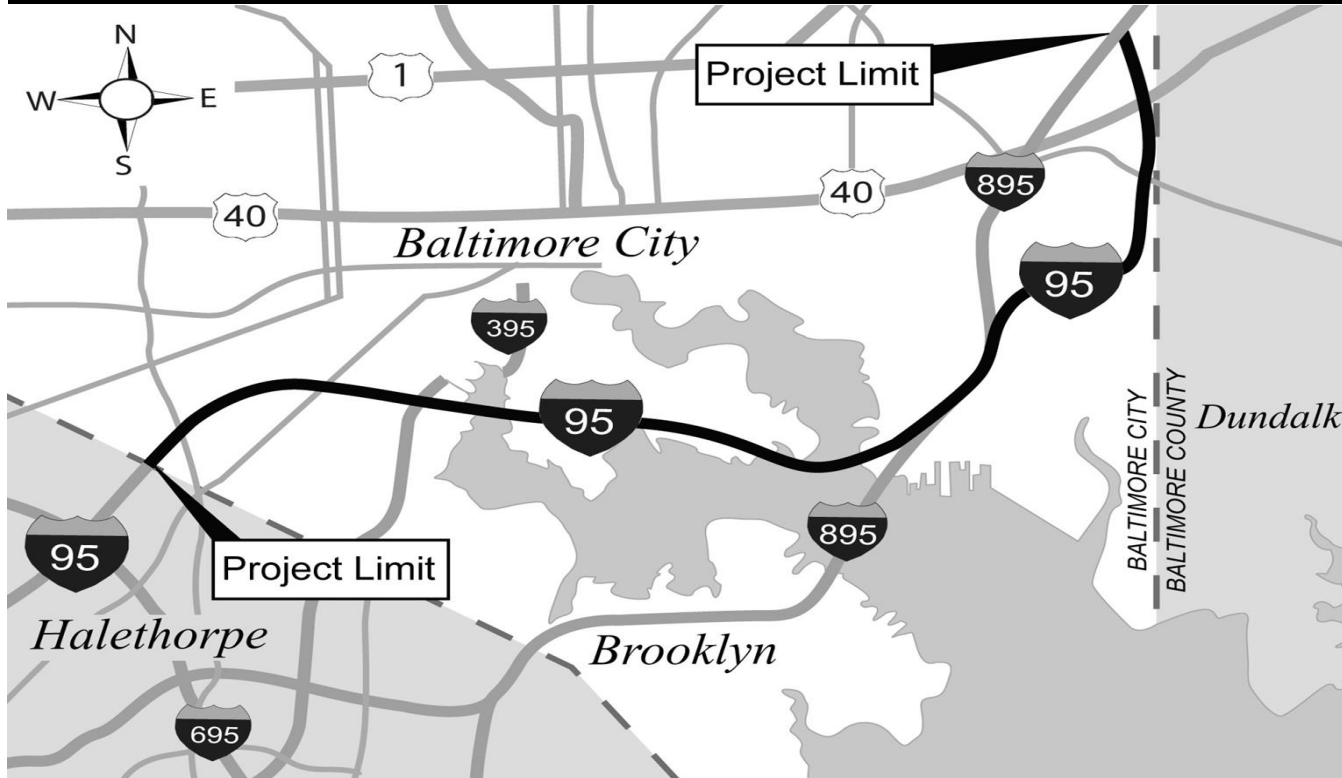
- SMART GROWTH STATUS:**
- Project Not Location Specific
  - Not Subject to PFA Law
  - Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
  - Grandfathered
  - Exception Will Be Required
  - Exception Granted

**EXPLANATION:** The study will identify preferred infrastructure improvements to support the full development potential of a large area of underutilized land in Baltimore City while maintaining the functionality of the regional transportation system.

**STATUS:** Planning is underway. Construction schedule to be determined. Planning funding shown is for MDTA's oversight of the planning phase which is being funded by a private developer. Construction funding shown is MDTA's match for future INFRA Grant.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.

PHASE	TOTAL		POTENTIAL FUNDING SOURCE:								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU YEAR	<input type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER	PLANNING FOR PLANNING PURPOSES ONLY					
							...2027...	...2028...	...2029...	...2030...		
Planning	409	394				<input checked="" type="checkbox"/>	0	0	0	0	0	15
Engineering	6	6				<input checked="" type="checkbox"/>	0	0	0	0	0	0
Right-of-way	0	0				<input checked="" type="checkbox"/>	0	0	0	0	0	0
Utility	0	0				<input checked="" type="checkbox"/>	0	0	0	0	0	0
Construction	32,985	0				<input checked="" type="checkbox"/>	0	0	0	0	0	32,985
<b>Total</b>	<b>33,400</b>	<b>400</b>				<input checked="" type="checkbox"/>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33,000</b>
Federal-Aid	0	0				<input checked="" type="checkbox"/>	0	0	0	0	0	0
TOLL	33,400	400				<input checked="" type="checkbox"/>	0	0	0	0	0	33,000
Other	0	0				<input checked="" type="checkbox"/>	0	0	0	0	0	0



**PROJECT:** I-95 Fort McHenry Tunnel - Rehabilitate Substructure and Superstructure of Various Bridges on I-95 in Baltimore City

**DESCRIPTION:** Repair substructure and superstructure of seventy-four bridges on I-95 in Baltimore City. The work includes structural weld repairs, structural steel repairs, roadway joint repairs, concrete repairs, and application of protective coatings on seventy-four bridges. Originally only Phase 1 was funded. Funding for Phase 2 is now added. Each phase includes thirty-seven bridges.

**PURPOSE & NEED SUMMARY STATEMENT:** The annual facility inspections, as well as findings and issues noted by MDTA Operations, have identified the need to perform a comprehensive substructure and superstructure rehabilitation throughout this facility.

**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

**EXPLANATION:** The bridges show signs of deterioration. Rehabilitation will improve condition of the bridges' substructure and superstructure.

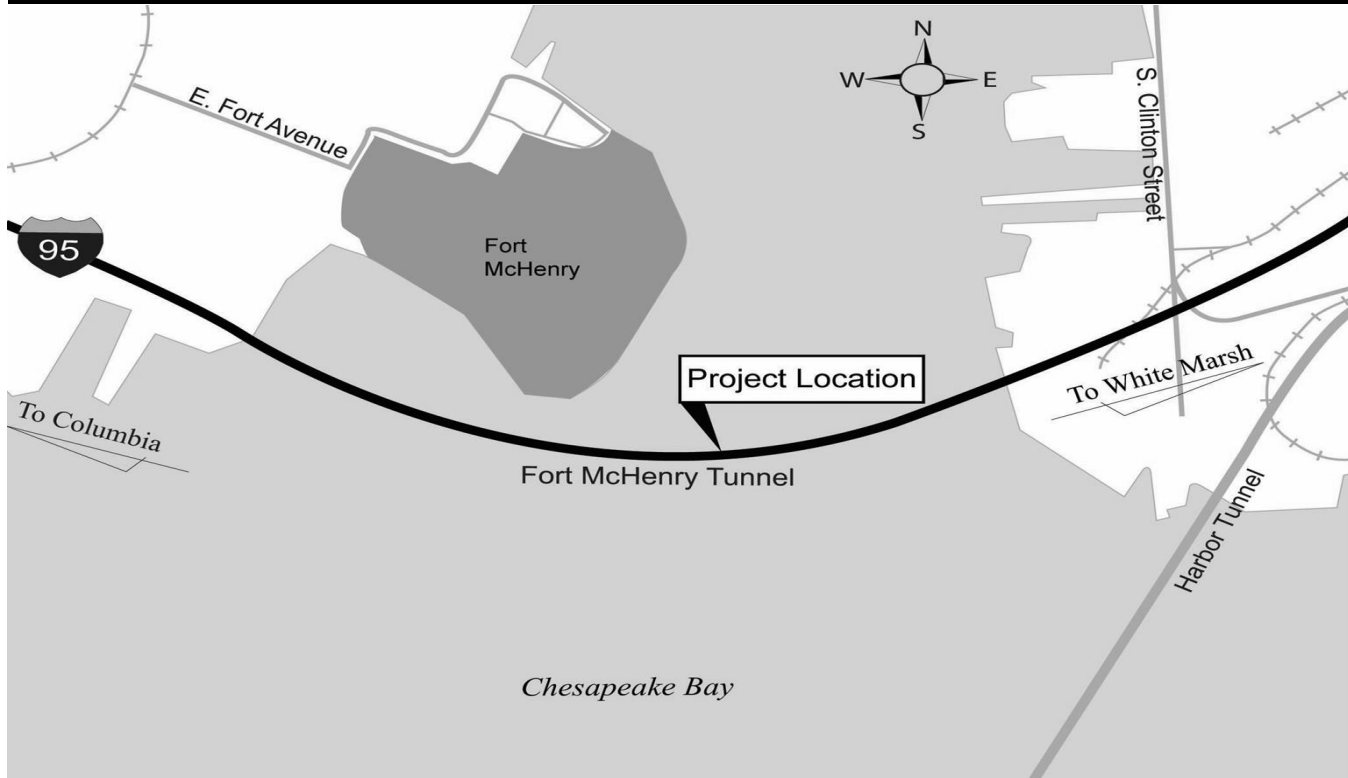
- SMART GROWTH STATUS:**
- Project Not Location Specific
  - Not Subject to PFA Law
  - Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
  - Grandfathered
  - Exception Will Be Required
  - Exception Granted

**STATUS:** Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,885	4,885	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	27,441	24,327	10,337	3,114	0	0	0	0	0	3,114	0
<b>Total</b>	<b>32,326</b>	<b>29,212</b>	<b>10,337</b>	<b>3,114</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,114</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	32,326	29,212	10,337	3,114	0	0	0	0	0	3,114	0
Other	0	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** Cost increased by \$5 million due to additional MDTA Police, Maintenance, and Phase V Construction services.





**PROJECT:** I-95 Fort McHenry Tunnel - Rehabilitate Tunnel 15 KV Cable, Conduit, and Concrete Wall

**DESCRIPTION:** The scope of this project includes performing concrete repairs to the underside of the roadway slab and walls inside the fresh air ducts of all four bores of the Fort McHenry Tunnel. In addition, replacement of the existing four (4) 15KV tie feeders, with associated cables and conduits, between the East and West Ventilation Buildings.

**PURPOSE & NEED SUMMARY STATEMENT:** Hands-on inspections identified the original 15KV cable and conduits including the surrounding concrete need major rehabilitation and replacement.

**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

**EXPLANATION:** Rehabilitate 15KV cable, conduit and surrounding concrete wall to increase the useful life of these tunnel components.

- SMART GROWTH STATUS:**
- Project Not Location Specific
  - Not Subject to PFA Law
  - Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
  - Grandfathered
  - Exception Will Be Required
  - Exception Granted

**STATUS:** Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER						SIX	BALANCE
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING FOR PLANNING PURPOSES ONLY				TOTAL YEAR	TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				2024	2025	2026	...2027...			...2028...
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	476	476	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	32,808	16,356	6,339	7,342	9,109	0	0	0	0	16,451	0	0
<b>Total</b>	<b>33,284</b>	<b>16,832</b>	<b>6,339</b>	<b>7,342</b>	<b>9,109</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16,451</b>	<b>0</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	0
TOLL	33,284	16,832	6,339	7,342	9,109	0	0	0	0	16,451	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.



