



MARYLAND CONSOLIDATED TRANSPORTATION PROGRAM FY2024–FY2029

2024 State Report on Transportation

MARYLAND DEPARTMENT OF TRANSPORTATION



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MARYLAND'S CONSOLIDATED TRANSPORTATION PROGRAM

The Consolidated Transportation Program (CTP) is Maryland's six-year capital budget for transportation projects. The Capital Program includes major and minor projects for the Maryland Department of Transportation (MDOT) 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.

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For the hearing impaired, Maryland Relay 711.

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

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

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MARYLAND'S CONSOLIDATED TRANSPORTATION PROGRAM

The Maryland Department of Transportation (MDOT) is pleased to present the State's six-year capital investment program for transportation, the FY 2024 – FY 2029 Consolidated Transportation Program (CTP).

The CTP is the capital budget outlook and a key part of the State Report on Transportation (SRT) that MDOT publishes each year. The SRT contains three important documents: the Maryland Transportation Plan (MTP); the Consolidated Transportation Program (CTP); and the annual Attainment Report (AR) on Transportation System Performance. The MTP, the 20-year vision for Maryland's transportation system, is updated every five years following extensive outreach efforts and collaboration with the public, local jurisdictions, and state agencies to ensure the MTP's goals reflect the needs and priorities of Marylanders. The 2050 MTP, also called the Playbook, has been updated over the last 18 months and informs the direction of this CTP. The final 2050 MTP, released January 2024, is discussed in more detail below and additional information is available at: mdot.maryland.gov/MTP. The performance measures in the AR that drive MDOT policy priorities are updated along with the MTP, with direction from the AR Advisory Committee (please visit mdot.maryland.gov/ARAC to learn more).

The CTP prioritizes projects and programs across MDOT. This CTP was developed in a way to focus on fiscal sustainability, safety, maintenance and strategic investments. The MDOT had to tighten its belts and make tough decisions to create a sustainable, balanced budget. The reductions in both the operating and capital budgets were not made lightly and not without a tremendous amount of thought and reflection based on what we heard from residents, elected officials, business and civic leaders, and key industry stakeholders during the fall CTP meetings. While all of MDOT's modal administrations have reduced their operating budgets by eight percent, substantial capital reductions were also still required to balance the budget. MDOT developed the following priorities to guide the necessary capital reductions to balance the budget.

- Fully fund federal match requirements for discretionary grants and leverage each federal formula dollar.
- Remove construction funding for any major expansion projects not expected to be advertised by the end of 2023.
- Reduce funding for system preservation activities as a last resort.

The final CTP removes construction funding for capital expansion projects that had not been advertised for construction before the start of the year. However, it does retain project development funds for all projects where construction funds have been removed and continues planning and development funding for Baltimore's Red Line, Southern Maryland Rapid Transit, and the American Legion Bridge projects. Additionally, the final CTP provides state matching funds for federally awarded discretionary grants for the construction of the new Frederick Douglass Tunnel, the Susquehanna River Bridge, Penn Station and the Mid-Chesapeake Bay Island projects.

PROGRAM PRIORITIES AND CONSTRAINTS

The State's transportation priorities follow federal and state requirements; address local government needs, interests, and concerns; and serve MDOT's customers and the critical supply chain.



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

Total projected revenues amount to \$38.6 billion for the six-year period. These revenues support the MDOT's operating and capital programs. However, the projected revenues reflect a structural financial deficit in state transportation funding that will not be able to support originally planned investments over this time period in the operating and capital programs. The MDOT addressed the declining revenue projections through a balanced approach of roughly \$1 billion in reductions in its operating budget, \$2 billion from its capital program and about \$250 million in limited reductions in grants to local governments. This estimate is based on the revenue sources used by MDOT and includes bond proceeds and federal funds that will be used for operating, capital, and debt payment expenses. While these reductions are difficult, they are targeted to limit the overall impact on Marylanders and will not jeopardize safety or key economic investments.

This CTP provides \$20.2 billion over six years to make investments to improve the safety and preservation of the existing system while making targeted investments to enhance the transportation system built on the principles of equity, environmental stewardship, and partnership. It provides the initial investments and framework to advance the aspirational vision for the future, bringing together key initiatives and major projects of the Administration, the General Assembly, and local partners. Major projects like the Baltimore Red Line and Purple Line continue to move forward, which will help provide new transportation options and reinvigorate economic opportunity in disinvested communities. Investments in the Frederick Douglass Tunnel (replacing the B&P Tunnel) and the Howard Street Tunnel will benefit both passenger and freight rail capacity. The Complete Streets Program, funded for the first time in this CTP, redoubles the State's commitment to Vision Zero to ensure that all users on the State's roadway network are safe and protected. While delayed, MTA will continue with the phased conversion of MTA's bus fleet to clean, efficient, zero-emission busses, and the infrastructure improvements that must also take place, will set

Maryland on a pathway to a zero-emission transportation system, consistent with the Moore-Miller commitment to make Maryland one of the greenest states in the country.

This CTP is just an initial down payment to provide planning resources to advance transformational projects, but additional funding will be needed to construct these projects. Additionally, there are initiatives still in planning and development that are important components of Maryland's transportation future, including investments in rail infrastructure, in transit-oriented development, and in regional roadway facilities.



2050 MARYLAND TRANSPORTATION PLAN

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

The Vision for the 2050 MTP is to provide safe, reliable, accessible, equitable, and sustainable transportation options to Marylanders across the State. The below guiding principles align mission, values and capabilities across all of the 2050 MTP's goals to implement strategies and projects in order to achieve a stronger transportation system.

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

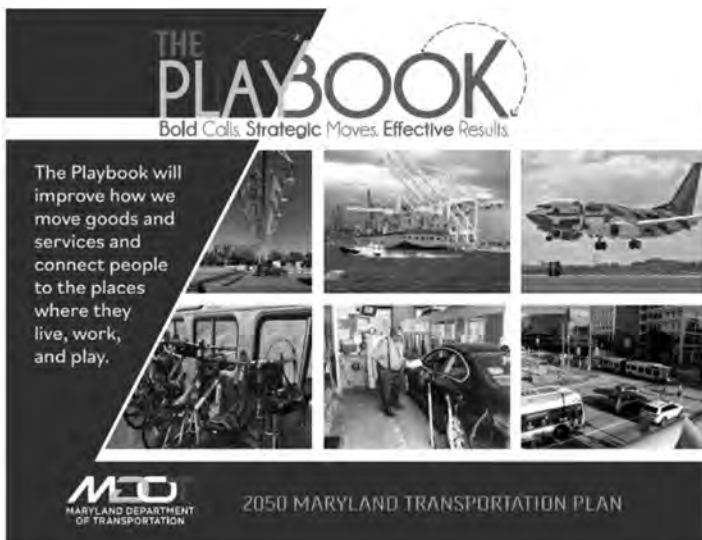
Resilience: Improve the transportation system's ability to provide reliable service throughout natural weather events and man-made threats.

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

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

Experience: Improve the experience of all transportation system users.

The 2050 MTP aims to deliver concrete results toward achieving the following key objectives, through strategic programs, policies, and projects.



Enhance Safety and Security:

Consistent with a commitment to Vision Zero, this goal prioritizes efforts to end traffic deaths from all users on Maryland's roadways. Alongside that overarching theme, MDOT 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 strengthen efforts to create a transportation system that reverses the current trend of increasing injuries on Maryland's roadways.

Deliver System Quality:

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

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

Serve Communities and Support the Economy:

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

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



Promote Environmental Stewardship:

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

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

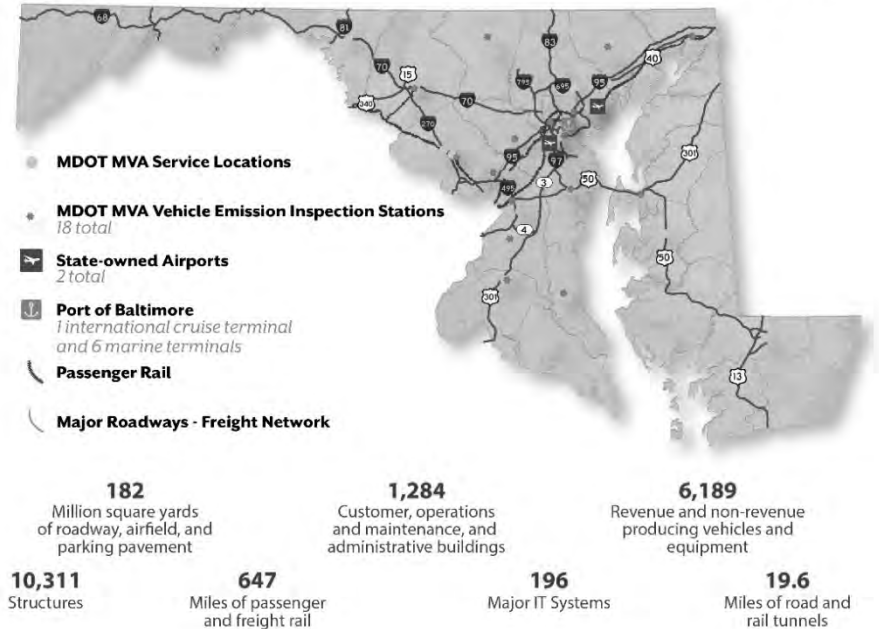
From shifts of public and private vehicle fleets to electric vehicles to efforts to reduce vehicle-miles traveled, MDOT plans to reshape the paradigm on transportation and the environment in Maryland.

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

Project Prioritization

The Maryland Open Transportation Investment Decision Act – Application and Evaluation (Chapter 30 of 2017) required MDOT to develop a project-based scoring system to rank major highway and transit transportation projects under consideration for funding in the CTP. Chapter 30 established nine goals and 23 measures to evaluate these major projects. The project-prioritization model required under Chapter 30 does not select major transportation projects for funding but is one of many tools MDOT utilizes in its project-selection process. The project evaluation results for this year are shown in the appendix of this CTP.

MARYLAND DEPARTMENT OF TRANSPORTATION'S SYSTEM



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

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

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

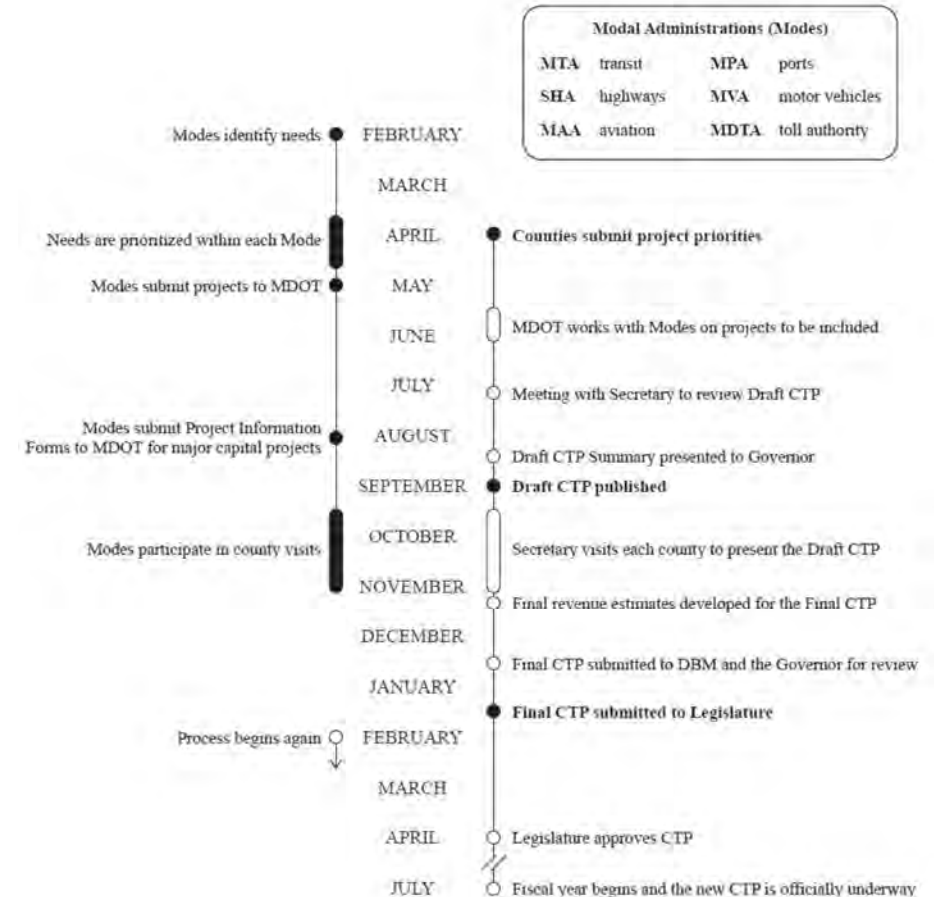
Process for CTP Development

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

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

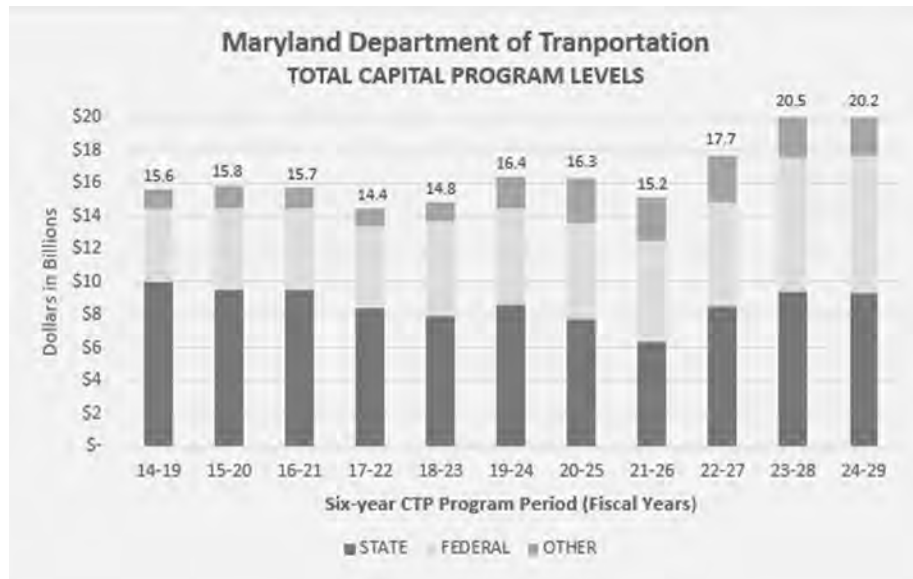
- Meets all federal and other legal mandates (e.g., stormwater compliance or Federal Aviation Administration [FAA] regulations to maintain airport permits);
- Supports MDOT's program priorities and MTP goals (safety and security, system quality, serving communities and economy, and promoting environmental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

CTP Development Process



FINANCING MARYLAND'S TRANSPORTATION PRIORITIES

In developing the CTP and establishing funding levels, MDOT must account for state and local economic growth, fluctuations in state transportation revenue, and allocations of federal funding. The State's Transportation Trust Fund supports MDOT investments through a dedicated account. The Transportation Trust Fund utilizes a variety of revenue sources, which provide funding that enable MDOT to address important capital and operating needs including safety, system preservation, multimodal transportation options, environmental stewardship, congestion relief, and maintaining the competitiveness of Maryland's Port of Baltimore and BWI Marshall Airport.



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

STATE REVENUE PROJECTIONS

Total projected State-sourced revenues, federal aid, and bond issuances amount to \$38.6 billion for the six-year period to support MDOT's operating, capital, and debt payment expenses. This level of revenue allows MDOT to make substantial investments in the State's transportation network; however, it does not fully fund the investments required to truly advance toward our shared vision for the future of Maryland's transportation system that is built on the foundations of social equity, environmental protection, sustainable communities, and a thriving economy.

This CTP reflects the tough funding choices that are necessary to present a balanced six-year budget. It includes departmentwide reductions made to the operating and capital programs to match available resources. While these reductions are difficult, they are targeted to limit the overall impact on Marylanders and will not jeopardize safety or key economic investments. States across the nation are struggling with how to best fund transportation systems in a rapidly changing economy as the efficacy of traditional sources of transportation revenue, like the motor fuel tax, declines and as transit agencies spend the last of the billions of dollars of federal relief funds for transit operating assistance that were provided over the last several years to mitigate the negative impacts on transit ridership and revenue from the COVID-19 pandemic.

Addressing the long-term viability of the Transportation Trust Fund requires a comprehensive solution that not only funds today's projects but ensures that sufficient resources are available to build a better transportation system for all Marylanders. 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 published its interim findings and recommendations to reflect work completed in 2023. The Commission will continue its work in 2024, with a final report due in January 2025.

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

- Motor Fuel Tax is the largest single source of revenue for the Transportation Trust Fund. Revenues are projected to total \$8.4 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 (estimated to average 9.6 cents per gallon over the program period) and a sales and use tax equivalent component (estimated to average 14.4 cents per gallon). Motor fuel usage (gallonage) has likely plateaued after recovering from the impact of the COVID-19 pandemic and is forecasted to slowly decline (-0.2 percent) longer-term. Future growth of motor fuel revenues is negatively impacted by increased fuel efficiency standards, a current and projected rise in ownership of electric and hybrid vehicles, and changes in driver behavior.
- Motor Vehicle Titling Tax revenues are projected to yield \$6.8 billion over the six-year period. The tax rate is set at 6 percent of fair market value of the vehicle, less an allowance for trade-in, that is paid on the sale of all new and used vehicles as well as on new residents' vehicles. This revenue source follows the normal business cycles of auto sales with periods of growth and decline, and an underlying upward trend.
- Revenues from Motor Vehicle Registration, Miscellaneous, and Other Fees are projected to generate \$3.9 billion. This forecast assumes revenues will increase an average of 1 percent per year over the program period. State law requires the MVA to recover between 95 and 100 percent of certain expenses from certain fees. To meet this cost recovery requirement, an increase in certain vehicle and driver fees is assumed beginning in in FY 2025.
- 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. The State's Board of Revenue Estimates prepares independent forecasts for this revenue source.
- Federal Aid is projected to contribute \$9.3 billion for operating and capital programs. The vast 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, the majority 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 are now facing a fiscal cliff as these federal relief funds are being fully depleted, yet transit ridership and revenue have not yet returned to pre-pandemic levels. In FY 2024, both MDOT and the Washington Metropolitan Area Transit Authority (WMATA) will spend the last of their federal relief dollars, requiring service reductions or alternative funding sources to replace lost revenues.

- Operating Revenues are projected to provide a six-year total of \$2.9 billion. Operating revenues include charges for airport operations, including flight activities, rent and user fees, parking, and concessions (\$2.0 billion over the six-year period); transit fares (\$595 million); and fees for port terminal operations and rent (\$322 million).
- Bond issuances are estimated at \$2.1 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 2024,

increasing to \$3.4 billion in FY 2029. MDOT's bond coverage requirements are met throughout the six-year period, although bond issuances are constrained to meet these requirements. MDOT's future debt capacity is limited as operating expenses consume a larger portion of current year revenues, leaving less money available to pay debt service. 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.

- Other sources of revenue are projected to total \$2.7 billion during the six-year period. These sources include General Fund transfers, reimbursements, earned interest, use of fund balance, and miscellaneous revenues.



FEDERAL AID ASSUMPTIONS

The current federal authorization is the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), which provides 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 federal fiscal years (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 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 Infrastructure for Rebuilding America grant; the National Infrastructure Project Assistance (Mega) Program grant; and the Rural Surface Transportation Grant.

On January 12, 2024, USDOT announced MDTA was awarded the State's first ever Mega grant for the I-895 at Frankfurst Avenue Interchange Improvement project. The MDOT also received historic funding to support the Frederick Douglass Tunnel and Amtrak's Northeast Corridor from the Federal-State Partnership for Intercity Passenger Rail program, a Mondawmin Station RAISE grant, a US 50 Advanced Transportation Technology and Innovation program grant, a Warner Street Railroad Crossing Elimination program grant, among others, and awaits the awards from other competitive grant applications to the Reconnecting Communities and Neighborhoods, the BIP, the Electric Vehicle Reliability and Accessibility Accelerator, and the Charging and Fueling Infrastructure

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 \$812.0 million in highway formula funding and \$305.8 million in transit formula funding in FFY 2023 for MDOT projects.



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

Federal highway program funds authorized and apportioned to the states are subject to annual ceilings, which determine how much of the appropriated money can be obligated in any given year. This ceiling is referred to as 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 90.0 percent FFY 2024 through FFY 2027.

Washington Metropolitan Area Transit Authority — WMATA

In FY 2024, WMATA anticipates receiving \$459.9 million in FTA formula grants and \$11.5 million in other federal grants (Congestion Mitigation and Air Quality) for bus and rail preservation activities. The Passenger Rail Improvement and Investment Act (PRIIA) of 2008 was reauthorized within the federal IIJA and will provide funding of \$148.5 million annually through FY 2029, though a requirement within the reauthorization earmarks \$5 million each year toward the operating budget of WMATA's Office of the Inspector General. In total, WMATA expects to receive \$614.9 million in federal capital funding in FY 2024. In addition, WMATA fully intends to pursue competitive federal grant funding for as many programs as they qualify. No such funds are included in WMATA's capital budget until they are awarded.

Established in law in 2018 and with funding beginning in FY 2020, WMATA's annual Dedicated Capital Funding Grant supports the agency's capital program. WMATA uses this guaranteed \$500 million in funding to generate capital resources through bond sales. Maryland provides a \$167 million share. This funding has 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 2024 through FY 2029) as Maryland's matching contribution to the newly reauthorized federal PRIIA grant. Additionally, Maryland and its other WMATA funding partners, Virginia, and the District of Columbia, continue to fulfill their obligation by providing formula funds to match federal grants.



Beyond the federal capital funding, WMATA expects to use \$561 million of the COVID-19 federal relief funding toward its operating program in FY 2024. WMATA's COVID-19 relief funding will be depleted in the FY 2024 budget. Further, WMATA anticipates an operating deficit of \$750 million in its FY 2025 budget caused by increased costs, ridership that has not fully recovered, and a one-time subsidy credit provided to the funding jurisdictions during the pandemic. MDOT has proposed increasing Maryland's operating subsidy by \$150 million in FY 2025 and FY 2026 and by an additional \$100 million in FY 2027 through FY 2029. If comparably matched by other funding jurisdictions, this increased subsidy level would partially offset the deficit, alongside Preventive Maintenance transfers, administrative cost reductions, and potential changes to service and fare levels.

Overall, WMATA's six-year capital budget is \$14.4 billion in FY 2024 through 2029. This includes \$5.9 billion in state/local funding, \$5 billion in debt (including debt generated from bond sales utilizing the jurisdictional dedicated capital funding), \$3.8 billion from federal sources, and \$40 million in reimbursable funds for the Metrorail Silver Line. In FY 2025, MDOT proposes to provide \$638 million in annual operating funding to WMATA.

Aviation

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

MAA also competes for various AIP Discretionary Programs each year which provides additional federal funding opportunities. In FFY 2023, MAA received \$26.3M in AIP grants: \$17.4 million for Taxiway F, Phase II and \$8.9 million for Noise Mitigation, Phase 1B and 2.



In FFY 2022, MAA received \$29.7 million in AIP grants: \$19.9 million for Airfield Lighting Vault Replacement, \$15.9 million to reconfigure Taxiway F, \$5 million for Taxiway F Phase 1B, \$4.3 million residential sound mitigation, and \$0.5 million for Martin Amtrak Catenary Lowering. MAA was also awarded a \$1.2 million Voluntary Airport Low Emissions Grant to install four Pre-Conditioned Air Units and four Ground Power Units on Passenger Loading Bridges to reduce aircraft greenhouse emissions.

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

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



Maryland's Port of Baltimore

The MPA's Mid-Chesapeake Bay Island Project received significant federal funding with the allocation of \$37.5 million in the U.S. Army Corps of Engineers (USACE) Supplemental FFY 2022 Workplan. In April 2022, USACE, state and federal officials announced an additional \$46.5 million had been secured, bringing the total for federal construction dollars to \$84 million for FY 2022. This funding is being utilized on the first construction contract that began in March 2023. The MPA also received \$5.5 million through the Energy Transfer Port program for maintenance dredging through the USACE in the FY 2023 USACE Work Plan.



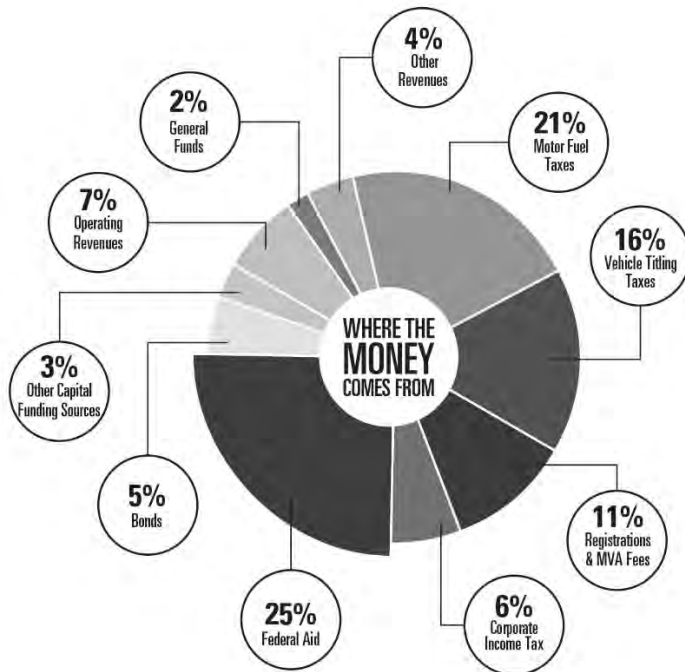
Other significant federal discretionary awards include:

- \$1.1 million in Federal Highway Administration's Federal Lands Access Program to design and construct a shared use path connecting the Masonville Cove Campus to the Gwynns Falls Trail. With this additional funding, the MPA has received \$2.3 million in grant funding for this project.
- \$312,000 was awarded to MPA jointly with SHA for a climate challenge grant funded by IIJA.
- \$414,900 in federal funds to support the implementation of a Facility Security Assessment of each terminal and the generation of an updated Facility Security Plan.
- \$15.6 million in June 2022 from the Federal Rail Administration's CRISI program for its Rail Capacity Modernization Project to update the Seagirt Marine Terminal's intermodal rail yard infrastructure and support increased demand for double stacked trains of containerized cargo to markets across the country.
- \$1.8 million in February 2022 from the U.S. Environmental Protection Agency's (Diesel Emissions Reduction Act to replace older cargo-handling equipment and dray trucks with newer, cleaner, and more efficient models.

WHERE THE MONEY COMES FROM...

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

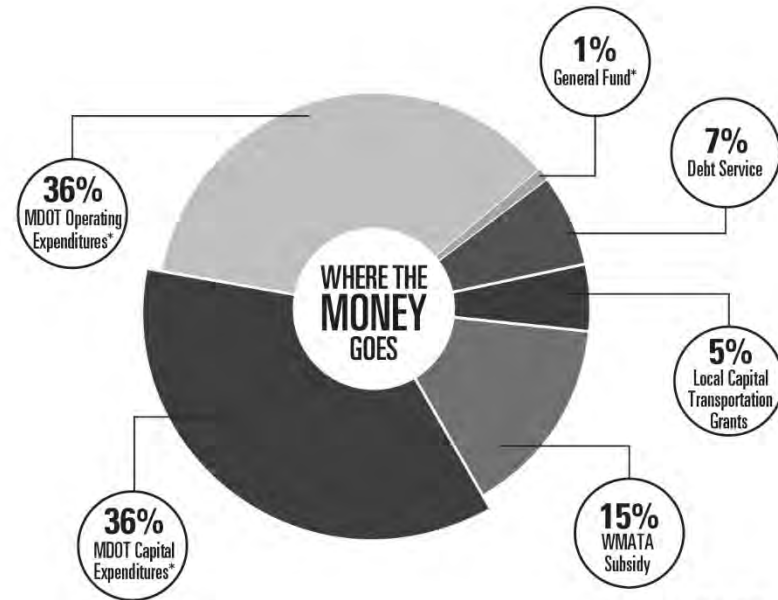
In addition to these State-sourced revenues and federal aid, MDOT utilizes other capital funding sources to fund its capital program. These other capital funding sources include funding from State General Obligation bonds, direct federal aid received by WMATA, local contributions, airport revenue bonds,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



In total, MDOT's operating and capital spending from all funding sources (includes State, federal and other funds) is \$41.3 billion over the six-year period. In addition, MDOT continually looks for opportunities to maximize its financial resources by leveraging alternative sources such as issuing Grant Anticipation Revenue Vehicle (GARVEE) bonds, applying for competitive federal grants, and utilizing public-private partnerships. The funding sources currently expected to be received in the six-year period are represented in the Where the Money Comes From pie chart.

WHERE THE MONEY GOES...

The Transportation Trust Fund supports the planning, development, operation and maintenance of the State's transportation systems; debt service; grants; and capital projects; as well as Maryland's portion of operating and capital subsidies for WMATA. Per Maryland law, a portion of certain transportation revenues are directed for General Fund purposes, including environmental, fuel tax collection, and state police programs.



*Excluding WMATA

Total operating budget spending over the six-year period totals \$17.9 billion. The Transportation Trust Fund is unique in providing funding for two major metropolitan area transit agencies, the Maryland Transit Administration (MTA) and WMATA. Nearly two-thirds of operating budget spending is dedicated to transit operations across the State and in the Washington D.C. region. 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 each transit agency, places additional pressures on the Transportation Trust Fund. As mentioned above, many transit agencies across the county, including MTA and WMATA are facing a fiscal cliff in FY 2025 as the last of federal relief funds for transit operating assistance run dry. The six-year Financial Plan includes funding for addressing the operating budget funding shortfall at WMATA in FY 2025 and 2027 that results as federal COVID-19 relief funds are depleted.



After operating costs and debt service, the remaining money goes toward funding capital projects, including capital grants to Maryland's counties and Baltimore City for local transportation needs. This CTP totals \$20.2 billion, including \$9.3 billion from the Transportation Trust Fund, \$8.3 billion from federal aid, and \$2.5 billion from other capital funding sources.



Both MDOT's operating and capital programs include reductions from planned spending to ensure that spending fits within available resources. Some of these reductions require changes to Maryland law. These provisions are included in the Budget Reconciliation and Financing Act (BRFA) of 2024. MDOT's BRFA actions include modifications to mandated funding levels for transit state of good repair needs in FY 2025 and highway user revenue capital grants in FY 2026 and 2027, modifications to the State transit fleet's transition to zero-emission buses, and elimination of the requirement for registration stickers on vehicle license plates. The amounts shown in the CTP assume passage of these BRFA provisions.

Planned Capital Expenditures

FY 2024 - FY 2029 FINAL CTP SUMMARY***						
(\$ MILLIONS)						
MODAL ADMINISTRATIONS		STATE FUNDS	FEDERAL AID	OTHER*	TOTAL	PERCENT OF TOTAL
Service Modes	TSO	162.2	8.5	0.6	171.4	0.8
	MVA	95.9			95.9	0.5
	Sub-Total	258.1	8.5	0.6	267.2	1.3
Aviation	MAA **	373.4	291.1	466.9	1,131.4	5.6
Maritime	MPA	1,175.8	177.3	250.6	1,603.6	8.0
Transit	MTA	2,241.2	2,129.1	143.1	4,513.4	22.4
	WMATA	1,829.3		1,336.2	3,165.6	15.7
	Sub-Total	4,070.5	2,129.1	1,479.3	7,679.0	38.1
Roads and Bridges	SHA	1,294.7	5,738.1	290.0	7,322.8	36.3
	HUR	2,152.4			2,152.4	10.7
	Sub-Total	3,447.1	5,738.1	290.0	9,475.2	47.0
TOTAL		9,324.9	8,343.8	2,487.5	20,156.5	100.0

Note: Figures may not add perfectly due to rounding.

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

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

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

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

EVALUATING PERFORMANCE

Performance Driven

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

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

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



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

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

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

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				2023	2024	2025	2026			2027	2028	2029
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	229	229	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	83,086	68,602	2,671	7,284	1,800	1,800	1,800	1,800	0	14,484	0
Total	83,315	68,831	2,671	7,284	1,800	1,800	1,800	1,800	0	14,484	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	83,315	68,831	2,671	7,284	1,800	1,800	1,800	1,800	0	14,484	0
Other	0	0	0	0	0	0	0	0	0	0	0

MAJOR PROJECT SIGNIFICANT CHANGES FROM THE FY 2023-2028 CTP

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

PROJECTS ADDED TO THE CONSTRUCTION PROGRAM

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST (\$ MILLIONS)</u>
<u>New Construction Program Projects</u>	
Maryland Aviation Administration	
Runway Improvement Program at Martin State Airport	50.3
D/E Bag Claim Expansion at BWI Marshall Airport	27.4
Maryland Port Administration	
North Locust Point Marine Terminal Preservation Projects	3.0
World Trade Center Property Management, Upgrades, and Modernization	35.0
Dundalk Marine Terminal Electrification & Carbon Emissions Reduction	43.7
Maryland Transit Administration	
Metro Mondawmin Transit Hub	34.5
Maryland Transportation Authority	
I-95 Fort McHenry Tunnel - FMT Facility-wide Zone Paint Program	28.4
I-95 Fort McHenry Tunnel - Rehabilitate FMT Area-Wide Lighting	12.0
I-95 Fort McHenry Tunnel - FMT Box Girder Preservation	10.5
State Highway Administration	
Carbon Reduction Program - Reducing transportation-related emissions	94.4
PROTECT Program - Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation Program	107.3

PROJECTS ADDED TO THE CONSTRUCTION PROGRAM

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST (\$ MILLIONS)</u>
NEVI Program - National Electric Vehicle Infrastructure Program	62.8
MD 144, Naves Cross Road - Bridge replacement over Evitts Creek	9.3
Easton Maintenance Shop - Facility renovation	20.0
The Secretary's Office	
Transit Oriented Development Implementation Program	5.5
Asset Management Program	4.0
Transit Oriented Development Grant Program	5.0
<u>Projects Moved From D&E Program to Construction Program</u>	
Maryland Transit Administration	
Frederick Douglass Tunnel	451.4
Penn Station Multimodal Access Investments	15.0
State Highway Administration	
I-95/I-495, Capital Beltway - New interchange at the Greenbelt Metro Station	<u>264.0</u>
Total	1,283.5

PROJECTS ADDED TO THE D&E PROGRAM

<u>PROJECT DESCRIPTION</u>	<u>JUSTIFICATION</u>	<u>TOTAL FUNDED (\$ MILLIONS)</u>
<u>New D&E Program Projects</u>		
Maryland Port Administration		
Seagirt Marine Terminal Modernization - Loop Channel Improvements		1.7
Dundalk Marine Terminal Berths 11 -13 Reconstruction		3.3
Dundalk Marine Terminal Berths 1 -2 Reconstruction		1.6
St Helena Property		5.7
Climate Solutions Now Act and Related Projects		8.5
Maryland Transit Administration		
Red Line		98.2
Low Floor Light Rail Fleet Transition		18.8
MARC BWI 4th Track		11.6
Maryland Transportation Authority		
MD 695 Francis Scott Key Bridge - FSK Deck Replacement	Rehabilitating the deck and superstructure of the FSK bridge is anticipated to significantly extend the service life of this bridge and support economic expansion in the vicinity of the bridge.	10.2
State Highway Administration		
I-270, Eisenhower Memorial Highway and I-495 Capital Beltway - Phase 1 North		50.5

PROJECTS ADDED TO THE D&E PROGRAM

<u>PROJECT DESCRIPTION</u>	<u>JUSTIFICATION</u>	<u>TOTAL FUNDED (\$ MILLIONS)</u>
<u>Projects Moved From Construction Program to D&E Program</u>		
State Highway Administration		
I-795, Northwest Expressway - New interchange at Dolfield Boulevard	Construction funding has been reduced due to the CTP funding deficit, but D&E remains. This project will be evaluated for construction funding as it advances through the design and engineering phases and additional Transportation Trust Fund revenue becomes available.	29.6
US 15, Frederick Freeway, and US 40, Frederick Freeway - Widening from I-70 to MD 26	Construction funding has been reduced due to the CTP funding deficit, but D&E remains. This project will be evaluated for construction funding as it advances through the design and engineering phases and additional Transportation Trust Fund revenue becomes available.	21.9
US 219, Chestnut Ridge Road - Relocation of US 219 from Old Salisbury Rd to PA State line	Construction funding has been reduced due to the CTP funding deficit, but D&E remains. This project will be evaluated for construction funding as it advances through the design and engineering phases and additional Transportation Trust Fund revenue becomes available.	22.6

PROJECTS ADDED TO THE D&E PROGRAM

<u>PROJECT DESCRIPTION</u>	<u>JUSTIFICATION</u>	<u>TOTAL FUNDED (\$ MILLIONS)</u>
MD 97, Georgia Avenue - Safety and accessibility improvements from MD 192 to MD 390	Construction funding has been reduced due to the CTP funding deficit, but D&E remains. This project will be evaluated for construction funding as it advances through the design and engineering phases and additional Transportation Trust Fund revenue becomes available.	33.8
MD 5, Point Lookout Road - Geometric improvements from MD 471 to MD 246	Construction funding has been reduced due to the CTP funding deficit, but D&E remains. This project will be evaluated for construction funding as it advances through the design and engineering phases and additional Transportation Trust Fund revenue becomes available.	12.1
I-81, Maryland Veterans Memorial Highway	Construction funding has been reduced due to the CTP funding deficit, but D&E remains. This project will be evaluated for construction funding as it advances through the design and engineering phases and additional Transportation Trust Fund revenue becomes available.	11.6

PROJECTS ADDED TO THE D&E PROGRAM

<u>PROJECT DESCRIPTION</u>	<u>JUSTIFICATION</u>	<u>TOTAL FUNDED (\$ MILLIONS)</u>
I-495/I-95 Capital Beltway - Interchange upgrades at Medical Center Dr (formerly Arena Dr)	Construction funding has been reduced due to the CTP funding deficit, but D&E remains. This project will be evaluated for construction funding as it advances through the design and engineering phases and additional Transportation Trust Fund revenue becomes available.	15.0
MD 32, Sykesville Road - Geometric improvements from 2nd Street to Main Street	Construction funding has been reduced due to the CTP funding deficit, but D&E remains. This project will be evaluated for construction funding as it advances through the design and engineering phases and additional Transportation Trust Fund revenue becomes available.	1.6
I-70, Geometric and ITS improvements from MD 32 to I-695	Construction funding has been reduced due to the CTP funding deficit, but D&E remains. This project will be evaluated for construction funding as it advances through the design and engineering phases and additional Transportation Trust Fund revenue becomes available.	9.2

PROJECTS ADDED TO THE D&E PROGRAM

<u>PROJECT DESCRIPTION</u>	<u>JUSTIFICATION</u>	<u>TOTAL FUNDED (\$ MILLIONS)</u>
I-97 - Geometric and ITS improvements from US 50 to MD 32	Construction funding has been reduced due to the CTP funding deficit, but D&E remains. This project will be evaluated for construction funding as it advances through the design and engineering phases and additional Transportation Trust Fund revenue becomes available.	3.7
MD 6, Charles Street - Safety and accessibility improvements between US 301 and Willow Lane	Construction funding has been reduced due to the CTP funding deficit, but D&E remains. This project will be evaluated for construction funding as it advances through the design and engineering phases and additional Transportation Trust Fund revenue becomes available.	4.4
US 220, McMullen Highway - Geometric improvements along US 220, MD 53 and MD 636 in Cresaptown	Construction funding has been reduced due to the CTP funding deficit, but D&E remains. This project will be evaluated for construction funding as it advances through the design and engineering phases and additional Transportation Trust Fund revenue becomes available.	4.4
Total		390.1

PROJECTS REMOVED FROM THE D&E OR CONSTRUCTION PROGRAMS

PROJECT DESCRIPTION

JUSTIFICATION

Removed from D&E Program

State Highway Administration

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

PROJECTS REMOVED FROM THE D&E OR CONSTRUCTION PROGRAMS

PROJECT DESCRIPTION

JUSTIFICATION

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

Older corridor-level project in need of reevaluation.

New Additions to the FY24 - FY29 CTP							
Additions to the Construction or the Development and Evaluation Program within the Current and Budget Years (\$ in Thousands)							
Projects Added to the Construction Phase							
Project Description	Current Year	Budget Year	Total Cost	Total Cost Breakdown			
				STA	FED	OTH	TOLL
Maryland Aviation Administration							
BC Apron Reconstruction, Infill & Taxiway Improvements at BWI Marshall Airport							Reference : MAA A-10
Glycol Dump Relocation	54	108	162	-	162	-	-
Restroom Improvement Program at BWI Marshall Airport							Reference : MAA A-5
BWI Restroom Improvement Program	53	-	53	-	-	53	-
Aircraft Maintenance Facility Infrastructure at BWI Marshall Airport							Reference : MAA A-9
Airline Maintenance Facility Infrastructure	2,788	-	2,788	-	2,788	-	-
Regional Aviation Assistance Program							Reference : MAA A-1
23-021 GAI Land Acq-bridge grant	3,497	-	3,497	3,497	-	-	-
24-002 FDK Rwy 30 Obs Removal	37	-	37	37	-	-	-
24-003 2G4 PAPI Replacement	8	-	8	8	-	-	-
24-004 HGR Txwy F rehab-const	344	-	344	344	-	-	-
24-005 ESN Rwy 4 RSA and extension-const	393	-	393	393	-	-	-
24-006 SBY Rwy 14/32 extend-const	581	-	581	581	-	-	-
24-008 CBE Rwy 5/23 rehab ph 6-const	179	-	179	179	-	-	-
24-007 W29 Taxiway lighting-const	43	-	43	43	-	-	-
Concourse A/B Connector and Baggage Handling System Replacement at BWI Marshall Airport							Reference : MAA A-7
CMAR Conc A/B Connector & BHS	20,000	18,084	38,084	-	38,084	-	-
Taxiway F Relocation at BWI Marshall Airport							Reference : MAA A-8
Taxiway F Relocation - Phase 2 (incl ALSF)	290	870	1,160	-	1,160	-	-
Taxiway T Reconstruction at BWI Marshall Airport							Reference : MAA A-6
Taxiway T Reconstruction Phases 2 & 3	276	15,345	15,621	3,872	11,749	-	-
Air Operations Area Fence Upgrade at BWI Marshall Airport							Reference : MAA A-13
BWI AOA Fence Upgrade	33	-	33	33	-	-	-
DX/DY Apron Pavement Rehab at BWI Marshall Airport							Reference : MAA A-14
DX/DY Apron Pavement Rehab	-	546	546	-	546	-	-
Taxiway F Extension at Martin State Airport							Reference : MAA A-21
MTN Drainage Remediation	-	102	102	-	102	-	-

Project Description	Current Year	Budget Year	Total Cost	Total Cost Breakdown			
				STA	FED	OTH	TOLL
Electrical Substations Reconstruction at BWI Marshall Airport							Reference : MAA A-18
BGE Feeder and Substation Upgrade - Phase 2	729	500	1,229	-	-	1,229	-
Electrical Substation ST-AB Replacement	50	187	236	-	-	236	-
Snow Equipment Replacement at BWI Marshall and Martin State Airports							Reference : MAA A-20
Snow Equipment	-	4,221	4,221	-	-	4,221	-
Runway Improvement Program at Martin State Airport							Reference : MAA A-22
MTN Runway 15/33 Improvements	-	33,677	33,677	2,067	31,610	-	-
D/E Bag Claim Expansion at BWI Marshall Airport							Reference : MAA A-19
MDTA Police Relocation	1,553	7,618	9,171	9,171	-	-	-
<u>Maryland Transportation Authority</u>							
I-95 John F. Kennedy Memorial Highway - Express Toll Lanes (ETL) Northern Extension							Reference : MDTA A-01
I-95 ETL NB Extension - Willoughby Beach Mitigation	592	308	900	-	-	-	900
I-95 John F. Kennedy Memorial Highway - JFK Maintenance Facility Complex							Reference : MDTA A-05
JFK Maintenance Facility Complex	-	4,594	4,594	-	-	-	4,594
I-95 Fort McHenry Tunnel - FMT Facility-wide Zone Paint Program							Reference : MDTA A-12
FMT Facility-wide Zone Paint Program	6,722	6,323	13,045	-	-	-	13,045
I-95 Fort McHenry Tunnel - FMT Box Girder Preservation							Reference : MDTA A-14
FMT Box Girder Preservation	-	2,829	2,829	-	-	-	2,829
<u>Maryland Port Administration</u>							
Dredged Material Placement and Monitoring							Reference : MPA A-19
Environmental Management System (EMS) Compliance	349	-	349	349	-	-	-
Chrome Ore Processing Residue Remediation (COPR)							Reference : MPA A-17
Dundalk Marine Terminal O&M	1,000	1,000	2,000	2,000	-	-	-
Chrome Ore Removal	163	125	288	288	-	-	-
Cox Creek Dredged Material Containment Facility Expansion and Related Projects							Reference : MPA A-3
Cox Creek Operations and Maintenance	3,400	3,216	6,616	6,616	-	-	-
Seagirt Marine Terminal Modernization - Terminal Improvements							Reference : MPA A-18
Seagirt Electrification & Densification	-	8,994	8,994	-	3,598	5,396	-
Howard Street Tunnel Project							Reference : MPA A-1
Upgrades to Howard Street Tunnel	43,836	139,975	183,811	61,711	66,702	55,398	-
Mid-Chesapeake Bay Island Ecosystem Restoration Project							Reference : MPA A-6
Mid-Bay Islands	5,000	53,100	58,100	58,100	-	-	-

Project Description	Current Year	Budget Year	Total Cost	Total Cost Breakdown			
				STA	FED	OTH	TOLL
Masonville Dredged Material Containment Facility Expansion and Related Projects							Reference : MPA A-4
Masonville Shared Use Path (FLAP Grant)	714	714	1,428	1,428	-	-	-
Dundalk Marine Terminal Resiliency and Flood Mitigation							Reference : MPA A-10
DMT Resiliency & Flood Mitigation Project (BUILD)	2,745	21,059	23,804	23,804	-	-	-
Climate Solutions Now Act and Related Projects							Reference : MPA A-21
Heavy Duty Trucks and Equipment	3,476	-	3,476	3,476	-	-	-
Maryland Transit Administration							
MARC Maintenance, Layover, & Storage Facilities							Reference : MTA A-1
MARC Riverside Heavy Maintenance Building (RHMB)	38	-	38	11	27	-	-
MARC Improvements on Camden and Brunswick Lines							Reference : MTA A-3
MARC - Joint Benefits - Program Management	188	-	188	62	126	-	-
MARC Locomotives - Overhauls and Replacements							Reference : MTA A-5
MARC MP36PH-3C Locomotive Mid-Life Overhaul (26 Locomotives)	-	200	200	40	160	-	-
MARC Positive Train Control							Reference : MTA A-6
MARC Positive Train Control	15	32	47	47	-	-	-
MARC BWI Rail Station Upgrades and Repairs							Reference : MTA A-7
MARC BWI Bus Loop Repairs	100	401	501	100	401	-	-
Freight Rail Program							Reference : MTA A-10
FRT Worton Track Safety	865	72	937	460	426	51	-
FRT Rail Structures Repairs Statewide	9	-	9	9	-	-	-
FRT Warner Street Highway Rail Grade Crossing	0	586	586	29	469	88	-
Light Rail Vehicle Overhaul							Reference : MTA A-13
LTR Carbody Structure Repair	76	300	376	376	-	-	-
Metro Interlocking Renewals							Reference : MTA A-17
MTR Interlockings - Reisterstown Plaza East	707	-	707	141	566	-	-
Mobility Vehicle Procurement							Reference : MTA A-37
MOL FY 2024 Vehicle Procurement	-0	900	900	900	-	-	-
Locally Operated Transit Systems Capital Procurement Projects (Local Jurisdictions)							Reference : MTA A-44
LOTS City of Annapolis Vehicles and Facilities	22	-	22	22	-	-	-
LOTS Harford County	150	150	299	299	-	-	-
LOTS Queen Anne's County	684	-	684	684	-	-	-
LOTS Anne Arundel County	542	-	542	60	481	-	-

Project Description	Current Year	Budget Year	Total Cost	Total Cost Breakdown			
				STA	FED	OTH	TOLL
LOTS Baltimore County	12	-	12	-	12	-	-
LOTS Carroll County	135	-	135	15	120	-	-
LOTS Calvert County	112	-	112	12	99	-	-
LOTS Dorchester County	0	15	15	15	-	-	-
LOTS Frederick County	29	-	29	29	-	-	-
LOTS Howard County	44	-	44	44	-	-	-
LOTS Ocean City	608	-	608	68	540	-	-
LOTS St. Mary's County	80	90	170	10	160	-	-
LOTS Talbot County	27	-	27	3	24	-	-
LOTS Bayrunners	53	-	53	-	53	-	-
Prince George's County Local Bus Program							Reference : MTA A-47
LOTS Prince George's Co. Capital Assistance	6,350	400	6,750	1,200	5,550	-	-
Fare Collection System and Equipment Replacement							Reference : MTA A-38
AGY Fare Systems Next Generation Planning and Implementation	2,612	3,565	6,176	2,612	-	3,565	-
AGY Fare Collection Point of Sale Terminals	13	-	13	13	-	-	-
AGY Fare Collection Ticket Dispensing Machines	400	-	400	400	-	-	-
AGY Fare Collection Transit Store Automatic Doors	50	-	50	50	-	-	-
Agencywide Elevator and Escalator Rehabilitation							Reference : MTA A-40
MTR Reisterstown Plaza Elevators	0	200	200	40	160	-	-
Purple Line							Reference : MTA A-42
NS PURPLE LINE	241	241	481	481	-	-	-
Transit Innovation Grant							Reference : MTA A-48
AGY Transit Innovation Grant	979	-	979	979	-	-	-
Metro Maintenance Facility Improvements							Reference : MTA A-20
MTR Wabash Vehicle Wash Upgrade	59	332	390	78	312	-	-
Beyond the Bus Stop							Reference : MTA A-26
BUS Beyond the Stop	249	-	249	223	26	-	-
Bus Facilities Preservation and Improvements							Reference : MTA A-25
BUS Bush Division Boiler Replacement	11	-	11	4	7	-	-
BUS Bush Division Historic Gable Window Replacement	277	526	803	803	-	-	-
Light Rail Systems Overhauls and Replacements							Reference : MTA A-14
LTR Train Control Signals UPS Upgrade	20	-	20	20	-	-	-

Project Description	Current Year	Budget Year	Total Cost	Total Cost Breakdown			
				STA	FED	OTH	TOLL
LTR 5kV Signal Power System Replacement	0	1,000	1,000	200	800	-	-
LTR Traction Power Substation Major Rehabilitation	160	1,600	1,760	-	1,760	-	-
LTR Wide Area Network OTN Replacement	400	-	400	400	-	-	-
LTR Catenary System Rehabilitation	-	550	550	550	-	-	-
Metro Systems Overhauls and Replacements						Reference : MTA A-21	
AGY Electric Systems Upgrade	0	200	200	40	160	-	-
MTR Tunnel Stray Current Monitoring System	0	750	750	750	-	-	-
MARC Odenton Station Renovation						Reference : MTA A-8	
MARC Odenton Station Renovation	15	85	100	20	80	-	-
MARC Laurel Platform Replacement						Reference : MTA A-9	
MARC Laurel Platform Replacement	140	-	140	28	112	-	-
Fast Forward						Reference : MTA A-36	
BUS BaltimoreLink Bus Shelter	160	75	235	235	-	-	-
BUS Fast Forward	56	-	56	56	-	-	-
BUS Fast Forward ADA Funding	13	-	13	13	-	-	-
AGY Fast Forward Wayfinding	700	1,250	1,950	1,950	-	-	-
MTR Charles Center Wayfinding - Fast Forward	0	600	600	600	-	-	-
AGY Fast Forward Bicycle Initiatives	210	72	282	282	-	-	-
Metro Tunnel Repairs and Improvements						Reference : MTA A-22	
MTR Tunnel and Station Door Repair/Replacement	11	-	11	11	-	-	-
MTR Dewatering Stations Control & Equipment Replacement	26	-	26	26	-	-	-
MTR Tunnel Cleaning and Preservation Program	473	500	973	573	400	-	-
MTR Tunnel Structural Repairs	629	-	629	629	-	-	-
Metro and Light Rail Maintenance of Way						Reference : MTA A-12	
MTR Bridge & Elevated Structures Preservation Fund	10	-	10	10	-	-	-
LTR Light Rail Maintenance of Way Improvements	384	-	384	167	217	-	-
MTR- Maintenance of Way (MOW)- Program Management	66	47	112	112	-	-	-
State Highway Administration							
I-95/I-495, Capital Beltway						Reference : SHA A-1	
CAPITAL BELTWAY-INTERCHANGE RECONSTRUCT-IHB - BALTIMORE WASHINGTON PARKWAY TO US 1 (GREENBELT METRO ACCESS)	-	25,000	25,000	-	10,000	15,000	-

Project Description	Current Year	Budget Year	Total Cost	Total Cost Breakdown			
				STA	FED	OTH	TOLL
The Secretary Office							
Transportation Emission Reduction Program							Reference : TSO A-2
Commuter Connections Washington Region Guaranteed Ride Home	173	-	173	173	-	-	-
Kim Lamphier Bikeways Network Program							Reference : TSO A-3
Shared Micromobility Station Improvements	54	-	54	54	-	-	-
Protected Bicycle Lane Delineators	-	170	170	170	-	-	-
Three Notch Trail Phase Seven	-	600	600	600	-	-	-
Carroll Street Cycle Track Construction	-	400	400	400	-	-	-
East Side Bike Network Implementation	-	200	200	200	-	-	-
ADA Street and Sidewalk Improvements in Baltimore City							Reference : TSO A-9
ADA- Street and Sidewalk Improvements Baltimore City	2,500	2,500	5,000	5,000	-	-	-
Transit Oriented Development Planning & Implementation							Reference : TSO A-4
TOD Planning Program	1,200	-	1,200	1,200	-	-	-
MDOT Asset Management Program							Reference : TSO A-6
Maximo Enhancements	281	-	281	281	-	-	-
Transit Oriented Development Grant Program							Reference : TSO A-5
Transit Oriented Development Grant Program	-	5,000	5,000	5,000	-	-	-

Projects Added to Development and Evaluation							
Project Description	Current Year	Budget Year	Total Cost	Total Cost Breakdown			
				STA	FED	OTH	TOLL
Maryland Aviation Administration							
BC Apron Reconstruction, Infill & Taxiway Improvements at BWI Marshall Airport							Reference : MAA A-10
Airfield Lighting Vault Relocation - Phase 1	27	-	27	27	-	-	-
Glycol Dump Relocation	7	-	7	7	-	-	-
BC Apron Infill & Taxiway Improvements (ALV Demo)	-	1,418	1,418	-	1,418	-	-
Restroom Improvement Program at BWI Marshall Airport							Reference : MAA A-5
BWI Restroom Improvement Program	25	-	25	-	-	25	-
Concourse A/B Connector and Baggage Handling System Replacement at BWI Marshall Airport							Reference : MAA A-7
Concourse A/B Connector & BHS - Design	5	-	5	5	-	-	-
CMAR Conc A/B Connector - CUP	4	-	4	4	-	-	-
Taxiway F Relocation at BWI Marshall Airport							Reference : MAA A-8
Taxiway F Relocation - Phase 2 (incl ALSF)	53	143	196	5	191	-	-
Taxiway T Reconstruction at BWI Marshall Airport							Reference : MAA A-6
Taxiway T Reconstruction Phases 2 & 3	863	1,060	1,923	15	1,908	-	-
DX/DY Apron Pavement Rehab at BWI Marshall Airport							Reference : MAA A-14
DX/DY Apron Pavement Rehab	748	191	939	7	932	-	-
15L/33R & Associated Taxiways - Pavement Rehabilitation at BWI Marshall Airport							Reference : MAA A-16
Runway 15L/33R Pavement Rehab and TWs	-	1,097	1,097	274	823	-	-
Taxiway F Extension at Martin State Airport							Reference : MAA A-21
MTN Drainage Remediation	243	36	279	-	279	-	-
Concourse A/B Bag Claim 0-5 Reconfiguration at BWI Marshall Airport							Reference : MAA A-17
Concourse A/B Bag Claim 0-5 Reconfiguration	22	-	22	22	-	-	-
Electrical Substations Reconstruction at BWI Marshall Airport							Reference : MAA A-18
BGE Feeder and Substation Upgrade - Phase 2	760	730	1,491	-	-	1,491	-
Electrical Substation ST-AB Replacement	130	96	226	5	-	221	-
Runway Improvement Program at Martin State Airport							Reference : MAA A-22
MTN Runway 15/33 Improvements	-	390	390	-	390	-	-
MTN Runway Planning Initiatives	400	800	1,200	1,200	-	-	-
D/E Bag Claim Expansion at BWI Marshall Airport							Reference : MAA A-19
MDTA Police Relocation	5	-	5	5	-	-	-
D/E Bag Claim Expansion	32	-	32	32	-	-	-

Project Description	Current Year	Budget Year	Total Cost	Total Cost Breakdown			
				STA	FED	OTH	TOLL
Maryland Port Administration							
Dredged Material Placement and Monitoring							Reference : MPA A-19
Environmental Management System (EMS) Compliance	240	405	645	645	-	-	-
Chrome Ore Processing Residue Remediation (COPR)							Reference : MPA A-17
Honeywell Administrative Expenses	6	6	13	13	-	-	-
Dredged Material Management Program							Reference : MPA A-
Environmental Studies - MERC	329	345	674	674	-	-	-
Economic Studies - UMCES	269	184	453	453	-	-	-
Masonville Dredged Material Containment Facility Expansion and Related Projects							Reference : MPA A-4
Masonville Shared Use Path (FLAP Grant)	16	8	24	24	-	-	-
North Locust Point Marine Terminal Preservation Projects							Reference : MPA A-12
NLP Pier 3 Demolition	175	175	350	350	-	-	-
NLP Waterline Replacement	320	-	320	320	-	-	-
World Trade Center							Reference : MPA A-16
WTC Architecture & Engineering	730	-	730	730	-	-	-
St Helena Property							Reference : MPA A-25
St. Helena Site Development	1	649	650	650	-	-	-
Dundalk - St Helena Property	25	-	25	25	-	-	-
Maryland Transit Administration							
MARC Maintenance, Layover, & Storage Facilities							Reference : MTA A-1
MARC Martin State Airport Improvements	33	-	33	7	24	3	-
MARC Martins Yard Power Switch	153	-	153	130	19	3	-
MARC Improvements on Camden and Brunswick Lines							Reference : MTA A-3
MARC Brunswick Line Master Plan Investments	300	362	662	372	290	-	-
MARC Joint Benefit CSX - Reconstruct Brunswick Turntable & Connecting Tracks	30	-	30	30	-	-	-
MARC Coaches - Overhauls and Replacement							Reference : MTA A-4
MARC IIB Single Level Railcar Mid-Life Overhaul (34 Railcars)	50	300	350	110	240	-	-
Freight Rail Program							Reference : MTA A-10
FRT Grade Crossing Inspection	307	-	307	307	-	-	-
FRT Warner Street Highway Rail Grade Crossing	100	373	473	24	378	71	-

Project Description	Current Year	Budget Year	Total Cost	Total Cost Breakdown			
				STA	FED	OTH	TOLL
Metro Interlocking Renewals							Reference : MTA A-17
MTR Interlocking Renewals	5	-	5	5	-	-	-
Bus Network Improvements							Reference : MTA A-27
BUS TPI - Garrison	836	-	836	179	657	-	-
BUS TPI - Belair	105	437	543	522	21	-	-
Locally Operated Transit Systems Capital Procurement Projects (Local Jurisdictions)							Reference : MTA A-44
LOTS Allegany County	122	-	122	-	122	-	-
LOTS Anne Arundel County	197	-	197	-	197	-	-
LOTS Frederick County	124	-	124	-	124	-	-
LOTS Baltimore City	119	-	119	-	119	-	-
LOTS Baltimore Metropolitan Council	41	-	41	41	-	-	-
Montgomery County Local Bus Program							Reference : MTA A-46
LOTS Montgomery County Fixed Route Bus Replacement	38	-	38	38	-	-	-
Prince George's County Local Bus Program							Reference : MTA A-47
LOTS Prince George's Co. Capital Assistance	-	269	269	-	269	-	-
Fare Collection System and Equipment Replacement							Reference : MTA A-38
AGY Fare Systems Next Generation Planning and Implementation	150	580	730	150	-	580	-
Agencywide Elevator and Escalator Rehabilitation							Reference : MTA A-40
MTR Reisterstown Plaza Elevators	19	-	19	19	-	-	-
Southern Maryland Rapid Transit							Reference : MTA A-60
AGY Southern Maryland Rapid Transit Study	150	-	150	30	120	-	-
Metro Station Rehabilitation and Lighting Program							Reference : MTA A-18
MTR Station Rehabilitation & Lighting Program	240	66	306	61	245	-	-
MTR Platform Rehabilitation & Snow Melt System	5	-	5	5	-	-	-
MTR SCC Booth Replacement	434	136	569	569	-	-	-
MTR Above Ground Station Stairs Rehabilitation	300	-	300	300	-	-	-
Beyond the Bus Stop							Reference : MTA A-26
BUS Beyond the Stop	99	-	99	20	79	-	-
Zero Emission Bus Infrastructure and Program Management							Reference : MTA A-33
BUS ZEB Program Management	15	1,100	1,115	1,115	0	-	-
BUS Fuel Cell Electric Buses and Hydrogen Infrastructure	275	859	1,134	1,087	47	-	-

Project Description	Current Year	Budget Year	Total Cost	Total Cost Breakdown			
				STA	FED	OTH	TOLL
Zero Emission Eastern Bus Facility Redevelopment							Reference : MTA A-24
BUS Eastern Bus Facility	452	282	734	241	493	-	-
Regional Transit Plan Corridor Studies							Reference : MTA A-53
AGY RTP Corridor Program Management and Development	430	-	430	430	-	-	-
MARC Penn-Camden Connector							Reference : MTA A-56
MARC Penn-Camden Connector	1,100	6,927	8,027	3,892	4,135	-	-
Central MD Regional Coordination Studies							Reference : MTA A-54
AGY Central Maryland Regional Coordination Studies	46	-	46	46	-	-	-
AGY Rail Ridership and Accessibility Planning	2	-	2	2	-	-	-
Bus Facilities Preservation and Improvements							Reference : MTA A-25
BUS Washington Blvd Bldgs 1-8 Windows	130	-	130	130	-	-	-
Light Rail Systems Overhauls and Replacements							Reference : MTA A-14
LTR 5kV Signal Power System Replacement	400	-	400	400	-	-	-
LTR Traction Power Substation Major Rehabilitation	1,577	-	1,577	-	1,577	-	-
LTR Catenary System Rehabilitation	675	675	1,350	1,350	-	-	-
LTR MTA Light Rail Wireless Network Integration and POC for Real Time Data and Video	300	-	300	300	-	-	-
Light Rail Trackwork Overhauls and Replacement							Reference : MTA A-15
LTR North Avenue Yard Reconstruction	2	-	2	2	-	-	-
Metro Systems Overhauls and Replacements							Reference : MTA A-21
AGY Electric Systems Upgrade	18	10	28	28	-	-	-
MTR Cellular Coverage in Metro Tunnels	171	0	171	171	-	-	-
Frederick Douglass Tunnel							Reference : MTA A-49
AGY B&P Tunnel Study	206	83	289	289	-	-	-
East-West Priority Corridor							Reference : MTA A-35
BUS TPI - East-West	983	983	1,967	1,967	-	-	-
BUS RAISE Project	2,237	2,237	4,475	4,475	-	-	-
MARC Stations and Service Studies							Reference : MTA A-57
MARC Bayview Station	29	-	29	21	8	-	-
Fast Forward							Reference : MTA A-36
BUS BaltimoreLink Bus Shelter	35	35	70	70	-	-	-
AGY Fast Forward Wayfinding	30	-	30	30	-	-	-

Project Description	Current Year	Budget Year	Total Cost	Total Cost Breakdown			
				STA	FED	OTH	TOLL
BUS Fast Forward Dedicated Bus Lanes	10	-	10	10	-	-	-
BUS Fast Forward CBP Custom Shelter	38	-	38	38	-	-	-
Metro Tunnel Repairs and Improvements							Reference : MTA A-22
MTR Tunnel Cleaning and Preservation Program	500	-	500	500	-	-	-
Metro and Light Rail Maintenance of Way							Reference : MTA A-12
LTR Light Rail Maintenance of Way Improvements	338	-	338	338	-	-	-
Penn Station Investments							Reference : MTA A-50
AGY Penn Station Multimodal Access Investments	300	-	300	-	300	-	-
Red Line							Reference : MTA A-63
NS Red Line	4,239	1,064	5,303	5,303	-	-	-
Metro Mondawmin Transit Hub							Reference : MTA A-51
MTR Mondawmin Hub	64	640	704	-	660	44	-
Low Floor Light Rail Fleet Transition							Reference : MTA A-64
LTR Low Floor Light Rail Fleet Transition	2,173	2,173	4,346	4,346	-	-	-
MARC BWI 4th Track							Reference : MTA A-65
MARC BWI 4th Track (Assoc. Projects)	-	800	800	160	640	-	-
State Highway Administration							
I-270, Eisenhower Memorial Highway and I-495 Capital Beltway - Phase 1 North							Reference : SHA A-11
I-270, EISENHOWER MEMORIAL HIGHWAY AND I-495 CAPITAL BELTWAY - PHASE 1 NORTH	3,000	10,000	13,000	1,250	11,750	-	-
Traffic Relief Plan (Phase 2) Smart Traffic Signals							Reference : SHA A-8
AWTRP1	20	114	134	134	-	-	-
I-95/I-495, Capital Beltway							Reference : SHA A-1
CAPITAL BELTWAY-INTERCHANGE RECONSTRUCT-IHB - BALTIMORE WASHINGTON PARKWAY TO US 1 (GREENBELT METRO ACCESS)	2,000	4,000	6,000	-	-	6,000	-
Washington Region - Stream and Wetland Mitigation							Reference : SHA A-9
FULL DELIVERY STREAM AND WETLAND MITIGATION SERVICES	1,065	-	1,065	596	469	-	-
MD 90, Ocean City Expressway							Reference : SHA A-1
MD90-US 50 INTERCHANGE TO MD 528	800	2,500	3,300	330	2,970	-	-
MD 214, Central Avenue							Reference : SHA A-10
MD214-FROM MD 468 TO CAMP LETTS ROAD	1,092	-	1,092	-	-	1,092	-

Project Description	Current Year	Budget Year	Total Cost	Total Cost Breakdown			
				STA	FED	OTH	TOLL
The Secretary Office							
Kim Lamphier Bikeways Network Program							Reference : TSO A-3
Bay Ridge Avenue Bikeway	-	100	100	100	-	-	-
Oakland to Herrington Manor State Park Trail Feasibility Study	-	69	69	69	-	-	-
Connecting Towns along MD 135	-	52	52	52	-	-	-
Havre de Grace Feasibility Study and Design	20	32	52	52	-	-	-
Havre de Grace Quick Build and Bike Path Design	60	100	160	160	-	-	-
I-270/NIST East Shared Use Path - Phase II Design	-	176	176	176	-	-	-
Halpine Road & East Jefferson Street Bicycle Lanes	-	88	88	88	-	-	-
Metropolitan Branch Trail Upgrade	100	365	465	465	-	-	-
UMES Trail Design	-	400	400	400	-	-	-
Oxford Park Connectors	24	-	24	24	-	-	-
St. Michaels Bicycle Trail - Final Construction Drawings	48	-	48	48	-	-	-
Eastern Shore Drive Multi-Use Path Design	-	120	120	120	-	-	-

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FY 2023 MAJOR PROJECT COMPLETIONS

The Department completed 17 major projects in FY 2023, at a total cost of 1,221.4 million. These projects are listed below:

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST (\$ MILLIONS)</u>
Maryland Transportation Authority	
US 50/301 Bay Bridge - Replace 5KV Feeder Cable on Eastbound and Westbound Spans	50.8
US 301 Governor Harry W. Nice Memorial/Senator Thomas "Mac" Middleton Bridge - Replace Nice/Middleton Bridge	610.8
US 50/301 Bay Bridge - Tier 1 NEPA Study	0.3
US 50/301 Bay Bridge - Deck Rehabilitation and Miscellaneous Modifications	41.0
US 50/301 Bay Bridge - Crossover Automated Lane Closure System	21.3
I-95 Fort McHenry Tunnel - Superstructure Repairs of Various Bridges North and South of Fort McHenry Tunnel	7.6
US 50/301 Bay Bridge - Convert to Cashless Tolling	56.1
I-95 John F. Kennedy Memorial Highway - Structural Rehabilitation of the Millard E. Tydings Memorial Bridge	12.1
State Highway Administration	
MD 85, Buckeystown Pike - Crestwood Blvd/Shockley Drive to Spectrum Drive, roadway widening, I-270 interchange reconstruction and bridge replacement	105.6
MD 355, Urbana Pike - over Bennett Creek, bridge replacement	20.5
I-70, at Meadow Road and MD 144FA (Old National Pike), interchange improvements (primarily county and developer-funded)	0.3
MD 32, Patuxent Freeway - north of Linden Church Road to I-70, roadway widening and safety improvements	135.8
MD 97, Georgia Avenue - south of Brookeville to north of Brookville (0.7 miles), new roadway construction	52.2
MD 5, Point Lookout Road - Abell/Moakley Street, intersection reconstruction	19.1
MD 5, Point Lookout Road - south of Camp Brown Road to the Lake Conoy Causeway, roadway upgrades and widening	31.8
MD 212A, Powder Mill Road - Pine Street to US 1, roadway reconstruction and streetscape improvements	31.7
MD 5, Branch Avenue - Curtis Drive to Southern Avenue, and MD 637, Naylor Road - MD 5 to Suitland Parkway, roadway reconstruction and streetscape improvements	24.3
TOTAL	1,221.4

AWARDS

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

<u>PROJECT DESCRIPTION</u>		<u>TOTAL COST (\$ MILLIONS)</u>
MDTA	Cleaning and Painting of the Hatem Bridge	65.9
MDTA	On-Call Electrical/ITS	7.6
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	Install/Modify/Reconstruct Traffic Signals at various locations in Baltimore & Harford Counties	9.2
SHA	Install/Modify/Reconstruct Highway Signing at various locations in Allegany, Garrett, Washington, Carroll, Frederick & Howard Counties	10.1
SHA	Install/Modify/Reconstruct Traffic Signals at various locations in Montgomery & Prince George's Counties	8.3
SHA	US 40 - Intersection Improvements at Nottingham Road	2.9
SHA	Roadway Resurfacing and Patching on various locations in Montgomery County	21.2

AWARDS

<u>PROJECT DESCRIPTION</u>		<u>TOTAL COST</u> <u>(\$ MILLIONS)</u>
SHA	I-68 - Roadway Resurfacing from the Mountain Road bridge to MD 144 westbound	8.4
SHA	Preservation and Minor Rehabilitation of fixed bridges, culverts and retaining walls - Statewide	16.4
SHA	MD 100 - Roadway Resurfacing from the Howard County line to MD 170	11.5
SHA	MD 175 - National Business Parkway to McCarron Court & MD 295 Interchange Reconstruction	48.5
SHA	US 1 - Sidewalk Improvements from Crestmount Road to Cedar Avenue in Howard County	1.3
SHA	I-81 - Interchange construction at Maugans Avenue	3.7
SHA	I-95 - Bridge Deck Overlays on ten bridges near the I-95/I-695 Interchange south of Baltimore	37.0
SHA	Install/Modify/Reconstruct Highway Signing at various locations on the Eastern Shore	8.4
Total		294.9

**DEPARTMENT OF TRANSPORTATION
FY 2025 CAPITAL PROGRAM AND BUDGET
(\$MILLIONS)**

THE SECRETARY'S OFFICE

Construction Program				
Major Projects	17.6	Facilities and Capital Equipment	J01A0103	34.5
System Preservation Minor Projects	17.2	The Secretary's Office	J01A0105	-
Development and Evaluation Program	-	Operating Grants-in Aid	J01A0105	-
Capital Salaries, Wages and Other Support Costs	1.9	Information Technology Services	J01A0108	2.2
		TSO - Other Funds	Other	-
TSO - TOTAL	36.7			36.7

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

Construction Program				
Major Projects	514.3	WMATA Capital	J01A0105	186.3
System Preservation Minor Projects	-	WMATA Capital - Other Funds	J01A0105	328.0
Development and Evaluation Program	-	WMATA Operating	J01A01OPS	-
Capital Salaries, Wages and Other Support Costs	-			
WMATA - TOTAL	514.3			514.3

MOTOR VEHICLE ADMINISTRATION

Construction Program				
Major Projects	4.4	Major IT Development	J04E0003	-
System Preservation Minor Projects	16.5	Motor Vehicle Operations	J04E0003	-
Development and Evaluation Program	-	Motor Vehicle Highway Safety Program	J04E0003	1.3
Capital Salaries, Wages and Other Support Costs	0.9	Facilities and Capital Equipment	J04E0008	20.6
MVA - TOTAL	21.8			21.8

MARYLAND AVIATION ADMINISTRATION

Construction Program				
Major Projects	287.5	Airport Operations	J06I0003	-
System Preservation Minor Projects	77.2	Facilities and Equipment	J06I0003	216.4
Development and Evaluation Program	-	Major IT	J06I0008	-
Capital Salaries, Wages and Other Support Costs	6.3	Other Funds	Other	154.5
MAA - TOTAL	370.9			370.9

MARYLAND PORT ADMINISTRATION

Construction Program				
Major Projects	367.6	Port Operations	J03D0002	-
System Preservation Minor Projects	33.2	Port Facilities and Capital Equipment	J03D0002	353.9
Development and Evaluation Program	6.3	Other Funding	Other	59.1
Capital Salaries, Wages and Other Support Costs	5.9			
MPA - TOTAL	413.0			413.0

MARYLAND TRANSIT ADMINISTRATION

Construction Program				
Major Projects	524.5	Transit Administration	J05H0105	-
System Preservation Minor Projects	70.5	Capital Equipment (Includes MARC)	J05H0105	645.4
Development and Evaluation Program	51.8	Bus Operations	J05H0108	-
Capital Salaries, Wages and Other Support Costs	9.0	Rail Operations (Includes MARC)	J05H0108	-
		Statewide Programs Operations	J05H0108	-
		Major IT Development	J05H0108	-
		Other	Other	10.6
MTA - TOTAL	655.9			655.9

STATE HIGHWAY ADMINISTRATION

Construction Program				
Major Projects	173.9	State System Construction and Equipment	J02B0101	1,092.3
System Preservation Minor Projects	945.4	State System Maintenance	J02B0101	
Development and Evaluation Program	94.0	County and Municipality Capital Program	J02B0103	78.3
Highway User Revenue	395.9	County and Municipality Program	J02B0103	-
		Highway Safety Operating Program	J02B0105	-
		County and Municipality Program HUR	J02B0105	395.9
		Major IT Development	J02B0108	6.2
		SHA Other Funds	Other	36.5
SHA - TOTAL	1,609.2			1,609.2

DEPARTMENT TOTAL

Construction Program				
Major Projects	1,889.8			
System Preservation Minor Projects	1,160.1			
Development and Evaluation Program	152.1			
Capital Salaries, Wages and Other Support Costs	23.9			
Highway User Revenue	395.9			
GRAND TOTAL	3,621.9			3,621.8

FY 2025 ALLOWANCE - SUMMARY BY BUDGET PROGRAM

(\$MILLIONS)

	OPERATIONS	STATE CAPITAL	OTHER CAPITAL	REVENUES	DEBT SERVICE	TOTAL
<u>THE SECRETARY'S OFFICE (J01A01)</u>						
The Secretary's Office	36.4					36.4
Operating Grants-in-Aid	18.8					18.8
Facilities and Capital Equipment		34.5	0.0			34.5
WMATA Operating Grants	489.5					489.5
WMATA Capital Costs		186.3	328.0			514.3
Information Technology Services	54.6					54.6
Major IT Capital		2.2				2.2
<u>Subtotal</u>	<u>599.3</u>	<u>223.0</u>	<u>328.0</u>	<u>0</u>	<u>0</u>	<u>1150.3</u>
<u>DEBT SERVICE (J01A04)</u>					<u>432.2</u>	<u>432.2</u>
<u>STATE HIGHWAY ADMINISTRATION (J02B01)</u>						
State System Construction and Equipment		1,092.3	36.5			1128.8
State System Maintenance	333.4					333.4
County and Municipality Capital Program		78.3				78.3
Highway Safety Operating Program	17.6					17.6
County and Municipality Program		395.9				395.9
Major IT Development		6.2				6.2
<u>Subtotal</u>	<u>351.0</u>	<u>1,572.7</u>	<u>36.5</u>	<u>0.0</u>	<u>0.0</u>	<u>1960.2</u>
<u>MARYLAND PORT ADMINISTRATION (J03D00)</u>						
Port Operations	52.8					52.8
Port Facilities and Cap Equip.		353.9	59.1			413.0
<u>Subtotal</u>	<u>52.8</u>	<u>353.9</u>	<u>59.1</u>	<u>0.0</u>	<u>0.0</u>	<u>465.8</u>

FY 2025 ALLOWANCE - SUMMARY BY BUDGET PROGRAM

(\$MILLIONS)

	<u>OPERATIONS</u>	<u>STATE CAPITAL</u>	<u>OTHER CAPITAL</u>	<u>REVENUES</u>	<u>DEBT SERVICE</u>	<u>TOTAL</u>
<u>MOTOR VEHICLE ADMINISTRATION (J04E00)</u>						
Motor Vehicle Operations	210.5					210.5
Facilities and Cap. Equip.		20.6				20.6
Motor Vehicle Highway Safety	16.0					16.0
Major IT Development		1.3				1.3
<u>Subtotal</u>	<u>226.5</u>	<u>21.8</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>248.3</u>
<u>MARYLAND TRANSIT ADMINISTRATION (J05H00)</u>						
Transit Administration	142.3					142.3
Bus Operations	548.8					548.8
Rail Operations (Includes MARC)	325.4					325.4
Capital Equipment (Includes MARC)		645.4	10.6			656.0
Statewide Programs Operations	108.7					108.7
Major IT Development						0.0
<u>Subtotal</u>	<u>1125.2</u>	<u>645.4</u>	<u>10.6</u>	<u>0.0</u>	<u>0.0</u>	<u>1781.2</u>
<u>MARYLAND AVIATION ADMINISTRATION (JO6I00)</u>						
Airport Operations	236.2					236.2
Facilities and Cap Equip.		216.4	154.5			370.9
Major IT Development						0.0
<u>Subtotal</u>	<u>236.2</u>	<u>216.4</u>	<u>154.5</u>	<u>0.0</u>	<u>0.0</u>	<u>607.1</u>
<u>DEPARTMENTAL TOTAL</u>	<u>2591.1</u>	<u>3033.2</u>	<u>588.7</u>	<u>0.0</u>	<u>432.2</u>	<u>6645.1</u>

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

	CURRENT	BUDGET	Planning Years				SIX - YEAR TOTAL
	YEAR	YEAR					
	2024	2025	2026	2027	2028	2029	
<u>CAPITAL PROGRAM</u>							
The Secretary's Office D	67.9	36.7	21.8	21.0	14.1	9.9	171.4
Motor Vehicle Administration	34.8	21.8	9.7	8.9	8.2	12.4	95.9
Maryland Aviation Administration D	284.4	370.9	274.1	77.7	50.6	73.8	1,131.6
Maryland Port Administration	287.6	413.0	399.2	242.3	154.2	107.3	1,603.6
Maryland Transit Administration D	678.0	656.0	787.4	938.7	818.1	635.2	4,513.4
Washington Metropolitan Area Transit CD	509.0	514.3	523.3	531.7	539.7	547.6	3,165.6
State Highway Administration B	1,526.2	1,609.2	1,611.1	1,578.3	1,595.0	1,555.3	9,475.2
TOTAL CAPITAL	3,388.0	3,622.0	3,626.6	3,398.6	3,179.9	2,941.6	20,156.7
Special Funds	1,689.2	1,597.2	1,504.7	1,641.2	1,494.1	1,398.6	9,325.0
Federal Funds	1,243.7	1,436.1	1,428.3	1,414.5	1,474.5	1,347.1	8,344.1
Other Funds F	455.0	588.7	693.6	342.9	211.4	195.8	2,487.5
<u>OPERATING PROGRAM</u>							
The Secretary's Office	112.6	109.8	113.0	116.3	119.7	123.1	694.5
Motor Vehicle Administration	232.7	226.6	232.5	239.3	246.2	253.4	1,430.7
Maryland Aviation Administration	227.4	236.2	243.5	250.6	257.9	265.4	1,481.0
Maryland Port Administration	54.4	52.9	54.5	56.1	57.7	59.4	335.0
Maryland Transit Administration	1,128.5	1,125.2	1,179.9	1,251.6	1,302.7	1,340.0	7,327.9
Washington Metropolitan Area Transit	475.3	489.5	504.2	519.3	534.9	550.9	3,074.1
State Highway Administration	358.5	351.0	362.3	372.8	383.6	394.7	2,222.9
TOTAL OPERATING	2,589.4	2,591.2	2,689.9	2,806.0	2,902.7	2,986.9	16,566.1
Special Funds	2,341.2	2,451.3	2,550.0	2,666.1	2,762.8	2,847.0	15,618.4
Federal Funds	248.2	139.9	139.9	139.9	139.9	139.9	947.7
Other Funds		-	-	-	-	-	-

	<u>CURRENT</u>	<u>BUDGET</u>	<u>Planning Years</u>				<u>SIX - YEAR</u>
	<u>YEAR</u>	<u>YEAR</u>					<u>TOTAL</u>
	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	
<u>DEBT SERVICE REQUIREMENTS</u>							
Special Funds	426.5	432.2	427.1	448.5	468.8	498.9	2,702.0
Federal Funds	-	-	-	-	-	-	-
Other Funds	-	-	-	-	-	-	-
<u>DEPARTMENTAL TOTAL</u>							
	6,403.9	6,645.4	6,743.6	6,653.1	6,551.4	6,427.4	39,424.8
Special Funds	4,457.0	4,480.7	4,481.8	4,755.8	4,725.7	4,744.5	27,645.5
Federal Funds	1,491.9	1,576.0	1,568.2	1,554.4	1,614.4	1,487.0	9,291.8
Other Funds	455.0	588.7	693.6	342.9	211.4	195.8	2,487.5

* Numbers may not sum perfectly due to rounding.

** Amounts shown are net of contingent reductions and provisions introduced in the Budget Reconciliation and Financing Act.

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

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

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

^F - Funds not received through the Trust Fund. Includes from Passenger Facility Charges (PFC), General Obligation Bonds (GO Bonds), Certificates of Participation (COPs), County participation and federal funds received by WMATA directly.