**PROJECT:** I-95 Fort McHenry Tunnel - Convert to Cashless Tolling

**DESCRIPTION:** Remove the existing toll booths and plaza elements, construct gantry structures, and reconstruct the plaza roadway to convert to all-electronic (cashless) tolling; construct underground infrastructure, utilities, stormwater management, signing and marking, and commercial inspection area.

**PURPOSE & NEED SUMMARY STATEMENT:** All-electronic (cashless) tolling provides toll collection at highway speeds through the electronic methods of E-ZPass and video tolling. The advantages of converting to cashless tolling include reduced travel time; increased safety/reduced crashes; improved customer convenience; reduced emissions; and reduction in toll collection and maintenance costs. Cashless tolling has been used successfully at the MDTA's MD 200 Intercounty Connector (ICC) and the I-95 Express Toll Lanes (ETL).

**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

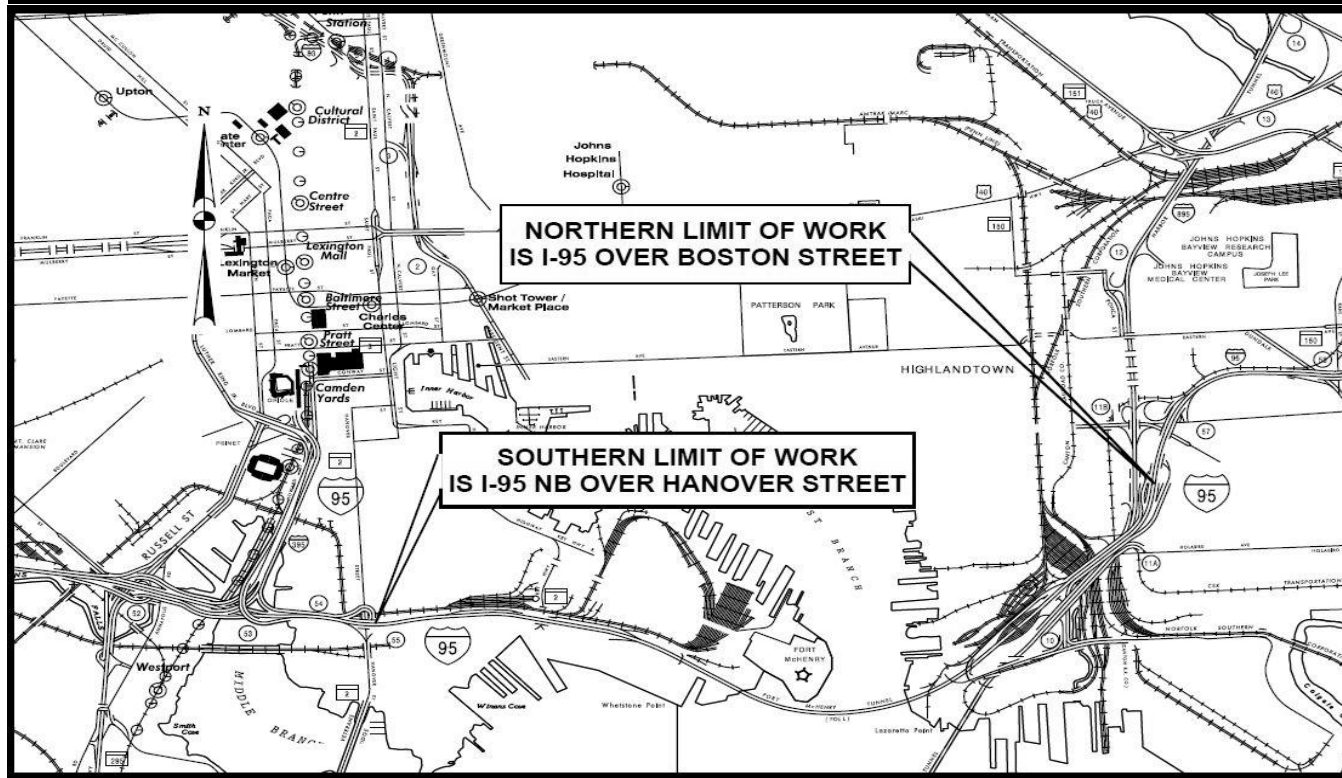
- SMART GROWTH STATUS:**
- Project Not Location Specific
  - Not Subject to PFA Law
  - Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
  - Grandfathered
  - Exception Will Be Required
  - Exception Granted

**EXPLANATION:** Changing to cashless tolling at the Fort McHenry Tunnel provides toll collection at highway speeds through the electronic methods of E-ZPass, Pay-By-Plate, and Video Tolling.

**STATUS:** Engineering is complete. Construction is underway.

<u>POTENTIAL FUNDING SOURCE:</u>		<input type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,542	2,542	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	19,910	19,571	7,998	339	0	0	0	0	0	339	0
<b>Total</b>	<b>22,452</b>	<b>22,113</b>	<b>7,998</b>	<b>339</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>339</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	22,452	22,113	7,998	339	0	0	0	0	0	339	0
Other	0	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.



**PROJECT:** I-95 Fort McHenry Tunnel - FMT Facility-wide Zone Paint Program

**DESCRIPTION:** This is a system preservation project to address areas of structural steel with moderate to advanced section loss and corrosion. The project will provide zone painting to bridges in the areas of higher corrosion to prevent further deterioration.

**PURPOSE & NEED SUMMARY STATEMENT:** Bridge inspections revealed large areas of the structural steel with moderate to advanced section loss particularly at the steel beam ends at the locations of open roadway joints.

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

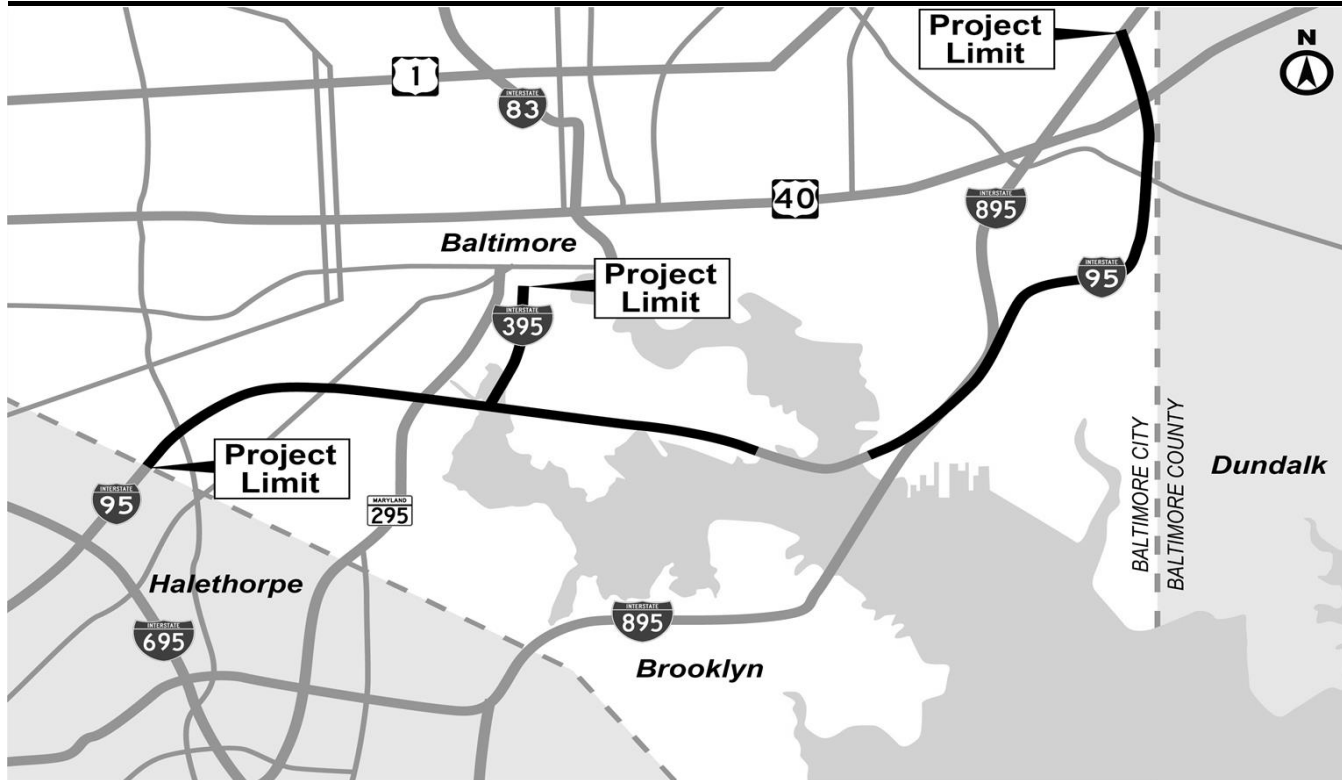
- SMART GROWTH STATUS:**
- Project Not Location Specific
  - Not Subject to PFA Law
  - Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
  - Grandfathered
  - Exception Will Be Required
  - Exception Granted

**EXPLANATION:** The patina protecting the steel is wearing off, therefore cleaning and painting the steel is needed to prevent further deterioration.

**STATUS:** Engineering is complete. Construction will begin in FY 2025.

POTENTIAL FUNDING SOURCE:											
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				2024	2025	2026	FOR PLANNING PURPOSES ONLY		
						...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	115	115	17	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	26,424	0	0	9,889	11,182	5,353	0	0	0	26,424	0
<b>Total</b>	<b>26,540</b>	<b>115</b>	<b>17</b>	<b>9,889</b>	<b>11,182</b>	<b>5,353</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26,424</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	26,540	115	17	9,889	11,182	5,353	0	0	0	26,424	0
Other	0	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** Cost decreased by \$1.8 million to reflect actual bid price.



**PROJECT:** I-95 Fort McHenry Tunnel - Rehabilitate FMT Area-Wide Lighting

**DESCRIPTION:** Upgrade portions of the lighting system, electrical system, and camera communication feeds on the Fort McHenry Tunnel facility to bring assets back into operation.

**PURPOSE & NEED SUMMARY STATEMENT:** This project will upgrade and restore assets back into operation including improvements to lighting, electrical and communication feeds, parapet cables and circuits, lighting vaults and cabinets, junction box covers, and conduit throughout.

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

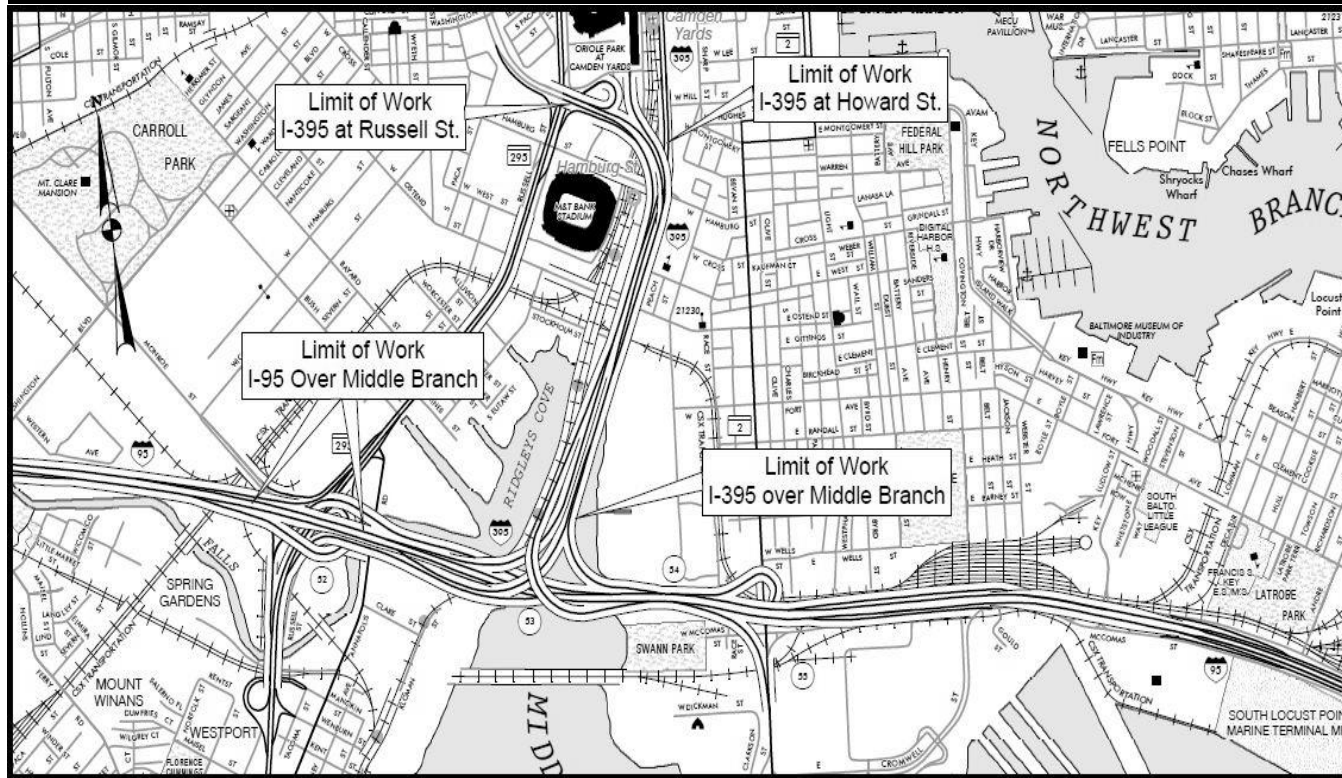
**EXPLANATION:** Rehabilitation is needed to extend the lifecycle of the assets.

- SMART GROWTH STATUS:**
- Project Not Location Specific
  - Not Subject to PFA Law
  - Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
  - Grandfathered
  - Exception Will Be Required
  - Exception Granted

**STATUS:** Engineering is underway. Construction is scheduled to begin in FY 2025.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	542	542	75	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	11,500	0	0	3,853	5,033	2,500	115	0	0	11,500	0
<b>Total</b>	<b>12,042</b>	<b>542</b>	<b>75</b>	<b>3,853</b>	<b>5,033</b>	<b>2,500</b>	<b>115</b>	<b>0</b>	<b>0</b>	<b>11,500</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	12,042	542	75	3,853	5,033	2,500	115	0	0	11,500	0
Other	0	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.



**PROJECT:** I-95 Fort McHenry Tunnel - FMT Box Girder Preservation

**DESCRIPTION:** Clean, paint, and repair deteriorated portions of the FMT box girders, especially the supporting girder ends. Multiple bridges on the FMT facility are supported by hollow girders rectangular or "box" in cross section rather than normal "I" shaped girders. These box girders span multiple support piers spaced along their lengths. The work in this project is to abrasive blast (clean) and paint the areas of steel that are rusted inside and outside the girders.

**PURPOSE & NEED SUMMARY STATEMENT:** The purpose of this project is to remove rust and associated steel deterioration in areas of the FMT "Box" girders by cleaning and painting the rusted steel areas, discovered during biennial inspections, to preserve the useful life of these girders.

**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

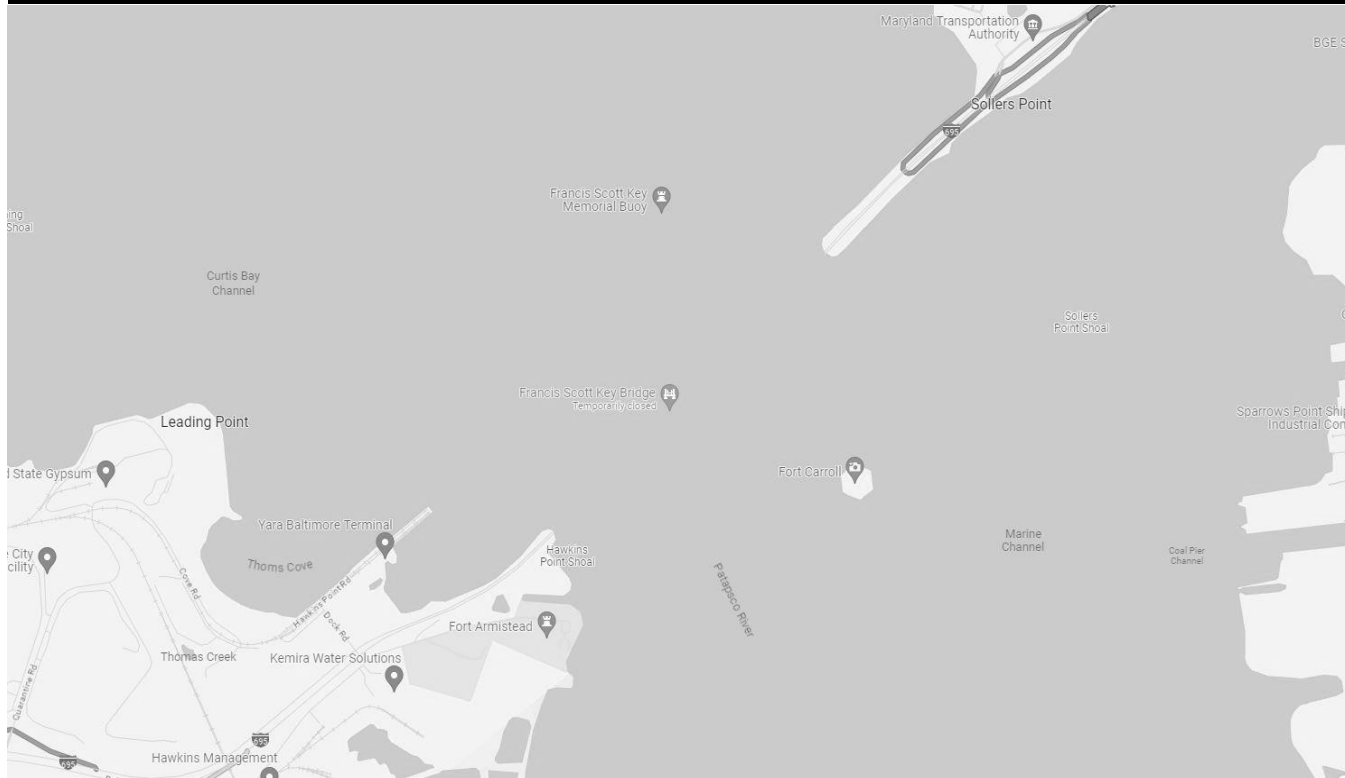
- SMART GROWTH STATUS:**
- Project Not Location Specific
  - Not Subject to PFA Law
  - Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
  - Grandfathered
  - Exception Will Be Required
  - Exception Granted

**EXPLANATION:** Cleaning and painting the box girders will preserve and extend their useful life.

**STATUS:** Engineering is underway. Construction will begin in FY 2025.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER							
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				2024	2025	2026	...2027...			...2028...
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	500	500	353	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	9,996	0	0	2,829	4,368	2,369	430	0	0	9,996	0	
<b>Total</b>	<b>10,496</b>	<b>500</b>	<b>353</b>	<b>2,829</b>	<b>4,368</b>	<b>2,369</b>	<b>430</b>	<b>0</b>	<b>0</b>	<b>9,996</b>	<b>0</b>	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	
TOLL	10,496	500	353	2,829	4,368	2,369	430	0	0	9,996	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.



**PROJECT:** I-695 Francis Scott Key Bridge - Replace the Francis Scott Key Bridge

**DESCRIPTION:** This project will replace the Francis Scott Key Bridge and approaches using a Progressive Design-Build procurement process. This is a Project Labor Agreement candidate project. Coordination is ongoing between MDTA and Federal Highway Administration to determine the percentage cost share for the reconstruction of the Francis Scott Key Bridge.

**PURPOSE & NEED SUMMARY STATEMENT:** On March 26, 2024, a cargo container vessel struck a main pier of the Francis Scott Key Bridge while transiting out of the Baltimore Harbor. The impact caused the bridge to collapse into the Patapsco River within seconds of the collision. As a result, the I-695 highway and ship channel became impassable. The loss of the Francis Scott Key Bridge significantly impacts travel in the Baltimore Metropolitan Region. The preliminary design phase will be completed as quickly as possible using an aggressive delivery schedule, so construction can commence as soon as possible.

**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

**EXPLANATION:** Replacing the Francis Scott Key Bridge will restore normal traffic patterns in the Baltimore Metropolitan Region.

- SMART GROWTH STATUS:**
- Project Not Location Specific
  - Not Subject to PFA Law
  - Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
  - Grandfathered
  - Exception Will Be Required
  - Exception Granted

**STATUS:** Planning and procurement are underway.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER							
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY						
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...			
Planning	2,000	600	600	1,000	400	0	0	0	0	1,400	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	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	1,700,000	0	0	203,927	376,418	461,879	400,686	243,645	13,445	1,700,000	0	
<b>Total</b>	<b>1,702,000</b>	<b>600</b>	<b>600</b>	<b>204,927</b>	<b>376,818</b>	<b>461,879</b>	<b>400,686</b>	<b>243,645</b>	<b>13,445</b>	<b>1,701,400</b>	<b>0</b>	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	
TOLL	1,702,000	600	600	204,927	376,818	461,879	400,686	243,645	13,445	1,701,400	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** Added to the Construction Program.



**PROJECT:** I-695 Francis Scott Key Bridge - Subgrade Improvements at Bear Creek

**DESCRIPTION:** This project will rehabilitate the subgrade and pavement systems of the I-695 roadway in the Bear Creek vicinity.

**PURPOSE & NEED SUMMARY STATEMENT:** The purpose of the project is to repair and rehabilitate the subgrade and pavement of MD 695 near Bear Creek and perform backwall repairs of adjacent bridges. The need for repairs and rehabilitation are based on studies that revealed settlement and deterioration in this area. The expected increase in truck volumes due to the ongoing development and expansion of Tradepoint Atlantic confirms the need for the rehabilitation at this time.

**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

**EXPLANATION:** The rehabilitation and repairs of the roadway and bridge abutments will provide a safer and smoother ride.

- SMART GROWTH STATUS:**
- Project Not Location Specific
  - Not Subject to PFA Law
  - Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
  - Grandfathered
  - Exception Will Be Required
  - Exception Granted

**STATUS:** Engineering and construction are underway.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				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	3,791	3,725	110	66	0	0	0	0	0	66	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	40,192	9,774	9,774	23,805	6,613	0	0	0	0	30,418	0
<b>Total</b>	<b>43,983</b>	<b>13,499</b>	<b>9,884</b>	<b>23,871</b>	<b>6,613</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30,484</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	43,983	13,499	9,884	23,871	6,613	0	0	0	0	30,484	0
Other	0	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** Cost decreased by \$4.8 million to reflect actual bid price.