**SUMMARY OF FEDERAL AID OBLIGATIONS
(\$ MILLIONS)**

The following listing estimates the annual levels of funds anticipated from individual federal aid categories necessary to support the FY 2024 - FY 2029 CTP/STIP:

	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028 - 2029</u>	<u>TOTAL</u>
<u>Maryland Transit Administration</u>						
New Starts, Fixed Gudeway, Modernization and Bus	247.9	252.9	258.0	263.1	542.1	1,564.0
Elderly and Persons with Disabilities	5.6	5.7	5.9	6.0	12.3	35.5
Rural Area Formula	9.1	9.3	9.5	9.7	20.0	57.6
Subtotal (MTA)	262.7	268.0	273.3	278.8	574.4	1,657.2
<u>State Highway Administration</u>						
Surface Transportation Block Grant	190.4	194.3	198.1	198.1	396.3	1,177.3
Highway Safety Improvement Program	42.1	43.0	43.9	43.9	87.9	260.9
National Highway Performance Program (PROTECT) Program	391.5	399.3	407.3	407.3	814.6	2,419.9
Carbon Reduction Program	19.3	19.7	20.1	20.1	40.2	119.4
National Highway Freight Program	17.0	17.3	17.7	17.7	35.3	105.0
Metropolitan Planning	19.5	19.9	20.3	20.3	40.6	120.6
Railway-Highway Crossings - HSIP set-aside	8.6	8.7	8.9	8.9	17.8	53.0
Congestion Mitigation/Air Quality	2.3	2.3	2.3	2.3	4.5	13.5
Subtotal (SHA)	10.0	11.1	12.2	12.2	24.4	69.8
Grand Total	700.7	715.6	730.8	730.8	1,461.6	4,339.3
	963.4	983.5	1,004.1	1,009.6	2,036.0	5,996.5

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

The following estimates annual levels of federal aid funds, by category, necessary to support system preservation in the FY 2024 - FY 2029 CTP/STIP:

SYSTEM PRESERVATION / TRAFFIC MANAGEMENT CATEGORIES	<u>CURRENT</u>	<u>BUDGET</u>	<u>Planning Years</u>			<u>SIX - YEAR</u> <u>TOTAL</u>
	<u>YEAR</u> <u>2024</u>	<u>YEAR</u> <u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028 - 2029</u>	
<u>Bridge Replacement and Rehabilitation</u>						
National Highway Performance Program	134.9	165.1	185.1	190.1	372.0	1,047.2
Surface Transportation Program	8.6	10.5	11.8	12.1	23.7	66.8
<u>Congestion Management</u>						
Congestion Mitigation/ Air Quality	4.7	13.2	14.1	14.6	24.5	71.2
National Highway Performance Program	2.0	6.4	6.5	6.8	10.7	32.4
Surface Transportation Program	3.9	14.6	14.0	14.8	21.9	69.1
<u>Environmental Projects</u>						
Carbon Reduction Program	0.0	3.5	4.0	4.5	8.0	20.0
Highway Safety	3.9	7.9	6.9	8.3	14.8	41.8
National Highway Performance Program	4.7	2.5	19.5	22.1	44.7	93.5
Surface Transportation Program	10.0	24.5	43.2	46.3	93.6	217.7
Transportation Alternative Program	14.4	14.6	20.0	20.0	44.8	113.8
<u>Resurfacing and Rehabilitation</u>						
Highway Safety	2.3	2.0	1.9	1.9	4.9	13.0
National Highway Performance Program	97.2	84.8	80.8	83.7	212.4	558.9
Surface Transportation Program	126.6	113.7	108.4	112.2	283.0	743.8
<u>Safety and Spot Improvements</u>						
Congestion Mitigation/ Air Quality	1.3	1.6	2.1	1.9	4.2	11.0
Highway Safety	14.6	19.8	25.9	22.2	50.4	132.9
National Highway Performance Program	20.5	22.0	30.8	26.6	58.8	158.7
Surface Transportation Program	62.4	79.3	105.1	104.3	233.6	584.7
<u>Urban Reconstruction/Revitalization</u>						
Surface Transportation Program	5.5	3.6	5.5	3.8	8.8	27.2
Grand Total	517.5	589.7	685.5	696.2	1,514.9	4,003.8

Minor Program Summary By Fiscal Year (\$ MILLIONS)

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

PROGRAM NAME	CURRENT	BUDGET	Planning Years				SIX - YEAR
	YEAR	YEAR					TOTAL
	2024	2025	2026	2027	2028	2029	
MARYLAND AVIATION ADMINISTRATION							
Agency Wide	0.2	0.0	0.0	0.0	0.0	0.0	0.2
Airport Technology	0.6	0.6	0.0	0.0	0.0	0.0	1.1
Airside Development	0.5	4.7	2.7	3.9	0.7	0.0	12.4
Environmental Planning	0.0	0.7	2.7	2.7	0.7	0.0	6.7
Loading Bridges	0.2	0.0	0.0	0.0	0.0	0.0	0.2
Operating Facilities	0.1	0.0	0.0	0.0	0.0	0.0	0.1
Pavement Mgmt - BWI Airside	0.3	4.0	0.0	0.0	0.0	0.0	4.3
Taxiway F	0.0	0.0	0.0	1.2	0.0	0.0	1.2
Vehicles and Equipment	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Annual	2.9	2.2	1.7	1.2	2.6	0.9	11.5
Annual Fees and Inspection Program	0.5	0.5	0.7	0.0	0.5	0.0	2.1
GIS	1.9	1.2	0.8	1.2	2.0	0.9	8.0
Misc Office Support	0.2	0.2	0.2	0.0	0.2	0.0	0.6
Planning	0.4	0.3	0.0	0.0	0.0	0.0	0.7
Baltimore/Washington	17.0	21.2	7.4	3.6	5.0	34.8	89.0
Building Permits & Inspections	0.2	0.0	0.0	0.0	0.0	0.0	0.2
CMI-non SBRs	0.4	0.0	0.0	0.0	0.0	0.0	0.4
CMI-SBRs	0.8	0.3	0.5	0.9	0.6	1.0	4.1
Critical Utility	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Elevators, Escalators, and Walkways	0.7	3.0	5.6	0.0	0.0	0.0	9.3
Engineering Program Support	0.5	0.0	0.4	0.0	1.5	0.0	2.4
Misc Office Support	0.4	0.1	0.1	0.0	0.1	0.0	0.7
Operating Facilities	1.0	1.2	0.0	0.0	0.0	0.0	2.2
Out Year Unallocated Budget (BTC)	0.0	0.0	0.0	0.0	0.3	31.1	31.3
Pavement Mgmt -BWI Landside	2.1	1.7	0.0	0.0	0.0	0.0	3.8
Planning	3.4	1.3	0.6	2.1	2.6	2.8	12.7
Pre-Construction Project Env, Plan, Eng	0.1	0.0	0.1	0.5	0.0	0.0	0.7
Program Management	0.1	0.0	0.0	0.0	0.0	0.0	0.1

Minor Program Summary By Fiscal Year (\$ MILLIONS)

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

PROGRAM NAME	CURRENT	BUDGET	Planning Years				SIX - YEAR
	YEAR	YEAR					TOTAL
	2024	2025	2026	2027	2028	2029	
MARYLAND AVIATION ADMINISTRATION (cont'd)							
Baltimore/Washington (cont'd)							
Real Estate Services	0.2	0.2	0.1	0.0	0.0	0.0	0.5
Terminal Facilities	7.0	13.5	0.0	0.0	0.0	0.0	20.5
Conc A/B Improvements	0.0	0.8	0.0	0.0	0.0	0.0	0.8
Concourse A/B Improvements	(0.0)	0.0	0.0	0.0	0.0	0.0	(0.0)
Terminal Facilities	0.0	0.8	0.0	0.0	0.0	0.0	0.8
Consolidated Rental Car Facility	0.7	1.0	0.0	0.0	0.0	0.0	1.7
Critical Airport Systems	0.7	4.5	0.0	0.0	0.0	0.0	5.2
Critical Utility	0.6	4.5	0.0	0.0	0.0	0.0	5.1
Operating Facilities	0.1	0.0	0.0	0.0	0.0	0.0	0.1
Environmental Compliance	3.3	2.8	1.6	1.7	1.2	1.8	12.4
Environmental Compliance	1.2	1.1	0.8	1.7	1.2	1.8	7.6
Environmental Planning	1.8	1.8	0.8	0.0	0.0	0.0	4.5
Future Development	0.3	0.0	0.0	0.0	0.0	0.0	0.3
Equipment	3.1	3.2	2.1	2.4	1.3	1.8	13.8
Out Year Unallocated Budget (BTC)	0.6	0.6	1.4	1.9	1.0	1.5	7.0
Vehicles and Equipment	2.4	2.6	0.6	0.5	0.3	0.3	6.8
Information Technology	7.1	6.8	0.9	0.8	0.9	0.9	17.3
-	(0.0)	0.0	0.0	0.0	0.0	0.0	(0.0)
Critical Technology	6.1	6.5	0.9	0.8	0.9	0.9	16.0
GIS	0.9	0.3	0.0	0.0	0.0	0.0	1.2
Information Technology CTIPP	0.2	0.0	0.0	0.0	0.0	0.0	0.2
Landside	5.8	0.0	0.0	0.0	0.0	0.0	5.9
Future Development	0.2	0.0	0.0	0.0	0.0	0.0	0.2
Operating Facilities	3.6	0.0	0.0	0.0	0.0	0.0	3.6
Pavement Mgmt -BWI Landside	1.2	0.0	0.0	0.0	0.0	0.0	1.2
Planning	0.5	0.0	0.0	0.0	0.0	0.0	0.5

Minor Program Summary By Fiscal Year (\$ MILLIONS)

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

PROGRAM NAME	CURRENT	BUDGET	Planning Years				SIX - YEAR TOTAL
	YEAR	YEAR	2026	2027	2028	2029	
	2024	2025					
MARYLAND AVIATION ADMINISTRATION (cont'd)							
Landside (cont'd)							
Protective Land Acquisition	0.2	0.0	0.0	0.0	0.0	0.0	0.2
Terminal Facilities	0.2	0.0	0.0	0.0	0.0	0.0	0.2
Martin State	5.1	4.2	3.9	0.8	1.7	1.1	16.9
MTN Facilities	2.1	4.0	3.5	0.0	0.2	0.0	9.8
MTN Runway Improvement Program	0.3	0.0	0.0	0.0	0.0	0.0	0.3
Out Year Unallocated Budget (BTC)	0.2	0.2	0.4	0.6	1.5	1.1	4.1
Security	1.4	0.0	0.0	0.0	0.0	0.0	1.4
Vehicles and Equipment	1.1	0.0	0.0	0.2	0.0	0.0	1.3
PMP Airfield Improvement	0.0	6.8	0.5	4.5	1.9	0.0	13.7
RSA Improvements	0.9	0.0	0.7	0.0	0.0	0.0	1.6
Security	1.1	5.7	4.0	0.0	0.0	0.0	10.8
Security	0.0	1.4	3.4	0.0	0.0	0.0	4.8
Terminal Facilities	1.1	4.3	0.6	0.0	0.0	0.0	6.0
Sound Mitigation	0.8	1.8	0.2	0.0	0.0	0.4	3.2
Noise Support	0.6	1.7	0.1	0.0	0.0	0.4	2.8
Real Estate Services	0.3	0.1	0.1	0.0	0.0	0.0	0.4
Terminal Development	6.5	11.0	13.5	10.0	0.3	0.3	41.6
C/D Connector	0.7	0.0	0.0	0.0	0.0	0.0	0.7
Commercial Management	0.4	0.2	0.2	0.3	0.3	0.3	1.6
D/E Connector	0.5	0.0	0.0	0.0	0.0	0.0	0.5
Future Development	1.6	9.7	13.2	9.7	0.0	0.0	34.2
Planning	0.2	0.0	0.0	0.0	0.0	0.0	0.2
Tenant Facilities	0.2	0.1	0.1	0.0	0.0	0.0	0.4
Terminal Facilities	2.9	1.0	0.0	0.0	0.0	0.0	3.8
Terminal Modernization	0.2	0.0	0.0	0.0	0.0	0.0	0.2
Engineering Program Support	0.1	0.0	0.0	0.0	0.0	0.0	0.1

Minor Program Summary By Fiscal Year (\$ MILLIONS)

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

PROGRAM NAME	CURRENT	BUDGET	Planning Years				SIX - YEAR
	YEAR	YEAR	2026	2027	2028	2029	TOTAL
	2024	2025					
MARYLAND AVIATION ADMINISTRATION (cont'd)							
Terminal Modernization (cont'd)							
Environmental Planning	0.1	0.0	0.0	0.0	0.0	0.0	0.1
Regional Aviation	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total	56.7	77.2	39.1	28.8	15.5	42.0	259.3
MARYLAND PORT ADMINISTRATION							
All Terminals	24.5	22.3	29.1	32.8	39.9	34.1	182.7
Agency Wide Building Repairs	2.8	5.4	5.6	3.0	7.0	4.0	27.8
Agency Wide Utility Upgrades Program	0.6	4.3	6.5	4.0	8.5	4.0	27.8
Comprehensive Paving Program	2.5	3.0	3.3	7.0	5.8	4.5	26.1
Engineering A&E and Open Ended Contracts	1.9	2.2	2.2	8.6	11.5	10.6	36.9
Environment	1.7	0.2	0.2	0.2	0.2	0.2	2.5
Facility and Capital Equipment	5.0	0.9	0.2	0.6	0.7	0.9	8.2
Information Systems Division	3.6	0.8	0.6	0.4	0.8	0.3	6.5
Landside Major Projects	0.0	0.0	0.0	0.0	0.0	1.0	1.0
Planning and Finance	0.2	0.1	0.0	0.0	0.0	0.1	0.5
Security Enhancements	0.3	0.0	0.0	0.0	0.0	0.0	0.3
Waterfront Structures Program	5.9	5.5	10.6	9.0	5.5	8.6	45.1
Dredging - Cox Creek	2.9	4.2	3.2	2.2	2.0	4.0	18.6
Dredging - Innovative Reuse	0.2	0.2	0.0	0.0	0.0	0.0	0.4
Dundalk Marine Terminal	4.4	1.4	1.3	0.0	0.0	0.0	7.2
Facility and Capital Equipment	0.8	0.0	0.0	0.0	0.0	0.0	0.8
Landside Major Projects	1.1	1.4	1.0	0.0	0.0	0.0	3.5
Other System Preservation	0.9	0.0	0.0	0.0	0.0	0.0	0.9
Security Enhancements	1.7	0.0	0.3	0.0	0.0	0.0	2.0
Facilities and Equipment	0.1	0.0	0.0	0.0	0.0	0.1	0.2

Minor Program Summary By Fiscal Year (\$ MILLIONS)

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

PROGRAM NAME	CURRENT	BUDGET	Planning Years				SIX - YEAR
	YEAR	YEAR					TOTAL
	2024	2025	2026	2027	2028	2029	
MARYLAND PORT ADMINISTRATION (cont'd)							
Hawkins Point Marine Terminal	0.5	0.4	0.4	0.5	0.5	0.5	2.8
North Locust Point Marine Terminal	0.5	0.2	0.0	0.0	0.0	0.0	0.7
Port - Wide	0.2	0.1	0.0	0.0	0.0	0.0	0.3
Seagirt Marine Terminal	2.5	0.0	0.0	0.0	0.0	0.0	2.5
World Trade Center	5.6	4.4	0.5	0.7	1.3	1.3	13.8
Information Systems Division	0.5	0.0	0.0	0.0	0.0	0.0	0.5
Landside Major Projects	3.8	3.7	0.0	0.0	0.0	0.0	7.5
WTC Preservation	1.3	0.7	0.5	0.7	1.3	1.3	5.7
Total	41.4	33.2	34.5	36.2	43.7	40.0	228.9
MARYLAND TRANSIT ADMINISTRATION							
Agency Wide	46.5	15.2	13.9	10.3	11.6	2.9	100.4
AGY - ADA Compliance	0.4	1.2	0.9	0.0	0.0	0.0	2.5
AGY - Bicycle Initiatives	0.0	0.0	0.0	0.0	0.0	0.0	0.0
AGY - Capital Program Support	0.6	0.7	3.8	1.7	1.8	1.9	10.4
AGY - CMD Support Costs	0.2	0.0	0.0	0.0	0.0	0.0	0.2
AGY - Communications Systems	0.6	0.1	0.0	0.0	0.0	0.0	0.7
AGY - Corrosion Control	1.3	0.7	0.0	0.0	0.0	1.0	3.0
AGY - Energy Savings Initiatives	0.5	0.0	0.0	0.0	0.0	0.0	0.5
AGY - Engineering Initiatives	1.6	0.4	0.0	0.0	0.0	0.0	2.1
AGY - Environmental Compliance	3.5	0.5	0.0	0.0	0.0	0.0	4.0
AGY - Environmental Planning	2.3	0.3	0.1	0.1	1.6	0.0	4.4
AGY - Facilities	0.1	0.0	0.1	0.0	0.0	0.0	0.2
AGY - Facilities - Pavement	0.9	1.1	0.0	1.5	0.0	0.0	3.5
AGY - Facilities - Roof	1.4	0.6	4.0	3.2	0.0	0.0	9.2
AGY - Guideway - T&S	3.2	1.3	0.0	2.0	0.0	0.0	6.5
AGY - IT	0.1	0.0	0.0	0.0	0.0	0.0	0.1

Minor Program Summary By Fiscal Year (\$ MILLIONS)

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

PROGRAM NAME	CURRENT	BUDGET	Planning Years				SIX - YEAR TOTAL
	YEAR	YEAR					
	2024	2025	2026	2027	2028	2029	
MARYLAND TRANSIT ADMINISTRATION (cont'd)							
Agency Wide (cont'd)							
AGY - Non-Revenue Vehicles	3.2	1.3	0.0	0.0	0.0	0.0	4.5
AGY - Operating to Capital	0.0	0.0	0.0	0.0	0.0	0.0	0.0
AGY - Owner Controlled Insurance Program	2.5	0.4	0.0	0.0	0.0	0.0	2.8
AGY - Planning Initiatives	5.4	1.9	0.6	0.0	4.5	0.0	12.4
AGY - Program Management Office	1.8	0.7	0.0	0.0	0.0	0.0	2.5
AGY - Safety Initiatives	3.3	0.0	0.0	0.0	0.0	0.0	3.3
AGY - Stormwater Management	1.9	0.0	0.0	0.0	1.0	0.0	2.9
AGY - Systems	4.4	1.6	0.7	0.0	0.0	0.0	6.6
AGY - Telecommunications	1.2	0.2	0.1	0.0	0.0	0.0	1.6
AGY - TMDL Compliance	0.6	0.0	0.7	0.0	0.8	0.0	2.1
AGY - Transit Asset Management	3.1	0.1	0.1	0.0	2.0	0.0	5.3
AGY - Transit Innovation	0.2	0.0	0.0	0.0	0.0	0.0	0.2
AGY - Utility Infrastructures Mapping	0.9	0.0	0.0	0.0	0.0	0.0	0.9
LTR - Safety Initiatives	0.3	0.1	0.0	0.0	0.0	0.0	0.4
MAG-LEV	0.6	0.0	0.0	0.0	0.0	0.0	0.6
Major Projects	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MTR - Facilities Maintenance	0.2	0.2	0.0	0.0	0.0	0.0	0.4
POL - Systems	0.3	2.0	2.8	1.8	0.0	0.0	6.9
Bus	18.5	11.3	3.5	2.0	1.4	0.2	37.0
AGY - Facilities - Pavement	0.9	1.6	0.0	0.0	0.0	0.0	2.5
AGY - Facilities - Roof	0.3	2.4	1.7	0.0	0.0	0.0	4.4
AGY - Planning Initiatives	2.2	0.3	0.0	0.0	0.0	0.0	2.5
AGY - Safety Initiatives	0.2	0.0	0.0	0.0	0.0	0.0	0.2
AGY - TMDL Compliance	0.4	1.9	0.0	0.0	0.0	0.0	2.3
BUS - Equipment	3.0	0.4	0.4	0.4	0.0	0.0	4.2
BUS - Facilities	5.1	1.5	0.0	0.0	0.0	0.0	6.6

Minor Program Summary By Fiscal Year (\$ MILLIONS)

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

PROGRAM NAME	CURRENT	BUDGET	Planning Years				SIX - YEAR TOTAL
	YEAR	YEAR					
	2024	2025	2026	2027	2028	2029	
MARYLAND TRANSIT ADMINISTRATION (cont'd)							
Bus (cont'd)							
BUS - Facilities - FE	0.8	0.3	0.0	0.0	0.0	0.0	1.1
BUS - Revenue Vehicles	5.4	2.9	0.7	1.4	1.4	0.2	12.0
BUS - Stations	0.0	0.0	0.0	0.0	0.0	0.0	0.0
BUS - Systems	0.2	0.0	0.0	0.0	0.0	0.0	0.2
MARC - Guideway	0.0	0.0	0.7	0.2	0.0	0.0	1.0
Freight	0.1	1.0	0.9	0.0	0.0	0.0	1.9
Information Technology	8.2	2.3	0.2	0.0	0.0	0.0	10.7
Light Rail	19.1	7.4	4.4	2.9	4.8	1.5	40.0
AGY - Communications Systems	0.2	0.0	0.0	0.0	0.0	0.0	0.2
AGY - Facilities - Pavement	0.2	0.0	0.0	0.0	0.0	0.0	0.2
AGY - Facilities - Roof	0.2	0.0	0.0	0.0	0.0	0.0	0.2
AGY - Stormwater Management	1.3	0.2	0.0	0.0	0.0	0.0	1.5
AGY - Systems	0.1	0.0	0.0	0.0	0.0	0.0	0.1
AGY - TMDL Compliance	0.2	0.0	0.0	0.0	0.0	0.0	0.2
LTR - Bridge Preservation - T&S	0.9	2.4	0.0	0.0	0.0	0.0	3.3
LTR - Catenary Preservation	0.8	0.9	0.0	0.0	0.0	1.5	3.2
LTR - Drainage	4.4	0.3	0.0	0.9	1.6	0.0	7.2
LTR - Facilities Maintenance	0.7	0.2	0.0	0.0	0.0	0.0	0.9
LTR - Guideway - Ops	2.0	1.9	0.4	0.0	3.0	0.0	7.2
LTR - Guideway - T&S	2.0	0.3	4.0	1.0	0.0	0.0	7.3
LTR - Revenue Vehicles	0.0	0.2	0.0	0.0	0.0	0.0	0.2
LTR - Safety Initiatives	0.8	0.3	0.0	0.0	0.2	0.0	1.3
LTR - Systems Maintenance	5.2	0.8	0.0	1.0	0.0	0.0	7.0
MARC	12.0	23.3	30.1	7.3	6.5	5.0	84.3
AGY - Planning Initiatives	0.2	0.0	0.0	0.0	0.0	0.0	0.2
AGY - Stormwater Management	0.5	0.0	0.0	0.0	0.0	0.0	0.5

Minor Program Summary By Fiscal Year (\$ MILLIONS)

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

PROGRAM NAME	CURRENT	BUDGET	Planning Years				SIX - YEAR
	YEAR	YEAR					TOTAL
	2024	2025	2026	2027	2028	2029	
MARYLAND TRANSIT ADMINISTRATION (cont'd)							
MARC (cont'd)							
AGY - TMDL Compliance	0.8	0.8	0.2	0.0	0.0	0.0	1.8
MARC - Facilities - FE	1.0	1.0	1.0	1.0	1.0	1.0	6.0
MARC - Facilities - Ops	3.9	7.7	15.1	3.0	3.0	1.5	34.2
MARC - Facilities - T&S	0.3	0.7	3.0	1.3	0.8	0.8	6.9
MARC - Guideway	3.4	3.5	7.7	0.0	0.0	0.0	14.6
MARC - Revenue Vehicles	0.9	4.6	3.1	2.0	1.8	1.8	14.2
MARC - Systems	0.9	5.0	0.0	0.0	0.0	0.0	5.9
Metro	21.9	9.6	9.9	7.0	3.7	3.1	55.2
AGY - Communications Systems	0.7	0.0	0.0	0.0	0.0	0.0	0.7
AGY - Facilities - Roof	4.5	0.9	3.7	2.8	0.0	0.0	11.8
AGY - Guideway - T&S	0.2	0.0	0.0	0.0	0.0	0.0	0.2
AGY - Systems	0.8	0.0	0.0	0.0	0.0	0.0	0.8
AGY - TMDL Compliance	2.3	1.3	0.0	0.0	0.0	0.0	3.6
MTR - Bridge & Elevated Structures - T&S	2.3	0.2	0.8	0.0	0.0	1.6	4.9
MTR - Facilities Maintenance	4.0	3.5	1.5	0.3	0.9	0.0	10.3
MTR - Facilities Maintenance - MPMO	0.8	0.0	0.0	0.0	0.0	0.0	0.8
MTR - Guideway - Ops	1.8	0.0	0.0	0.0	0.0	1.5	3.3
MTR - Guideway - T&S	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MTR - Revenue Vehicles	0.7	0.2	0.0	0.0	0.0	0.0	1.0
MTR - Safety Initiatives	0.7	1.8	2.1	0.0	0.0	0.0	4.5
MTR - Systems Maintenance	2.4	1.6	1.8	3.8	2.8	0.0	12.4
MTR - Tunnel Preservation - T&S	0.9	0.0	0.0	0.0	0.0	0.0	0.9
Mobility	0.8	0.4	0.2	0.2	0.2	0.1	2.0
AGY - Safety Initiatives	0.2	0.2	0.0	0.0	0.0	0.0	0.3
MOL - Facilities	0.4	0.0	0.1	0.0	0.0	0.0	0.4
MOL - Systems	0.3	0.1	0.0	0.0	0.0	0.0	0.3

Minor Program Summary By Fiscal Year (\$ MILLIONS)

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PROGRAM NAME	CURRENT	BUDGET	Planning Years				SIX - YEAR TOTAL
	YEAR	YEAR	2026	2027	2028	2029	
	2024	2025					
MARYLAND TRANSIT ADMINISTRATION (cont'd)							
Mobility (cont'd)							
MOL - Vehicles	0.0	0.2	0.2	0.2	0.2	0.1	0.9
Program 8	0.1	0.0	0.0	0.0	0.0	0.0	0.1
Total	127.2	70.5	63.3	29.6	28.2	12.8	331.7
MOTOR VEHICLE ADMINISTRATION							
Agency Wide	0.3	0.3	0.3	0.3	0.2	0.2	1.7
Building Improvements	9.0	11.4	3.2	2.2	2.3	6.4	34.6
Comprehensive Planning	0.2	1.2	0.0	0.0	0.0	0.0	1.4
Environmental	0.2	0.5	0.4	0.5	0.2	0.2	1.9
Facility	8.2	5.3	2.5	1.4	1.8	5.4	24.6
VEIP	0.4	4.4	0.4	0.4	0.4	0.8	6.7
Information Technology	8.6	4.7	5.2	5.5	4.7	4.7	33.4
Departmental Services	0.4	0.1	0.0	0.0	0.0	0.2	0.8
IT Hardware/Equipment	3.6	0.0	0.5	0.5	0.6	2.6	7.6
IT Software/System Enhancements	3.9	3.7	4.2	4.7	3.8	1.4	21.7
Major Projects	0.5	0.4	0.0	0.0	0.0	0.0	0.8
Safety and Security	0.3	0.6	0.6	0.3	0.3	0.5	2.5
Safety	0.1	0.1	0.0	0.0	0.0	0.2	0.3
Total	18.0	16.5	8.8	8.0	7.3	11.4	70.0

Minor Program Summary By Fiscal Year (\$ MILLIONS)

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

PROGRAM NAME	CURRENT	BUDGET	Planning Years				SIX - YEAR TOTAL
	YEAR	YEAR	2026	2027	2028	2029	
	2024	2025					
STATE HIGHWAY ADMINISTRATION							
Safety, Congestion Relief, Highway and Bridge	714.7	770.2	780.8	785.4	859.1	841.1	4,751.4
ADA Retrofit	4.7	10.6	9.4	9.5	10.0	10.3	54.5
Bicycle Retrofit	8.6	15.8	12.6	15.4	13.5	13.7	79.7
Bridge Replacement/Rehabilitation	191.4	228.4	229.8	231.9	233.3	220.3	1,335.0
C.H.A.R.T.	11.8	33.1	31.6	33.3	29.1	19.8	158.7
Commuter Action Improvements	3.5	6.6	8.1	8.2	8.1	8.2	42.7
Drainage Improvements	14.7	18.5	27.6	32.8	29.2	34.0	156.8
Emergency	7.2	0.0	0.0	0.0	0.0	0.0	7.2
Environmental Projects	3.8	4.0	6.8	6.8	7.3	5.1	33.8
Intersection Capacity	17.6	4.9	3.4	0.0	0.0	0.0	25.9
Neighborhood Conservation	7.0	4.4	6.2	4.3	5.8	4.5	32.2
Quick Response	9.3	27.1	29.8	25.5	28.0	28.8	148.5
Resurfacing And Rehabilitation	261.1	233.7	214.9	222.4	279.7	282.6	1,494.3
RR Crossings	6.6	5.6	5.6	5.7	5.6	5.7	34.8
Safety And Spot Improvement	52.6	58.1	66.3	54.9	62.6	60.6	355.0
Sidewalk Program	16.7	14.2	22.3	32.8	35.2	35.5	156.7
Statewide Planning And Research	68.8	58.5	60.1	60.0	59.5	62.9	369.7
Traffic Management	29.5	46.5	46.4	42.2	52.2	49.1	265.8
Communications	0.6	1.1	2.3	2.3	2.2	2.3	10.8
Environmental Compliance	3.5	2.2	4.2	4.2	4.8	3.7	22.7
Facilities	25.6	18.3	12.2	17.9	23.5	12.3	109.7
Equipment	10.9	6.0	7.9	7.9	36.2	8.8	77.6
Truck Weight	8.2	4.1	5.9	5.8	5.8	4.5	34.3
SPP Reimbursables	13.3	14.6	14.3	15.0	12.6	12.5	82.3
Program 3/ Includes State in Aid in Lieu	78.5	78.3	78.3	78.3	78.3	78.3	470.0
Major IT Projects	5.1	6.2	6.3	5.1	5.2	5.3	33.2
Noise Barriers	4.4	2.3	2.8	6.2	6.8	5.5	27.9
TMDL Compliance	16.3	19.9	30.7	27.5	33.2	29.0	156.7

Minor Program Summary By Fiscal Year (\$ MILLIONS)

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

PROGRAM NAME	CURRENT	BUDGET	Planning Years				SIX - YEAR TOTAL
	YEAR	YEAR	2026	2027	2028	2029	
	2024	2025					
STATE HIGHWAY ADMINISTRATION (cont'd)							
Transportation Enhancements	18.4	18.4	24.6	24.7	24.6	24.8	135.4
-	2.0	3.7	3.7	3.2	3.2	3.2	19.0
Primary	0.4	0.0	0.0	0.0	0.0	0.0	0.4
Secondary	1.5	0.5	0.5	0.0	0.0	0.0	2.5
Workforce Development	0.0	3.2	3.2	3.2	3.2	3.2	16.0
Total	901.3	945.4	974.0	983.5	1,095.4	1,031.3	5,931.0
THE SECRETARY'S OFFICE							
Grants	2.9	2.3	1.7	1.7	1.5	1.3	11.3
Airport Citizens Committee Grant Program	0.4	0.3	0.2	0.2	0.2	0.0	1.3
Secretary Grants	2.4	2.0	1.5	1.5	1.3	1.3	10.0
Information Technology Project	17.2	5.3	0.7	0.5	3.2	0.0	26.8
MDOT IT Enhancement Program	11.2	3.1	0.0	0.0	1.9	0.0	16.2
MDOT IT Preservation Program	5.9	2.2	0.7	0.5	1.3	0.0	10.6
Program 8 - Major IT Projects	0.7	0.5	0.0	0.0	0.0	0.0	1.3
The Secretary's Office	18.1	9.1	8.1	8.8	1.9	1.9	47.9
CMAPS Preservation	0.7	0.7	0.2	0.2	0.0	0.0	1.7
Environmental Service Funds	2.8	1.0	1.0	0.9	0.0	0.0	5.7
Freight & Intermodal Program	1.4	0.0	0.0	0.0	0.0	0.0	1.4
Homeland Security & Rail Safety	1.3	1.4	1.5	1.5	1.6	1.6	8.9
Major Projects	0.1	0.0	0.0	0.0	0.0	0.0	0.1
MBE Disparity Studies	3.1	0.3	0.1	0.0	0.0	0.0	3.5
MDOT HQ Building Preservation	1.9	0.6	0.3	0.1	0.1	0.1	2.8
MDOT IT Enhancement Program	0.2	0.0	0.0	0.0	0.0	0.0	0.2
Planning Services & Studies	6.0	5.0	4.9	5.8	0.0	0.0	21.8
Real Estate Services	0.5	0.1	0.1	0.1	0.1	0.1	0.9
TOD Implementation	0.1	0.2	0.2	0.2	0.2	0.2	0.9

Minor Program Summary By Fiscal Year (\$ MILLIONS)

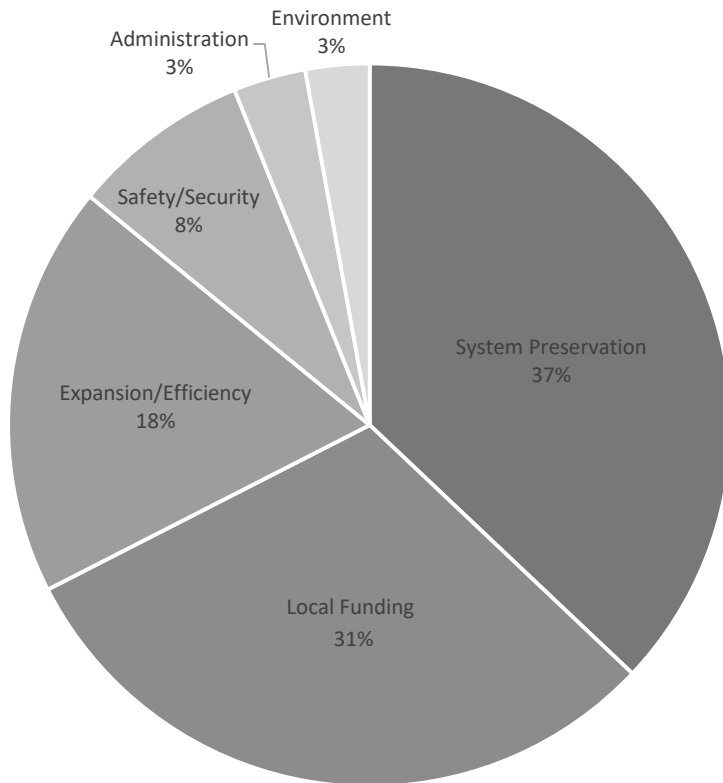
The following provides a summary breakdown of the Minor Program funding levels for FY 2024 through FY 2029. Anticipated projects for FY 2024 and FY 2025 within these totals are listed in the project detail section of this document.

PROGRAM NAME	CURRENT	BUDGET	Planning Years				SIX - YEAR
	YEAR	YEAR	2026	2027	2028	2029	TOTAL
	2024	2025					
THE SECRETARY'S OFFICE (cont'd)							
The Secretary's Office (cont'd)							
TSO Vehicles and Equipment	0.1	0.0	0.0	0.0	0.0	0.0	0.1
Total	38.9	17.2	10.5	10.9	6.6	3.2	87.3
<hr/>							
CTP Minor Program Total	1,183.5	1,160.1	1,130.2	1,097.0	1,196.6	1,140.7	6,908.1

MDOT Capital Program by Investment Area Report

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

Percentage of MDOT Capital Program by Investment Area



System Preservation
7.4B



Local Funding
6.1B



Expansion/Efficiency
3.7B



Safety/Security
1.6B



Administration
651.6M



Environment
575.6M

MAJOR BRIDGE PROJECTS

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

<u>PROGRAM/PROJECT</u>	<u>DESCRIPTION</u>	<u>PIF LINE #</u>
Allegany		
<u>Interstate Construction Program</u>		
I-68 Cumberland Viaduct	Deck replacement and rehabilitation of Bridge No. 0109600 (the Cumberland Viaduct).	1
<u>Secondary Construction Program</u>		
MD 144, Naves Cross Road	Replacement of Bridge No. 0109100 on MD 144 over Evitts Creek.	3
MD 51, Old Town Road	Replacement of Bridge No. 0104700 on MD 51 over Town Creek.	2
Baltimore County		
<u>Interstate Construction Program</u>		
I-695, Baltimore Beltway	Replacement of Bridge No. 0317400 on Putty Hill Avenue over I-695.	5
I-95 and I-695, Baltimore Beltway	Latex modified concrete bridge deck overlays on I-95 at the I-695 interchange (10 bridges).	1
<u>Secondary Construction Program</u>		
MD 151/MD151B, Sparrows Point Boulevard	Replacement of Bridge No. 0309900 on MD 151 and Bridge Nos. 0335000 and 0335100 on MD 151B.	6
US 40, Pulaski Highway	Replacement and widening of the deck and superstructure of Bridge Nos. 0303403 and 0303404 on US 40 over Little Gunpowder Falls and Bridge Nos. 0303503 and 0303504 on US 40 over Big Gunpowder Falls.	7

MAJOR BRIDGE PROJECTS

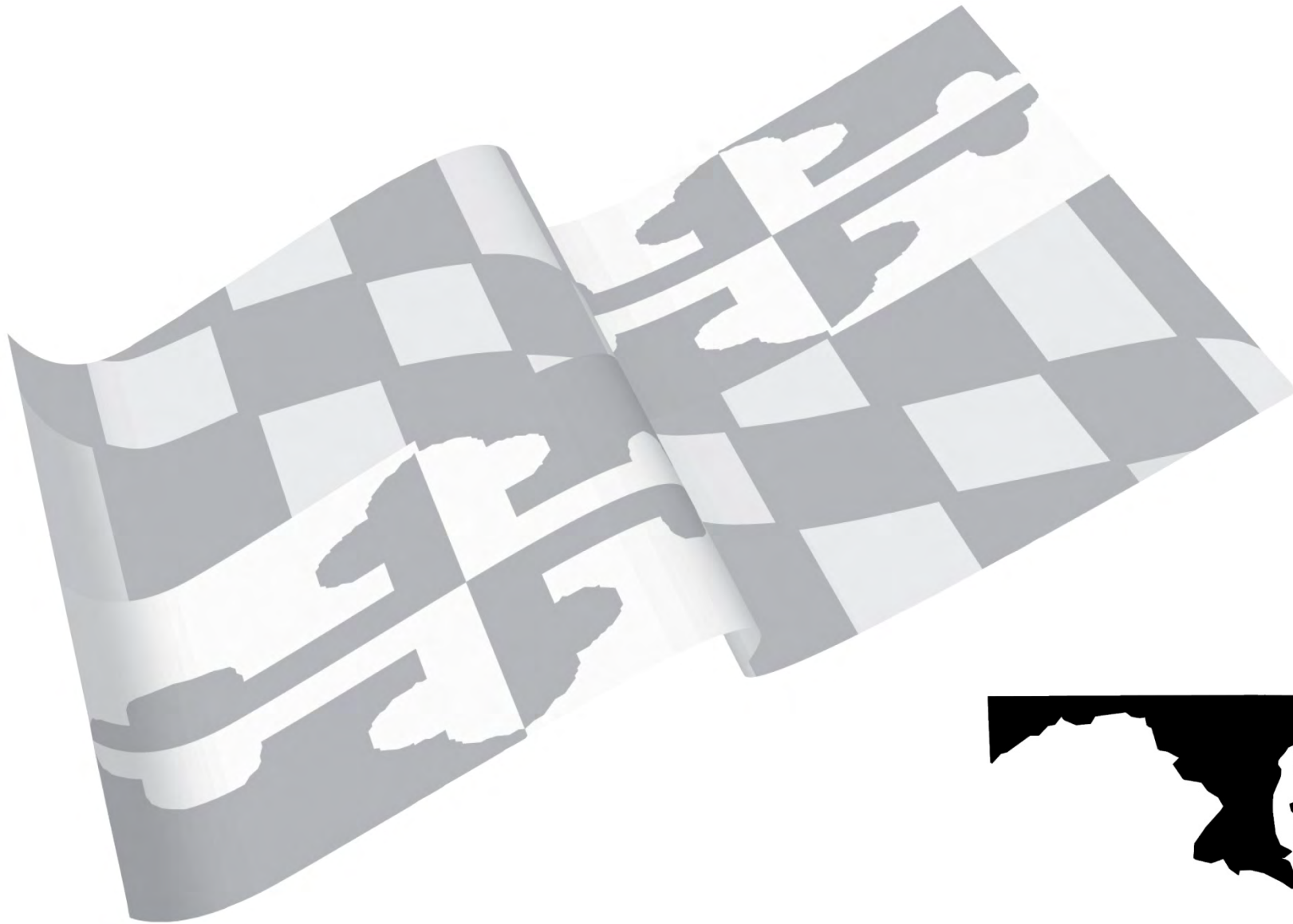
<u>PROGRAM/PROJECT</u>	<u>DESCRIPTION</u>	<u>PIF LINE #</u>
Carroll		
<u>Secondary Construction Program</u> MD 91, Emory Road	Replacement of Bridge No. 0602000 on MD 91 over N. Branch Patapsco River and Bridge No. 0604700 on MD 91 over Maryland Midland Railroad.	1
Charles		
<u>Secondary Construction Program</u> MD 225, Hawthorne Road	Replacement of Bridge No. 0802100 on MD225 over Mattawoman Creek.	1
Frederick		
<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
Garrett		
<u>Secondary Construction Program</u> MD 42, Friendsville Road	Replacement of Bridge No. 1101000 on MD 42 over Buffalo Run.	2
US 219, Garrett Highway	Replacement of Bridge No. 1102400 over the Youghiogheny River (0.04 miles).	1
Harford		
<u>Secondary Construction Program</u> US 1, Belair Road	Replacement of Bridge No. 1206600 on US 1 over Tollgate Road and Bridge No. 1206500 on US 1 over Winters Run.	2

MAJOR BRIDGE PROJECTS

<u>PROGRAM/PROJECT</u>	<u>DESCRIPTION</u>	<u>PIF LINE #</u>
Prince George's		
<u>Interstate Construction Program</u> I-95, Capital Beltway	Replacement of Bridge Nos. 1615905 and 1615906 on I-495 over MD 4. This 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
<u>Secondary Construction Program</u> MD 382, Croom Road	Replacement of Bridge No.1606100 on MD 382 over Charles Branch.	8
MD 717, Water Street	Replacement of Bridge No. 1610900 on MD 717 over Water Street.	10
MU 227, Riverdale Road	Replacement of Bridge No. 1609000 on Riverdale Road over Northeast Branch Anacostia River.	6
Queen Anne's		
<u>Primary Construction Program</u> US 301, Blue Star Memorial Highway	Replacement of Bridge No. 1701401 on US 301 Northbound over the Chester River.	1
Saint Mary's		
<u>Secondary Construction Program</u> MD 5, Point Lookout Road	Replace bridge No. 1800700 on MD 5 over Hilton Run.	2

MAJOR BRIDGE PROJECTS

<u>PROGRAM/PROJECT</u>	<u>DESCRIPTION</u>	<u>PIF LINE #</u>
Washington		
<u>Interstate Construction Program</u>		
I-68, National Freeway	Replacement of Bridge Nos. 2107603 and 2107604 on I-68 over Creek Road.	1
I-70, Eisenhower Memorial Highway	Replacement and widening of the bridge deck and superstructure of I-70 dual Bridge Nos. 2111803 and 2111804 over MD 65 and I-70 dual Bridge Nos. 2111903 and 2111904 over CSX Hagerstown Branch.	2
I-70, Eisenhower Memorial Highway	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.	4
I-70, Eisenhower Memorial Highway	Replacement of Bridge Nos. 2113503 and 2113504 on I-70 over Crystal Falls Drive.	3
Wicomico		
<u>Primary Construction Program</u>		
US 13 Business, Salisbury Boulevard	Replacement of Bridge No. 2200400 over East Branch Wicomico River.	1
Worcester		
<u>Primary Development & Evaluation Program</u>		
US 50, Ocean Gateway	Study to replace Bridge No. 2300700 over the Sinepuxent Bay. The study investigated options to eliminate/upgrade the draw span structure. New bridge/roadway improvements to include median and sidewalks where appropriate.	2



BICYCLE & PEDESTRIAN PROJECTS

BICYCLE AND PEDESTRIAN RELATED PROJECTS

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

<u>PROGRAM NAME</u>	<u>PROJECTS CURRENTLY FUNDED FOR CONSTRUCTION</u>	<u>FY2024-2029 CTP BIKE/PED FUNDING[^]</u>
<u>State Highway Administration</u>		
ADA Program	15,042,025	54,505,000
Retrofit Bicycle Program	27,930,000	79,681,300
Neighborhood Conservation*	7,102,646	32,237,000
Primary/ Secondary Program**	1,492,625	1,492,625
Retrofit Sidewalk Program	21,784,954	156,719,000
Recreational Trails Program***	18,237,447	23,855,547
Transportation Alternatives Program***	53,058,116	135,402,000
<u>The Secretary's Office</u>		
Kim Lamphier Bikeways Network Program	23,880,897	15,953,631
Total	168,528,710	499,846,103

[^] Includes planning, design and construction funds

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

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

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

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

BICYCLE AND PEDESTRIAN RELATED PROJECTS

<u>PROJECT NAME</u>	<u>MILES</u>	<u>ESTIMATED BIKE/PED COST</u>
STATE HIGHWAY ADMINISTRATION		
<u>ADA Program</u>		
<u>Carroll County</u> MD 31, New Windsor Road - From Lambert Avenue to East of Church Street		\$ 2,177,000
<u>Frederick County</u> ADA Sidewalk Upgrades in Frederick County		\$ 1,776,962
<u>Prince George's County</u> MD 223, Woodyard Road - South of Victoria Drive to North of Sherwood Drive		\$ 4,317,000
MD 725, Main Street - West of Service Lane to East of Governor Oden Bowie Drive		\$ 1,242,000
<u>Statewide</u> ADA Sidewalk Upgrades in Baltimore And Harford Counties		\$ 3,516,063
<u>Talbot County</u> MD 33, Talbot Street - North of Lee Street to South of Spencer Drive		\$ 2,013,000
	Total	\$ 15,042,025
<u>Retrofit Bicycle Program</u>		
<u>Prince George's County</u> US 1, Rhode Island Avenue – Charles Armentrout Drive to Farragut Street (Rhode Island Trolley Trail)		\$ 7,827,000
<u>Somerset County</u> MD 413 Trail - Marion Station to Westover		\$ 20,103,000
	Total	\$ 27,930,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

<u>PROJECT NAME</u>	<u>MILES</u>	<u>ESTIMATED BIKE/PED COST</u>
STATE HIGHWAY ADMINISTRATION (cont'd)		
<u>Neighborhood Conservation</u>		
<u>Baltimore County</u>		
US 1, Belair Road - Baltimore City Line to I-695		\$ 121,440
<u>Cecil County</u>		
MD 222, Main Street - South of High Street to Mill Street		\$ 645,150
<u>Prince George's County</u>		
MD 212A, Powder Mill Road - Pine Street to US 1 Intersection		\$ 2,407,548
MD 5, Branch Avenue - Curtis Drive to North of Suitland Parkway & Naylor Road		\$ 1,844,370
MD 500, Queens Chapel Road - MD 208 to Eastern Avenue		\$ 2,084,138
	Total	\$ 7,102,646
<u>Primary/ Secondary Program</u>		
<u>Anne Arundel County</u>		
MD 175 at MD 295		
Shoulders	0.7	\$ 105,000
Side Walk	0.7	\$ 96,096
<u>Baltimore County</u>		
MD151/MD151B, Sparrow Point Boulevard Bridges		
Side Walk	0.4	\$ 48,048
<u>Frederick County</u>		
MD 75, Green Valley Road - Bridge over I-70		
Shoulders	0.1	\$ 7,500

BICYCLE AND PEDESTRIAN RELATED PROJECTS

<u>PROJECT NAME</u>	<u>MILES</u>	<u>ESTIMATED BIKE/PED COST</u>
STATE HIGHWAY ADMINISTRATION (cont'd)		
<u>Primary/ Secondary Program (cont'd)</u>		
<u>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	\$ 112,500
<u>Kent County</u>		
US 301, Blue Star Memorial Highway - Bridge over the Chester River Shoulders	0.1	\$ 7,500
<u>Montgomery County</u>		
MD 185, Connecticut Avenue at Jones Bridge Road - Phase 3 Side Walk	0.1	\$ 13,728
Wide Curb Lanes	0.1	\$ 15,000
MD 97 - South of Brookeville to North of Brookeville Shoulders	0.7	\$ 105,000
<u>Prince George's County</u>		
MD 4, Pennsylvania Avenue - 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

BICYCLE AND PEDESTRIAN RELATED PROJECTS

<u>PROJECT NAME</u>	<u>MILES</u>	<u>ESTIMATED BIKE/PED COST</u>
STATE HIGHWAY ADMINISTRATION (cont'd)		
<u>Primary/ Secondary Program (cont'd)</u>		
<u>Prince George's County (cont'd)</u>		
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
<u>St. Mary's County</u>		
MD 5, Point Lookout Road - South of Camp Brown Road he Lake Conoy Causeway		
Shoulders	2.2	\$ 330,000
<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
Total		\$ 1,492,625

BICYCLE AND PEDESTRIAN RELATED PROJECTS

<u>PROJECT NAME</u>	<u>MILES</u>	<u>ESTIMATED BIKE/PED COST</u>
STATE HIGHWAY ADMINISTRATION (cont'd)		
<u>Retrofit Sidewalk Program</u>		
<u>Anne Arundel County</u> MD 214, Central Avenue - MD 2 to MD 253		\$ 3,782,670
<u>Carroll County</u> MD 27, Manchester Road - West of MD 140 to Hahn Road		\$ 4,203,000
<u>Cecil County</u> MD 222, Perryville Road - Cedar Corner Road to St. Marks Church Road		\$ 1,788,715
MD 7, Delaware Avenue - MD 281 to South of Big Elk Creek Bridge		\$ 2,836,000
<u>Howard County</u> US 1, Washington Boulevard - Cedar Avenue to Crestmount Road		\$ 2,226,000
<u>Kent County</u> MD 514, Flatland Road - Chestertown Road to Sutton Way		\$ 3,688,312
<u>Statewide</u> Concrete Sidewalk and Pedestrian Improvements in Baltimore and Harford Counties		\$ 3,260,257
	Total	\$ 21,784,954
<u>Recreational Trails Program</u>		
<u>Allegany County</u> Bear Ridge Trail Construction		\$ 277,800
Borden Tunnel Lining Restoration		\$ 3,833,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

<u>PROJECT NAME</u>	<u>MILES</u>	<u>ESTIMATED BIKE/PED COST</u>
STATE HIGHWAY ADMINISTRATION (cont'd)		
<u>Recreational Trails Program (cont'd)</u>		
<u>Anne Arundel County</u>		
Swan Creek Nature Trail		\$ 178,825
West East Express Trail		\$ 2,724,772
<u>Baltimore County</u>		
Torrey C. Brown Trail Bridge Rehabilitation		\$ 2,000,000
<u>Garrett County</u>		
Burkholder Road ORV Trail Resurfacing		\$ 124,721
Western Region State Forest Trail Maintenance Program		\$ 140,000
<u>Howard County</u>		
Patuxent Branch Trail Surface Upgrade		\$ 1,655,000
<u>Somerset County</u>		
Somers Cove Marina Reconstruction		\$ 5,950,000
<u>Talbot County</u>		
Easton Rail Trail Spur Construction		\$ 947,000
<u>Washington County</u>		
Washington County Regional Park Trail Construction		\$ 120,000
<u>Wicomico County</u>		
Pirates Wharf Trail Construction		\$ 156,256

BICYCLE AND PEDESTRIAN RELATED PROJECTS

<u>PROJECT NAME</u>	<u>MILES</u>	<u>ESTIMATED BIKE/PED COST</u>
STATE HIGHWAY ADMINISTRATION (cont'd)		
<u>Recreational Trails Program (cont'd)</u>		
<u>Worcester County</u>		
Pocomoke Trail of Change Improvements		\$ 130,073
	Total	\$ 18,237,447
<u>Transportation Alternatives Program</u>		
<u>Allegany County</u>		
Baltimore Street Access		\$ 9,709,000
Bel Air Elementary School Pedestrian Bridge Replacement		\$ 320,000
<u>Anne Arundel County</u>		
South Shore Trail Phase II		\$ 2,200,000
WB&A Trail Bridge at Patuxent		\$ 4,536,000
<u>Baltimore City</u>		
Baltimore City Elementary Schools - Harford Heights ES, Hilton ES, Tench Tillman ES		\$ 715,516
Inner Harbor Crosswalks and Bicycle Wayfinding Enhancements		\$ 1,050,000
Pimlico Elementary School		\$ 258,000
<u>Baltimore County</u>		
Pedestrian Improvements for Edgemere Elementary School, Sparrows Middle/High School		\$ 160,000
<u>Carroll County</u>		
Mt. Airy Old Main Line Trail		\$ 321,000
Washington Road Sidewalks		\$ 143,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

<u>PROJECT NAME</u>	<u>MILES</u>	<u>ESTIMATED BIKE/PED COST</u>
STATE HIGHWAY ADMINISTRATION (cont'd)		
<u>Transportation Alternatives Program (cont'd)</u>		
<u>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>		
Aberdeen Station Connectivity Enhancements		\$ 688,000
Ma & Pa Trail, Segment III		\$ 2,756,586
<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

BICYCLE AND PEDESTRIAN RELATED PROJECTS

<u>PROJECT NAME</u>	<u>MILES</u>	<u>ESTIMATED BIKE/PED COST</u>
STATE HIGHWAY ADMINISTRATION (cont'd)		
<u>Transportation Alternatives Program (cont'd)</u>		
<u>Montgomery County (cont'd)</u>		
North Branch Hiker Biker Trail		\$ 2,000,000
<u>Prince George's County</u>		
Chamber Avenue and Capitol Heights Boulevard		\$ 250,000
Crittenden Street and 52nd Avenue Improvements		\$ 230,000
Greenbelt Station/WMATA Hiker - Biker Trail		\$ 1,530,000
Laurel MARC Station Platform and Pedestrian Safety Improvements		\$ 960,000
Oxon Cove Trail		\$ 1,228,000
Signal Modification, Pedestrian Safety and Access Improvement		\$ 1,456,000
<u>St. Mary's County</u>		
MD 5 Pedestrian and Bicycle Trail		\$ 2,814,000
Three Notch Trail, Phase VII		\$ 3,600,000
<u>Talbot County</u>		
Easton Rail Trail at Maryland Avenue to Easton Point Park		\$ 946,897
<u>Washington County</u>		
Byron Bridge Access Improvement		\$ 2,414,000
City Park Train Hub Locomotive Refurbishment and Pavilion Replacement		\$ 632,338
Frederick Street and Eastern Boulevard		\$ 336,000
Hagerstown Miscellaneous Safety Improvements		\$ 204,000
South Potomac and Baltimore Street Improvement		\$ 555,000
Total		\$ 53,058,116

BICYCLE AND PEDESTRIAN RELATED PROJECTS

<u>PROJECT NAME</u>	<u>MILES</u>	<u>ESTIMATED BIKE/PED COST</u>
THE SECRETARY'S OFFICE		
<u>Kim Lamphier Bikeways Network Program</u>		
<u>Anne Arundel</u>		
Bay Ridge Avenue Bikeway		\$ 224,000
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

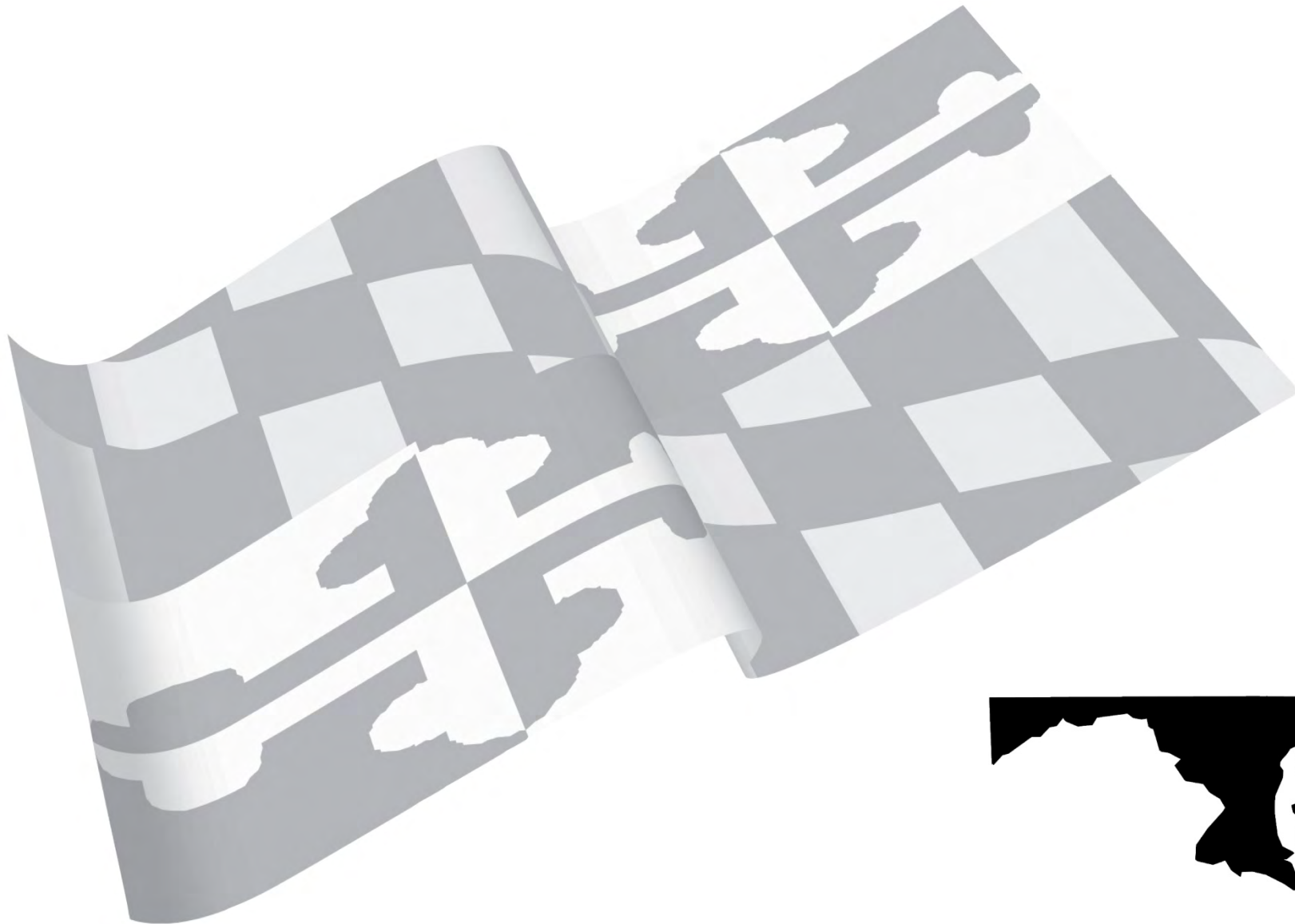
<u>PROJECT NAME</u>	<u>MILES</u>	<u>ESTIMATED BIKE/PED COST</u>
THE SECRETARY'S OFFICE (cont'd)		
<u>Kim Lamphier Bikeways Network Program (cont'd)</u>		
<u>Carroll</u> Biking Taneytown		\$ 13,600
<u>Charles</u> La Plata Bikeway Construction Smallwood Drive Path Design		\$ 385,517 \$ 158,234
<u>Dorchester</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>
THE SECRETARY'S OFFICE (cont'd)		
<u>Kim Lamphier Bikeways Network Program (cont'd)</u>		
<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>
THE SECRETARY'S OFFICE (cont'd)		
<u>Kim Lamphier Bikeways Network Program (cont'd)</u>		
<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
Total		\$ 23,880,897



REGIONAL AVIATION GRANTS

REGIONAL AVIATION GRANTS
Fiscal Year 2024
(\$ in 000s)

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

MARYLAND AVIATION ADMINISTRATION

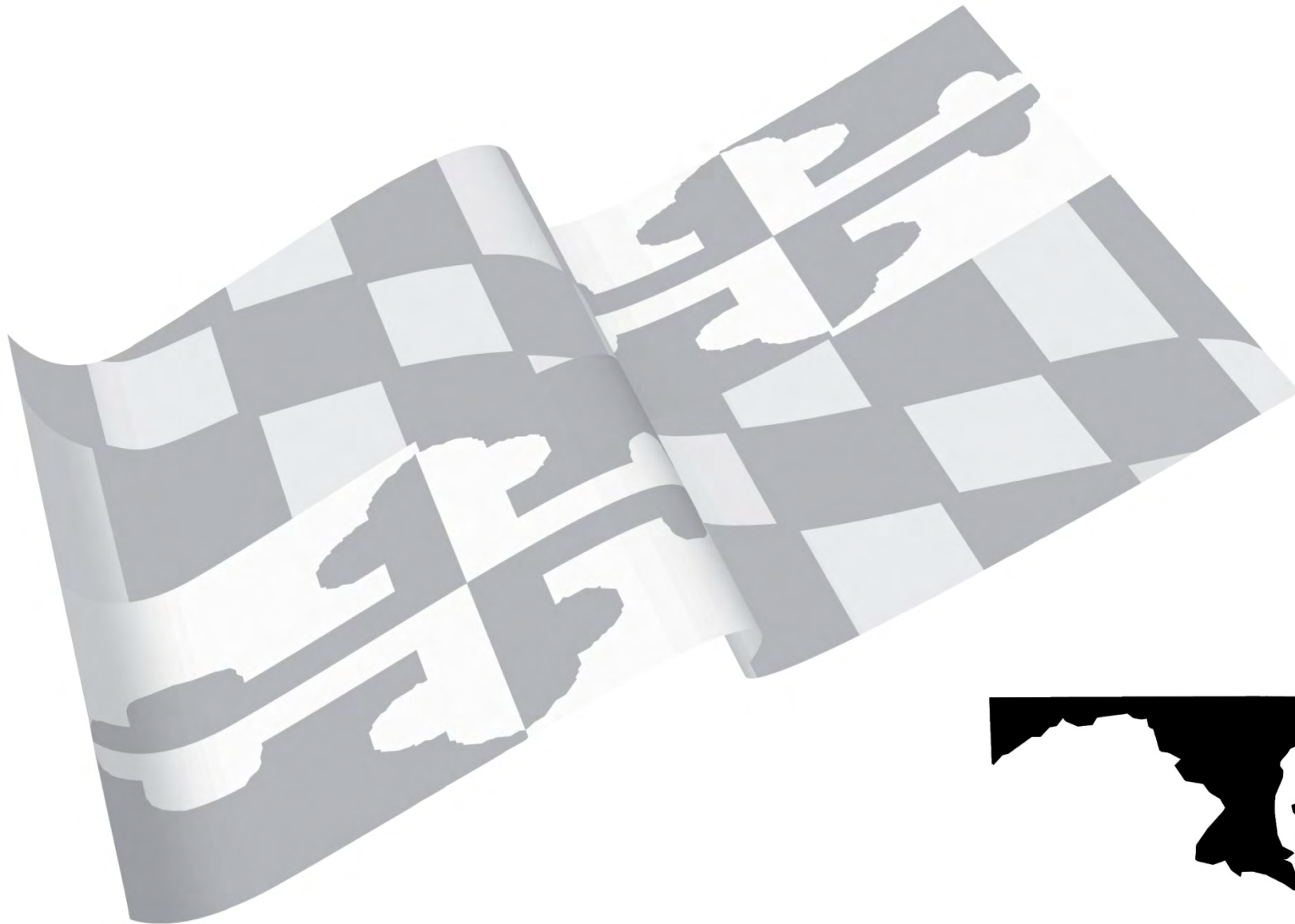
<u>COUNTY</u>	<u>AIRPORT</u>	<u>PROJECT NAME</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>LOCAL</u>	<u>TOTAL</u>
Allegany	Greater Cumberland Regional Airport	24-008 CBE Rwy 5/23 rehab ph 6-const	\$ 4,055	\$ 179	\$ 271	\$ 4,506
Anne Arundel	Tipton Airport	2024 FME Access Control System	\$ -	\$ 24	\$ 2	\$ 26
Baltimore City	Pier 7 Heliport	2024 4MD Security Gate	\$ -	\$ 16	\$ 2	\$ 18
Dorchester	Cambridge-Dorchester Regional Airport	24-009 CGE Terminal HVAC Replacement	\$ -	\$ 349	\$ 116	\$ 465
Frederick	Frederick Municipal Airport	24-002 FDK Rwy 30 Obs Removal	\$ -	\$ 37	\$ 12	\$ 49
Garrett	Garrett County Airport	24-003 2G4 PAPI Replacement	\$ 240	\$ 8	\$ 19	\$ 267
Harford	Harford County Airport	24-011 0W3 Rwy 1 Obs Removal	\$ -	\$ 246	\$ 207	\$ 454
Harford	Fallston Airport	2024 W42 Rwy 4/22 crack seal	\$ -	\$ 18	\$ 2	\$ 20
Harford	Harford County Airport	24-012 0W3 AWOS Install	\$ -	\$ 149	\$ 17	\$ 166
Harford	Essex Skypark	24-010 W48 Terminal Rehab-ph1	\$ -	\$ 200	\$ 79	\$ 279
Prince George's	College Park Airport	2024 CGS Airfield electrical improvements	\$ -	\$ 200	\$ 1,524	\$ 1,724
Prince George's	Potomac Airfield	2024 VKX Obstruction removal	\$ -	\$ 68	\$ 8	\$ 75
Queen Anne's	Bay Bridge Airport	24-007 W29 Taxiway lighting-const	\$ 896	\$ 43	\$ 57	\$ 995

REGIONAL AVIATION GRANTS
Fiscal Year 2024
(\$ in 000s)

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

MARYLAND AVIATION ADMINISTRATION

<u>COUNTY</u>	<u>AIRPORT</u>	<u>PROJECT NAME</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>LOCAL</u>	<u>TOTAL</u>
Saint Mary's	St. Mary's County Regional Airport	2024 2W6 Land Acq and Supplemental EA	\$ 135	\$ 10	\$ 5	\$ 150
Talbot	Easton Airport	24-005 ESN Rwy 4 RSA and extension-const	\$ 7,722	\$ 393	\$ 465	\$ 8,580
Washington	Hagerstown Regional Airport	24-004 HGR Txy F rehab-const	\$ 6,687	\$ 344	\$ 399	\$ 7,430
Washington	Hagerstown Regional Airport	2024 HGR Airfield lighting to LED	\$ 984	\$ 43	\$ 67	\$ 1,093
Wicomico	Salisbury Regional	24-006 SBY Rwy 14/32 extend-const	\$ 10,464	\$ 581	\$ 2,544	\$ 13,589
Wicomico	Salisbury Regional	2024 SBY Terminal Building-rehab	\$ 8,788	\$ 488	\$ 488	\$ 9,764
Wicomico	Salisbury Regional	2024 SBY Wetland mitigation	\$ 3,905	\$ 217	\$ 217	\$ 4,339
Wicomico	Salisbury Regional	2024 SBY ATCT equipment-rehab	\$ 1,900	\$ 106	\$ 106	\$ 2,111
Worcester	Ocean City Municipal Airport	24-013 OXB Rwy 20 Obs Removal	\$ -	\$ 94	\$ 89	\$ 183
Total				\$ 3,813		



MULTIMODAL FREIGHT PROJECTS

MARYLAND DEPARTMENT OF TRANSPORTATION

MULTIMODAL FREIGHT PROJECTS

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

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

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

How is Maryland accommodating goods movement today?

The MDOT is advancing multiple plans and programs which include freight projects in various stages of development from concept to construction. These projects include highway, 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-Private Partnerships and Megaprojects Propel Movement of Goods into the Future

The Port of Baltimore and the entire supply chain network will continue to benefit from key partnerships with the private sector that support essential goods movement. The P3 agreement with Ports America Chesapeake continues to solidify the Port's position as Maryland's economic engine. Work was completed in 2021 on a second 50-foot berth that will allow the Port to accommodate two massive ships at the same time. That berth, and four additional supersized cranes, are now operational. Together, with support from USDOT 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.

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

The list below highlights projects that have significant freight impacts and are funded for planning, design, and construction activities in the Consolidated Transportation Program, for approximately \$2.8 billion. The list also identifies costs for Port projects by marine terminal and costs for highway freight related projects in each county. Additional information on individual projects can be found under the respective sections later in this document.

MULTIMODAL FREIGHT REPORT
(\$ in 000'S)

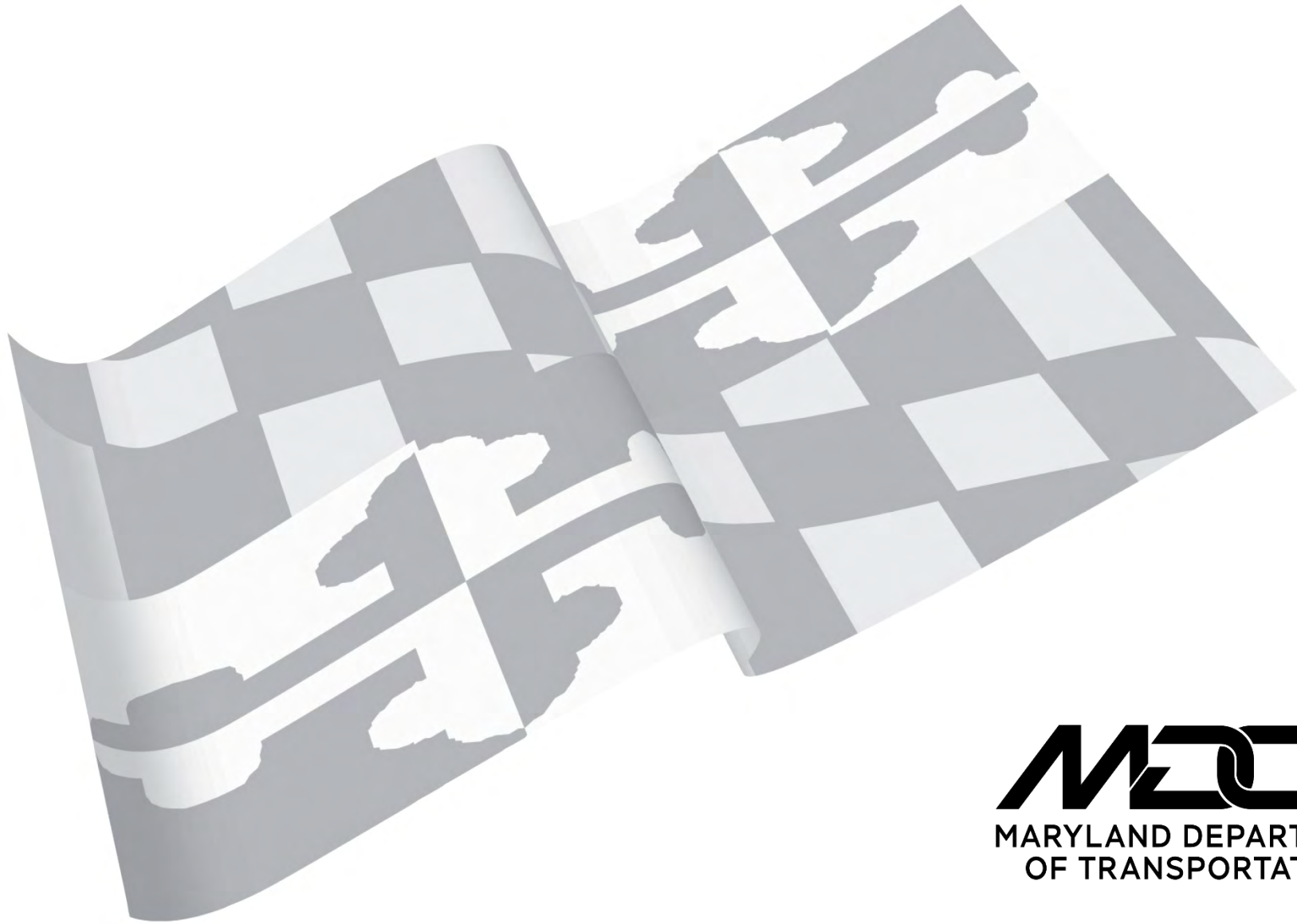
<u>PROJECT NAME</u>	<u>SIX YEAR TOTAL</u>
<u>Maryland Port Administration</u>	
Dredged Material Placement and Monitoring	\$ 50,439
Dundalk Marine Terminal Berth 3 Reconstruction	\$ 1,975
Chrome Ore Processing Residue Remediation (COPR)	\$ 28,026
Cox Creek Dredged Material Containment Facility Expansion and Related Projects	\$ 42,032
Dredged Material Management Program	\$ 5,819
Howard Street Tunnel Project	\$ 424,225
Seagirt Marine Terminal Modernization - Loop Channel Improvements	\$ 1,037
Mid-Chesapeake Bay Island Ecosystem Restoration Project	\$ 275,750
Paul S. Sarbanes Ecosystem Restoration Project at Poplar Island	\$ 61,337
Masonville Dredged Material Containment Facility Expansion and Related Projects	\$ 90,970
Seagirt Marine Terminal Modernization - Terminal Improvements	\$ 47,423
Dundalk Marine Terminal Resiliency and Flood Mitigation	\$ 67,200
Port of Baltimore Rail Capacity Modernization Project	\$ 22,400
Fairfield Marine Terminal Pier 4 Reconstruction	\$ 17,589
Hart-Miller Island Related Projects	\$ 14,300
<u>Maryland Transit Administration</u>	
Freight Rail Program	\$ 22,025
Frederick Douglass Tunnel	\$ 201,358
MARC NEC Susquehanna River Bridge Replacement	\$ 3,000
<u>Maryland Transportation Authority</u>	
I-95 John F. Kennedy Memorial Highway - Construct Interchange at Belvidere Road	\$ 62,974
I-95 Fort McHenry Tunnel - Convert to Cashless Tolling	\$ 8,688
US 50/301 Bay Bridge - Convert to Cashless Tolling	\$ 2,537
I-95 John F. Kennedy Memorial Highway - Structural Rehabilitation of the Millard E. Tydings Memorial Bridge	\$ 108
US 301 Governor Harry W. Nice Memorial/Senator Thomas "Mac" Middleton Bridge - Replace Nice/Middleton Bridge	\$ 67,040
I-95 John F. Kennedy Memorial Highway - Express Toll Lanes (ETL) Northern Extension	\$ 616,844

MULTIMODAL FREIGHT REPORT
(\$ in 000'S)

<u>PROJECT NAME</u>	<u>SIX YEAR TOTAL</u>
<u>State Highway Administration</u>	
ALLEGANY	
I-68 Cumberland Viaduct - Bridge deck replacement and bridge rehabilitation	\$ 50,235
ANNE ARUNDEL	
MD 175, Annapolis Road; from Sellner Road/Race Road to McCarron Court (MD 295 Interchange)	\$ 41,785
I-97 - Geometric and ITS improvements from US 50 to MD 32	\$ 2,651
BALTIMORE COUNTY	
I-695, Baltimore Beltway, Bridge on Putty Hill Avenue	\$ 16,235
I-695, Baltimore Beltway, US 40 to MD 144 - Widening	\$ 6,685
I-695, Baltimore Beltway. Traffic Management	\$ 127,371
I-695, Baltimore Beltway - Interchange reconstruction at I-70	\$ 133,169
Bridge deck overlays at I-95/I-695 Interchange	\$ 23,615
FREDERICK	
US 15, Frederick Freeway, and US 40, Frederick Freeway - Widening from I-70 to MD 26	\$ 15,695
GARRETT	
US 219, Chestnut Ridge Road - Relocation of US 219 from Old Salisbury Rd to PA State line	\$ 16,540
HOWARD	
I-70, Geometric and ITS improvements from MD 32 to I-695	\$ 8,386
MONTGOMERY	
I-270, Eisenhower Highway (ICM)	\$ 12,981

MULTIMODAL FREIGHT REPORT
(\$ in 000'S)

<u>PROJECT NAME</u>	<u>SIX YEAR TOTAL</u>
<u>State Highway Administration (cont'd)</u>	
PRINCE GEORGE'S	
I-95/I-495, Capital Beltway - Bridge replacement over MD 4	\$ 40,268
STATEWIDE	
Highway Safety Facilities and Equipment	\$ 34,258
Railroad Crossing	\$ 34,810
Traffic Relief Plan (Phase 2) Smart Traffic Signals	\$ 38,398
WASHINGTON	
MARYLAND VETERANS MEMORIAL HIGHWAY – MD 63/MD 68 TO CSX BRIDGES	\$ 6,046
I-70, Eisenhower Memorial Highway	\$ 3,613
I-81, Maryland Veterans Memorial Highway	\$ 6,046
I-70 Bridge rehabilitation over I-81 and Norfolk Southern Railroad and Bridge replacement over US 11	\$ 51,429
Bridge replacement on I-70 over Crystal Falls Drive	\$ 13,377
I-68, National Freeway - Bridge replacement over Creek Road	\$ 16,542
<u>The Secretary's Office</u>	
Port of Baltimore Incentive Pilot Program	\$ 1,026
Rosedale Grade Crossing Improvement Grant	\$ 1,400
Centreville & Chestertown Lines Track Work	\$ 8



MDOTTM
MARYLAND DEPARTMENT
OF TRANSPORTATION

THE SECRETARY'S OFFICE

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

	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	SIX - YEAR TOTAL
Major Construction Program	26.9	17.6	9.3	8.1	5.5	4.7	72.1
System Preservation	0.0	-	-	-	-	-	0.0
Expansion/Efficiency	9.1	4.1	2.5	2.3	2.4	2.4	22.7
Safety & Security	2.7	5.0	3.4	2.5	-	-	13.6
Local Funding	2.7	7.2	2.0	2.0	2.0	2.0	17.9
Environment	1.9	1.3	1.3	1.3	1.2	0.3	7.3
Administration	10.6	-	-	-	-	-	10.6
Major Development & Evaluation Program	-	-	-	-	-	-	-
Minor Program	38.9	17.2	10.5	10.9	6.6	3.2	87.3
System Preservation	2.5	1.0	0.2	0.2	-	-	3.9
Expansion/Efficiency	0.7	0.6	0.1	0.1	-	-	1.5
Safety & Security	1.3	1.4	1.5	1.5	1.6	1.6	8.9
Local Funding	2.2	0.3	0.2	0.2	0.2	-	3.1
Environment	3.6	2.3	2.3	2.2	1.2	1.2	12.8
Administration	28.6	11.6	6.2	6.7	3.6	0.4	57.2
Capital Salaries, Wages & Other Costs	2.1	1.9	2.0	2.0	2.0	2.0	11.9
TOTAL	67.9	36.7	21.8	21.0	14.1	9.9	171.4
Special Funds	65.5	35.5	20.6	19.1	12.8	8.6	162.2
Federal Funds	1.7	1.1	1.2	1.9	1.3	1.3	8.5
Other Funds	0.6	-	-	-	-	-	0.6
Special Funds Breakdown							
General Fund	2.6	2.5	2.5	2.5	-	-	10.1
Transportation Trust Fund	63.0	28.0	18.1	16.6	12.8	8.6	147.2
Reimbursable Fund	-	5.0	-	-	-	-	5.0
SPECIAL FUNDS TOTAL	65.5	35.5	20.6	19.1	12.8	8.6	162.2



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 locally led projects add community and environment value for a variety of smaller-scale transportation projects. The program includes eligibility of projects for the Safe Routes to School (SRTS) and Recreational Trails Programs.

STATE 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: 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 historical

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

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

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL					PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	FOR PLANNING PURPOSES ONLY					
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	188,049	52,647	6,824	18,376	18,408	24,574	24,676	24,591	24,778	135,402	0
Total	188,049	52,647	6,824	18,376	18,408	24,574	24,676	24,591	24,778	135,402	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	188,049	52,647	6,824	18,376	18,408	24,574	24,676	24,591	24,778	135,402	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Funding was added for FY 29.



PROJECT: Transportation Emission Reduction Program

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

PURPOSE & NEED SUMMARY STATEMENT: The Federal Clean Air Act requires transportation programs to remain in step with State air quality plans. Fifteen counties are in air quality non-attainment or maintenance status. Worsening traffic congestion in the Baltimore and Washington metropolitan areas negatively impacts the quality of life for Maryland citizens. This program will help address these issues by implementing projects that will achieve measurable reductions in mobile source emissions. These reductions are important to the annual air quality conformity analysis for the Department's transportation plans and programs and 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	BALANCE TO		
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY						TOTAL	COMPLETE
	(\$000)	CLOSE YEAR				...2026...	...2027...	...2028...	...2029...				
Planning	0	0	0	0	0	0	0	0	0	0	0		
Engineering	0	0	0	0	0	0	0	0	0	0	0		
Right-of-way	0	0	0	0	0	0	0	0	0	0	0		
Utility	0	0	0	0	0	0	0	0	0	0	0		
Construction	76,462	59,007	2,991	4,646	2,187	2,562	2,635	2,714	2,710	17,456	0		
Total	76,462	59,007	2,991	4,646	2,187	2,562	2,635	2,714	2,710	17,456	0		
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0		
Special	76,462	59,007	2,991	4,646	2,187	2,562	2,635	2,714	2,710	17,456	0		
Other	0	0	0	0	0	0	0	0	0	0	0		

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



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 2023 - 28 CTP: With several projects being completed under budget in previous fiscal years, \$4.7 million was awarded to 18 projects in FY24. The Bikeways Program has allocated \$2 million for FY25 awards. \$2 million has been added for the program in each year FY 26-29.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER												
PHASE	TOTAL		PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2026...	...2027...	...2028...	...2029...			
Planning	321	0	0	220	101	0	0	0	0	321	0	
Engineering	6,843	854	854	3,363	2,201	424	0	0	0	5,988	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	28,274	12,579	0	3,082	3,843	2,770	2,000	2,000	2,000	15,695	0	
Total	35,437	13,433	854	6,665	6,145	3,194	2,000	2,000	2,000	22,004	0	
Federal-Aid	1,295	1,295	0	0	0	0	0	0	0	0	0	
Special	34,142	12,138	854	6,665	6,145	3,194	2,000	2,000	2,000	22,004	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. 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

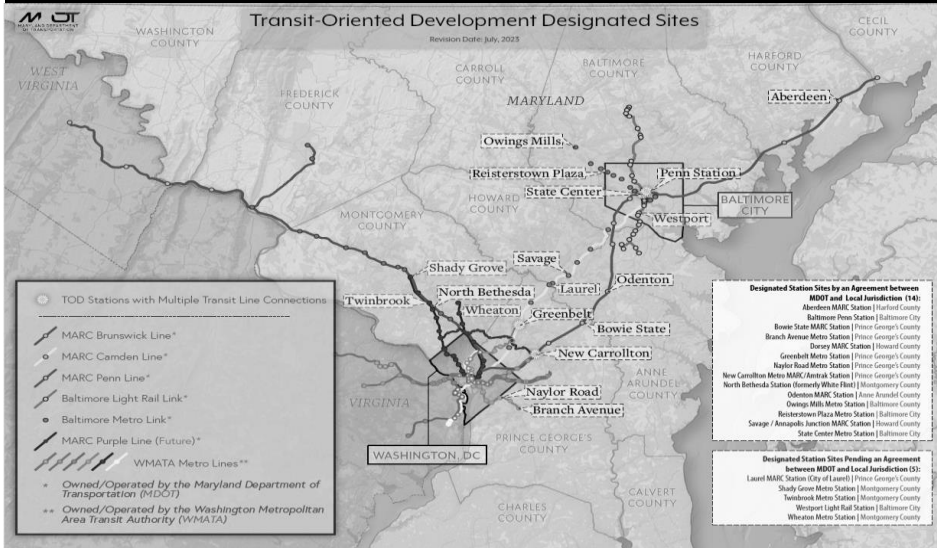
- SMART GROWTH STATUS:** Project Not Location Specific Not Subject to PFA Law
- Project Inside PFA Grandfathered
 - Project Outside PFA Exception Will Be Required
 - PFA Status Yet to Be Determined Exception Granted

EXPLANATION: TOD will encourage dense development which will provide connected employment and enhanced tax revenue opportunities around transit hubs. 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. Those initiatives are being scoped and procured in FY24. Additional FY24 work includes developing a parking policy framework as well as transactional support for ongoing joint developments. Out year efforts include site feasibility studies and additional TOD planning.

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

POTENTIAL FUNDING SOURCE:		<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				...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	86	86	14	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	5,419	3,345	16	1,324	150	150	150	150	150	2,074	0
Total	5,505	3,431	30	1,324	150	150	150	150	150	2,074	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	5,505	3,431	30	1,324	150	150	150	150	150	2,074	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 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 of local jurisdictions; enhanced 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.

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				...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	5,000	0	0	0	5,000	0	0	0	0	5,000	0
Total	5,000	0	0	0	5,000	0	0	0	0	5,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	5,000	0	0	0	5,000	0	0	0	0	5,000	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Funding has been added for FY 2025.