**PROJECT:** I-895 Baltimore Harbor Tunnel Thruway - Envelope and Switchgear Replacements at Vent Buildings

**DESCRIPTION:** Replace building facade, louvers, doors, roofing, elevators and fire pumps along with switchgear/MCC line-ups, transformers, switchboards, SCADA system integration and associated feeder cables at the Baltimore Harbor Tunnel Vent Buildings, Fairfield and Canton Sites.

**PURPOSE & NEED SUMMARY STATEMENT:** The existing facade is failing and the existing louvers provide no protection of the building interiors and equipment from rain and snow. The switchgear is original to the facility and has reached the end of its useful life.

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

**EXPLANATION:** Replacing the facade will extend the useful life of the Baltimore Harbor Tunnel Vent Buildings and provide protection for the equipment housed therein. Replacing the switchgear and associated apparatus will provide reliable system and power control.

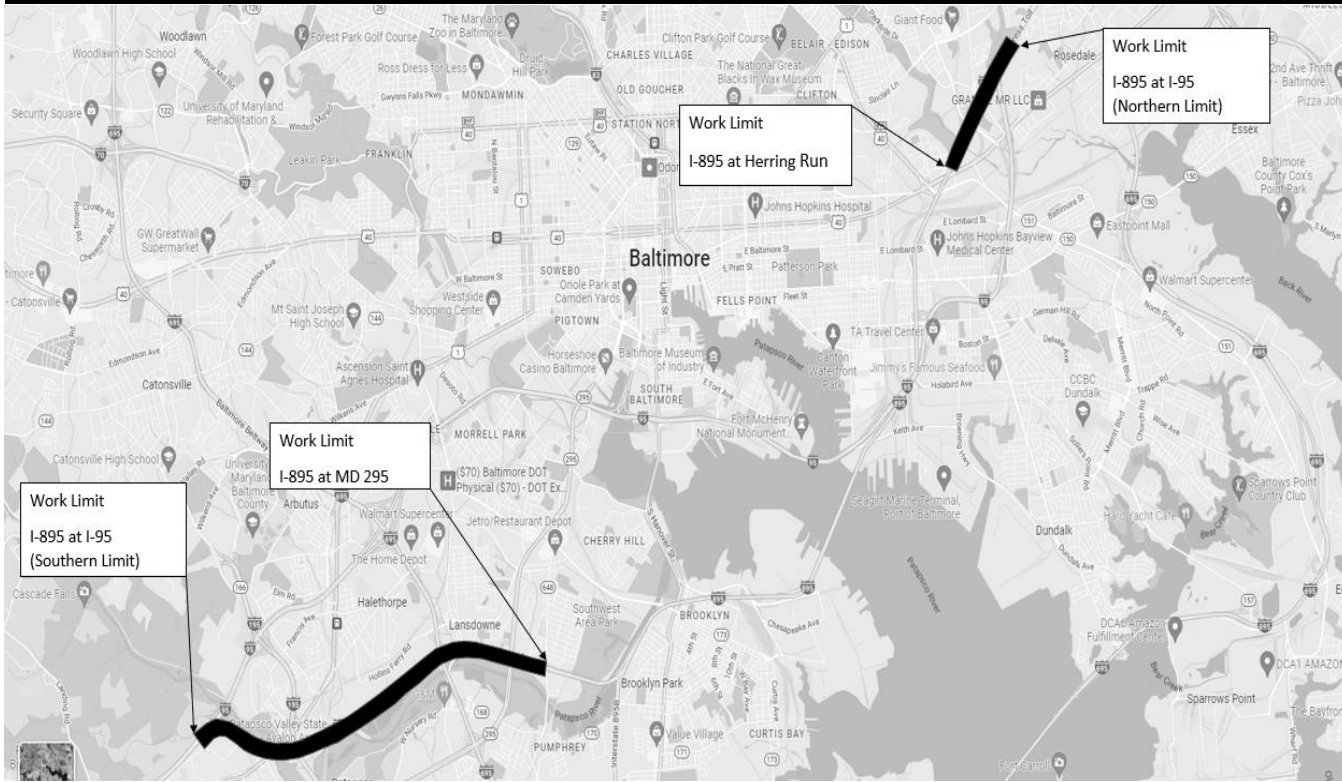
- SMART GROWTH STATUS:**
- Project Not Location Specific
  - Not Subject to PFA Law
  - Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
  - Grandfathered
  - Exception Will Be Required
  - Exception Granted

**STATUS:** Engineering and right-of-way acquisition are complete. Construction is underway.

POTENTIAL FUNDING SOURCE:											
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL					PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	FOR PLANNING PURPOSES ONLY					
						...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,148	4,148	0	0	0	0	0	0	0	0	0
Right-of-way	466	466	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	76,061	16,512	13,238	24,855	21,544	13,150	0	0	0	59,549	0
<b>Total</b>	<b>80,675</b>	<b>21,126</b>	<b>13,238</b>	<b>24,855</b>	<b>21,544</b>	<b>13,150</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>59,549</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	80,675	21,126	13,238	24,855	21,544	13,150	0	0	0	59,549	0
Other	0	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.





**PROJECT:** I-895 Baltimore Harbor Tunnel Thruway - Resurfacing North and South of the Baltimore Harbor Tunnel

**DESCRIPTION:** Resurface I-895 roadways north and south of the Baltimore Harbor Tunnel. The limits of the project are I-895 from the southern junction of I-95 to just north of MD 295 (at the south end of the project) and I-895 from just south of Herring Run to the northern junction of I-95 (northern end of the project).

**PURPOSE & NEED SUMMARY STATEMENT:** This project will perform the required life-cycle pavement resurfacing and rehabilitation along I-895 in order to ensure that the pavement remains in acceptable condition.

**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

- SMART GROWTH STATUS:**
- Project Not Location Specific
  - Not Subject to PFA Law
  - Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
  - Grandfathered
  - Exception Will Be Required
  - Exception Granted

**EXPLANATION:** The I-895 roadway requires resurfacing to extend the useful life of the highway.

**STATUS:** Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER							
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				2024	2025	2026	...2027...			...2028...
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	540	540	20	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	13,063	817	817	8,426	3,820	0	0	0	0	12,246	0	
<b>Total</b>	<b>13,603</b>	<b>1,357</b>	<b>837</b>	<b>8,426</b>	<b>3,820</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12,246</b>	<b>0</b>	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	
TOLL	13,603	1,357	837	8,426	3,820	0	0	0	0	12,246	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.



**PROJECT:** I-895 Baltimore Harbor Tunnel Thruway - AET Conversion with Frankfurst Avenue Interchange Modifications

**DESCRIPTION:** Demolish toll plaza, rehabilitate pavement, and install equipment to convert to all electronic tolling (AET), or cashless tolling. Modify the I-895 interchange at Frankfurst Avenue to improve safety and operations. This is a Project Labor Agreement candidate project.

**PURPOSE & NEED SUMMARY STATEMENT:** The advantages of converting to cashless tolling include reduced travel times; increased safety/reduced crashes; alignment with national practice; improved customer convenience; reduced emissions; and reduction in toll collection and maintenance costs. The I-895 interchange modifications will address aging bridges, clearances, and other safety and efficiency related items.

**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

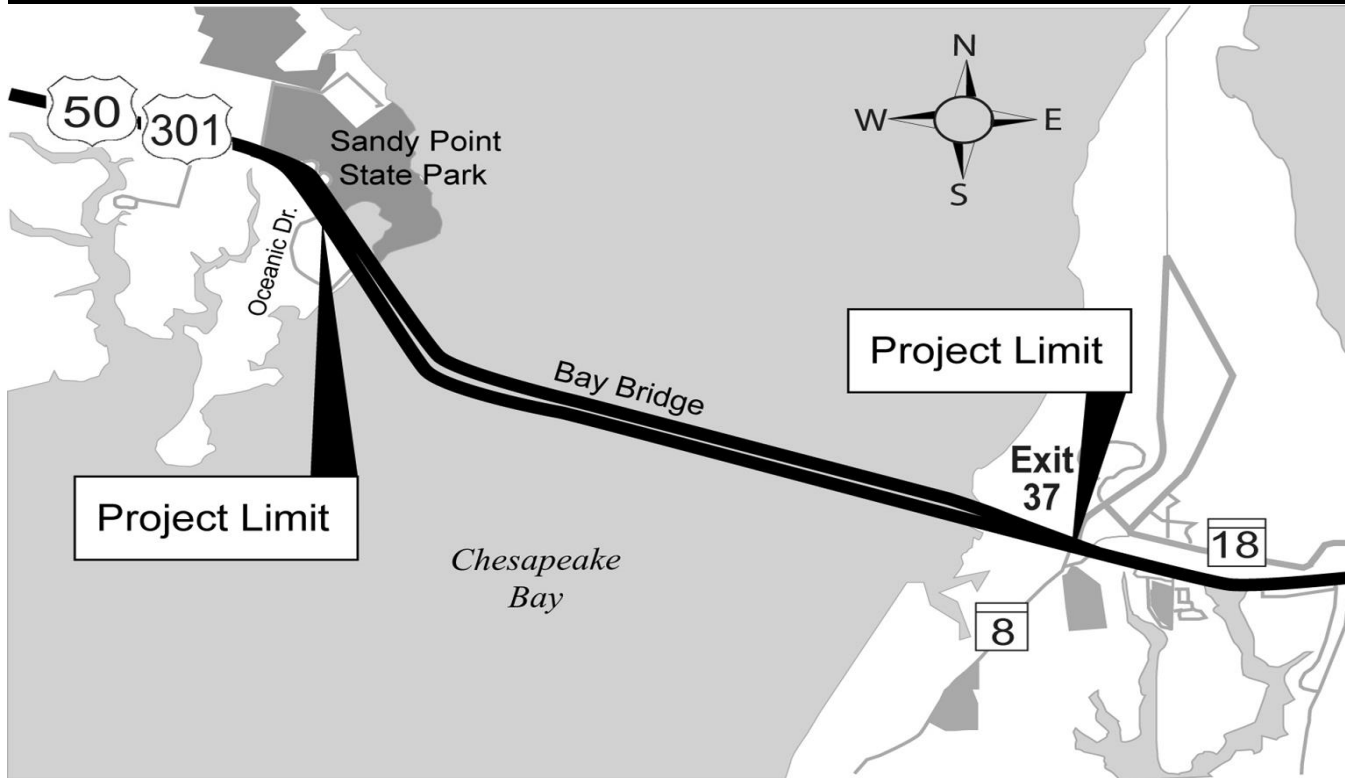
**EXPLANATION:** Changing to cashless tolling at the Baltimore Harbor Tunnel provides toll collection at highway speeds through the electronic methods of E-ZPass, Pay-By-Plate, and Video Tolling.