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 Not Subject to PFA Law
- Project Inside PFA
 - Project Outside PFA
 - PFA Status Yet to Be Determined
 - Grandfathered
 - Exception Will Be Required
 - Exception Granted

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

STATUS: 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	BALANCE TO		
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY						TOTAL	COMPLETE
	(\$000)	CLOSE YEAR				...2026...	...2027...	...2028...	...2029...				
Planning	0	0	0	0	0	0	0	0	0	0	0		
Engineering	0	0	0	0	0	0	0	0	0	0	0		
Right-of-way	0	0	0	0	0	0	0	0	0	0	0		
Utility	0	0	0	0	0	0	0	0	0	0	0		
Construction	3,995	2,615	564	1,140	241	0	0	0	0	1,381	0		
Total	3,995	2,615	564	1,140	241	0	0	0	0	1,381	0		
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0		
Special	3,995	2,615	564	1,140	241	0	0	0	0	1,381	0		
Other	0	0	0	0	0	0	0	0	0	0	0		

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



PROJECT: MDOT RSTARS Refactoring Project

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

PURPOSE & NEED SUMMARY STATEMENT: RSTARS is the Department's financial accounting system which supports agency-based accounting, billing, purchasing, and asset management to the MDOT 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 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 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.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER												
PHASE	TOTAL		PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY						
						...2026...	...2027...	...2028...	...2029...			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	19,046	9,655	9,428	9,391	0	0	0	0	0	9,391	0	
Total	19,046	9,655	9,428	9,391	0	0	0	0	0	9,391	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	
Special	19,046	9,655	9,428	9,391	0	0	0	0	0	9,391	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

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



PROJECT: Baltimore-Washington Superconducting Maglev (SCMAGLEV) Project

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

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

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

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

POTENTIAL FUNDING SOURCE: <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	BALANCE TO
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY						TOTAL	COMPLETE
	(\$000)	CLOSE YEAR	2023	2024	2025	...2026...	...2027...	...2028...	...2029...		
Planning	35,072	35,072	6,415	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	35,072	35,072	6,415	0	0	0	0	0	0	0	0
Federal-Aid	28,123	28,123	5,197	0	0	0	0	0	0	0	0
Special	0	0	0	0	0	0	0	0	0	0	0
Other	6,949	6,949	1,218	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:
None



PROJECT: ADA Street and Sidewalk Improvements in Baltimore City

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

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

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

- 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					PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	FOR PLANNING PURPOSES ONLY					
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	10,000	0	0	2,500	2,500	2,500	2,500	0	0	10,000	0
Total	10,000	0	0	2,500	2,500	2,500	2,500	0	0	10,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	10,000	0	0	2,500	2,500	2,500	2,500	0	0	10,000	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

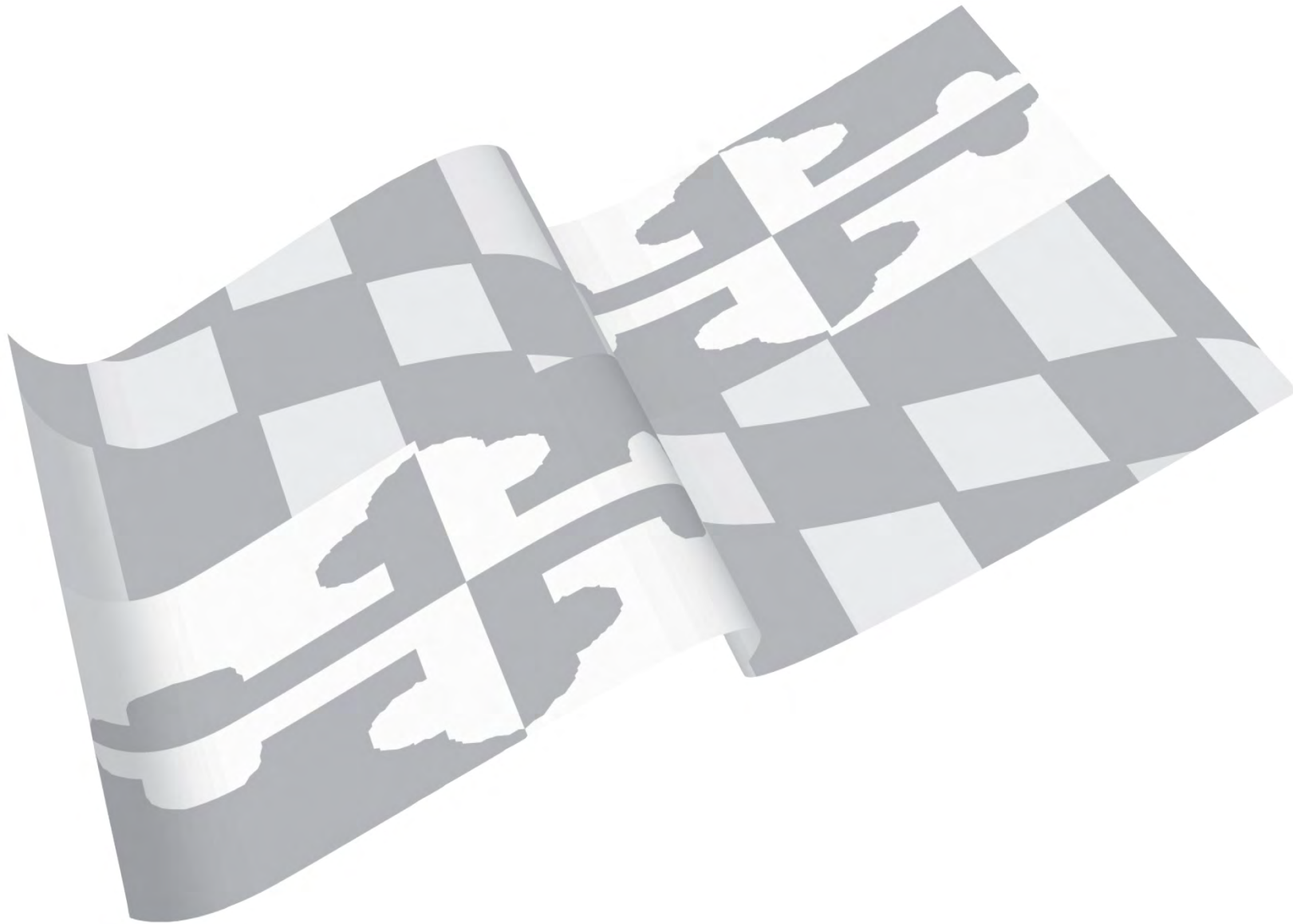
THE SECRETARY'S OFFICE - LINE 10

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Environmental Service Funds			
TSO0237	USACE Feasibility Study	\$ 1,488	Completed
TSOGRT000280	Urban Tree Program	\$ 300	Ongoing
TSOPRJ000260	Support for Stream Gauge Monitoring by USGS	\$ 750	Ongoing
TSOPRJ000301	Office of Environment Consultant Services Contract	\$ 4,999	Underway
Freight & Intermodal Program			
TSO0206	Port of Baltimore Incentive Pilot Program	\$ 6,573	Ongoing
TSO0219	Rosedale Grade Crossing Improvement Grant	\$ 1,400	FY 2024
TSOGRT000336	Centreville & Chestertown Lines Track Work	\$ 1,150	Completed
MBE Disparity Studies			
TSO0234	2021 MBE Disparity Study	\$ 3,000	Underway
MDOT HQ Building Preservation			
TSO008104	Painting and Replacement Carpeting in MDOT HQ Building	\$ 800	FY 2024
TSO008115	TSO Exterior LED lighting	\$ 551	Completed
TSOPRJ000244	Caulking, Sealing and Pressure Washing MDOT HQ Building	\$ 300	FY 2024
TSOPRJ000261	TSO Interior LED Lighting	\$ 175	FY 2024
TSOPRJ000290	TSO HQ Building - New Roof	\$ 600	FY 2024
TSOPRJ000319	Restroom and Kitchen Renovation for MDOT HQ Building	\$ 500	FY 2024
MDOT IT Enhancement Program			
TSO121307	MBE Software Project	\$ 671	Completed
TSO121319	RFID Initiative	\$ 2,163	Underway
TSO121335	CCM - Multiple Modes	\$ 890	Completed
TSOPRJ000337	Mtrack TecStop Upgrade	\$ 226	Ongoing
TSOPRJ000339	HRIS System Upgrade	\$ 3,180	Underway
TSOPRJ000340	Payroll System Refactoring	\$ 2,256	FY 2024
TSOPRJ000341	Enterprise Data Platform – Design & Implementation	\$ 1,200	Ongoing
TSOPRJ000342	CAT Lab Tool Enhancement	\$ 800	Ongoing

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

THE SECRETARY'S OFFICE - LINE 10

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Planning Services & Studies			
TSOPRJ000282	OPCP - 23 Transportation Planning Services Contract	\$ 25,000	Ongoing
TSOPRJ000283	Electric Vehicle Readiness Program	\$ 0	Ongoing
Secretary Grants			
TSO0066	Transportation Related Air Pollution Projects (TRAPP)	\$ 29,179	Ongoing
TSO0148	UMD - NCSG Agreement	\$ 3,097	Ongoing
TSO0228	Keep Maryland Beautiful Grant	\$ 650	Ongoing
TSOGRT000343	White Flint Metro Station Access Improvement Grant	\$ 360	Completed



MDOT MARYLAND DEPARTMENT OF TRANSPORTATION

MOTOR VEHICLE ADMINISTRATION

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

	<u>FY 2024</u>	<u>FY 2025</u>	<u>FY 2026</u>	<u>FY 2027</u>	<u>FY 2028</u>	<u>FY 2029</u>	<u>SIX - YEAR TOTAL</u>
<u>Major Construction Program</u>	16.0	4.4	-	-	-	-	20.4
System Preservation	9.0	3.2	-	-	-	-	12.1
Expansion/Efficiency	7.0	1.3	-	-	-	-	8.3
<u>Major Development & Evaluation Program</u>	-	-	-	-	-	-	-
<u>Minor Program</u>	18.0	16.5	8.8	8.0	7.3	11.4	70.0
System Preservation	15.5	10.2	7.0	6.1	5.9	9.7	54.4
Expansion/Efficiency	2.0	5.1	0.8	1.2	0.9	0.8	10.9
Safety & Security	0.4	0.6	0.6	0.3	0.3	0.7	2.8
Environment	0.2	0.5	0.4	0.5	0.2	0.2	1.9
<u>Capital Salaries, Wages & Other Costs</u>	0.8	0.9	0.9	0.9	1.0	1.0	5.5
TOTAL	34.8	21.8	9.7	8.9	8.2	12.4	95.9
Special Funds	34.8	21.8	9.7	8.9	8.2	12.4	95.9
Federal Funds	-	-	-	-	-	-	-
Other Funds	-	-	-	-	-	-	-
<u>Special Funds Breakdown</u>							
Transportation Trust Fund	34.8	21.8	9.7	8.9	8.2	12.4	95.9
SPECIAL FUNDS TOTAL	34.8	21.8	9.7	8.9	8.2	12.4	95.9



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 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: 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	EXPENDED THRU				FOR PLANNING PURPOSES ONLY						YEAR	COMPLETE
	(\$000)	CLOSE YEAR	2023	2024	2025	...2026...	...2027...	...2028...	...2029...	TOTAL	
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	74,695	6,038	7,014	1,250	0	0	0	0	8,264	0
Total	98,187	89,923	6,038	7,014	1,250	0	0	0	0	8,264	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	98,187	89,923	6,038	7,014	1,250	0	0	0	0	8,264	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Project funding increased \$2.2M for software modification and enhancement, and budget year maintenance and support.



PROJECT: Glen Burnie Headquarters Renovation

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

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

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

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

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

- SMART GROWTH STATUS:**
- Project Not Location Specific
 - Not 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 I Site Improvements are completed. Design for Phase II Branch Office/Ground Floor is underway.

POTENTIAL FUNDING SOURCE:											
	<input checked="" type="checkbox"/> SPECIAL			<input type="checkbox"/> FEDERAL			<input type="checkbox"/> GENERAL			<input type="checkbox"/> OTHER	
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY						YEAR	COMPLETE
	(\$000)	CLOSE YEAR	2023	2024	2025	...2026...	...2027...	...2028...	...2029...	TOTAL	
Planning	157	157	0	0	0	0	0	0	0	0	0
Engineering	2,482	1,753	1,401	729	0	0	0	0	0	729	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	16,400	5,001	40	8,224	3,175	0	0	0	0	11,399	0
Total	19,039	6,911	1,440	8,953	3,175	0	0	0	0	12,128	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	19,039	6,911	1,440	8,953	3,175	0	0	0	0	12,128	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

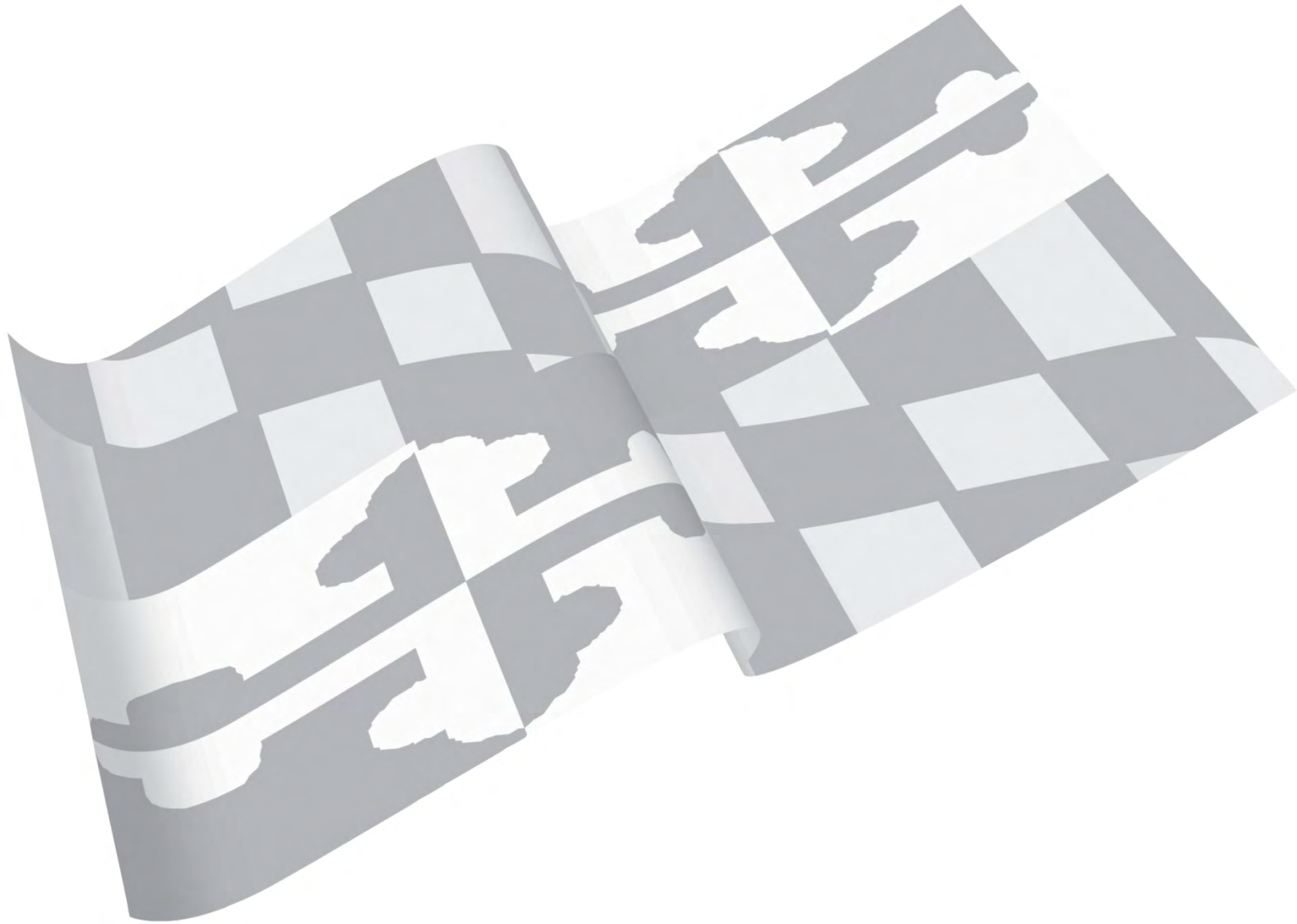
MOTOR VEHICLE ADMINISTRATION - LINE 3

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Facility			
MVA0598	Building and Interior Modification	\$ 4,400	Deferred
MVAPRJ000189	OIR Facade	\$ 1,530	Underway
MVAPRJ000190	Frederick Fire Control	\$ 365	Completed
MVAPRJ000191	Gaithersburg Fire Control	\$ 234	Completed
MVAPRJ000192	Hagerstown Fire Control System	\$ 181	Completed
MVAPRJ000193	OIR Computer Room Upgrades	\$ 1,249	Underway
MVAPRJ000195	Waldorf Roof	\$ 694	Underway
MVAPRJ000196	Easton Roof	\$ 500	Completed
MVAPRJ000204	Largo Remodel	\$ 4,643	Design Underway
MVAPRJ000209	Pavement Rehabilitation	\$ 750	Deferred
MVAPRJ000211	Power Distribution Systems	\$ 0	Deferred
MVAPRJ000212	Fire Detection & Suppression Systems	\$ 960	Underway
MVAPRJ000214	Glen Burnie Print Shop Relocation	\$ 319	FY 2024
IT Hardware/Equipment			
MVA0645	Computer Equipment System Preservation	\$ 50,594	Deferred
IT Software/System Enhancements			
MVA0545	Telecommunication System Preservation & Improvement	\$ 16,100	Deferred
MVA0597	System Preservation	\$ 35,053	Deferred
MVAPRJ000208	IT Innovation and Security	\$ 4,154	Deferred
MVAPRJ000210	OIR System Software Enhancement	\$ 14,549	FY 2025
Major Projects			
MVAPRJ000184	MDOT MVA Digital Mail	\$ 1,016	Under Construction
MVAPRJ000185	Law Test Project	\$ 1,000	Deferred
MHSO			
MVA0777	Maryland Highway Safety Office Bicycle Programs	\$ 782	Ongoing

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MOTOR VEHICLE ADMINISTRATION - LINE 3

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
VEIP			
MVA0686	VEIP Preservation	\$ 7,295	Deferred
MVAPRJ000183	VEIP RFP Transition	\$ 4,000	FY 2025



MDOT MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND AVIATION ADMINISTRATION

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

	<u>FY 2024</u>	<u>FY 2025</u>	<u>FY 2026</u>	<u>FY 2027</u>	<u>FY 2028</u>	<u>FY 2029</u>	<u>SIX - YEAR TOTAL</u>
<u>Major Construction Program</u>	221.7	287.5	228.5	42.2	28.5	25.3	833.8
System Preservation	71.1	101.3	45.2	18.0	18.1	11.4	265.1
Expansion/Efficiency	139.2	160.0	161.9	21.0	5.6	-	487.7
Safety & Security	5.5	22.4	19.4	1.9	3.5	13.9	66.5
Local Funding	4.9	1.4	1.4	1.4	1.4	-	10.3
Environment	0.6	1.6	0.8	-	-	-	3.0
Administration	0.4	0.8	-	-	-	-	1.2
<u>Major Development & Evaluation Program</u>	-	-	-	-	-	-	-
Expansion/Efficiency	-	-	-	-	-	-	-
Environment	-	-	-	-	-	-	-
<u>Minor Program</u>	56.7	77.2	39.1	28.8	15.5	42.0	259.3
System Preservation	36.1	48.3	16.2	12.7	9.1	37.4	159.7
Expansion/Efficiency	6.8	19.0	14.0	9.7	-	-	49.4
Safety & Security	4.1	1.9	3.4	-	-	-	9.4
Environment	4.2	6.1	4.7	4.3	2.4	1.8	23.4
Administration	5.5	1.9	1.0	2.1	4.1	2.8	17.3
<u>Capital Salaries, Wages & Other Costs</u>	6.1	6.3	6.4	6.6	6.6	6.6	38.5
TOTAL	284.4	370.9	274.1	77.7	50.6	73.8	1,131.5
Special Funds	88.6	97.5	73.5	30.9	28.1	54.8	373.4
Federal Funds	57.6	119.0	40.4	32.8	22.5	19.0	291.2
Other Funds	138.2	154.5	160.2	14.0	0.0	0.0	466.9
<u>Special Funds Breakdown</u>							
Transportation Trust Fund	87.2	97.5	73.5	30.9	28.1	54.8	372.0
Reimbursable Fund	1.4	-	-	-	-	-	1.4
SPECIAL FUNDS TOTAL	88.6	97.5	73.5	30.9	28.1	54.8	373.4



PROJECT: Regional Aviation Assistance Program

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

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

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

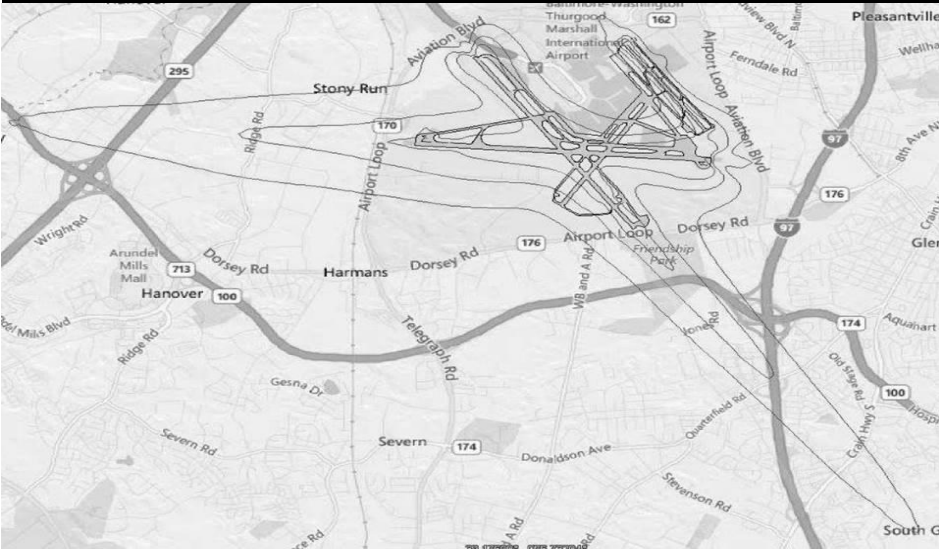
STATUS: The program has sixteen (16) active projects at the start of FY24 and expected to award 18 new projects at various airports across the State in FY24.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER				
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY	...2026...	...2027...	...2028...			...2029...
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	0	
Right-of-way	229	229	0	0	0	0	0	0	0	0	0	
Utilities	0	0	0	0	0	0	0	0	0	0	0	
Construction	81,441	68,602	2,671	7,390	1,399	1,350	1,350	1,350	0	12,839	0	
Total	81,670	68,831	2,671	7,390	1,399	1,350	1,350	1,350	0	12,839	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	
Special	81,670	68,831	2,671	7,390	1,399	1,350	1,350	1,350	0	12,839	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Program cost increased by \$1.8M to provide additional funding to support obstruction removal at Montgomery County Airpark. MAA Funding will be reimbursed with FAA Grant.

USAGE: N/A

OPERATING COST IMPACT: N/A



PROJECT: Residential Sound Insulation Program

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

PURPOSE & NEED SUMMARY STATEMENT: This program enhances the home environment for residents in communities neighboring BWI Marshall Airport that are located within the 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

- SMART GROWTH STATUS:**
- Project Not Location Specific
 - 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 program enhances the environment of neighboring communities by providing residential sound mitigation for people living within designated noise zones near BWI Marshall Airport or acquires eligible residential parcels to accelerate transition to compatible land use.

STATUS: 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.

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	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY	...2026...	...2027...	...2028...			...2029...
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	9,029	1,931	779	3,661	2,597	840	0	0	0	7,097	0
Right-of-way	1,233	357	0	876	0	0	0	0	0	876	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	24,117	0	0	7,288	11,324	5,505	0	0	0	24,117	0
Total	34,379	2,288	779	11,825	13,921	6,345	0	0	0	32,091	0
Federal-Aid	27,802	2,244	769	9,345	11,137	5,076	0	0	0	25,558	0
Special	0	0	0	0	0	0	0	0	0	0	0
Other	6,577	44	10	2,480	2,784	1,269	0	0	0	6,533	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 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: Shuttle Bus Service Fleet Replacement and Electric Bus Infrastructure at BWI Marshall Airport

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

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

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

- 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: Eight electric buses have been received and temporary charging infrastructure has been constructed. MAA expects the permanent charging infrastructure to be completed in FY 2024.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL		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				...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	500	318	100	182	0	0	0	0	0	182	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	36,100	26,658	1,830	9,442	0	0	0	0	0	9,442	0
Total	36,600	26,975	1,930	9,624	0	0	0	0	0	9,624	0
Federal-Aid	95	95	0	0	0	0	0	0	0	0	0
Special	3,249	931	713	2,318	0	0	0	0	0	2,318	0
Other	33,256	25,949	1,217	7,306	0	0	0	0	0	7,306	0

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

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: Substantial completion was issued July 2023. Project completion pending specified seasonal commissioning of HVAC equipment in Fall 2023.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL		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				2023	2024	2025	...2026...			...2027...	...2028...	...2029...
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,024	2,893	203	131	0	0	0	0	0	131	0
Right-of-way	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	19,508	10,911	1,531	0	0	0	0	0	1,531	0
Total	24,063	22,401	11,113	1,662	0	0	0	0	0	1,662	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	6,362	6,120	2,919	242	0	0	0	0	0	242	0
Other	17,701	16,281	8,194	1,420	0	0	0	0	0	1,420	0

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

USAGE: Accommodate projected annual passenger growth.

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

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

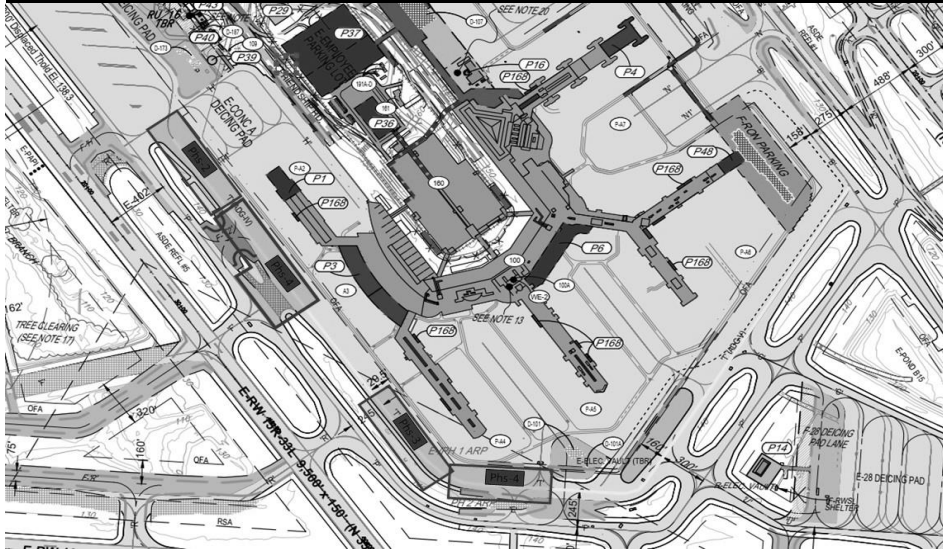
POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				2023	2024	2025	...2026...			...2027...	...2028...	...2029...
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	7,220	7,001	650	220	0	0	0	0	0	220	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	62,228	42,399	31,013	19,829	0	0	0	0	0	19,829	0
Total	69,448	49,399	31,663	20,049	0	0	0	0	0	20,049	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	515	515	0	0	0	0	0	0	0	0	0
Other	68,933	48,885	31,663	20,049	0	0	0	0	0	20,049	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Project cost increased by \$1.9M to cover anticipated design revisions, unforeseen conditions, and material cost escalations. Final cost increases are expected to be made in Fall 2023.

USAGE: Accommodate projected annual passenger growth.

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

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



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

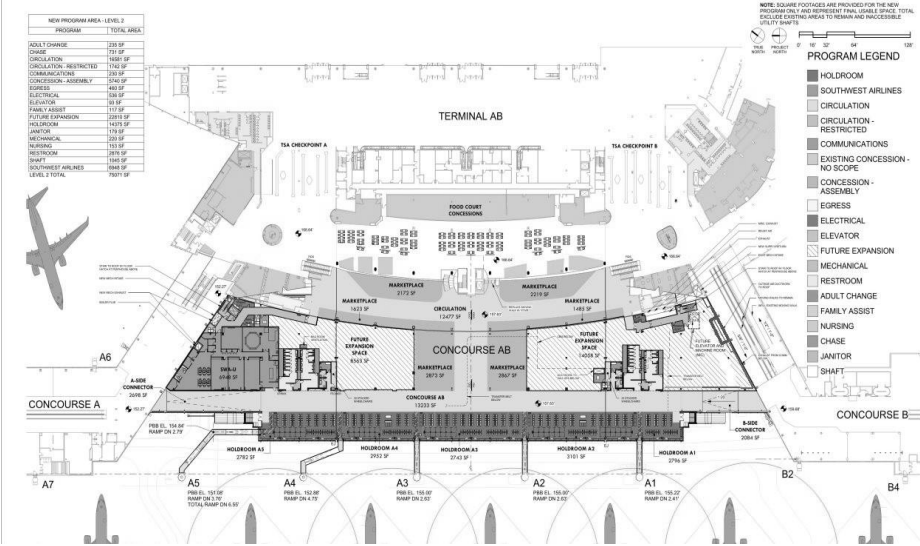
STATUS: Design efforts ongoing. Construction anticipated to begin Spring 2024.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER						
PHASE	TOTAL					PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					
			2023	2024	2025	...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,623	1,320	342	1,606	1,414	283	0	0	0	3,302	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	41,414	10,724	7	276	15,345	15,069	0	0	0	30,690	0
Total	46,037	12,044	349	1,882	16,759	15,352	0	0	0	33,992	0
Federal-Aid	34,944	9,806	0	1,088	12,569	11,481	0	0	0	25,138	0
Special	11,093	2,238	349	794	4,190	3,871	0	0	0	8,855	0
Other	0	0	0	0	0	0	0	0	0	0	0

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

USAGE: Accommodate projected annual flight operations.

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



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

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

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

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

- 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.

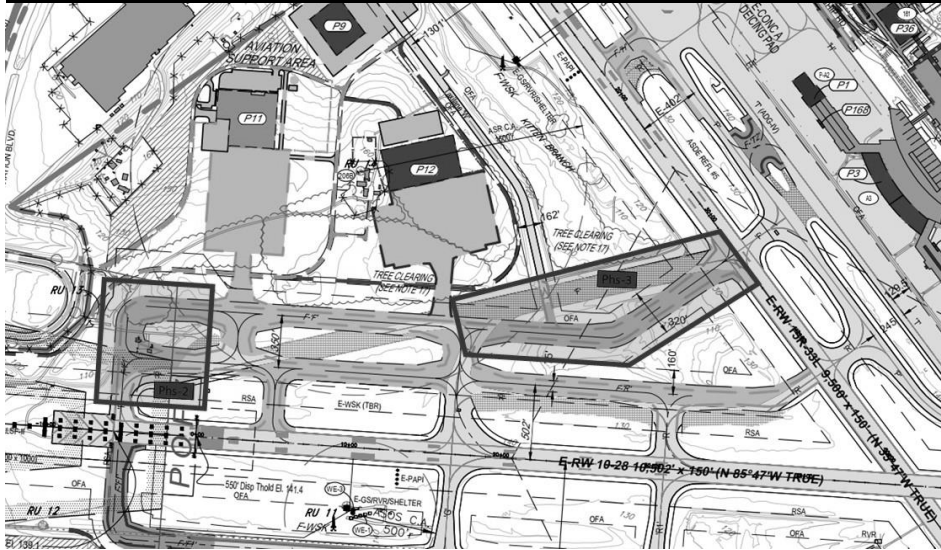
POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER						
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				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	77,395	54,631	10,904	8,206	6,474	6,240	1,843	0	0	22,764	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	384,651	53,866	42,544	97,082	118,393	114,214	1,096	0	0	330,785	0
Total	462,046	108,496	53,449	105,288	124,868	120,455	2,939	0	0	353,549	0
Federal-Aid	38,469	386	0	20,000	18,084	0	0	0	0	38,084	0
Special	27,227	27,099	38	128	0	0	0	0	0	128	0
Other	396,349	81,011	53,410	85,160	106,784	120,455	2,939	0	0	315,338	0

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

USAGE: Accommodate projected annual passenger growth.

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

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: Construction started December 2021. Phase 1 completed. Phase 2 start expected in Spring 2024.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER						
PHASE	TOTAL		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				2023	2024	2025	...2026...			...2027...	...2028...	...2029...
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,672	2,821	776	477	198	176	0	0	0	851	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	45,934	14,895	9,129	5,835	13,343	11,861	0	0	0	31,039	0
Total	49,606	17,715	9,905	6,312	13,541	12,037	0	0	0	31,890	0
Federal-Aid	33,835	14,773	9,093	4,267	7,833	6,963	0	0	0	19,063	0
Special	15,771	2,943	812	2,045	5,709	5,074	0	0	0	12,828	0
Other	0	0	0	0	0	0	0	0	0	0	0

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

USAGE: Improve standards.

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



PROJECT: Aircraft Maintenance Facility Infrastructure at BWI Marshall Airport

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

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

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

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

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

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. Site turned over to Southwest Airlines. Construction of hangar and apron is underway. Project completion expected in FY 2024.

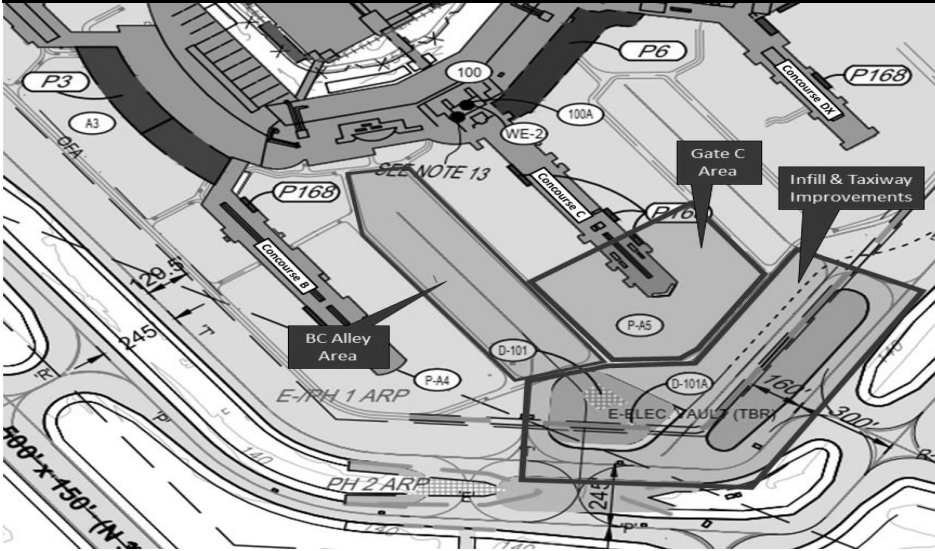
POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				2023	2024	2025	...2026...			...2027...	...2028...	...2029...
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,085	5,020	148	65	0	0	0	0	0	65	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	46,186	30,761	20,712	12,425	3,000	0	0	0	0	15,425	0
Total	51,271	35,782	20,861	12,489	3,000	0	0	0	0	15,489	0
Federal-Aid	3,211	423	0	2,788	0	0	0	0	0	2,788	0
Special	48,059	35,359	20,861	9,701	3,000	0	0	0	0	12,701	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 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, relocation of glycol dumps in the vicinity, and infill of those areas with apron pavement is included in the project. The remaining phases (BC Alley Reconstruction and Concourse C Apron Reconstruction) will follow after completion of the Concourse A/B Connector and BHS Program. This will provide enough gate capacity airport-wide to mitigate the operational impacts to airlines located in the BC alley.

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

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

- 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. The replacement of the Airfield Lighting Vault supports the movement of people, goods and the State's economy.

STATUS: Construction for Airfield Lighting Vault Relocation - Phase 1 began in Spring 2023 and is anticipated to be complete by Summer 2024. Phase 2 is anticipated to begin July 2026.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		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				...2026...	...2027...	...2028...	...2029...		
Planning	15	15	0	0	0	0	0	0	0	0	0
Engineering	8,641	2,068	190	824	2,134	2,240	535	644	196	6,573	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	75,234	3,120	3,120	13,216	11,630	4,049	16,830	20,238	6,152	72,114	0
Total	83,890	5,203	3,310	14,040	13,764	6,288	17,365	20,882	6,347	78,687	0
Federal-Aid	61,221	2,622	2,370	10,062	10,379	4,713	13,024	15,662	4,760	58,600	0
Special	22,668	2,581	939	3,978	3,385	1,576	4,341	5,221	1,587	20,087	0
Other	0	0	0	0	0	0	0	0	0	0	0

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

USAGE: Improve standards.

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



PROJECT: Fuel Storage Tank Additions at BWI Marshall Airport

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

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

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

- 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. The expansion of the North Area Fuel Farm supports the movement of people, goods, and the State's economy.

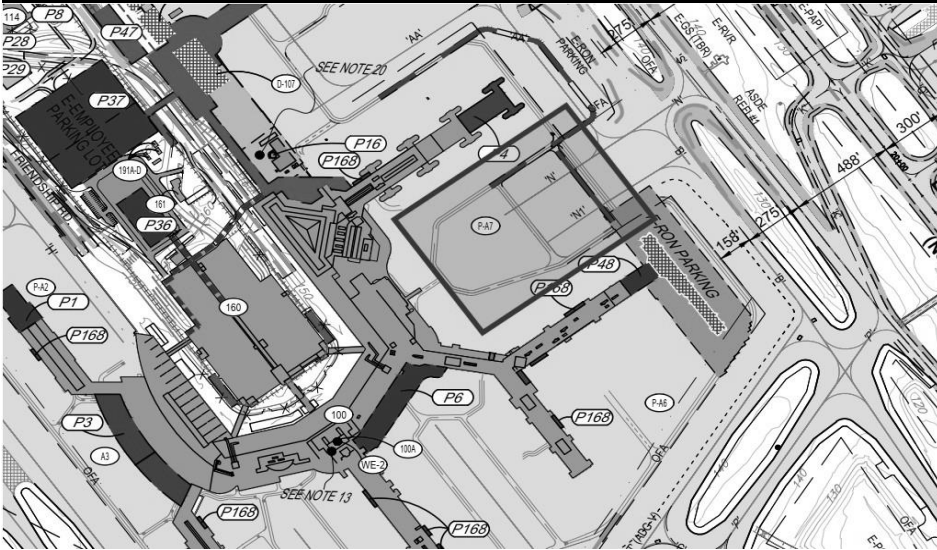
STATUS: Construction underway. Project completion anticipated Winter 2024.

<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				...2026...	...2027...	...2028...	...2029...		
Planning	14	14	0	0	0	0	0	0	0	0	0
Engineering	1,437	900	59	302	236	0	0	0	0	538	0
Right-of-way	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	38	38	4,565	11,019	9,000	0	0	0	24,585	0
Total	26,074	952	97	4,867	11,256	9,000	0	0	0	25,122	0
Federal-Aid	58	58	0	0	0	0	0	0	0	0	0
Special	26,016	893	97	4,867	11,256	9,000	0	0	0	25,122	0
Other	0	0	0	0	0	0	0	0	0	0	0

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

USAGE: Accommodate projected annual flight operations.

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



PROJECT: Taxiways N and N1 Reconstruction at BWI Marshall Airport

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

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

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

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

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

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

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL					PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	FOR PLANNING PURPOSES ONLY ...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,556	477	131	1,423	537	119	0	0	0	2,079	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	21,610	3,053	3,053	6,671	9,724	2,161	0	0	0	18,557	0
Total	24,165	3,530	3,183	8,094	10,261	2,280	0	0	0	20,635	0
Federal-Aid	15,584	2,266	2,266	4,818	6,955	1,545	0	0	0	13,318	0
Special	8,581	1,264	917	3,276	3,306	735	0	0	0	7,317	0
Other	0	0	0	0	0	0	0	0	0	0	0

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

USAGE: Improve standards.

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



PROJECT: Air Operations Area Fence Upgrade at BWI Marshall Airport

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

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

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

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

STATUS: Bids received October 2023, pending BPW approval in January 2024.

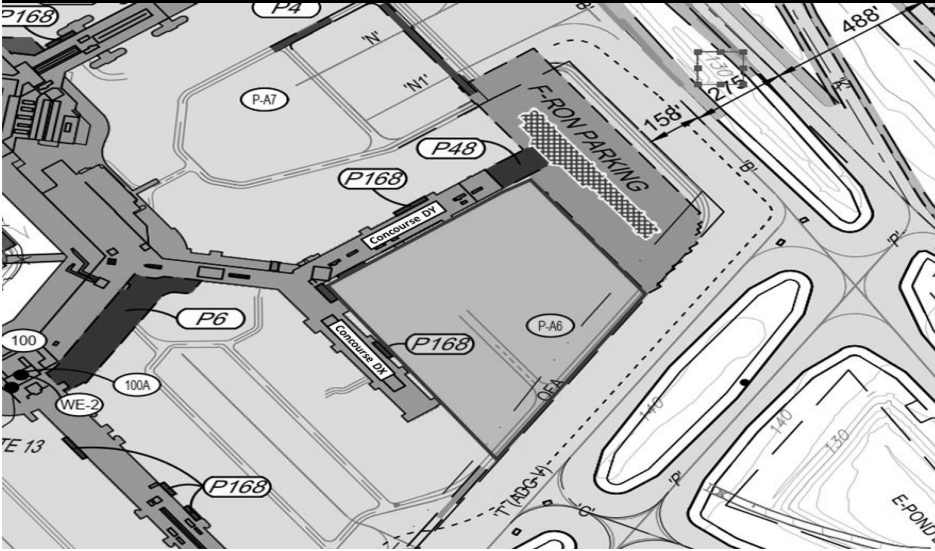
POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER							
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				2023	2024	2025	...2026...			...2027...	...2028...	...2029...
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	909	683	56	197	29	0	0	0	0	226	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utilities	0	0	0	0	0	0	0	0	0	0	0	
Construction	10,459	0	0	853	5,607	4,000	0	0	0	10,459	0	
Total	11,368	683	56	1,050	5,635	4,000	0	0	0	10,685	0	
Federal-Aid	64	64	0	0	0	0	0	0	0	0	0	
Special	11,304	619	56	1,050	5,635	4,000	0	0	0	10,685	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

USAGE: Safety and security.

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

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

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.

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

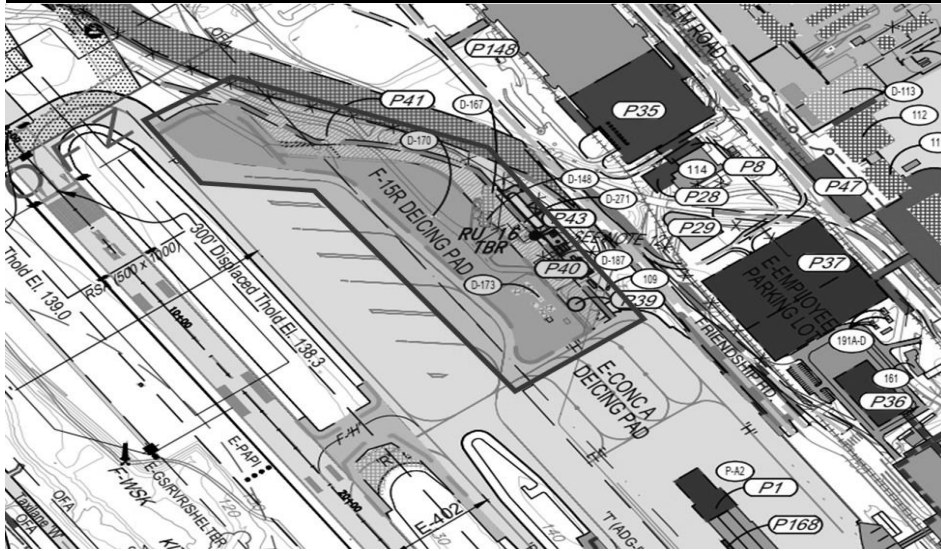
STATUS: Design underway. Construction start anticipated Spring 2025.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
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				2023	2024	2025	...2026...			...2027...	...2028...	...2029...
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,359	6	6	988	255	109	0	0	0	1,352	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	11,433	0	0	0	8,001	3,432	0	0	0	11,433	0
Total	12,792	6	6	988	8,256	3,541	0	0	0	12,786	0
Federal-Aid	9,594	0	0	741	6,197	2,656	0	0	0	9,594	0
Special	3,198	6	6	247	2,059	885	0	0	0	3,192	0
Other	0	0	0	0	0	0	0	0	0	0	0

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

USAGE: Improve standards.

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



PROJECT: Deicing Pad Expansion at BWI Marshall Airport

DESCRIPTION: This project will expand the Runway 15R Deicing Pad to meet capacity demand, improve circulation and queuing, enhance operational utility and on-time performance by providing simultaneous deicing capability, improve efficiency of glycol application and recovery including a new snow dump area, and provide needed remain overnight parking that was impacted by the 2020 extension of Concourse A in 2020. The Project will include all grading, pavement, lighting, signage and all related infrastructure. Separate enabling work associated with this project includes Relocation of Taxi/Bus Stage Area, Gate 55 Modifications, Glycol Building and Tank Relocations, and Lift Station Modifications. Additionally, this project will enlarge the Runway 28 Deicing Pad to meet current FAA design standards per AC 150/5300-14C, Design of Aircraft Deicing Facilities while maintaining existing capacity and number of aircraft positions and providing a new area for snow dumping.

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

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

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

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

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

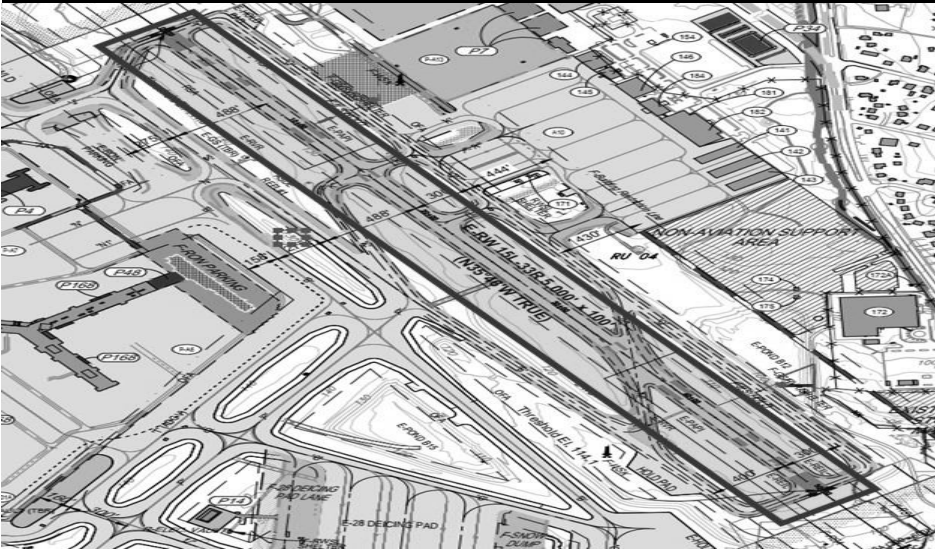
STATUS: Design schedule deferred until FY 2027 due to reprioritization of Federal projects and programs.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL			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	PREVIOUS YEAR 2023			...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	6,532	0	0	0	0	0	1,938	2,943	585	5,466	1,067
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	55,272	0	0	0	0	0	0	3,365	18,387	21,752	33,520
Total	61,804	0	0	0	0	0	1,938	6,308	18,972	27,217	34,587
Federal-Aid	46,353	0	0	0	0	0	1,453	4,731	14,229	20,413	25,940
Special	15,451	0	0	0	0	0	484	1,577	4,743	6,804	8,647
Other	0	0	0	0	0	0	0	0	0	0	0

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

USAGE: Accommodate projected annual flight operations.

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



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

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

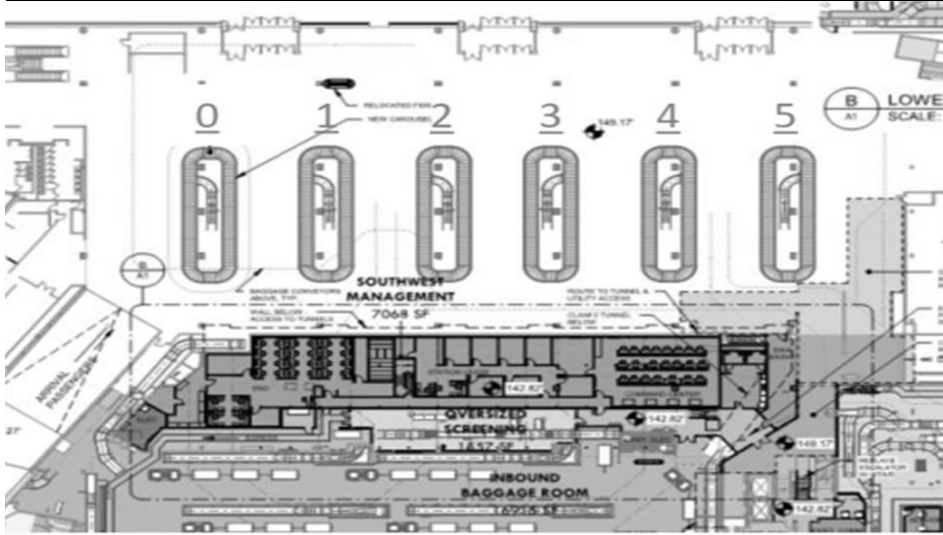
STATUS: Design and engineering expected to start in 2026.

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	CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				2023	2024	2025	...2026...			...2027...	...2028...	...2029...
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,502	0	0	0	1,097	32	372	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	1,016	11,689	0	0	12,705	0
Total	14,207	0	0	0	1,097	1,049	12,061	0	0	14,207	0
Federal-Aid	10,655	0	0	0	823	787	9,045	0	0	10,655	0
Special	3,552	0	0	0	274	262	3,015	0	0	3,552	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 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 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					PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	FOR PLANNING PURPOSES ONLY					
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,060	183	177	877	0	0	0	0	0	877	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	25,493	0	0	4,821	9,726	10,946	0	0	0	25,493	0
Total	26,553	183	177	5,698	9,726	10,946	0	0	0	26,370	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	223	183	177	40	0	0	0	0	0	40	0
Other	26,330	0	0	5,658	9,726	10,946	0	0	0	26,330	0

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

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

USAGE: Accommodate projected annual passenger growth.

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



PROJECT: Electrical Substations Reconstruction at BWI Marshall Airport

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

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

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

- 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 funding to maintain utility infrastructure that supports airport operations. BWI Marshall Airport supports the movement of people, goods and State economy.

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

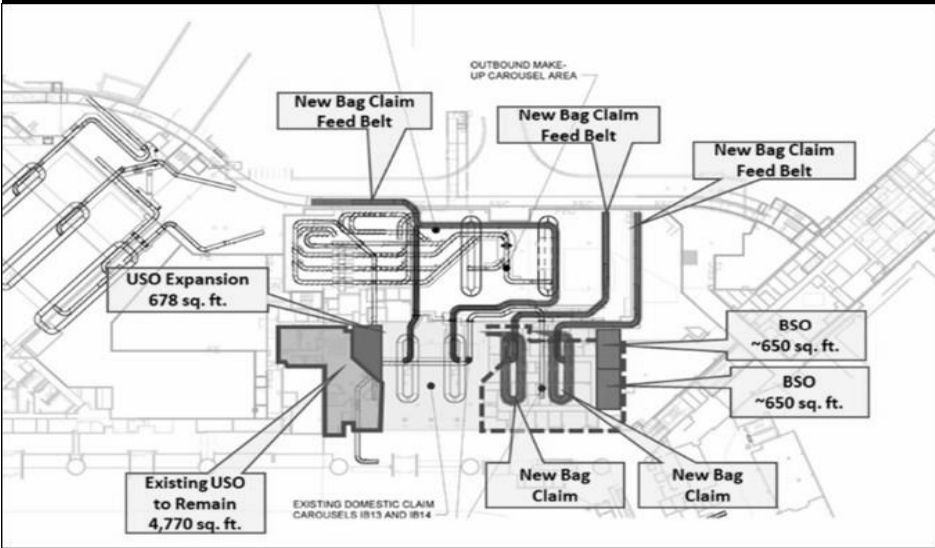
POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,116	1,218	294	1,347	1,252	148	152	0	0	2,898	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	26,465	1,633	1,626	6,523	14,407	1,951	1,951	0	0	24,832	0
Total	30,581	2,850	1,921	7,869	15,659	2,099	2,103	0	0	27,731	0
Federal-Aid	1	1	0	0	0	0	0	0	0	0	0
Special	12,281	2,849	1,921	2,679	5,324	714	715	0	0	9,432	0
Other	18,299	0	0	5,191	10,335	1,385	1,388	0	0	18,299	0

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

USAGE: Accommodate projected annual passenger growth.

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

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

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

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

- 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 1, MDTA Police Relocation, is expected to start in FY 2024. Design for Phase II is underway (30% complete).

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL					PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY	...	...	...
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,737	1,330	1,039	1,295	413	1,700	0	0	0	3,407	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	22,671	0	0	1,553	7,618	12,000	1,500	0	0	22,671	0
Total	27,408	1,330	1,039	2,847	8,031	13,700	1,500	0	0	26,078	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	25,608	1,330	1,039	2,547	8,031	12,200	1,500	0	0	24,278	0
Other	1,800	0	0	300	0	1,500	0	0	0	1,800	0

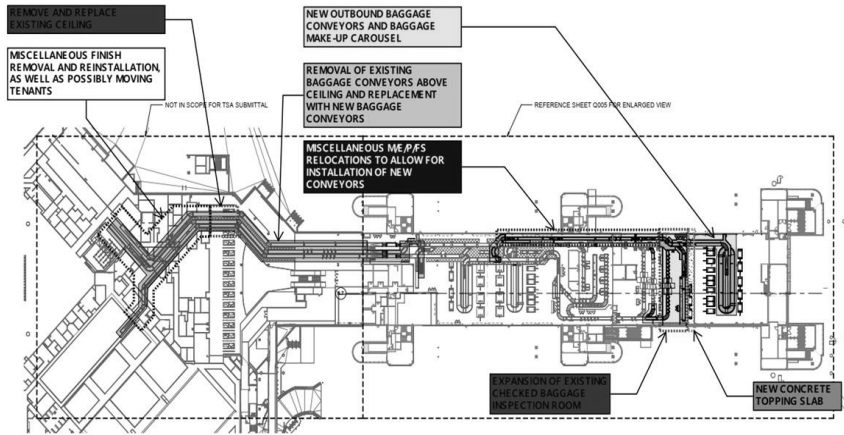
SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Added to Primary Construction Program.

USAGE: Accommodate projected annual passenger growth.

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

0236, 0342; 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 underway.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL					PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	FOR PLANNING PURPOSES ONLY ...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,460	1,035	1,014	1,374	50	0	0	0	0	1,424	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	32,602	0	0	0	9,681	13,241	9,681	0	0	32,602	0
Total	35,062	1,035	1,014	1,374	9,731	13,241	9,681	0	0	34,027	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	1,094	1,035	1,014	59	0	0	0	0	0	59	0
Other	33,968	0	0	1,315	9,731	13,241	9,681	0	0	33,968	0

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

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

USAGE: Accommodate projected annual passenger growth.

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



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

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

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

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

- 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 the equipment necessary to maintain airport operations safely during a snow event. BWI Marshall Airport supports the movement of people, goods and State economy.

STATUS: Procurement currently underway.

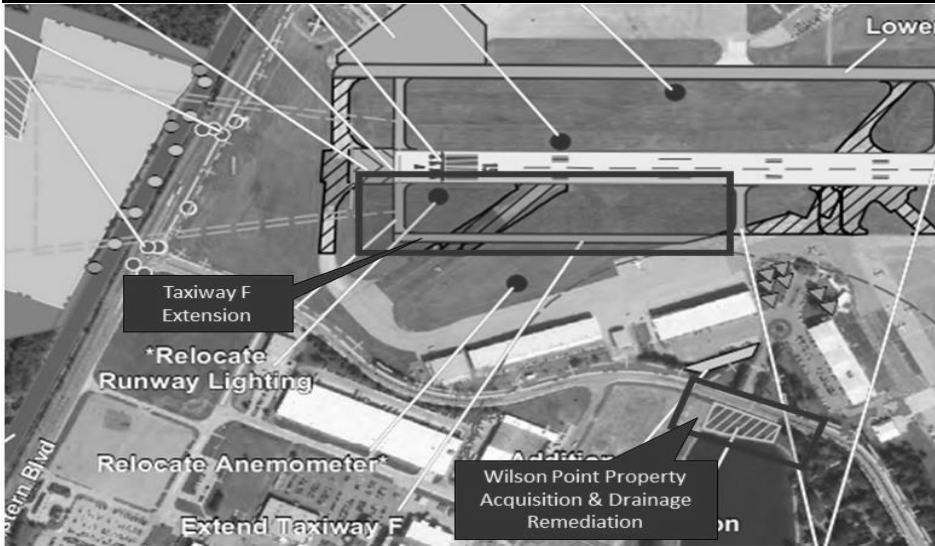
POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				2023	2024	2025	...2026...			...2027...	...2028...	...2029...
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	19,452	1,750	1,750	4,980	6,004	6,718	0	0	0	17,702	0
Total	19,452	1,750	1,750	4,980	6,004	6,718	0	0	0	17,702	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	1,750	1,750	1,750	0	0	0	0	0	0	0	0
Other	17,702	0	0	4,980	6,004	6,718	0	0	0	17,702	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 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: Taxiway F Extension at Martin State Airport

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

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

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

- 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 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.

STATUS: Design and engineering expected to start in 2025.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL					PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	394	0	0	294	40	60	0	0	0	394	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	6,189	0	0	0	1,572	1,629	2,988	0	0	6,189	0
Total	6,583	0	0	294	1,612	1,689	2,988	0	0	6,583	0
Federal-Aid	6,202	0	0	243	1,451	1,520	2,988	0	0	6,202	0
Special	381	0	0	51	161	169	0	0	0	381	0
Other	0	0	0	0	0	0	0	0	0	0	0

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

USAGE: Accommodate projected annual flight operations.

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



PROJECT: Runway Improvement Program at Martin State Airport

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

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

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

- 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: Design underway. MDOT has committed \$16M total (\$10M currently budgeted and \$6M later this year). Construction start anticipated Spring 2024 with target completion by end of 2024.

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			
Planning	1,200	0	0	400	800	0	0	0	0	1,200	0	
Engineering	2,450	1,032	1,032	1,029	390	0	0	0	0	1,419	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utilities	0	0	0	0	0	0	0	0	0	0	0	
Construction	46,677	0	0	0	34,977	11,700	0	0	0	46,677	0	
Total	50,327	1,032	1,032	1,429	36,167	11,700	0	0	0	49,295	0	
Federal-Aid	34,454	26	26	434	32,199	1,795	0	0	0	34,428	0	
Special	15,873	1,005	1,005	995	3,967	9,905	0	0	0	14,868	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

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

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

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

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

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND AVIATION ADMINISTRATION - LINE 24

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Annual Fees and Inspection Program</u>			
MAA7000	Terminal Spaceframe Inspection	\$ 852	Ongoing
<u>Architecture</u>			
MAAPRJ000231	Architect Initiatives	\$ 383	Ongoing
<u>Building Permits & Inspections</u>			
MAAPRJ000164	Building Permits and Inspections	\$ 781	Ongoing
<u>Commercial Management</u>			
MAAPRJ000227	Facility Condition Assessments	\$ 1,716	Ongoing
<u>Consolidated Rental Car Facility</u>			
MAA2132	CRCF - BMF Equipment Replacement	\$ 2,093	Completed
MAAPRJ000242	CRCF - Facility Improvements	\$ 429	Ongoing
MAAPRJ000486	CRCF Facility Improvements	\$ 500	Planning Underway
MAAPRJ000487	CRCF Electrical Infrastructure for EV	\$ 1,000	Planning Underway
<u>Construction Management & Inspection</u>			
MAAPRJ000208	Comp CMI SBR AE19-006 (Drive)	\$ 3,403	Ongoing
MAAPRJ000209	Comp CMI SBR AE19-002 (Brudis)	\$ 557	Ongoing
MAAPRJ000210	Comp CMI SBR AE19-004 (Specialized)	\$ 1,085	Ongoing
MAAPRJ000211	Comp CMI SBR AE19-005 (Mimar)	\$ 1,074	Ongoing
<u>Critical Technology</u>			
MAAPRJ000166	IT Equipment	\$ 16,096	Ongoing
MAAPRJ000225	Comprehensive AIT Master Plan SV22-002	\$ 300	Ongoing
MAAPRJ000281	PARCS Maintenance	\$ 1,607	Underway

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND AVIATION ADMINISTRATION - LINE 24

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Critical Utility</u>			
MAAPRJ000415	Airfield Lighting Cable Replacement	\$ 5,081	Design Underway
MAAPRJ000477	Fire Sprinklers for Fleet Maintenance Bldg 137	\$ 41	Design Underway
<u>D/E Connector</u>			
MAAPRJ000371	Concourse D/E Connector Patio Roof Leak Repair	\$ 555	Design Underway
<u>Elevators, Escalators, and Walkways</u>			
MAAPRJ000261	Airport Elevator, Escalator and Moving Walkway Rehab	\$ 9,583	Design Underway
<u>Environmental Compliance</u>			
MAAPRJ000199	Comp Environmental Compliance SV20-007	\$ 8,675	Ongoing
MAAPRJ000222	Terminal Environmental Mitigation MC21-006	\$ 397	Ongoing
<u>Environmental Planning</u>			
MAAPRJ000195	Comp Environmental Planning AE-21-001	\$ 2,301	Ongoing
MAAPRJ000214	Stream & Wetland Restoration Mitigation Services MC 20-014	\$ 350	Ongoing
MAAPRJ000223	USDA Wildlife Management Services	\$ 2,334	Ongoing
MAAPRJ000440	BWI On Airport Obstruction Removal	\$ 6,667	Design Underway
MAAPRJ000453	MTN Decarbonization Study	\$ 503	Study Underway
MAAPRJ000454	BWI Decarbonization Study	\$ 1,253	Study Underway
MAAPRJ000478	Solar Feasibility	\$ 139	Study Underway
<u>Future Development</u>			
MAA2044	Airport Road Electronic Signage Repl	\$ 978	Deferred
MAA2354	Concourse D/E Ambiance	\$ 63	Design Underway
MAAPRJ000153	BWI Courtesy Phones ADA Issue	\$ 142	Completed
MAAPRJ000154	Terminal Crosswalk Rehabilitation - Phase 2	\$ 889	Completed
MAAPRJ000309	Erosion Repairs FY 2023	\$ 300	Design Underway

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND AVIATION ADMINISTRATION - LINE 24

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
GIS			
MAA2040	Airport Project Administration System (AirPass)	\$ 2,664	Underway
MAA2079	Security and Life Safety Systems CAD Update	\$ 1,290	Ongoing
MAA2222	MDOT Asset Management	\$ 3,128	Underway
MAA7600	Facility Management Program	\$ 2,280	Ongoing
Information Technology CTIPP			
MAA7405	Permanent Noise Monitoring System	\$ 2,037	Ongoing
MAAPRJ000479	IT Studies	\$ 1,135	Study Underway
Loading Bridges			
MAAPRJ000269	Passenger Boarding Bridges	\$ 300	Design Underway
Misc Office Support			
MAA2311	Safety Management Support	\$ 455	Underway
MTN Facilities			
MAA1121	MTN Air Traffic Control Tower	\$ 7,950	Design Underway
MAA9431	MTN Tree Obstruction Removal	\$ 2,211	Study Underway
MAAPRJ000444	MTN Airport Catenary Lowering - Amtrak Design Agreement	\$ 289	Design Underway
Noise Support			
MAA2307	BWI Part 150 / Airport Noise Zone Update	\$ 2,834	Underway
MAA2309	BWI Community Roundtable	\$ 992	Ongoing
MAA2318	Comp Acoustical Services Contract SV 19-001	\$ 2,783	Ongoing
Operating Facilities			
MAA1931	Hourly Garage Parking Guidance System Replacement	\$ 4,395	Under Construction
MAA2211	RTR Relocation	\$ 8,780	Completed

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND AVIATION ADMINISTRATION - LINE 24

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Operating Facilities</u>			
MAAPRJ000250	ARFF Heating and Vehicle Exhaust Systems Replacement	\$ 1,577	Under Construction
MAAPRJ000338	ARFF Kitchen	\$ 754	Design Underway
MAAPRJ000418	BWI ATCT Refurbishment	\$ 125	Planning Underway
MAAPRJ000438	Additional Runway Deicing Tank Loading Facility	\$ 33	Design Completed
<u>Pavement Mgmt - BWI Airside</u>			
MAAPRJ000341	Expand Group V Aircraft Parking Position (Convert Manager's Lot)	\$ 4,516	Design Underway
MAAPRJ000345	B/C Alley Depression - Emergency Pavement Repairs	\$ 73	Completed
MAAPRJ000434	Emergency Pavement Repairs at Taxilane H and T1	\$ 99	Completed
MAAPRJ000441	Cargo Ramp ACC Reconstruction	\$ 6,904	Study Underway
MAAPRJ000442	Runway 10/28 Reconstruction	\$ 6,780	Study Underway
<u>Pavement Mgmt -BWI Landside</u>			
MAAPRJ000155	Long Term Lot B Pavement Rehab	\$ 4,389	Under Construction
MAAPRJ000255	Pedestrian Walkway Joint Repairs	\$ 909	Under Construction
MAAPRJ000366	Comprehensive Paving Improvements CO22-005	\$ 3,825	Ongoing
<u>Planning</u>			
MAA2193	FIS Hall Reconfiguration	\$ 354	Study Underway
MAA2216	BWI ATCT and C/D Connector Planning	\$ 3,707	Planning Underway
MAAPRJ000167	Regional Air Passenger Survey	\$ 132	Ongoing
MAAPRJ000303	BWI Master Plan & ALP Update	\$ 3,006	Ongoing
MAAPRJ000310	Roadway & Curbside Capacity Analysis	\$ 500	Planning Underway
<u>Pre-Construction Project Env, Plan, Eng</u>			
MAA1943	Pavement Management Plan - BWI/MTN	\$ 4,387	Ongoing
MAA1959	BWI Aerial Photogrammetry & Airspace Analysis	\$ 458	Ongoing
MAAPRJ000481	MAC Building Procurement Office Renovations	\$ 150	Design Underway

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

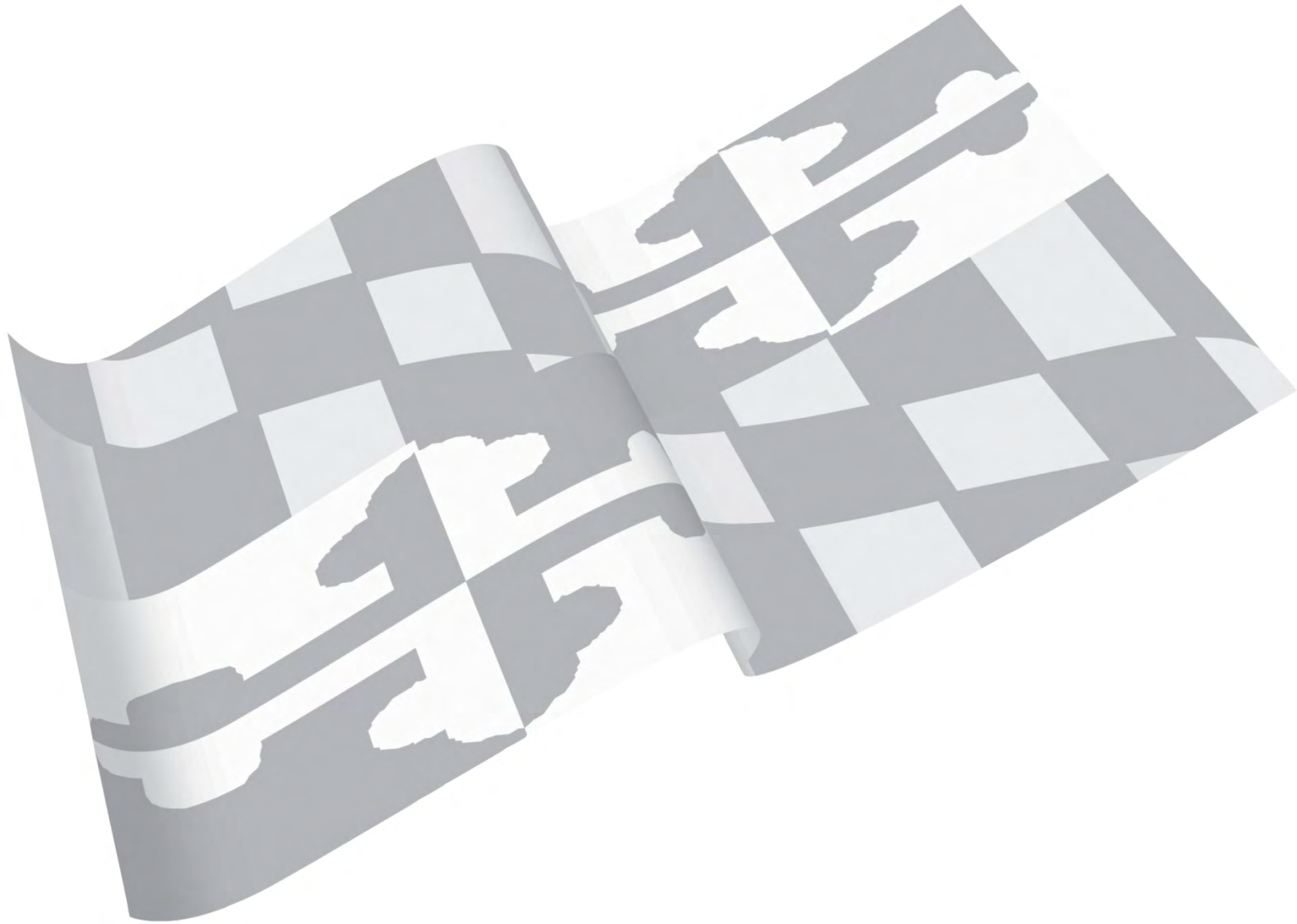
MARYLAND AVIATION ADMINISTRATION - LINE 24

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Real Estate Services</u>			
MAA7018	Real Estate Property Services	\$ 679	Ongoing
MAA7810	10-01 RPZ Property Acquisition	\$ 1,701	Underway
MAAPRJ000163	Real Estate Services	\$ 560	Underway
<u>Regional Aviation</u>			
MAAPRJ000181	MD Aviation System Plan Update	\$ 346	Underway
<u>Roofs and Windows</u>			
MAAPRJ000490	BWI Terminal Complex Roofing Study	\$ 279	Design Underway
<u>Security</u>			
MAA2345	MTN AOA Fence Upgrade	\$ 1,956	Under Construction
MAAPRJ000374	Integrated Airport Security System (IASS) Replacement - Ph 1	\$ 4,800	Underway
<u>Taxiway F</u>			
MAAPRJ000443	Taxiway F Relocation - Phase 2 (Wetland)	\$ 1,200	Design Underway
<u>Tenant Facilities</u>			
MAA7500	Terminal Leasehold Modifications	\$ 2,474	Ongoing
MAAPRJ000340	DuClaw Space Conversion to Ticket Counters	\$ 85	Planning Underway
<u>Terminal Facilities</u>			
MAAPRJ000235	Delta Ticket Counter Relocation	\$ 1,839	Planning Underway
MAAPRJ000259	Terminal A/B Roof Replacement	\$ 959	Design Underway
MAAPRJ000270	PC Air and 400Hz Electrical Equipment Installation at Four Gates	\$ 2,356	Under Construction
MAAPRJ000279	Checkpoint D/E Expansion	\$ 6,222	Design Underway
MAAPRJ000480	Landside Trash Compactor	\$ 150	Design Underway

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND AVIATION ADMINISTRATION - LINE 24

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Vehicles and Equipment			
MAA2053	Operating Vehicles	\$ 5,039	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
MAAPRJ000455	BWI Snow Removal Equipment Shelter	\$ 220	Design Underway



MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND PORT ADMINISTRATION

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

	<u>FY 2024</u>	<u>FY 2025</u>	<u>FY 2026</u>	<u>FY 2027</u>	<u>FY 2028</u>	<u>FY 2029</u>	<u>SIX - YEAR TOTAL</u>
<u>Major Construction Program</u>	227.2	367.6	354.0	196.4	100.2	59.9	1,305.3
System Preservation	88.5	196.3	203.7	84.0	72.6	47.1	692.2
Expansion/Efficiency	129.2	164.4	142.2	104.0	22.0	9.0	570.7
Safety & Security	0.7	0.4	0.4	0.4	0.4	0.4	2.7
Environment	8.8	6.5	7.7	8.0	5.2	3.4	39.7
<u>Major Development & Evaluation Program</u>	12.8	6.3	4.8	4.0	4.1	1.2	33.1
System Preservation	7.3	5.2	4.7	4.0	4.1	1.2	26.4
Expansion/Efficiency	5.5	1.1	0.1	-	-	-	6.7
<u>Minor Program</u>	41.4	33.2	34.5	36.2	43.7	40.0	228.9
System Preservation	28.7	30.7	32.4	34.6	42.2	38.4	207.0
Expansion/Efficiency	4.9	0.0	0.3	-	-	-	5.3
Safety & Security	3.5	0.6	0.2	-	-	0.0	4.3
Environment	2.5	0.7	0.6	0.7	0.6	0.7	5.6
Administration	1.8	1.2	1.0	1.0	0.8	1.0	6.8
<u>Capital Salaries, Wages & Other Costs</u>	6.2	5.9	5.9	5.7	6.2	6.2	36.2
TOTAL	287.6	413.0	399.2	242.3	154.2	107.3	1,603.6
Special Funds	167.7	277.0	293.3	202.8	136.7	98.3	1,175.8
Federal Funds	52.7	76.9	36.8	3.6	3.6	3.6	177.3
Other Funds	67.3	59.1	69.1	35.9	13.8	5.4	250.6
<u>Special Funds Breakdown</u>							
General Fund	15.1	50.0	-	-	-	-	65.1
Transportation Trust Fund	145.9	203.1	266.8	190.8	124.6	89.3	1,020.6
Reimbursable Fund	6.7	23.8	26.6	12.0	12.1	9.0	90.2
SPECIAL FUNDS TOTAL	167.7	277.0	293.3	202.8	136.7	98.3	1,175.8
<u>Other Funds Breakdown</u>							
GO Bonds	-	20.0	31.5	-	-	-	51.5
Other (Not GO Bonds)	67.3	39.1	37.6	35.9	13.8	5.4	199.1
OTHER FUNDS TOTAL	67.3	59.1	69.1	35.9	13.8	5.4	250.6



PROJECT: Howard Street Tunnel Project

DESCRIPTION: The project consists of reconstructing the 128-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

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

STATUS: This project is currently under construction with a target completion date in 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						
			2023	2024	2025	...2026...	...2027...	...2028...	...2029...			
Planning	2,680	2,588	88	2	0	0	90	0	0	92	0	
Engineering	30,215	12,746	12,746	17,469	0	0	0	0	0	17,469	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	532,245	26,441	6,441	110,236	154,458	133,200	94,910	13,000	0	505,804	0	
Total	565,140	41,775	19,275	127,707	154,458	133,200	95,000	13,000	0	523,365	0	
Federal-Aid	125,000	5,432	5,432	37,229	56,318	26,021	0	0	0	119,568	0	
Special	195,699	6,431	6,431	30,656	46,124	43,480	64,457	4,550	0	189,268	0	
Other	244,441	29,911	7,411	59,822	52,017	63,698	30,543	8,450	0	214,530	0	

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Project costs are higher than anticipated when the project was initially submitted for the Federal INFRA grant. In addition, 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.

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

- SMART GROWTH STATUS:**
- Project Not Location Specific
 - 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 dredged material placed in the Hart-Miller Island facility was collected from Harbor and Bay channels and berths. The placement of this material at Hart-Miller Island allowed vessels to transport cargo to and from the Port of Baltimore.

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

POTENTIAL FUNDING SOURCE:											
	<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						YEAR	COMPLETE
	(\$000)	CLOSE YEAR	2023	2024	2025	...2026...	...2027...	...2028...	...2029...	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	103,617	89,317	2,803	3,300	2,200	2,200	2,200	2,200	2,200	14,300	0
Total	103,617	89,317	2,803	3,300	2,200	2,200	2,200	2,200	2,200	14,300	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	103,617	89,317	2,803	3,300	2,200	2,200	2,200	2,200	2,200	14,300	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Costs increased because \$1.2 million was added to FY29.



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

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

PURPOSE & NEED SUMMARY STATEMENT: Placement capacity for dredged material from Baltimore Harbor is currently provided by the existing Cox Creek and Masonville DMCs. 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

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

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

STATUS: Dike raising to +60 feet began in 2021 and will continue into 2024; dredged material placement is planned to continue during the expansion project.

POTENTIAL FUNDING SOURCE:													
	<input checked="" type="checkbox"/> SPECIAL										<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO COMPLETE		
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				2023	2024	2025	FOR PLANNING PURPOSES ONLY				
						...2026...	...2027...	...2028...	...2029...	TOTAL			
Planning	765	765	0	0	0	0	0	0	0	0	0		
Engineering	12,975	6,850	0	0	0	2,000	1,375	1,375	1,375	6,125	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	189,837	153,930	12,909	14,934	7,130	4,362	3,216	3,266	3,000	35,907	0		
Total	204,588	162,556	12,909	14,934	7,130	6,362	4,591	4,641	4,375	42,032	0		
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0		
Special	204,588	162,556	12,909	14,934	7,130	6,362	4,591	4,641	4,375	42,032	0		
Other	0	0	0	0	0	0	0	0	0	0	0		

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Cash flows were realigned based on updated project schedules while costs were less than expected for the current phase under construction. Engineering costs have been added for the next phase of the project.



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

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.

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

STATUS: Base dike widening construction begin during FY22 and was completed May 2023. The +30 ft expansion is expected to being in FY24.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
			2023	2024	2025	...2026...	...2027...	...2028...	...2029...		
Planning	395	86	86	107	202	0	0	0	0	310	0
Engineering	630	144	144	486	0	0	0	0	0	486	0
Right-of-way	140	0	0	140	0	0	0	0	0	140	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	344,578	254,543	8,945	15,263	16,814	11,942	22,800	18,916	4,300	90,035	0
Total	345,743	254,773	9,175	15,996	17,016	11,942	22,800	18,916	4,300	90,970	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	345,743	254,773	9,175	15,996	17,016	11,942	22,800	18,916	4,300	90,970	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: \$11.8 million was added to help offset the unfunded need for the next phase of this project.

5232, 5235, 5237, 000222



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

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

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

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

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

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

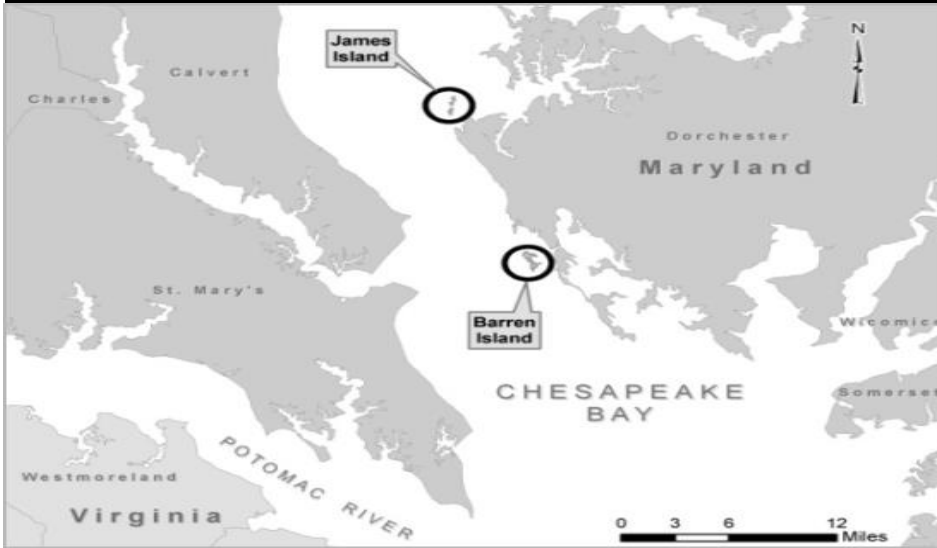
- SMART GROWTH STATUS:**
- Project Not Location Specific
 - Not Subject to PFA Law
 - Project Inside PFA
 - Project Outside PFA
 - PFA Status Yet to Be Determined
 - Grandfathered
 - Exception Will Be Required
 - Exception Granted

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				...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	18,116	14,965	474	550	550	551	500	500	500	3,151	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	193,691	150,222	6,890	6,186	8,783	7,500	7,500	7,500	6,000	43,469	0
Total	211,808	165,187	7,364	6,736	9,333	8,051	8,000	8,000	6,500	46,620	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	211,808	165,187	7,364	6,736	9,333	8,051	8,000	8,000	6,500	46,620	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Construction funding has been reduced due to the CTP funding deficit, but D&E remains. This project will be evaluated for additional construction funding as it advances through the design and engineering phases and additional Transportation Trust Fund revenue becomes available.

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

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

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

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				SIX YEAR	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				YEAR 2023	YEAR 2024	YEAR 2025	FOR PLANNING PURPOSES ONLY		
						...2026...	...2027...	...2028...	...2029...	TOTAL	
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,773	5,273	709	300	200	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	338,099	18,300	18,300	5,000	95,648	125,325	22,804	15,313	11,160	275,250	44,550
Total	343,872	23,573	19,009	5,300	95,848	125,325	22,804	15,313	11,160	275,750	44,550
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	343,872	23,573	19,009	5,300	95,848	125,325	22,804	15,313	11,160	275,750	44,550
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: The project funding allocation has increased by \$96 million due to updated cost estimates for this project provided by the U.S. Army Corps of Engineers.



PROJECT: Innovative Reuse and Beneficial Use of Dredged Material

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

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

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

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

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

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

STATUS: MPA 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.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Cost increased by \$12.6 million for the Cox Creek STAR site development.

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	EXPENDED THRU				FOR PLANNING PURPOSES ONLY						TOTAL	COMPLETE
	(\$000)	CLOSE YEAR	2023	2024	2025	...2026...	...2027...	...2028...	...2029...		
Planning	5,892	3,392	68	300	400	500	500	500	300	2,500	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	22,213	2,479	1,095	3,349	4,684	3,215	2,215	2,056	4,215	19,734	0
Total	28,105	5,871	1,163	3,649	5,084	3,715	2,715	2,556	4,515	22,234	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	28,105	5,871	1,163	3,649	5,084	3,715	2,715	2,556	4,515	22,234	0
Other	0	0	0	0	0	0	0	0	0	0	0

5005, 5007, 5241, 000181, 000182, 000311



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

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

PURPOSE & NEED SUMMARY STATEMENT: The property is adjacent to the Cox Creek DMCF and will be used to support MPA's Innovative Reuse and Beneficial Use program. Prior to being able to use the property, environmental remediation needs to happen under a Maryland Department of Environment Administration Consent Order.

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

- Enhance Safety and Security
- Deliver System Quality
- 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											
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR					
Planning	476	476	476	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	74,524	1,401	1,401	2,622	2,050	10,330	18,100	18,140	13,500	64,742	8,380
Total	75,000	1,878	1,878	2,622	2,050	10,330	18,100	18,140	13,500	64,742	8,380
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	74,524	1,401	1,401	2,622	2,050	10,330	18,100	18,140	13,500	64,742	8,380
Other	476	476	476	0	0	0	0	0	0	0	0

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



PROJECT: Dundalk Marine Terminal Berth 3 Reconstruction

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

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

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

- 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 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.

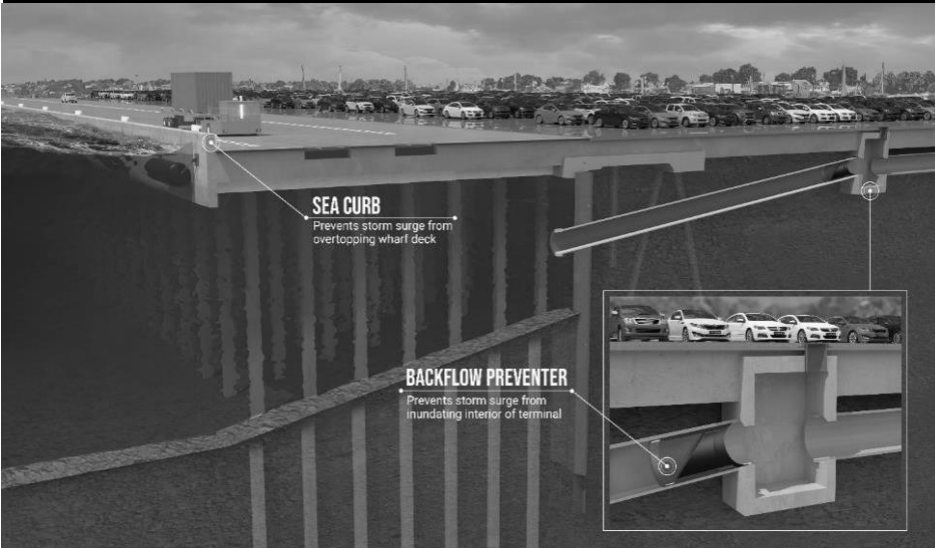
STATUS: Dundalk Marine Terminal Berth 3 construction started in FY21 and was substantially completed in FY23. Berth 3 is now in operation.

POTENTIAL FUNDING SOURCE:

- SPECIAL
- FEDERAL
- GENERAL
- OTHER

PHASE	TOTAL					PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	FOR PLANNING PURPOSES ONLY					
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	36,281	34,307	9,895	1,975	0	0	0	0	0	1,975	0
Total	36,281	34,307	9,895	1,975	0	0	0	0	0	1,975	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	36,281	34,307	9,895	1,975	0	0	0	0	0	1,975	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.



PROJECT: Dundalk Marine Terminal Resiliency and Flood Mitigation

DESCRIPTION: The project will provide critical flood protection improvements at Dundalk Marine Terminal. The project will install tide gates to prevent storm surges from flowing back through the drains onto the terminal; installing a perimeter barrier to prevent storm surges from overtopping the berths; and constructing a new box culvert with lateral drains to deal with extreme rain events.

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

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

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

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

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

STATUS: MPA received a FY20 BUILD grant from USDOT for \$10 million to offset some of the costs of this project. Final design has been completed and construction should start in FY24.

POTENTIAL FUNDING SOURCE:											
	<input checked="" type="checkbox"/> SPECIAL			<input checked="" type="checkbox"/> FEDERAL			<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL					PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	FOR PLANNING PURPOSES ONLY					
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	67,200	0	0	7,740	32,367	27,093	0	0	0	67,200	0
Total	67,200	0	0	7,740	32,367	27,093	0	0	0	67,200	0
Federal-Aid	10,000	0	0	1,125	4,835	4,040	0	0	0	10,000	0
Special	57,200	0	0	6,615	27,532	23,053	0	0	0	57,200	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Project start is delayed until 2024 to better accommodate terminal activity in the area of construction. The Project cost has increased \$25.0M due to significant increases in material and labor costs.



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

- SMART GROWTH STATUS:**
- Project Not Location Specific
 - 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 reconstruction of Pier 4 will allow MPA to offer two piers for Ro/Ro carriers to berth and eliminate potential delays in loading and unloading cargo.

STATUS: Fairfield Pier 4 construction started in July 2023.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,000	1,411	99	129	461	0	0	0	0	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	17,000	0	0	5,000	8,000	4,000	0	0	0	17,000	0
Total	19,000	1,411	99	5,129	8,461	4,000	0	0	0	17,589	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	19,000	1,411	99	5,129	8,461	4,000	0	0	0	17,589	0
Other	0	0	0	0	0	0	0	0	0	0	0

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



PROJECT: North Locust Point Marine Terminal Preservation Projects

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

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

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

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

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

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

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

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	EXPENDED THRU				FOR PLANNING PURPOSES ONLY						YEAR	COMPLETE
	(\$000)	CLOSE YEAR	2023	2024	2025	...2026...	...2027...	...2028...	...2029...	TOTAL		
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	670	0	0	495	175	0	0	0	0	670	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	2,346	2,346	0	0	0	0	0	0	0	0	0	
Total	3,016	2,346	0	495	175	0	0	0	0	670	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	
Special	3,016	2,346	0	495	175	0	0	0	0	670	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: New PIF added to track the system preservation projects at North Locust Point Marine Terminal.