- SMART GROWTH STATUS:**
- Project Not Location Specific
  - Not Subject to PFA Law
  - Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
  - Grandfathered
  - Exception Will Be Required
  - Exception Granted

**STATUS:** Engineering and construction are underway. Only those portions of the construction that can be completed without major traffic impacts are underway at this time. Additional funding for the balance of the project will be added later.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** Added to the Construction Program.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER							
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	5,766	4,874	2,500	892	0	0	0	0	0	892	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	8,900	1,700	1,282	7,200	0	0	0	0	0	7,200	0	
<b>Total</b>	<b>14,666</b>	<b>6,574</b>	<b>3,782</b>	<b>8,092</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8,092</b>	<b>0</b>	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	
TOLL	14,666	6,574	3,782	8,092	0	0	0	0	0	8,092	0	
Other	0	0	0	0	0	0	0	0	0	0	0	



**PROJECT:** US 50/301 Bay Bridge - Rehabilitate Eastbound Bridge Deck

**DESCRIPTION:** This project provides for the rehabilitation and/or replacement of the eastbound bridge deck. The first phase of construction, deck widening and replacement of deck truss spans, is funded.

**PURPOSE & NEED SUMMARY STATEMENT:** The eastbound concrete deck is exhibiting various degrees of deterioration, as it was last replaced in 1985. Industry standards indicate that the deck is nearing the end of its life cycle.

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

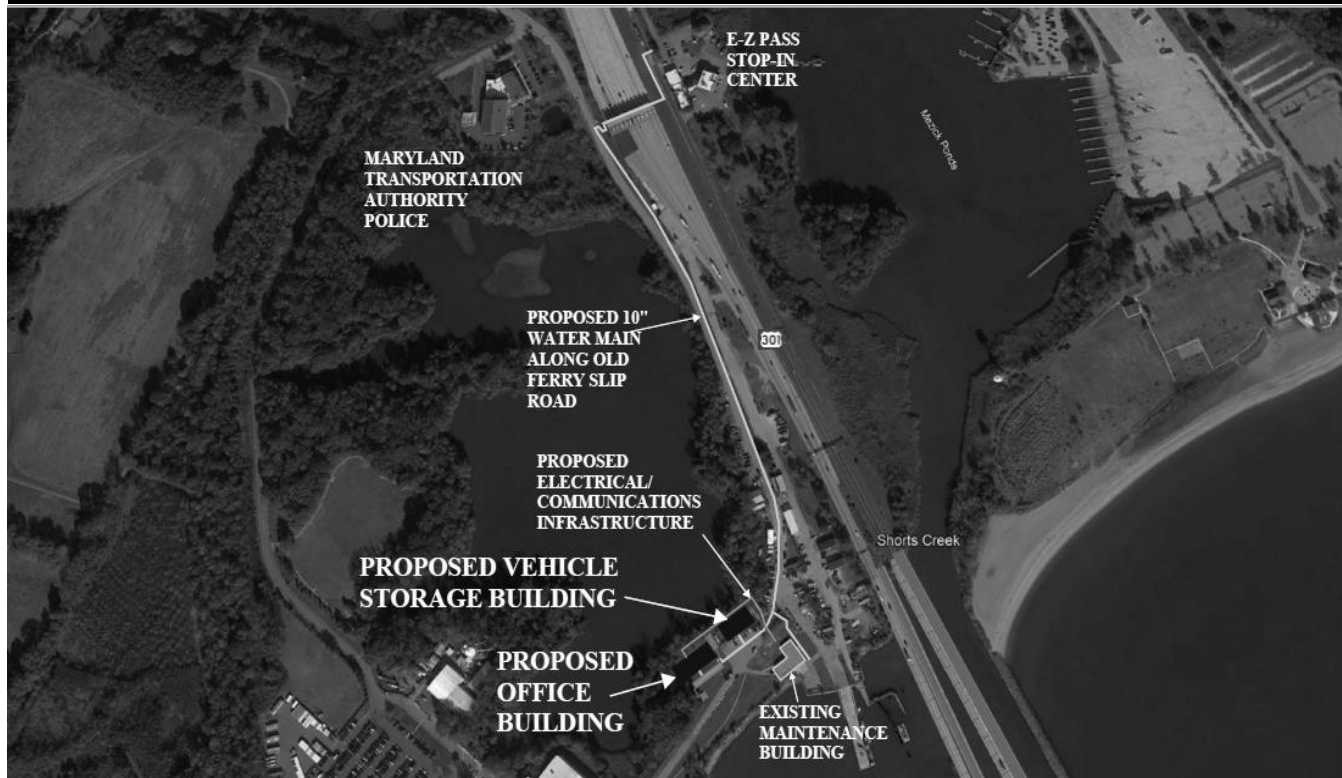
**EXPLANATION:** The eastbound bridge deck is exhibiting various degrees of deterioration and will be replaced or rehabilitated.

- SMART GROWTH STATUS:**
- Project Not Location Specific
  - Not Subject to PFA Law
  - Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
  - Grandfathered
  - Exception Will Be Required
  - Exception Granted

**STATUS:** Engineering and construction are underway.

POTENTIAL FUNDING SOURCE:											
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				2024	2025	2026	FOR PLANNING PURPOSES ONLY		
						...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	12,730	12,730	616	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	281,914	102,407	81,387	114,115	64,617	775	0	0	0	179,506	0
<b>Total</b>	<b>294,644</b>	<b>115,137</b>	<b>82,003</b>	<b>114,115</b>	<b>64,617</b>	<b>775</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>179,506</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	294,644	115,137	82,003	114,115	64,617	775	0	0	0	179,506	0
Other	0	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.



**PROJECT:** US 50/301 Bay Bridge - Project Management Office and Maintenance Equipment Storage Building

**DESCRIPTION:** This project includes the construction of a new Project Management Office and a new Maintenance Equipment Storage Building at the Bay Bridge Campus. Work also includes site utility upgrades including water main, power, fiber, and street lighting to support the new and existing buildings.

**PURPOSE & NEED SUMMARY STATEMENT:** The Bay Bridge crossing and approach roadways require continuous construction and maintenance activity to maintain the dual bridges in the highest serviceable condition for safe passage of MDTA customers. The Project Management Office will provide work areas for the inspection and contract administration staff. The Maintenance Equipment Storage Building will provide protection for the equipment used by operations staff.

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

- SMART GROWTH STATUS:**
- Project Not Location Specific
  - Not Subject to PFA Law
  - Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
  - Grandfathered
  - Exception Will Be Required
  - Exception Granted

**EXPLANATION:** The Project Management Office will provide a permanent centralized office building for the construction management personnel and field staff necessary for the year round, daytime, and nighttime hours of contract work. The Maintenance Equipment Storage Building will provide protection for the equipment used by the Operations staff.

**STATUS:** Engineering is underway. Construction will begin in FY 2026.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				YEAR 2024	YEAR 2025	YEAR 2026	FOR PLANNING PURPOSES ONLY		
						...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,800	2,695	250	105	0	0	0	0	0	105	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	9,660	20	(4)	0	1,113	4,638	3,067	822	0	9,640	0
<b>Total</b>	<b>12,460</b>	<b>2,714</b>	<b>246</b>	<b>105</b>	<b>1,113</b>	<b>4,638</b>	<b>3,067</b>	<b>822</b>	<b>0</b>	<b>9,746</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	12,460	2,714	246	105	1,113	4,638	3,067	822	0	9,746	0
Other	0	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.



**PROJECT:** US 40 Thomas J. Hatem Memorial Bridge - Cleaning and Painting of the Hatem Bridge

**DESCRIPTION:** Recent bridge inspections identified rust and peeling paint of the structural steel that requires attention. This project will clean and paint the structural steel and coating system of the entire bridge. Single lane closures during off-peak traffic periods will be necessary to set-up shielding and equipment and when cleaning and painting over travel lanes.

**PURPOSE & NEED SUMMARY STATEMENT:** Recent bridge inspections identified rust and peeling paint of the structural steel that requires attention. Cleaning and painting will protect the existing superstructure of the Hatem Bridge.

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

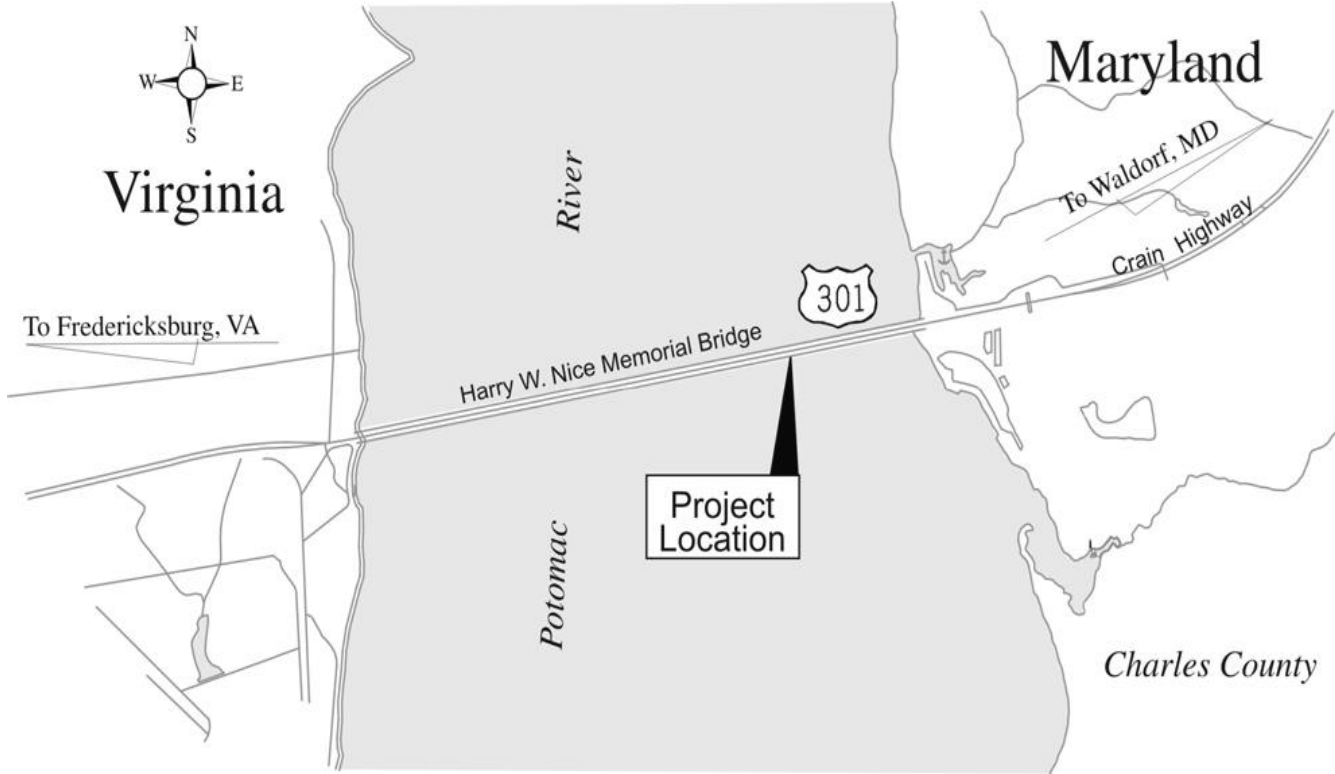
- SMART GROWTH STATUS:**
- Project Not Location Specific
  - Not Subject to PFA Law
  - Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
  - Grandfathered
  - Exception Will Be Required
  - Exception Granted

**EXPLANATION:** The coating system is showing signs of wear. This improvement will address existing deterioration and extend the useful life of the bridge.