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 with preliminary engineering. 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											
PHASE	TOTAL					PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	FOR PLANNING PURPOSES ONLY					
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	500	0	0	100	400	0	0	0	0	500	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	800	310	310	490	0	0	0	0	0	490	0
Construction	36,877	9,091	4,571	568	4,269	6,500	4,000	8,450	4,000	27,786	0
Total	38,177	9,401	4,881	1,158	4,669	6,500	4,000	8,450	4,000	28,776	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	38,177	9,401	4,881	1,158	4,669	6,500	4,000	8,450	4,000	28,776	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: New PIF added to track the system preservation requirements along with new projects that enable electrification projects at DMT.

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: Phase 1: currently in preliminary engineering, construction estimated to begin 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	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY						
			2023	2024	2025	...2026...	...2027...	...2028...	...2029...	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	4,500	0	0	0	0	2,500	2,000	0	0	4,500	0	
Total	4,500	0	0	0	0	2,500	2,000	0	0	4,500	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	
Special	4,500	0	0	0	0	2,500	2,000	0	0	4,500	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Project was delayed and constructed is expected to start in FY25. Costs have decreased as the original scope of the project has been scaled back.



PROJECT: South Locust Point Cruise Terminal

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

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

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

- 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
 - Not 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 terminal started operations in FY 2006, and facility improvements are needed to keep the terminal in a state of good repair.

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 2023	YEAR 2024	YEAR 2025	FOR PLANNING PURPOSES ONLY		
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	200	0	0	200	0	0	0	0	0	200	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	1,486	1,486	0	0	0	0	0	0	0	0	0
Total	1,686	1,486	0	200	0	0	0	0	0	200	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	1,686	1,486	0	200	0	0	0	0	0	200	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Construction funding has been reduced due to the CTP funding deficit, but D&E remains. This project will be evaluated for construction funding as it advances through the design and engineering phases and additional Transportation Trust Fund revenue becomes available.



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 Ongoing 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. Construction of the elevator modernization will begin in FY 25.

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	EXPENDED THRU				FOR PLANNING PURPOSES ONLY						TOTAL	COMPLETE
	(\$000)	CLOSE YEAR	2023	2024	2025	...2026...	...2027...	...2028...	...2029...	YEAR	TO	
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	730	0	0	730	0	0	0	0	0	730	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	34,263	20,870	2,496	5,262	4,432	500	700	1,250	1,250	13,393	0	
Total	34,993	20,870	2,496	5,992	4,432	500	700	1,250	1,250	14,123	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	
Special	34,993	20,870	2,496	5,992	4,432	500	700	1,250	1,250	14,123	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

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



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 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY						
						...2026...	...2027...	...2028...	...2029...			
Planning	856	636	19	40	24	31	63	31	31	220	0	
Engineering	0	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	84,590	56,784	5,677	6,697	5,696	4,615	4,650	3,985	2,163	27,806	0	
Total	85,446	57,420	5,695	6,737	5,720	4,646	4,713	4,016	2,194	28,026	0	
Federal-Aid	15	15	0	0	0	0	0	0	0	0	0	
Special	85,431	57,405	5,695	6,737	5,720	4,646	4,713	4,016	2,194	28,026	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: \$5.1 million added to this program as costs have increased and funding was added to FY29.

1011, 1102, 1106, 1108, 9000



PROJECT: Seagirt Marine Terminal Modernization - Terminal Improvements

DESCRIPTION: Phase One of the Seagirt Marine Terminal Modernization includes deepening the existing berths to 50 feet so that the terminal can handle the Ultra Large Container Vessels. In addition, there are improvements to the terminal that include densification and electrification of the container yard along with replacing part of the shoreline along the empty container depot with a living shoreline.

PURPOSE & NEED SUMMARY STATEMENT: This project is necessary to remain competitive with other East Coast ports by increasing the number of deep berths capable of handling the Ultra Large Container Vessels at Seagirt Marine Terminal. In addition, the project densifies and electrifies the container yards to increase capacity and reduce emissions. This project leverages third party funds.

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

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

STATUS: MPA is partnering with Ports America Chesapeake in a Public Private Partnership that has received a \$6.6 million BUILD grant through USDOT - MARAD. Project construction started in FY21 and deepening of Berth 3 to 50 feet has been completed; The work agreed to under the BUILD grant should be completed by Summer 2023.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: \$35.1 million was deleted from the overall cost as MPA & Ports America Chesapeake (PAC) were unsuccessful in getting a FY2022 and FY2023 Ports Infrastructure Development Program (PIDP) grant. MPA and PAC are investigating other Federal Grant opportunities. Future funding is dependent on MPA and PAC successfully obtaining these grants.

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				...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	83,285	35,862	2,550	2,454	8,994	8,994	8,994	8,994	8,994	47,423	0
Total	83,285	35,862	2,550	2,454	8,994	8,994	8,994	8,994	8,994	47,423	0
Federal-Aid	24,542	6,307	2,255	247	3,598	3,598	3,598	3,598	3,598	18,235	0
Special	8,476	8,476	0	0	0	0	0	0	0	0	0
Other	50,267	21,079	296	2,206	5,396	5,396	5,396	5,396	5,396	29,188	0

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



PROJECT: Dredged Material Placement and Monitoring

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

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

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

- 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 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	BALANCE TO COMPLETE
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR	2023	2024	2025	...2026...	...2027...	...2028...	...2029...	TOTAL	
Planning	68,209	44,305	1,066	5,406	3,431	3,107	4,035	3,975	3,950	23,904	0
Engineering	30,932	19,854	4,710	2,708	1,900	1,720	1,750	1,600	1,400	11,078	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	47,642	32,185	526	849	11,450	3,158	0	0	0	15,457	0
Total	146,783	96,344	6,302	8,963	16,781	7,985	5,785	5,575	5,350	50,439	0
Federal-Aid	24,708	12,850	526	500	8,200	3,158	0	0	0	11,858	0
Special	122,075	83,494	5,776	8,463	8,581	4,827	5,785	5,575	5,350	38,581	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: \$2.9 million was added to this program to cover the funds added to FY29 as cash flows were realigned and funding was added to FY29.

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



PROJECT: Port of Baltimore Rail Capacity Modernization Project

DESCRIPTION: The Intermodal Container Transfer Facility (ICTF) sits adjacent to Seagirt Marine Terminal. The project will remove some existing track and install two crane beam rails to support an electric rail mounted gantry crane and install four new working tracks. The project is being supported by a Consolidated Rail Infrastructure and Safety Improvement (CRISI) grant from the Federal Railroad Administration along with private funding from Ports America Chesapeake.

PURPOSE & NEED SUMMARY STATEMENT: The project is needed to modernize the ICTF's rail yard infrastructure to support increased demand for double stacked trains of containerized cargo once the Howard Street Tunnel Project is complete.

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

- 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

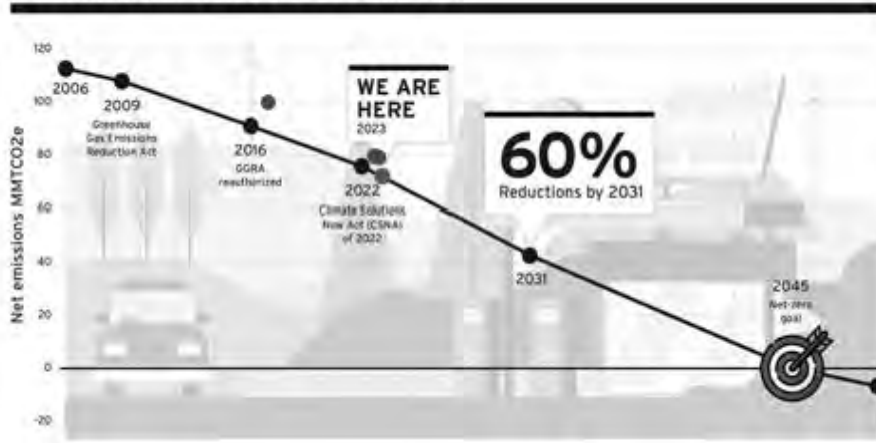
EXPLANATION: The project will support increased cargo demand at the terminal, upgrade the rail container terminal's aging infrastructure to achieve a higher level of safety, promote energy efficiency with electric rather than diesel equipment, reduce emissions and improve air quality by reducing the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

STATUS: The CRISI grant was announced in June 2022 and the project is currently in the engineering and environmental approval phase.

POTENTIAL FUNDING SOURCE:												
	<input type="checkbox"/> SPECIAL			<input checked="" 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 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	FOR PLANNING PURPOSES ONLY						
						...2026...	...2027...	...2028...	...2029...			
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0	0
Construction	22,400	0	0	16,930	5,470	0	0	0	0	0	22,400	0
Total	22,400	0	0	16,930	5,470	0	0	0	0	0	22,400	0
Federal-Aid	15,680	0	0	11,850	3,830	0	0	0	0	0	15,680	0
Special	0	0	0	0	0	0	0	0	0	0	0	0
Other	6,720	0	0	5,080	1,640	0	0	0	0	0	6,720	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: none

Timeline to Achieve Maryland's Climate Goals



PROJECT: Climate Solutions Now Act and Related Projects

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

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

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

- 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:

- SPECIAL
- FEDERAL
- GENERAL
- OTHER

PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST	EXPENDED THRU				...	...	...	...
	(\$000)	CLOSE YEAR				2023	2024	2025	2026...			2027...	2028...	2029...
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	25	25	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	8,447	2,489	2,083	5,554	254	0	0	0	150	5,958	0
Total	8,472	2,514	2,083	5,554	254	0	0	0	150	5,958	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	8,472	2,514	2,083	5,554	254	0	0	0	150	5,958	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: New PIF added to track the projects associated with compliance of the Climate Solutions Now Act.



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

- SMART GROWTH STATUS:**
- Project Not Location Specific
 - 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 Seagirt Loop Channel improvements were evaluated through an integrated feasibility study in partnership with the US Army Corps of Engineers to maximize Baltimore Harbor’s contribution to national economic development, consistent with protecting the environment, by improving the existing navigation system’s ability to safely and efficiently serve the forecasted vessel fleet.

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

POTENTIAL FUNDING SOURCE:											
	<input checked="" type="checkbox"/> SPECIAL										
	<input type="checkbox"/> FEDERAL										
	<input type="checkbox"/> GENERAL										
	<input type="checkbox"/> OTHER										
PHASE	TOTAL					PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	FOR PLANNING PURPOSES ONLY					
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,730	693	133	485	452	100	0	0	0	1,037	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,730	693	133	485	452	100	0	0	0	1,037	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	1,730	693	133	485	452	100	0	0	0	1,037	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Funding added for Engineering and Design to deepen the entire Loop Channel.



PROJECT: Dundalk Marine Terminals Berths 11 - 13

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

PURPOSE & NEED SUMMARY STATEMENT: Due to the harsh marine environment, these berths are in need of reconstruction in order for the Port of Baltimore to continue to handle the large volumes of automobiles and RO/RO equipment.

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

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

EXPLANATION: Dundalk Marine Terminal (DMT) Berths 11 - 13 handle large volumes of automobile and RO/RO cargo that would not be cost effective to handle at other DMT berths. If these berths are not reconstructed, the berths are in jeopardy of being taken out of service.

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

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

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL					PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	FOR PLANNING PURPOSES ONLY					
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,250	650	650	2,600	0	0	0	0	0	2,600	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	3,250	650	650	2,600	0	0	0	0	0	2,600	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	3,250	650	650	2,600	0	0	0	0	0	2,600	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: New PIF added to track the system preservation requirements of Dundalk Marine Terminal Berths 11 - 13.



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

POTENTIAL FUNDING SOURCE:												
	<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO	
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY						YEAR	COMPLETE
	(\$000)	CLOSE YEAR	2023	2024	2025	...2026...	...2027...	...2028...	...2029...	TOTAL		
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	1,600	369	369	1,231	0	0	0	0	0	1,231	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	0	
Total	1,600	369	369	1,231	0	0	0	0	0	1,231	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	
Special	1,600	369	369	1,231	0	0	0	0	0	1,231	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: New PIF added to track the system preservation requirements of Dundalk Marine Terminal Berths 1 - 2.



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 FY24.

POTENTIAL FUNDING SOURCE:												
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER												
PHASE	TOTAL					PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	FOR PLANNING PURPOSES ONLY						
						...2026...	...2027...	...2028...	...2029...			
Planning	25	0	0	25	0	0	0	0	0	25	0	
Engineering	650	0	0	1	649	0	0	0	0	650	0	
Right-of-way	5,000	0	0	5,000	0	0	0	0	0	5,000	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	0	
Total	5,675	0	0	5,026	649	0	0	0	0	5,675	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	
Special	5,675	0	0	5,026	649	0	0	0	0	5,675	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: New PIF added to track the acquisition and other work needed for a piece of property adjacent to Dundalk Marine Terminal.

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND PORT ADMINISTRATION - LINE 26

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Agency Wide Building Repairs</u>			
MPA1854	Agency Wide Facility Improvements	\$ 36,393	Deferred
MPAPRJ000305	Fire Protection Systems Replacement	\$ 1,000	FY 2026
<u>Comprehensive Paving Program</u>			
MPA1706	Agency Wide Comprehensive Paving XI	\$ 25,050	Deferred
MPA1842	Agency Wide Paving Repairs	\$ 16,209	Ongoing
<u>Environment</u>			
MPA1400	Environmental Remediation	\$ 1,240	Ongoing
MPA1707	Hawkins Point O&M	\$ 16,732	Ongoing
MPA1951	Mercedes Pond Rehabilitation -TMDL	\$ 910	Completed
MPAPRJ000180	Hawkins Point Algal Flow Way TMDL	\$ 0	Study Underway
MPAPRJ000189	Urban Forestry Program	\$ 0	Deferred
MPAPRJ000315	COASTAL RESILIENCY & ADAPTATION PLAN (BRIC Grant)	\$ 200	FY 2024
<u>Harbor Development - Dredge Material Management</u>			
MPAPRJ000332	Climate Challenge Reimbursement Grant	\$ 364	FY 2024
<u>Harbor Development - General</u>			
MPA5217	Environmental Studies - MERC	\$ 10,221	Ongoing
MPA5220	Environmental Initiatives Program	\$ 4,609	Ongoing
MPA5221	Chesapeake Bay PORTS System	\$ 9,058	Ongoing
MPA5224	Economic Studies - UMCES	\$ 4,780	Ongoing
<u>Information Systems Division</u>			
MPA3124	CTIPP Equipment	\$ 5,631	Deferred
MPA3215	IT Database Infrastructure Implementation Support	\$ 1,854	Ongoing
MPA3216	Dundalk Fiber Upgrade and Expansion	\$ 0	Deferred

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND PORT ADMINISTRATION - LINE 26

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Information Systems Division</u>			
MPAPRJ000185	Enhance Cybersecurity-Core Network Backbone -Repl. End of Life Network Switches	\$ 480	Ongoing
MPAPRJ000186	Enhance Cybersecurity-Portwide Wireless Links - Replace Legacy Wireless Links	\$ 708	Ongoing
MPAPRJ000187	Procedures Requiring System & Network Changes	\$ 642	Completed
MPAPRJ000208	Deployment of CCTV Field Distribution Box (FDB) Protection Mechanisms: Phase 1	\$ 50	FY 2024
MPAPRJ000209	WTC ACS- Replacement - Genetec	\$ 383	Ongoing
MPAPRJ000213	Improve MDOT MPA Access Security Control System Phase 2 (2021 PSGP)	\$ 498	Ongoing
MPAPRJ000217	2021 PSGP Submission: Cyber Auto Rem Phase II	\$ 509	Ongoing
MPAPRJ000219	2021 PSGP Submission: Cybersecurity Enhancement of Unified Security Platform	\$ 572	FY 2024
MPAPRJ000220	2021 PSGP Submission:Enhancing Perimeter Security with On-Target Detection Technology	\$ 650	FY 2024
MPAPRJ000227	New ACC Fiber Project	\$ 59	Completed
MPAPRJ000228	Improvement of Cybersecurity of Data Storage Infrastructure	\$ 747	Completed
MPAPRJ000242	CCTV maintenance	\$ 500	FY 2024
MPAPRJ000293	CTP FY24-28 ISD Systems Engineer Resource	\$ 1,000	FY 2024
MPAPRJ000307	Application Software Cybersecurity A & R (PSGP22)	\$ 450	FY 2024
MPAPRJ000329	Resource for Grant Management System	\$ 250	FY 2024
<u>Landside - Security Enhancements</u>			
MPA1779	CCTV Camera EOL Replacement	\$ 581	Ongoing
MPA1791	Port Security Grant Program 2019	\$ 958	Completed
MPA1941	Wave Camera System Replacement	\$ 329	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	FY 2024
<u>Landside Facility and Capital Equipment</u>			
MPA3038	Sprinkler Repairs	\$ 1,980	Ongoing

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

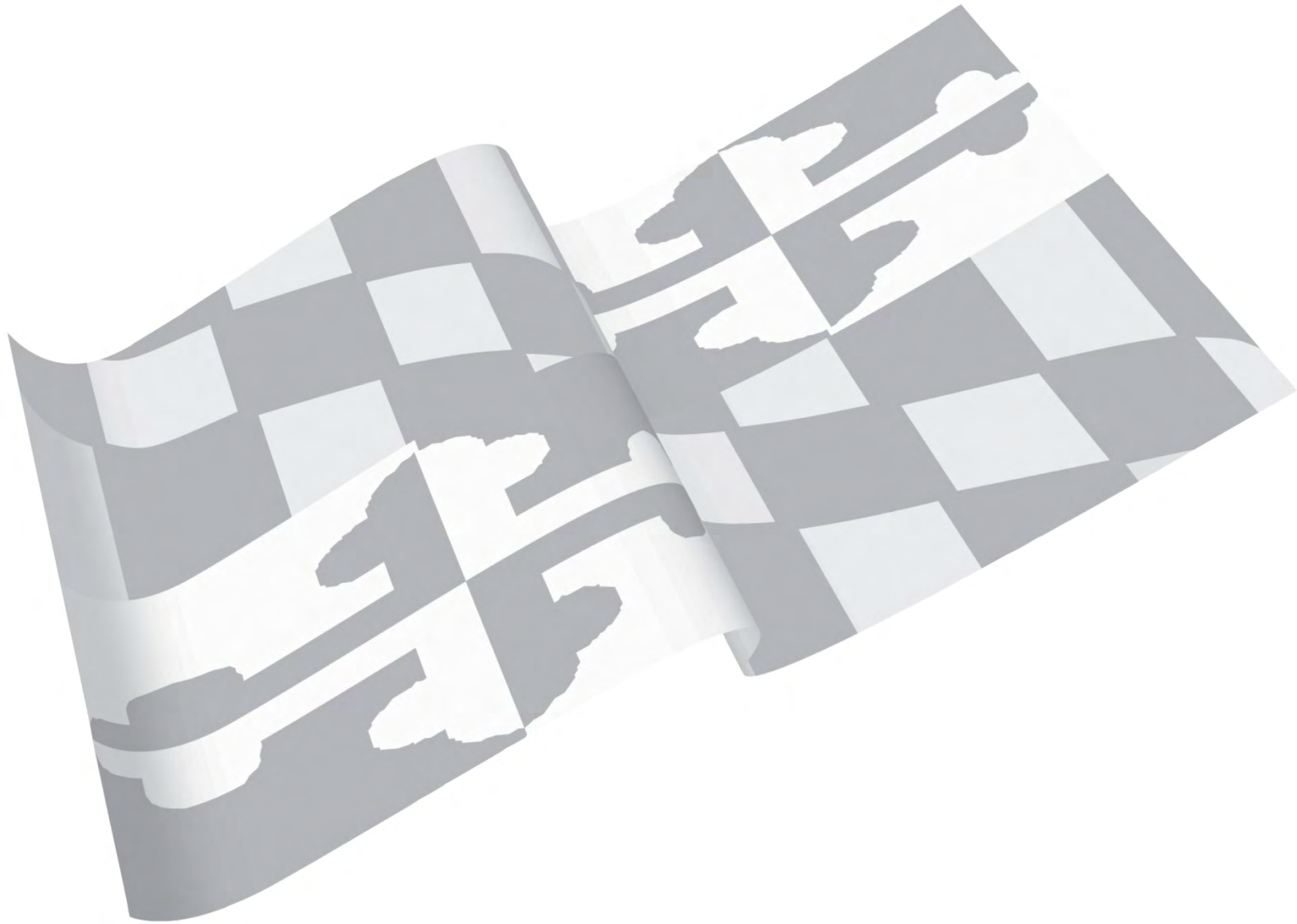
MARYLAND PORT ADMINISTRATION - LINE 26

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Landside Facility and Capital Equipment</u>			
MPA3106	Railroad Inspection and Construction	\$ 9,540	Ongoing
MPA3233	Vehicles and Light Trucks (DA-8 eligible)	\$ 3,873	Deferred
MPAPRJ000280	Telehandler Units	\$ 765	FY 2024
MPAPRJ000289	Dundalk Rail Track Rehab	\$ 443	Completed
MPAPRJ000334	Vehicle Exempt	\$ 210	Deferred
MPAPRJ000350	High Mast Light Refurbishments	\$ 850	FY 2024
<u>Landside Major Projects</u>			
MPAPRJ000272	DMT Waterline Rehabilitation Program	\$ 100	Deferred
MPAPRJ000313	RUBB Building at DMT Lot 500	\$ -	Deferred
<u>Landside Studies and Open Ended Contracts</u>			
MPA1211	Portwide Engineering and Design - Balance	\$ 26,000	Deferred
MPA1281	CMI FY 18 - FY 23	\$ 12,483	Deferred
MPA1286	Portwide Engineering and Design Contracts	\$ 30,914	Deferred
MPA1827	Surveying	\$ 350	Ongoing
MPA1851	IT GIS Services - RKK	\$ 1,280	Completed
MPA1852	IT GIS Services - JMT	\$ 1,803	Completed
MPAAWC000188	MPA Diving Services	\$ 350	Ongoing
MPAAWC000308	CATS/GIS - JMT	\$ 1,921	Ongoing
MPAAWC000309	CATS/GIS - KCI	\$ 1,287	Ongoing
MPAPRJ000223	Waterfront Structure Inspections	\$ 8,962	Ongoing
MPAPRJ000238	Agency Wide Structures Engineering	\$ 14,083	Deferred
<u>Landside System Preservation</u>			
MPA1659	NLP Pier 10 Stabilization	\$ 2,346	Completed
MPA3212	Broening Highway Project Support	\$ 2,000	Completed
MPAPRJ000291	DMT Shed 201B Roof Replacement	\$ 2,500	FY 2024

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND PORT ADMINISTRATION - LINE 26

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Planning and Finance			
MPA3501	Open Ended Planning Studies JM	\$ 907	Ongoing
Waterfront Structures Program			
MPA1730	Agency Wide Waterfront Structure Repair	\$ 30,042	Deferred
MPA1865	Agency Wide Substructure Repair	\$ 12,252	Completed



MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION

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

	<u>FY 2024</u>	<u>FY 2025</u>	<u>FY 2026</u>	<u>FY 2027</u>	<u>FY 2028</u>	<u>FY 2029</u>	<u>SIX - YEAR TOTAL</u>
<u>Major Construction Program</u>	508.1	524.5	582.6	742.4	632.0	493.8	3,483.4
System Preservation	257.7	345.2	428.2	430.3	405.8	279.2	2,146.5
Expansion/Efficiency	232.3	121.4	107.0	272.1	189.1	185.7	1,107.6
Safety & Security	3.2	8.5	2.1	-	-	-	13.7
Local Funding	5.8	39.9	43.5	38.7	35.7	28.9	192.4
Environment	2.7	6.1	0.4	-	-	-	9.3
Administration	6.4	3.4	1.4	1.4	1.3	-	13.9
<u>Major Development & Evaluation Program</u>	34.7	51.8	131.5	152.8	143.5	117.1	631.6
System Preservation	14.2	15.5	17.0	60.0	72.0	50.0	228.8
Expansion/Efficiency	18.3	35.5	63.9	42.4	20.5	17.1	197.7
Safety & Security	1.5	-	-	-	-	-	1.5
Local Funding	0.1	0.2	0.5	0.4	1.0	-	2.3
Environment	0.7	0.6	50.0	50.0	50.0	50.0	201.4
Administration	(0.0)	0.0	-	-	-	-	(0.0)
<u>Minor Program</u>	127.2	70.5	63.3	29.6	28.2	12.8	331.7
System Preservation	77.6	41.1	35.4	24.7	17.4	12.8	209.0
Expansion/Efficiency	13.5	20.4	23.2	0.5	-	-	57.5
Safety & Security	12.0	4.5	3.1	0.1	0.3	-	19.9
Local Funding	0.4	-	-	-	-	-	0.4
Environment	10.4	1.7	1.0	4.4	6.1	-	23.5
Administration	13.4	2.8	0.7	-	4.5	-	21.4
<u>Capital Salaries, Wages & Other Costs</u>	7.6	9.0	10.0	13.8	14.4	11.5	66.3
TOTAL	677.7	655.9	787.4	938.7	818.1	635.2	4,512.9
Special Funds	356.2	326.6	377.2	485.2	376.3	319.8	2,241.2
Federal Funds	250.1	318.8	389.7	424.4	431.3	314.7	2,129.1
Other Funds	71.7	10.6	20.5	29.1	10.6	0.7	143.1
<u>Special Funds Breakdown</u>							
General Fund	0.0	19.5	95.6	34.5	0.0	0.0	149.5
Transportation Trust Fund	356.2	307.1	281.6	450.7	376.3	319.8	2,091.7
SPECIAL FUNDS TOTAL	356.2	326.6	377.2	485.2	376.3	319.8	2,241.2



MARC

Freight

Light Rail

Baltimore Metro

Bus

Multi-Modal

Locally Operated Transit Systems



**MARYLAND DEPARTMENT
OF TRANSPORTATION**

**MARYLAND TRANSIT
ADMINISTRATION**

MDOT MTA CONSTRUCTION PROGRAM



PROJECT: MARC Maintenance, Layover, & Storage Facilities

DESCRIPTION: Planning, environmental documentation, design, and construction of maintenance, layover, and storage facilities. Includes design and construction of storage tracks 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 of the heavy maintenance building at the Riverside location is complete. Substantial completion issued February 13, 2023. Construction for Riverside Boilers Dual Burner Conversion will begin in FY 24.

POTENTIAL FUNDING SOURCE:		<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	BALANCE TO
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY						YEAR	COMPLETE
	(\$000)	CLOSE YEAR	2023	2024	2025	...2026...	...2027...	...2028...	...2029...	TOTAL	
Planning	147	76	0	71	0	0	0	0	0	71	0
Engineering	8,441	6,478	255	1,963	0	0	0	0	0	1,963	0
Right-of-way	2,033	2,031	0	2	0	0	0	0	0	2	0
Utility	603	0	0	603	0	0	0	0	0	603	0
Construction	89,972	55,784	17,984	2,272	7,468	18,448	6,000	0	0	34,188	0
Total	101,196	64,368	18,239	4,912	7,468	18,448	6,000	0	0	36,828	0
Federal-Aid	78,064	49,602	13,849	4,696	5,114	13,852	4,800	0	0	28,462	0
Special	21,632	14,766	4,390	74	1,665	3,927	1,200	0	0	6,866	0
Other	1,500	0	0	142	689	669	0	0	0	1,500	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Project cost increased by \$6.5M due to the addition of vehicle inspection elements to Martin State Airport Improvements project.

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



PROJECT: MARC Improvements on Penn Line

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

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

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

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

- SMART GROWTH STATUS:** Project Not Location Specific 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: Projects such as interlocking replacements and platform improvements are needed to keep the system in a state of good repair.

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

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER												
PHASE	TOTAL					PLANNING					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	FOR PLANNING PURPOSES ONLY						
						...2026...	...2027...	...2028...	...2029...			
Planning	0	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	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	412,738	205,844	21,815	27,469	28,584	31,125	41,763	45,703	32,250	206,894	0	0
Total	416,310	209,416	21,815	27,469	28,584	31,125	41,763	45,703	32,250	206,894	0	0
Federal-Aid	325,273	159,470	17,448	22,271	22,867	24,900	33,411	36,555	25,800	165,803	0	0
Special	91,038	49,947	4,367	5,198	5,717	6,225	8,353	9,148	6,450	41,091	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Project funding allocation increased by \$32.2M due to additional funding for the Northeast Corridor rail right-of-way project and other miscellaneous program adjustments.

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



PROJECT: MARC Improvements on Camden and Brunswick Lines

DESCRIPTION: Ongoing improvement program to ensure safety and quality of service along the MARC Camden and Brunswick lines. Program is implemented through CSX construction agreements. CSX efforts include projects such as interlocking replacements and other track improvements.

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

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

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

STATUS: Improvements to the Jessup yard were completed in FY 22. Construction for the replacement of 4 switches at the Greenbelt interlocking is underway and is to be completed in FY 24.

POTENTIAL FUNDING SOURCE:											
	<input checked="" type="checkbox"/> SPECIAL			<input checked="" type="checkbox"/> FEDERAL				<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER	
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
			2023	2024	2025	...2026...	...2027...	...2028...	...2029...		
Planning	662	0	0	300	362	0	0	0	0	662	0
Engineering	2,361	2,211	0	150	0	0	0	0	0	150	0
Right-of-way	19	19	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	163,356	125,427	3,679	3,266	12,650	5,314	4,591	6,109	6,000	37,930	0
Total	166,398	127,656	3,679	3,716	13,012	5,314	4,591	6,109	6,000	38,742	0
Federal-Aid	128,748	95,562	2,604	5,546	10,370	4,019	3,651	4,800	4,800	33,186	0
Special	37,651	32,095	1,076	(1,830)	2,642	1,295	940	1,309	1,200	5,556	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Project funding allocation increased by \$1.2M due to the addition of several projects including tower signal updates, installation of new switch panels, rail replacements and under track tunnel repairs.

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

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



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. 38 overhauled railcars are operating in revenue service with all railcars anticipated to be overhauled by December 31, 2024. Specification development for overhaul of 54 MARC IV railcars to begin in FY 25.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Project funding allocation increased by \$16.7M to support overhaul activities and due to the addition of FY 29 funding.

USAGE: MARC annual ridership in FY 23 exceeded 1.49 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	EXPENDED THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR	2023	2024	2025	...2026...	...2027...	...2028...	...2029...	TOTAL	
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,604	604	0	50	550	1,400	0	0	0	2,000	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	148,354	42,134	6,672	7,891	14,782	7,697	22,600	37,000	16,250	106,220	0
Total	150,958	42,738	6,672	7,941	15,332	9,097	22,600	37,000	16,250	108,220	0
Federal-Aid	131,344	33,658	5,355	6,313	12,046	7,270	21,470	35,150	15,438	97,686	0
Special	19,614	9,079	1,317	1,628	3,286	1,827	1,130	1,850	813	10,534	0
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 Not Subject to PFA Law
- Project Inside PFA Grandfathered
 - Project Outside PFA Exception Will Be Required
 - PFA Status Yet to Be Determined Exception Granted

STATUS: Conditional acceptance of six overhauled GP-39 locomotives ongoing. MP36PH-3C specification development is 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	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY						
			2023	2024	2025	...2026...	...2027...	...2028...	...2029...	TOTAL		
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	12,769	1,436	141	234	175	0	0	500	500	1,409	9,923	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	171,262	10,267	3,652	2,892	9,130	11,853	23,060	20,944	17,027	84,906	76,089	
Total	184,030	11,703	3,792	3,127	9,305	11,853	23,060	21,444	17,527	86,315	86,012	
Federal-Aid	121,676	8,170	3,014	2,498	7,444	11,088	21,697	20,174	16,576	79,477	34,030	
Special	62,354	3,533	779	628	1,861	765	1,363	1,269	951	6,838	51,983	
Other	0	0	0	0	0	0	0	0	0	0	0	

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Project funding allocation increased by \$22.5M due to the addition of FY 29. Cashflow was updated to account for updated project schedule. New locomotive procurement required for electrification of Penn Line (\$63.4M) was deferred out of the 6-year program due to budget constraints.

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



PROJECT: MARC Positive Train Control

DESCRIPTION: Implementation and development of Positive Train Control (PTC) for MARC as required by the Federal Railroad Administration. Positive Train Control incorporates an on-board computer that ensures all signals are received by the various parts of the system to prevent collision, maintain speed limits, and train spacing, while also protecting track workers who have been given exclusive use of the tracks. All locomotives and cab cars will be upgraded to operate the Positive Train Control system.

PURPOSE & NEED SUMMARY STATEMENT: PTC for MARC will create a safeguard against train collisions through proper train spacing on the tracks and active speed limit oversight.

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

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

EXPLANATION: Ensure the safe operation of MARC service.

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

STATUS: All MARC diesel locomotives and cab cars available for service are equipped with the Interoperable Electronic Train Management System and are operating PTC on all three MARC service lines (Penn/Camden/Brunswick). Wi-Fi has been installed at all MARC Maintenance and Layover facilities. Closeout activities including additional training and installing final hardware upgrades will continue through FY 24.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

USAGE: MARC annual ridership in FY 23 exceeded 1.49 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				FOR PLANNING PURPOSES ONLY					
			2023	2024	2025	...2026...	...2027...	...2028...	...2029...	TOTAL	
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	652	348	0	282	0	22	0	0	0	304	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	36,122	32,785	0	167	1,122	2,048	0	0	0	3,337	0
Total	36,774	33,133	0	449	1,122	2,070	0	0	0	3,641	0
Federal-Aid	29,453	26,161	24	268	1,385	1,638	0	0	0	3,292	0
Special	7,321	6,972	(24)	180	(263)	432	0	0	0	350	0
Other	0	0	0	0	0	0	0	0	0	0	0



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

- SMART GROWTH STATUS:**
- Project Not Location Specific
 - 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 inspection and repairs to garages as well as maintenance repairs and passenger improvements to the station.

STATUS: Design efforts to reconstruct and repair concrete and asphalt bus loop pavement and associated storm water facilities at MARC BWI Station are complete. Moving forward with contract solicitation.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL					PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	FOR PLANNING PURPOSES ONLY					
						...2026...	...2027...	...2028...	...2029...		
Planning	405	405	0	0	0	0	0	0	0	0	0
Engineering	1,819	1,819	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	8,454	7,030	202	351	1,073	0	0	0	0	1,424	0
Total	10,678	9,254	202	351	1,073	0	0	0	0	1,424	0
Federal-Aid	6,058	5,632	(83)	25	401	0	0	0	0	426	0
Special	4,620	3,622	286	326	673	0	0	0	0	999	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:
None.

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



PROJECT: MARC Odenton Station Renovation

DESCRIPTION: This project will provide design and construction for renovations to the existing MARC Odenton Station, which serves the Penn line. Interior renovations will include new doors, lighting, flooring, seating, HVAC, paint, millwork at customer service counter, and other miscellaneous customer amenities. Interior renovation will also include accessible restrooms and water cooler. Exterior renovations will include improved drainage, exterior signage, and replacement of all doors and windows. Temporary restrooms and ticket trailer will be provided during construction.

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

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

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

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

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

STATUS: Design completed and will be advertised for construction in FY 24.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY						TOTAL	COMPLETE
	(\$000)	CLOSE YEAR	2023	2024	2025	...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	439	360	247	74	5	0	0	0	0	79	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	2,182	0	0	165	2,017	0	0	0	0	2,182	0
Total	2,621	360	247	239	2,022	0	0	0	0	2,261	0
Federal-Aid	2,049	276	215	156	1,617	0	0	0	0	1,774	0
Special	572	85	32	83	404	0	0	0	0	487	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:
None.

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



PROJECT: MARC Laurel Platform Replacement

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

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

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

- 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 to the station platform to maintain a state of good repair.

STATUS: Construction efforts will conclude in FY 24.

POTENTIAL FUNDING SOURCE:											
	<input checked="" type="checkbox"/> SPECIAL			<input checked="" type="checkbox"/> FEDERAL				<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER	
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY						YEAR	COMPLETE
	(\$000)	CLOSE YEAR	2023	2024	2025	...2026...	...2027...	...2028...	...2029...	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	3,440	24	24	3,416	0	0	0	0	0	3,416	0
Total	3,440	24	24	3,416	0	0	0	0	0	3,416	0
Federal-Aid	2,592	19	19	2,573	0	0	0	0	0	2,573	0
Special	848	5	5	843	0	0	0	0	0	843	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:
None.

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



PROJECT: Freight Rail Program

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

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

STATE 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: 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 2023 - 28 CTP: Project funding allocation increased by \$11.6M due to addition of state of good repair funding for FY 25-29.

USAGE:

POTENTIAL FUNDING SOURCE:												
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER												
PHASE	TOTAL					PLANNING					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	FOR PLANNING PURPOSES ONLY						
						...2026...	...2027...	...2028...	...2029...			
Planning	421	21	0	100	200	100	0	0	0	400	0	
Engineering	20,702	17,334	973	2,167	930	273	0	0	0	3,369	0	
Right-of-way	412	297	12	115	0	0	0	0	0	115	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	58,422	40,280	2,817	5,371	6,798	2,261	1,233	1,244	1,233	18,142	0	
Total	79,957	57,932	3,801	7,753	7,928	2,634	1,233	1,244	1,233	22,025	0	
Federal-Aid	4,034	1	1	1,749	1,597	687	0	0	0	4,033	0	
Special	75,320	57,931	3,800	5,768	6,093	1,818	1,233	1,244	1,233	17,389	0	
Other	603	0	0	236	238	129	0	0	0	603	0	

0212, 0213, 0590, 1625, 1661, 1662, 1663, 1737, 1744, 1787, 1788, 1789, 1790, 1791, 1792, 1793, 1875, 1926, 1929, 1930, 2043, 2044, 2045, 2147, 2148, 2149, 2150, 2151, 2152, 2363



PROJECT: Homeland Security

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

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

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

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

STATUS: Activities for FY 22 Homeland Security grant are underway. Construction for FY 19 and FY 21 Homeland Security grants are underway. The FY 17 and FY 18 grants were completed in FY 23.

POTENTIAL FUNDING SOURCE:											
	<input checked="" type="checkbox"/> SPECIAL			<input checked="" type="checkbox"/> FEDERAL				<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER	
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO COMPLETE
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR				...2026...	...2027...	...2028...	...2029...			TOTAL
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,292	541	0	1,347	404	0	0	0	0	1,751	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	14,290	7,045	111	817	6,428	0	0	0	0	7,245	0
Total	16,582	7,585	111	2,164	6,833	0	0	0	0	8,996	0
Federal-Aid	16,186	7,331	110	2,023	6,833	0	0	0	0	8,855	0
Special	396	255	2	141	0	0	0	0	0	141	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

USAGE:



PROJECT: Metro and Light Rail Maintenance of Way

DESCRIPTION: Provide annual maintenance to major systemwide rail infrastructure to keep vital guideway elements in a state of good repair. Such elements include but are not limited to aerial structures and stations, girders, motor operated switches, ballast, concrete and timber ties, trackwork. Also support emergency response services as well as program management along the roadway as well as at railyards. 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					PLANNING					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	FOR PLANNING PURPOSES ONLY						
						...2026...	...2027...	...2028...	...2029...			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	15,890	12,145	125	924	0	0	0	1,000	1,820	3,744	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	177,037	98,952	13,118	15,794	10,929	11,084	6,054	20,798	13,426	78,086	0	
Total	192,927	111,097	13,243	16,718	10,929	11,084	6,054	21,798	15,246	81,830	0	
Federal-Aid	17,772	13,572	901	1,943	0	0	0	800	1,456	4,199	0	
Special	175,156	97,525	12,342	14,775	10,929	11,084	6,054	20,998	13,790	77,630	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Project allocation funding increased by \$10.7M to support track maintenance and emergency response. Renewal of interlockings in the Northwest Maintenance Yard were deferred to FY 29 due to budget constraints.

USAGE:

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



PROJECT: Light Rail Vehicle Overhaul

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

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

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

- 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: Projects include an ongoing and major overhaul of the Light Rail fleet to ensure safe, reliable service to the end of the cars' useful life.

STATUS: MTA continues to receive overhauled vehicles for use in revenue service. The final overhauled railcar is expected to be in service in FY 24. Ongoing minor overhauls are underway.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL					PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	FOR PLANNING PURPOSES ONLY					
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,777	3,154	0	100	523	0	0	0	0	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	217,459	184,206	20,866	13,074	14,055	5,300	300	300	224	33,253	0
Total	221,236	187,360	20,866	13,174	14,578	5,300	300	300	224	33,876	0
Federal-Aid	146,689	123,315	13,641	9,342	10,031	4,000	0	0	0	23,374	0
Special	74,547	64,045	7,225	3,832	4,547	1,300	300	300	224	10,502	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: MTA added the Light Rail Car Body Structure Repair project to the program.

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



PROJECT: Light Rail Systems Overhauls and Replacements

DESCRIPTION: Includes the replacement of key systems throughout Light Rail including train control signals, grounding replacement, power systems, switches and switch heaters, substations, wide area network systems, suspension systems, and overhead catenary wire.

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

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

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

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

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

STATUS: Design for Load Break Disconnect Feeder and Traction Power Substation Rehabilitation was completed in FY 23. Design for Catenary Surge Protection is anticipated to be completed in FY 24. Train Control Signals UPS upgrade construction to begin 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					
			2023	2024	2025	...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	8,224	3,750	692	3,799	675	0	0	0	0	4,474	0
Right-of-way	482	10	5	472	0	0	0	0	0	472	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	139,794	2,251	1,052	8,114	17,002	18,972	25,700	21,681	20,074	111,543	26,000
Total	148,500	6,011	1,748	12,385	17,677	18,972	25,700	21,681	20,074	116,489	26,000
Federal-Aid	75,248	1,270	456	4,103	8,551	12,000	16,400	16,865	16,059	73,977	0
Special	73,252	4,741	1,292	8,282	9,126	6,972	9,300	4,816	4,015	42,511	26,000
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Planned replacement of rail and switch heater system was deferred. Construction funding has been reduced due to the CTP funding deficit, but D&E remains. This project will be evaluated for construction funding as it advances through the design and engineering phases and additional Transportation Trust Fund revenue becomes available.

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

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



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 interlocking, grade crossing, 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					PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	FOR PLANNING PURPOSES ONLY					
						...2026...	...2027...	...2028...	...2029...		
Planning	346	14	14	216	116	0	0	0	0	331	0
Engineering	18,474	4,779	4,141	9,852	590	1,995	1,258	0	0	13,696	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	24,589	1,571	1,571	201	0	11,852	10,965	0	0	23,018	0
Total	43,409	6,364	5,726	10,269	706	13,847	12,223	0	0	37,045	0
Federal-Aid	5,423	0	0	0	0	0	5,423	0	0	5,423	0
Special	37,986	6,364	5,726	10,269	706	13,847	6,800	0	0	31,622	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Project funding allocation decreased by \$21.1M as construction funding has been reduced due to the CTP funding deficit, but D&E remains. This project will be evaluated for construction funding as it advances through the design and engineering phases and additional Transportation Trust Fund revenue becomes available.

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



PROJECT: Howard Street Rail Replacement

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

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

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

- Enhance Safety and Security
- 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 rail replacement to maintain a state of good repair.

STATUS: MTA has deferred this project to better align with the CSX Howard St. tunnel project and other Light Rail state of good repair work in an effort to decrease impact to riders.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL					PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	FOR PLANNING PURPOSES ONLY					
						...2026...	...2027...	...2028...	...2029...		
Planning	800	800	0	0	0	0	0	0	0	0	0
Engineering	2,673	1,604	8	569	500	0	0	0	0	1,069	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	33,028	9	1	0	0	0	0	16,609	16,410	33,019	0
Total	36,501	2,412	9	569	500	0	0	16,609	16,410	34,088	0
Federal-Aid	27,335	157	2	363	400	0	0	13,287	13,128	27,178	0
Special	9,166	2,256	7	206	100	(0)	(0)	3,322	3,282	6,910	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Funding allocation increased by \$1.1M to account for increased price of equipment and materials, and miscellaneous program adjustments.

USAGE: Light Rail annual ridership in FY 23 exceeded 1.2 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

- SMART GROWTH STATUS:**
- Project Not Location Specific
 - 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: Interlocking renewals are needed to assure customer safety, to provide reliable customer service and to keep the system in a state of good repair.

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

POTENTIAL FUNDING SOURCE:											
	<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER				
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
			2023	2024	2025	...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	11,100	9,960	142	844	0	0	0	0	295	1,139	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	98,424	37,824	29	2,973	5,000	32,194	12,258	1,694	6,482	60,600	0
Total	109,524	47,784	171	3,817	5,000	32,194	12,258	1,694	6,777	61,739	0
Federal-Aid	77,644	30,867	713	2,030	4,000	25,755	9,806	0	5,185	46,777	0
Special	31,880	16,917	(542)	1,787	1,000	6,439	2,452	1,694	1,591	14,963	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Project funding allocation increased by \$5.6M with the addition of FY 29 funding. Additionally, project construction funding has been delayed within the 6-year program due to budget constraints.

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



PROJECT: Metro Station Rehabilitation and Lighting Program

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

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

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

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

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) will conclude in FY 24. Design to replace snow melting equipment at metro platforms is underway. Design for customer service station booth replacements is underway. Stairs and ADA Parking are both complete.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:
None.

USAGE:
Metro annual ridership in FY 23 exceeded 1.7 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
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY						TOTAL	COMPLETE
	(\$000)	CLOSE YEAR	2023	2024	2025	...2026...	...2027...	...2028...	...2029...	YEAR	TO
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	7,360	179	179	1,980	2,251	2,500	450	0	0	7,182	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	46,681	1,164	852	634	3,600	7,600	16,971	16,712	0	45,517	0
Total	54,041	1,343	1,030	2,614	5,851	10,100	17,421	16,712	0	52,698	0
Federal-Aid	34,196	0	0	787	2,413	6,649	11,790	12,558	0	34,196	0
Special	19,845	1,343	1,030	1,827	3,439	3,451	5,631	4,155	0	18,502	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

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

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

STATUS: The Metro Train Control and Vehicle Replacement Project is underway. Construction for ongoing overhauls and repairs are underway. Overhaul of truck assemblies will begin in FY 24. The first truck was delivered in FY 24. Communications based train control installation is underway.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:
None.

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

POTENTIAL FUNDING SOURCE:											
	<input checked="" type="checkbox"/> SPECIAL			<input checked="" type="checkbox"/> FEDERAL				<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER	
PHASE	TOTAL					PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	FOR PLANNING PURPOSES ONLY					
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,654	5,654	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	538,713	274,810	26,466	30,236	54,299	66,495	64,947	47,926	0	263,903	0
Total	544,367	280,464	26,466	30,236	54,299	66,495	64,947	47,926	0	263,903	0
Federal-Aid	435,751	208,485	18,370	22,705	41,443	60,973	59,395	42,750	0	227,266	0
Special	108,616	71,979	8,096	7,531	12,856	5,522	5,552	5,176	0	36,637	0
Other	0	0	0	0	0	0	0	0	0	0	0

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



PROJECT: Metro Maintenance Facility Improvements

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

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

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

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

EXPLANATION: The upgrade, replacement, and installation of maintenance equipment will increase safety for employees by providing fall protection, 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 is ongoing. Construction of hoists and lifts is also underway. Design for fall protection completed in FY 22. Design for wheel truing machine pit modifications and vehicle wash upgrade was completed and it was advertised in FY 23.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Project funding allocation increased by \$1.4M to support the Metro Wabash Vehicle Wash upgrade and equipment upgrades projects.

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

POTENTIAL FUNDING SOURCE:												
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER												
PHASE	TOTAL					PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	FOR PLANNING PURPOSES ONLY						
						...2026...	...2027...	...2028...	...2029...			
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,706	2,557	709	148	0	0	0	0	0	148	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	27,995	5,981	3,782	3,846	6,238	5,000	6,930	0	0	22,015	0	0
Total	30,701	8,538	4,491	3,994	6,238	5,000	6,930	0	0	22,163	0	0
Federal-Aid	23,540	6,620	3,684	2,843	4,609	4,000	5,468	0	0	16,920	0	0
Special	7,161	1,918	807	1,151	1,629	1,000	1,462	0	0	5,243	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0

1530, 1795



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: Design for the AC Secondary Breaker Refurbishment was completed in FY 23. Design for Power Distribution System Rehabilitation, Switch Heater System Replacement, Stray Current Monitoring System Replacement, and Electric Systems Upgrade projects currently ongoing.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Project funding allocation decreased by \$1.3M due to miscellaneous program adjustments. Rail and switch heater replacement construction was delayed within the 6-year program due to budget constraints.

USAGE: Metro annual ridership in FY 23 exceeded 1.7 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				...2026...	...2027...	...2028...	...2029...		
Planning	500	0	0	0	0	500	0	0	0	500	0
Engineering	10,323	1,083	932	875	7,285	1,010	60	10	0	9,241	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	22,800	680	361	1,529	3,005	4,572	5,835	5,500	1,680	22,120	0
Total	33,624	1,763	1,293	2,404	10,290	6,082	5,895	5,510	1,680	31,861	0
Federal-Aid	3,351	0	0	40	660	1,307	0	0	1,344	3,351	0
Special	30,272	1,763	1,293	2,364	9,630	4,774	5,895	5,510	336	28,510	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

EXPLANATION: Rehabilitation/replacement of Metro Subway systems are needed to ensure customer safety, to provide reliable customer service, and to keep the system in a state of good repair while also identifying opportunities to improve upon environmental factors.

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

STATUS: Inspections to identify various metro system infrastructure in need of repair/replacement are ongoing. Design is underway for Dewatering Stations Control & Equipment Replacement. Construction is ongoing for the Tunnel and Station Door Repair/Replacement project.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Project funding allocation increased by \$8.8M to continue the Tunnel Cleaning and Preservation Program through FY27 and other miscellaneous program adjustments. Additionally, project construction funding has been adjusted to account for updated project scheduling.

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

POTENTIAL FUNDING SOURCE:												
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER												
PHASE	TOTAL					PLANNING					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	FOR PLANNING PURPOSES ONLY						
						...2026...	...2027...	...2028...	...2029...			
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	7,158	3,193	392	875	3,090	0	0	0	0	0	3,965	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	43,741	18,736	1,305	3,990	3,471	8,550	7,000	1,776	220	25,005	0	0
Total	50,899	21,929	1,697	4,865	6,561	8,550	7,000	1,776	220	28,970	0	0
Federal-Aid	21,882	9,044	94	277	3,761	4,000	4,800	0	0	12,838	0	0
Special	29,017	12,885	1,603	4,587	2,800	4,550	2,200	1,776	220	16,132	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0

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



PROJECT: Kirk Bus Facility Replacement

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

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

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

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

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

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

STATUS: Construction of Phase I facility was completed in FY 19. Phase II construction was substantially completed in FY 21 and the facility is currently in use.

POTENTIAL FUNDING SOURCE:											
	<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						TOTAL	COMPLETE
	(\$000)	CLOSE YEAR	2023	2024	2025	...2026...	...2027...	...2028...	...2029...		
Planning	3,031	3,031	0	0	0	0	0	0	0	0	0
Engineering	12,888	12,888	0	0	0	0	0	0	0	0	0
Right-of-way	5,884	6,013	(28)	(129)	0	0	0	0	0	(129)	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	146,249	143,031	934	3,218	0	0	0	0	0	3,218	0
Total	168,052	164,963	906	3,089	0	0	0	0	0	3,089	0
Federal-Aid	107,738	102,171	92	5,567	0	0	0	0	0	5,567	0
Special	60,314	62,793	814	(2,478)	0	0	0	0	0	(2,478)	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:
None.

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



PROJECT: Zero Emission Eastern Bus Facility Redevelopment

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

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					
			2023	2024	2025	...2026...	...2027...	...2028...	...2029...	TOTAL	
Planning	1,208	908	37	300	0	0	0	0	0	300	0
Engineering	29,758	5,320	4,910	9,438	7,954	7,046	0	0	0	24,438	0
Right-of-way	446	184	107	262	0	0	0	0	0	262	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	474,223	0	0	0	0	0	60,000	72,000	50,000	182,000	292,223
Total	505,634	6,412	5,054	10,000	7,954	7,046	60,000	72,000	50,000	207,000	292,223
Federal-Aid	168,108	3,703	3,691	6,989	6,179	5,637	48,000	57,600	40,000	164,405	0
Special	337,527	2,709	1,363	3,011	1,775	1,409	12,000	14,400	10,000	42,595	292,223
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Project funding allocation increased by \$212.1M to fund construction efforts.

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



PROJECT: Bus Facilities Preservation and Improvements

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

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

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

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

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Project funding allocation increased by \$380K due to increased costs associated with the Bush Historic Gable Window Replacement and Washington Blvd Paint Booth Replacement projects, and to support the design of the Bush Building 8 HVAC Upgrades.

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

<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						TOTAL	COMPLETE
	(\$000)	CLOSE YEAR	2023	2024	2025	...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,078	239	34	240	0	0	600	0	0	840	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	31,458	5,574	3,436	5,692	9,518	8,789	1,885	0	0	25,884	0
Total	32,537	5,813	3,471	5,932	9,518	8,789	2,485	0	0	26,724	0
Federal-Aid	2,835	2,884	1,230	(48)	0	0	0	0	0	(48)	0
Special	29,701	2,929	2,240	5,980	9,518	8,789	2,485	0	0	26,772	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

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

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

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

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING FOR PLANNING PURPOSES ONLY				YEAR		
Planning	100	31	0	69	0	0	0	0	0	0	69	0
Engineering	435	330	28	105	0	0	0	0	0	0	105	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	3,030	1,564	417	1,466	0	0	0	0	0	0	1,466	0
Total	3,565	1,925	445	1,641	0	0	0	0	0	0	1,641	0
Federal-Aid	2,606	1,206	138	1,400	0	0	0	0	0	0	1,400	0
Special	959	719	307	240	0	0	0	0	0	0	240	0
Other	0	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Project funding allocation decreased by \$1.9M as the original project was completed in FY 23 and a secondary project will be completed in FY 24.

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



PROJECT: Bus Network Improvements

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

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

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

- 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: Projects will build upon ongoing MTA efforts to accomplish goals and objectives created by the Central Maryland Regional Transportation Plan through this rider-focused initiative. The elements of this project will improve reliability and on-time performance while simultaneously enhancing the customer wait and transfer experience.

STATUS: The Transit Signal Priority project was completed in FY 22, and additional potential sites were analyzed and approved by BCDOT in FY 21. Dedicated Bus Lane rehab projects were completed in FY 21 and FY 22. Planning efforts associated with bus-bulb curb extensions are underway at Garrison Boulevard and Belair Road corridors.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Project funding allocation decreased by \$4.8M as construction funding has been reduced due to the CTP funding deficit, but D&E remains. This project will be evaluated for construction funding as it advances through the design and engineering phases and additional Transportation Trust Fund revenue becomes available.

USAGE:
Core Bus annual ridership in FY 23 exceeded 20 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				YEAR 2023	YEAR 2024	YEAR 2025	FOR PLANNING PURPOSES ONLY		
						...2026...	...2027...	...2028...	...2029...	TOTAL	
Planning	4,717	3,698	815	943	76	0	0	0	0	1,020	0
Engineering	2,853	1,055	0	1,290	508	0	0	0	0	1,799	0
Right-of-way	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	25	0	0	0	0	0	0	0	0
Total	19,807	16,989	840	2,234	584	0	0	0	0	2,818	0
Federal-Aid	7,544	5,929	419	1,544	71	0	0	0	0	1,615	0
Special	12,264	11,060	421	690	513	0	0	0	0	1,204	0
Other	0	0	0	0	0	0	0	0	0	0	0

1469, 1470, 1537, 1756, 1767, 1768



PROJECT: Downtown Transfer Hub at Baltimore Arena

DESCRIPTION: Design and construct a transfer facility in Downtown Baltimore as outlined in the Regional Transit Plan objectives. Concept facility includes expansion of the sidewalk area to add bus bays, pedestrian lighting, ADA access, and bus stop amenities on Baltimore Street near Royal Farms Arena, which in turn creates ease of transfers and improve first mile/last mile access throughout the region.

PURPOSE & NEED SUMMARY STATEMENT: Modernized facility improvements will allow enhanced safety to valued passengers. Use of bus bays will allow for easier transfers between buses and to the Light Rail.

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

- 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 bus hub was identified in the Regional Transit Plan and will allow for easier transfers between buses and to the Light Rail.

STATUS: Design currently on hold for the transfer facility as Baltimore Arena renovations 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 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY						
						...2026...	...2027...	...2028...	...2029...			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	707	682	11	25	0	0	0	0	0	25	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	0	
Total	707	682	11	25	0	0	0	0	0	25	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	
Special	707	682	11	25	0	0	0	0	0	25	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:
 Construction funding has been reduced by \$2.4M due to the CTP funding deficit, but D&E remains. This project will be evaluated for construction funding as it advances through the design and engineering phases and additional Transportation Trust Fund revenue becomes available.

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



PROJECT: Bus Communications Systems Upgrade

DESCRIPTION: Retrofit of MTA buses with a unified, integrated, and state-of-the-art suite of on-board bus equipment as well as fixed-end systems at operations and security monitoring centers, allowing MTA to upgrade equipment and systems to enhance the delivery of safe and reliable customer service.

PURPOSE & NEED SUMMARY STATEMENT: The retrofit will provide a unified infrastructure on-board buses and will fully integrate security and monitoring systems

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

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

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

POTENTIAL FUNDING SOURCE: <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	EXPENDED THRU				FOR PLANNING PURPOSES ONLY						
	(\$000)	CLOSE YEAR				2023	2024	2025	...2026...			...2027...	...2028...	...2029...
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	4,375	4,375	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	33,587	33,587	129	(0)	0	0	0	0	0	(0)	0	
Total	37,962	37,962	129	(0)	0	0	0	0	0	(0)	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	
Special	37,962	37,962	129	(0)	0	0	0	0	0	(0)	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

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



PROJECT: Bus Procurement

DESCRIPTION: Annual purchase of clean diesel buses to replace those that have been in service for 12 or more years. The MTA has more than 750 buses in its active fleet.

PURPOSE & NEED SUMMARY STATEMENT: Bus replacement levels are based on the fleet size and must be maintained to prevent high out-of-service rates and major repair problems that arise from retaining buses beyond their useful life. The replacement program will serve to maintain the average age of the bus fleet. Replacement buses will reduce emissions, fuel consumption, and noise levels.

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

STATUS: The FY 22 bus order of seventy (70) 40 ft. buses was delivered FY 23. The FY 23 bus order will begin delivery of buses in FY 24.

POTENTIAL FUNDING SOURCE: <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				...2026...	...2027...	...2028...	...2029...			TOTAL YEAR
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	550,100	318,063	43,334	41,451	51,335	52,250	36,250	36,250	14,500	232,037	0	
Total	550,441	318,404	43,334	41,451	51,335	52,250	36,250	36,250	14,500	232,037	0	
Federal-Aid	464,029	258,080	36,641	35,251	43,635	44,413	34,438	34,438	13,775	205,949	0	
Special	86,412	60,324	6,693	6,200	7,700	7,838	1,812	1,812	725	26,088	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Project allocation funding increased by \$149.4M to accommodate price increases, a revised delivery schedule and to account for miscellaneous program adjustments.

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



PROJECT: Zero Emission Bus Procurement

DESCRIPTION: Annual purchase of zero emission buses to replace those that have been in service for 12 or more years. The MTA has more than 750 buses in its active fleet.

PURPOSE & NEED SUMMARY STATEMENT: Bus replacement levels are based on the fleet size and must be maintained to prevent high out-of-service rates and major repair problems that arise from retaining buses beyond their useful life. The replacement program will serve to maintain the average age of the bus fleet. Replacement buses will reduce emissions, fuel consumption, and noise levels.

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

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

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

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

STATUS: Planning and design activities 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					PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	FOR PLANNING PURPOSES ONLY					
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	388,994	222	222	600	578	24,750	24,750	24,750	67,500	142,928	245,844
Total	388,994	222	222	600	578	24,750	24,750	24,750	67,500	142,928	245,844
Federal-Aid	134,663	0	0	0	0	23,513	23,513	23,513	64,125	134,663	0
Special	254,331	222	222	600	578	1,237	1,237	1,237	3,375	8,265	245,844
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: The cost increase of \$109M is due to the additional funding necessary for zero emission bus procurement beyond the six year CTP.

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



PROJECT: Zero Emission Bus Pilots

DESCRIPTION: Purchase of three 60-foot Battery Electric Buses (BEBs) and charging stations based at Kirk Bus Division utilizing competitive grant funds from Federal Transit Administration and four 40-foot battery electric buses and charging infrastructure utilizing funds made available by the Volkswagen settlement. Purchase and 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

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

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

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

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Project funding allocation decreased by \$4.4M due to reallocation of funding to Zero Emission Bus Infrastructure and Program Management project PIF (Line 33) and other miscellaneous program adjustments.

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

POTENTIAL FUNDING SOURCE:											
<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	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				YEAR	YEAR	YEAR	FOR PLANNING PURPOSES ONLY		
			2023	2024	2025	...2026...	...2027...	...2028...	...2029...	TOTAL	
Planning	721	134	134	487	100	0	0	0	0	587	0
Engineering	1,248	875	255	303	70	0	0	0	0	373	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	213	213	197	0	0	0	0	0	0	0	0
Construction	15,523	6,529	6,509	4,992	3,481	260	260	0	0	8,994	0
Total	17,704	7,752	7,095	5,782	3,651	260	260	0	0	9,953	0
Federal-Aid	2,950	2,709	2,234	190	50	0	0	0	0	240	0
Special	11,129	5,042	4,861	1,966	3,601	260	260	0	0	6,087	0
Other	3,626	0	0	3,626	0	0	0	0	0	3,626	0

1706, 1996, 2102



PROJECT: Zero Emission Bus Infrastructure and Program Management

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

PURPOSE & NEED SUMMARY STATEMENT: In accordance with the Maryland Zero Emission Bus Act, MTA is transitioning its bus fleet to zero emissions vehicles. This aligns with the Central Maryland Regional Transit Plan and Maryland Greenhouse Gas Reduction Act Plan goals. Utility upgrades and charging infrastructure are needed as part of the fleet transition.

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

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

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

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

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

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Project funding allocation increased by \$18.6M due to cost estimate increases for charging infrastructure, of the Fuel Cell Electric Buses and Hydrogen Infrastructure project, along with miscellaneous program adjustments.

USAGE: Core Bus annual ridership in FY 23 exceeded 20 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				YEAR 2023	YEAR 2024	YEAR 2025	FOR PLANNING PURPOSES ONLY		
						...2026...	...2027...	...2028...	...2029...	TOTAL	
Planning	7,252	3,827	2,797	2,146	1,280	0	0	0	0	3,425	0
Engineering	6,549	4,047	3,687	974	859	175	495	0	0	2,502	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	3,800	0	0	0	800	1,500	1,500	0	0	3,800	0
Construction	113,814	0	0	2,205	13,054	38,593	27,205	32,758	0	113,814	0
Total	131,416	7,874	6,484	5,324	15,992	40,268	29,199	32,758	0	123,542	0
Federal-Aid	88,400	1,102	628	2,444	11,083	32,075	23,356	18,339	0	87,298	0
Special	43,016	6,772	5,856	2,880	4,909	8,194	5,843	14,419	0	36,244	0
Other	0	0	0	0	0	0	0	0	0	0	0

1757, 2020, 2166, 2136



PROJECT: North Avenue Rising

DESCRIPTION: Planning, environmental documentation, design, and construction of facilities to improve transit, pedestrian, and bicycle movement and safety along the North Avenue corridor. Includes targeted streetscaping, Penn-North Metro Station improvements, roadway repaving, Dedicated Bus Lanes, Enhanced Bus Stops, Penn North intersection improvements, Transit Signal Priority, shared mobility corrals, and on-street bike facilities (on North Avenue, Baker Street, and 20th Street).

PURPOSE & NEED SUMMARY STATEMENT: Project will improve reliability and speed of transit service along North Avenue (a key transit corridor in Baltimore City), improve pedestrian safety, expand bicycle access, leverage other City, State, and private investment in the corridor, and improve economic opportunities for corridor residents. The project will help bring both transit and roadway infrastructure into a better state of good repair, improve the quality of service for transit riders, reduce energy usage, and support economic development.

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

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

EXPLANATION: This project will improve service and safety in the North Avenue corridor.

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

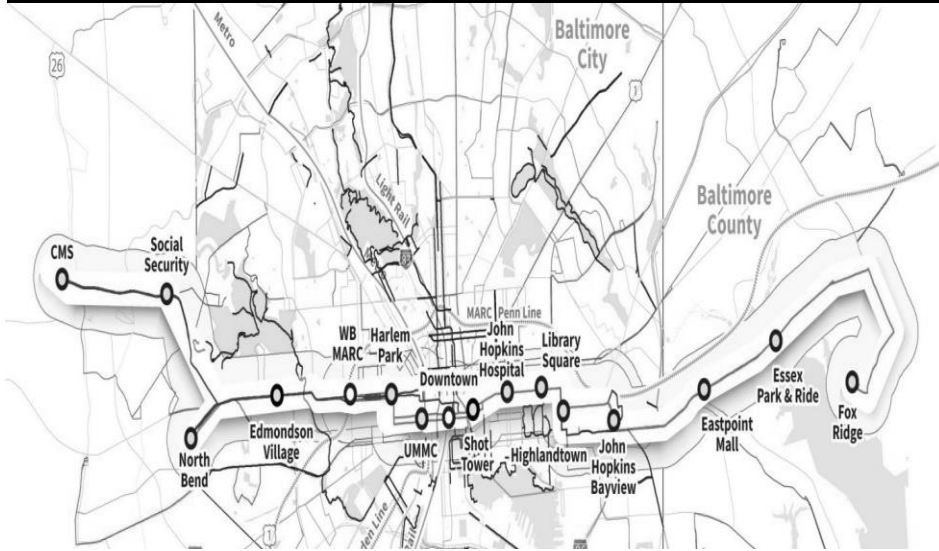
STATUS: Project construction including curb extension striping was completed in FY 22. Project closeout activities underway.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL					PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	FOR PLANNING PURPOSES ONLY					
						...2026...	...2027...	...2028...	...2029...		
Planning	811	762	0	49	0	0	0	0	0	49	0
Engineering	2,696	2,651	1	45	0	0	0	0	0	45	0
Right-of-way	25	(559)	(580)	584	0	0	0	0	0	584	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	24,176	24,062	1,810	114	0	0	0	0	0	114	0
Total	27,708	26,916	1,231	793	0	0	0	0	0	793	0
Federal-Aid	10,000	8,149	531	1,851	0	0	0	0	0	1,851	0
Special	15,108	16,166	(611)	(1,058)	0	0	0	0	0	(1,058)	0
Other	2,600	2,600	1,311	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:
None.

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

This project was funded with \$1.0M from Baltimore City and \$1.6M from Federal Highway Administration. 1489



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: Design efforts underway to add dedicated bus lanes, transit signal priority, bus stop enhancements, transit hubs, and upgrades to bike/ped safety along the RAISE corridor.

POTENTIAL FUNDING SOURCE:		<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					
			2023	2024	2025	...2026...	...2027...	...2028...	...2029...		
Planning	3,386	1,404	1,047	998	983	0	0	0	0	1,982	0
Engineering	4,475	0	0	2,237	2,237	0	0	0	0	4,475	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	50,000	0	0	600	1,000	4,950	17,025	26,425	0	50,000	0
Total	57,861	1,404	1,047	3,836	4,221	4,950	17,025	26,425	0	56,456	0
Federal-Aid	23,000	1,000	714	264	440	2,178	7,491	11,627	0	22,000	0
Special	24,861	404	333	3,452	3,581	1,782	6,129	9,513	0	24,456	0
Other	10,000	0	0	120	200	990	3,405	5,285	0	10,000	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Project funding allocation increased by \$6.6M to support the East-West Priority Corridor (now RAISE Corridor) project.

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



PROJECT: Fast Forward

DESCRIPTION: The Fast Forward program will facilitate capital investment to four project categories: dedicated bus lanes, bus stops and transit hubs, wayfinding and customer experience, and bike and shared mobility. Such objectives were created by the Central Maryland Regional Transit Plan to accomplish within the next 25 years.

PURPOSE & NEED SUMMARY STATEMENT: Project will improve customer experience, bus and rail reliability, travel speeds, on time performance, and passenger safety of multiple MTA bus routes.

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

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

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

EXPLANATION: Dedicated bus lanes, wayfinding and real-time information signage, and additional passenger amenities at bus stops will create an improved customer experience aimed at reducing travel times, improving on time performance, and enhancing the entire customer journey.

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

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Project funding allocation decreased by \$19.6M as construction funding has been reduced due to the CTP funding deficit, but D&E remains. This project will be evaluated for construction funding as it advances through the design and engineering phases and additional Transportation Trust Fund revenue becomes available.

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

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL					PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	FOR PLANNING PURPOSES ONLY					
						...2026...	...2027...	...2028...	...2029...		
Planning	1,607	1,042	525	465	100	0	0	0	0	565	0
Engineering	5,267	4,134	1,752	1,098	35	0	0	0	0	1,133	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	23,138	6,876	4,188	5,876	10,386	0	0	0	0	16,262	0
Total	30,012	12,052	6,465	7,439	10,521	0	0	0	0	17,960	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	30,012	12,052	6,465	7,439	10,521	0	0	0	0	17,960	0
Other	0	0	0	0	0	0	0	0	0	0	0

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



PROJECT: Mobility Vehicle Procurement

DESCRIPTION: Procurement of paratransit services 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 Not Subject to PFA Law
- Project Inside PFA Grandfathered
 - Project Outside PFA Exception Will Be Required
 - PFA Status Yet to Be Determined Exception Granted

EXPLANATION: Ongoing mobility vehicle procurement to ensure that mobility fleet is maintained in a state of good repair.

STATUS: The FY 22 procurement of 25 large cutaway buses were delivered in FY 23 and the 75 SUVs are expected to be delivered in FY 24 due to supply chain issues. The FY 23 procurement includes 100 small cutaway buses.

POTENTIAL FUNDING SOURCE:											
	<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					
			2023	2024	2025	...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	166	49	4	18	100	0	0	0	0	118	0
Right-of-way	52	39	14	13	0	0	0	0	0	13	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	72,259	8,529	2,572	2,701	22,655	11,952	7,606	7,956	10,860	63,731	0
Total	72,477	8,616	2,590	2,732	22,755	11,952	7,606	7,956	10,860	63,861	0
Federal-Aid	36,676	5,293	2,096	3,712	16,660	2,324	0	0	8,688	31,383	0
Special	35,802	3,323	493	(980)	6,096	9,629	7,606	7,956	2,172	32,478	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Project allocation funding increased by \$10.7M to support replacement of the mobility vehicle fleet.

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



PROJECT: Fare Collection System and Equipment Replacement

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

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

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

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

EXPLANATION: This project updates and replaces the equipment, ensures the ability to receive and install software security patches, and will improve customer satisfaction by ensuring system reliability.

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

STATUS: Design efforts to upgrade MTA's current fare collection system currently underway.

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	BALANCE TO COMPLETE
	ESTIMATED COST	EXPENDED THRU				...2026...	...2027...	...2028...	...2029...		
	(\$000)	CLOSE YEAR	2023	2024	2025	...	...	...	...	TOTAL	
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,959	2,298	51	241	580	580	130	130	0	1,661	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	87,839	27,660	2,575	8,554	7,034	15,813	24,636	4,141	0	60,179	0
Total	91,798	29,958	2,626	8,795	7,614	16,393	24,766	4,271	0	61,840	0
Federal-Aid	6,186	5,947	4	240	0	0	0	0	0	240	0
Special	32,567	24,011	2,622	8,555	0	(0)	(0)	(0)	(0)	8,555	0
Other	53,045	0	0	0	7,614	16,393	24,766	4,271	0	53,045	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Project funding allocation decreased by \$7.2M to match updated cost estimates and to account for miscellaneous program adjustments.

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												
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						
			2023	2024	2025	...2026...	...2027...	...2028...	...2029...			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	39,120	18,862	14,202	3,277	10,442	4,840	1,700	0	0	20,258	0	
Total	39,120	18,862	14,202	3,277	10,442	4,840	1,700	0	0	20,258	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	
Special	39,120	18,862	14,202	3,277	10,442	4,840	1,700	0	0	20,258	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Program funding allocation increased by \$6.8M due to the addition of the PRI to SIP Conversion & HIPATH 4000 Upgrade project and miscellaneous adjustments.

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 is under construction and will complete in FY 24. Procurement of elevator replacement and modernization program is anticipated for FY 24 with construction expected to begin FY 25.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: MTA added the Reisterstown Plaza Elevators, as well as additional replacement of elevators and escalators systemwide to the program, which increased the project allocation funding by \$3.4M.

USAGE: Metro annual ridership in FY 23 exceeded 1.7 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
	ESTIMATED COST	EXPENDED THRU				2023	2024	2025	FOR PLANNING PURPOSES ONLY				TOTAL	COMPLETE
	(\$000)	CLOSE YEAR				...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,132	3,008	1,086	1,064	60	0	0	0	0	1,124	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	277,727	9,058	4,186	2,953	1,799	9,235	25,041	36,801	50,000	125,829	142,840
Total	281,858	12,065	5,272	4,017	1,859	9,235	25,041	36,801	50,000	126,953	142,840
Federal-Aid	112,439	4,454	2,944	1,289	960	5,724	22,766	31,991	45,256	107,986	0
Special	169,419	7,612	2,327	2,728	899	3,511	2,274	4,810	4,744	18,967	142,840
Other	0	0	0	0	0	0	0	0	0	0	0

90731, 90732, 2007, 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 Not Subject to PFA Law
- Project Inside PFA Grandfathered
 - Project Outside PFA Exception Will Be Required
 - PFA Status Yet to Be Determined Exception Granted

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

STATUS: System migration completed on Metro and Bus. Mobility migration on pace to be completed 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	EXPENDED THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR				...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	435	435	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	19,485	13,349	1,278	1,936	3,200	1,000	0	0	0	6,136	0
Total	19,920	13,784	1,278	1,936	3,200	1,000	0	0	0	6,136	0
Federal-Aid	9,678	5,570	991	1,549	2,560	0	0	0	0	4,109	0
Special	10,241	8,214	287	387	640	1,000	0	0	0	2,027	0
Other	0	0	0	0	0	0	0	0	0	0	0

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

USAGE:



PROJECT: Purple Line

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

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

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

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

EXPLANATION: The Purple Line will serve a corridor that currently lacks rail transit service and includes important commercial, institutional, and residential communities. Electrically powered trains will reduce air pollution and greenhouse gas emissions associated with cars and buses. Transit travel times in corridor will be reduced.

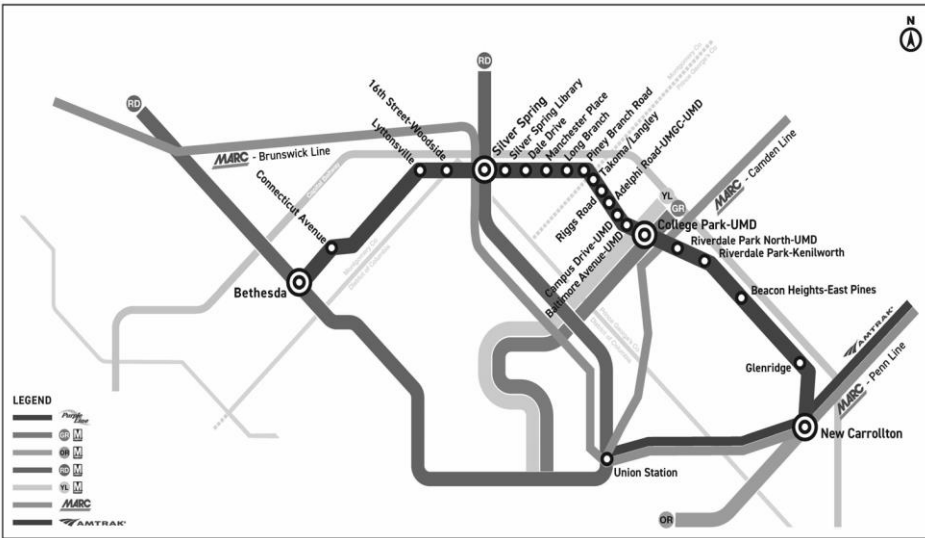
- SMART GROWTH STATUS:**
- Project Not Location Specific
 - Not Subject to PFA Law
 - Project Inside PFA
 - Project Outside PFA
 - PFA Status Yet to Be Determined
 - Grandfathered
 - Exception Will Be Required
 - Exception Granted

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

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Project funding allocation increased by \$449M to fund the full-scale construction of the project and the addition of FY availability payment.

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				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2026...	...2027...	...2028...	...2029...			FOR PLANNING PURPOSES ONLY
Planning	47,371	47,371	0	0	0	0	0	0	0	0	0
Engineering	512,535	403,556	44,189	37,179	30,600	30,400	10,800	0	0	108,979	0
Right-of-way	303,035	272,175	17,335	20,576	10,283	0	0	0	0	30,859	0
Utility	674	513	239	161	0	0	0	0	0	161	0
Construction	2,428,905	1,655,660	104,221	83,044	52,363	51,333	238,084	162,685	185,736	773,245	0
Total	3,292,519	2,379,276	165,984	140,960	93,246	81,733	248,884	162,685	185,736	913,244	0
Federal-Aid	1,052,091	995,530	54,138	43,139	13,422	0	0	0	0	56,561	0
Special	2,089,028	1,232,346	96,846	97,820	79,824	81,733	248,884	162,685	185,736	856,682	0
Other	151,400	151,400	15,000	0	0	0	0	0	0	0	0



PROJECT: Purple Line: Third-Party Funded Projects

DESCRIPTION: Montgomery County has elected to fund a program of projects that will be implemented through and associated with the Purple Line. Projects include a new southern entrance to the Bethesda Red Line station, Capital Crescent Trail, and the Silver Spring Green Trail along Wayne Avenue. In addition, the University of Maryland has funded a project to pave a .95 mile bicycle path. This project also includes repairs to the Polk Street Maintenance Facility roof, which will be funded by Prince George's County Department of Parks and Recreation.

PURPOSE & NEED SUMMARY STATEMENT: To further enhance the transportation and quality of life benefits of the Purple Line, Capital Crescent Trail, and Polk Street Maintenance Facility, Montgomery County, University of Maryland, and Prince George's County Department of Parks and Recreation are adding additional access features. MTA will assist in funding these efforts.

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

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

EXPLANATION: The Purple Line will serve a corridor that currently lacks rail transit service and includes important commercial, institutional, and residential communities. Electrically powered trains will reduce air pollution and greenhouse gas emissions associated with cars and buses. Transit travel times in corridor will be reduced.

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

STATUS: The Board of Public Works approved the amendment to the P3 Agreement and the new design-build agreement in April 2022. MDOT MTA is completing certain limited construction activities and full-scale construction by the new design-builder began in FY 2023.

SIGNIFICANT CHANGE FROM FY 2023 - 28 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			
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					
			2023	2024	2025	...2026...	...2027...	...2028...	...2029...		
Planning	2,730	3,141	3,012	(411)	0	0	0	0	0	(411)	0
Engineering	193	193	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	113,423	40,500	(37)	68,525	1,847	2,196	355	0	0	72,923	0
Total	116,346	43,834	2,975	68,114	1,847	2,196	355	0	0	72,512	0
Federal-Aid	3,000	2,001	1,873	999	0	0	0	0	0	999	0
Special	(20,707)	(20,334)	373	(373)	0	0	0	0	0	(373)	0
Other	134,053	62,167	730	67,488	1,847	2,196	355	0	0	71,886	0

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



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 Not Subject to PFA Law
- Project Inside PFA
 - Project Outside PFA
 - PFA Status Yet to Be Determined
 - Grandfathered
 - Exception Will Be Required
 - Exception Granted

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

STATUS: 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	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2026...	...2027...	...2028...	...2029...		
Planning	563	383	4	89	24	24	44	0	0	180	0
Engineering	42,440	32,728	922	222	1,495	1,908	2,388	2,204	1,495	9,712	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	413,874	222,169	16,273	11,843	34,583	34,211	46,370	37,338	27,359	191,704	0
Total	456,876	255,280	17,199	12,154	36,102	36,143	48,802	39,542	28,854	201,596	0
Federal-Aid	399,385	218,639	15,429	14,345	33,601	31,660	38,529	36,157	26,454	180,746	0
Special	52,988	32,138	1,771	(2,191)	2,501	4,483	10,273	3,385	2,400	20,850	0
Other	4,503	4,503	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Project cost increased by \$55.6M due to the execution of several grant agreements between MTA and the awarded counties as well as the addition of FY 29. State matching funds will be reduced from 10% to 5% beginning in FY 26 due to budget constraints.

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					
			2023	2024	2025	...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	81,584	51,349	2,458	8,983	3,264	7,101	7,006	3,882	0	30,235	0
Total	81,584	51,349	2,458	8,983	3,264	7,101	7,006	3,882	0	30,235	0
Federal-Aid	74,724	44,528	2,183	8,943	3,264	7,101	7,006	3,882	0	30,196	0
Special	6,004	5,964	274	39	0	0	0	0	0	39	0
Other	857	857	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:
None.

USAGE:



PROJECT: Montgomery County Local Bus Program

DESCRIPTION: Funding for annual bus replacements and preventive maintenance.

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

STATE 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 TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
			2023	2024	2025	...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,488	1,360	558	(260)	0	389	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	77,157	61,064	0	(2,000)	6,800	4,179	2,000	3,114	2,000	16,093	0
Total	78,645	62,424	558	(2,260)	6,800	4,567	2,000	3,114	2,000	16,221	0
Federal-Aid	35,366	21,724	558	(1,898)	6,400	3,627	1,600	2,314	1,600	13,643	0
Special	43,279	40,700	0	(362)	400	940	400	800	400	2,579	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:
Project cost increased by \$2.4M due to the addition of FY 29 and miscellaneous program adjustments.

USAGE:



PROJECT: Prince George's County Local Bus Program

DESCRIPTION: Funding for bus replacements as well as capital improvements to bus facilities.

PURPOSE & NEED SUMMARY STATEMENT: These investments will make The Bus system more reliable and convenient while improving passenger access to the Metrorail system.

STATE 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											
PHASE	TOTAL					PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	FOR PLANNING PURPOSES ONLY					
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,076	528	207	62	269	217	0	0	0	548	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	48,274	12,723	767	7,201	7,750	6,725	6,725	6,700	450	35,551	0
Total	49,350	13,251	974	7,263	8,019	6,942	6,725	6,700	450	36,099	0
Federal-Aid	41,441	6,945	859	6,010	7,919	6,867	6,650	6,650	400	34,496	0
Special	7,908	6,306	116	1,253	100	75	75	50	50	1,603	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Project cost increased by \$26.2M due the completion of grant agreements between MTA and Prince George's County as well as the addition of FY 29. There was an execution/award of two discretionary grants as well, one being \$25M.

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 19 and FY 20 grant funding were completed in FY 23. 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	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				YEAR 2023	YEAR 2024	YEAR 2025	FOR PLANNING PURPOSES ONLY			
						...2026...	...2027...	...2028...	...2029...	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	2,983	1,588	874	1,395	0	0	0	0	0	1,395	0	
Total	2,983	1,588	874	1,395	0	0	0	0	0	1,395	0	
Federal-Aid	0	60	60	(60)	0	0	0	0	0	(60)	0	
Special	2,983	1,528	814	1,455	0	0	0	0	0	1,455	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Project funding allocation decreased by \$2M as construction funding has been reduced due to the CTP funding deficit, but D&E remains. This project will be evaluated for construction funding as it advances through the design and engineering phases and additional Transportation Trust Fund revenue becomes available. All awarded grants are moving forward. Funding for future grant awards was removed from the program.

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

EXPLANATION: Replacing the 150 year-old tunnel will allow for more efficient and reliable commutes for MARC train riders.

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

STATUS: MDOT and MTA are working closely with Amtrak on design and phasing plans. Community outreach is continuing. Design efforts ongoing.

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				SIX YEAR	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2026...	...2027...	...2028...	...2029...			TOTAL
Planning	971	45	25	426	500	0	0	0	0	926	0
Engineering	469	37	37	299	96	36	0	0	0	432	0
Right-of-way	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	0	50,000	50,000	50,000	50,000	200,000	250,000
Total	451,441	82	62	725	596	50,036	50,000	50,000	50,000	201,358	250,000
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	451,441	82	62	725	596	50,036	50,000	50,000	50,000	201,358	250,000
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Full funding was moved from balance to complete to FY 26-29. Moved from D&E To Construction.

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 Amtrak for work to be done on their property. Moving forward with NEPA, on both the buffer around the station for pedestrian and bicycle investments as well as the plaza and other impacts to the historic character of the Penn Station headhouse.

POTENTIAL FUNDING SOURCE:												
	<input checked="" type="checkbox"/> SPECIAL			<input checked="" type="checkbox"/> FEDERAL				<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO	
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY						TOTAL	COMPLETE
	(\$000)	CLOSE YEAR	2023	2024	2025	...2026...	...2027...	...2028...	...2029...	YEAR	TO	
Planning	768	0	0	300	234	234	0	0	0	768	0	
Engineering	1,407	0	0	0	703	704	0	0	0	1,407	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	12,775	0	0	0	0	0	6,406	5,587	782	12,775	0	
Total	14,950	0	0	300	937	938	6,406	5,587	782	14,950	0	
Federal-Aid	11,300	0	0	300	750	750	5,125	3,454	922	11,300	0	
Special	2,650	0	0	(0)	187	188	769	1,686	(180)	2,650	0	
Other	1,000	0	0	0	0	0	512	447	41	1,000	0	

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:
Moved From D&E To Construction.

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.

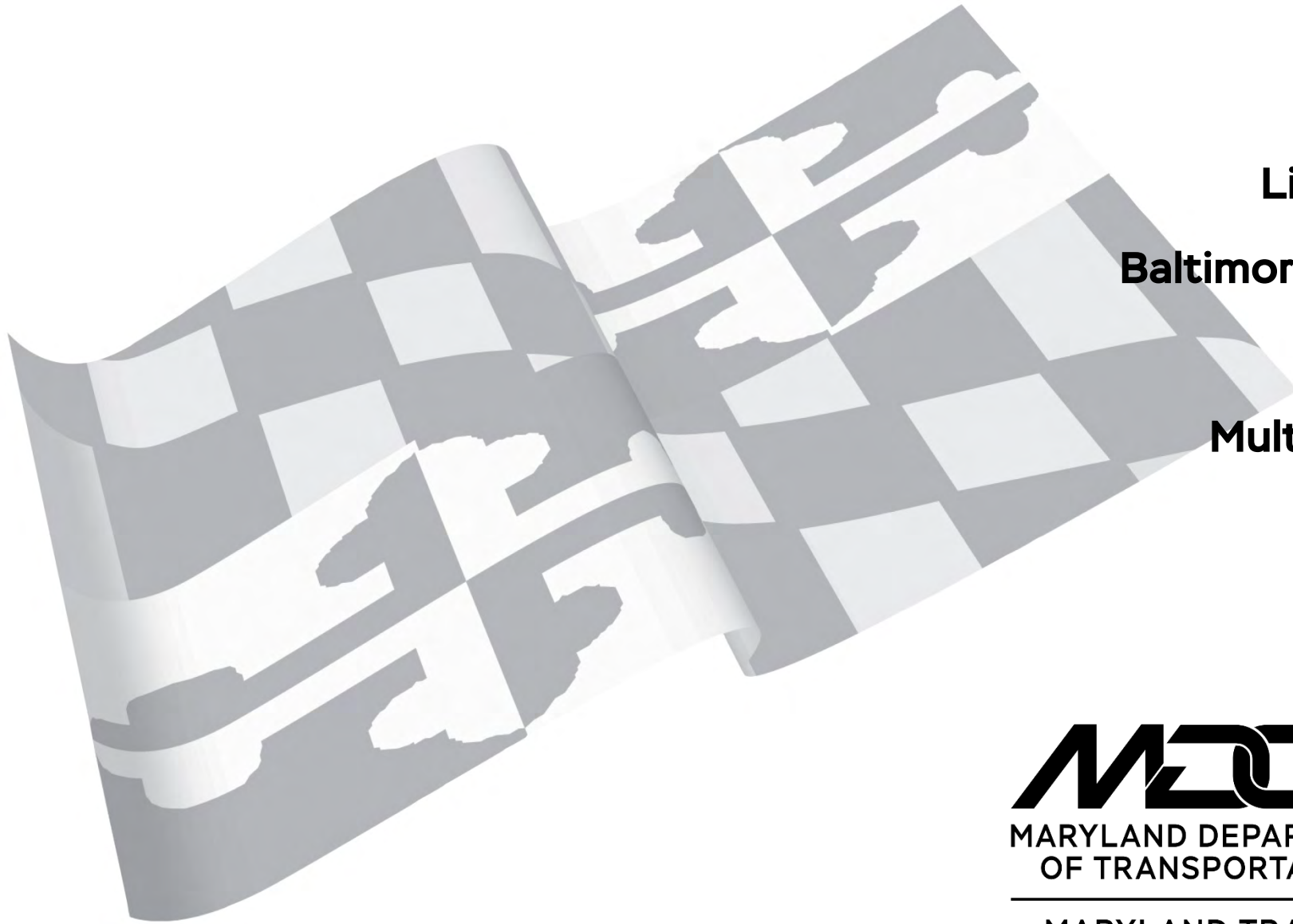
- SMART GROWTH STATUS:**
- Project Not Location Specific
 - Not Subject to PFA Law
 - Project Inside PFA
 - Project Outside PFA
 - PFA Status Yet to Be Determined
- Grandfathered
 - Exception Will Be Required
 - Exception Granted

STATUS: Federal discretionary RAISE grant awarded. Planning is underway.

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					PLANNING					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	FOR PLANNING PURPOSES ONLY						
						...2026...	...2027...	...2028...	...2029...			
Planning	19,050	0	0	100	1,000	3,000	500	14,450	0	19,050	0	
Engineering	3,090	0	0	0	0	0	0	0	3,090	3,090	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	12,360	0	0	0	0	0	0	0	12,360	12,360	0	
Total	34,500	0	0	100	1,000	3,000	500	14,450	15,450	34,500	0	
Federal-Aid	20,700	0	0	60	600	1,800	300	8,670	9,270	20,700	0	
Special	12,420	0	0	36	360	1,080	180	5,202	5,562	12,420	0	
Other	1,380	0	0	4	40	120	20	578	618	1,380	0	

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

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



MARC

Light Rail

Baltimore Metro

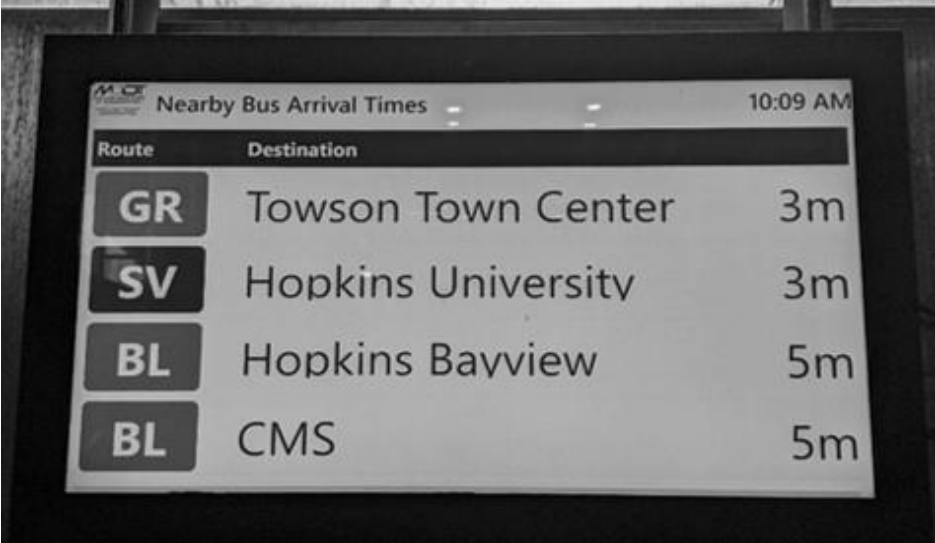
Bus

Multi-Modal

MDOTTM
MARYLAND DEPARTMENT
OF TRANSPORTATION

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

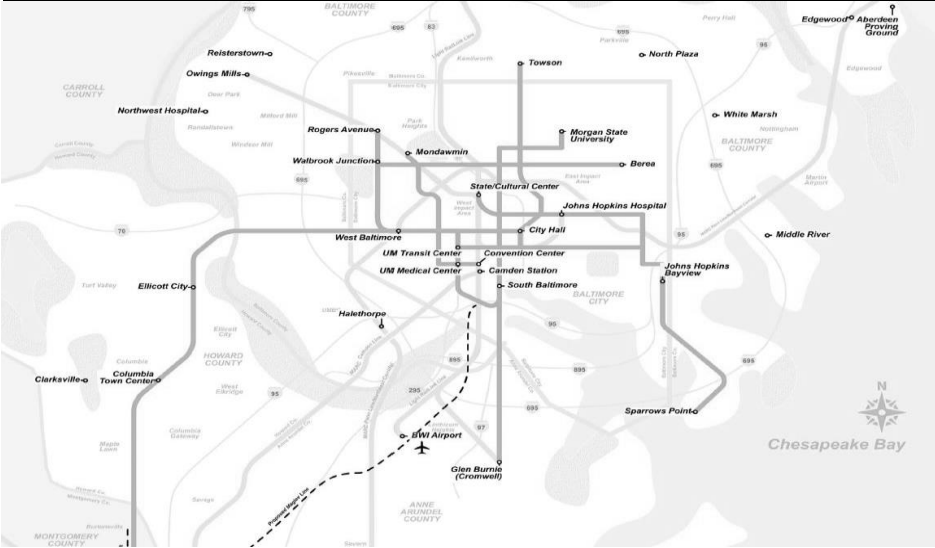
STATUS: Initiatives currently include data visualization and agency-wide performance management roll-out programs, data warehousing, Real-Time (RT) Passenger Information data creation and enhanced capabilities to communicate RT information, and any other projects associated with improving customer experience and agency efficiency.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Project funding allocation decreased by \$4.1M as construction funding has been reduced due to the CTP funding deficit, but D&E remains. This project will be evaluated for construction funding as it advances through the design and engineering phases and additional Transportation Trust Fund revenue becomes available.

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	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
			2023	2024	2025	...2026...	...2027...	...2028...	...2029...	TOTAL	
Planning	3,069	2,100	701	969	0	0	0	0	0	969	0
Engineering	88	88	1	(0)	0	0	0	0	0	(0)	0
Right-of-way	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	9	0	35	0	0	0	0	0	35	0
Total	3,201	2,197	702	1,004	0	0	0	0	0	1,004	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	3,201	2,197	702	1,004	0	0	0	0	0	1,004	0
Other	0	0	0	0	0	0	0	0	0	0	0

1566, 1677



PROJECT: Regional Transit Plan Corridor Studies

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

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

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

- Enhance Safety and Security
- 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

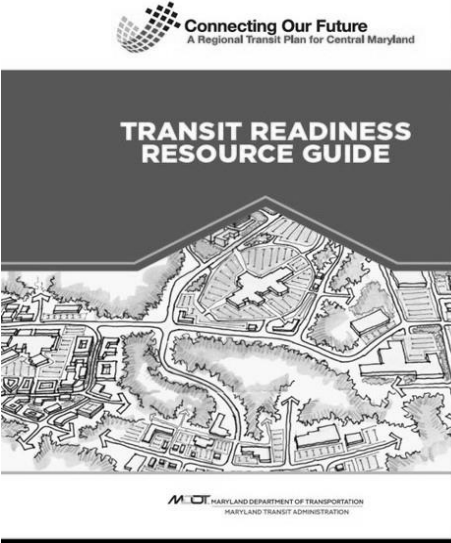
EXPLANATION: Completing corridor planning studies will advance the identified corridors with specific data analysis and public input.

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

POTENTIAL FUNDING SOURCE:		<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					
			2023	2024	2025	...2026...	...2027...	...2028...	...2029...		
Planning	8,197	2,236	1,109	1,794	2,108	2,060	0	0	0	5,961	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	8,197	2,236	1,109	1,794	2,108	2,060	0	0	0	5,961	0
Federal-Aid	1,020	1,100	201	(80)	0	0	0	0	0	(80)	0
Special	7,177	1,136	908	1,874	2,108	2,060	0	0	0	6,042	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: The Red Line project was removed from this PIF and included in a new separate PIF (see line 62). Project costs decreased by \$14.7M due to this change and program management needs.

USAGE:



PROJECT: Central MD Regional Coordination Studies

DESCRIPTION: The Regional Transit Plan (RTP) has identified a series of strategies for implementation, including: conduct ADA accessibility surveys/passenger amenity reviews and implement improvements at all Light Rail and Metro Subway stations; inventory/document functionality/condition of existing RTIS throughout the system and prioritize upcoming investments; convene a Task Force of MTA, state agencies, city and county agencies, business representatives, community representatives, and riders to focus on growing ridership; and investigate industrywide best practices to reduce assaults on operators/prepare coordinated operator training on dealing with mental health issues.

PURPOSE & NEED SUMMARY STATEMENT: Regional coordination studies are an important step in achieving the RTP's objectives and increasing access to quality transit across the State of Maryland.

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

- 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: Coordination plans will describe tools and opportunities for supporting fixed-route, schedule-based transit service in different site contexts and land use types throughout the region, including case studies of peer regions, and will identify existing and potential adoption of technology across all transit providers in the region.

STATUS: The Transit Readiness Guide draft was completed in FY 21. Small Area Plans for Anne Arundel County, Howard County, and Hartford County were completed in FY 23. Small Area Plans for Baltimore City, and Baltimore County are currently underway.

POTENTIAL FUNDING SOURCE:												
	<input checked="" type="checkbox"/> SPECIAL			<input checked="" type="checkbox"/> FEDERAL				<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL					PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	FOR PLANNING PURPOSES ONLY						
						...2026...	...2027...	...2028...	...2029...			
Planning	753	560	123	194	0	0	0	0	0	194	0	
Engineering	0	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	112	0	0	112	0	0	0	0	0	112	0	
Total	865	560	123	305	0	0	0	0	0	305	0	
Federal-Aid	480	417	98	63	0	0	0	0	0	63	0	
Special	385	142	25	243	0	0	0	0	0	243	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Project funding allocation decreased by \$1.4M as planning studies were completed and advanced through other planning activities.

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

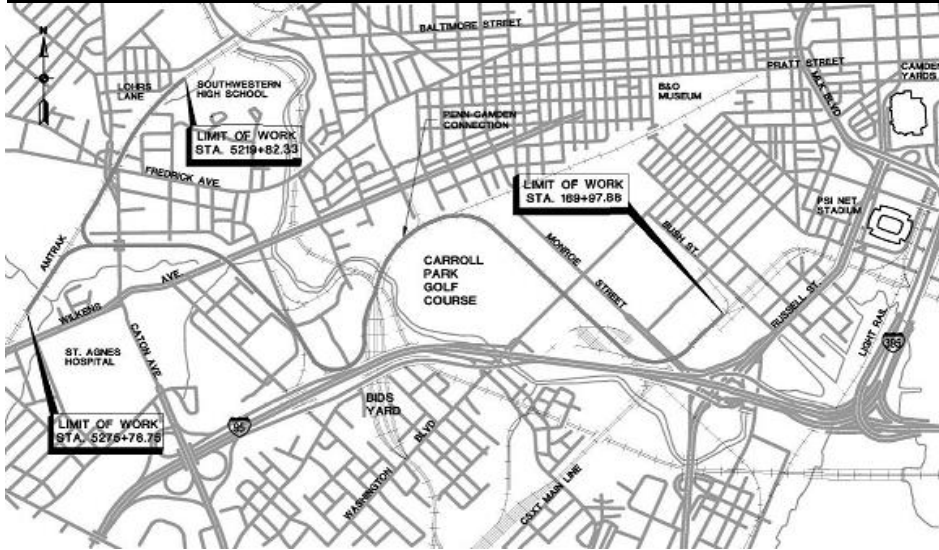
EXPLANATION: These connections will improve connections from nearby neighborhoods to the Light Rail, expanding transportation options and creating safer connections...

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

POTENTIAL FUNDING SOURCE:											
	<input checked="" type="checkbox"/> SPECIAL			<input checked="" type="checkbox"/> FEDERAL				<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER	
PHASE	TOTAL					PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	FOR PLANNING PURPOSES ONLY					
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	760	294	294	466	0	0	0	0	0	466	0
Right-of-way	20	0	0	20	0	0	0	0	0	20	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	780	294	294	486	0	0	0	0	0	486	0
Federal-Aid	624	235	235	389	0	0	0	0	0	389	0
Special	156	59	59	97	(0)	0	0	0	0	97	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:
None.

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.

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

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

STATUS: Planning activities began in FY 21 and are ongoing. 5% conceptual design completed with ROM cost estimate. 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 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						
			2023	2024	2025	...2026...	...2027...	...2028...	...2029...			
Planning	952	0	0	100	427	425	0	0	0	952	0	
Engineering	14,505	921	38	1,084	6,500	6,000	0	0	0	13,584	0	
Right-of-way	55	5	2	25	25	0	0	0	0	50	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	0	
Total	15,512	926	40	1,209	6,952	6,425	0	0	0	14,586	0	
Federal-Aid	8,935	0	0	135	4,000	4,800	0	0	0	8,935	0	
Special	6,577	926	40	1,074	2,952	1,625	0	0	0	5,651	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Project funding allocation increased by \$13.5M to advance environmental review and design through a federal discretionary grant award and state matching funds.

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 Not 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 design efforts underway in FY 24.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
			2023	2024	2025	...2026...	...2027...	...2028...	...2029...	TOTAL	
Planning	1,453	23	23	1,429	0	0	0	0	0	1,429	0
Engineering	8,024	1,064	1,064	6,961	0	0	0	0	0	6,961	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	9,477	1,087	1,087	8,390	0	0	0	0	0	8,390	0
Federal-Aid	7,064	856	856	6,208	0	0	0	0	0	6,208	0
Special	2,413	231	231	2,182	(0)	0	0	0	0	2,182	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: The MARC BWI 4th Track project has been removed from the MARC Stations and Service Studies PIF and included in a new PIF (See line 65). This action results in a decreased total project cost of \$3.5M.

USAGE:



PROJECT: LOTS Transit Development Plan (TDP)

DESCRIPTION: Development of Transit Development Plans for Locally Operated Transit Systems throughout the state of Maryland.

PURPOSE & NEED SUMMARY STATEMENT: These plans are used by individual LOTS to enhance transit.

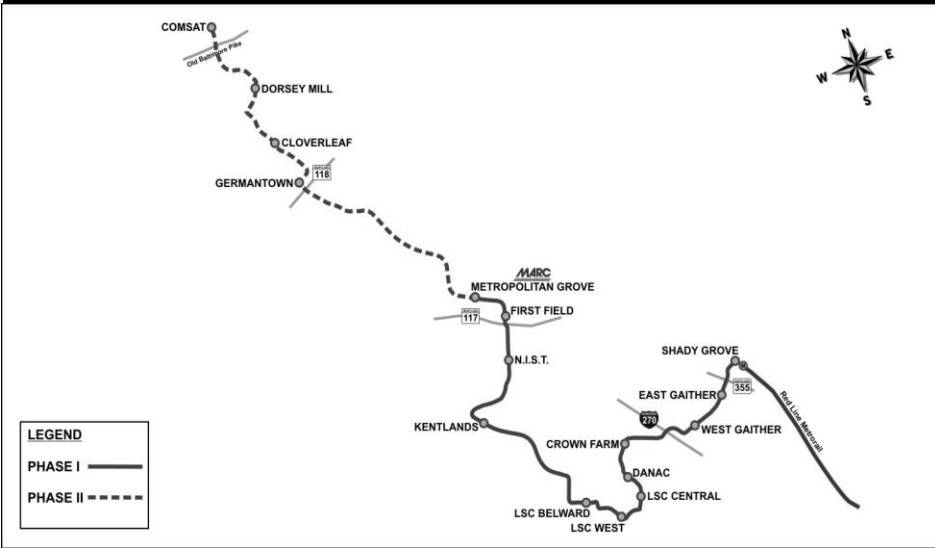
SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet to Be Determined Exception Granted

STATUS: Outreach to local jurisdictions throughout the state of Maryland is ongoing. TDP's are provided for LOTS throughout the State of Maryland.

POTENTIAL FUNDING SOURCE: <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						TOTAL	COMPLETE
	(\$000)	CLOSE YEAR	2023	2024	2025	...2026...	...2027...	...2028...	...2029...		
Planning	5,202	2,890	240	86	204	541	434	1,046	0	2,311	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	5,202	2,890	240	86	204	541	434	1,046	0	2,311	0
Federal-Aid	3,665	1,576	224	134	181	481	386	907	0	2,089	0
Special	1,519	1,297	16	(48)	23	60	48	139	0	222	0
Other	17	17	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

USAGE:



PROJECT: Corridor Cities Transitway (CCT)

DESCRIPTION: The CCT is a 16-mile bus rapid transit line between Shady Grove Metrorail Station and the former COMSAT facility in Montgomery County. The line would be constructed in two phases: from Shady Grove to Metropolitan Grove and from Metropolitan Grove to COMSAT. The project includes a grade separated busway, stations, rapid transit vehicles, and a maintenance facility. Upon financial close and as part of the upfront payment for Phase 1 South and in consultation with Montgomery County, \$60 million will support the design of one of Montgomery County's transit priorities, which could include the Corridor Cities Transitway or bus rapid transit on MD355. This project is associated with SHA Statewide Line 5 - I-270 and I-495 - Phase I and MTA Line 60 - AGY Future Montgomery County Transit Priority Projects.

PURPOSE & NEED SUMMARY STATEMENT: The CCT will provide faster, more direct transportation between residential and major employment areas in the I-270 corridor. It will enhance access to Shady Grove station and employment areas, increase capacity of congested roadways, support economic development consistent with local master plans, and reduce environmental impacts.

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

- 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

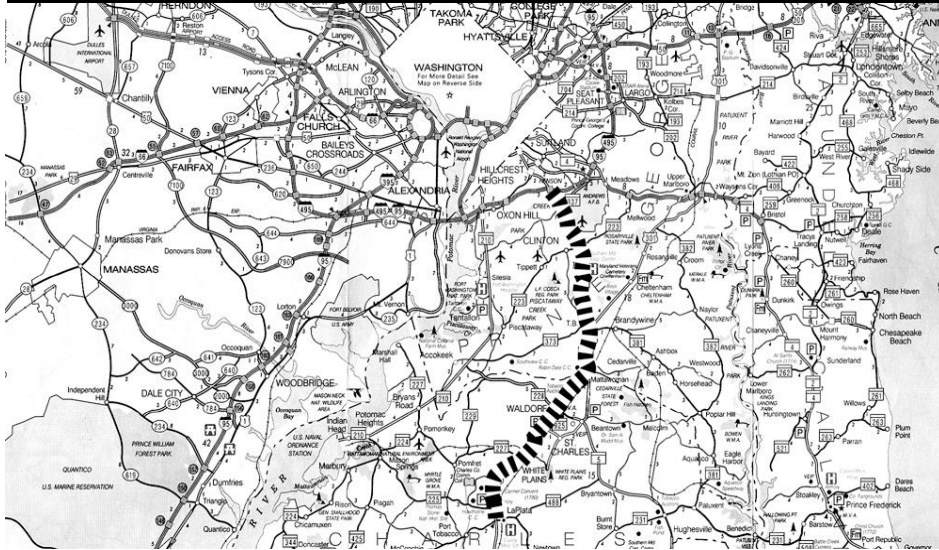
EXPLANATION: A planned Bus Rapid Transit project extending from the Shady Grove Metro Station to the Metropolitan Grove MARC Station. The first phase was brought to 30% design, completed in 2014.

STATUS: The Environmental Assessment has been completed and published. The project's 30% design is complete. This project was transferred to Montgomery County.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2026...	...2027...	...2028...	...2029...		
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
Total	39,971	39,971	0	0	0	0	0	0	0	0	0
Federal-Aid	1,501	1,501	0	0	0	0	0	0	0	0	0
Special	38,470	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 2023 - 28 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 completed the SMRT Study and Alternatives Report in 2017. Following the enactment of House Bill 414, the project was awarded \$5M in federal funds through a Congressionally Directed Spending appropriation in FY 22. The Dept. is currently coordinating with Charles and Prince George's Counties on a Memorandum of Agreement to provide a framework for State-local collab on the next project phase.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Project funding allocation increased by \$10M to support planning efforts stemming from the Southern Maryland Rapid Transit Study.

USAGE:

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				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
			2023	2024	2025	...2026...	...2027...	...2028...	...2029...		
Planning	24,899	4,899	0	1,250	3,550	7,200	8,000	0	0	20,000	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	24,899	4,899	0	1,250	3,550	7,200	8,000	0	0	20,000	0
Federal-Aid	5,000	0	0	625	1,775	2,600	0	0	0	5,000	0
Special	19,899	4,899	0	625	1,775	4,600	8,000	0	0	15,000	0
Other	0	0	0	0	0	0	0	0	0	0	0



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

DESCRIPTION: These funds will support the design of a regional transit priority in Montgomery County. The current funding will facilitate coordination with stakeholders on future transit investments along the I-495/I-270 corridors. This project is associated with SHA Statewide Line 5 - I-270 and I-495 - Phase I.

PURPOSE & NEED SUMMARY STATEMENT: This funding reflects MDOT's commitment to future transit investments along the I-495/I-270 corridors.

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

- 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: Maintain a High Standard and Modernize Maryland's Multimodal Transportation System.

STATUS: I-495 American Legion Bridge Transit/TDM Plan completed in 2021. Project discussions continuing.

POTENTIAL FUNDING SOURCE:												
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER												
PHASE	TOTAL					PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	FOR PLANNING PURPOSES ONLY						
						...2026...	...2027...	...2028...	...2029...			
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	800	0	0	400	400	0	0	0	0	800	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	0	0	0	0	0	0	0	0	0	0	0	0
Total	800	0	0	400	400	0	0	0	0	800	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	0
Special	800	0	0	400	400	0	0	0	0	800	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

USAGE:



PROJECT: Susquehanna River Bridge Replacement

DESCRIPTION: Amtrak will lead design efforts to replace the Susquehanna River Bridge with new East and West Bridges.

PURPOSE & NEED SUMMARY STATEMENT: Built in 1906, the Susquehanna Bridge will need to be rehabilitated or replaced to ensure future improvements to capacity, trip time, and safety for passengers.

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

- 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

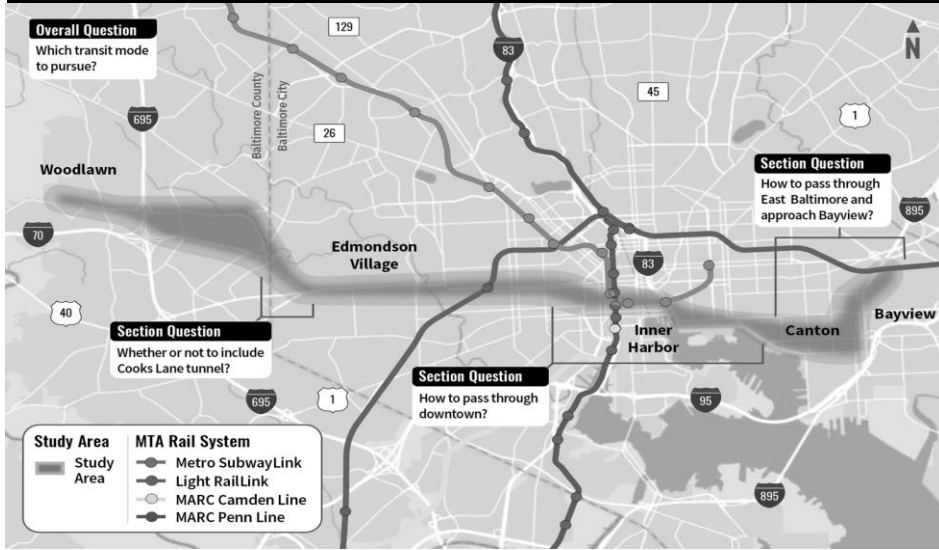
EXPLANATION: The existing Susquehanna River Bridge is approaching end of life and must be replaced to not hinder the Northeast Corridor (NEC).

STATUS: MTA is providing support to Amtrak as they work with FRA to obligate grant funding. Project advancing due to the Federal-State Partnership Intercity Passenger Rail grant program.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL					PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	FOR PLANNING PURPOSES ONLY					
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,000	0	0	1,500	1,500	0	0	0	0	3,000	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	3,000	0	0	1,500	1,500	0	0	0	0	3,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	3,000	0	0	1,500	1,500	0	0	0	0	3,000	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:
None.

USAGE:



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 to the work and activity centers along the corridor. The project will address the need for reliable and efficient east-west transit service providing transportation choices for residents. The completion of the project will improve connectivity between existing transit service and support opportunities for inclusive growth and investment along the corridor. The Red Line project has been shaped by over 10 years of work and extensive community engagement.

STATE 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 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.

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

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Governor Moore re-launched the Red Line project on June 15, 2023. A focused period of workshops/open houses were held in July/August. A second focused period of workshops/open houses were held in October/November. Added to Primary D&E Program.

USAGE:

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				SIX YEAR	BALANCE TO COMPLETE		
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2026...	...2027...	...2028...	...2029...			TOTAL	
Planning	29,107	90	90	4,041	20,105	2,309	2,562	0	0	29,017	0		
Engineering	69,142	0	0	449	449	41,989	24,909	449	898	69,142	0		
Right-of-way	0	0	0	0	0	0	0	0	0	0	0		
Utility	0	0	0	0	0	0	0	0	0	0	0		
Construction	0	0	0	0	0	0	0	0	0	0	0		
Total	98,249	90	90	4,490	20,554	44,298	27,471	449	898	98,159	0		
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0		
Special	98,249	90	90	4,490	20,554	44,298	27,471	449	898	98,159	0		
Other	0	0	0	0	0	0	0	0	0	0	0		



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 53 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.

STATE 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 goal for this program is to improve the reliability, safety, and performance level of the Light Rail system to benefit all users.

STATUS: The study has transitioned into a program. This will become a program for 4 core projects of the fleet transition: new LRV procurement, train control (systems) upgrade/installation, stations upgrades, and maintenance facilities upgrade. Design for Station and Cromwell is under proposal negotiation and expected to begin 2024 Q1. Designs for LRV and train control are underway.

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

USAGE: Light Rail annual ridership in FY 23 exceeded 1.2 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	BALANCE TO
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY						TOTAL	COMPLETE
	(\$000)	CLOSE YEAR	2023	2024	2025	...2026...	...2027...	...2028...	...2029...		
Planning	14,749	334	334	500	3,915	10,000	0	0	0	14,415	0
Engineering	4,346	0	0	2,173	2,173	0	0	0	0	4,346	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	19,095	334	334	2,673	6,088	10,000	0	0	0	18,761	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	19,095	334	334	2,673	6,088	10,000	0	0	0	18,761	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 Not Subject to PFA Law
- Project Inside PFA Grandfathered
 - Project Outside PFA Exception Will Be Required
 - PFA Status Yet to Be Determined Exception Granted

EXPLANATION: This project will 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 2023 - 28 CTP:
Added to Primary D&E Program.

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

POTENTIAL FUNDING SOURCE:												
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER												
PHASE	TOTAL					PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	FOR PLANNING PURPOSES ONLY						
						...2026...	...2027...	...2028...	...2029...			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	11,625	0	0	1,153	3,472	7,000	0	0	0	11,625	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	0	
Total	11,625	0	0	1,153	3,472	7,000	0	0	0	11,625	0	
Federal-Aid	9,300	0	0	923	2,778	5,600	0	0	0	9,300	0	
Special	2,325	0	0	231	694	1,400	0	0	0	2,325	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**

**MARYLAND TRANSIT
ADMINISTRATION**

MDOT MTA MINOR PROJECTS

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND TRANSIT ADMINISTRATION - LINE 66

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>AGY - ADA Compliance</u>			
MTAPRJ001983	AGY Technical Accessibility Reviews	\$ 449	Underway
<u>AGY - Communications Systems</u>			
MTA1593	AGY Station Communication Cabinet Upgrade	\$ 478	Ongoing
<u>AGY - Elevator Rehabilitation</u>			
MTAPRJ001798	AGY MTA Elevators Structural, Architectural, ADA, Civil, and Equipment Study	\$ 414	Ongoing
<u>AGY - Environmental Compliance</u>			
MTA1592	AGY Oil/Water Separator Replacement	\$ 1,672	Under Construction
<u>AGY - Facilities - Pavement</u>			
MTAPRJ001821	BUS 1331 S Monroe St Pavement Reconstruction	\$ 1,758	FY 2024
MTAPRJ002348	LTR North Ave Yard Replacement Parking (Assoc. Projects)	\$ 1,367	FY 2024
<u>AGY - Facilities - Roof</u>			
MTAPRJ001865	MTR Rogers Ave and Reisterstown Roof Replacement	\$ 5,801	FY 2024
MTAPRJ001867	MTR Wabash Systems Maintenance Building Roof Replacement	\$ 2,057	FY 2025
MTAPRJ001918	AGY Roof Replacement Milford Mill	\$ 1,464	Design Completed
MTAPRJ002088	BUS North West Division Transportation Roof Replacement	\$ 4,500	Design Underway
MTAPRJ002120	MTR Wabash Main Roof Replacement	\$ 3,946	Design Completed
<u>AGY - IT</u>			
MTAPRJ001972	AGY Occupational Health Management System	\$ 2,212	Ongoing

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND TRANSIT ADMINISTRATION - LINE 67

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>AGY - Stormwater Management</u>			
MTAPRJ001968	LTR Mount Washington SWM Improvements	\$ 745	Design Underway
MTAPRJ001993	AGY Dunkirk & Golden Beach Repair	\$ 700	Design Underway
MTAPRJ002214	LTR Cromwell Station Pond Repairs	\$ 948	Design Underway
<u>AGY - Systems</u>			
MTAPRJ002066	AGY Speaker inspection and replacement	\$ 2,520	Design Underway
<u>AGY - TMDL Compliance</u>			
MTAPRJ001632	MARC TMDL Martins Stormwater Management Repair & Retrofit	\$ 892	Design Underway
MTAPRJ001895	LTR TMDL Warren Road SWM Repair and Retrofit	\$ 951	Completed
MTAPRJ001931	MTR TMDL Milford Mill SWM Repair and Retrofit	\$ 3,729	FY 2024
MTAPRJ001934	BUS TMDL Northwest Bus SWM Repair and Retrofit	\$ 2,349	Design Underway
MTAPRJ001935	MARC TMDL Bowie State SWM Repair and Retrofit	\$ 1,044	Underway
<u>BUS - Facilities</u>			
MTAPRJ001964	BUS White Marsh Comfort Station	\$ 1,752	Underway
MTAPRJ002177	BUS Washington Blvd Bldg 9 Structural Remediation	\$ 541	Design Underway
MTAPRJ002183	BUS Washington Blvd Bldgs 1-4 Drainage Remediation	\$ 250	Design Underway
<u>LTR - Bridge Preservation - T&S</u>			
MTAPRJ001724	LTR Repairs to Bridges and WS Structures	\$ 2,825	Design Underway
<u>LTR - Drainage</u>			
MTAPRJ001721	LTR Woodberry Erosion Repair NW198	\$ 587	Completed
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	\$ 300	Underway

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND TRANSIT ADMINISTRATION - LINE 68

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>LTR - Guideway - Ops</u>			
MTAPRJ001896	LTR Operator Simulator	\$ 1,848	Design Completed
<u>LTR - Systems Maintenance</u>			
MTAPRJ002202	LTR CIH and TPSS UPS and Battery Charger Maintenance	\$ 184	Underway
<u>MARC - Facilities - FE</u>			
MTAPRJ002216	MARC Muirkirk Pavement & SWM Repairs	\$ 690	Design Underway
<u>MARC - Facilities - Ops</u>			
MTAPRJ001965	MARC Frederick Yard Compressed Air System Installation	\$ 435	Completed
MTAPRJ001986	MARC Riverside Upgrades - Wayside Power, Yard Air, Environmental	\$ 9,192	Design Completed
MTAPRJ002026	MARC Riverside Building 4 Exterior Upgrades	\$ 341	Completed
<u>MARC - Guideway</u>			
MTAPRJ002330	MARC New Carrollton SOGR (Assoc. Projects)	\$ 3,000	FY 2026
MTAPRJ002331	MARC West Baltimore Station (Assoc. Projects)	\$ 1,437	FY 2026
MTAPRJ002362	MARC Bush River Bridge Replacement	\$ 980	FY 2026
MTAPRJ002365	MARC Gunpowder River Bridge Replacement	\$ 1,580	FY 2026
<u>MARC - Systems</u>			
MTAPRJ002327	MARC Penn Station Master Plan (Assoc. Projects)	\$ 5,000	FY 2025
<u>MOL - Facilities</u>			
MTAPRJ001718	MOL Patterson Ave Facility Wall Monitor Upgrade	\$ 259	Completed
<u>MTR - Facilities Maintenance</u>			
MTAPRJ001754	MTR Rehabilitation of Deluge Valve Room & Valve Pit	\$ 3,730	Under Construction

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND TRANSIT ADMINISTRATION - LINE 69

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>MTR - Facilities Maintenance</u>			
MTAPRJ002192	MTR Lexington Market Metro Facility	\$ 410	Design Underway
<u>MTR - Guideway - Ops</u>			
MTAPRJ001897	MTR Operator Simulator	\$ 154	Deferred
<u>MTR - Systems Maintenance</u>			
MTA1535	MTR UPS Battery Replacement	\$ 5,058	Ongoing
MTAPRJ001745	AGY LED Lighting Replacement	\$ 5,985	Underway
<u>POL - Systems</u>			
MTA1516	AGY POL Video Management System Replacement	\$ 8,285	Design Completed

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 70

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Allegany County FY 2023 Completions</u>		
Garage Door Replacement (FY21)	\$ 43	Complete
<u>Allegany County FY 2024 and 2025</u>		
Computer Equipment (FY22)	\$ 25	FY24
Preventive Maintenance (FY23)	\$ 350	FY24
Preventive Maintenance (FY24 5307)	\$ 350	FY24
Transit Development Plan (FY24 5304)	\$ 100	FY24
Garage Door Replacement (FY24 5307)	\$ 90	FY25
<u>Annapolis County FY 2024 and 2025</u>		
2 Heavy Duty Bus Replacements - 5209 & 5409 (FY21 5339)	\$ 808	FY24
2 Heavy Duty Replacement - 5311 & 4311 (FY23 5339)	\$ 819	FY24
2 Support Vehicle Replacements (FY22 ARPA SWAP)	\$ 70	FY24
Automatic Vehicle Location System (FY23 5339)	\$ 68	FY24
Mobile Life Column (FY24 5339)	\$ 85	FY24
Preventive Maintenance (FY24 LU)	\$ 475	FY24
Transit Development Plan - 5304 (FY24)	\$ 105	FY24
1 Electric Replacement Bus (FY22 ARPA SWAP)	\$ 770	FY25
2 Small Electric Bus Replacements -1803 & 1805 (FY24 5339)	\$ 812	FY25
Passenger Ferry Vesses (FY22 5307)	\$ 3,500	FY25
2 30' Heavy Duty Bus Replacements - 5411 & 5511 (FY22 5339)	\$ 770	Ongoing
Preventive Maintenance (FY23)	\$ 475	Ongoing
<u>Anne Arundel County FY 2023 Completions</u>		
Transportation Development Plan (FY22 5304)	\$ 105	Complete
<u>Anne Arundel County FY 2024 and 2025</u>		
5 Small Expansion Buses (FY23 5339)	\$ 602	FY24
Mobile Radios (FY19 5339)	\$ 35	FY24
Ridesharing (FY24)	\$ 197	FY24

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 70

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Anne Arundel County FY 2024 and 2025 (cont'd)</u>		
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
Ridesharing (FY23)	\$ 197	Ongoing
<u>Baltimore City FY 2024 and 2025</u>		
Bus Stop Relocation (FY24 5339)	\$ 300	FY24
Ferry Engineering/Design (FY22 5307)	\$ 78	FY24
Ferry Terminal Engineering/Design (FY22 5307)	\$ 146	FY24
Ferry Terminal Renovation (FY22 5307)	\$ 1,687	FY24
Ridesharing (FY24)	\$ 82	FY24
2 Ferry Acquisition (FY22 5307)	\$ 3,965	FY25
8 Heavy Duty Replacement Buses - 1201 - 1210 (FY20 CARES)	\$ 3,400	FY25
Passenger Ferry Vessel (FY23 STATE)	\$ 1,600	FY25
Ridesharing (FY23)	\$ 82	Ongoing
<u>Baltimore County FY 2024 and 2025</u>		
2 Small Expansion Buses (FY23 5339)	\$ 193	FY24
BMC Ridesharing (FY24)	\$ 170	FY24
Bus Shelters (FY19 5339 Discretionary)	\$ 120	FY24
Bus Signage (FY19 5339 Discretionary)	\$ 10	FY24
Workforce Development (FY19 5339 Discretionary)	\$ 10	FY24
2 Medium Expansion Buses (FY23 5339)	\$ 509	FY25
5 Small Cutaway Bus Expansions (FY24 5339)	\$ 440	FY25
BMC Ridesharing (FY23)	\$ 170	Ongoing
<u>Calvert County FY 2023 Completions</u>		
Ridesharing (FY23)	\$ 9	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 70

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Calvert County FY 2024 and 2025</u>		
2 Small Replacement Buses - 132 & 143 (FY23 5339)	\$ 211	FY24
Dispatch Software (FY21 5339)	\$ 81	FY24
DPW Fuel Depot (FY23 5307)	\$ 76	FY24
DPW Fuel Depot (FY23 5311)	\$ 284	FY24
DPW Fuel Depot (FY24 5307)	\$ 16	FY24
DPW Fuel Depot (FY24 5311)	\$ 158	FY24
Electronic Fareboxes (7) (FY22 5339)	\$ 139	FY24
Preventive Maintenance (FY23 5307)	\$ 26	FY24
Preventive Maintenance (FY23 5311)	\$ 99	FY24
Ridesharing (FY24)	\$ 9	FY24
Station Assessment (FY24 5307)	\$ 42	FY24
Station Assessment (FY24 5311)	\$ 59	FY24
Transfer Station Needs Assessment (FY23 5307)	\$ 22	FY24
Transfer Station Needs Assessment (FY23 5311)	\$ 83	FY24
2 Small Replacement Buses - 142 & 145 (FY24 5339)	\$ 214	FY25
Preventive Maintenance (FY22 5307)	\$ 32	Ongoing
Preventive Maintenance (FY22 5311)	\$ 119	Ongoing
AVL Equipment (FY18 5339)	\$ 4	Underway
<u>Carroll County FY 2023 Completions</u>		
Preventive Maintenance (FY22)	\$ 200	Complete
<u>Carroll County FY 2024 and 2025</u>		
1 Minivan Replacement - 3393 (FY22 5339)	\$ 45	FY24
2 Small Bus Replacements - 3315 & 3316 (FY23 5339)	\$ 184	FY24
Preventive Maintenance (FY24 5307)	\$ 80	FY24
1 Minivan Replacement - 3322 (FY23 5339)	\$ 61	FY25
2 Small Bus Replacements - 3313 & 3319(FY24 5307)	\$ 194	FY25
Small Bus Replacement-3330 (FY24 5339)	\$ 99	FY25
Preventive Maintenance (FY23)	\$ 150	Ongoing

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 70

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Cecil County FY 2023 Completions</u>		
Automatic Annunciators (FY20)	\$ 80	Complete
Bus Wraps for Cutaway Buses (FY16)	\$ 7	Complete
Integrated Mobility Innovation (IMI) (FY20 5312 Discret.)	\$ 704	Complete
<u>Cecil County FY 2024 and 2025</u>		
Land Acquisition - Transit Hub	\$ 1,000	FY24
Preventive Maintenance (FY24 5307)	\$ 200	FY24
Transit Development Plan (FY24 5304)	\$ 90	FY24
Transit Hub D & E (FY23 5307)	\$ 400	FY24
Preventive Maintenance (FY23)	\$ 200	Ongoing
3 Bus Wraps (FY20)	\$ 13	Underway
Transit Hub D & E (FY22 5307)	\$ 400	Underway
<u>Charles County FY 2024 and 2025</u>		
Construction Oversight (FY23 5307)	\$ 500	FY24
Facility Construction (FY22 5307)	\$ 750	FY24
Facility Construction (FY23 5307)	\$ 4,250	FY24
Preventive Maintenance (FY24 5307)	\$ 215	FY24
Transit Development Plan (FY24 5304)	\$ 105	FY24
Facility Construction (FY24 5307)	\$ 5,000	FY25
Preventive Maintenance (FY23)	\$ 200	Ongoing
Design & Engineering for Facility (FY20)	\$ 500	Underway
Design & Engineering for Facility (FY21)	\$ 500	Underway
Shelter and Bus Stop Improvements (FY17)	\$ 50	Underway
<u>Dorchester County FY 2023 Completions</u>		
Preventive Maintenance (FY23)	\$ 50	Complete
<u>Dorchester County FY 2024 and 2025</u>		
1 Small Bus Replacement - 158 (FY23 5339)	\$ 83	FY24

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 70

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Dorchester County FY 2024 and 2025 (cont'd)</u>		
1 Small Bus Replacement-183 (FY24 5339)	\$ 110	FY24
1 Small Bus Replacement-190 (FY24 5339)	\$ 110	FY24
1 Transit Sedan Replacement - 184 (FY23 5339)	\$ 49	FY24
Fencing Around Facility (FY23 5311)	\$ 100	FY24
Parking Lot Upgrades (FY23 5311)	\$ 150	FY24
Transit Development Plan (FY23 5304)	\$ 90	FY24
Preventive Maintenance (FY24 5311)	\$ 50	Underway
<u>Eastern Shore Non-Profits FY 2023 Completions</u>		
Delmarva Community Transit - 6 Security Cameras (FY19 5339 Discret.)	\$ 30	Complete
Delmarva Community Transit- Mobility Management (FY20/21)	\$ 460	Complete
<u>Eastern Shore Non-Profits FY 2024 and 2025</u>		
Delmarva Community Svcs - 2 Small Bus Replacements (170 & 195) Type 3A (FY24/25)	\$ 210	FY25
Delmarva Community Svcs - Preventive Maintenance (FY24/25)	\$ 30	FY25
Delmarva Community Transit - Mobility Management (FY22/23 5310)	\$ 333	Ongoing
<u>Elderly/ Disabled Non-Profits FY 2023 Completions</u>		
Action in Maturity - Preventive Maintenance (FY22/23)	\$ 24	Complete
ARC of Carroll County - 1 Van Expansion Type 1 (FY22/23)	\$ 47	Complete
Chesapeake Care Resources, Inc. - Preventive Maintenance (FY20/21)	\$ 20	Complete
Diakon - Preventive Maintenance (FY20/21)	\$ 6	Complete
Easter Seals Baltimore - Preventive Maintenance (FY17 SS)	\$ 24	Complete
Friends Aware - Preventive Maintenance (FY20/21)	\$ 30	Complete
Harford Center - Preventive Maintenance (FY22/23)	\$ 6	Complete
Hopkins Elder Plus - Preventive Maintenance (FY22/23)	\$ 58	Complete
Kent Center - Office Equipment (FY18/19)	\$ 4	Complete
Lifestyles of Maryland - Preventive Maintenance (FY22/23)	\$ 24	Complete
Mosaic-Preventive Maintenance (FY20/21)	\$ 60	Complete
St. Mary's Nursing Center, Inc. - Preventive Maintenance (FY22/23)	\$ 12	Complete
The League for People with Disabilities - 1 Van Replacement Type 1 - 38008HT (FY22/23)	\$ 47	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 70

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Elderly/ Disabled Non-Profits FY 2023 Completions (cont'd)		
Unified Community Connections - 4 Small Replacement Buses Type 1A (FY22/23)	\$ 234	Complete
Elderly/ Disabled Non-Profits FY 2024 and 2025		
Appalachian Parent Association - Tire Changer (FY24/25)	\$ 20	FY24
ARC Northern Chesapeake Region - Preventive Maintenance (FY22/23)	\$ 45	FY24
ARC of Central Chesapeake - PPE (FY22/23)	\$ 1	FY24
ARC of Central Chesapeake - Preventive Maintenance (FY22/23)	\$ 3	FY24
ARC of Southern Maryland - 2 Van Expansions Type 4 (FY22/23)	\$ 132	FY24
ARC of Southern Maryland - Preventive Maintenance (FY18/19)	\$ 5	FY24
Chesterwye Center - 1 Van Expansion Type 4 (FY22/23)	\$ 50	FY24
Dove Pointe, Inc. - Preventive Maintenance (FY22/23)	\$ 130	FY24
Easter Seals Baltimore - Preventive Maintenance (FY20/21)	\$ 30	FY24
Easter Seals Baltimore - Tripspark Software (FY22/23)	\$ 44	FY24
Easter Seals Hagerstown - Tripspark Software (FY22/23)	\$ 44	FY24
Freedom Landing - 1 Small Bus (FY16/17)	\$ 40	FY24
Freedom Landing - Preventive Maintenance (FY18/19)	\$ 3	FY24
Kent Center - Preventive Maintenance (FY18/19)	\$ 5	FY24
Partners in Care - Equipment Q'Straint Security Belts (FY24/25)	\$ 8	FY24
Partners in Care - Equipment Tablets (FY24/25)	\$ 3	FY24
Partners In Care - 1 Van Expansion Type 4 - #PIC Bus 2 (FY22/23)	\$ 49	FY24
Shore Up! - Driver Shields (FY22/23)	\$ 2	FY24
Shore Up! - Security Cameras (FY22/23)	\$ 14	FY24
St. Mary's Adult Medical Day Care - Disinfectant Sprayer (FY22/23)	\$ 1	FY24
Star Community - 1 Van Expansion Type 4 (FY22/23)	\$ 66	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
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

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 70

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Elderly/ Disabled Non-Profits FY 2024 and 2025 (cont'd)		
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
Associated Catholic Charities - 1 Small Replacement Bus (MW) Type 3A (FY24/25)	\$ 92	FY25
Associated Catholic Charities - Preventive Maintenance (FY24/25)	\$ 132	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
Harford Center - 1 Small Bus Expansion Type 3A (FY24/25)	\$ 102	FY25
Harford Center - 1 Small Bus Replacement (15) Type 3A (FY24/25)	\$ 102	FY25
Harford Center - 1 Van Expansion Type 4 (FY24/25)	\$ 66	FY25
Harford Center - Preventive Maintenance (FY24/25)	\$ 26	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
Lifestyles of Maryland - Preventive Maintenance (FY24/25)	\$ 28	FY25
Partners in Care - Mobility Management (FY24/25)	\$ 792	FY25
Partners in Care - Preventive Maintenance (FY24/25)	\$ 40	FY25
Progress Unlimited, Inc. - 1 Van Expansion Type 4 (FY24/25)	\$ 66	FY25
Progress Unlimited, Inc. - Preventive Maintenance (FY24/25)	\$ 100	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
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

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 70

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Elderly/ Disabled Non-Profits FY 2024 and 2025 (cont'd)		
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
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
St. Mary's Adult Medical Day Care 1 Small Bus Replacement (60) Type 3A (FY24/25)	\$ 89	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 - Mobility Management (FY24/25)	\$ 350	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 - Mobility Management (FY24/25)	\$ 180	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
Allegany County HRDC, Inc. - Mobility Management (FY22/23)	\$ 46	Ongoing
Allegany County HRDC, Inc. - Preventive Maintenance (FY20/21)	\$ 26	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
Kent Center - Preventive Maintenance (FY16/17)	\$ 9	Ongoing
Kent Center - Preventive Maintenance (FY17 SS)	\$ 6	Ongoing
Partners In Care - Mobility Management (FY22/23)	\$ 663	Ongoing
Partners In Care - Preventive Maintenance (FY20/21)	\$ 40	Ongoing

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 70

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Elderly/ Disabled Non-Profits FY 2024 and 2025 (cont'd)</u>		
Spring Dell Center - Preventive Maintenance (FY22/23)	\$ 42	Ongoing
Star Community - Preventive Maintenance (FY16/17)	\$ 3	Ongoing
Washington County CAC - Mobility Management (FY22/23)	\$ 239	Ongoing
Worcester County Comm on Aging - Mobility Management (FY22/23)	\$ 106	Ongoing
Worcester County Comm on Aging - Preventive Maintenance (FY22/23)	\$ 24	Ongoing
Worcester County Developmental Center - Preventive Maintenance (FY18/19)	\$ 65	Ongoing
LifeBridge Health - Cleaning Supplies (FY22/23)	\$ 12	Underway
LifeBridge Health - PPE (FY22/23)	\$ 4	Underway
<u>Frederick County FY 2023 Completions</u>		
1 Heavy Duty Replacement Bus - 36062 (FY20 CARES)	\$ 420	Complete
2 Heavy Duty Bus Replacements (FY21)	\$ 800	Complete
Rideshare (FY23)	\$ 124	Complete
<u>Frederick County FY 2024 and 2025</u>		
1 Small Replacement Bus - 38624 (FY23 5339)	\$ 110	FY24
Preventive Maintenance (FY23 5307)	\$ 675	FY24
Preventive Maintenance (FY24 5307)	\$ 270	FY24
Preventive Maintenance (FY24 5311)	\$ 32	FY24
Rideshare (FY24)	\$ 124	FY24
1 Light Duty Bus Replacement-38798 (FY24 5339)	\$ 127	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 (FY21 5311)	\$ 70	Ongoing
Facility Construction (FY21)	\$ 2,500	Underway
Facility Expansion Construction (FY18)	\$ 500	Underway
<u>Garrett County FY 2024 and 2025</u>		
Bendpak 4-Post Vehicle Lift (FY24 5311)	\$ 23	FY24
Bendpak Pipe Bender (FY24 F311)	\$ 9	FY24
Preventive Maintenance (FY23)	\$ 240	FY24

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 70

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Garrett County FY 2024 and 2025 (cont'd)		
3 Small Bus Replacements - 194, 198 & 199 (FY24 5339)	\$ 284	FY25
Preventive Maintenance (FY22)	\$ 267	Ongoing
Harford County FY 2023 Completions		
Preventive Maintenance (FY23)	\$ 850	Complete
Radio System Replacement (FY20 CARES)	\$ 670	Complete
Harford County FY 2024 and 2025		
1 Maintenance Support Vehicle Replacement (FY23 5339)	\$ 75	FY24
4 Support Vehicles (Vans) Expansion (FY20 CARES)	\$ 216	FY24
Bus Shelter Installation (FY20 CARES)	\$ 239	FY24
Bus Stop Benches (FY20 CARES)	\$ 25	FY24
Facility Roof Replacement (FY20 CARES)	\$ 363	FY24
Fuel Infrastructure (FY20 5339)	\$ 600	FY24
Generator Replacement (FY20 CARES)	\$ 125	FY24
LCD Annunciation System (FY20 CARES)	\$ 118	FY24
Project Management (FY20 5339)	\$ 39,300	FY24
Rehab 2 Garages (FY20 5339)	\$ 500	FY24
Ridesharing (FY24)	\$ 88	FY24
RouteMatch Hardware (FY20 CARES)	\$ 300	FY24
RouteMatch Software (FY20 CARES)	\$ 300	FY24
Security Camera System (FY20 CARES)	\$ 60	FY24
Training & Speciality Tools (FY20 5339)	\$ 130	FY24
Transportation Development Plan (FY22 5304)	\$ 105	FY24
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 Replacements - 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 Replacements - 8032, 8033, 8034, 8035 (FY20 CARES)	\$ 1,800	FY25
4 Medium Replacement Buses (FY20 5339)	\$ 2,700	FY25

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 70

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Harford County FY 2024 and 2025 (cont'd)		
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
Preventive Maintenance (FY24 5307)	\$ 1,000	Ongoing
Ridesharing (FY23)	\$ 88	Ongoing
Bus Shelters (FY18)	\$ 130	Underway
Fare Collection (FY18)	\$ 130	Underway
Feasibility Study (FY20)	\$ 150	Underway
Howard County FY 2023 Completions		
2 30' Heavy Duty Replacement Buses - 9545 & 9547 (FY22 5339)	\$ 878	Complete
3 Heavy Duty Bus Replacements (FY21 5339)	\$ 1,232	Complete
Preventive Maintenance (FY21)	\$ 53	Complete
Ridesharing (FY23)	\$ 131	Complete
Transportation Development Plan (FY21)	\$ 95	Complete
Howard County FY 2024 and 2025		
1 Heavy Duty Bus Replacement - 201 (FY24 5339)	\$ 449	FY24
1 Heavy Duty Bus Replacement - 202 (FY24 5339)	\$ 449	FY24
1 Heavy Duty Bus Replacement - 9521 (FY24 5339)	\$ 449	FY24
2 Sedan Replacements - 14 & 15 (FY22 ARPA SWAP)	\$ 55	FY24
Bus Stop Annunciators (FY20 5339 Discretionary)	\$ 225	FY24
Preventive Maintenance (FY24 LU)	\$ 50	FY24
Ridesharing (FY24)	\$ 131	FY24
1 Heavy Duty Bus Replacement - 200 (FY23 5339)	\$ 524	FY25
1 Heavy Duty Bus Replacment - 203 (FY23 5339)	\$ 524	FY25
1 Heavy Duty Bus Replacment - 204 (FY23 5339)	\$ 524	FY25
4 Medium Replacement Buses - 9540-9543 (FY22 ARPA SWAP)	\$ 1,600	FY25
Preventive Maintenance (FY22)	\$ 115	Ongoing
10 Small Cutaway Bus Replacements - 205 - 214 (FY22 ARPA SWAP)	\$ 910	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 70

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Montgomery County FY 2023 Completions</u>		
Ridesharing (FY23)	\$ 372	Complete
<u>Montgomery County FY 2024 and 2025</u>		
Bus Replacement (FY21 WAG)	\$ 2,000	FY24
Bus Replacement (FY22 WAG)	\$ 2,000	FY24
Bus Replacement (FY23 WAG)	\$ 2,000	FY24
Ridesharing (FY24)	\$ 372	FY24
Bus Replacement - 35ft (FY24 5307)	\$ 2,000	FY25
<u>Ocean City FY 2023 Completions</u>		
Facility Construction Oversight (FY20 5311)	\$ 200	Complete
<u>Ocean City FY 2024 and 2025</u>		
2 40' HD Articulated Replacement Buses - 2125 & 2126 (FY22 5311)	\$ 1,600	FY24
2 60' Articulated Replacement Buses - 3439 & 3733 (FY24 5339)	\$ 1,650	FY25
Preventive Maintenance (FY23)	\$ 675	Ongoing
Preventive Maintenance (FY24 5311)	\$ 725	Underway
Transportation Development Plan	\$ 90	Underway
<u>Prince George's County FY 2023 Completions</u>		
Bus Replacement (FY21 WAG)	\$ 500	Complete
<u>Prince George's County FY 2024 and 2025</u>		
15 - Battery Electric Expansion Buses/Delivery (FY22 5339)	\$ 12,218	FY24
20-Data Access Tools (FY22 5339)	\$ 50	FY24
4 Charging Infrastructures (FY21 5339 LoNo Discretionary)	\$ 260	FY24
5 - Battery Electric Expansion Buses/Delivery (FY22 5339)	\$ 4,258	FY24
5-On-Route Charges (Equipment Only) (FY22 5339)	\$ 1,075	FY24
6 Electric Battery Expansion Buses (FY21 5339 LoNo Discretionary)	\$ 5,799	FY24

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 70

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Prince George's County FY 2024 and 2025 (cont'd)		
Apprenticeship Program (FY22 5339)	\$ 500	FY24
Bus OEM Operating, Maint, First Responders (FY22 5339)	\$ 250	FY24
Bus Replacement (FY23 WAG)	\$ 500	FY24
Configurables/Options (FY22 5339)	\$ 1,080	FY24
Data Collection, Existing Cond Doc & Eval (FY22 Persist Poverty)	\$ 217	FY24
Depot Chargers (Equipment Only) (FY22 5339)	\$ 557	FY24
Depot Construction (FY22 5339)	\$ 1,378	FY24
Develop Project Design & Tech Eng Document (FY22 Persist Poverty)	\$ 363	FY24
Infrastructure Training (FY22 5339)	\$ 100	FY24
Meetings & Project Management (FY22 Persist Poverty)	\$ 87	FY24
Microgrid (FY22 5339)	\$ 6,000	FY24
NTI Training (FY22 5339)	\$ 150	FY24
On-Route Construction (FY22 5339)	\$ 2,450	FY24
PPE, Tools, and Equipment (FY22 5339)	\$ 213	FY24
Project Mangement & Tech Support (FY22 5339)	\$ 503	FY24
Ridesharing (FY24)	\$ 269	FY24
Spare Parts (FY22 5339)	\$ 120	FY24
Training Aids, Simulators, Components, Equip (FY22 5339)	\$ 350	FY24
Bus Replacement - 35ft (FY24 5307)	\$ 500	FY25
Bus Replacement (FY22 WAG)	\$ 500	FY25
Ridesharing (FY23)	\$ 372	Ongoing
Queen Anne's County FY 2023 Completions		
Fleet Ipads (20) (FY22 ARPA SWAP)	\$ 20	Complete
Parking Curbs (FY22 ARPA SWAP)	\$ 1	Complete
Queen Anne's County FY 2024 and 2025		
1 Small Expansion Bus (FY22 ARPA SWAP)	\$ 84	FY24
1 Support Vehicle Replacement - 304 (FY22 ARPA SWAP)	\$ 50	FY24
2 Small Replacement Buses - 340 & 360 (FY22 ARPA SWAP)	\$ 169	FY24
Bus Camera System Replacement (FY22 ARPA SWAP)	\$ 197	FY24
Computers (FY22 ARPA SWAP)	\$ 11	FY24

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 70

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Queen Anne's County FY 2024 and 2025 (cont'd)</u>		
New Bus Shelters (FY24 5339)	\$ 30	FY24
Office Furniture (FY22 ARPA SWAP)	\$ 25	FY24
Preventive Maintenance (FY23 5311 & LU)	\$ 80	FY24
Small Cutaway Bus Expansion (FY24 5339)	\$ 101	FY24
Preventive Maintenance (FY21 5311 & LU)	\$ 92	Ongoing
Preventive Maintenance (FY22 5311 & LU)	\$ 92	Ongoing
Alignment, Tire Changer, & AC Freon Machines (FY22 ARPA SWAP)	\$ 93	Underway
<u>Southern MD Non-Profits FY 2023 Completions</u>		
Tri-County Council of Southern Maryland - Ridesharing (FY23)	\$ 109	Complete
<u>Southern MD Non-Profits FY 2024 and 2025</u>		
Tri-County Council of Southern Maryland - Ridesharing (FY24)	\$ 109	FY24
<u>St. Mary's County FY 2023 Completions</u>		
Preventive Maintenance (FY21 5307 & 5311)	\$ 175	Complete
<u>St. Mary's County FY 2024 and 2025</u>		
1 Medium Replacement Bus - 12-6291 (FY23 5339)	\$ 161	FY24
2 Small Replacement Buses - 48-6176 & 18-6297 (FY23 5339)	\$ 229	FY24
3 Bus Shelters (FY24 5339)	\$ 43	FY24
Routing Software (FY20 5307 & 5311)	\$ 446	FY24
1 Medium Replacement Bus - 11 (FY24 5339)	\$ 162	FY25
2 Small Replacement Buses -16 & 17 (FY24 5339)	\$ 238	FY25
Preventive Maintenance (FY22 5307 & 5311)	\$ 175	Ongoing
Preventive Maintenance (FY23 5307 & 5311)	\$ 100	Ongoing
Bus Stop Signs (FY21)	\$ 4	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

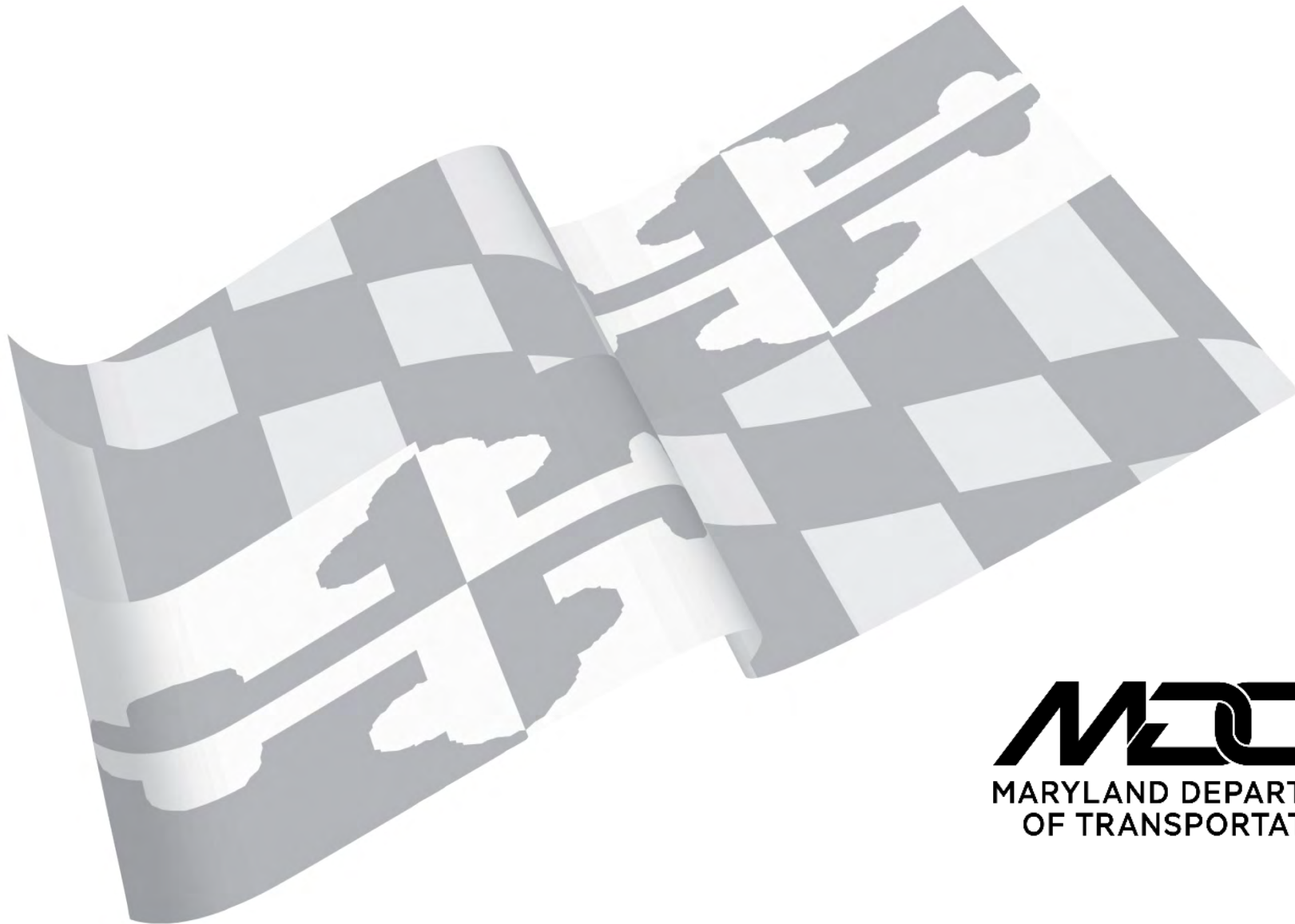
Maryland Transit Administration - Locally Operated Transit Systems - LINE 70

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Talbot County FY 2023 Completions (cont'd)</u>		
Preventive Maintenance (FY23 5311)	\$ 30	Complete
<u>Talbot County FY 2024 and 2025</u>		
1 Minivan Replacement - 1118 (FY23 5339)	\$ 62	FY24
1 Sedan Replacement - 1050 (FY23 5339)	\$ 50	FY24
1 Small Replacement Bus - 802 (FY23 5339)	\$ 109	FY24
2 Small Bus Replacements-1119 & 602 (FY24 5339)	\$ 220	FY24
Preventive Maintenance (FY24 5311)	\$ 30	FY24
<u>Tri-County Council for Lower Eastern Shore FY 2023 Completions</u>		
Preventive Maintenance (FY23 5307)	\$ 800	Complete
<u>Tri-County Council for Lower Eastern Shore FY 2024 and 2025</u>		
1 Small Bus Replacement - 13 (FY24 5339)	\$ 122	FY24
1 Small Replacement Bus 102 (FY23 5307)	\$ 113	FY24
2 Medium Bus Replacements - 276 & 277 (FY24 5339)	\$ 300	FY24
2 Medium Replacement Buses - 274, 275 (FY23 5339)	\$ 279	FY24
2 Small Replacement Buses - 100 & 101 (FY23 5339)	\$ 225	FY24
Bus Security Cameras (FY20 CARES)	\$ 400	FY24
Mobility Management (FY23 5307)	\$ 143	FY24
Mobility Management (FY24 5307)	\$ 143	FY24
1 Small Bus Replacement-122 (FY24 5307)	\$ 113	FY25
1 Partial Support Vehicle (FY22 5339)	\$ 18	Underway
6 Propane Conversions (FY19 5339 Discret.)	\$ 100	Underway
Fixed Route Management System	\$ 590	Underway
Preventive Maintenance (FY24 5307)	\$ 800	Underway
<u>Washington County FY 2024 and 2025</u>		
1 Support Vehicles Replacement - N-1 (FY20 CARES)	\$ 49	FY24
Forklift (FY23 5307)	\$ 35	FY24

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 70

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Washington County FY 2024 and 2025 (cont'd)		
Transit Development Plan - TDP (FY24 5304)	\$ 95	FY24
Vehicle Wash Machine (FY23 5307)	\$ 45	FY24
WCT Roof Replacement (FY23 5339)	\$ 56	FY24
Routing/Dispatch Transportation Hard & Software (FY24 5307)	\$ 300	FY25
Support Vehicle Replacement - S-1 (FY24 5339)	\$ 40	FY25
Preventive Maintenance (FY20 CARES)	\$ 1,352	Ongoing



**WASHINGTON METROPOLITAN AREA
TRANSIT AUTHORITY**

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
CAPITAL PROGRAM SUMMARY
(\$ MILLIONS)**

	<u>FY 2024</u>	<u>FY 2025</u>	<u>FY 2026</u>	<u>FY 2027</u>	<u>FY 2028</u>	<u>FY 2029</u>	<u>SIX - YEAR TOTAL</u>
<u>Major Construction Program</u>	509.0	514.3	523.3	531.7	539.7	547.6	3,165.6
Local Funding	509.0	514.3	523.3	531.7	539.7	547.6	3,165.6
<u>Major Development & Evaluation Program</u>	-	-	-	-	-	-	-
<u>Minor Program</u>	-	-	-	-	-	-	-
<u>Capital Salaries, Wages & Other Costs</u>	-	-	-	-	-	-	-
TOTAL	509.0	514.3	523.3	531.7	539.7	547.6	3,165.6
Special Funds	348.8	186.3	191.0	362.8	367.7	372.8	1,829.3
Federal Funds	-	-	-	-	-	-	-
Other Funds	160.3	328.0	332.3	168.9	171.9	174.8	1,336.3
<u>Special Funds Breakdown</u>							
General Fund	167.0	-	-	167.0	167.0	167.0	668.0
Transportation Trust Fund	181.8	186.3	191.0	195.8	200.7	205.8	1,161.3
SPECIAL FUNDS TOTAL	348.8	186.3	191.0	362.8	367.7	372.8	1,829.3
<u>Other Funds Breakdown</u>							
GO Bonds	-	167.0	167.0	-	-	-	334.0
Other (Not GO Bonds)	160.3	161.0	165.3	168.9	171.9	174.8	1,002.2
OTHER FUNDS TOTAL	160.3	328.0	332.3	168.9	171.9	174.8	1,336.2



PROJECT: WMATA Capital Improvement Program

DESCRIPTION: The program provides Maryland's share of the funding for the Washington Metropolitan Area Transit Authority's (WMATA) Capital Improvement Program (CIP). It includes Maryland's share of matching funds to federal formula funds received directly by WMATA as well as Maryland's share of additional state and local funds for WMATA capital projects.

PURPOSE & NEED SUMMARY STATEMENT: WMATA's FY 2024 - 2029 CIP is focused on safety, infrastructure rehabilitation and replacement, and maintaining the National Capital region's primary regional transit system in a state of good repair. WMATA's FY 2024 - 2029 CIP includes investments to replace rail cars, rehabilitate track and rail structures, replace vehicles for Metrobus and MetroAccess, and implement recommendations from the National Transportation Safety Board, the Federal Transit Administration and the Washington Metrorail Safety Commission.

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

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

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				YEAR 2023	YEAR 2024	YEAR 2025	FOR PLANNING PURPOSES ONLY		
						...2026...	...2027...	...2028...	...2029...	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	4,714,255	3,044,209	213,082	259,809	265,083	274,052	282,414	290,375	298,314	1,670,046	0
Total	4,714,255	3,044,209	213,082	259,809	265,083	274,052	282,414	290,375	298,314	1,670,046	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	1,834,619	1,166,850	34,996	99,542	104,059	108,710	113,502	118,437	123,520	667,769	0
Other	2,879,636	1,877,359	178,086	160,267	161,024	165,342	168,912	171,938	174,794	1,002,277	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: The estimated cost allocation increased by \$504.2M due to the addition of FY 2029 and the increase in Federal Funds for FY 2024 - FY 2029 increasing Maryland's 34% funding match for FY 2024 - FY 2029 received directly by WMATA.



PROJECT: Project Development Program

DESCRIPTION: The program funds Maryland’s allocated share of the Washington Metropolitan Area Transit Authority’s (WMATA) Project Development Program. This project supports Joint Development activities through planning for potential residential or commercial real estate projects to increase ridership and support transit-oriented development. Joint Development projects have been identified across all jurisdictions that still need support to clarify transit facility needs or resolve site issues. Phase 1 of these Joint Development studies cover concept design and feasibility; phase 2 studies advance due diligence and preliminary designs. In addition to Joint Development, the program consists of ADA and other Access Improvements identifying stations not meeting WMATA access standards, including additional elevators, weather protected ramps and other access standards.

PURPOSE & NEED SUMMARY STATEMENT: The program funds Maryland’s allocated share of WMATA’s Project Development Program.

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

STATUS: Project Development Program planning studies are ongoing.

POTENTIAL FUNDING SOURCE: <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	2023	2024	2025	...2026...	...2027...	...2028...	...2029...			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	28,760	22,760	1,000	1,000	1,000	1,000	1,000	1,000	1,000	6,000	0	
Total	28,760	22,760	1,000	1,000	1,000	1,000	1,000	1,000	1,000	6,000	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	
Special	28,760	22,760	1,000	1,000	1,000	1,000	1,000	1,000	1,000	6,000	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: The total estimated cost allocation increased \$1.0M due to the addition of funding for FY 2029.



PROJECT: Matching Funding for "Passenger Rail Investment and Improvement Act"

DESCRIPTION: The Passenger Rail Investment and Improvement Act (PRIIA) of 2008 authorized federal funds to be appropriated over a ten year period for capital and preventative maintenance projects of the Washington Metropolitan Area Transit Authority (WMATA). While the 2008 program expired in FY 2018, the PRIIA program was reauthorized under the IIJA through FY 2030. The federal legislation requires matching funds from Maryland, Virginia, and the District of Columbia. This program provides Maryland's share of these matching federal funds.

PURPOSE & NEED SUMMARY STATEMENT: Funding is used for capital improvements for safety and state of good repair of the rail system, including replacement of older railcars and other investments called for in recommendations made by the National Transportation Safety Board (NTSB), Federal Transit Administration (FTA) and, Washington Metrorail Safety Commission (WMSC).

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

STATUS: FTA's dedicated funding allocation for WMATA in FY 2024 is \$150.0M. Maryland will provide \$50.0M due to the addition of funding for FY 2029.

POTENTIAL FUNDING SOURCE: <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				YEAR 2023	YEAR 2024	YEAR 2025	FOR PLANNING PURPOSES ONLY		
						...2026...	...2027...	...2028...	...2029...	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	950,000	650,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	300,000	0
Total	950,000	650,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	300,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	911,500	611,500	24,500	50,000	50,000	50,000	50,000	50,000	50,000	300,000	0
Other	38,500	38,500	25,500	0	0	0	0	0	0	0	0

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



PROJECT: WMATA Debt Service

DESCRIPTION: Washington Metropolitan Area Transit Authority (WMATA) debt service represents the amount of bond debt taken on by WMATA under agreement with the State to cover the costs of debt repayment and associated interest and fees. WMATA refinanced their debt in order to consolidate multiple lines of debt and reduce fees.

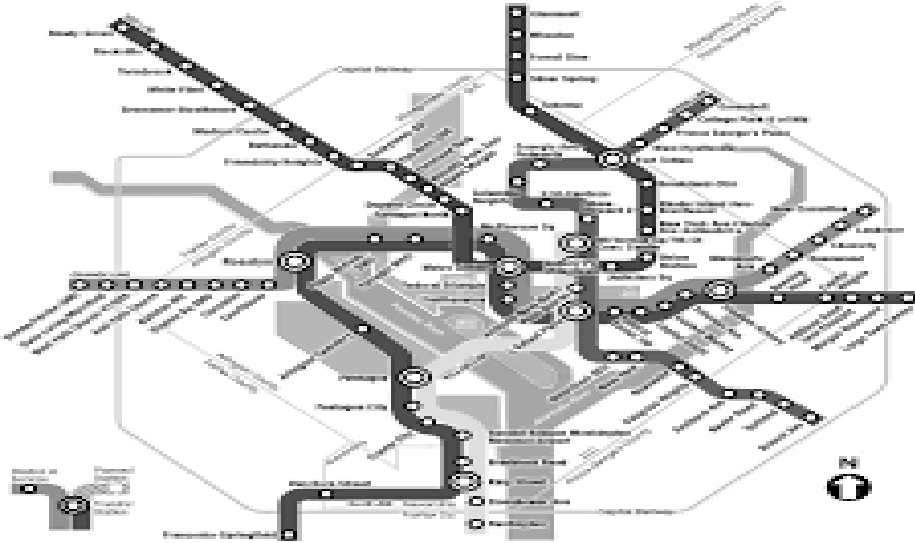
PURPOSE & NEED SUMMARY STATEMENT: These debt authorizations fund the purchase of long-term bonds issued by WMATA to fund its Capital Improvement Program (CIP).

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

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

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: This debt was originally approved for funding Maryland's share of WMATA's CIP when WMATA's full requested subsidy exceeded the State's cash resources. Due to refinancing, the debt has been consolidated into one project. The total estimated cost allocation increased by \$31.3M due to the addition of FY 2029 funding.

POTENTIAL FUNDING SOURCE: <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				FOR PLANNING PURPOSES ONLY						
			2023	2024	2025	...2026...	...2027...	...2028...	...2029...	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	416,469	228,895	31,229	31,236	31,246	31,257	31,266	31,278	31,292	187,574	0	
Total	416,469	228,895	31,229	31,236	31,246	31,257	31,266	31,278	31,292	187,574	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	
Special	416,469	228,895	31,229	31,236	31,246	31,257	31,266	31,278	31,292	187,574	0	
Other	0	0	0	0	0	0	0	0	0	0	0	



PROJECT: Governor's Dedicated Capital Funding

DESCRIPTION: In 2018, Maryland acted in conjunction with the Commonwealth of Virginia and the District of Columbia to create a bondable dedicated capital funding grant for use by the Washington Metropolitan Area Transit Authority (WMATA) for the purpose of generating financial assets to finance its Capital Improvement Program (CIP). Among the three funding jurisdictions, this dedicated capital funding grant totals \$500M annually. In accordance with Chapter 351 and 352 of the Acts of the Maryland General Assembly of 2018 (and as amended in 2020), \$167M will be appropriated to WMATA annually as Maryland's portion of this dedicated capital funding grant. This funding shall be provided as long as the District of Columbia and the Commonwealth of Virginia likewise contribute their share of the dedicated capital funding grant.

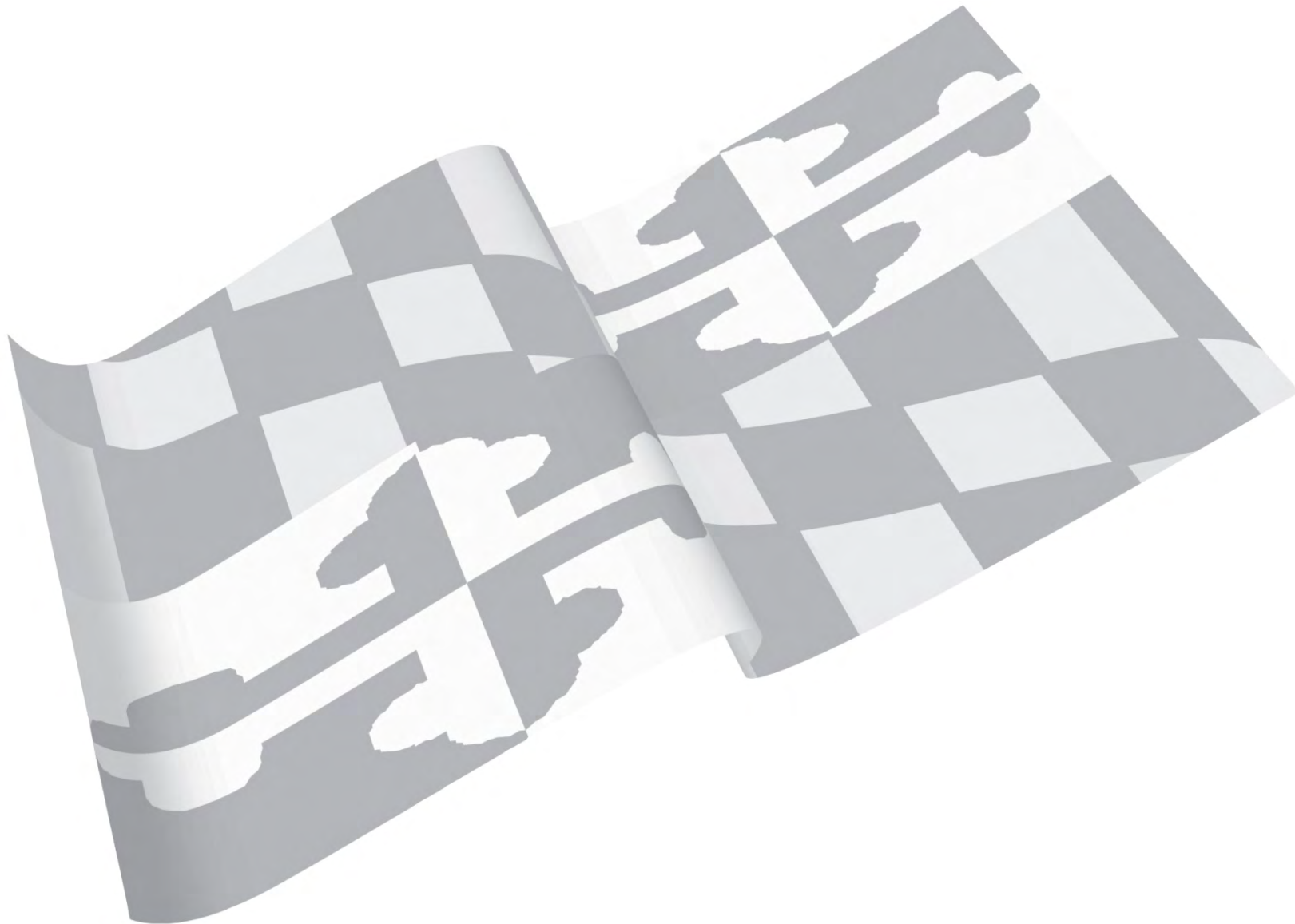
PURPOSE & NEED SUMMARY STATEMENT: The funding is mandated by state legislation. Maryland will provide \$167M annually to WMATA's CIP beginning in FY 2020.

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

STATUS: Maryland's share of the \$500.0M annual dedicated funding to WMATA's CIP is \$167.0M.