**STATUS:** Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	907	907	60	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	65,029	9,406	9,406	26,382	20,268	8,621	352	0	0	55,623	0
<b>Total</b>	<b>65,936</b>	<b>10,313</b>	<b>9,466</b>	<b>26,382</b>	<b>20,268</b>	<b>8,621</b>	<b>352</b>	<b>0</b>	<b>0</b>	<b>55,623</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	65,936	10,313	9,466	26,382	20,268	8,621	352	0	0	55,623	0
Other	0	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.



**PROJECT:** US 301 Governor Harry W. Nice Memorial/Senator Thomas "Mac" Middleton Bridge - Replace Nice/Middleton Bridge

**DESCRIPTION:** Replace the current bridge with a new 4-lane bridge.

**PURPOSE & NEED SUMMARY STATEMENT:** The existing bridge 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 travel periods. Traffic is projected to increase by 45 percent on weekdays and 33 percent on weekends by 2025.

**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

**EXPLANATION:** The new 4-lane bridge will be safer and relieve congestion.

- SMART GROWTH STATUS:**
- Project Not Location Specific
  - Not Subject to PFA Law
  - Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
  - Grandfathered
  - Exception Will Be Required
  - Exception Granted

**STATUS:** The facility is open to service. Final construction elements, environmental mitigation (artificial reefs and oyster seedings), and activities related to Intelligent Transportation Systems (ITS) devices are underway.

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.

POTENTIAL FUNDING SOURCE:											
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU YEAR				2024	2025	2026	FOR PLANNING PURPOSES ONLY		
						...2027...	...2028...	...2029...	...2030...		
Planning	5,295	5,295	0	0	0	0	0	0	0	0	0
Engineering	34,662	34,662	0	0	0	0	0	0	0	0	0
Right-of-way	4,907	1,909	1	2,998	0	0	0	0	0	2,998	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	565,923	533,497	31,615	4,930	27,497	0	0	0	0	32,427	0
<b>Total</b>	<b>610,787</b>	<b>575,363</b>	<b>31,615</b>	<b>7,928</b>	<b>27,497</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35,424</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	610,787	575,363	31,615	7,928	27,497	0	0	0	0	35,424	0
Other	0	0	0	0	0	0	0	0	0	0	0





# Maryland Transportation Authority

**PROJECT:** Authority-Wide - Replace Electronic Toll Collection and Operating System - 3rd Generation

**DESCRIPTION:** The project will design and build a replacement toll system and services to support it; and design and build a new Customer Service Center (CSC) and provide the services to operate it. These projects include account and transaction processing systems, CSC phone systems, IVR, MVA lookups, reporting, operations, web site, mobile app, image review services, reciprocity services, enforcement services, and maintenance services for six to up to ten years.

**PURPOSE & NEED SUMMARY STATEMENT:** This project will update the Electronic Toll Collection hardware and Operating System software and increase the capacity for handling video tolling and citations.

**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

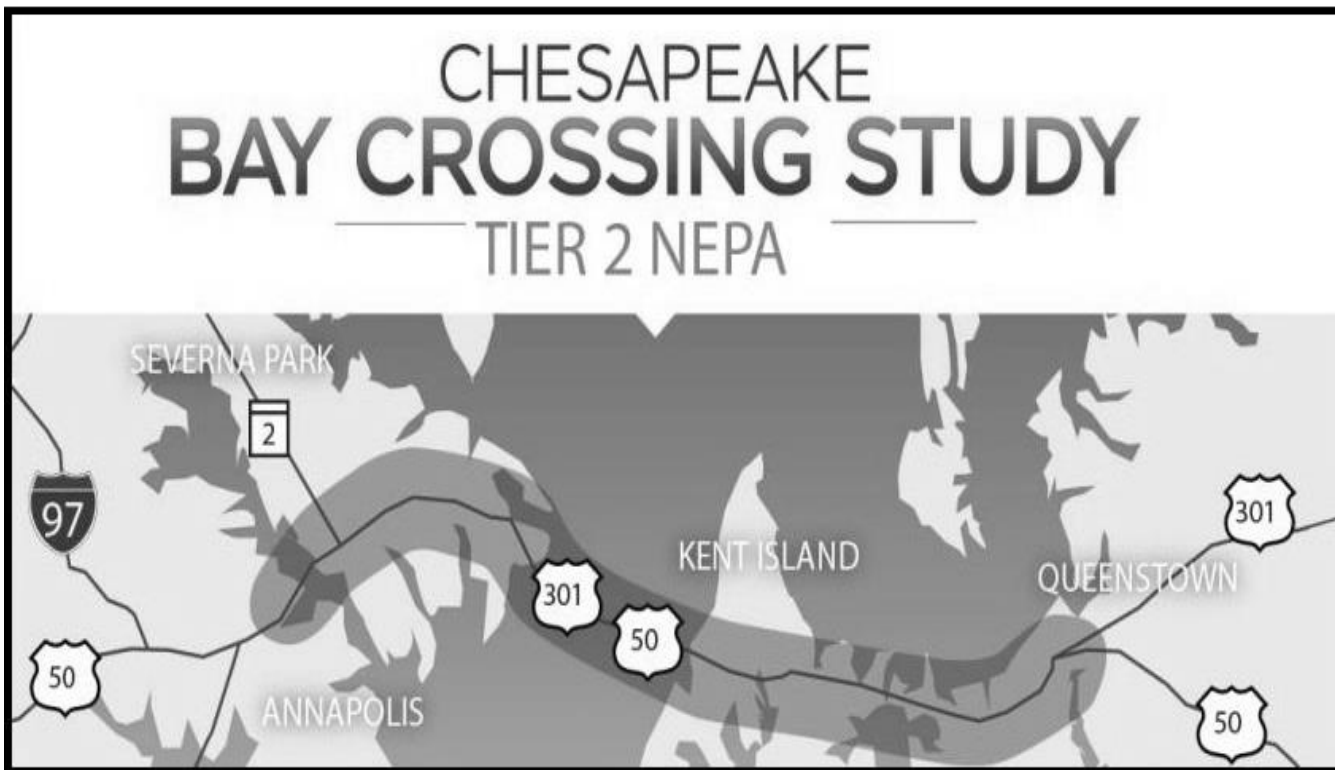
- SMART GROWTH STATUS:**
- Project Not Location Specific
  - Not Subject to PFA Law
  - Project Inside PFA
  - Project Outside PFA
  - PFA Status Yet to Be Determined
  - Grandfathered
  - Exception Will Be Required
  - Exception Granted

**EXPLANATION:** This project will update the Electronic Toll Collection hardware and Operating System software and increase the capacity for handling video tolling and citations.

**STATUS:** Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	19,377	19,377	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	119,992	92,050	15,918	5,574	6,783	5,901	3,228	3,228	3,228	27,943	0
<b>Total</b>	<b>139,369</b>	<b>111,426</b>	<b>15,918</b>	<b>5,574</b>	<b>6,783</b>	<b>5,901</b>	<b>3,228</b>	<b>3,228</b>	<b>3,228</b>	<b>27,943</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	139,369	111,426	15,918	5,574	6,783	5,901	3,228	3,228	3,228	27,943	0
Other	0	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** None.



**PROJECT:** US 50/301 Bay Bridge - Tier 2 NEPA Study

**DESCRIPTION:** The Bay Crossing Study Tier 2 NEPA is the second stage of the two-tiered federally required National Environmental Policy Act (NEPA) process. The Bay Crossing Study Tier 1 NEPA was approved by FHWA in April 2022, identifying Corridor 7, the corridor containing the existing Bay Bridge, as the Selected Corridor Alternative. Tier 2 studies specific alignment, crossing type and potential number of lanes needed within the 2-mile wide, 22-mile long corridor from Severn River Bridge to the US 50/301 split. Tier 2 involves significant public engagement and participation. Project delivery method options will be determined.

**PURPOSE & NEED SUMMARY STATEMENT:** The Bay Crossing Study Tier 2 NEPA is the next step in the strategy to address congestion and future traffic demand crossing the Chesapeake Bay. It must be completed before final design and construction could potentially begin if a build alignment alternative is selected.

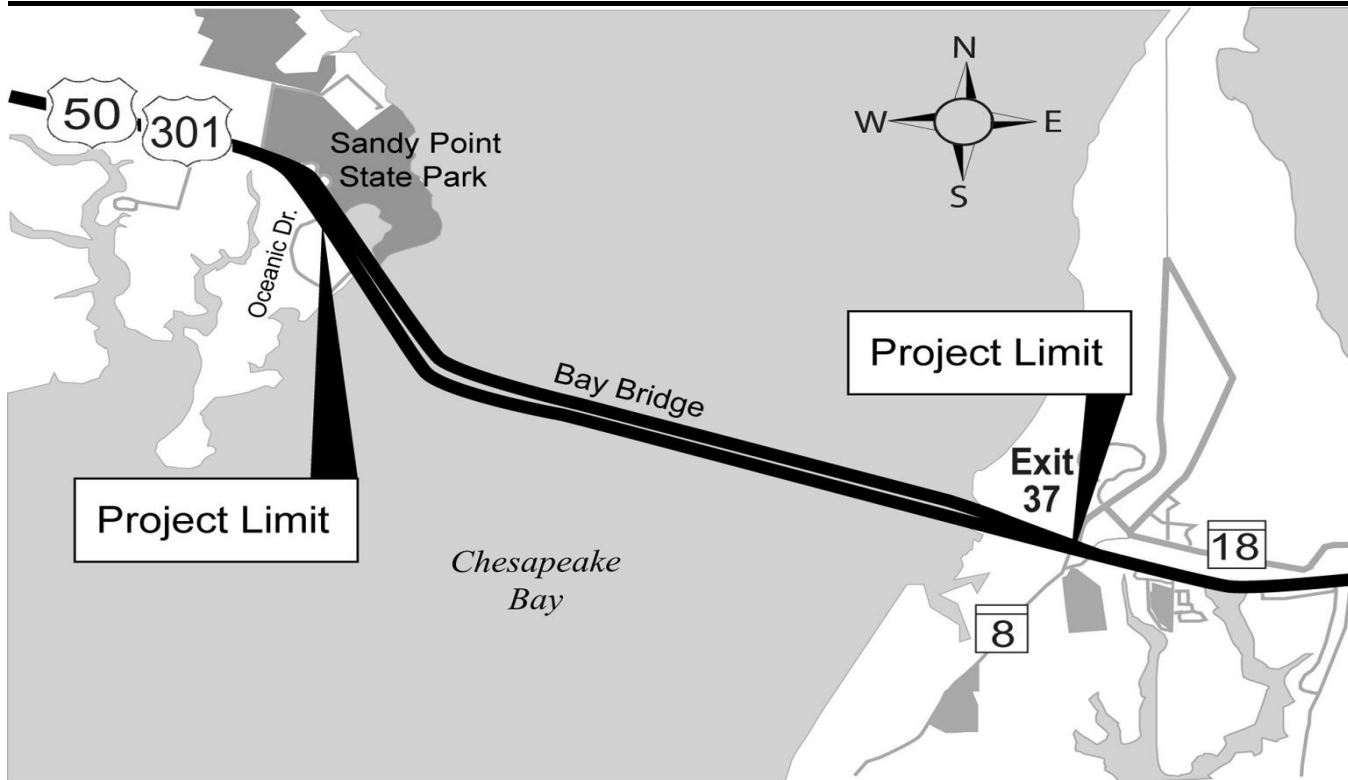
**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet to Be Determined  Exception Granted

**STATUS:** Planning is underway.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				2024	2025	2026	FOR PLANNING PURPOSES ONLY		
						...2027...	...2028...	...2029...	...2030...	TOTAL	
Planning	25,924	11,674	7,000	7,250	7,000	0	0	0	0	14,250	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
<b>Total</b>	<b>25,924</b>	<b>11,674</b>	<b>7,000</b>	<b>7,250</b>	<b>7,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14,250</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	25,924	11,674	7,000	7,250	7,000	0	0	0	0	14,250	0
Other	0	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** Decreased by \$2.1M for less than anticipated costs.