POTENTIAL FUNDING SOURCE: <input 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				SIX YEAR	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				YEAR 2023	YEAR 2024	YEAR 2025	FOR PLANNING PURPOSES ONLY			
						...2026...	...2027...	...2028...	...2029...	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	1,670,000	668,000	167,000	167,000	167,000	167,000	167,000	167,000	167,000	1,002,000	0	
Total	1,670,000	668,000	167,000	167,000	167,000	167,000	167,000	167,000	167,000	1,002,000	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	
Special	1,336,000	668,000	167,000	167,000	0	0	167,000	167,000	167,000	668,000	0	
Other	334,000	0	0	0	167,000	167,000	0	0	0	334,000	0	

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

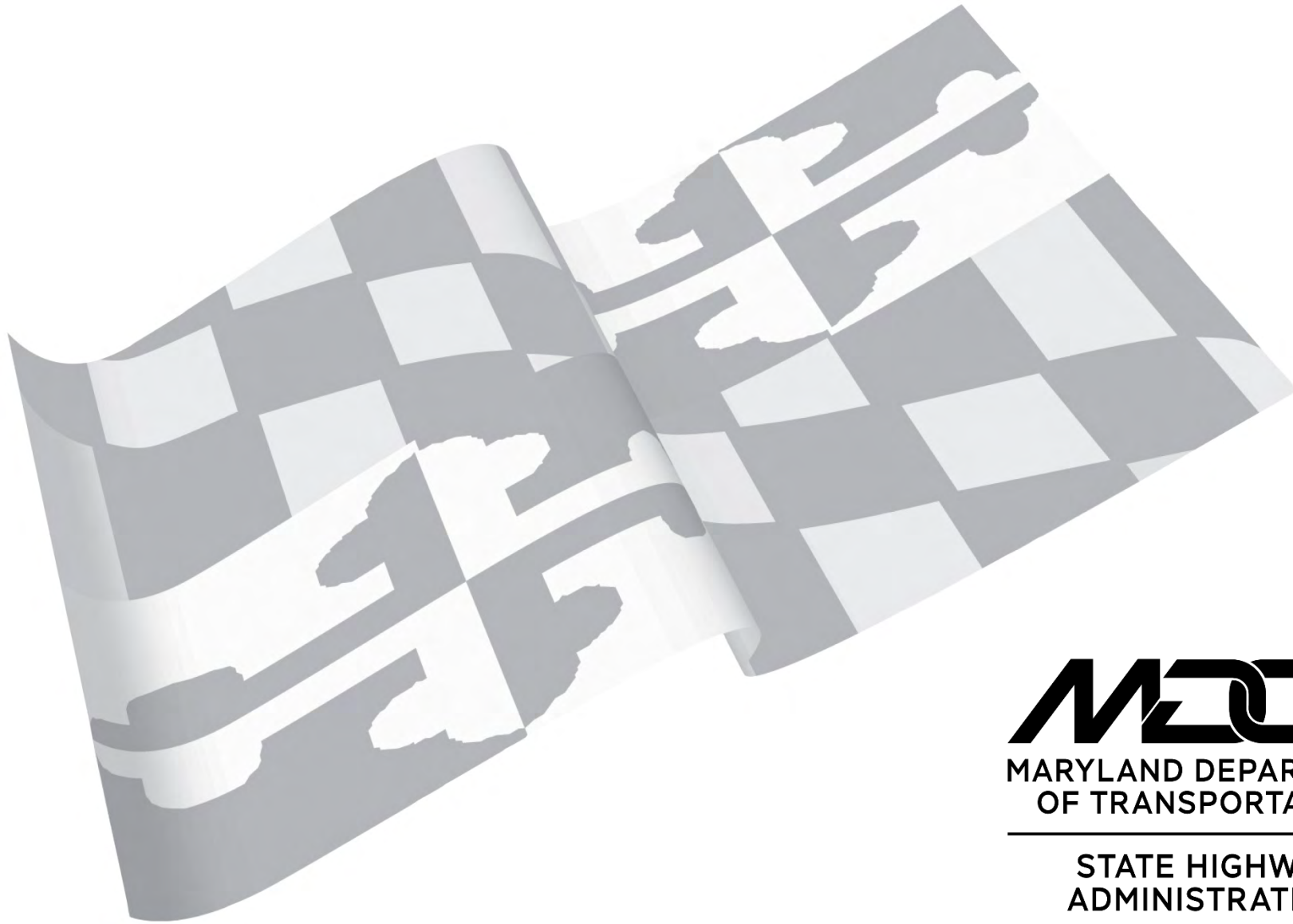


MDOT MARYLAND DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY ADMINISTRATION

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

	<u>FY 2024</u>	<u>FY 2025</u>	<u>FY 2026</u>	<u>FY 2027</u>	<u>FY 2028</u>	<u>FY 2029</u>	<u>SIX - YEAR TOTAL</u>
<u>Major Construction Program</u>	241.0	173.9	136.3	112.1	125.5	144.9	933.7
System Preservation	2.8	3.3	-	-	-	-	6.1
Expansion/Efficiency	187.7	136.1	103.8	86.1	102.9	126.2	742.8
Safety & Security	19.0	8.3	6.9	4.0	3.2	0.7	42.0
Local Funding	-	3.5	4.0	4.5	4.5	3.5	20.0
Environment	5.2	0.3	-	-	-	-	5.6
Administration	26.3	22.3	21.7	17.5	14.9	14.5	117.2
<u>Major Development & Evaluation Program</u>	49.6	94.0	150.8	125.9	19.3	18.5	458.2
Expansion/Efficiency	11.6	18.1	15.2	14.9	17.3	18.5	95.7
Safety & Security	36.7	75.9	135.5	111.0	2.0	-	361.1
Environment	1.1	-	-	-	-	-	1.1
<u>Minor Program</u>	901.3	945.4	974.0	983.5	1,095.4	1,031.3	5,931.0
System Preservation	549.2	553.8	546.6	562.0	614.3	612.3	3,438.2
Expansion/Efficiency	55.0	46.0	52.7	60.7	62.6	61.8	338.8
Safety & Security	130.2	185.6	195.5	176.7	193.3	178.9	1,060.2
Local Funding	96.9	96.7	102.9	103.0	102.9	103.1	605.4
Environment	27.9	28.5	44.5	44.8	52.0	43.3	241.0
Administration	42.1	34.8	31.8	36.4	70.3	31.9	247.3
<u>Highway User Revenue</u>	334.3	395.9	350.0	356.8	354.9	360.6	2,152.4
<u>Capital Salaries, Wages & Other Costs</u>	-	-	-	-	-	-	-
TOTAL	1,526.2	1,609.2	1,611.1	1,578.3	1,595.0	1,555.3	9,475.2
Special Funds	627.7	652.5	539.4	531.6	564.1	531.8	3,447.1
Federal Funds	881.6	920.2	960.2	951.8	1,015.9	1,008.5	5,738.1
Other Funds	17.0	36.5	111.5	95.0	15.0	15.0	290.0
<u>Special Funds Breakdown</u>							
Transportation Trust Fund	627.7	652.5	539.4	531.6	564.1	531.8	3,447.1
SPECIAL FUNDS TOTAL	627.7	652.5	539.4	531.6	564.1	531.8	3,447.1
<u>Other Funds Breakdown</u>							
GO Bonds	2.0	21.5	96.5	80.0	-	-	200.0
Other (Not GO Bonds)	15.0	15.0	15.0	15.0	15.0	15.0	90.0
OTHER FUNDS TOTAL	17.0	36.5	111.5	95.0	15.0	15.0	290.0



MDOT
MARYLAND DEPARTMENT
OF TRANSPORTATION

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

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: 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 2023 - 28 CTP: The funding decrease of \$48.1 million is the net change due to reflecting the National Electric Vehicle Infrastructure funds separately (Statewide Line 4), the addition of FY 2029, and reductions in funding necessary to balance the overall MDOT budget.

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

PHASE	TOTAL		EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023				...2026...	...2027...	...2028...	...2029...		
Planning	34,157	24,804	2,029	2,473	3,916	716	1,016	616	616	9,353	0
Engineering	41,474	14,364	2,195	2,070	3,800	4,900	5,300	5,520	5,520	27,110	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	726	210	2	0	115	70	131	100	100	516	0
Construction	89,861	27,702	2,173	6,371	6,905	11,913	11,836	12,829	12,304	62,159	0
Total	166,217	67,080	6,399	10,914	14,736	17,599	18,283	19,065	18,540	99,138	0
Federal-Aid	109,228	40,386	3,972	6,780	10,539	13,479	14,092	15,769	8,183	68,842	0
Special	56,990	26,694	2,427	4,134	4,197	4,120	4,191	3,296	10,357	30,296	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - N/A

FEDERAL - N/A

STATE SYSTEM: N/A

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT N/A (2023)

PROJECTED N/A (2043)



PROJECT: Sidewalk Program

DESCRIPTION: This program provides matching funds for the construction of sidewalks adjacent to SHA highways.

PURPOSE & NEED SUMMARY STATEMENT: Program supports community revitalization efforts and efforts to encourage pedestrian usage of sidewalks along SHA highways.

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

- 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 2023 - 28 CTP: The net reduction of \$52.5 million is primarily due the Pedestrian Safety Action plan implementation now being reflected in the Complete Streets program (Statewide Line 6) and FY 29 funding being added to the program.

POTENTIAL FUNDING SOURCE:

- SPECIAL FEDERAL GENERAL OTHER

PHASE	TOTAL		EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023				...2026...	...2027...	...2028...	...2029...		
Planning	1,865	605	126	100	100	265	265	265	265	1,260	0
Engineering	21,540	6,852	2,947	1,172	2,020	1,797	3,500	3,500	2,699	14,688	0
Right-of-way	682	132	104	550	0	0	0	0	0	550	0
Utilities	762	212	0	150	400	0	0	0	0	550	0
Construction	63,433	10,527	1,871	7,418	7,675	10,064	8,784	8,949	10,016	52,906	0
Total	88,282	18,328	5,048	9,390	10,195	12,126	12,549	12,714	12,980	69,954	0
Federal-Aid	65,693	9,122	2,994	6,723	7,901	10,428	10,218	10,601	10,700	56,571	0
Special	22,589	9,206	2,054	2,667	2,294	1,698	2,331	2,113	2,280	13,383	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - N/A

FEDERAL - N/A

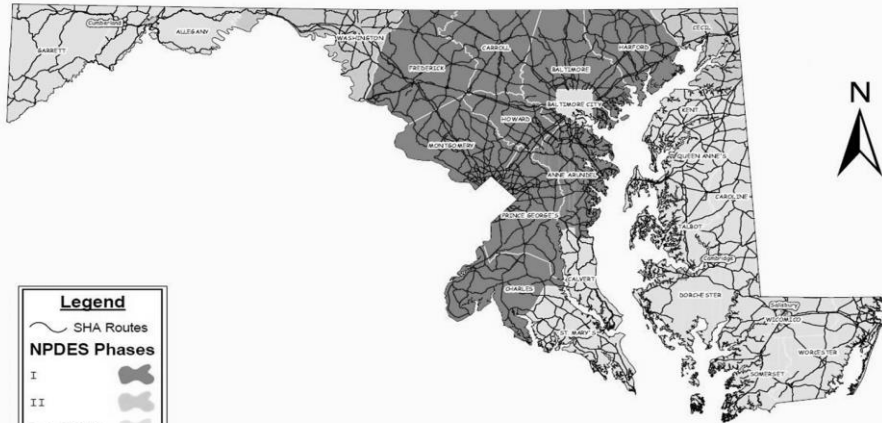
STATE SYSTEM: N/A

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT N/A (2023)

PROJECTED N/A (2043)

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.

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: 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 2023 - 28 CTP: The decrease of \$11.5 million is due to the reduction in funding necessary to balance the overall MDOT budget.

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

PHASE	TOTAL		EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023				...2026...	...2027...	...2028...	...2029...		
Planning	43,770	31,170	1,902	1,600	1,500	2,000	2,500	2,500	2,500	12,600	0
Engineering	167,463	147,863	2,519	1,850	1,250	3,000	4,500	4,500	4,500	19,600	0
Right-of-way	9,863	5,613	0	250	500	500	1,000	1,000	1,000	4,250	0
Utilities	33	33	12	0	0	0	0	0	0	0	0
Construction	448,885	328,656	6,208	12,603	16,699	25,212	19,514	25,157	21,044	120,229	0
Total	670,014	513,335	10,641	16,303	19,949	30,712	27,514	33,157	29,044	156,679	0
Federal-Aid	248,277	132,611	3,392	8,773	12,707	24,304	21,267	26,159	22,457	115,666	0
Special	421,737	380,725	7,249	7,530	7,242	6,408	6,247	6,998	6,587	41,013	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 (2023) N/A

PROJECTED (2043) 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.

STATE 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: 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: Program development underway.

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

PHASE	POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,950	0	0	900	50	1,000	0	0	0	1,950	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	60,869	0	0	0	18,300	13,000	15,000	10,000	1,300	57,600	3,269
Total	62,819	0	0	900	18,350	14,000	15,000	10,000	1,300	59,550	3,269
Federal-Aid	62,819	0	0	900	18,350	14,000	15,000	10,000	1,300	59,550	3,269
Special	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - N/A

FEDERAL - N/A

STATE SYSTEM: N/A

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT N/A (2023)

PROJECTED N/A (2043)



PROJECT: Carbon Reduction Program

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

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

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

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

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

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

PHASE	TOTAL		EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023				...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	18,875	0	0	1,510	3,020	3,020	3,775	3,775	3,775	18,875	0
Right-of-way	4,720	0	0	378	755	755	944	944	944	4,720	0
Utilities	4,720	0	0	378	755	755	944	944	944	4,720	0
Construction	66,064	0	0	5,285	10,570	10,570	13,213	13,213	13,213	66,064	0
Total	94,379	0	0	7,551	15,100	15,100	18,876	18,876	18,876	94,379	0
Federal-Aid	94,379	0	0	7,551	15,100	15,100	18,876	18,876	18,876	94,379	0
Special	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - N/A

FEDERAL - N/A

STATE SYSTEM: N/A

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT N/A (2023)

PROJECTED N/A (2043)



PROJECT: Complete Streets Program

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

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

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

- 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.

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

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

STATUS: Examples of corridors in design include MD 2 from MD 177 to MD 648; US 1 from Gorman Road to Patuxent River; MD 650 from MD 193 to Powder Mill Road; MD 410 from MD 500 to MD 212; and MD 150 from MD 700 to MD 702. Planning and design efforts ongoing on priority Pedestrian Safety Action plan corridors statewide.

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

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

PHASE	TOTAL		EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023				...2026...	...2027...	...2028...	...2029...		
Planning	5,735	0	0	400	500	335	2,500	1,000	1,000	5,735	0
Engineering	33,093	534	534	6,897	4,696	5,165	5,000	5,000	5,801	32,559	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	58,672	0	0	3,169	2,804	7,750	12,750	16,500	15,699	58,672	0
Total	97,500	534	534	10,466	8,000	13,250	20,250	22,500	22,500	96,966	0
Federal-Aid	89,581	526	526	9,574	7,350	12,365	18,712	20,527	20,527	89,055	0
Special	7,919	8	8	892	650	885	1,538	1,973	1,973	7,911	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 (2023) N/A

PROJECTED (2043) 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.

STATE 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.

SMART GROWTH STATUS: Project Not Location Specific Not 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 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 2023 - 28 CTP: This newly added program provides \$107.3M in federal funding from the Infrastructure Investment and Jobs Act, which will be programmed over the FY 2024-2029 CTP period.

PHASE	POTENTIAL FUNDING SOURCE:										
	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY	SIX YEAR TOTAL	BALANCE TO COMPLETE			
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	10,731	0	0	859	1,717	1,717	2,146	2,146	2,146	10,731	0
Right-of-way	5,366	0	0	429	859	859	1,073	1,073	1,073	5,366	0
Utilities	5,366	0	0	429	859	859	1,073	1,073	1,073	5,366	0
Construction	85,850	0	0	6,868	13,736	13,736	17,170	17,170	17,170	85,850	0
Total	107,313	0	0	8,585	17,171	17,171	21,462	21,462	21,462	107,313	0
Federal-Aid	96,582	0	0	7,726	15,454	15,454	19,316	19,316	19,316	96,582	0
Special	10,731	0	0	859	1,717	1,717	2,146	2,146	2,146	10,731	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - N/A

FEDERAL - N/A

STATE SYSTEM: N/A

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT N/A (2023)

PROJECTED N/A (2043)



PROJECT: Traffic Relief Plan (Phase 2) Smart Traffic Signals

DESCRIPTION: The system uses real-time traffic conditions and computer software that adjusts the timing of traffic signals, synchronizes the entire corridor, and effectively deploys artificial intelligence to keep traffic moving.

PURPOSE & NEED SUMMARY STATEMENT: Deploying cutting-edge Smart Traffic Signals will improve traffic operations and ease congestion.

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

- 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 Smart Traffic Signals will improve traffic operations and reduce congestion.

STATUS: Engineering and Construction underway.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:										TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL		
						...2026...	...2027...	...2028...	...2029...			
Planning	3,071	1,261	92	100	570	570	570	0	0	1,810	0	
Engineering	4,583	1,856	212	434	1,146	803	344	0	0	2,727	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utilities	490	48	1	76	146	156	64	0	0	442	0	
Construction	42,298	8,879	210	2,073	11,189	11,503	8,654	0	0	33,419	0	
Total	50,442	12,044	515	2,683	13,051	13,032	9,632	0	0	38,398	0	
Federal-Aid	36,695	6,332	245	2,085	10,324	10,300	7,654	0	0	30,363	0	
Special	13,607	5,572	178	598	2,727	2,732	1,978	0	0	8,035	0	
Other	140	140	91	0	0	0	0	0	0	0	0	

Classification:

STATE - N/A

FEDERAL - N/A

STATE SYSTEM: N/A

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT N/A (2023)

PROJECTED N/A (2043)



PROJECT: 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 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023				...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	9,538	8,473	0	1,065	0	0	0	0	0	1,065	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	9,539	8,474	0	1,065	0	0	0	0	0	1,065	0
Federal-Aid	6,484	6,015	0	469	0	0	0	0	0	469	0
Special	3,055	2,459	0	596	0	0	0	0	0	596	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT N/A (2023)

PROJECTED N/A (2043)



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

DESCRIPTION: This project 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 is underway.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: The funding decrease of \$139.0 million is primarily due to breaking out the I-270 from I-370 to I-70 study (Statewide Line 11) and due to the reduction in funding necessary to balance the overall MDOT budget.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL			CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023			2024	2025	...2026...	...2027...			...2028...	...2029...
Planning	61,010	60,277	6,859	733	0	0	0	0	0	733	0
Engineering	132,000	31,962	17,404	32,038	36,500	23,500	6,000	2,000	0	100,038	0
Right-of-way	7,000	0	0	0	7,000	0	0	0	0	7,000	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	200,010	92,239	24,263	32,771	43,500	23,500	6,000	2,000	0	107,771	0
Federal-Aid	93,550	0	0	26,050	39,150	21,150	5,400	1,800	0	93,550	0
Special	106,460	92,239	24,263	6,721	4,350	2,350	600	200	0	14,221	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

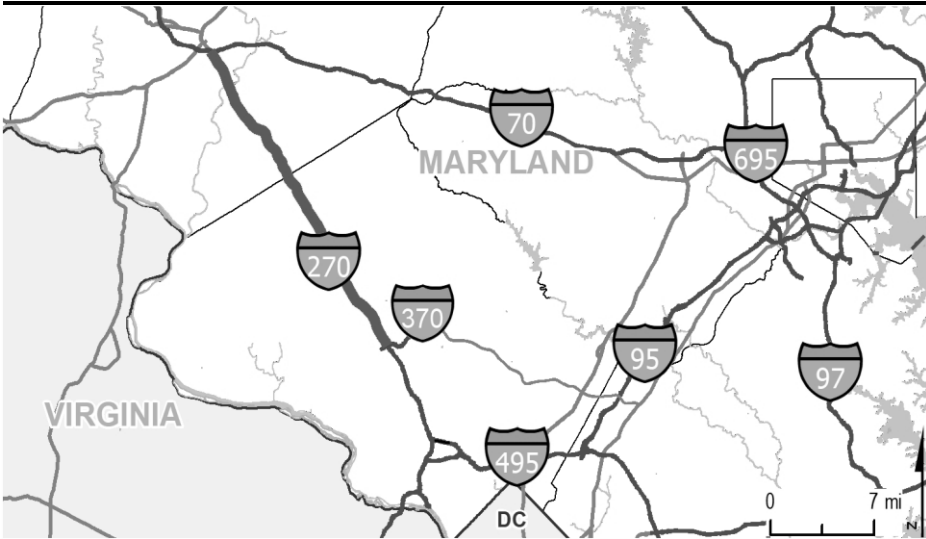
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2023) N/A

PROJECTED (2043) 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.

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

POTENTIAL FUNDING SOURCE:												
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER												
PHASE	TOTAL			CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023			2024	2025	...2026...	...2027...	...2028...			...2029...
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	50,500	0	0	3,000	10,000	10,000	10,000	10,000	7,500	50,500	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	50,500	0	0	3,000	10,000	10,000	10,000	10,000	7,500	50,500	0	0
Federal-Aid	45,500	0	0	2,750	9,000	9,000	9,000	9,000	6,750	45,500	0	0
Special	5,000	0	0	250	1,000	1,000	1,000	1,000	750	5,000	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT N/A (2023)

PROJECTED N/A (2043)



PROJECT: Highway User Revenue

DESCRIPTION: Highway User Revenue (HUR) 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 2023 - 28 CTP: The decrease of \$194.3 million is due a proposed reduction in FY 2026 and 2027 only, as required to balance MDOT's FY 2024 - 29 CTP. This reduction is contingent on a change in law that would maintain the same level of funding in FY 2026 and 2027 as in FY 2025.

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

PHASE	TOTAL		EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023				...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	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	3,935,615	1,056,896	280,260	334,270	395,900	350,011	356,781	354,863	360,587	2,152,412	726,307
Total	3,935,615	1,056,896	280,260	334,270	395,900	350,011	356,781	354,863	360,587	2,152,412	726,307
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	3,935,615	1,056,896	280,260	334,270	395,900	350,011	356,781	354,863	360,587	2,152,412	726,307
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - N/A

FEDERAL - N/A

STATE SYSTEM: N/A

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT N/A (2023)

PROJECTED N/A (2043)

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Statewide - LINE 13

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Bridge Replacement/Rehabilitation				
AX4144	-	STATEWIDE BRIDGE INSPECTION	\$ 4,183	Completed
AZ0292	-	STATEWIDE BRIDGE INSPECTION	\$ 4,028	Completed
XX163S	-	PRESERVATION AND MINOR REHAB OF FIXED BRIDGES, CULVERTS, AND RETAINING WALLS	\$ 16,097	Completed
AZ2571	-	BRIDGE INSPECTION AT VARIOUS LOCATIONS STATEWIDE	\$ 5,291	FY 2024
XX163X	-	PRESERVATION AND MINOR REHAB OF MOVABLE & FIXED BRIDGES, CULVERTS, & RETAINING WALLS	\$ 19,426	FY 2024
XX163Y	-	PRESERVATION AND MINOR REHAB OF MOVABLE & FIXED BRIDGES, CULVERTS, & RETAINING WALLS	\$ 17,157	FY 2024
XX1871	-	BRIDGE REHABILITATION AT VARIOUS LOCATIONS IN ALLEGANY, GARRETT, AND WASHINGTON COUNTIES	\$ 5,916	FY 2024
AZ3411	-	CLEANING AND PAINTING BRIDGES 0301300, 1202500, 1202600, 1202800, 1203200, 1204300, 1206800, AND 1207700	\$ 4,378	FY 2025
AZ2221	-	CLEANING AND PAINTING OF BRIDGES 2200301, 2200302, 2204500, 2301300, 2303100, AND 2303300	\$ 4,942	Under Construction
AZ2561	-	AREAWIDE BRIDGE INSPECTION	\$ 5,655	Under Construction
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
XX163Z	-	PRESERVATION AND MINOR REHAB OF FIXED BRIDGES, CULVERTS, AND RETAINING WALLS IN DISTRICT 6	\$ 6,624	Under Construction
C.H.A.R.T. Projects				
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	\$ 7,360	Under Construction
Environmental Preservation				
AT3132	-	LANDSCAPE INSTALLATION AND ESTABLISHMENT AT VARIOUS LOCATIONS IN KENT, QUEEN ANNE'S, AND TALBOT COUNTIES	\$ 417	Under Construction
AX4472	-	LANDSCAPE INSTALLATION AND ESTABLISHMENT AT VARIOUS LOCATIONS IN DISTRICT 3	\$ 403	Under Construction

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Statewide - LINE 13

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Environmental Preservation				
AZ0715	-	LANDSCAPE INSTALLATION AND ESTABLISHMENT AT VARIOUS LOCATIONS IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES	\$ 553	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
Noise Barriers				
AX685A	-	NOISE BARRIER PROGRAM ENGINEERING AND ASSET MANAGEMENT FOR FY 24 STATEWIDE	\$ 1,700	FY 2024
Resurface/Rehabilitate				
XX112A	-	PATCHING ALONG VARIOUS INTERSTATES IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES	\$ 5,499	Completed
XX1535	-	PATCHING AT VARIOUS LOCATIONS IN CAROLINE, TALBOT, KENT, AND QUEEN ANNE'S COUNTIES	\$ 1,930	Completed
XX1795	-	SURFACE TREATMENT AT VARIOUS LOCATIONS IN ANNE ARUNDEL, CALVERT, CHARLES, AND ST. MARY'S COUNTIES	\$ 2,611	Completed
XX2522	-	PAVEMENT MARKING AT VARIOUS LOCATIONS IN CECIL, KENT, QUEEN ANNE'S, CAROLINE, AND TALBOT COUNTIES	\$ 2,322	Completed
XX3861	-	SAFETY AND RESURFACING IMPROVEMENTS AT VARIOUS LOCATIONS IN BALTIMORE AND HARFORD COUNTIES	\$ 11,839	Completed
XY237B	-	W-BEAM UPGRADES AT VARIOUS LOCATIONS IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES	\$ 2,128	Completed
XY243B	-	TRAFFIC BARRIER UPGRADES AT VARIOUS LOCATIONS IN ANNE ARUNDEL, CALVERT, CHARLES, AND ST. MARY'S COUNTIES	\$ 1,722	Completed
XY246A	-	SIDEWALKS AT VARIOUS LOCATIONS IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES	\$ 4,629	Completed
XY2509	-	LINE STRIPING AT VARIOUS LOCATIONS IN CECIL, KENT, QUEEN ANNE'S, CAROLINE, AND TALBOT COUNTIES	\$ 864	Completed
XY250A	-	THERMOPLASTIC THINLINE STRIPING IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES	\$ 1,903	Completed
XY251E	-	ROADWAY LINE STRIPING IN CARROLL, FREDERICK, AND HOWARD COUNTIES	\$ 2,659	Completed
XY2543	-	LINE STRIPING AT VARIOUS LOCATIONS IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES	\$ 1,614	Completed
XY2545	-	PAVEMENT MARKING AT VARIOUS LOCATIONS IN ANNE ARUNDEL, CALVERT, CHARLES, & ST. MARY'S COUNTIES	\$ 719	Completed
XX1371	-	SURFACE TREATMENT AT VARIOUS LOCATIONS STATEWIDE	\$ 3,050	FY 2024

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Statewide - LINE 13

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Resurface/Rehabilitate				
XX1891	-	SURFACE TREATMENT AT VARIOUS LOCATIONS STATEWIDE	\$ 5,050	FY 2024
XX5383	-	SURFACE TREATMENT AT VARIOUS LOCATIONS IN MONTGOMERY AND PRINCE GEORGE'S COUNTY	\$ 7,333	FY 2024
XY237K	-	GUARDRAIL IMPROVEMENTS AT VARIOUS LOCATIONS IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES	\$ 6,397	FY 2024
XY237L	-	SURFACE TREATMENT AT VARIOUS LOCATIONS IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES	\$ 5,921	FY 2024
XY244K	-	JOINT SEALING AT VARIOUS LOCATIONS IN BALTIMORE AND HARFORD COUNTIES	\$ 802	FY 2024
XY250M	-	PAVEMENT MARKING AT VARIOUS LOCATIONS IN BALTIMORE AND HARFORD COUNTIES	\$ 4,472	FY 2024
XY251Q	-	PAVEMENT MARKINGS AT VARIOUS LOCATIONS IN CARROLL, FREDERICK, AND HOWARD COUNTIES	\$ 3,020	FY 2024
XY3422	-	JOINT SEALING AT VARIOUS LOCATIONS IN CECIL, KENT, QUEEN ANNE'S, CAROLINE, AND TALBOT COUNTIES	\$ 4,002	FY 2024
XY244L	-	JOINT AND CRACK SEALING AT VARIOUS LOCATIONS IN CALVERT, CHARLES, AND ST. MARY'S COUNTIES	\$ 620	FY 2025
AZ2271	IS68	NATIONAL FREEWAY - SAFETY AND RESURFACING IMPROVEMENTS WEST OF MD 546 IN GARRETT COUNTY TO EAST OF ALLEGANY COUNTY LINE	\$ 4,193	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
XX1781	-	SURFACE TREATMENT AT VARIOUS LOCATIONS STATEWIDE	\$ 3,848	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

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Statewide - LINE 13

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Resurface/Rehabilitate				
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
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
XY229G	-	SURFACE TREATMENT AT VARIOUS LOCATIONS IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES	\$ 3,351	Under Construction
XY229J	-	SURFACE TREATMENT AT VARIOUS LOCATIONS IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES	\$ 5,437	Under Construction
XY229N	-	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

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Statewide - LINE 13

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Resurface/Rehabilitate</u>				
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
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
<u>Safety/Spot Improvement</u>				
XX1911	-	PAVEMENT MARKING AT VARIOUS LOCATIONS IN DORCHESTER, SOMERSET, WICOMICO AND, WORCESTER COUNTIES	\$ 721	Completed
XX228C	-	INSTALLATION OF RAISED PAVEMENT MARKERS AT VARIOUS LOCATIONS IN ANNE ARUNDEL, CALVERT, CHARLES, AND ST. MARY'S COUNTIES	\$ 1,264	Completed
XX228D	-	INSTALLATION OF RAISED PAVEMENT MARKERS AT VARIOUS LOCATIONS IN ALLEGANY, GARRETT, AND WASHINGTON COUNTIES	\$ 906	Completed
XX228E	-	INSTALLATION OF RAISED PAVEMENT MARKERS AT VARIOUS LOCATIONS IN CARROLL, FREDERICK, AND HOWARD COUNTIES	\$ 1,379	Completed
XX1825	-	DRAINAGE IMPROVEMENTS AT VARIOUS LOCATIONS IN ANNE ARUNDEL AND CALVERT COUNTIES	\$ 2,503	FY 2024
XX235H	-	DRAINAGE IMPROVEMENTS AT VARIOUS LOCATIONS IN ALLEGANY AND GARRETT COUNTIES	\$ 1,013	FY 2024
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	\$ 7,605	Under Construction

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Statewide - LINE 13

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Safety/Spot Improvement				
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
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

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Statewide - LINE 13

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Safety/Spot Improvement</u>				
XX668G	-	INSTALLATION OF RUMBLE STRIPS AT VARIOUS LOCATIONS BALTIMORE AND HARFORD COUNTIES	\$ 359	Under Construction
XY245P	-	TRAFFIC BARRIER UPGRADES AT VARIOUS LOCATIONS IN ALLEGANY, GARRETT, & WASHINGTON COUNTIES	\$ 3,852	Under Construction
XY253B	-	TRAFFIC BARRIER UPGRADES AT VARIOUS LOCATIONS IN BALTIMORE AND HARFORD COUNTIES	\$ 7,038	Under Construction
<u>Sidewalks</u>				
XX3722	-	SIDEWALK UPGRADES FOR ADA COMPLIANCE AT VARIOUS LOCATIONS IN CAROLINE, CECIL, KENT, QUEEN ANNE'S, & TALBOT COUNTIES	\$ 1,252	FY 2025
XY233T	-	SIDEWALK UPGRADES FOR ADA COMPLIANCE AT VARIOUS LOCATIONS IN CARROLL, FREDERICK, & HOWARD COUNTIES	\$ 4,483	Under Construction
<u>Traffic Management</u>				
AXSPR1	-	MORGAN STATE UNIVERSITY SMARTER CENTER	\$ 800	FY 2024
XX1901	-	LIGHTING MODIFICATIONS AT VARIOUS LOCATIONS IN DO, SO, WI, WO, CO, CE, KE, QA, TA, BA, & HA COUNTIES	\$ 3,376	FY 2024
XX1692	-	SIGNALIZATION AT VARIOUS LOCATIONS IN CE, CO, DO, KE, QA, SO, TA, WI, & WO COUNTIES	\$ 10,144	FY 2025
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

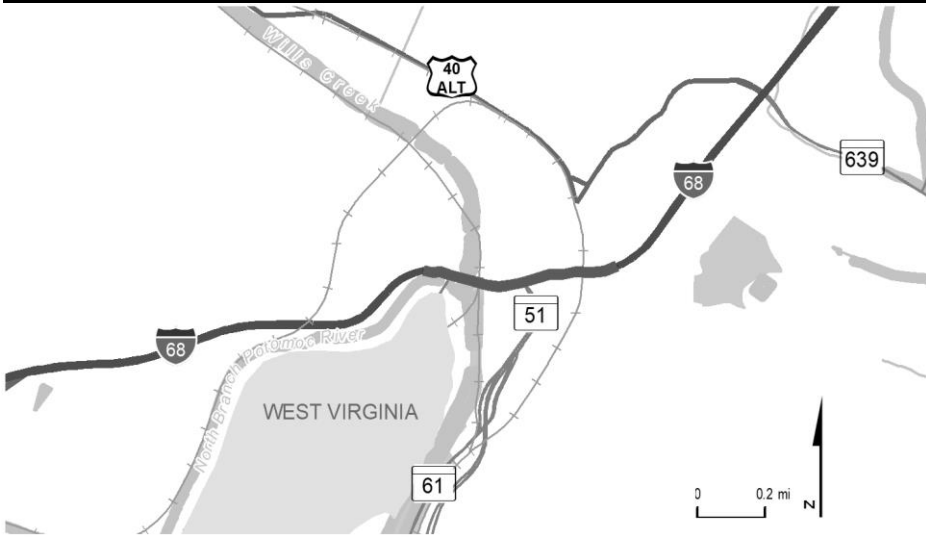
MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Statewide - LINE 13

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Traffic Management</u>				
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
<u>Transportation Alternatives Program</u>				
AZ3251	-	WESTERN REGION STATE TRAIL MAINTENANCE PROGRAM	\$ 154	Under Construction



ALLEGANY COUNTY



PROJECT: I-68 Cumberland Viaduct

DESCRIPTION: Deck replacement and rehabilitation of Bridge No. 0109600 (the Cumberland Viaduct).

PURPOSE & NEED SUMMARY STATEMENT: The purpose of this project is to replace the deteriorated bridge decks to keep the roadway safe and open to traffic. Replacing the bridge decks before they become poor rated will prevent additional disruptions to this heavily traveled roadway.

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

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

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

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

EXPLANATION: This bridge, constructed in 1968, is 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.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:										TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY	SIX YEAR TOTAL					
						...2026...	...2027...	...2028...	...2029...			
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,466	731	160	1,053	790	446	446	0	0	2,735	0	0
Right-of-way	1,000	0	0	0	1,000	0	0	0	0	1,000	0	0
Utilities	1,500	0	0	0	0	682	818	0	0	1,500	0	0
Construction	45,000	0	0	0	0	0	4,650	22,050	18,300	45,000	0	0
Total	50,966	731	160	1,053	1,790	1,128	5,914	22,050	18,300	50,235	0	0
Federal-Aid	48,134	399	12	1,053	1,690	1,060	5,600	20,948	17,385	47,735	0	0
Special	2,832	332	148	0	100	68	314	1,103	915	2,500	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

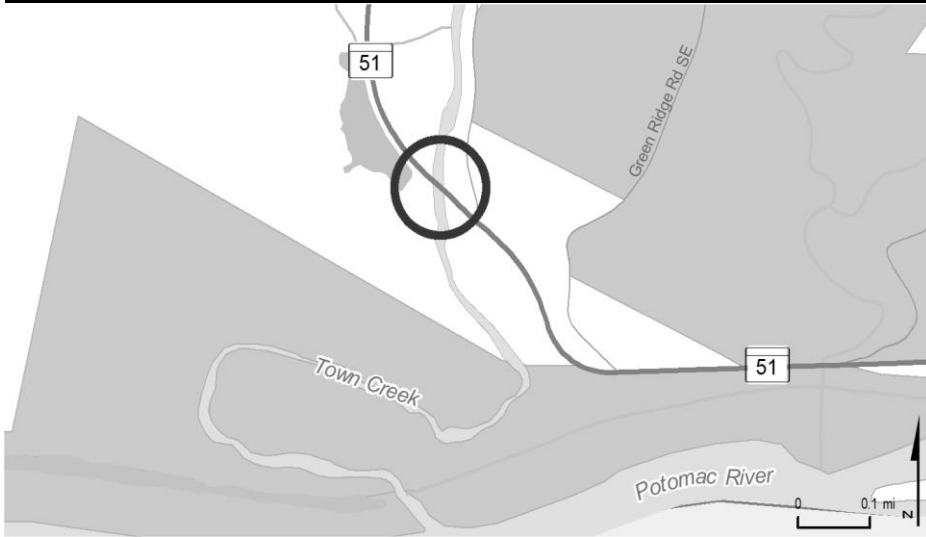
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 30,700 - 48,500 (2023)

PROJECTED 33,700 - 53,400 (2043)



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 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:

- SPECIAL
- FEDERAL
- GENERAL
- OTHER

PHASE	TOTAL		EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023				...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,412	880	153	766	766	0	0	0	0	1,532	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	10,343	0	0	0	0	1,338	5,058	3,947	0	10,343	0
Total	12,755	880	153	766	766	1,338	5,058	3,947	0	11,875	0
Federal-Aid	11,824	516	92	741	741	1,271	4,805	3,750	0	11,308	0
Special	931	364	61	25	25	67	253	197	0	567	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Minor Collector

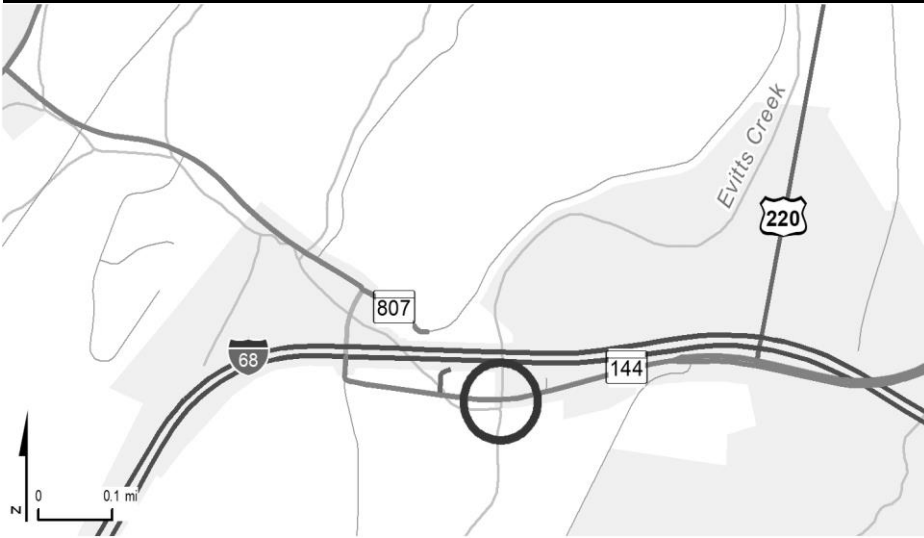
FEDERAL - Major Collector

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 2,350 (2023)

PROJECTED 2,550 (2043)



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 2023 - 28 CTP: New project added to the construction program.

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

PHASE	TOTAL		EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023				...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,525	1,046	303	211	140	128	0	0	0	479	0
Right-of-way	11	0	0	3	4	4	0	0	0	11	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	7,757	0	0	0	0	1,629	6,128	0	0	7,757	0
Total	9,293	1,046	303	214	144	1,761	6,128	0	0	8,247	0
Federal-Aid	7,884	195	0	83	123	1,661	5,822	0	0	7,689	0
Special	1,409	851	303	131	21	100	306	0	0	558	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Major Collector

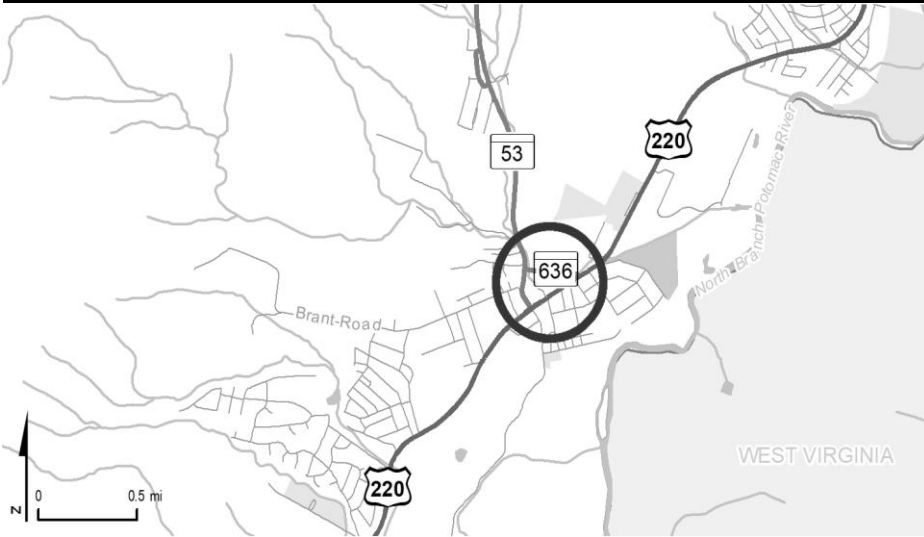
FEDERAL - Major Collector

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 3,950 (2023)

PROJECTED 4,350 (2043)



PROJECT: US 220, McMullen Highway

DESCRIPTION: 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: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Construction funding has been reduced by \$6.4 million due to the CTP funding deficit, but D&E remains. This project will be evaluated for construction funding as it advances through the design and engineering phases and additional Transportation Trust Fund revenue becomes available.

POTENTIAL FUNDING SOURCE:

SPECIAL FEDERAL GENERAL OTHER

PHASE	TOTAL		EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023				...2026...	...2027...	...2028...	...2029...		
Planning	106	117	115	(11)	0	0	0	0	0	(11)	0
Engineering	2,284	134	134	850	650	650	0	0	0	2,150	0
Right-of-way	1,554	0	0	0	0	1,036	518	0	0	1,554	0
Utilities	504	0	0	0	0	252	252	0	0	504	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	4,449	252	250	839	650	1,938	770	0	0	4,197	0
Federal-Aid	3,856	131	131	765	585	1,713	662	0	0	3,725	0
Special	593	121	119	74	65	225	108	0	0	472	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 (2023)

PROJECTED 18,600 (2043)



PROJECT: US 220, McMullen Highway

DESCRIPTION: Study to upgrade and/or relocate US 220 (4.8 miles) and/or MD 53 (3.1 miles) from I-68/US 40 to Cresaptown. This study represents a portion of an approved 2014 Maryland-West Virginia joint study of two Appalachian Development Highway System corridors, I-68 and US 48. 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: Project on hold. See Allegany County Line 4 for Cresaptown Improvements.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

PHASE	TOTAL		POTENTIAL FUNDING SOURCE:								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY						
						...2026...	...2027...	...2028...	...2029...			
Planning	4,110	4,110	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utilities	0	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	0	
Total	4,110	4,110	0	0	0	0	0	0	0	0	0	
Federal-Aid	2,136	2,136	0	0	0	0	0	0	0	0	0	
Special	1,974	1,974	0	0	0	0	0	0	0	0	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

Classification:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary and Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (US 220) 16,800
 (2023) (MD 53) 6,500 - 13,500

PROJECTED (US 220) 18,600
 (2043) (MD 53) 7,600 - 17,000

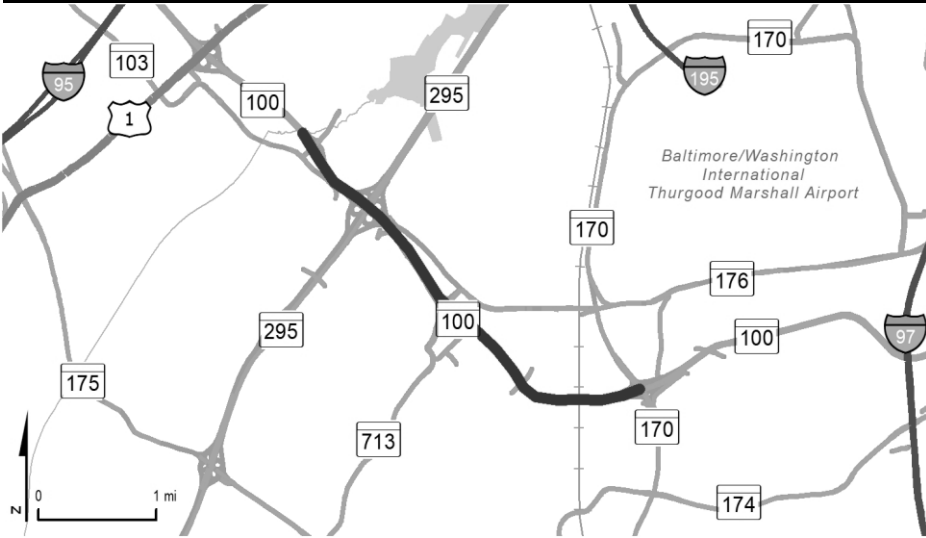
MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Allegany County - LINE 6

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Bridge Replacement/Rehabilitation				
AL5441	-	CLEANING AND PAINTING BRIDGES 0112800, 0113000, 0113300, 0113800, AND 0114400	\$ 2,721	FY 2025
AL2221	-	CLEANING AND PAINTING OF BRIDGES 0111600, 0111703, 0111704, 0112000, 0112100, AND 0117700	\$ 2,374	Under Construction
AL2511	MD36	NEW GEORGES CREEK ROAD - DECK REPLACEMENT FOR BRIDGE 0107800 OVER NORTH BRANCH	\$ 4,169	Under Construction
AL2631	MD51	INDUSTRIAL BOULEVARD - DECK REPLACEMENT FOR BRIDGE 0104800 OVER C & O CANAL	\$ 5,502	Under Construction
AL5261	-	CLEANING AND PAINTING OF BRIDGES 0114003, 0114004, 0114103, 0114104, AND 0014700	\$ 2,773	Under Construction
Resurface/Rehabilitate				
AL2191	IS68	NATIONAL FREEWAY - RESURFACING AND SAFETY IMPROVEMENTS FROM ROCKY GAP ROAD TO STREET ROAD	\$ 6,456	Completed
AL2431	IS68	NATIONAL FREEWAY - RESURFACING AND SAFETY IMPROVEMENTS FROM MV SMITH ROAD TO EAST OF ORLEANS ROAD	\$ 5,753	Completed
AL4461	MD36	MAIN STREET - DRAINAGE IMPROVEMENTS FROM SELDOM SEEN ROAD TO CLICKS CROSSING ROAD	\$ 489	Completed
XY7011	-	RESURFACING ROADWAY PAVEMENTS AT VARIOUS LOCATIONS IN ALLEGANY COUNTY	\$ 5,499	Completed
AL5271	IS68	NATIONAL FREEWAY - SAFETY AND RESURFACING IMPROVEMENTS FROM MD 936 TO MD 55	\$ 6,097	FY 2024
XY8011	-	RESURFACE ROADWAY PAVEMENTS AT VARIOUS LOCATIONS IN ALLEGANY COUNTY	\$ 11,092	Under Construction
Safety/Spot Improvement				
AL2011	IS68	NATIONAL FREEWAY - GUARDRAIL IMPROVEMENTS FROM MV SMITH ROAD TO EAST OF ORLEANS ROAD	\$ 2,046	Completed
Transportation Alternatives Program				
AL1021	-	GAP BORDEN TUNNEL LINING RESTORATION	\$ 3,833	Design Underway
ALNEW2	-	BEL AIR ELEMENTARY SCHOOL PEDESTRIAN BRIDGE - SAFE ROUTE TO SCHOOL	\$ 320	FY 2025
ALNEW3	-	TOWPATH REHABILITATION PHASE V	\$ 1,855	FY 2025
AL6241	-	BICYCLE AND PEDESTRIAN ROUTE - BALTIMORE STREET ACCESS	\$ 9,709	Under Construction



ANNE ARUNDEL COUNTY



PROJECT: MD 100, Paul T. Pitcher Memorial Highway

DESCRIPTION: Safety and resurfacing improvements along MD 100 from Howard County Line to MD 170. The work includes patching, milling, and resurfacing the existing pavement, upgrades to the existing traffic barrier, select upgrades to the existing ground mounted signage, and storm drain repairs.

PURPOSE & NEED SUMMARY STATEMENT: The resurfacing will extend the useful lifespan of the roadway, while enhancing the quality of travel along the corridor.

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

- 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: Construction underway.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: The cost decrease of \$1.3 million is due to a favorable bid on the construction contract.

PHASE	TOTAL					PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	FOR PLANNING PURPOSES ONLY		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	306	302	99	4	0	0	0	0	0	4	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	11,608	211	211	9,706	1,691	0	0	0	0	11,397	0
Total	11,914	513	310	9,710	1,691	0	0	0	0	11,401	0
Federal-Aid	11,870	485	285	9,694	1,691	0	0	0	0	11,385	0
Special	44	28	25	16	0	0	0	0	0	16	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Intermediate Arterial

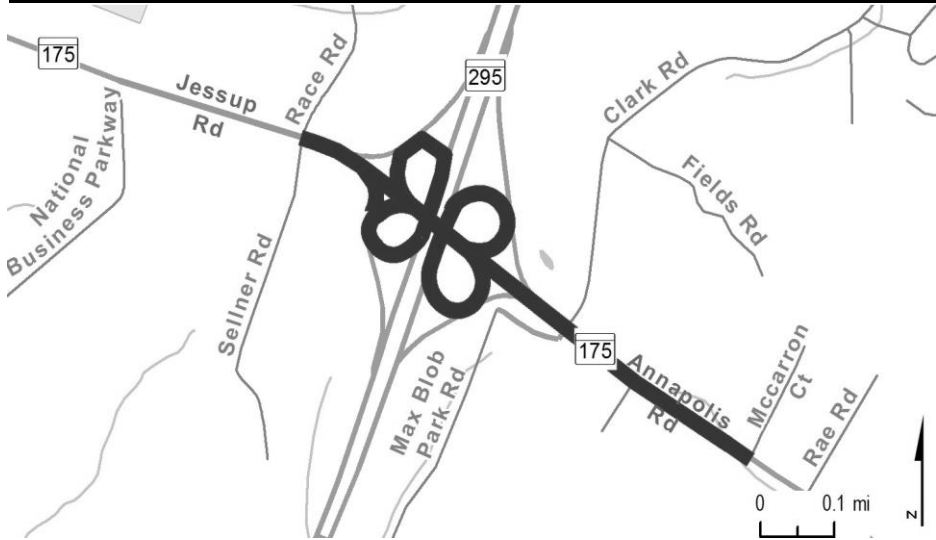
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 93,000 - 118,100 (2023)

PROJECTED 111,600 - 141,700 (2043)



PROJECT: MD 175, Annapolis Road

DESCRIPTION: Widen MD 175 from Sellner Road/ Race Road to McCarron Court from two lanes to six lanes and reconfigure ramps at the MD 295 interchange to create signaled 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 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER						TOTAL	BALANCE
PHASE	ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	TO COMPLETE	
						...2026...	...2027...	...2028...	...2029...			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	5,876	5,857	135	19	0	0	0	0	0	19	0	
Right-of-way	16,410	16,340	81	70	0	0	0	0	0	70	0	
Utilities	3,261	2,197	469	1,064	0	0	0	0	0	1,064	0	
Construction	51,408	10,776	8,058	15,187	19,746	5,699	0	0	0	40,632	0	
Total	76,955	35,170	8,743	16,340	19,746	5,699	0	0	0	41,785	0	
Federal-Aid	53,201	11,814	7,610	15,942	19,746	5,699	0	0	0	41,387	0	
Special	22,177	21,779	734	398	0	0	0	0	0	398	0	
Other	1,576	1,576	399	0	0	0	0	0	0	0	0	

Classification:

STATE - Urban Minor Arterial

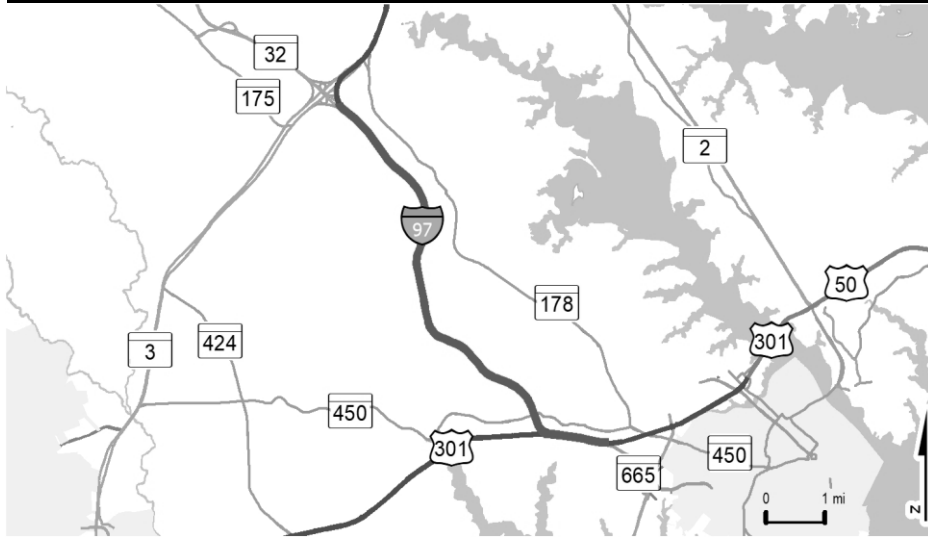
FEDERAL - Urban Minor Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 32,000 - 38,600 (2023)

PROJECTED 54,300 - 68,900 (2043)



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: Preliminary engineering underway.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Construction funding has been reduced by \$45.7 million due to the CTP funding deficit, but D&E remains. This project will be evaluated for construction funding as it advances through the design and engineering phases and additional Transportation Trust Fund revenue becomes available.

POTENTIAL FUNDING SOURCE:

SPECIAL FEDERAL GENERAL OTHER

PHASE	TOTAL		EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023				...2026...	...2027...	...2028...	...2029...		
Planning	310	309	309	1	0	0	0	0	0	1	0
Engineering	3,395	745	745	800	1,000	500	350	0	0	2,650	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	3,704	1,053	1,053	801	1,000	500	350	0	0	2,651	0
Federal-Aid	2,413	28	28	720	900	450	315	0	0	2,385	0
Special	1,291	1,025	1,025	81	100	50	35	0	0	266	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

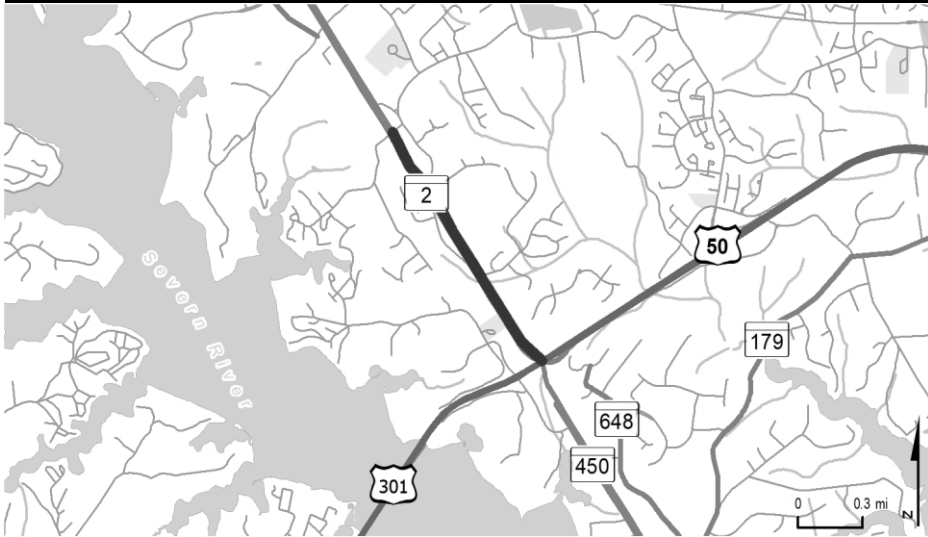
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 94,100 - 113,400 (2023)

PROJECTED 112,400 - 135,300 (2043)



PROJECT: MD 2, Ritchie Hwy

DESCRIPTION: This project will improve safety, accessibility, and operations along northbound MD 2 from US 50 to Arnold Road by providing a continuous third lane and a sidewalk along northbound MD 2 from Chautaugua Road to Arnold Road and along Arnold Road from the B&A Trail to MD 2.

PURPOSE & NEED SUMMARY STATEMENT: This project will improve safety for vulnerable users and reduce congestion along MD 2.

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

STATUS: Engineering underway. Anne Arundel County contributed \$330,000 for design.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL					PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	FOR PLANNING PURPOSES ONLY		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,380	606	576	350	350	74	0	0	0	774	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,380	606	576	350	350	74	0	0	0	774	0
Federal-Aid	1,050	440	416	280	280	50	0	0	0	610	0
Special	0	0	0	0	0	0	0	0	0	0	0
Other	330	166	160	70	70	24	0	0	0	164	0

Classification:

STATE - Principal Arterial

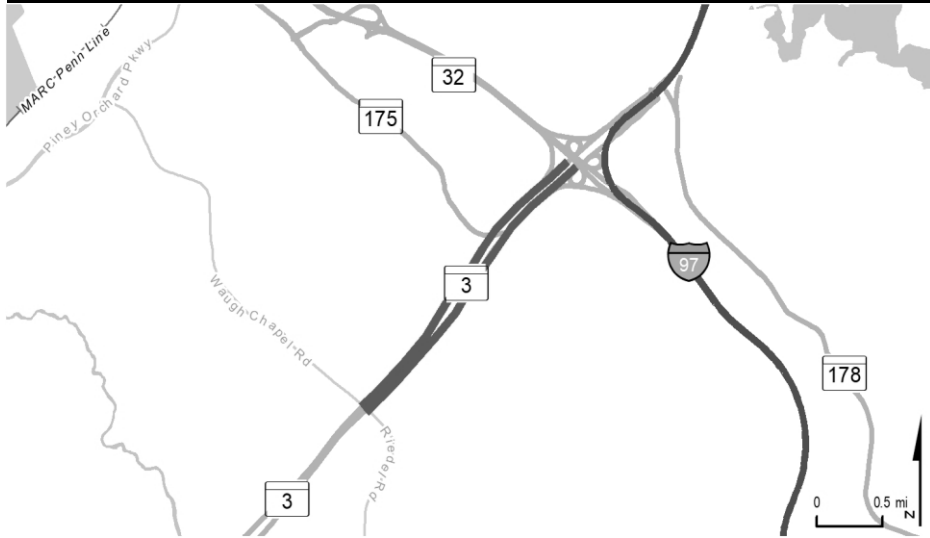
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 61,400 (2023)

PROJECTED 72,100 (2043)



PROJECT: MD 3, Robert Crain Highway

DESCRIPTION: This project will improve safety, accessibility, and operations along MD 3 northbound from St. Stephens Church Road to MD 175 and along MD 3 southbound from MD 32 Ramp to Waugh Chapel Road/ Riedel Road by providing a third continuous lane in each direction, a shared-use path along MD 3 from MD 175 to Waugh Chapel Road/ Riedel Road 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 2023 - 28 CTP: The cost increase of \$1.2 million is additional funding for final design.

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 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,982	798	683	360	360	464	0	0	0	1,184	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,982	798	683	360	360	464	0	0	0	1,184	0
Federal-Aid	1,411	638	546	288	288	197	0	0	0	773	0
Special	160	160	138	0	0	0	0	0	0	0	0
Other	411	0	0	72	72	267	0	0	0	411	0

Classification:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 77,700 (2023)

PROJECTED 89,200 (2043)



PROJECT: MD 295, Baltimore Washington Parkway

DESCRIPTION: Study to widen MD 295 from 4 to 6 lanes from MD 100 to I-195 including an interchange at Hanover Road and improvements to Hanover Road from the CSX railroad tracks in Howard County to MD 170 (3.27 miles). 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 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023				...2026...	...2027...	...2028...	...2029...		
Planning	2,554	2,554	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	2,554	2,554	0	0	0	0	0	0	0	0	0
Federal-Aid	(0)	(0)	0	0	0	0	0	0	0	0	0
Special	2,554	2,554	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

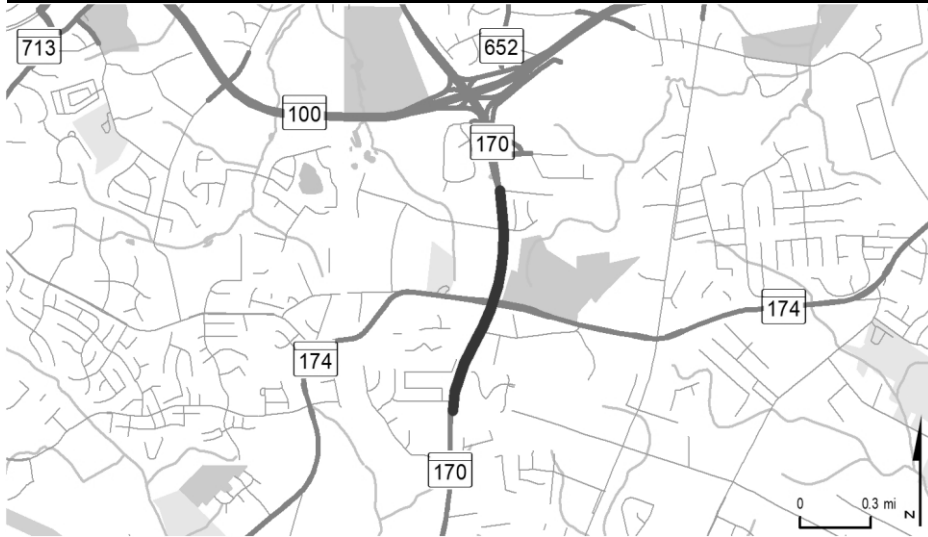
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 101,400 (2023)

PROJECTED 151,200 (2043)



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 advance utilities and construction.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:

SPECIAL FEDERAL GENERAL OTHER

PHASE	TOTAL		EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023				...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,597	2,035	390	288	274	0	0	0	0	562	0
Right-of-way	571	3	0	284	284	0	0	0	0	568	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	3,168	2,038	390	572	558	0	0	0	0	1,130	0
Federal-Aid	1,551	619	388	490	442	0	0	0	0	932	0
Special	1,617	1,419	2	82	116	0	0	0	0	198	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Intermediate Arterial

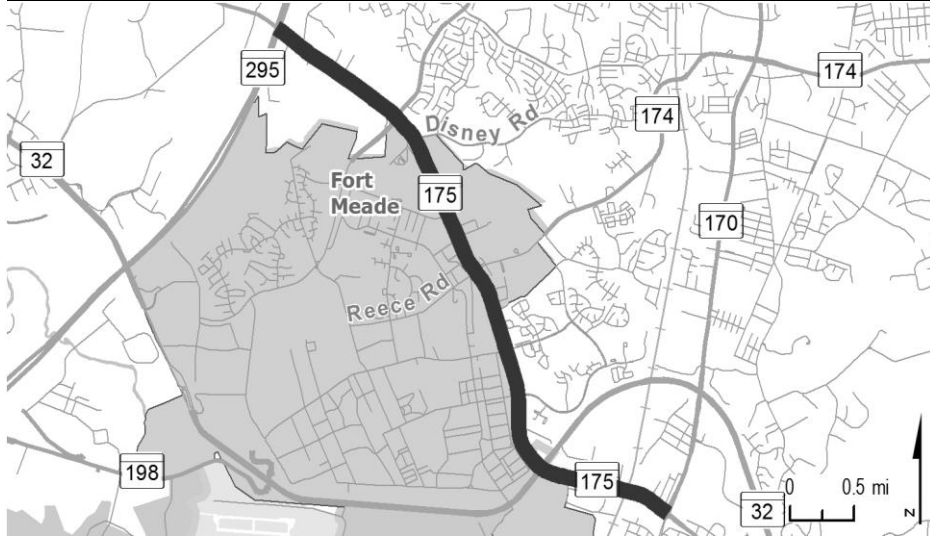
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT MD 170: 25,900 MD 174: 19,800 (2023)

PROJECTED MD 170: 34,900 MD 174: 26,800 (2043)



PROJECT: MD 175, Annapolis Road

DESCRIPTION: This study will identify traffic flow improvements on MD 175 from MD 295 to MD 170 including the MD 175/MD 295 interchange (5.2 miles). Bicycle and pedestrian facilities will be provided where appropriate. (BRAC Related)

PURPOSE & NEED SUMMARY STATEMENT: This project will address current and future mobility needs along MD 175 and will improve access to Fort Meade.

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

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

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:												
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER												
PHASE	TOTAL		EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU 2023				...2026...	...2027...	...2028...	...2029...			
Planning	2,660	2,660	4	0	0	0	0	0	0	0	0	
Engineering	5,568	5,568	1	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utilities	9	9	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	0	
Total	8,238	8,238	6	0	0	0	0	0	0	0	0	
Federal-Aid	6,266	6,266	5	0	0	0	0	0	0	0	0	
Special	1,972	1,972	1	0	0	0	0	0	0	0	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

Classification:

STATE - Minor Arterial

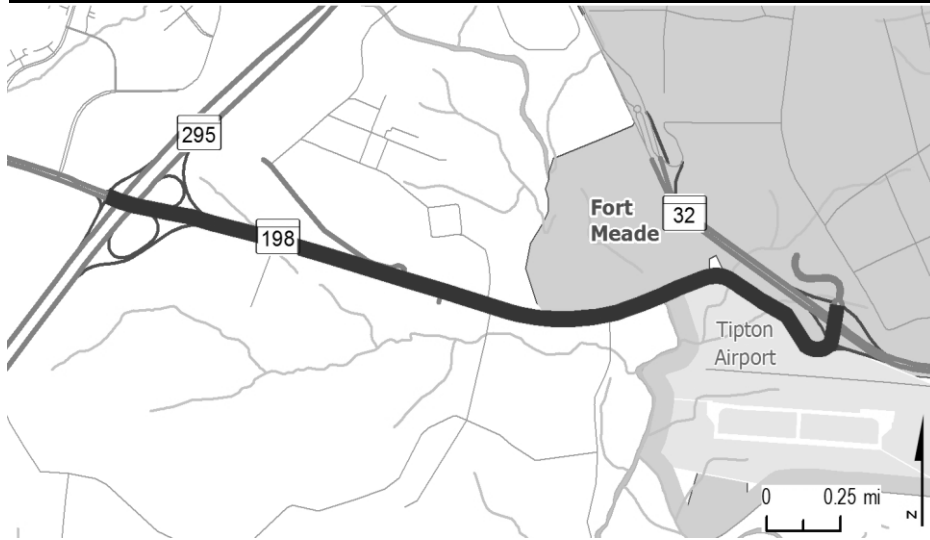
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 25,600 - 39,100 (2023)

PROJECTED 55,100 - 65,200 (2043)



PROJECT: MD 198, Laurel Fort Meade Road

DESCRIPTION: Project to address mobility needs on MD 198 from MD 295 to MD 32 (2.7 miles). 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 the planning phase. Project on hold.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023				...2026...	...2027...	...2028...	...2029...		
Planning	3,845	3,845	0	0	0	0	0	0	0	0	0
Engineering	1,439	1,439	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	5,284	5,284	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	1,784	1,784	0	0	0	0	0	0	0	0	0
Other	3,500	3,500	0	0	0	0	0	0	0	0	0

Classification:

STATE - Other Principal Arterial

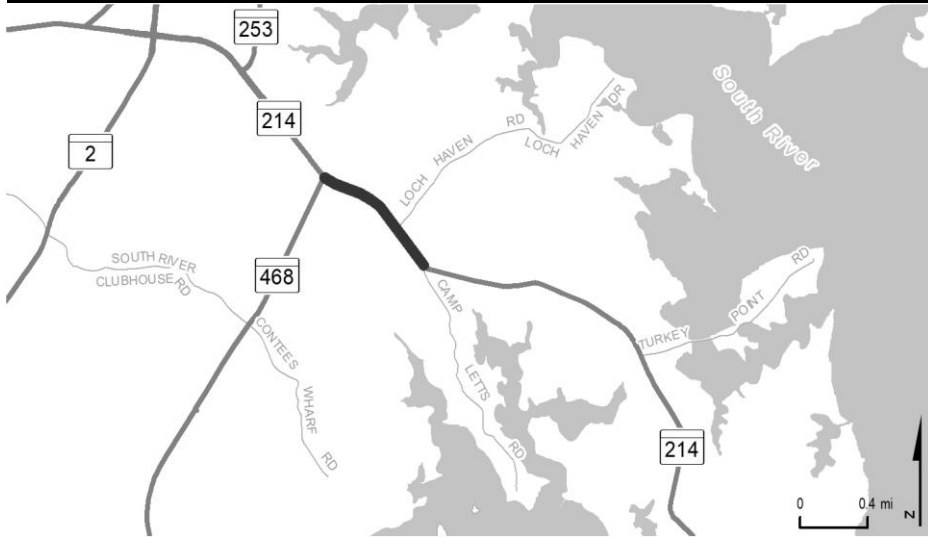
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 27,400 (2023)

PROJECTED 49,500 (2043)



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 design.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:											
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL										
	ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,585	493	356	1,092	0	0	0	0	0	1,092	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,585	493	356	1,092	0	0	0	0	0	1,092	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	0	0	0	0	0	0	0	0	0	0	0
Other	1,585	493	356	1,092	0	0	0	0	0	1,092	0

Classification:

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 22,000 (2023)

PROJECTED 32,100 (2043)

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Anne Arundel County - LINE 11

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Bridge Replacement/Rehabilitation				
AA0731	-	CLEANING AND PAINTING OF BRIDGES 0200405/06, 0206100, 0213400, 0216100, 217700 AND 0222800	\$ 3,447	Completed
AA1241	MD468	MUDDY CREEK ROAD - REPLACEMENT OF SMALL STRUCTURE 02016X0 OVER LERCH CREEK	\$ 3,838	Completed
AA0271	-	CLEANING AND PAINTING OF BRIDGES 0203400, 0203500, 0210400, 0210500, 0212700, 0214500, AND 0222000	\$ 2,793	Under Construction
Resurface/Rehabilitate				
XX1715	-	ASPHALT PATCHING AT VARIOUS LOCATIONS IN ANNE ARUNDEL COUNTY	\$ 2,004	Completed
AA9101	MD100	SAFETY AND RESURFACING IMPROVEMENTS FROM MD 170 TO MD 3 BUS	\$ 11,727	FY 2024
XY9023	-	SAFETY AND RESURFACING IMPROVEMENTS AT VARIOUS LOCATIONS IN NORTHERN ANNE ARUNDEL COUNTY	\$ 7,030	FY 2024
AA0441	MD2	GOVERNOR RITCHIE HIGHWAY - SAFETY AND RESURFACING IMPROVEMENTS FROM IS 695 TO HAMMONDS LANE	\$ 1,322	Under Construction
AA8991	MD2	SOLOMONS ISLAND ROAD - SAFETY AND RESURFACING IMPROVEMENTS FROM SOUTH RIVER BRIDGE TO MD 214	\$ 4,121	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
Safety/Spot Improvement				
AA8851	MD450	DEFENSE HIGHWAY - DRAINAGE AND GEOMETRIC IMPROVEMENTS FROM MD 424 TO CROWNSVILLE ROAD	\$ 546	Design Underway
AA8921	-	HARRY S. TRUMAN PARKWAY - PARK AND RIDE POND RESTORATION	\$ 845	Under Construction
AA9121	MD100	GUARDRAIL IMPROVEMENTS FROM MD 174 TO MD 10	\$ 2,024	Under Construction
XX1918	-	PAVEMENT MARKING AT VARIOUS LOCATIONS IN ANNE ARUNDEL COUNTY	\$ 1,278	Under Construction
Sidewalks				
AA1722	MD214	CENTRAL AVENUE - SIDEWALK IMPROVEMENTS FROM MD 2 TO MD 253	\$ 3,783	Under Construction

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Anne Arundel County - LINE 11

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Transportation Alternatives Program				
AA0611	-	ANNE ARUNDEL COUNTY BICYCLE SAFETY TRAINING - SAFE ROUTES TO SCHOOL	\$ 145	Design Underway
AATAP1	-	HAMMONS FERRY SCHOOL SIDEWALK - SAFE ROUTES TO SCHOOL	\$ 450	Design Underway
AA0261	-	BICYCLE AND PEDESTRIAN ROUTE - SOUTH SHORE TRAIL - PHASE II	\$ 2,200	FY 2024
AATAP2	-	BAYBROOK CONNECTOR TRAIL	\$ 750	FY 2024
AANEW4	-	SO-GLEBE BRANCH STREAM RESTORATION PHASES B&C	\$ 1,818	FY 2025
AA0891	-	BICYCLE AND PEDESTRIAN ROUTE - WB&A TRAIL BRIDGE AT PATUXENT	\$ 4,536	Under Construction



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.

STATE 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 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 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL										
	ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,884	2,352	(370)	236	296	0	0	0	0	532	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	37,795	14,712	14,699	9,829	8,359	4,895	0	0	0	23,083	0
Total	40,679	17,064	14,329	10,065	8,655	4,895	0	0	0	23,615	0
Federal-Aid	40,079	16,529	14,245	10,019	8,636	4,895	0	0	0	23,550	0
Special	600	535	84	46	19	0	0	0	0	65	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 (2023)

PROJECTED I-95: 217,800 I-695: 112,000 (2043)



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 2023 - 28 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,895	5,893	21	2	0	0	0	0	0	2	0
Right-of-way	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	45,378	16,426	79,425	41,875	6,069	0	0	0	127,369	0
Total	178,642	51,271	16,447	79,427	41,875	6,069	0	0	0	127,371	0
Federal-Aid	177,162	49,941	16,398	79,337	41,823	6,061	0	0	0	127,221	0
Special	1,480	1,330	49	90	52	8	0	0	0	150	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

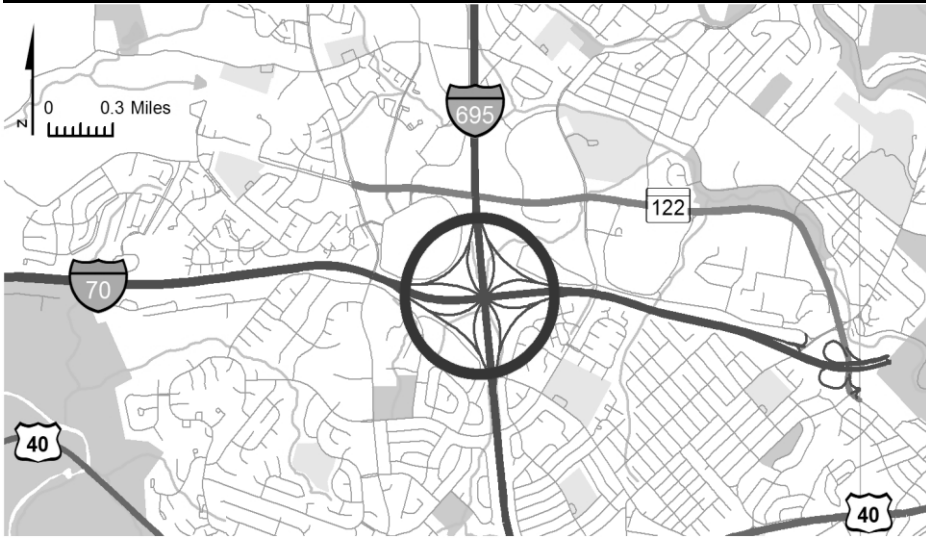
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 156,000 - 211,000 (2023)

PROJECTED 182,900 - 248,200 (2043)



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Reconstruct interchange at I-695 and I-70.

PURPOSE & NEED SUMMARY STATEMENT: This project will address state of good repair needs and improve operations in the vicinity of 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

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

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

EXPLANATION: This project will address state of good repair needs and improve operations in the vicinity of the I-695/ I-70 interchange.

STATUS: Engineering and procurement underway.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023				...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	10,630	7,114	1,098	2,052	732	732	0	0	0	3,516	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	264,802	0	0	0	0	0	15,772	46,565	67,316	129,653	135,149
Total	275,432	7,114	1,098	2,052	732	732	15,772	46,565	67,316	133,169	135,149
Federal-Aid	261,599	6,742	1,098	1,925	685	685	14,983	44,237	63,951	126,466	128,391
Special	13,833	372	0	127	47	47	789	2,328	3,365	6,703	6,758
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 (2023)

PROJECTED 197,200 - 236,800 (2043)



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: This project from US 40 to MD 144 improved mobility and safety on I-695 by widening the roadway to provide a fourth lane on the outer loop. This project also accommodates the ultimate configuration of this section of I-695, and includes replacing and extending the inner loop noise barrier from Shady Nook Avenue to US 40.

PURPOSE & NEED SUMMARY STATEMENT: This project provided additional capacity and improved safety and operations on this segment of I-695.

STATE 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 improved safety and traffic flow on I-695 as this portion serves as a major connection between I-70 and I-95.

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

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

STATUS: Open to service. The noise wall from south of Shadynook Avenue to US 40 is under construction.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: The cost decrease of \$3.3 million is due to project closeout costs associated with the roadway widening.

PHASE	TOTAL		PROJECTED CASH REQUIREMENTS								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	...2026...	...2027...	...2028...	...2029...			
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	13,649	13,644	(50)	5	0	0	0	0	0	0	5	0
Right-of-way	2,735	2,735	9	0	0	0	0	0	0	0	0	0
Utilities	753	753	0	0	0	0	0	0	0	0	0	0
Construction	107,113	100,433	5,354	6,344	336	0	0	0	0	0	6,680	0
Total	124,251	117,566	5,312	6,349	336	0	0	0	0	0	6,685	0
Federal-Aid	78,731	77,844	125	887	0	0	0	0	0	0	887	0
Special	45,514	39,716	5,180	5,462	336	0	0	0	0	0	5,798	0
Other	7	7	7	0	0	0	0	0	0	0	0	0

STIP REFERENCE #BA7271 12/01/2023

Classification:

STATE - Principal Arterial

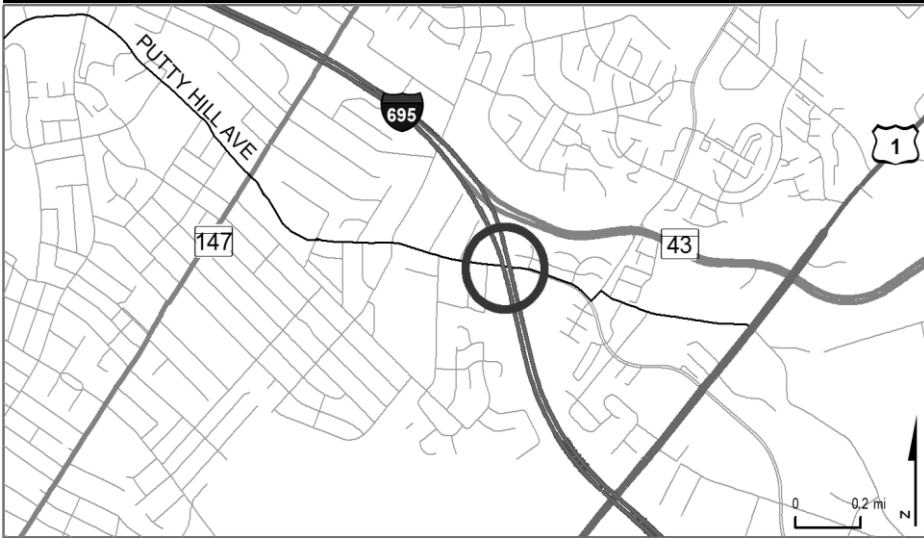
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 194,000 (2023)

PROJECTED 211,000 (2043)



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: Utility relocations underway.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: The cost increase of \$2.4 million is primarily due to additional utility relocation costs.

PHASE	TOTAL		PROJECTED CASH REQUIREMENTS							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,979	2,905	310	74	0	0	0	0	0	74	0
Right-of-way	884	884	4	0	0	0	0	0	0	0	0
Utilities	5,919	101	36	5,818	0	0	0	0	0	5,818	0
Construction	10,343	0	0	10,343	0	0	0	0	0	10,343	0
Total	20,125	3,890	350	16,235	0	0	0	0	0	16,235	0
Federal-Aid	16,831	1,633	123	15,198	0	0	0	0	0	15,198	0
Special	3,294	2,257	227	1,037	0	0	0	0	0	1,037	0
Other	0	0	0	0	0	0	0	0	0	0	0

STIP REFERENCE #BA1451 12/01/2023

Classification:

STATE - Principal Arterial

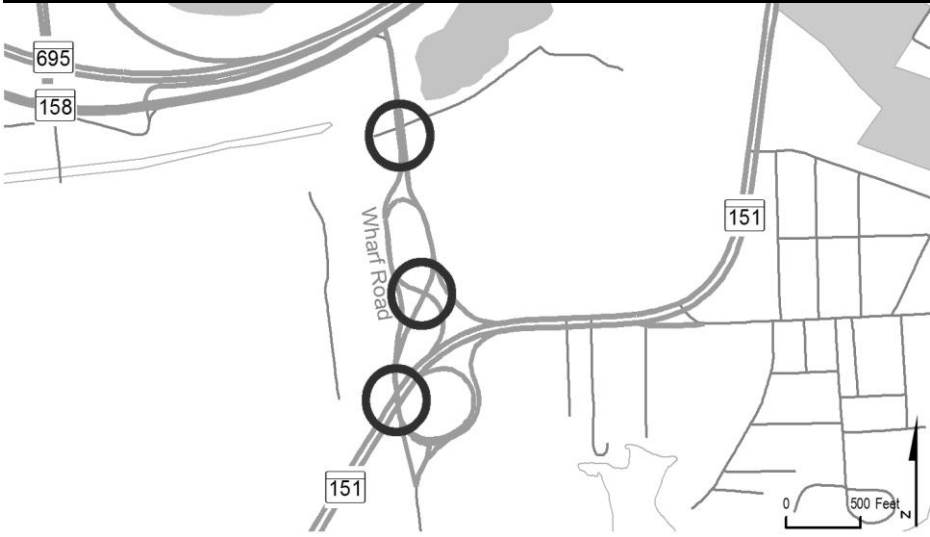
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 15,100 (2023)

PROJECTED 19,000 (2043)



PROJECT: MD 151/MD151B, Sparrows Point Boulevard

DESCRIPTION: Replacement of Bridge No. 0309900 on MD 151 and Bridge Nos. 0335000 and 0335100 on MD 151B.

PURPOSE & NEED SUMMARY STATEMENT: The purpose of this project is to replace poor rated bridges to keep the roadway safe and open to traffic. The new bridges are designed to accommodate the heavier loads associated with the development of the adjacent Tradepoint Atlantic property and include sidewalks to accommodate increased pedestrian activity.

STATE 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 previous bridges, built in the mid-1950s by Bethlehem Steel, were nearing the end of their useful service life and were rated fair or poor. Bridge No. 0309900 was rated poor based on deck, superstructure, and 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: Open to service.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL					PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,438	3,438	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	412	186	117	139	87	0	0	0	0	226	0
Construction	30,421	25,525	7,656	4,896	0	0	0	0	0	4,896	0
Total	34,271	29,149	7,773	5,035	87	0	0	0	0	5,122	0
Federal-Aid	29,661	24,601	7,148	4,973	87	0	0	0	0	5,060	0
Special	4,610	4,548	625	62	0	0	0	0	0	62	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Minor Arterial

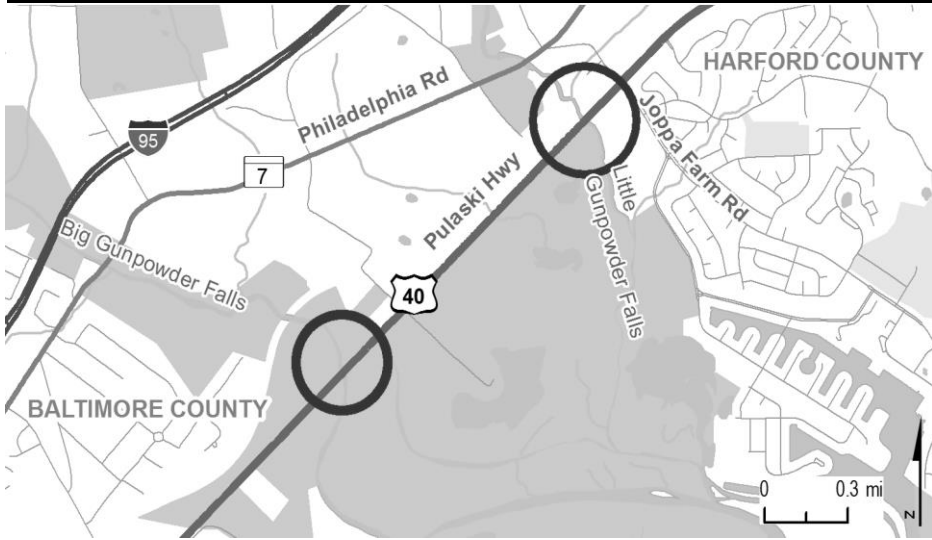
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 11,400 (MD 151) - 11,400 (MD 151B) (2023)

PROJECTED 22,300 (MD 151) - 22,300 (MD 151B) (2043)



PROJECT: US 40, Pulaski Highway

DESCRIPTION: Replacement and widening of the deck and superstructure of Bridge Nos. 0303403 and 0303404 on US 40 over Little Gunpowder Falls and Bridge Nos. 0303503 and 0303504 on US 40 over Big Gunpowder Falls.

PURPOSE & NEED SUMMARY STATEMENT: The purpose of this project was to replace poor and deteriorated bridges to keep the roadway safe and open to traffic. The width of the bridges will be increased to provide appropriate shoulders.

STATE 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 previous bridges, built in 1935, were nearing the end of their useful service life. The bridges over Little Gunpowder Falls were rated poor based on deck condition.

SMART GROWTH STATUS: Project Not Location Specific Not 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 2023 - 28 CTP: None.