**PROJECT:** US 50/301 Bay Bridge - Pier Protection System at the Bay Bridges

**DESCRIPTION:** Design and install a pier protection system at the eastbound and westbound Bay Bridges.

**PURPOSE & NEED SUMMARY STATEMENT:** Enhanced pier protection measures are essential to safeguard against potential ship impacts on the bridges' structural supports.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet to Be Determined  Exception Granted

**STATUS:** Engineering is underway.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	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	600	100	100	500	0	0	0	0	0	500	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>600</b>	<b>100</b>	<b>100</b>	<b>500</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>500</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	600	100	100	500	0	0	0	0	0	500	0
Other	0	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:** Added to the Development & Evaluation program.

**MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

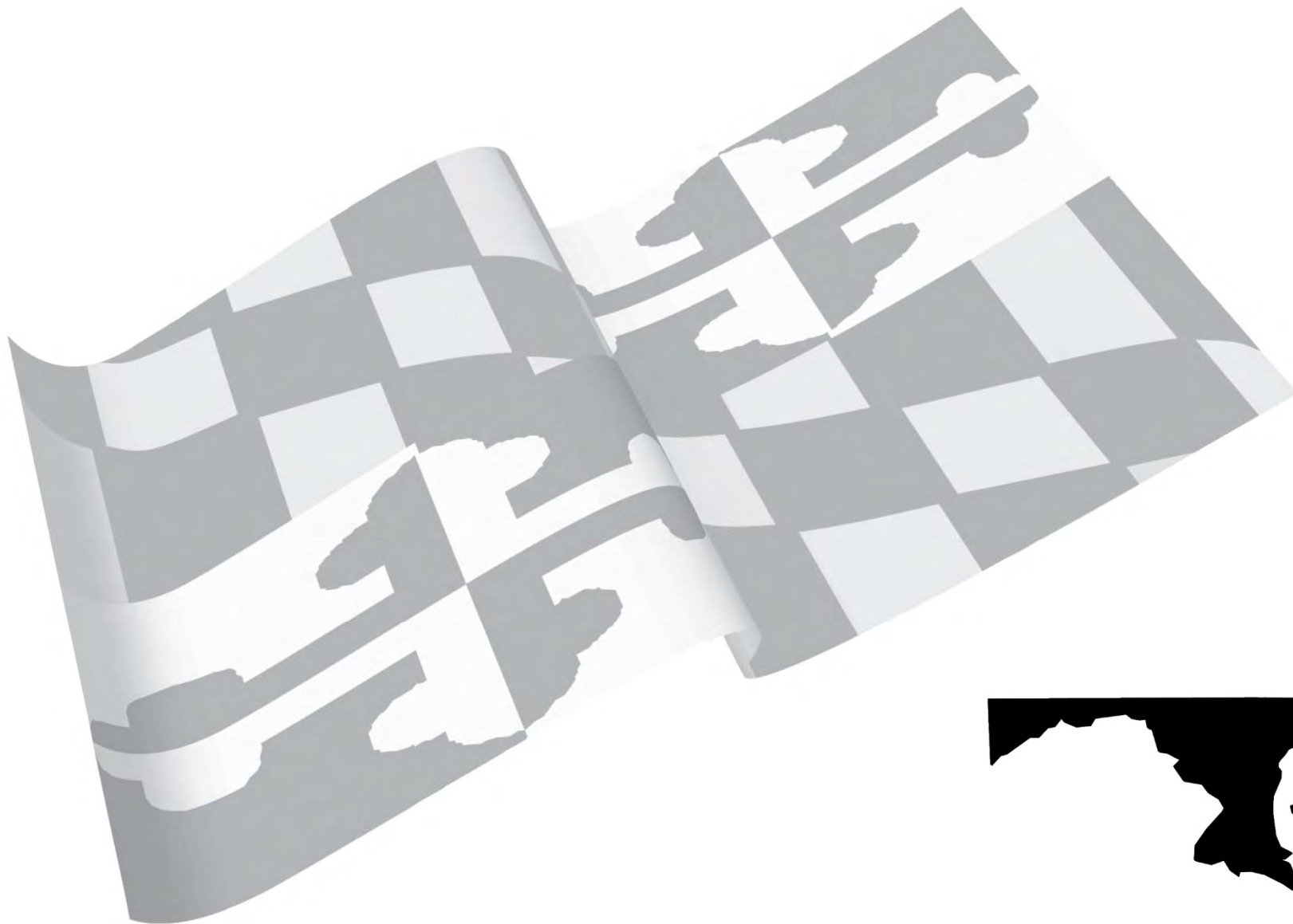
**MARYLAND TRANSPORTATION AUTHORITY - LINE 25**

PROJECT ID	PROJECT NAME	FACILITY CODE	TOTAL PROGRAMMED COST	STATUS
<b><u>Building Preservation</u></b>				
MDTAPRJ002560	BHT Maintenance/Auto Building HVAC and Roof Replacement	HT - HARBOR TUNNEL	\$ 7,856	Under Construction
MDTAPRJ002565	FMT East Vent Building Facade and Roof Replacement (Engineering only)	FT - FORT MCHENRY TUNNEL	\$ 400	Design Underway
<b><u>Building Renovations/Replacements</u></b>				
2438	Police Headquarters Building Envelope Renovations	KB - F.S.KEY BRIDGE	\$ 3,183	Design Underway
MDTAPRJ002569	JFK MSP Building Remodeling (Engineering only)	KH - KENNEDY HIGHWAY	\$ 500	Design Underway
<b><u>Enhancements</u></b>				
MDTAPRJ002582	MD 695 Ramps to I-95 Northbound Express Toll Lanes	KH - KENNEDY HIGHWAY	\$ 5,525	Design Underway
<b><u>Environmental</u></b>				
2483	Small Drainage Rehabilitation	MA - MULTI-AREA	\$ 7,627	Completed
<b><u>Equipment - System Preservation</u></b>				
2471	10-Year Equipment Budget - FY 2018 through FY 2027	MA - MULTI-AREA	\$ 58,397	Ongoing
<b><u>Highway Preservation</u></b>				
MDTAPRJ002645	Resurface SB I-95 from the Tydings Bridge to the MD 24 Interchange (Engineering only)	KH - KENNEDY HIGHWAY	\$ 2,200	Design Underway
MDTAPRJ002646	Resurface NB I-95 from the Tydings Bridge to the MD 24 Interchange (Engineering only)	KH - KENNEDY HIGHWAY	\$ 0	Design Underway
<b><u>ITS/Elec Preservation &amp; Improvements</u></b>				
2497	Radio Rebroadcast and Radiax in BHT & FMT	MA - MULTI-AREA	\$ 6,141	Design Underway

**MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

**MARYLAND TRANSPORTATION AUTHORITY - LINE 25**

PROJECT ID	PROJECT NAME	FACILITY CODE	TOTAL PROGRAMMED COST	STATUS
<b><u>Safety &amp; Capacity Improvements</u></b>				
2504	Bay Bridge Queue Detection System	BB - BAY BRIDGE	\$ 2,713	Under Construction
<b><u>Signage</u></b>				
MDTAPRJ002584	Replace DMS and TRS at Various Facilities (Engineering only)	MA - MULTI-AREA	\$ 480	Design Underway
<b><u>Structural Preservation</u></b>				
2436	Replace I-95 Kennedy Highway Bridge over CSXT (Engineering only)	KH - KENNEDY HIGHWAY	\$ 3,081	Design Underway
2527	Replace Bridges on I-895 over I-695 (Engineering only)	HT - HARBOR TUNNEL	\$ 2,260	Design Underway
MDTAPRJ000199	Maintenance and Repairs of the I-695 Curtis Creek Drawbridges at FSK	KB - F.S.KEY BRIDGE	\$ 1,910	Under Construction
<b><u>Tunnel Preservation</u></b>				
2506	BHT In-Tunnel Fiber Improvements	HT - HARBOR TUNNEL	\$ 2,148	Completed
2529	Rehabilitate BHT Tunnel Lighting System (Engineering only)	HT - HARBOR TUNNEL	\$ 646	Design Underway



## **APPENDICES A & B - CHAPTER 30 SCORES**



## Appendix A: Chapter 30 Project Scores Final FY 2025-30 CTP

The Maryland Department of Transportation (MDOT) evaluates major transportation projects through a project-based scoring model that is required by the Maryland Open Transportation Investment Decision Act – Application and Evaluation (Chapter 30). Major transportation projects are defined as highway and transit capacity projects over \$5 million. The major transportation projects evaluated through the scoring model in this year's CTP and their corresponding scores are shown below. Please note that the maximum allowable score for any project was determined to be 2000. The project prioritization model required under Chapter 30 does not select major transportation projects for funding, but it is one of many tools MDOT utilizes in its project evaluation and selection process.

<b><u>Project Name</u></b>	<b><u>Sponsor</u></b>	<b><u>Score</u></b>	<b><u>Rank</u></b>
MD 3 (MD 32 to St. Stephens Church Road)	Anne Arundel County	1376.21	1
Parole Transportation Center	Anne Arundel County	614.36	2
MD 170 (MD 100 to south of MD 174)	Anne Arundel County	276.88	3
Odenton MARC Garage	Anne Arundel County	192.53	4
MD 4 (Lous Way to north end of South Patuxent Beach Road)	St. Mary's County	160.24	5
MD 214 (MD 468 to Oakford Avenue)	Anne Arundel County	116.25	6
US 40 & Otsego Street/Ohio Street Intersection	Harford County	111.67	7
MD 27 (Leishear Road to Penn Shop Road)	Carroll County	69.24	8
MD 175 (US 1 to Dorsey Run Road)	Howard County	56.34	9
MD 194 (MD 26 to Devilbiss Bridge Road)	Frederick County	55.63	10
US 50/US 301 (MD 2/MD 450 to Chesapeake Bay Bridge)	Anne Arundel County	54.42	11
MD 26 (MD 32 to Liberty Reservoir)	Carroll County	29.69	12
MD 2 (US 50 to Wishing Rock Road)	Anne Arundel County	27.62	13
MD 117 (I-270 to Watkins Mill Road)	Montgomery County	26.43	14
I-95 (MD 32 to MD 100)	MDOT SHA	25.97	15
MD 18 (Castle Marina Road to the Kent Narrows)	Queen Anne's County	22.20	16
MD 175 (MD 170 to west of MD 295)	Anne Arundel County	20.56	17
MD 197 (MD 450 to Kenhill Drive)	Prince George's County	18.92	18
US 29 (Seneca Drive to Middle Patuxent River)	Howard County	15.44	19
MD 85 (Guilford Drive to south of Ballenger Creek)	Frederick County	14.38	20
I-70 (I-270 to Alternate US 40)	Frederick County	13.68	21
MD 198 (MD 295 to MD 32)	Anne Arundel County	12.66	22
MD 2/4 (Auto Dr to MD 765A)	Calvert County	10.67	23
MD 355 Flash Bus Rapid Transit (Clarksburg to Bethesda)	Montgomery County	6.59	24

**Appendix A: Chapter 30 Project Scores  
Final FY 2025-30 CTP**

<b><u>Project Name</u></b>	<b><u>Sponsor</u></b>	<b><u>Score</u></b>	<b><u>Rank</u></b>
I-70 (US 29 to US 40)	Howard County	6.14	25
MD 32 (MD 26 to Howard County line)	Carroll County	5.75	26
MD 295 (I-195 to MD 100) and Hanover Road (MD 170 to CSX Railroad)	Anne Arundel County	5.62	27
BWI Rail Station and Fourth Track (Grove Interlocking to Winans Interlocking)	MDOT MTA	5.37	28
MD 5 (north of I-95/I-495 to US 301)	Prince George's County	4.91	29
MD 210 (MD 228 to Palmer Road)	Prince George's County	4.68	30
MD 223 (MD 4 to Steed Road)	Prince George's County	4.31	31
MD 4 (I-95/I-495 to MD 223)	Prince George's County	4.25	32
US 29 Bus Rapid Transit (US 40 to Silver Spring Metro)	Howard County	4.24	33
South Side Transit (Branch Avenue Metro to King Street Metro)	Prince George's County	3.85	34
MD 4 Governor Thomas Johnson Bridge (MD 2 to MD 235)	St. Mary's County	3.42	35
Southern Maryland Rapid Transit (Branch Avenue Metro to Demarr Road)	Charles & Prince George's Counties	3.18	36
MD 213 Chestertown Bypass (MD 297 to south of MD 544)	Kent County	2.97	37

## Appendix B: Previously Scored Chapter 30 Projects that Entered Construction Program

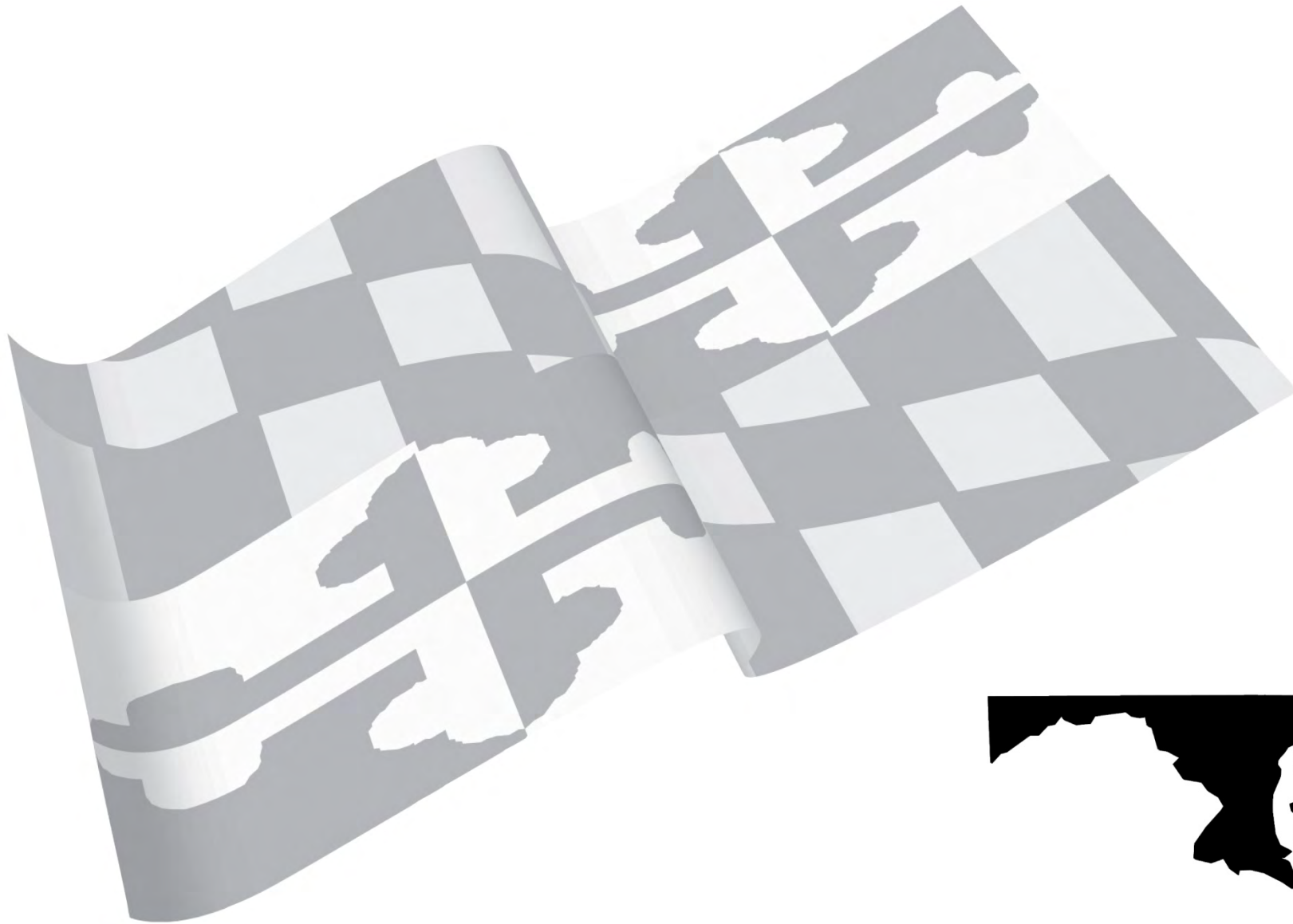
Appendix A describes the Chapter 30 scoring model. The projects listed below were not evaluated for this current CTP. Instead, they were scored in previously years and have since entered the Construction Program in FY 2023 or FY 2024, in whole or in part. The list includes projects that have been temporarily suspended from the Construction Program due to funding shortfalls but are set to reenter it when funding becomes available. Such projects do not need rescoring to reenter the Construction Program. If phases of a project enter the Construction Program, applicants are required to update the project limits for the remainder of the project and submit a full application for it to be scored.

<b><u>Project Name</u></b>	<b><u>Sponsor</u></b>	<b><u>Phase(s) Scored</u></b>	<b><u>Phase(s) Entered</u></b>	<b><u>FY Entered</u></b>	<b><u>Score</u></b>	<b><u>Rank</u></b>
US 15/US 40 (I-70 To MD 26)	Frederick County	---	---	2023	13.22	20
I-795 @ Dolfield Boulevard Interchange	MDOT SHA	---	---	2023	5.51	29
I-97 (US 50 to MD 32)	MDOT SHA	---	---	2023	12.88	22
US 219 (Old Salisbury Road to Pennsylvania state line)	MDOT SHA	---	---	2023	13.05	21
US 220 and MD 53 at Cresaptown	MDOT SHA	---	---	2023	35.85	12
I-95/I-495 @ Greenbelt Metro Station Interchange	Prince George's County	---	---	2024	14.38	20
MD 5 (MD 246 to MD 471)	St. Mary's County	---	---	2023	27.43	14
I-81 (north of MD 63/MD 68 to Pennsylvania state line)	Washington County	2 to 4	2	2023*	11.40	23

\*The I-81 project was also scored in FY 2024 in error









### ***CONSOLIDATED TRANSPORTATION PROGRAM GLOSSARY***

State Report on Transportation (SRT)	Consists of the Maryland Transportation Plan (MTP) and the Consolidated Transportation Program (CTP).
Maryland Transportation Plan (MTP)	The MTP identifies the focus of the Department and its modal administration that defines program objectives and serves to guide program development. It includes a 20-year forecast of needs based on anticipated resources available to the Department.
CHART	Coordinated Highways Action Response Team – Maryland’s program to employ Intelligent Vehicle Highway System (IVHS) technology to better manage highway capacity.
Consolidated Transportation Program (CTP)	The CTP designates capital projects that will be undertaken during the six-year period, and a summary of operating programs. The CTP also identifies projects added to the Construction Program and Development and Evaluation Program, delayed in schedule, deleted from the Development and Evaluation Program and finally completions.
Construction Program	List within the CTP of major projects (descriptions, cost estimates and schedules) under construction and those anticipated to begin construction within the six-year period. An estimate of annual expenditure levels for system preservation projects is also included.
Development & Evaluation Program (D&E)	List within the CTP of projects for planning studies, preparation of environmental studies and preliminary design. These projects are candidates for future addition to the Construction Program.
Remaining Cost to Complete	Amount of funds required after the budget year to complete a project.
Balance to Complete	Amount of funds required after the six-year program period of the CTP to complete a project.
Major Capital Project	New, expanded or significantly improved facility or service that generally involves planning, environmental studies, design, right-of-way acquisition, construction or purchase of essential equipment related to the facility or service.
System Preservation Project	Project of limited scope for the preservation or rehabilitation of an existing facility or service which generally does not have a significant impact on the human or natural environment.

***CONSOLIDATED TRANSPORTATION PROGRAM GLOSSARY (Cont'd.)***

Reconstruction	Complete rebuilding of a facility/structure or system which is beyond the point where it may be economically repaired or renovated.
Rehabilitation	Restoration and/or modernization of a facility/structure or system in order that it may be effectively used for its designated functional purpose or comply with current requirements.
Highway System Preservation Program	Program of projects oriented toward preserving the existing highway system, including resurfacing, safety improvements, bridge rehabilitation, landscaping, traffic control and ridesharing lots and other miscellaneous improvements.
Reimbursables	State funds advanced for work performed for local jurisdictions, services performed for other agencies, recovery of damages to Department property, salaries and expenses of the Interstate Division for Baltimore City, fees for issuing commercial entrance permits, and other activities performed by the Department and are paid by various sources.
Capital Contributions Agreement	Agreement entered into by 8 local jurisdictions in Maryland, Virginia and the District of Columbia that provides a capital funding schedule for Metrorail construction in the Washington area.
(PP)	Project Planning: The state in the planning process where detailed studies and analysis are conducted to establish the scope and location of proposed transportation facilities.
(PE)	Preliminary Engineering: The state in project development when surveys, soil conditions, elevations, right-of-way plats, and detailed design plans and specifications are prepared.
(RW)	Right-of-Way: Acquisition of land for transportation projects.
(CO)	Construction.
(IN)	Inflated Cost.
(FA)	Federal-aid.
(STP)	Surface Transportation Program category of federal aid
(NHS)	National Highway System category of federal aid.

***CONSOLIDATED TRANSPORTATION PROGRAM GLOSSARY (Cont'd.)***

(IM)	Interstate Maintenance category of federal aid.
(BR)	Bridge Replacement/Rehabilitation category of federal aid.
(CMAQ)	Congestion Mitigation/Air Quality category of federal aid.
(DEMO)	Specific projects identified in federal legislation for demonstration purposes.