PHASE	TOTAL					PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	FOR PLANNING PURPOSES ONLY		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,223	3,223	0	0	0	0	0	0	0	0	0
Right-of-way	20	20	0	0	0	0	0	0	0	0	0
Utilities	868	565	0	173	130	0	0	0	0	303	0
Construction	28,798	27,128	4,572	1,670	0	0	0	0	0	1,670	0
Total	32,909	30,936	4,572	1,843	130	0	0	0	0	1,973	0
Federal-Aid	28,326	26,368	3,949	1,828	130	0	0	0	0	1,958	0
Special	4,583	4,568	623	15	0	0	0	0	0	15	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Intermediate Arterial

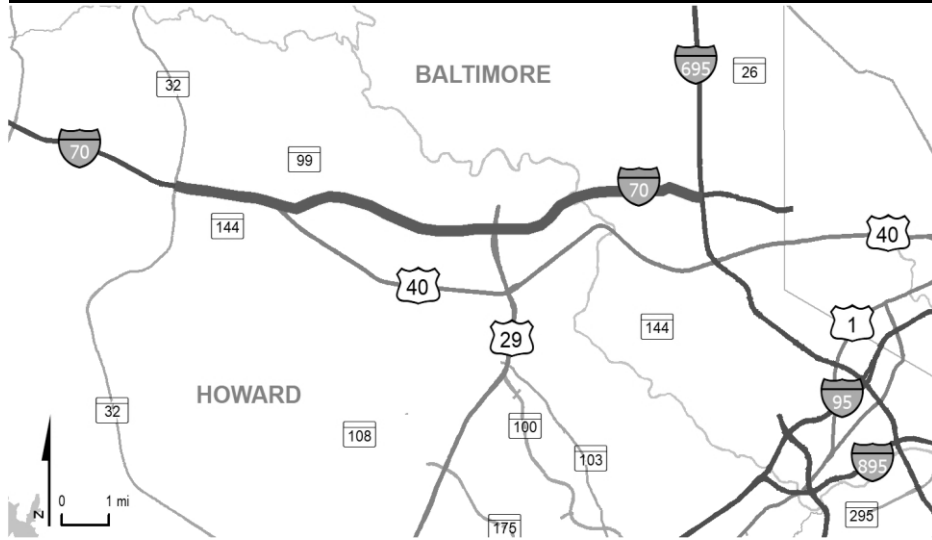
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 29,700 (2023)

PROJECTED 44,600 (2043)



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

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Formally part of a larger TSMO System 1 project. Construction funding has been reduced by \$67.5 million due to the CTP funding deficit, but D&E remains. This project will be evaluated for construction funding as it advances through the design and engineering phases and additional Transportation Trust Fund revenue becomes available.

POTENTIAL FUNDING SOURCE:

SPECIAL FEDERAL GENERAL OTHER

PHASE	TOTAL		EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023				...2026...	...2027...	...2028...	...2029...		
Planning	431	428	262	3	0	0	0	0	0	3	0
Engineering	8,265	0	0	826	1,826	1,826	1,826	1,826	135	8,265	0
Right-of-way	300	0	0	0	0	0	0	0	88	88	212
Utilities	230	0	0	0	0	0	0	0	30	30	200
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	9,226	428	262	829	1,826	1,826	1,826	1,826	253	8,386	412
Federal-Aid	6,932	0	0	644	1,424	1,424	1,424	1,424	212	6,552	380
Special	2,294	428	262	185	402	402	402	402	41	1,834	32
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

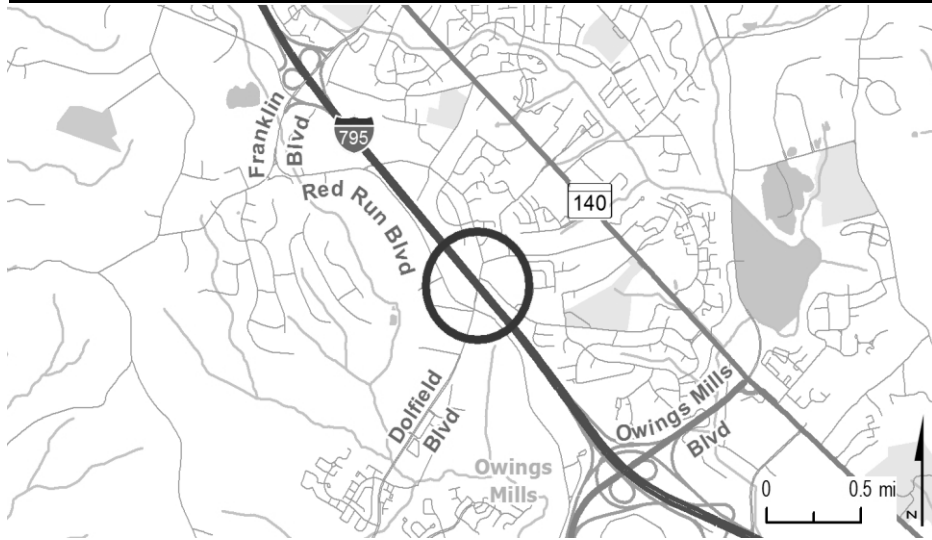
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 72,900 - 111,300 (2023)

PROJECTED 91,100 - 128,000 (2043)



PROJECT: I-795, Northwest Expressway

DESCRIPTION: Project to construct an interchange at Dolfield Boulevard. Includes widening and operational improvements along I-795 from Owings Mills Boulevard (MD 940) to Franklin Boulevard. Southbound access to I-795 will be provided by ramps connecting to Red Run Boulevard. Northbound access to I-795 will be provided through a directional on-ramp from Dolfield Boulevard. The northbound off-ramp will connect to a new roundabout along Tollgate Road. A shared-use path will be constructed on Dolfield Boulevard between Red Run Boulevard and Tollgate Road. Sidewalks will be provided along Tollgate Road from Dolfield Boulevard to Hewitt Farms Road.

PURPOSE & NEED SUMMARY STATEMENT: This project will improve overall network safety and mobility along I-795 and improve safety and connections for vulnerable users along Dolfield Boulevard.

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

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

STATUS: Engineering underway. County contributed \$0.625 million towards planning.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Construction funding has been reduced by \$119.3 million due to the CTP funding deficit, but D&E remains. This project will be evaluated for construction funding as it advances through the design and engineering phases and additional Transportation Trust Fund revenue becomes available.

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 ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				YEAR TOTAL	TO COMPLETE	
						...2026...	...2027...	...2028...	...2029...			
Planning	3,474	3,474	1	0	0	0	0	0	0	0	0	
Engineering	9,163	3,913	774	1,000	1,500	1,500	750	500	0	5,250	0	
Right-of-way	15,992	0	0	0	0	0	0	3,998	3,998	7,996	7,996	
Utilities	1,002	0	0	0	0	0	0	0	456	456	546	
Construction	0	0	0	0	0	0	0	0	0	0	0	
Total	29,631	7,387	775	1,000	1,500	1,500	750	4,498	4,454	13,702	8,542	
Federal-Aid	22,297	2,279	4	900	1,350	1,350	675	4,048	4,008	12,331	7,687	
Special	6,709	4,483	770	100	150	150	75	450	446	1,371	855	
Other	625	625	0	0	0	0	0	0	0	0	0	

Classification:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 75,200 (2023)

PROJECTED 107,600 (2043)



PROJECT: MD 140, Reisterstown Road

DESCRIPTION: Capacity and safety improvements to MD 140, from north of Painters Mill Road to north of Owings Mills Boulevard. Bicycle and pedestrian improvements will be provided (0.4 miles).

PURPOSE & NEED SUMMARY STATEMENT: This project 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 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023				...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,566	3,566	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	3,566	3,566	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	3,566	3,566	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 38,700 (MD 140) (2023)

PROJECTED 55,000 (MD 140) (2043)

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Baltimore County - LINE 11

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Bridge Replacement/Rehabilitation				
BAA361	-	CLEANING AND PAINTING OF BRIDGE NOS. 0304300, 0324400, 0327605, 0327606, AND 03417X0	\$ 4,418	Completed
BAB211	-	CLEANING AND PAINTING OF BRIDGES 0303000, 0314500, AND 0306500	\$ 3,316	FY 2024
BAB212	-	CLEANING AND PAINTING OF BRIDGES 0331600, 0333401, 0333402, AND 0333600	\$ 2,275	FY 2024
BAB101	-	CLEANING AND PAINTING BRIDGES 0300700, 0312400, 0312805, 0312406, 0312903, 0312904, AND 0337600	\$ 4,851	FY 2025
BA5022	MD144	FREDERICK ROAD - REPLACEMENT OF RETAINING WALL NO. 03623R0 FROM DUNGARRIE ROAD AND DUNMORE ROAD	\$ 1,450	Under Construction
BAA391	MD570	BRIDGE DECK REPLACEMENT AND MINOR REHABILITATION OF BRIDGE NO. 0323900 OVER INGLESIDE AVENUE	\$ 6,245	Under Construction
BAA781	-	CLEANING AND PAINTING OF BRIDGES 0327103, 3027104, 0319100, AND 0328600	\$ 3,925	Under Construction
BAA791	-	CLEANING AND PAINTING BRIDGES 0305801, 0305802, 0317000, 0329301, AND 0329302	\$ 1,845	Under Construction
Environmental Preservation				
AZ0714	-	LANDSCAPE INSTALLATION AND ESTABLISHMENT AT VARIOUS LOCATIONS IN BALTIMORE COUNTY	\$ 305	Under Construction
Resurface/Rehabilitate				
BAA381	IS70	WESTBOUND - SAFETY AND RESURFACING IMPROVEMENTS FROM HOWARD COUNTY LINE TO IS 695	\$ 4,670	Completed
BAA341	MD542	LOCH RAVEN BOULEVARD - SAFETY AND RESURFACING IMPROVEMENTS FROM SOUTH OF TAYLOR AVENUE TO JOPPA ROAD	\$ 3,879	FY 2024
BA2621	MD140	REISTERSTOWN ROAD - WATER TRANSMISSION MAIN AND RESURFACING FROM STOCKSDALE AVENUE TO PLEASANT HILL ROAD	\$ 6,569	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
Safety/Spot Improvement				
BA9031	MD43	WHITE MARSH BOULEVARD - WIDEN AND RESURFACE - AT HONEYGO BOULEVARD	\$ 7,956	Completed
BA0242	MD139	CHARLES STREET - INTERSECTION RECONSTRUCT - AT BELLONA AVENUE	\$ 6,065	Under Construction

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Baltimore County - LINE 11

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Transportation Alternatives Program</u>				
BANEW1	-	PEDESTRIAN IMPROVEMENTS & CONNECTION FOR EDGEMERE ELEMENTARY SCHOOL, SPARROWS MIDDLE/HIGH SCHOOL	\$ 160	FY 2025
<u>Urban Reconstruction</u>				
BA5151	US1	BELAIR ROAD - BALTIMORE CITY LINE TO I-695 (FUNDED FOR DESIGN ONLY)	\$ 1,600	Design Underway



BALTIMORE CITY

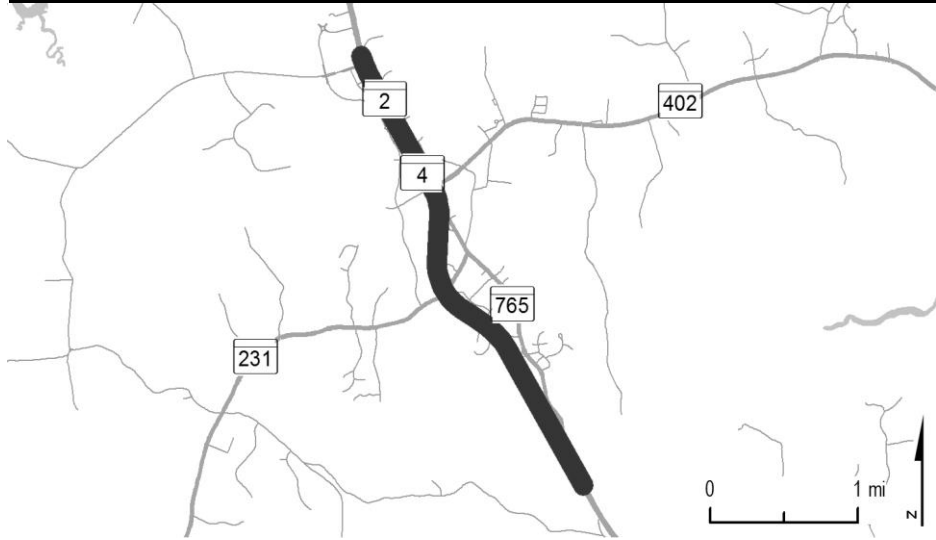
MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Baltimore City - LINE 1

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Bridge Replacement/Rehabilitation				
SHAPRJ000718	-	HANOVER STREET BRIDGE - REPAIR & RESURFACE (BALTIMORE CITY PROJECT)	\$ 3,000	FY 2024
Transportation Alternatives Program				
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
BCNEW1	-	POTOMAC STREET CYCLE TRACK - PHASE II	\$ 418	FY 2024
BCTAP2	-	MARTIN LUTHER KING JUNIOR BOULEVARD SIDEPATH - SAFE ROUTES TO SCHOOL	\$ 400	FY 2024
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



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 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023				...2026...	...2027...	...2028...	...2029...		
Planning	1,423	1,423	0	0	0	0	0	0	0	0	0
Engineering	1,972	1,972	0	0	0	0	0	0	0	0	0
Right-of-way	622	622	0	0	0	0	0	0	0	0	0
Utilities	19	19	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	4,036	4,036	0	0	0	0	0	0	0	0	0
Federal-Aid	1,372	1,372	0	0	0	0	0	0	0	0	0
Special	2,664	2,664	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Intermediate Arterial

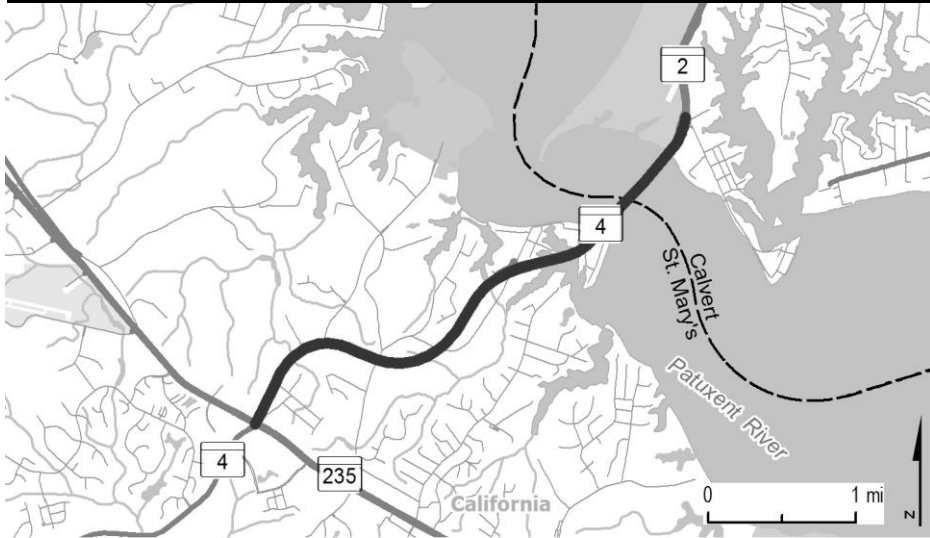
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 37,800 - 45,500 (2023)

PROJECTED 48,200 - 60,000 (2043)



PROJECT: MD 4, Patuxent Beach Road and Solomons Island Road

DESCRIPTION: Study to upgrade MD 4 between MD 2 and MD 235 (4.0 miles), including the Governor Thomas Johnson Memorial Bridge (bridge 04019) over the Patuxent River and the intersection at MD 235. 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 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023				...2026...	...2027...	...2028...	...2029...		
Planning	4,942	4,942	0	0	0	0	0	0	0	0	0
Engineering	2,919	919	0	1,000	1,000	0	0	0	0	2,000	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	7,861	5,861	0	1,000	1,000	0	0	0	0	2,000	0
Federal-Aid	5,533	3,733	0	900	900	0	0	0	0	1,800	0
Special	2,328	2,128	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 (2023)

PROJECTED 39,800 (2043)

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Calvert County - LINE 3

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Resurface/Rehabilitate				
CA5111	MD261	BAYSIDE ROAD - SAFETY AND RESURFACING IMPROVEMENTS FROM CHESAPEAKE VILLAGE BOULEVARD TO 1ST STREET	\$ 2,439	Completed
XY9041	-	SAFETY AND RESURFACING IMPROVEMENTS AT VARIOUS LOCATIONS IN CALVERT COUNTY	\$ 5,030	FY 2024
XY8041	-	MILLING AND RESURFACING AT VARIOUS LOCATIONS IN CALVERT COUNTY	\$ 5,794	Under Construction
Safety/Spot Improvement				
CA2361	MD4	SOLOMONS ISLAND ROAD - GEOMETRIC IMPROVEMENTS AT HARMONY ROAD	\$ 2,585	Completed
CA2421	MD2	SOLOMONS ISLAND ROAD - GUARDRAIL IMPROVEMENTS AT VARIOUS LOCATIONS ALONG MD 2	\$ 5,364	Completed
CA3461	MD231	HALLOWING POINT ROAD - SAFETY IMPROVEMENTS AT SKIPJACK ROAD	\$ 6,651	FY 2025
CA1181	MD231	HALLOWING POINT ROAD - GEOMETRIC IMPROVEMENTS FROM TOYE LANE TO MASON ROAD	\$ 12,029	FY 2026
CA2761	MD231	HALLOWING POINT ROAD - GEOMETRIC IMPROVEMENTS AT MD 508	\$ 12,817	FY 2026
Transportation Alternatives Program				
CA5101	MD261	BAYSIDE ROAD - SIDEWALK AND SAFETY IMPROVEMENTS - SAFE ROUTES TO SCHOOL	\$ 130	Completed
CA5191	MD261	BAYSIDE ROAD - SIDEWALK AND SAFETY IMPROVEMENTS - SAFE ROUTES TO SCHOOL	\$ 169	FY 2024
CANEW1	-	APPEAL LANE SIDEWALK	\$ 462	FY 2025



CAROLINE COUNTY

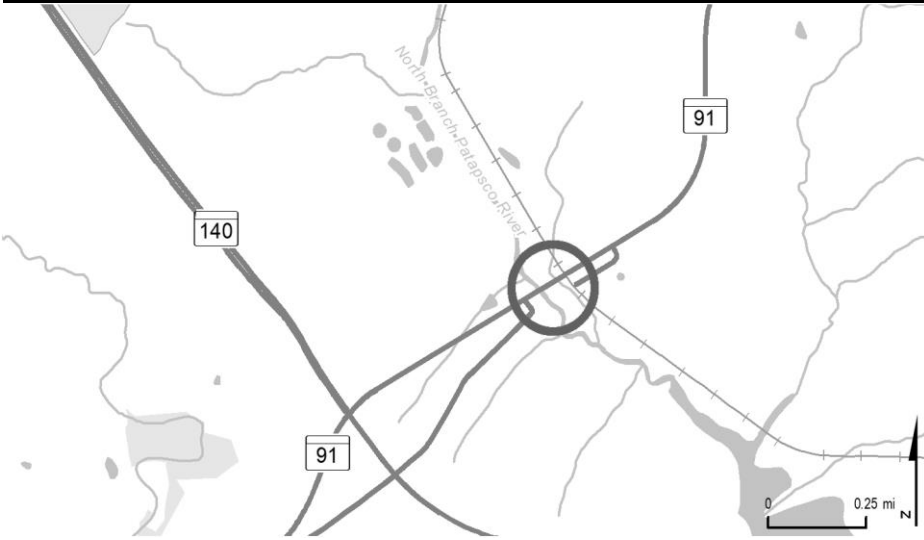
MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Caroline County - LINE 1

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Bridge Replacement/Rehabilitation</u>				
CO1281	MD16	HARMONY ROAD - SUPERSTRUCTURE REPLACEMENT OF BRIDGE 0500100 OVER MILL CREEK	\$ 4,328	FY 2024
<u>Intersection Capacity Improvements</u>				
CO2191	MD404	SHORE HIGHWAY - HARMONY ROAD TO GREENWOOD ROAD - PEL STUDY	\$ 500	Study Underway
<u>Resurface/Rehabilitate</u>				
XY9051	-	MILL AND RESURFACING AT VARIOUS LOCATIONS IN CAROLINE COUNTY	\$ 3,068	Completed
XY9052	-	MILL AND RESURFACING AT VARIOUS LOCATIONS IN CAROLINE COUNTY	\$ 8,321	Under Construction
<u>Safety/Spot Improvement</u>				
CO1111	MD404	SHORE HIGHWAY - GEOMETRIC IMPROVEMENTS AT MD 328	\$ 1,267	FY 2024



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 2023 - 28 CTP: The cost increase of \$2.2 million is due to an unfavorable bid on the construction contract.

POTENTIAL FUNDING SOURCE:												
	<input checked="" type="checkbox"/> SPECIAL			<input checked="" type="checkbox"/> FEDERAL			<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL					PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	FOR PLANNING PURPOSES ONLY	...	...	...			...
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,324	1,300	320	24	0	0	0	0	0	0	24	0
Right-of-way	83	81	54	1	1	0	0	0	0	0	2	0
Utilities	0	0	0	0	0	0	0	0	0	0	0	0
Construction	13,165	11	11	8,690	4,464	0	0	0	0	0	13,154	0
Total	14,572	1,392	385	8,715	4,465	0	0	0	0	0	13,180	0
Federal-Aid	13,424	261	230	8,701	4,462	0	0	0	0	0	13,163	0
Special	1,148	1,131	155	14	3	0	0	0	0	0	17	0
Other	0	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 (2023)

PROJECTED 7,000 (2043)



PROJECT: MD 32, Sykesville Road, 2nd Street to Main Street

DESCRIPTION: Improve intersection geometry, extend turn lanes, and modify access along MD 32 from 2nd Street to Main Street. Improvements include the extension of the northbound MD 32 right-turn lane to 2nd St., modifying the existing 2nd St. intersection to right-in/right-out, extension of the northbound left-turn lane to Johnsville Rd and prohibition of left turns from Johnsville Rd, lengthening the auxiliary lanes between Freedom Ave. and Main St. and a traffic signal warrant analysis for the MD 32/Main St. intersection.

PURPOSE & NEED SUMMARY STATEMENT: This project will improve operations and safety along MD 32 from 2nd Street to Main Street. MD 32 is a main commuter route linking Carroll County with I-70 and the Baltimore-Washington Region. The project is essential for advancing economic development opportunities in southeastern Carroll County. Reducing the turning movements through conversion to right-ins/right-outs and providing channelization will limit conflict points, enhancing safety. Lengthening of auxiliary lanes will provide longer refuge areas, reducing the potential for rear-end collisions.

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

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

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Construction funding has been reduced by \$6.2 million due to the CTP funding deficit, but D&E remains. This project will be evaluated for construction funding as it advances through the design and engineering phases and additional Transportation Trust Fund revenue becomes available.

POTENTIAL FUNDING SOURCE:

SPECIAL FEDERAL GENERAL OTHER

PHASE	TOTAL		EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023				...2026...	...2027...	...2028...	...2029...		
Planning	703	703	0	0	0	0	0	0	0	0	0
Engineering	900	0	0	300	400	200	0	0	0	900	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,603	703	0	300	400	200	0	0	0	900	0
Federal-Aid	900	0	0	300	400	200	0	0	0	900	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 (2023)

PROJECTED 37,200 - 42,400 (2043)



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. In 2020, County and State collaborated to revise project scope.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023				...2026...	...2027...	...2028...	...2029...		
Planning	496	496	0	0	0	0	0	0	0	0	0
Engineering	1,366	1,366	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,862	1,862	0	0	0	0	0	0	0	0	0
Federal-Aid	228	228	0	0	0	0	0	0	0	0	0
Special	634	634	0	0	0	0	0	0	0	0	0
Other	1,000	1,000	0	0	0	0	0	0	0	0	0

Classification:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 15,900 - 32,100 (2023)

PROJECTED 19,500 - 42,300 (2043)

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Carroll County - LINE 4

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Intersection Capacity Improvements</u>				
CL3771	MD97	LITTLESTOWN PIKE - BACHMANS VALLEY ROAD TO MD 140 IN WESTMINSTER - PEL STUDY	\$ 504	Study Underway
<u>Resurface/Rehabilitate</u>				
XY9062	-	SAFETY AND RESURFACING IMPROVEMENTS AT VARIOUS LOCATIONS IN CARROLL COUNTY	\$ 11,020	FY 2024
CL4052	MD851	SPRINGFIELD AVENUE - DRAINAGE IMPROVEMENTS - MAIN STREET TO WARFIELD ROAD	\$ 2,536	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
<u>Safety/Spot Improvement</u>				
CL1751	MD140	TANEYTOWN PIKE - INTERSECTION IMPROVEMENTS - AT MAYBERRY ROAD	\$ 4,799	Completed
CL3941	MD27	MANCHESTER ROAD - BICYCLE AND PEDESTRIAN ROUTE FROM WEST OF MD 140 TO HAHN ROAD	\$ 4,203	Under Construction
<u>Sidewalks</u>				
CL1071	MD31	NEW WINDSOR ROAD - SIDEWALK IMPROVEMENTS FROM LAMBERT AVENUE TO EAST OF CHURCH STREET	\$ 2,177	Design Underway
<u>Transportation Alternatives Program</u>				
CLTAP1	-	MT. AIRY OLD MAIN LINE TRAIL	\$ 321	Completed
CLNEW3	-	WASHINGTON ROAD - SIDEWALK UPGRADES FOR ADA COMPLIANCE FROM WASHINGTON LANE TO KATE WAGNER ROAD - SAFE ROUTES TO SCHOOL	\$ 143	FY 2024



CECIL COUNTY

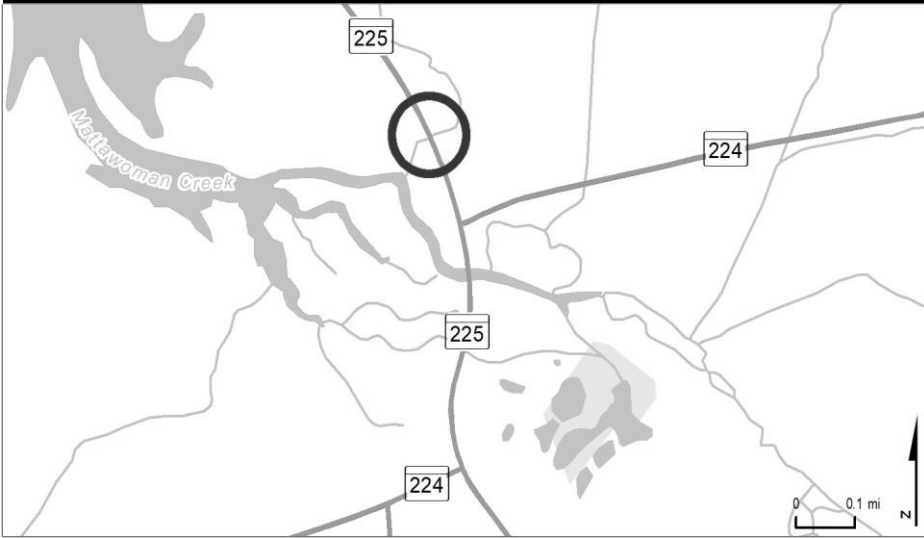
MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Cecil County - LINE 1

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Bridge Replacement/Rehabilitation</u>				
CE2941	MD316	APPLETON ROAD - SMALL STRUCTURE REPLACEMENT - STRUCTURE 07111X0 OVER BRANCH OF BIG ELK CREEK	\$ 974	Completed
CE4691	-	CLEANING AND PAINTING BRIDGES 0701803, 0701804, 0702800, 0703500, AND 0704500	\$ 4,378	FY 2025
<u>Resurface/Rehabilitate</u>				
XY9071	-	MILL AND RESURFACING AT VARIOUS LOCATIONS IN CECIL COUNTY	\$ 4,022	Completed
XX153A	-	PATCHING AT VARIOUS LOCATIONS IN CECIL COUNTY	\$ 3,425	Under Construction
XY9072	-	MILL AND RESURFACING AT VARIOUS LOCATIONS IN CECIL COUNTY	\$ 9,616	Under Construction
<u>Safety/Spot Improvement</u>				
CE2661	US40	PULASKI HIGHWAY - GEOMETRIC IMPROVEMENTS AT NOTTINGHAM ROAD	\$ 3,417	Under Construction
<u>Sidewalks</u>				
CE2471	MD222	PERRYVILLE ROAD - SIDEWALK IMPROVEMENTS FROM CEDAR CORNER ROAD TO ST. MARKS CHURCH ROAD	\$ 1,789	FY 2025
CE4091	MD7	DELAWARE AVENUE - SIDEWALK UPGRADES FOR ADA COMPLIANCE FROM MD 281 TO SOUTH OF BIG ELK CREEK BRIDGE	\$ 2,836	Under Construction
<u>Transportation Alternatives Program</u>				
CENEW3	-	SIDEWALK INSTALLATION AT JETHRO STREET AND NORTH EAST MIDDLE SCHOOL - SAFE ROUTES TO SCHOOL	\$ 38	Design Underway
<u>Truck Weight</u>				
CE4002	US301	BLUE STAR MEMORIAL HIGHWAY - WEIGH STATION - CECILTON AND FOY HILL TRUCK WEIGH INSPECTION STATION	\$ 6,459	Under Construction
<u>Urban Reconstruction</u>				
CE4661	MD222	MAIN STREET - FROM SOUTH OF HIGH STREET TO MILL STREET	\$ 8,500	Design Underway



CHARLES COUNTY



PROJECT: MD 225, Hawthorne Road

DESCRIPTION: Replacement of Bridge No. 0802100 on MD225 over Mattawoman Creek.

PURPOSE & NEED SUMMARY STATEMENT: The purpose of this project is to replace a poor rated bridge to keep the roadway safe and open to traffic.

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

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

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

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

EXPLANATION: The existing bridge, built in 1951, is nearing the end of its useful service life and is currently rated poor.

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:

- SPECIAL
- FEDERAL
- GENERAL
- OTHER

PHASE	TOTAL		EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023				...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,216	1,161	197	55	0	0	0	0	0	55	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	438	0	0	438	0	0	0	0	0	438	0
Construction	2,069	0	0	0	993	1,007	69	0	0	2,069	0
Total	3,723	1,161	197	493	993	1,007	69	0	0	2,562	0
Federal-Aid	2,841	414	197	462	943	956	66	0	0	2,427	0
Special	881	747	0	31	50	50	3	0	0	134	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Intermediate Arterial

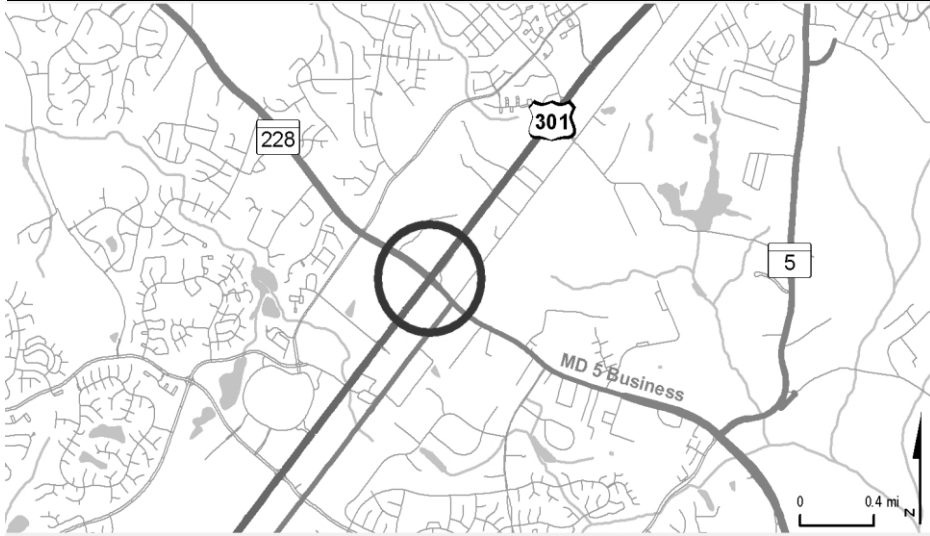
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 11,400 (2023)

PROJECTED 13,500 (2043)



PROJECT: US 301, Crain Highway

DESCRIPTION: Study to upgrade US 301 intersection at MD 228/ MD 5 Business.

PURPOSE & NEED SUMMARY STATEMENT: Project will improve safety and mobility for planned development.

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

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

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:

SPECIAL FEDERAL GENERAL OTHER

PHASE	TOTAL		EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023				...2026...	...2027...	...2028...	...2029...		
Planning	12,951	12,951	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	12,951	12,951	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	12,951	12,951	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

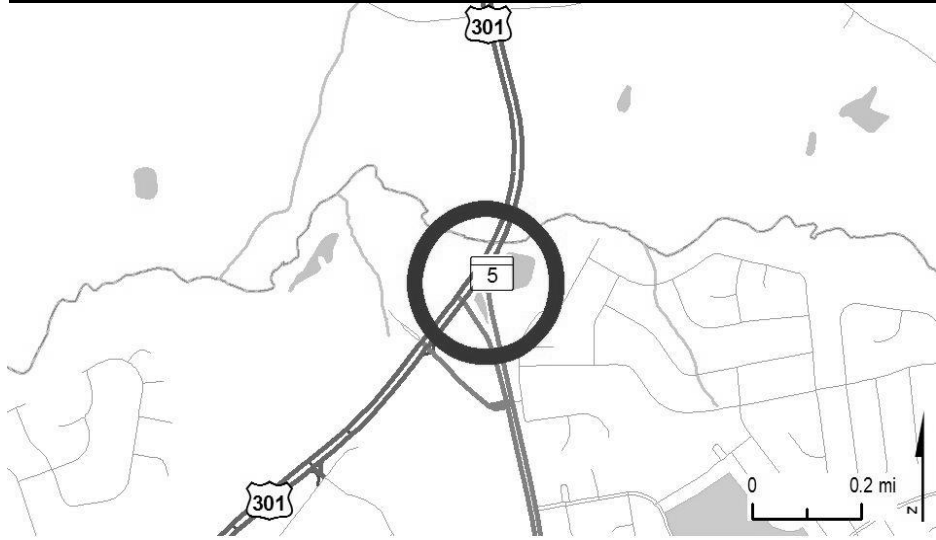
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 60,300 (2023)

PROJECTED 83,200 (2043)



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

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023				...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Primary Arterial

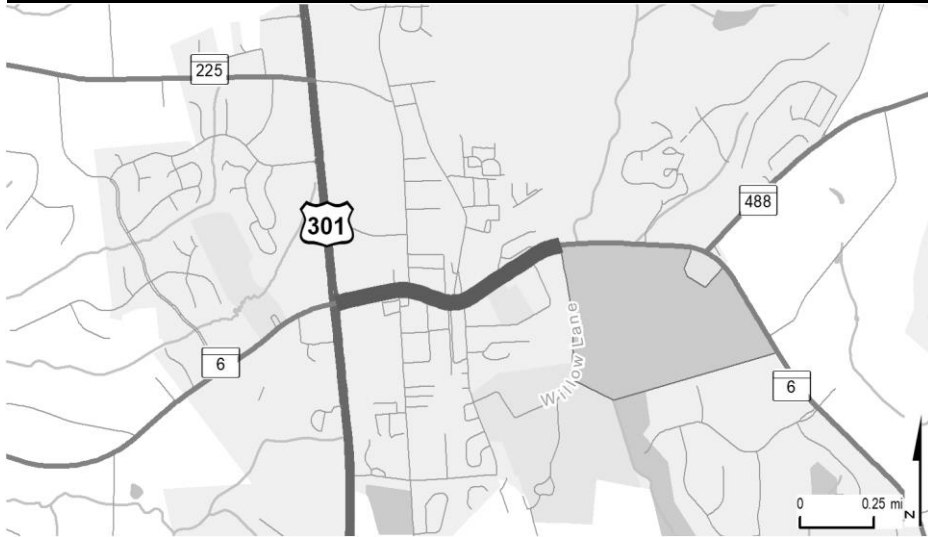
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 100,800 (US 301) (2023)

PROJECTED 131,800 (US 301) (2043)



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 2023 - 28 CTP: Construction funding has been reduced by \$7.0 million due to the CTP funding deficit, but D&E remains. This project will be evaluated for construction funding as it advances through the design and engineering phases and additional Transportation Trust Fund revenue becomes available.

POTENTIAL FUNDING SOURCE:

SPECIAL FEDERAL GENERAL OTHER

PHASE	TOTAL		EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023				...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,397	387	387	260	237	237	237	39	0	1,010	0
Right-of-way	500	0	0	0	250	250	0	0	0	500	0
Utilities	2,499	0	0	0	0	735	882	882	0	2,499	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	4,396	387	387	260	487	1,222	1,119	921	0	4,009	0
Federal-Aid	4,070	364	364	257	462	1,124	1,031	833	0	3,706	0
Special	326	23	23	3	25	99	88	88	0	303	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 (2023)

PROJECTED 29,300 (2043)

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Charles County - LINE 5

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Environmental Preservation</u>				
AT0442	-	TREE PLANTING AT VARIOUS LOCATIONS IN CHARLES COUNTY	\$ 1,963	Under Construction
<u>Resurface/Rehabilitate</u>				
XY8081	-	MILL AND RESURFACING AT VARIOUS LOCATIONS IN CHARLES COUNTY	\$ 7,486	Completed
XY9081	-	SAFETY AND RESURFACING IMPROVEMENTS AT VARIOUS LOCATIONS IN CHARLES COUNTY	\$ 8,774	Under Construction
<u>Safety/Spot Improvement</u>				
CH1861	MD228	BERRY ROAD - GEOMETRIC IMPROVEMENTS AT WESTERN PARKWAY	\$ 1,404	Under Construction
CH2411	MD225	HAWTHORNE ROAD - DRAINAGE IMPROVEMENT - EAST OF PRESWICKE LANE	\$ 1,502	Under Construction
<u>Transportation Alternatives Program</u>				
CH2571	-	INDIAN HEAD TRAILHEAD RESTROOM	\$ 360	FY 2024
CHNEW3	-	MILL HILL ROAD - PEDESTRIAN IMPROVEMENTS - FROM HOMECOMING LANE TO DAVIS ROAD	\$ 515	FY 2024



DORCHESTER COUNTY

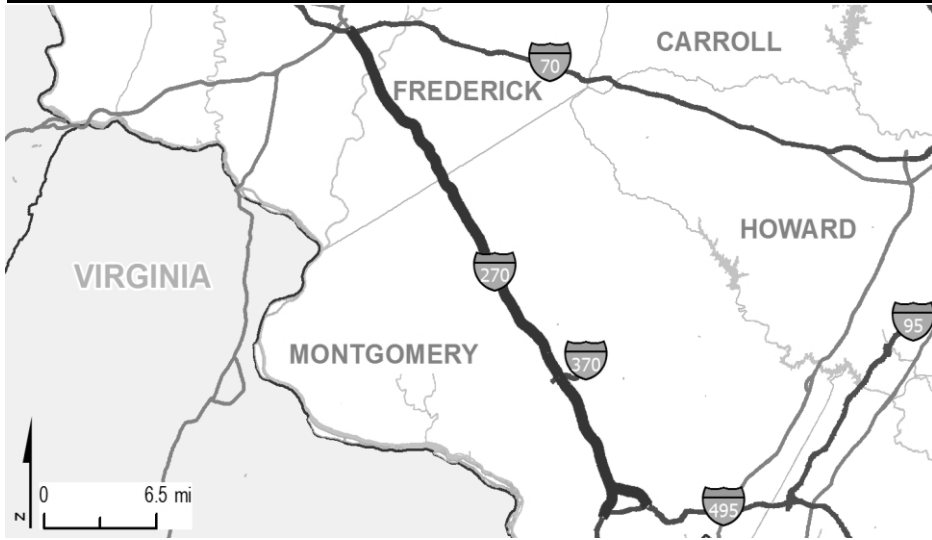
MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Dorchester County - LINE 1

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Bridge Replacement/Rehabilitation</u>				
DO3871	US50	OCEAN GATEWAY - SMALL STRUCTURE REPLACEMENT - STRUCTURE 09002X0 TRIBUTARY TO OTTER POND BRANCH	\$ 2,633	Completed
<u>Intersection Capacity Improvements</u>				
DO1871	MD343	WASHINGTON STREET - GEOMETRIC IMPROVEMENTS AT CRUSADER STREET	\$ 100	FY 2024
<u>Resurface/Rehabilitate</u>				
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
<u>Safety/Spot Improvement</u>				
DO3881	MD392	DELAWARE AVENUE - BICYCLE PEDESTRIAN ROUTE - MD 331 TO WEST OF TAYLOR AVENUE	\$ 1,144	FY 2024
<u>Transportation Alternatives Program</u>				
DO3051	-	BAYLY ROAD - SIDEWALK IMPROVEMENTS FROM MACES LANE TO GOVERNORS AVENUE - SAFE ROUTES TO SCHOOL	\$ 192	Under Construction



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

SMART GROWTH STATUS: Project Not Location Specific 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: 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.

STATUS: Open to service. Construction funding is programmed in FY 2025 - 2026 in the event a determination is made that noise mitigation measures are warranted.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

PHASE	TOTAL		PROJECTED CASH REQUIREMENTS								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	...2026...	...2027...	...2028...	...2029...			
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0	0
Construction	131,655	118,674	2,687	313	4,043	8,625	0	0	0	12,981	0	0
Total	131,655	118,674	2,687	313	4,043	8,625	0	0	0	12,981	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	0
Special	131,655	118,674	2,687	313	4,043	8,625	0	0	0	12,981	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

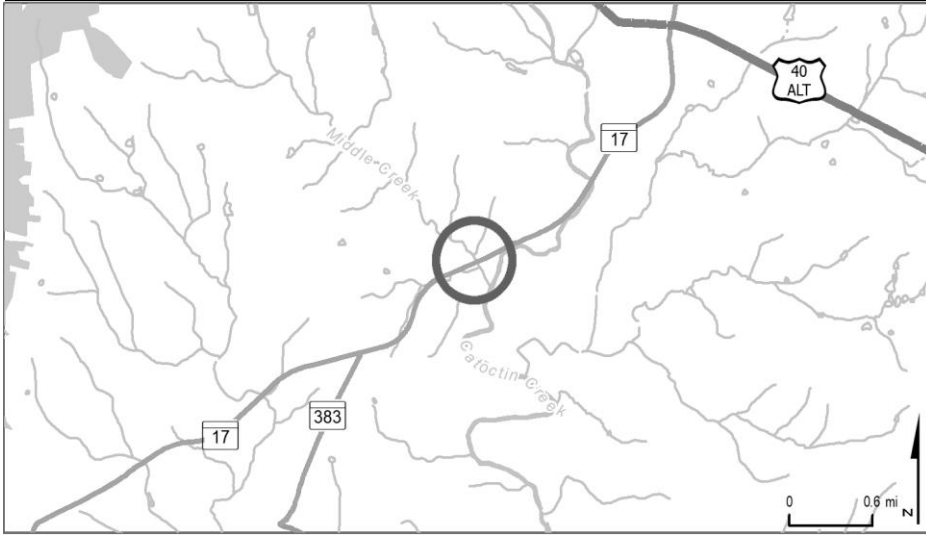
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 82,600 - 238,200 (2023)

PROJECTED 108,800 - 309,800 (2043)



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 2023 - 28 CTP: The cost decrease of \$1.0 million is due to a favorable bid on the construction contract.

POTENTIAL FUNDING SOURCE:

- SPECIAL
- FEDERAL
- GENERAL
- OTHER

PHASE	TOTAL		EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023				...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	724	720	53	4	0	0	0	0	0	4	0
Right-of-way	54	51	14	1	2	0	0	0	0	3	0
Utilities	87	0	0	32	47	8	0	0	0	87	0
Construction	3,169	64	64	1,967	1,138	0	0	0	0	3,105	0
Total	4,034	835	131	2,004	1,187	8	0	0	0	3,199	0
Federal-Aid	3,280	117	107	1,974	1,181	8	0	0	0	3,163	0
Special	754	718	24	30	6	0	0	0	0	36	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Major Collector

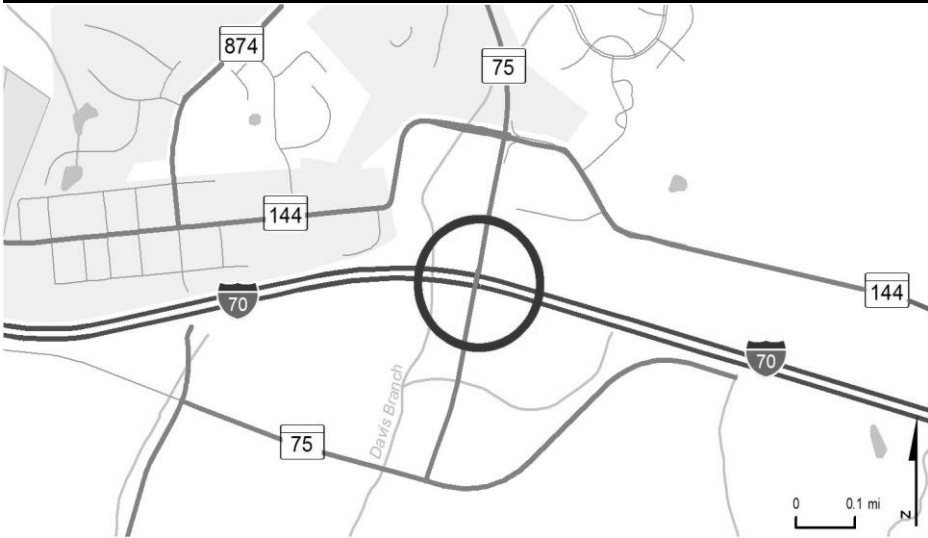
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 3,000 (2023)

PROJECTED 3,600 (2043)



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

SMART GROWTH STATUS: Project Not Location Specific 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 1973, is nearing the end of its useful service life and is currently rated fair. The bridge deck contains significant patching.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

PHASE	TOTAL					PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	FOR PLANNING PURPOSES ONLY		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	531	528	23	3	0	0	0	0	0	3	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	4,466	1,306	935	1,480	1,680	0	0	0	0	3,160	0
Total	4,997	1,834	958	1,483	1,680	0	0	0	0	3,163	0
Federal-Aid	4,562	1,405	947	1,478	1,679	0	0	0	0	3,157	0
Special	435	429	11	5	1	0	0	0	0	6	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Major Collector

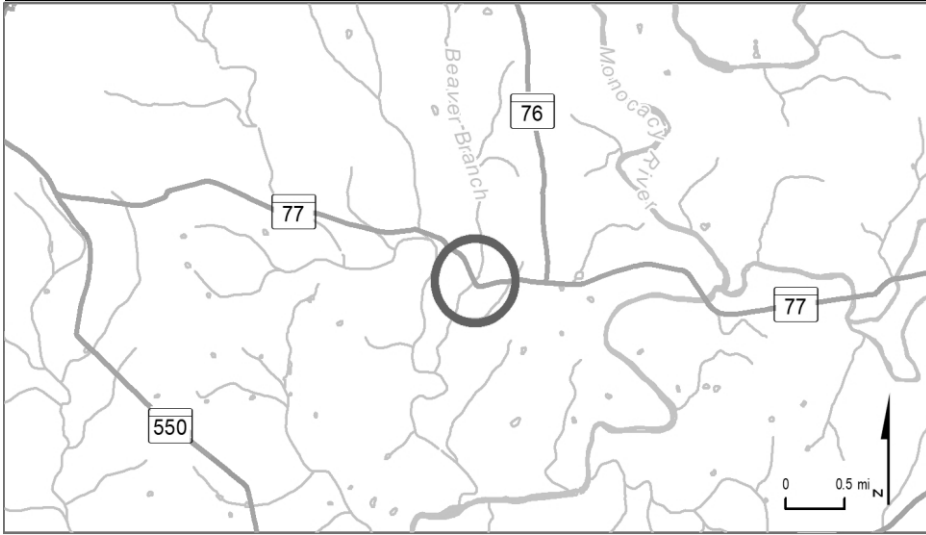
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 18,700 (2023)

PROJECTED 22,500 (2043)



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, right-of-way acquisition, and utility work underway.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:

- SPECIAL
- FEDERAL
- GENERAL
- OTHER

PHASE	TOTAL		EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023				...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,780	1,380	332	242	158	0	0	0	0	400	0
Right-of-way	92	85	15	7	0	0	0	0	0	7	0
Utilities	34	0	0	17	17	0	0	0	0	34	0
Construction	5,172	0	0	0	988	2,054	1,876	254	0	5,172	0
Total	7,078	1,465	347	266	1,163	2,054	1,876	254	0	5,613	0
Federal-Aid	5,695	472	326	193	1,055	1,952	1,782	241	0	5,223	0
Special	1,383	993	21	73	108	102	94	13	0	390	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Major Collector

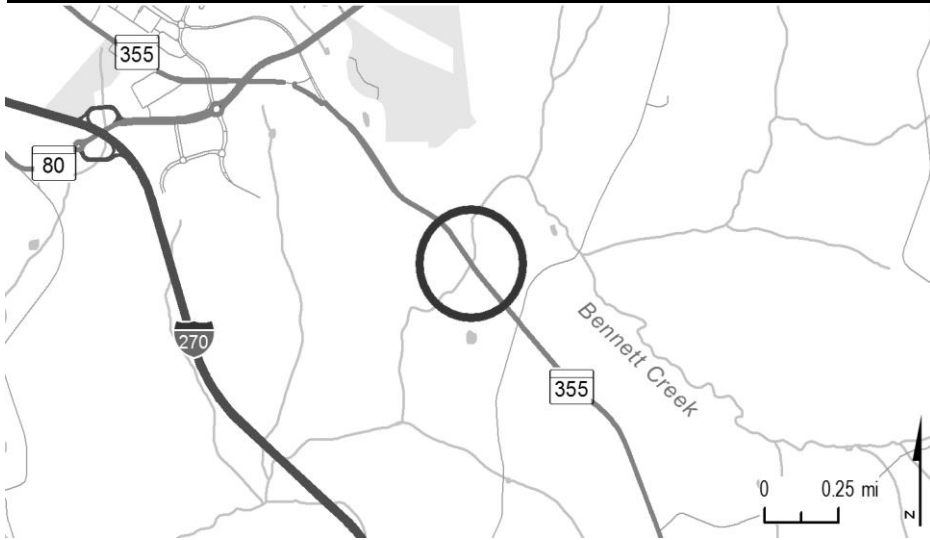
FEDERAL - Major Collector

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 900 (2023)

PROJECTED 1,200 (2043)



PROJECT: MD 355, Urbana Pike

DESCRIPTION: Replacement of Bridge No. 1008600 on MD 355 over Bennett 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 improve overall stream stability.

STATE 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 previous bridge, built in 1924, was nearing the end of its useful service life and was rated poor based on deck and 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: Open to service.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,539	2,539	0	0	0	0	0	0	0	0	0
Right-of-way	1,344	945	(30)	399	0	0	0	0	0	399	0
Utilities	3	3	1	0	0	0	0	0	0	0	0
Construction	16,630	16,562	3,493	68	0	0	0	0	0	68	0
Total	20,516	20,049	3,464	467	0	0	0	0	0	467	0
Federal-Aid	17,329	17,271	3,428	58	0	0	0	0	0	58	0
Special	3,187	2,778	36	409	0	0	0	0	0	409	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Major Collector

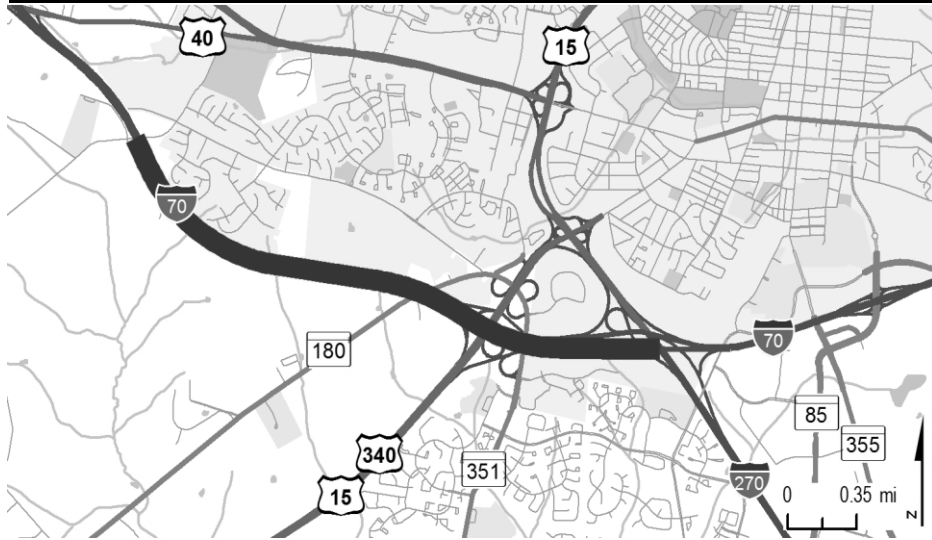
FEDERAL - Major Collector

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 9,200 (2023)

PROJECTED 10,100 (2043)



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 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023				...2026...	...2027...	...2028...	...2029...		
Planning	1,251	1,251	0	0	0	0	0	0	0	0	0
Engineering	6,725	6,725	0	0	0	0	0	0	0	0	0
Right-of-way	21,493	21,493	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	29,469	29,469	0	0	0	0	0	0	0	0	0
Federal-Aid	13,629	13,629	0	0	0	0	0	0	0	0	0
Special	15,840	15,840	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

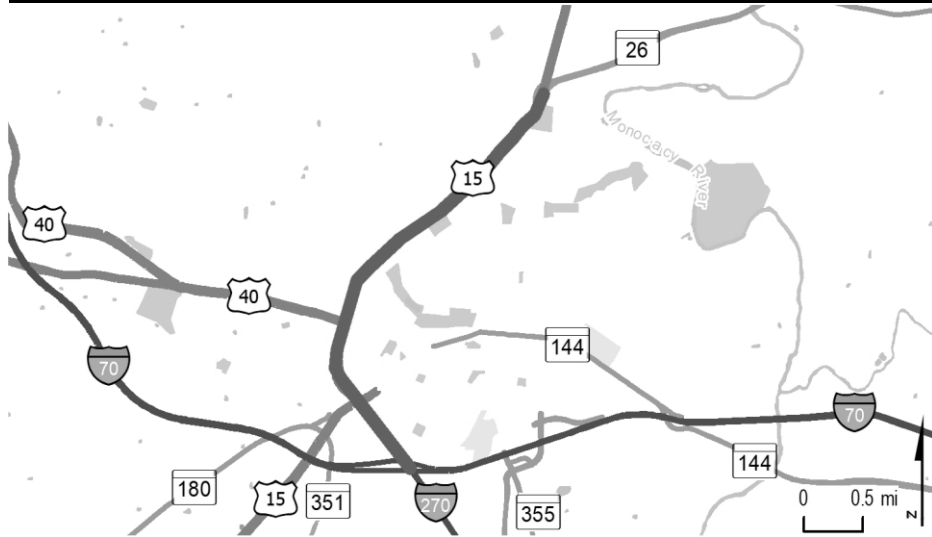
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 99,900 (2023)

PROJECTED 154,400 (2043)



PROJECT: US 15, Frederick Freeway, and US 40, Frederick Freeway

DESCRIPTION: Project to construct safety and mainline operational improvements along US 15 and US 40 from I-70 to MD 26 (4 miles). 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: Engineering and right-of-way acquisition underway.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Construction funding has been reduced by \$158.9 million due to the CTP funding deficit, but D&E remains. This project will be evaluated for construction funding as it advances through the design and engineering phases and additional Transportation Trust Fund revenue becomes available.

PHASE	POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	3,610	3,610	2	0	0	0	0	0	0	0	0
Engineering	7,509	2,559	1,813	1,750	1,600	1,350	250	0	0	4,950	0
Right-of-way	7,245	0	0	1,811	1,811	1,811	1,811	0	0	7,245	0
Utilities	3,500	0	0	0	1,591	1,909	0	0	0	3,500	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	21,864	6,169	1,815	3,561	5,002	5,070	2,061	0	0	15,695	0
Federal-Aid	16,232	1,859	1,804	3,293	4,582	4,631	1,868	0	0	14,373	0
Special	5,632	4,310	11	269	420	440	194	0	0	1,322	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

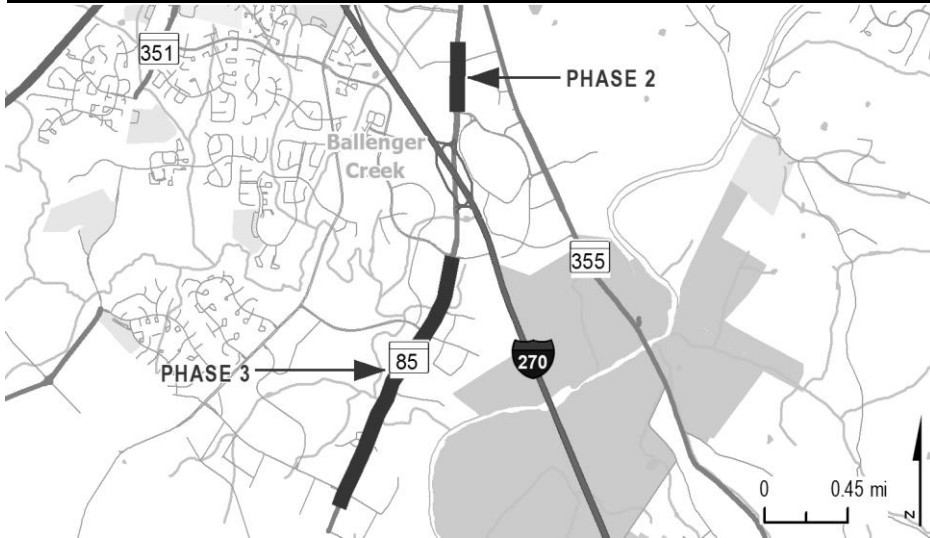
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 86,300 - 121,000 (US 15)
 (2023) 83,700 - 121,000 (US 40)

PROJECTED 111,500 - 152,600 (US 15)
 (2043) 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 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

PHASE	TOTAL		EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023				...2026...	...2027...	...2028...	...2029...		
Planning	531	531	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	531	531	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	531	531	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Major Collector

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 17,300 - 53,000 (Phases 1 - 3) (2023)

PROJECTED 28,400 - 82,100 (Phases 1 - 3) (2043)

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Frederick County - LINE 9

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Bridge Replacement/Rehabilitation</u>				
FR7991	-	CLEANING AND PAINTING BRIDGES 1012200, 1012903, 1012904, 1013003, 1013004, AND 1018400	\$ 3,076	FY 2025
FR6871	US15	CATOCTIN MOUNTAIN HIGHWAY - BRIDGE DECK REPLACEMENT - BRIDGE 1010900 OVER MD 77 AND HUNTING CREEK	\$ 7,037	Under Construction
FR7621	-	CLEANING AND PAINTING BRIDGES 1010300, 1010700, 1012100, 1013900, 1015400, 1016900, 1017900, AND 1018200	\$ 3,012	Under Construction
<u>Commuter Action Improvements</u>				
FR6861	IS70	EISENHOWER MEMORIAL HIGHWAY - MAJOR REST AREA - EASTBOUND AND WESTBOUND TRUCK PARKING EXPANSION	\$ 8,141	FY 2025
<u>Intersection Capacity Improvements</u>				
FR0671	MD75	GREEN VALLEY ROAD - MD 355 TO I-70 (COUNTY FUNDED)	\$ 200	Study Underway
<u>Resurface/Rehabilitate</u>				
XY9102	-	SAFETY AND RESURFACING IMPROVEMENTS AT VARIOUS LOCATIONS IN FREDERICK COUNTY	\$ 15,019	FY 2024
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
<u>Safety/Spot Improvement</u>				
FR0161	MD77	FOXVILLE ROAD - GUARDRAIL IMPROVEMENTS FROM WASHINGTON COUNTY LINE TO PRYOR ROAD	\$ 1,000	FY 2024
<u>Sidewalks</u>				
XY5371	-	ADA SIDEWALK UPGRADES IN FREDERICK COUNTY	\$ 1,777	Under Construction
<u>Transportation Alternatives Program</u>				
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

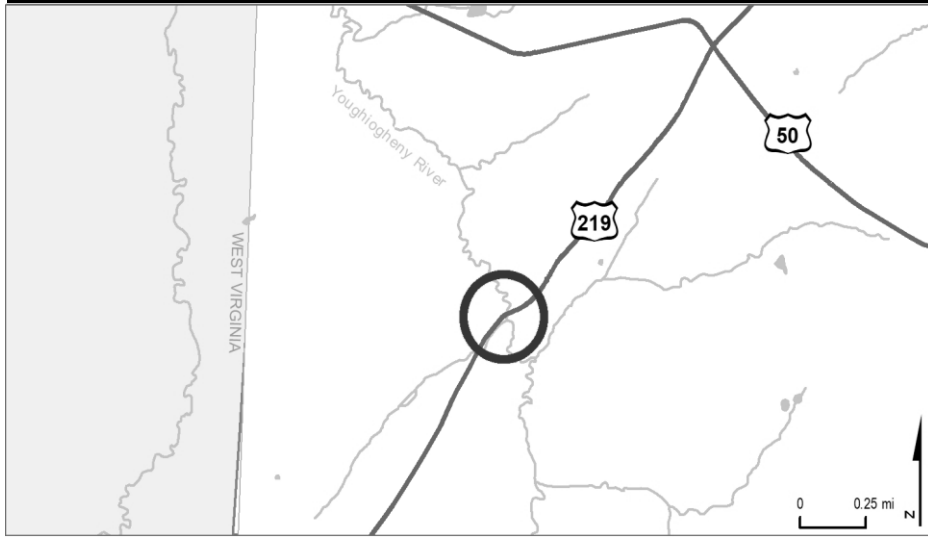
MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Frederick County - LINE 9

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Transportation Alternatives Program				
FR7571	-	BICYCLE AND PEDESTRIAN ROUTE - NEW DESIGN ROADSIDE PATH PHASE I	\$ 500	FY 2024



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 utility work underway.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: The funding increase of \$3.1 million is due to an updated engineer's estimate and additional right-of-way and utility needs.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL					PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,311	1,873	631	332	106	0	0	0	0	438	0
Right-of-way	185	0	0	26	39	39	39	39	3	185	0
Utilities	261	0	0	116	145	0	0	0	0	261	0
Construction	9,466	0	0	0	644	2,228	2,445	2,313	1,836	9,466	0
Total	12,223	1,873	631	474	934	2,267	2,484	2,352	1,839	10,350	0
Federal-Aid	10,644	886	598	420	861	2,147	2,354	2,228	1,748	9,758	0
Special	1,579	987	33	54	73	120	130	124	91	592	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

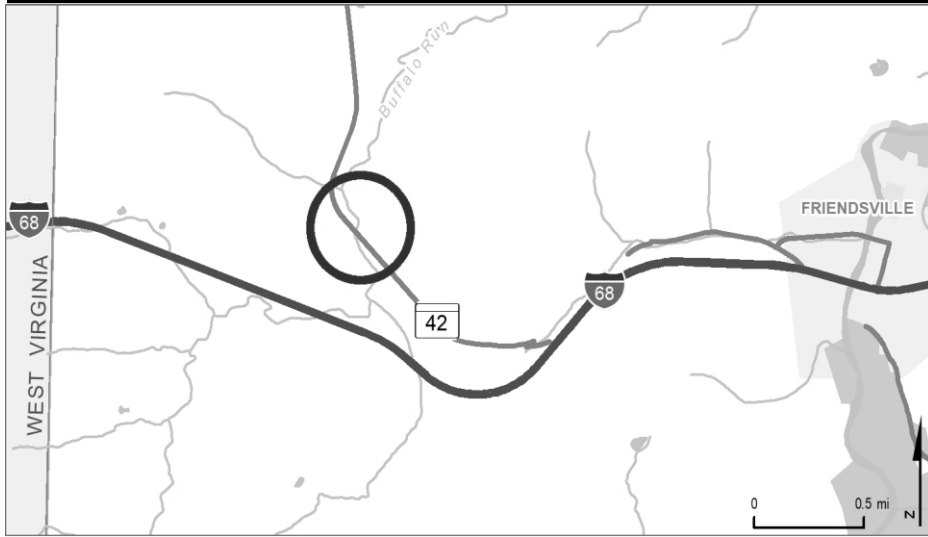
STATE - Minor Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 1,600 (2023)

PROJECTED 1,800 (2043)



PROJECT: MD 42, Friendsville Road

DESCRIPTION: Replacement of Bridge No. 1101000 on MD 42 over Buffalo Run.

PURPOSE & NEED SUMMARY STATEMENT: The purpose of this project is to replace a fair rated bridge to prevent further deterioration to poor rating.

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

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

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

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

EXPLANATION: The existing bridge, built in 1933, is nearing the end of its useful service life and is currently rated fair. Significant repairs have been made to the bridge over its lifespan.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: The cost increase of \$2.9 million is due to an unfavorable bid on the construction contract.

POTENTIAL FUNDING SOURCE:

- SPECIAL
- FEDERAL
- GENERAL
- OTHER

PHASE	TOTAL		EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023				...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,402	1,339	326	63	0	0	0	0	0	63	0
Right-of-way	12	12	3	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	6,290	1	1	2,078	3,251	960	0	0	0	6,289	0
Total	7,704	1,352	330	2,141	3,251	960	0	0	0	6,352	0
Federal-Aid	6,822	501	250	2,110	3,251	960	0	0	0	6,321	0
Special	882	851	80	31	0	0	0	0	0	31	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Major Collector

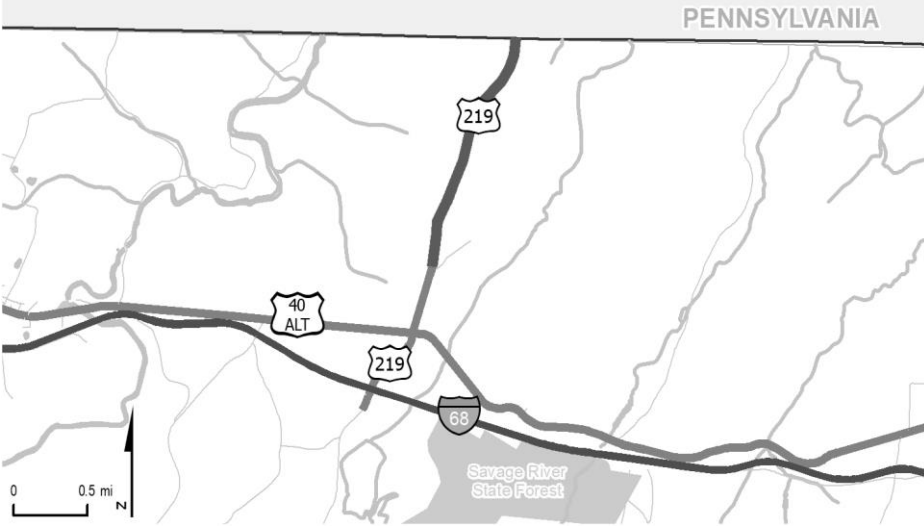
FEDERAL - Major Collector

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 2,700 (2023)

PROJECTED 3,000 (2043)



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 2023 - 28 CTP: Construction funding has been reduced by \$62.3 million due to the CTP funding deficit, but D&E remains. This project will be evaluated for construction funding as it advances through the design and engineering phases and additional Transportation Trust Fund revenue becomes available.

PHASE	POTENTIAL FUNDING SOURCE:										TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL		
						...2026...	...2027...	...2028...	...2029...			
Planning	6,086	6,065	517	21	0	0	0	0	0	21	0	
Engineering	11,055	0	0	750	2,489	2,986	2,986	1,844	0	11,055	0	
Right-of-way	5,464	0	0	0	0	1,821	1,821	1,822	0	5,464	0	
Utilities	0	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	0	
Total	22,805	6,065	517	771	2,489	4,807	4,807	3,666	0	16,540	0	
Federal-Aid	17,701	2,627	64	752	2,340	4,326	4,326	3,330	0	15,074	0	
Special	4,904	3,438	453	19	149	481	481	336	0	1,466	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

Classification:

STATE - Minor Arterial

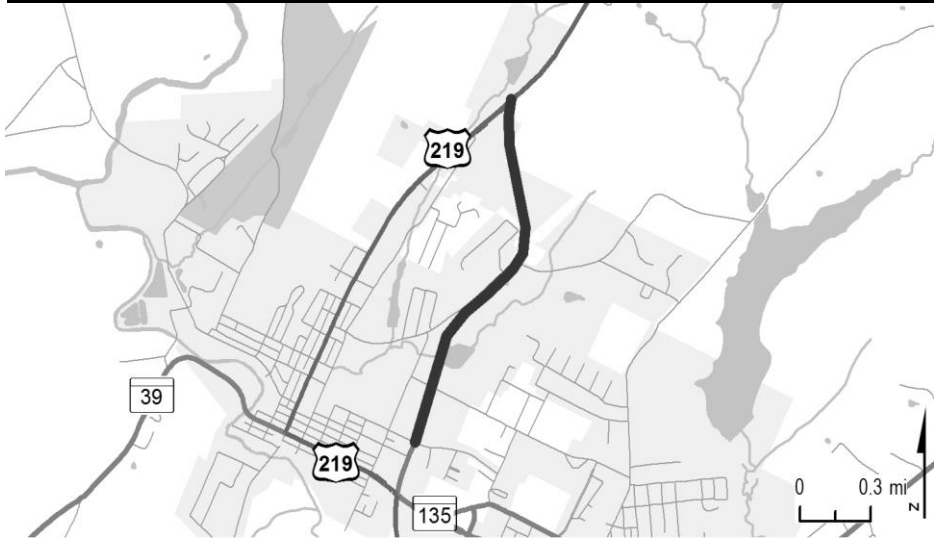
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 5,100 (2023)

PROJECTED 5,600 (2043)



PROJECT: US 219 Relocated, Oakland Bypass

DESCRIPTION: Relocate US 219 from north of Oakland to MD 135 (2.4 miles).

PURPOSE & NEED SUMMARY STATEMENT: US 219 relocation will divert through traffic, including trucks, from downtown Oakland, improving safety and operations.

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

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

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL			CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023			2024	2025	...2026...	...2027...			...2028...	...2029...
Planning	1,280	1,280	0	0	0	0	0	0	0	0	0
Engineering	4,415	4,415	0	0	0	0	0	0	0	0	0
Right-of-way	4,391	4,391	0	0	0	0	0	0	0	0	0
Utilities	21	21	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	10,106	10,106	0	0	0	0	0	0	0	0	0
Federal-Aid	3,849	3,849	0	0	0	0	0	0	0	0	0
Special	6,258	6,258	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 10,900 (2023)

PROJECTED 14,400 (2043)

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Garrett County - LINE 5

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Bridge Replacement/Rehabilitation</u>				
GA4221	MD135	MARYLAND HIGHWAY - DECK REPLACEMENT FOR BRIDGE 1101400 OVER LITTLE YOUGHIOGHENY RIVER	\$ 5,501	FY 2025
GA1951	US219	GARRETT HIGHWAY - SMALL STRUCTURE REPLACEMENT - STRUCTURE 11010X0 OVER TRIBUTARY OF YOUGHIOGHENY RIVER	\$ 2,403	Under Construction
GA4601	-	CLEANING AND PAINTING OF BRIDGES 1101100, 1102600, 1104003/04, 1104603/04, 1104900, 1104200, AND 1105003/04	\$ 2,664	Under Construction
<u>Resurface/Rehabilitate</u>				
GA1521	IS68	NATIONAL FREEWAY - SAFETY AND RESURFACE - WEST OF MD 546 TO ALLEGANY COUNTY LINE	\$ 4,534	Completed
GA1641	MD42	FRIENDSVILLE ROAD - SAFETY AND RESURFACE - BUFFALO RUN STRUCTURE 11010 TO PENNSYLVANIA STATE LINE	\$ 4,755	Completed
GA6871	MD39	HUTTON ROAD - SAFETY AND RESURFACE FROM ASHBY ELLIS ROAD TO US 219	\$ 4,224	Completed
XY7111	-	SAFETY AND RESURFACING IMPROVEMENTS AT VARIOUS LOCATIONS IN GARRET COUNTY	\$ 3,745	Completed
GA1861	MD495	SWANTON ROAD - SAFETY AND RESURFACE FROM DURST ROAD TO US 40 ALT	\$ 5,981	FY 2024
GA4321	MD546	FINZEL ROAD - SAFETY AND RESURFACING IMPROVEMENTS FROM BEALL SCHOOL ROAD TO PENNSYLVANIA STATE LINE	\$ 5,475	FY 2025
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
<u>Transportation Alternatives Program</u>				
GA1281	-	CASSELMAN RIVER BRIDGE RESTORATION	\$ 4,085	Design Underway
<u>Truck Weight</u>				
GA4301	IS68	UPGRADE/INSTALLATION OF SCALE EQUIPMENT FINZEL TRUCK WEIGH INSPECTION STATIONS	\$ 2,298	Under Construction



HARFORD COUNTY



PROJECT: MD 24, Rocks Road

DESCRIPTION: MD 24 will be resurfaced and reconstructed including slope repair and guardrail replacement. This is the southern section (Section G) which extends from 900 feet south of Sharon Road to 1,700 feet north of Ferncliff Lane.

PURPOSE & NEED SUMMARY STATEMENT: The purpose of this project is to improve the road safety by strengthening the slope supporting MD 24, repairing the pavement, improving roadway drainage, and addressing roadside safety concerns.

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

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

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

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

EXPLANATION: This project will improve the road safety by strengthening the slope supporting MD 24, repairing the pavement, improving roadway drainage, and addressing roadside safety concerns.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,970	2,926	439	44	0	0	0	0	0	44	0
Right-of-way	406	233	197	90	83	0	0	0	0	173	0
Utilities	445	0	0	445	0	0	0	0	0	445	0
Construction	5,102	2	2	1,855	3,245	0	0	0	0	5,100	0
Total	8,923	3,161	638	2,434	3,328	0	0	0	0	5,762	0
Federal-Aid	7,831	2,181	515	2,322	3,328	0	0	0	0	5,650	0
Special	1,092	979	123	112	0	0	0	0	0	112	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Major Collector

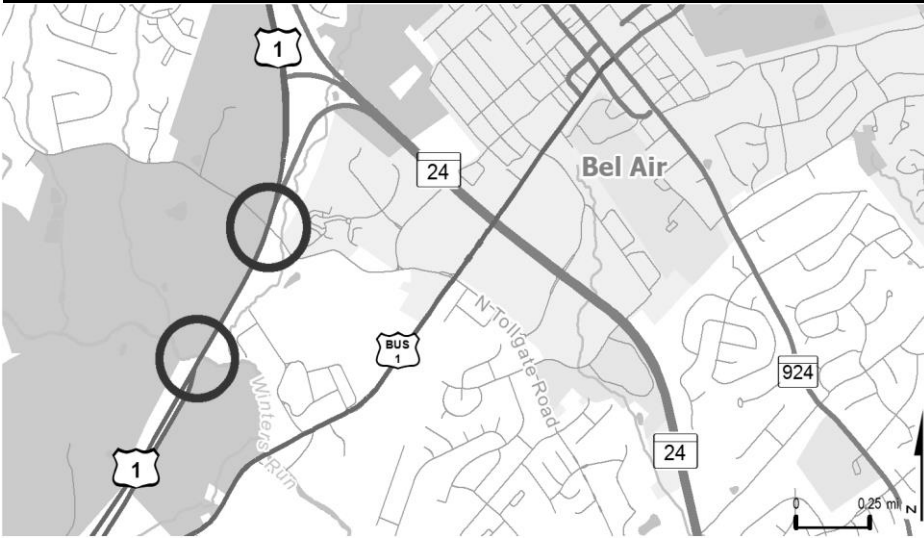
FEDERAL - Major Collector

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 3,800 (2023)

PROJECTED 8,200 (2043)



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

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

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

EXPLANATION: The existing bridges, built in 1963, are nearing the end of their useful service lives. Both bridges are rated poor based on deck condition and substructure condition (Bridge No. 1206500 only).

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,522	1,464	357	1,058	0	0	0	0	0	1,058	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	15,514	0	0	0	7,540	7,974	0	0	0	15,514	0
Total	18,036	1,464	357	1,058	7,540	7,974	0	0	0	16,572	0
Federal-Aid	15,869	1,053	350	77	7,163	7,576	0	0	0	14,816	0
Special	2,167	411	7	981	377	398	0	0	0	1,756	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 (2023)

PROJECTED 65,400 (2043)

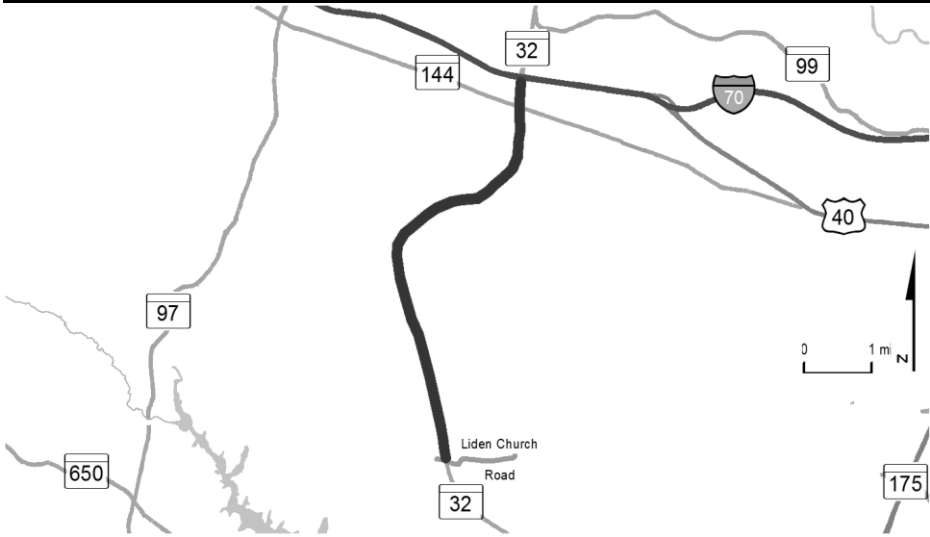
MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Harford County - LINE 3

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Bridge Replacement/Rehabilitation				
HA4671	MD161	DARLINGTON ROAD - BRIDGE REHABILITATION - BRIDGE 1204000 ON MD 161 OVER DEER CREEK	\$ 2,685	Completed
Intersection Capacity Improvements				
HA0941	MD24	EMMORTON ROAD - ADDITIONAL LANE ON US 1 BYPASS SOUTH TO BOULTON STREET	\$ 900	Deferred
Resurface/Rehabilitate				
HA0911	US1	CONOWINGO ROAD - SAFETY AND RESURFACING IMPROVEMENTS FROM MOORES MILL ROAD TO US 1 BYPASS	\$ 3,924	FY 2024
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	\$ 16,524	Under Construction
Safety/Spot Improvement				
HA4481	US1	BELAIR ROAD - REHAB WEIGH STATION - CONOWINGO TRUCK WEIGH AND INSPECTION STATION FACILITY	\$ 8,557	Completed
HA5001	MD543	FOUNTAIN GREEN ROAD - GEOMETRIC IMPROVEMENTS - AT MD 136	\$ 3,900	Design Underway
HA5011	MD24	EMMORTON ROAD - GEOMETRIC IMPROVEMENTS - AT MD 755	\$ 4,104	FY 2024
Transportation Alternatives Program				
HA0921	-	ABERDEEN STATION CONNECTIVITY ENHANCEMENTS	\$ 688	Completed
HA3213	-	MA & PA TRAIL, SEGMENT 3	\$ 2,757	FY 2025



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

EXPLANATION: This project relieves traffic congestion and addresses safety concerns along MD 32 in Howard County.

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

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

STATUS: Open to service.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: The cost increase of \$5.8 million is for the construction of noise abatement.

PHASE	POTENTIAL FUNDING SOURCE:										
	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	2,234	2,234	0	0	0	0	0	0	0	0	0
Engineering	9,535	9,350	1,007	75	25	50	35	0	0	185	0
Right-of-way	13,398	12,789	549	609	0	0	0	0	0	609	0
Utilities	4,771	24	0	4,747	0	0	0	0	0	4,747	0
Construction	105,901	94,157	6,594	7,792	0	0	323	2,959	670	11,744	0
Total	135,839	118,554	8,150	13,223	25	50	358	2,959	670	17,285	0
Federal-Aid	115,281	100,397	6,750	11,129	0	0	307	2,811	637	14,884	0
Special	20,558	18,157	1,400	2,094	25	50	51	148	33	2,401	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

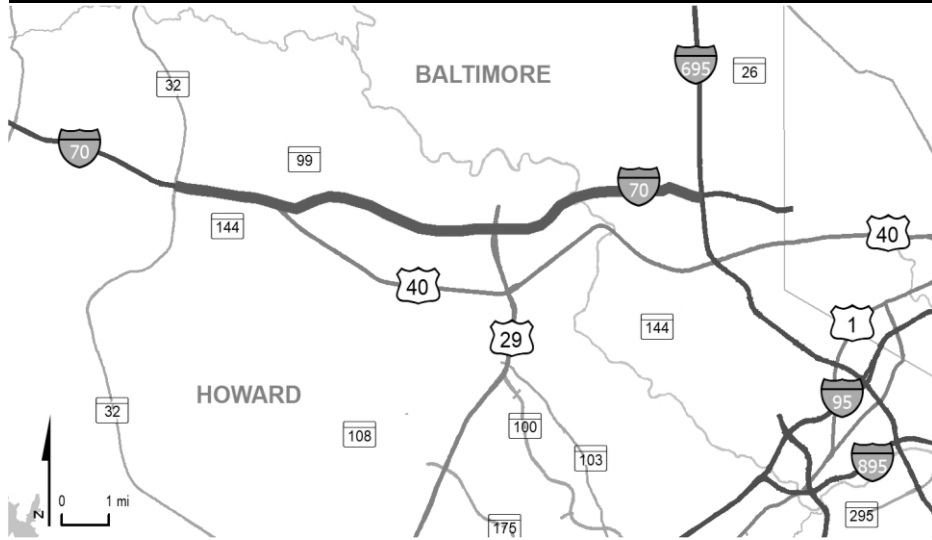
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 24,100 (2023)

PROJECTED 42,100 (2043)



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

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Formally part of a larger TSMO System 1 project. Construction funding has been reduced by \$67.5 million due to the CTP funding deficit, but D&E remains. This project will be evaluated for construction funding as it advances through the design and engineering phases and additional Transportation Trust Fund revenue becomes available.

POTENTIAL FUNDING SOURCE:

SPECIAL FEDERAL GENERAL OTHER

PHASE	TOTAL		EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023				...2026...	...2027...	...2028...	...2029...		
Planning	431	428	262	3	0	0	0	0	0	3	0
Engineering	8,265	0	0	826	1,826	1,826	1,826	1,826	135	8,265	0
Right-of-way	300	0	0	0	0	0	0	0	88	88	212
Utilities	230	0	0	0	0	0	0	0	30	30	200
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	9,226	428	262	829	1,826	1,826	1,826	1,826	253	8,386	412
Federal-Aid	6,932	0	0	644	1,424	1,424	1,424	1,424	212	6,552	380
Special	2,294	428	262	185	402	402	402	402	41	1,834	32
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

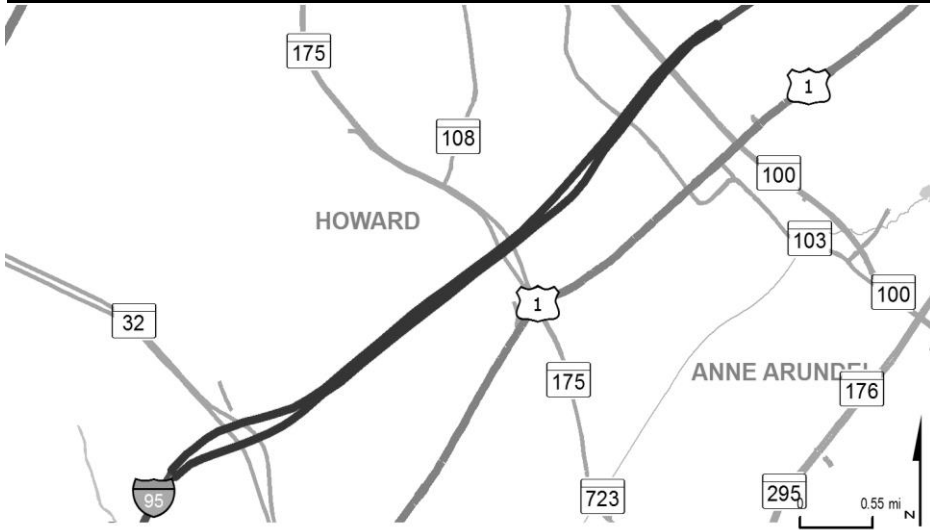
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 72,900 - 111,300 (2023)

PROJECTED 91,100 - 128,000 (2043)



PROJECT: I-95, Active Traffic Management

DESCRIPTION: Construct facilities to accommodate peak hour shoulder use on I-95 between MD 32 and MD 100.

PURPOSE & NEED SUMMARY STATEMENT: This project will address congestion and safety concerns along I-95.

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

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

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:

SPECIAL FEDERAL GENERAL OTHER

PHASE	TOTAL		EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023				...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,259	1,259	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,259	1,259	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	1,259	1,259	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

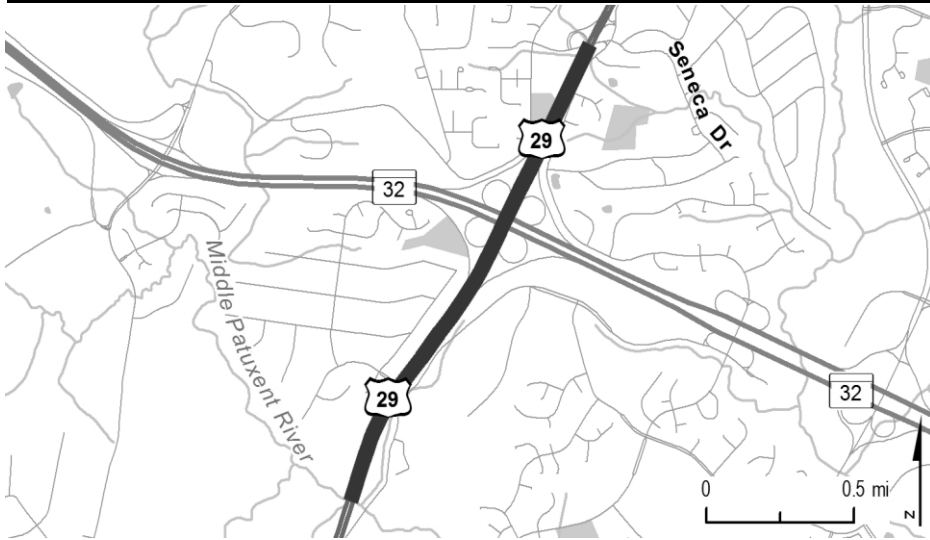
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 203,400 - 211,000 (2023)

PROJECTED 232,800 - 245,000 (2043)



PROJECT: US 29, Columbia Pike

DESCRIPTION: Widen northbound US 29 from two to three lanes from the Middle Patuxent River to Seneca Drive (Phase 2; 1.7 miles). A feasibility study is underway to explore a bicycle connection on the west side of the River's Edge community.

PURPOSE & NEED SUMMARY STATEMENT: This project will improve safety and reduce congestion by upgrading northbound US 29 to match the southbound section which is currently three lanes.

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

STATUS: Conducting feasibility study for improving bicycle and pedestrian access to the River's Edge community.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,186	786	100	400	0	0	0	0	0	400	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,186	786	100	400	0	0	0	0	0	400	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	1,186	786	100	400	0	0	0	0	0	400	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

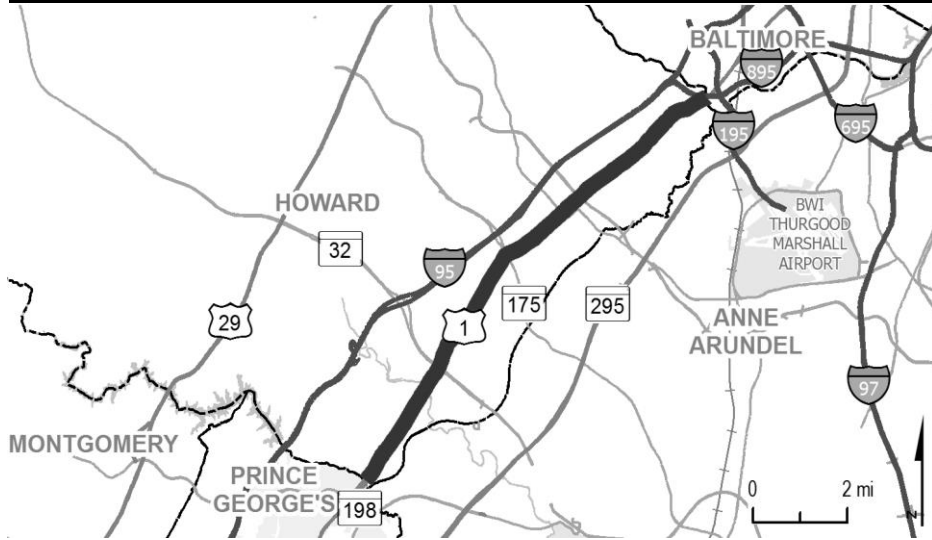
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 45,300 (2023)

PROJECTED 68,900 (2043)



PROJECT: US 1, Washington Boulevard

DESCRIPTION: Study to identify potential improvements in the US 1 corridor from the Prince George's County line to the Baltimore County line, including potential interchange improvements at MD 175 and improvements throughout the corridor to protect the vulnerable users (11.0 miles).

PURPOSE & NEED SUMMARY STATEMENT: 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 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023				...2026...	...2027...	...2028...	...2029...		
Planning	1,043	1,043	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,044	1,044	0	0	0	0	0	0	0	0	0
Federal-Aid	835	835	0	0	0	0	0	0	0	0	0
Special	209	209	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 19,300 - 42,200
(2023)

PROJECTED 38,600 - 65,600
(2043)

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Howard County - LINE 6

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Bridge Replacement/Rehabilitation</u>				
HO5561	-	CLEANING AND PAINTING BRIDGES 1300200, 1300400, 1300900, 1306700, 1309900, 1311503, AND 1311504	\$ 3,155	FY 2024
HO1511	MD94	WOODBINE ROAD - BRIDGE REHABILITATION - BRIDGE 1309400 OVER I-70	\$ 5,591	Under Construction
HO5131	-	CLEANING AND PAINTING OF BRIDGES 1301202, 1301301, 1301302, 1301500, 1312800, AND 1212900	\$ 2,090	Under Construction
<u>Intersection Capacity Improvements</u>				
HO2271	MD103	MONTGOMERY ROAD - GEOMETRIC IMPROVEMENTS FROM US 29 TO LONG GATE SHOPPING CENTER ENTRANCE	\$ 10,321	Under Construction
<u>Resurface/Rehabilitate</u>				
XY7131	-	SAFETY AND RESURFACING IMPROVEMENTS AT VARIOUS LOCATIONS IN HOWARD COUNTIES	\$ 12,411	Completed
XY9131	-	SAFETY AND RESURFACING IMPROVEMENTS AT VARIOUS LOCATIONS IN HOWARD COUNTY	\$ 18,006	FY 2024
XY8131	-	SAFETY AND RESURFACING IMPROVEMENTS AT VARIOUS LOCATIONS IN HOWARD COUNTY	\$ 13,961	Under Construction
<u>Safety/Spot Improvement</u>				
HO2151	US1	WASHINGTON BOULEVARD - SIDEWALK IMPROVEMENTS AT FOUR LOCATIONS FROM PRINCE GEORGE'S COUNTY LINE AND DOCTOR PATEL DRIVE	\$ 4,744	Under Construction
HO5111	IS95	TRAFFIC BARRIER CORRIDOR UPGRADES ALONG I-95 IN HOWARD COUNTY	\$ 4,357	Under Construction
<u>Sidewalks</u>				
HO1401	US1	WASHINGTON BOULEVARD - SIDEWALK IMPROVEMENTS FROM CEDAR AVENUE TO CRESTMOUNT ROAD	\$ 2,226	Completed
<u>Transportation Alternatives Program</u>				
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



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

EXPLANATION: The existing bridge, built in 1955, is nearing the end of its useful service life and was rated poor based on the bridge deck condition.

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

- 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 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:

- SPECIAL
- FEDERAL
- GENERAL
- OTHER

PHASE	TOTAL		EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023				...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,178	2,151	58	27	0	0	0	0	0	27	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	10,263	4,310	4,304	5,953	0	0	0	0	0	5,953	0
Total	12,441	6,461	4,362	5,980	0	0	0	0	0	5,980	0
Federal-Aid	11,004	5,044	4,344	5,960	0	0	0	0	0	5,960	0
Special	1,437	1,417	18	20	0	0	0	0	0	20	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 (2023)

PROJECTED 17,600 (2043)

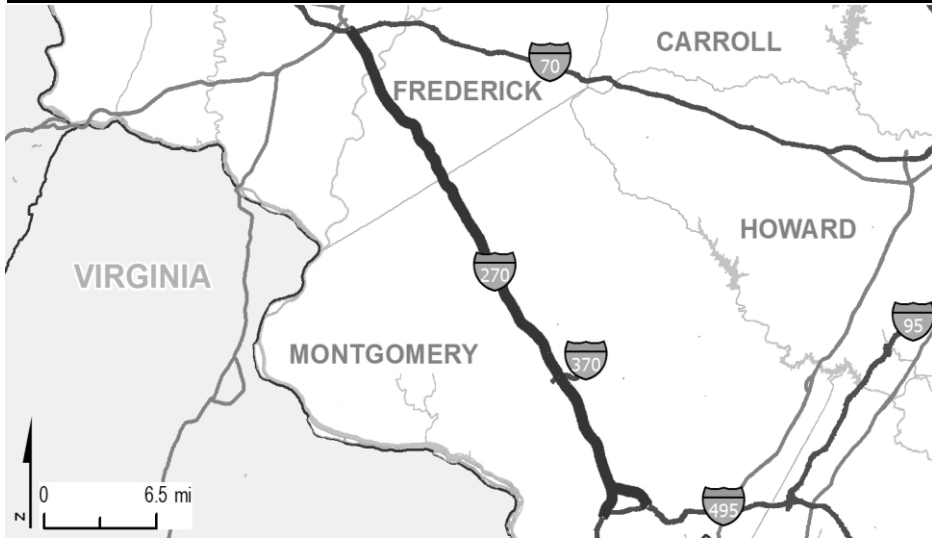
MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Kent County - LINE 2

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Resurface/Rehabilitate</u>				
XY9141	-	MILL AND RESURFACING AT VARIOUS LOCATIONS IN KENT COUNTY	\$ 3,902	Completed
XY9142	-	MILL AND RESURFACING AT VARIOUS LOCATIONS IN KENT COUNTY	\$ 7,344	Under Construction
<u>Sidewalks</u>				
KE3831	MD514	FLATLAND ROAD - SIDEWALK IMPROVEMENTS FROM CHESTERTOWN ROAD TO SUTTON WAY	\$ 3,688	FY 2025
<u>Transportation Alternatives Program</u>				
KENEW1	-	TOWN OF ROCK HALL - SAFE ROUTES TO SCHOOL	\$ 1	Completed



MONTGOMERY COUNTY



PROJECT: I-270, Eisenhower Highway

DESCRIPTION: Implementation of innovative congestion management (ICM) tools to reduce congestion on I-270, including the east and west I-270 spurs (31.5 miles). Improvements will include a series of roadway and technology-based improvements.

PURPOSE & NEED SUMMARY STATEMENT: This project reduced congestion and improved safety and reliability.

STATE 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: 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.

STATUS: Open to service. Construction funding is programmed in FY 2025 - 2026 in the event a determination is made that noise mitigation measures are warranted.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:

- SPECIAL
- FEDERAL
- GENERAL
- OTHER

PHASE	TOTAL		EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023				...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	131,655	118,674	2,687	313	4,043	8,625	0	0	0	12,981	0
Total	131,655	118,674	2,687	313	4,043	8,625	0	0	0	12,981	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	131,655	118,674	2,687	313	4,043	8,625	0	0	0	12,981	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

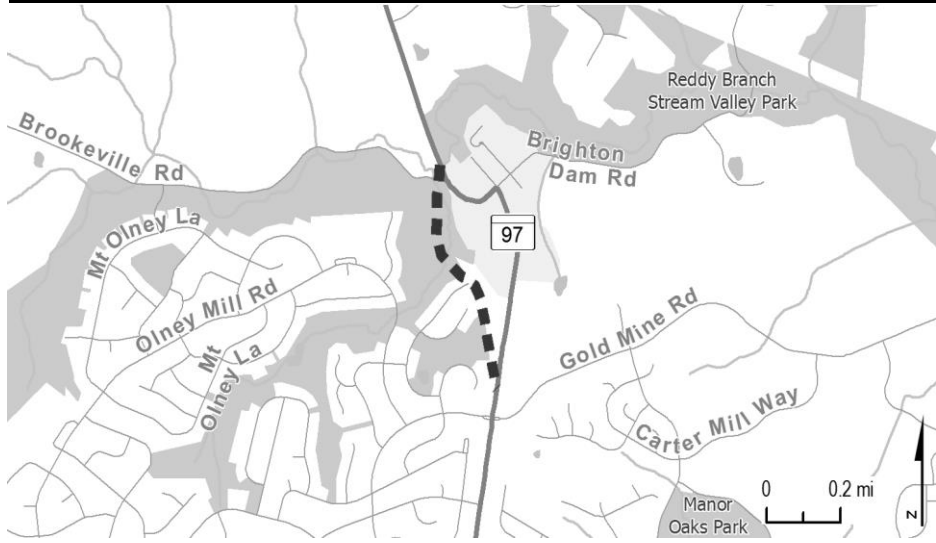
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 82,600 - 238,200 (2023)

PROJECTED 108,800 - 309,800 (2043)



PROJECT: MD 97, Georgia Avenue

DESCRIPTION: Construct a two-lane highway from south of Brookeville, near Gold Mine Road, to north of Brookeville (0.7 miles). Shoulders accommodate bicycles.

PURPOSE & NEED SUMMARY STATEMENT: This project reduced traffic congestion in the Town of Brookeville and improved traffic operations and safety on existing MD 97.

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

- 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 improves safety and operations for both through and local roadway users.

STATUS: Open to service.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: The cost increase of \$5.4 million is due to additional design costs for the removal of the bridge over the Reddy Branch, compensatory time delays, and other construction-related costs.

PHASE	POTENTIAL FUNDING SOURCE:										
	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	1,391	1,391	0	0	0	0	0	0	0	0	0
Engineering	10,145	9,753	0	392	0	0	0	0	0	392	0
Right-of-way	1,193	1,193	0	0	0	0	0	0	0	0	0
Utilities	272	142	2	69	61	0	0	0	0	130	0
Construction	39,213	38,752	8,754	461	0	0	0	0	0	461	0
Total	52,214	51,231	8,756	922	61	0	0	0	0	983	0
Federal-Aid	1,500	1,111	0	389	0	0	0	0	0	389	0
Special	40,352	39,758	8,713	533	61	0	0	0	0	594	0
Other	10,363	10,363	43	0	0	0	0	0	0	0	0

Classification:

STATE - Minor Arterial

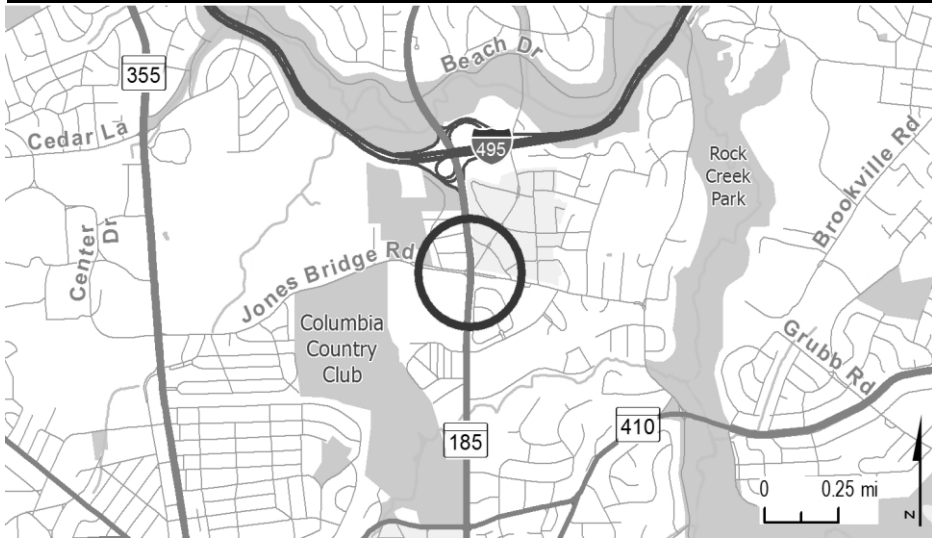
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 10,900 (2023)

PROJECTED 15,300 (2043)



PROJECT: MD 185, Connecticut Avenue

DESCRIPTION: Construct MD 185 Phase 3 intersection improvements at Jones Bridge Road. Bicycle and pedestrian facilities will be provided where appropriate. (BRAC Intersection Improvements)

PURPOSE & NEED SUMMARY STATEMENT: Improved access to Naval Support Activity Bethesda is vital to accommodate increased employment as a result of BRAC. This project will improve safety, capacity, and operations.

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

- 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: Improvements in the vicinity of Naval Support Activity Bethesda are vital to support the congressionally authorized BRAC initiative. These improvements will reduce congestion and improve safety for all roadway users.

STATUS: Construction is underway. This project is funded by the U.S. Department of Defense Office of Economic Adjustment.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:		<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 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				YEAR TOTAL	TO COMPLETE	
						...2026...	...2027...	...2028...	...2029...			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	687	687	0	0	0	0	0	0	0	0	0	
Right-of-way	5,500	5,414	86	10	76	0	0	0	0	86	0	
Utilities	3,951	848	0	901	1,201	1,001	0	0	0	3,103	0	
Construction	8,307	6,439	2,433	1,868	0	0	0	0	0	1,868	0	
Total	18,445	13,388	2,519	2,779	1,277	1,001	0	0	0	5,057	0	
Federal-Aid	17,464	12,439	2,456	2,757	1,272	996	0	0	0	5,025	0	
Special	568	536	41	22	5	5	0	0	0	32	0	
Other	413	413	23	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 (2023)

PROJECTED 84,900 (2043)



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: Engineering and right-of-way acquisition underway. County contributed \$3.0 million towards planning.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Construction funding has been reduced by \$23.3 million due to the CTP funding deficit, but D&E remains. This project will be evaluated for construction funding as it advances through the design and engineering phases and additional Transportation Trust Fund revenue becomes available.

POTENTIAL FUNDING SOURCE:

SPECIAL FEDERAL GENERAL OTHER

PHASE	TOTAL		EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023				...2026...	...2027...	...2028...	...2029...		
Planning	3,044	3,044	0	0	0	0	0	0	0	0	0
Engineering	8,238	5,838	1,544	1,000	500	250	400	250	0	2,400	0
Right-of-way	17,609	108	108	6,300	4,850	4,850	1,501	0	0	17,501	0
Utilities	4,899	0	0	0	1,441	1,729	1,729	0	0	4,899	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	33,790	8,990	1,652	7,300	6,791	6,829	3,630	250	0	24,800	0
Federal-Aid	27,057	2,805	1,637	7,277	6,634	6,648	3,448	245	0	24,252	0
Special	3,733	3,185	16	23	157	181	182	5	0	548	0
Other	3,000	3,000	0	0	0	0	0	0	0	0	0

Classification:

STATE - Intermediate Arterial

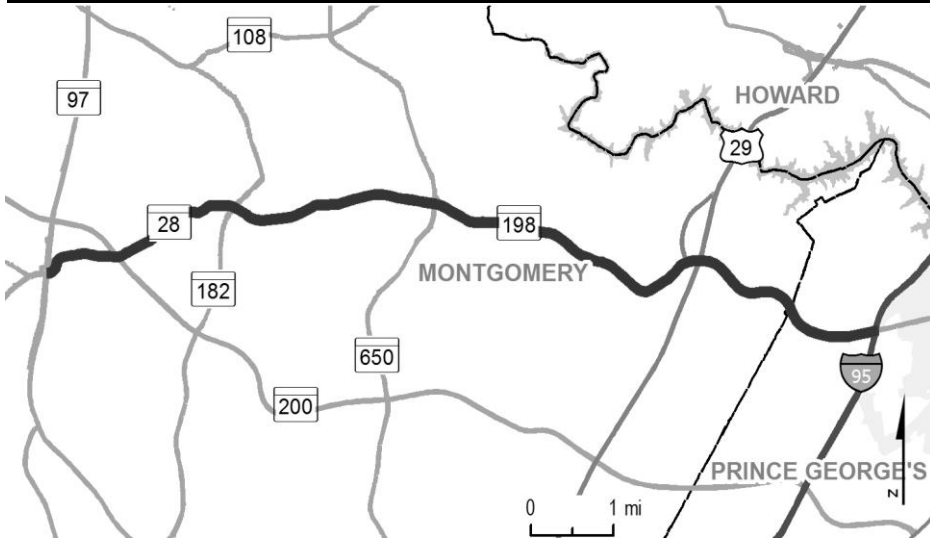
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 79,500 (2023)

PROJECTED 94,000 (2043)



PROJECT: MD 28, Norbeck Road, and MD 198, Spencerville Road/Sandy Spring Road

DESCRIPTION: Study of MD 28/ MD 198 corridor safety, capacity, and operational improvements in Montgomery and Prince George's counties, between MD 97 and I-95 (11.1 miles). 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: Planning underway for Segment D from Old Columbia Pike to US 29A.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023				...2026...	...2027...	...2028...	...2029...		
Planning	9,200	9,111	589	89	0	0	0	0	0	89	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	2	2	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	9,202	9,113	589	89	0	0	0	0	0	89	0
Federal-Aid	3,206	3,206	0	0	0	0	0	0	0	0	0
Special	5,996	5,907	589	89	0	0	0	0	0	89	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Intermediate Arterial

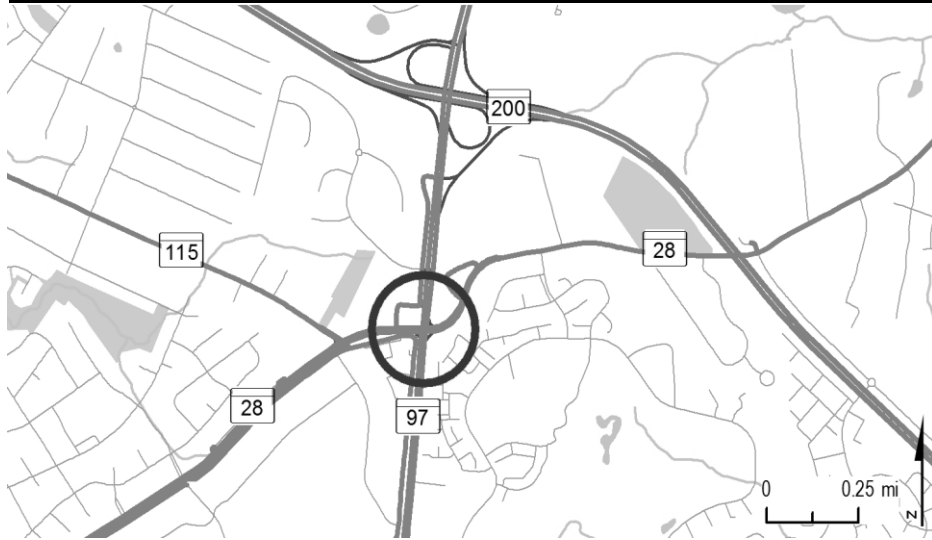
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 20,200 - 37,400 (MD 28)
(2023) 17,300 - 46,100 (MD 198)

PROJECTED 30,400 - 52,600 (MD 28)
(2043) 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 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023				...2026...	...2027...	...2028...	...2029...		
Planning	1,981	1,981	0	0	0	0	0	0	0	0	0
Engineering	848	848	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	2,829	2,829	0	0	0	0	0	0	0	0	0
Federal-Aid	1,581	1,581	0	0	0	0	0	0	0	0	0
Special	1,248	1,248	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 49,000 (2023)

PROJECTED 59,300 (2043)



PROJECT: MD 117, Clopper Road/Diamond Avenue

DESCRIPTION: Construct intersection capacity improvements from I-270 to Metropolitan Grove Road (Phase 2) and Metropolitan Grove Road to west of Game Preserve Road (Phase 3) (2.0 miles). Sidewalks will be included where appropriate, including a shared-use path. Wide curb lanes will accommodate bicycles.

PURPOSE & NEED SUMMARY STATEMENT: MD 117 is a heavily traveled commuter route. Capacity improvements are needed to reduce congestion associated with planned and approved development in Germantown that will exceed the current capacity of the roadway.

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

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

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023				...2026...	...2027...	...2028...	...2029...		
Planning	1,030	1,030	0	0	0	0	0	0	0	0	0
Engineering	1,910	1,910	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	2,940	2,940	0	0	0	0	0	0	0	0	0
Federal-Aid	546	546	0	0	0	0	0	0	0	0	0
Special	2,394	2,394	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Major Collector

FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 24,300 - 42,700 (Phase 2)
 (2023) 29,500 - 49,400 (Phase 3)

PROJECTED 32,000 - 53,100 (Phase 2)
 (2043) 39,600 - 55,600 (Phase 3)

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Montgomery County - LINE 8

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Bridge Replacement/Rehabilitation				
MO5001	-	CLEANING AND PAINTING OF BRIDGES 1503700, 1504300, 1517201, 1517202, 1517301, 1517302, 1517401, AND 1517402	\$ 4,996	Under Construction
Resurface/Rehabilitate				
MO0291	MD108	MAIN STREET - SAFETY AND RESURFACING IMPROVEMENTS FROM OLNEY MILL ROAD TO BROOKE ROAD	\$ 4,849	Completed
MO0521	US29	GEORGIA ROAD - SAFETY AND RESURFACE FROM ST. ANDREWS WAY TO STEWARTS LANE	\$ 8,475	Completed
XX131M	-	PATCHING AT VARIOUS LOCATIONS IN MONTGOMERY COUNTY	\$ 8,883	FY 2024
MO1599	MD650	NEW HAMPSHIRE AVENUE - SAFETY AND RESURFACING IMPROVEMENTS FROM NORBECK ROAD TO MD 200 (ICC)	\$ 4,747	FY 2025
MO0311	MD195	CARROLL AVENUE - SAFETY AND RESURFACE FROM DC LINE TO MD 193	\$ 3,251	Under Construction
MO1831	MD650	NEW HAMPSHIRE AVENUE - SAFETY AND RESURFACE FROM MILESTONE DRIVE TO SHAW AVENUE	\$ 4,464	Under Construction
XX131D	-	PATCHING AT VARIOUS LOCATIONS IN MONTGOMERY COUNTY	\$ 5,594	Under Construction
XY7151	-	MILL AND RESURFACING AT VARIOUS LOCATIONS IN MONTGOMERY COUNTY	\$ 16,932	Under Construction
XY8151	-	SAFETY AND RESURFACING IMPROVEMENTS AT VARIOUS LOCATIONS IN MONTGOMERY COUNTY	\$ 21,389	Under Construction
TMDL Compliance				
MO0321	-	TMDL STREAM RESTORATION OF WATTS BRANCH TRIBUTARY AT PLYMOUTH WOODS	\$ 1,799	FY 2024
Transportation Alternatives Program				
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
MO0992	-	ENHANCING BIKING AND BIKE SAFETY IN TAKOMA PARK PROJECT	\$ 53	FY 2024
MO0991	-	TAKOMA PARK IMPROVEMENT - SAFE ROUTES TO SCHOOL	\$ 86	FY 2025
MO9561	-	NORTH STONESTREET AVENUE - SIDEWALK IMPROVEMENTS	\$ 280	FY 2025
MOA521	-	TWINBROOK SAFE ROUTES TO SCHOOL AND TRANSIT ACCESS FEASIBILITY STUDY	\$ 312	FY 2025
MO0221	-	NORTH BRANCH HIKER - BIKER TRAIL	\$ 2,000	FY 2026
MOA151	-	FALLS ROAD SHARED USE PATH	\$ 1,230	FY 2026
MOA161	MD187	OLD GEORGETOWN ROAD - BICYCLE AND PEDESTRIAN ROUTE - AT CORDELL AVENUE	\$ 20	FY 2026

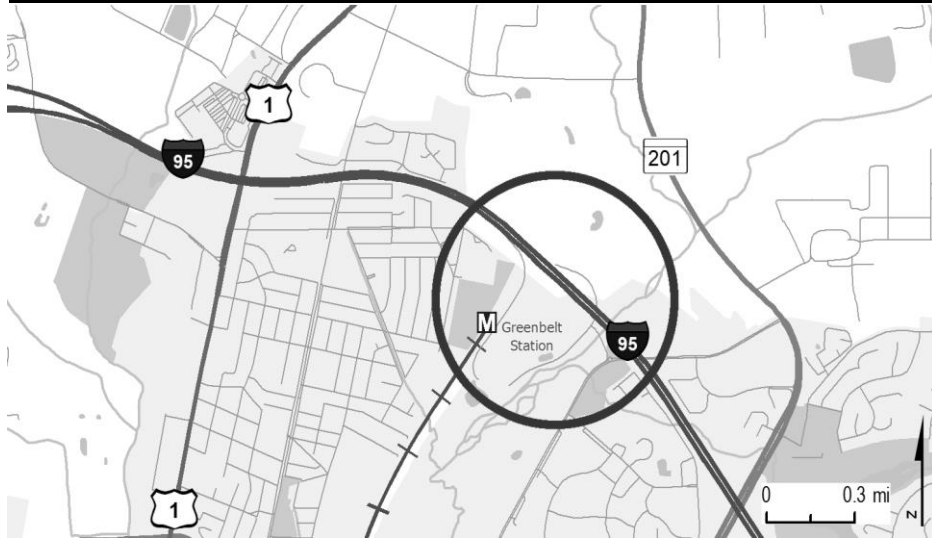
MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Montgomery County - LINE 8

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Transportation Alternatives Program				
MONEW8	MD188	WILSON LANE - PEDESTRIAN SAFETY IMPROVEMENTS - AT CORDELL AVENUE	\$ 47	FY 2026
MONEW9	-	MD 355 CLARKSBURG SHARED USE PATH	\$ 3,673	FY 2026



PRINCE GEORGE'S COUNTY



PROJECT: I-95/I-495, Capital Beltway

DESCRIPTION: Construct a full interchange along I-95/ I-495 at the Greenbelt Metro Station and extensions of acceleration and deceleration lanes along I-95/ I-495 from US 1 to MD 201 and other improvements necessary to support the relocation of the FBI Headquarters.

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.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Added to the construction program. Cash flows shown are for order of magnitude estimates and will be refined with further scope development.

PHASE	POTENTIAL FUNDING SOURCE:										TOTAL	BALANCE TO COMPLETE
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
	ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY	SIX YEAR TOTAL					
Planning	1,561	1,561	0	0	0	0	0	0	0	0	0	0
Engineering	21,444	10,944	168	2,500	4,000	4,000	0	0	0	10,500	0	0
Right-of-way	5,129	129	0	0	2,500	2,500	0	0	0	5,000	0	0
Utilities	0	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	0
Total	263,959	13,459	168	2,500	31,500	111,500	105,000	0	0	250,500	0	0
Federal-Aid	51,426	1,426	0	0	10,000	15,000	25,000	0	0	50,000	0	0
Special	12,533	12,033	168	500	0	0	0	0	0	500	0	0
Other	200,000	0	0	2,000	21,500	96,500	80,000	0	0	200,000	0	0

Classification:

STATE - Principal Arterial

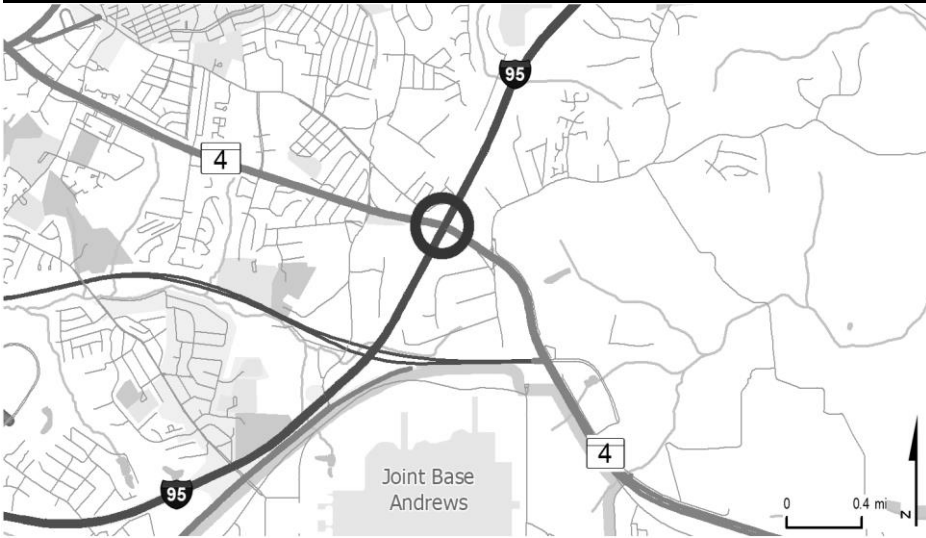
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 215,600 (2023)

PROJECTED 245,000 (2043)



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

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

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

EXPLANATION: The existing bridges, built in 1963, are nearing the end of their useful service life and are currently rated fair.

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: The increase in funding of \$2.8M is due to an increase in engineering costs for the project.

PHASE	POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,062	794	406	1,736	1,532	0	0	0	0	3,268	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	2,000	0	0	1,500	500	0	0	0	0	2,000	0
Construction	35,000	0	0	0	2,423	12,142	12,546	7,888	0	35,000	0
Total	41,062	794	406	3,236	4,455	12,142	12,546	7,888	0	40,268	0
Federal-Aid	38,833	655	397	3,015	4,215	11,535	11,919	7,494	0	38,178	0
Special	2,229	139	9	221	240	607	627	394	0	2,090	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

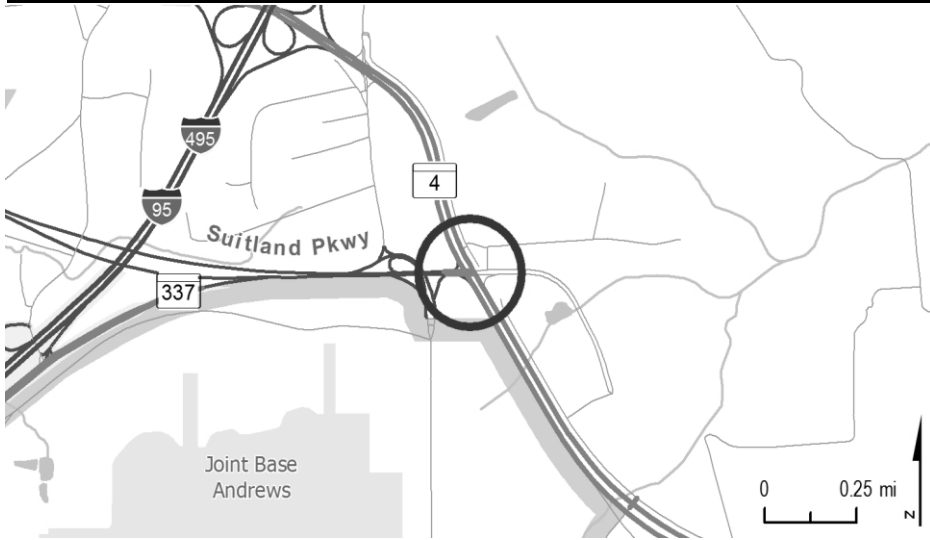
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 211,200 (2023)

PROJECTED 240,600 (2043)



PROJECT: MD 4, Pennsylvania Avenue

DESCRIPTION: Construct a new interchange at MD 4 and Suitland Parkway. Bicycles and pedestrians will be accommodated where appropriate. (BRAC Related)

PURPOSE & NEED SUMMARY STATEMENT: Severe traffic congestion occurs during peak hours and will increase with planned development in the immediate area. This project will relieve existing congestion and 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: Utility work underway. Construction to begin this current fiscal year.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:											
	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY	SIX YEAR TOTAL	BALANCE TO COMPLETE				
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	20,488	20,288	2,853	200	0	0	0	0	0	200	0	0
Right-of-way	14,195	10,000	0	2,905	1,290	0	0	0	0	4,195	0	0
Utilities	9,752	8,674	0	1,078	0	0	0	0	0	1,078	0	0
Construction	238,358	37,438	48	12,024	28,377	41,498	43,507	43,507	32,007	200,920	0	0
Total	282,794	76,401	2,901	16,207	29,667	41,498	43,507	43,507	32,007	206,393	0	0
Federal-Aid	234,359	40,130	22	13,746	27,990	39,423	41,332	41,332	30,407	194,229	0	0
Special	46,267	34,103	2,875	2,461	1,677	2,075	2,175	2,175	1,600	12,164	0	0
Other	2,168	2,168	5	0	0	0	0	0	0	0	0	0

Classification:

STATE - Intermediate Arterial

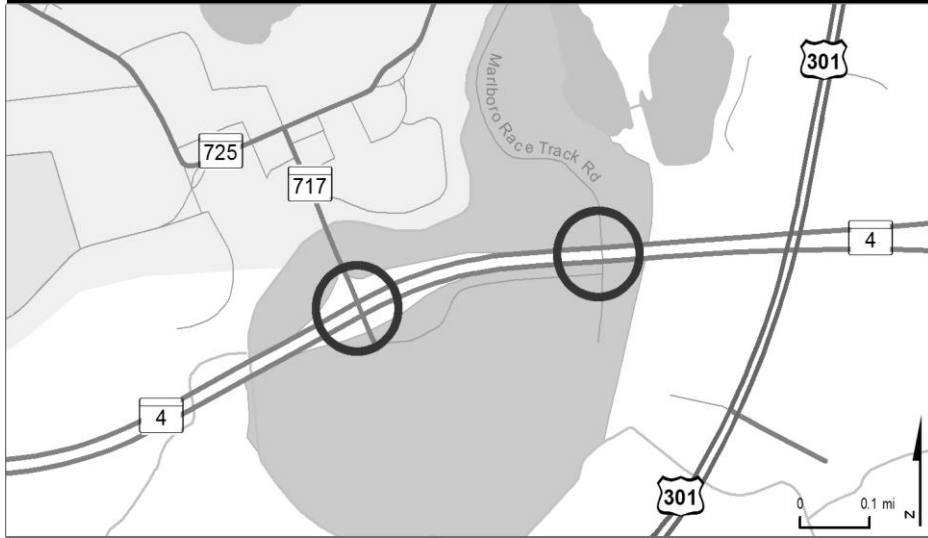
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 66,000 (2023)

PROJECTED 111,400 (2043)



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

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

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

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

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

EXPLANATION: The existing bridges, built in 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 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:

- SPECIAL
- FEDERAL
- GENERAL
- OTHER

PHASE	TOTAL		EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023				...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,325	2,023	942	302	0	0	0	0	0	302	0
Right-of-way	72	0	0	9	14	14	14	14	7	72	0
Utilities	27	0	0	27	0	0	0	0	0	27	0
Construction	20,686	0	0	0	6,099	14,587	0	0	0	20,686	0
Total	23,110	2,023	942	338	6,113	14,601	14	14	7	21,087	0
Federal-Aid	21,449	1,526	929	221	5,805	13,869	11	11	6	19,923	0
Special	1,661	497	13	117	308	732	3	3	1	1,164	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Intermediate Arterial

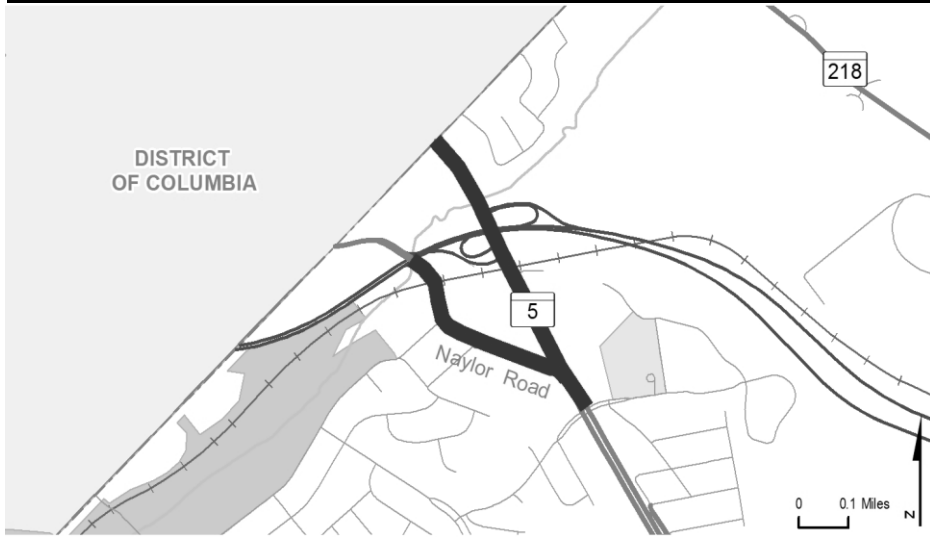
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 53,075 (2023)

PROJECTED 66,300 (2043)



PROJECT: MD 5, Branch Ave, and MD 637, Naylor Road

DESCRIPTION: Construct roadway and streetscape, including sidewalks and crosswalks, on MD 5 from Curtis Drive to Southern Avenue (1.2 miles), and on MD 637 (Naylor Road) from MD 5 to Suitland Parkway (1.4 miles).

PURPOSE & NEED SUMMARY STATEMENT: This project will provide greater multi-modal access to the Naylor Road Metro Station, and will enhance safety for vulnerable users and connectivity in the vicinity of the station.

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

- 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 provide greater multi-modal access to the Naylor Road Metro Station, and will enhance pedestrian safety and connectivity in the vicinity of the station.

STATUS: Open to service.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

PHASE	TOTAL		POTENTIAL FUNDING SOURCE:								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY						
						...2026...	...2027...	...2028...	...2029...			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	4,429	4,429	0	0	0	0	0	0	0	0	0	
Right-of-way	1,043	1,043	3	0	0	0	0	0	0	0	0	
Utilities	183	183	0	0	0	0	0	0	0	0	0	
Construction	18,644	17,446	4,640	1,198	0	0	0	0	0	1,198	0	
Total	24,300	23,101	4,643	1,198	0	0	0	0	0	1,198	0	
Federal-Aid	9,861	8,675	4,565	1,185	0	0	0	0	0	1,185	0	
Special	14,439	14,426	79	13	0	0	0	0	0	13	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

Classification:

STATE - Principal Arterial

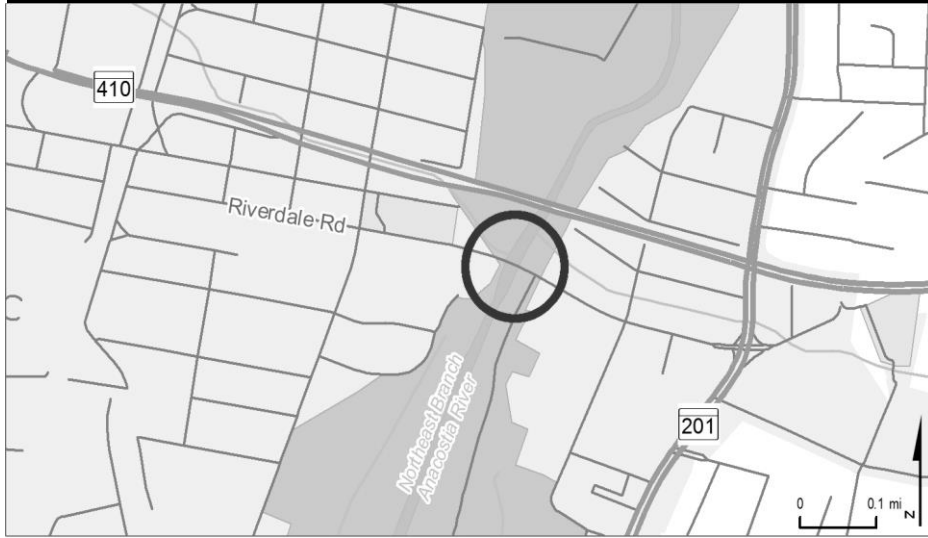
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 34,800 (MD 5)
(2023) 21,300 (MD 637)

PROJECTED 41,800 (MD 5)
(2043) 25,400 (MD 637)



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: Coordination with local agencies and utilities underway.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023				...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,611	1,549	320	62	0	0	0	0	0	62	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	8,274	0	0	0	1,154	4,316	2,804	0	0	8,274	0
Total	9,885	1,549	320	62	1,154	4,316	2,804	0	0	8,336	0
Federal-Aid	8,671	748	316	62	1,096	4,101	2,664	0	0	7,923	0
Special	1,215	801	4	0	58	216	140	0	0	414	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Minor Collector

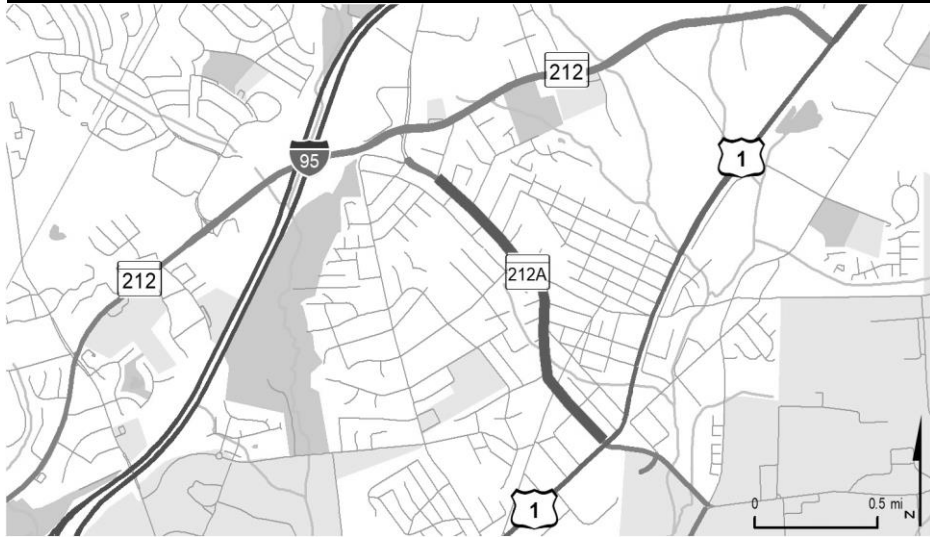
FEDERAL - Major Collector

STATE SYSTEM: N/A

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 5,900 (2023)

PROJECTED 7,850 (2043)



PROJECT: MD 212A, Powder Mill Road

DESCRIPTION: Reconstruction of MD 212A from Pine Street to US 1 intersection. Project included sidewalk and crosswalk improvements (1.6 miles).

PURPOSE & NEED SUMMARY STATEMENT: The project provided traffic calming and enhanced pedestrian safety along the roadway.

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

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

EXPLANATION: This project enhanced pedestrian safety with the provision of sidewalk and crosswalk improvements.

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

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

STATUS: Open to service.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

PHASE	TOTAL		CURRENT		BUDGET		PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	YEAR 2024	YEAR 2025	...2026...	...2027...	...2028...	...2029...			
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,147	5,147	0	0	0	0	0	0	0	0	0	0
Right-of-way	3,444	3,399	156	45	0	0	0	0	0	0	45	0
Utilities	2,432	456	2	1,976	0	0	0	0	0	0	1,976	0
Construction	20,697	20,394	8,016	303	0	0	0	0	0	0	303	0
Total	31,720	29,396	8,174	2,324	0	0	0	0	0	0	2,324	0
Federal-Aid	22,811	20,605	6,009	2,206	0	0	0	0	0	0	2,206	0
Special	5,502	5,384	179	118	0	0	0	0	0	0	118	0
Other	3,407	3,407	1,986	0	0	0	0	0	0	0	0	0

Classification:

STATE - Minor Arterial

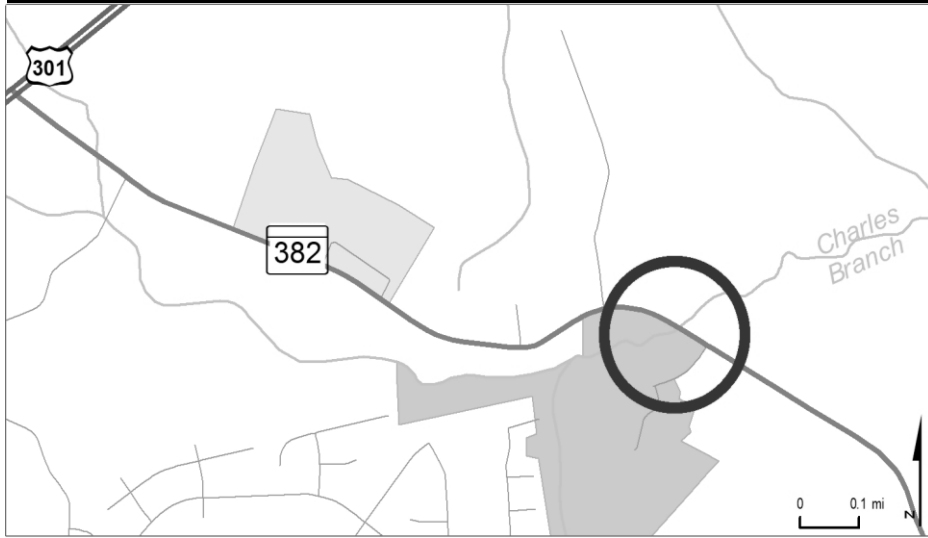
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 20,200 (2023)

PROJECTED 25,400 (2043)



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 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:

- SPECIAL
- FEDERAL
- GENERAL
- OTHER

PHASE	TOTAL		EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023				...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,082	1,079	81	3	0	0	0	0	0	3	0
Right-of-way	86	17	0	46	23	0	0	0	0	69	0
Utilities	336	0	0	207	129	0	0	0	0	336	0
Construction	3,556	214	214	2,434	908	0	0	0	0	3,342	0
Total	5,060	1,310	295	2,690	1,060	0	0	0	0	3,750	0
Federal-Aid	4,113	385	262	2,668	1,060	0	0	0	0	3,728	0
Special	947	925	33	22	0	0	0	0	0	22	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Major Collector

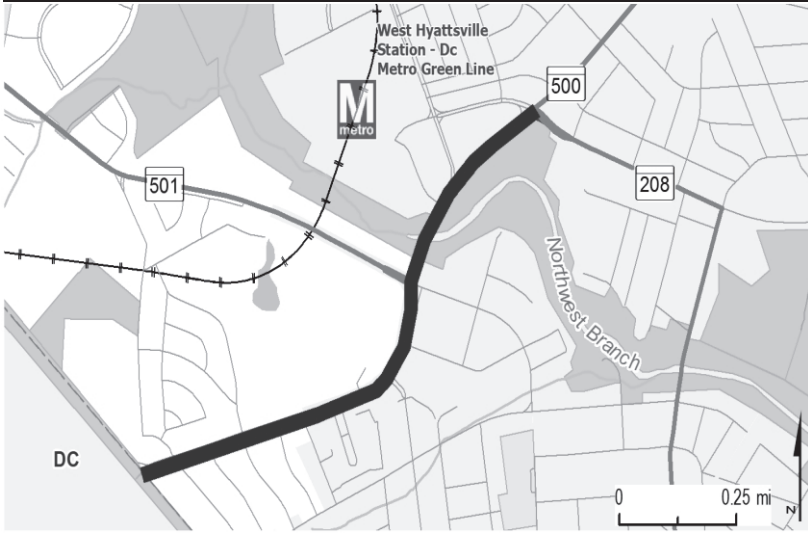
FEDERAL - Major Collector

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 1,300 (2023)

PROJECTED 5,200 (2043)



PROJECT: MD 500, Queens Chapel Road

DESCRIPTION: Construct landscaped median with sidewalk and crosswalk improvements from MD 208 (Hamilton Street) to Eastern Avenue (1.2 miles).

PURPOSE & NEED SUMMARY STATEMENT: This project provides traffic calming and enhances safety for vulnerable users.

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

- 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 landscaped median, sidewalks, and crosswalk improvements will provide traffic calming and enhance pedestrian safety along the roadway. The project also reduces impervious surface area and adds landscaping that will increase stormwater management capacity.

STATUS: Open to service.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: The cost increase of \$4.3 million is due to utility coordination issues, related construction delays, and additional material costs needed to maintain pedestrian access during construction.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023				...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,456	4,456	0	0	0	0	0	0	0	0	0
Right-of-way	2,159	1,838	8	113	166	42	0	0	0	321	0
Utilities	1,089	2	1	1,087	0	0	0	0	0	1,087	0
Construction	19,755	19,194	4,927	561	0	0	0	0	0	561	0
Total	27,459	25,490	4,936	1,761	166	42	0	0	0	1,969	0
Federal-Aid	19,238	18,292	4,818	946	0	0	0	0	0	946	0
Special	8,221	7,198	118	815	166	42	0	0	0	1,023	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Minor Arterial

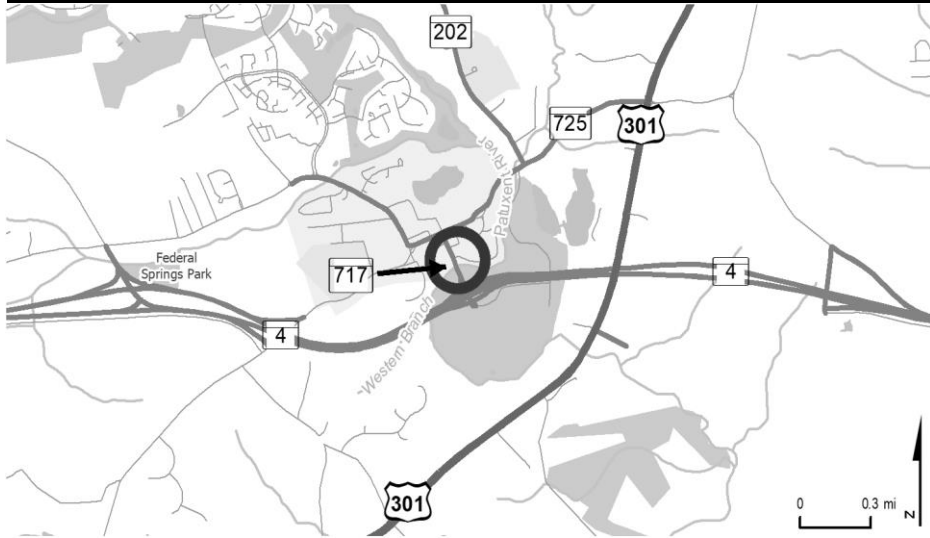
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 35,200 (2023)

PROJECTED 42,800 (2043)



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 2023 - 28 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,144	2,052	283	92	0	0	0	0	0	92	0
Right-of-way	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	608	2,408	2,789	2,599	1,939	10,343	0
Total	12,487	2,052	283	92	608	2,408	2,789	2,599	1,939	10,435	0
Federal-Aid	10,373	483	153	64	577	2,288	2,650	2,469	1,842	9,890	0
Special	2,114	1,569	130	28	31	120	139	130	97	545	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Minor Arterial

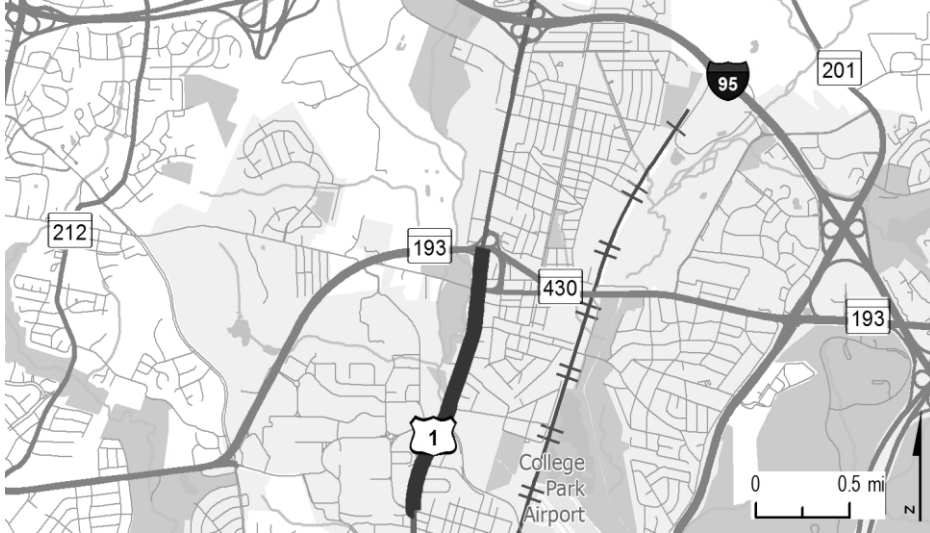
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 8,000 (2023)

PROJECTED 9,800 (2043)



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

SMART GROWTH STATUS: Project Not Location Specific 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 traffic operations while enhancing bicycle and pedestrian mobility and safety.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: The cost increase of \$2.9 million is due to additional right-of-way settlement costs and additional drainage improvements.

PHASE	POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	9,647	9,647	(25)	0	0	0	0	0	0	0	0
Right-of-way	7,663	6,233	1,178	1,430	0	0	0	0	0	1,430	0
Utilities	3,997	408	0	2,692	897	0	0	0	0	3,589	0
Construction	35,307	28,528	10,169	6,779	0	0	0	0	0	6,779	0
Total	56,814	44,816	11,321	10,901	897	0	0	0	0	11,798	0
Federal-Aid	41,843	31,734	9,159	9,242	867	0	0	0	0	10,109	0
Special	11,514	9,825	1,378	1,659	30	0	0	0	0	1,689	0
Other	3,257	3,257	784	0	0	0	0	0	0	0	0

Classification:

STATE - Intermediate Arterial

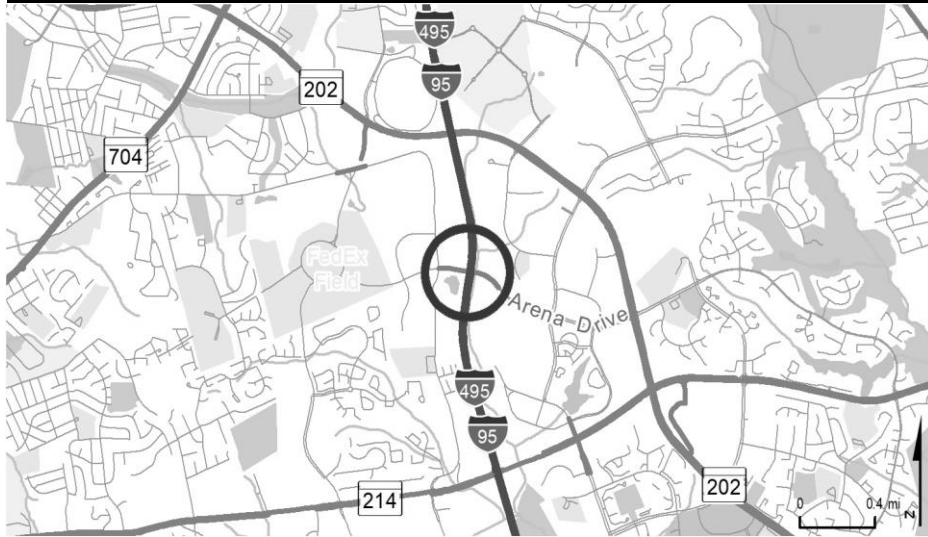
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 36,000 (2023)

PROJECTED 40,100 (2043)



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: Engineering and right-of-way acquisition underway.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Construction funding has been reduced by \$89.5 million due to the CTP funding deficit, but D&E remains. This project will be evaluated for construction funding as it advances through the design and engineering phases and additional Transportation Trust Fund revenue becomes available.

PHASE	POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
	TOTAL ESTIMATED COST (\$000)	TOTAL EXPENDED THRU 2023	TOTAL EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	8,039	2,039	1,851	1,900	2,100	1,900	100	0	0	6,000	0
Right-of-way	4,968	0	0	1,242	1,863	1,863	0	0	0	4,968	0
Utilities	2,000	0	0	0	0	909	1,091	0	0	2,000	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	15,007	2,039	1,851	3,142	3,963	4,672	1,191	0	0	12,968	0
Federal-Aid	14,273	2,002	1,815	3,018	3,777	4,395	1,082	0	0	12,271	0
Special	733	37	36	124	186	277	109	0	0	697	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 (2023)

PROJECTED 252,000 (2043)



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 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023				...2026...	...2027...	...2028...	...2029...		
Planning	1,615	1,615	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,615	1,615	0	0	0	0	0	0	0	0	0
Federal-Aid	786	786	0	0	0	0	0	0	0	0	0
Special	829	829	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Intermediate Arterial

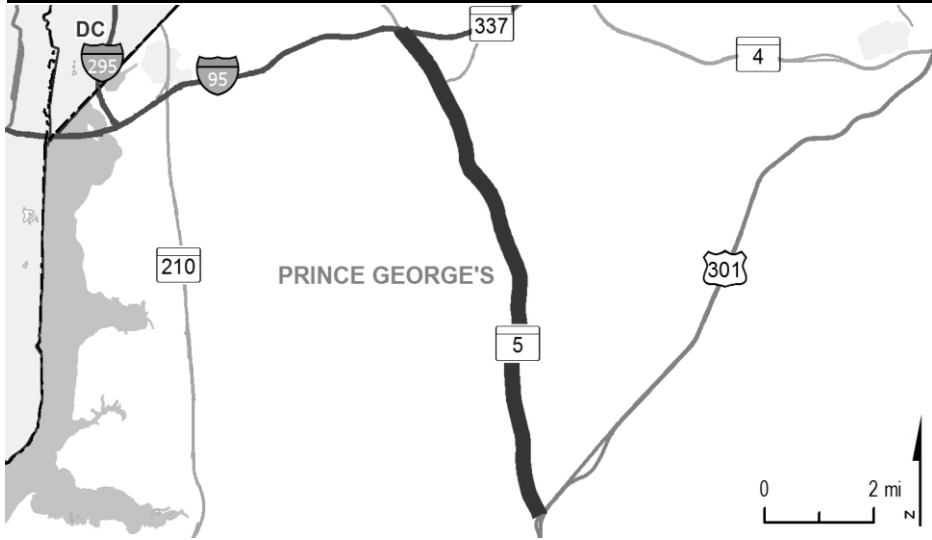
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 66,000 (2023)

PROJECTED 111,600 (2043)



PROJECT: MD 5, Branch Avenue

DESCRIPTION: Project to upgrade existing MD 5 to a multilane freeway from US 301 interchange at T.B. to north of I-95/ I-495 Capital Beltway (10.5 miles). Bicycles and pedestrians will be accommodated where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: 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 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

PHASE	TOTAL		EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023				...2026...	...2027...	...2028...	...2029...		
Planning	4,084	4,084	0	0	0	0	0	0	0	0	0
Engineering	1,724	1,724	0	0	0	0	0	0	0	0	0
Right-of-way	8,169	8,169	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	13,977	13,977	0	0	0	0	0	0	0	0	0
Federal-Aid	7,368	7,368	0	0	0	0	0	0	0	0	0
Special	6,609	6,609	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

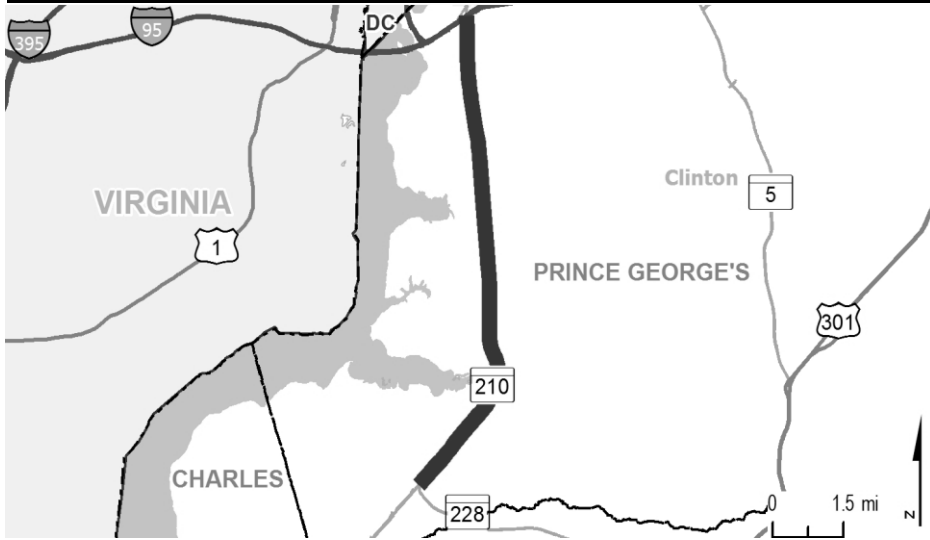
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 126,600 (2023)

PROJECTED 148,700 (2043)



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 where appropriate.

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. County is contributing \$1.0 million for engineering.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

PHASE	TOTAL			CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023			2024	2025	...2026...	...2027...			...2028...	...2029...
Planning	2,523	2,523	0	0	0	0	0	0	0	0	0
Engineering	12,414	902	902	1,000	1,250	1,250	1,250	1,250	5,512	11,512	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
Total	15,919	4,407	902	1,000	1,250	1,250	1,250	1,250	5,512	11,512	0
Federal-Aid	11,010	396	396	750	1,000	852	1,250	1,250	5,512	10,614	0
Special	3,909	3,909	404	0	0	0	0	0	0	0	0
Other	1,000	102	102	250	250	398	0	0	0	898	0

Classification:

STATE - Intermediate Arterial

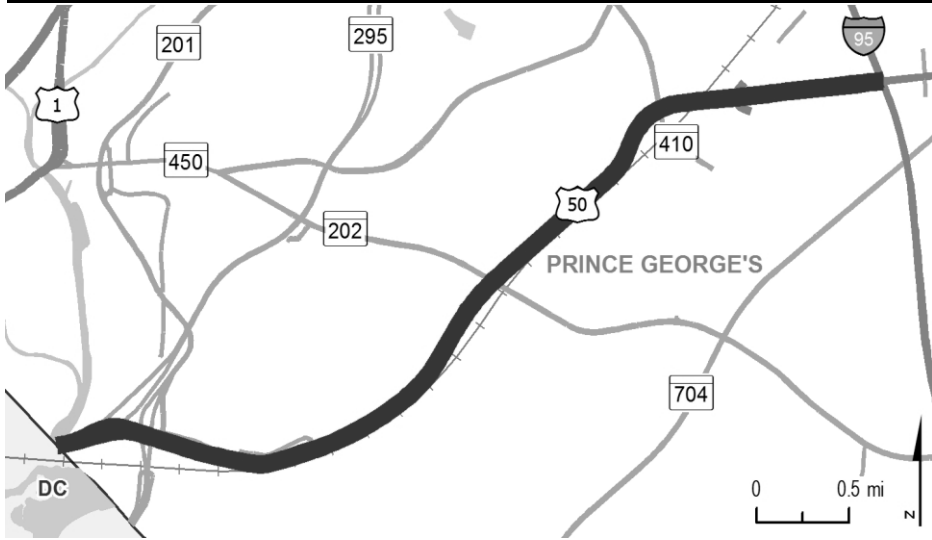
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 60,000 - 80,000 (2023)

PROJECTED 70,000 - 100,000 (2043)



PROJECT: US 50, John Hanson Highway

DESCRIPTION: Feasibility study to investigate improving traffic capacity and operations for US 50 from the District of Columbia to MD 704 (5.0 miles). 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 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023				...2026...	...2027...	...2028...	...2029...		
Planning	477	477	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	477	477	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	477	477	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

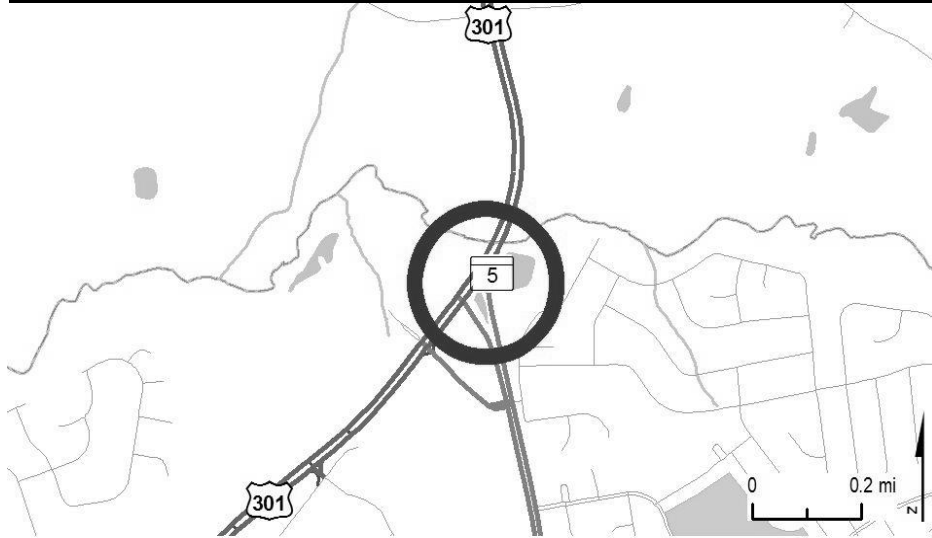
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 77,700 - 149,200 (2023)

PROJECTED 87,500 - 162,400 (2043)



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

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023				...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Primary Arterial

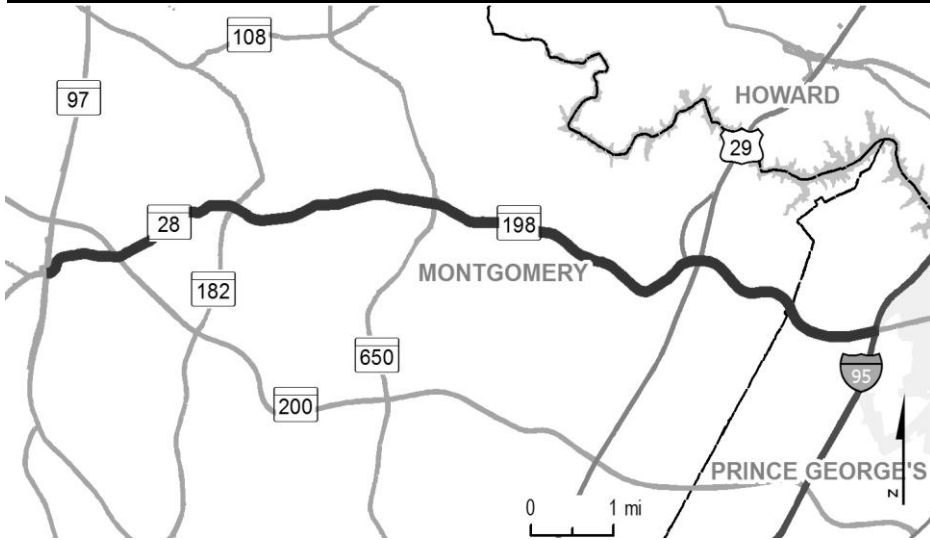
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 100,800 (US 301) (2023)

PROJECTED 131,800 (US 301) (2043)



PROJECT: MD 28, Norbeck Road, and MD 198, Spencerville Road/Sandy Spring Road

DESCRIPTION: Study of MD 28/ MD 198 corridor safety, capacity, and operational improvements in Montgomery and Prince George's counties, between MD 97 and I-95 (11.1 miles). 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: Planning underway for Segment D from Old Columbia Pike to US 29A.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:

SPECIAL FEDERAL GENERAL OTHER

PHASE	TOTAL		EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023				...2026...	...2027...	...2028...	...2029...		
Planning	9,200	9,111	589	89	0	0	0	0	0	89	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	2	2	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	9,202	9,113	589	89	0	0	0	0	0	89	0
Federal-Aid	3,206	3,206	0	0	0	0	0	0	0	0	0
Special	5,996	5,907	589	89	0	0	0	0	0	89	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 (2023) 20,200 - 37,400 (MD 28)
17,300 - 46,100 (MD 198)

PROJECTED (2043) 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: Engineering underway. County contributed \$1.0 million to planning.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023				...2026...	...2027...	...2028...	...2029...		
Planning	1,779	1,777	16	2	0	0	0	0	0	2	0
Engineering	6,441	3,641	825	1,000	1,000	800	0	0	0	2,800	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	8,220	5,418	840	1,002	1,000	800	0	0	0	2,802	0
Federal-Aid	3,765	1,105	778	950	950	760	0	0	0	2,660	0
Special	3,455	3,313	62	52	50	40	0	0	0	142	0
Other	1,000	1,000	0	0	0	0	0	0	0	0	0

Classification:

STATE - Intermediate Arterial

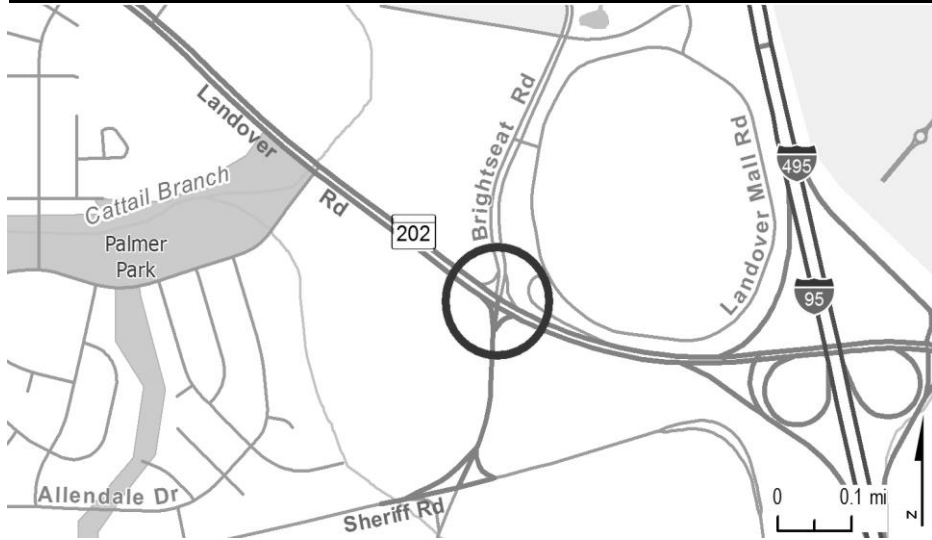
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 31,000 (2023)

PROJECTED 44,300 (2043)



PROJECT: MD 202, Largo Road

DESCRIPTION: Improve the MD 202 intersection at Brightseat Road. This improvement will enhance capacity, operations, and safety of the intersection. Pedestrian and bicycle facilities will be included where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: This project will provide improved access to the Landover Mall site which is being planned for revitalization by the County.

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

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

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023				...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	474	474	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	474	474	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	474	474	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Minor Arterial

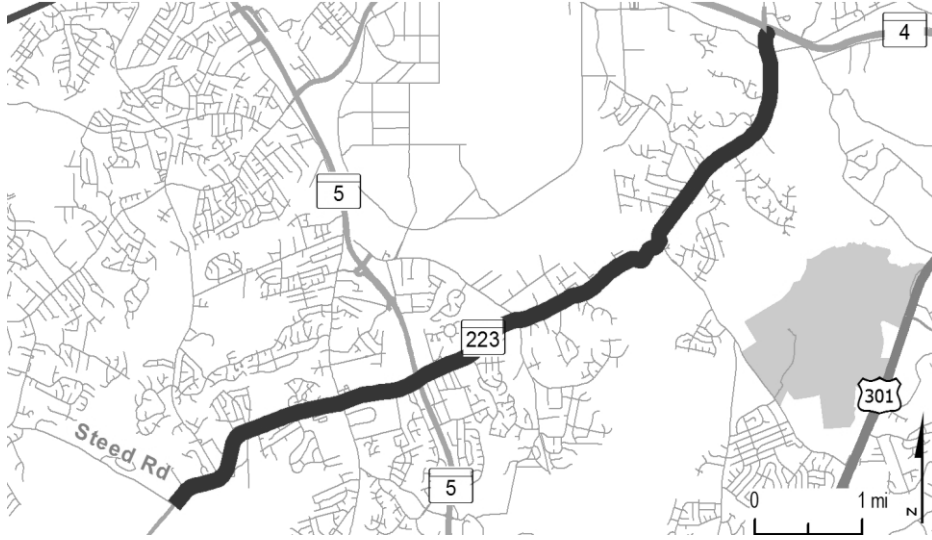
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 51,800 (2023)

PROJECTED 64,600 (2043)



PROJECT: MD 223, Piscataway Road

DESCRIPTION: A study to establish a long-term vision for the MD 223 corridor from Steed Road to MD 4 (7.9 miles). 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 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023				...2026...	...2027...	...2028...	...2029...		
Planning	1,294	1,294	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,294	1,294	0	0	0	0	0	0	0	0	0
Federal-Aid	622	622	0	0	0	0	0	0	0	0	0
Special	671	671	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 45,800 (2023)

PROJECTED 55,500 (2043)



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 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023				...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,529	1,529	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,529	1,529	0	0	0	0	0	0	0	0	0
Federal-Aid	1,181	1,181	0	0	0	0	0	0	0	0	0
Special	347	347	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Minor Arterial

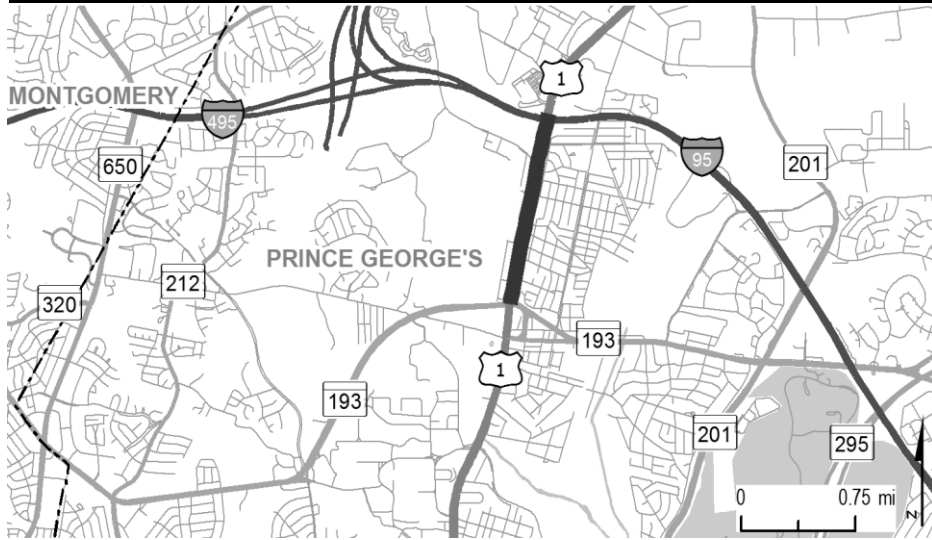
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 24,900 - 31,000 (2023)

PROJECTED 32,400 - 40,300 (2043)



PROJECT: US 1, Baltimore Avenue

DESCRIPTION: Reconstruct US 1 from MD 193 to I-95 (Capital Beltway) (Segments 2 and 3) (1.1 miles). Bicycle and pedestrian facilities will be included.

PURPOSE & NEED SUMMARY STATEMENT: There are significant mobility needs along this segment of US 1. This project would improve traffic operations, pedestrian circulation, safety, and accommodate planned revitalization within College Park.

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

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

STATUS: Planning complete. Project on-hold.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:

SPECIAL FEDERAL GENERAL OTHER

PHASE	TOTAL		EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023				...2026...	...2027...	...2028...	...2029...		
Planning	1,387	1,387	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,387	1,387	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	1,293	1,293	0	0	0	0	0	0	0	0	0
Other	94	94	0	0	0	0	0	0	0	0	0

Classification:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 45,500 (2023)

PROJECTED 50,300 (2043)

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Prince George's County - LINE 24

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Bicycle Retrofit</u>				
PG8671	US1	RHODE ISLAND AVENUE; CHARLES ARMENTROUT DRIVE TO FARRAGUT STREET (RHODE ISLAND TROLLEY TRAIL)	\$ 7,827	Under Construction
<u>Bridge Replacement/Rehabilitation</u>				
PG4122	-	CLEANING AND PAINTING BRIDGES 1601800,1606500,1614505/06, AND 1623903/04	\$ 2,815	Completed
PG4812	-	CLEANING AND PAINTING BRIDGES 1611700, 1211800, 1612700, 1613000, 1613200, AND 1613400	\$ 2,681	Completed
PGA471	-	CLEANING AND PAINTING BRIDGES 1604400, 1612500, 1619900, AND 1620500	\$ 5,593	FY 2024
PGA791	-	CLEANING AND PAINTING BRIDGES 1601400, 1612100, 1614201, 1614202, AND 1614700	\$ 2,958	FY 2025
<u>Resurface/Rehabilitate</u>				
PG8511	US1	SAFETY AND RESURFACING IMPROVEMENTS FROM RHODE ISLAND AVENUE TO MD 212A	\$ 2,572	Completed
XX131C	-	PATCHING AT VARIOUS LOCATIONS IN PRINCE GEORGE'S COUNTY	\$ 8,796	Completed
XY7161	-	MILL AND RESURFACING AT VARIOUS LOCATIONS IN PRINCE GEORGE'S COUNTY	\$ 20,702	Completed
PG8501	IS95	CAPITAL BELTWAY - SAFETY AND RESURFACING IMPROVEMENTS FROM LIVINGSTON ROAD TO SOUTH OF AUTH ROAD	\$ 11,074	FY 2024
XX131G	-	PATCHING AT VARIOUS LOCATIONS IN PRINCE GEORGE'S COUNTY	\$ 8,742	FY 2024
PG0351	US301	CRAIN HIGHWAY - SAFETY AND RESURFACING IMPROVEMENTS FROM MD 214 TO SOUTH OF EXCALIBUR ROAD	\$ 3,815	Under Construction
PG8521	MD5	BRANCH AVENUE - SAFETY AND RESURFACING IMPROVEMENTS FROM OLD BRANCH AVENUE TO CURTIS DRIVE	\$ 3,076	Under Construction
PG8551	MD704	MARTIN LUTHER KING JR HIGHWAY - SAFETY AND RESURFACING IMPROVEMENTS FROM GREENLEAF ROAD TO ARDWICK ARDMORE ROAD	\$ 5,219	Under Construction
XY8161	-	SAFETY AND RESURFACING IMPROVEMENTS AT VARIOUS LOCATIONS IN PRINCE GEORGE'S COUNTY	\$ 22,525	Under Construction
<u>Safety/Spot Improvement</u>				
PG6252	IS495	CAPITAL BELTWAY - DRAINAGE IMPROVEMENT AT WSSC WATERMAIN NEAR EVERHART PLACE	\$ 2,105	FY 2024
PG6261	MD223	PISCATAWAY ROAD - ROUNDABOUT - FLORAL PARK ROAD/PISCATAWAY ROAD	\$ 7,010	FY 2025
PG0111	MD201	KENILWORTH AVENUE - INTERSECTION RECONSTRUCT - M SQUARE BETTERMENTS NEAR RIVER ROAD	\$ 1,857	Under Construction

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Prince George's County - LINE 24

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Safety/Spot Improvement				
PG8901	-	BICYCLE AND PEDESTRIAN ROUTE - PURPLE LINE ALIGNMENT	\$ 4,551	Under Construction
Sidewalks				
PG2801	MD223	WOODYARD ROAD - SIDEWALKS FROM SOUTH OF VICTORIA DRIVE TO NORTH OF SHERWOOD DRIVE	\$ 4,317	Under Construction
PGA111	MD725	MAIN STREET - SIDEWALKS FROM WEST OF SERVICE LANE TO EAST OF GOVERNOR ODEN BOWIE DRIVE	\$ 1,242	Under Construction
Transportation Alternatives Program				
PG0202	US1	BALTIMORE AVENUE - HOLLYWOOD ROAD SIDEWALK DESIGN	\$ 14	Design Underway
PGA101	-	CRITTENDEN STREET AND 52ND AVENUE IMPROVEMENTS - SAFE ROUTES TO SCHOOL	\$ 230	Design Underway
PGA381	-	BICYCLE AND PEDESTRIAN ROUTE - CENTRAL AVENUE CONNECTOR TRAIL - PHASE I & III	\$ 750	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



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

EXPLANATION: The existing bridge, built in 1955, is nearing the end of its useful service life and was rated poor based on the bridge deck condition.

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

- 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 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

PHASE	TOTAL		EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023				...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,178	2,151	58	27	0	0	0	0	0	27	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	10,263	4,310	4,304	5,953	0	0	0	0	0	5,953	0
Total	12,441	6,461	4,362	5,980	0	0	0	0	0	5,980	0
Federal-Aid	11,004	5,044	4,344	5,960	0	0	0	0	0	5,960	0
Special	1,437	1,417	18	20	0	0	0	0	0	20	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

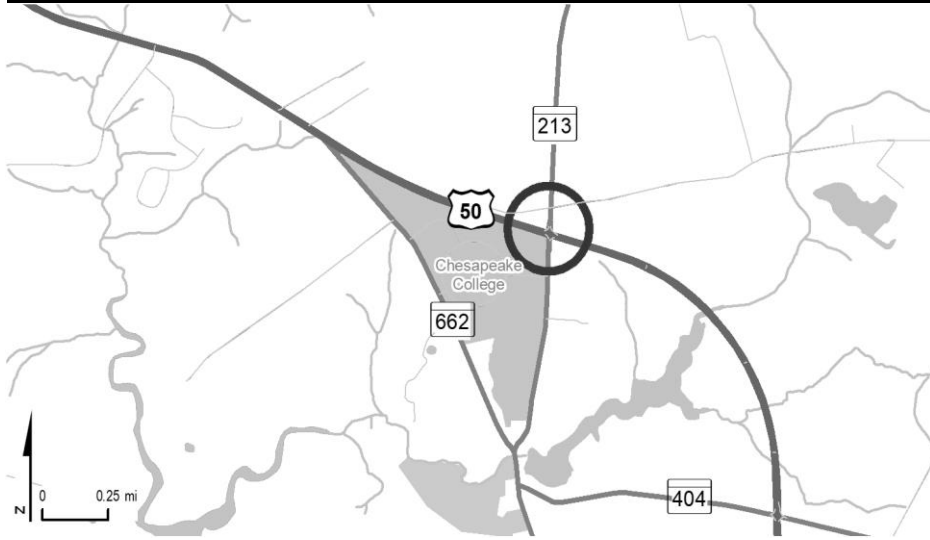
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 13,500 (2023)

PROJECTED 17,600 (2043)



PROJECT: US 50, Ocean Gateway

DESCRIPTION: Project to grade-separate the intersection of US 50 and MD 213.

PURPOSE & NEED SUMMARY STATEMENT: This project will improve operations and safety, especially during the peak summer travel season.

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

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: This project previously was part of the US 50 from US 301 to MD 404 project in the FY 23 - FY 28 Final CTP.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023				...2026...	...2027...	...2028...	...2029...		
Planning	1,557	1,557	0	0	0	0	0	0	0	0	0
Engineering	492	492	0	0	0	0	0	0	0	0	0
Right-of-way	2,523	2,523	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	4,572	4,572	0	0	0	0	0	0	0	0	0
Federal-Aid	2,302	2,302	0	0	0	0	0	0	0	0	0
Special	2,270	2,270	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

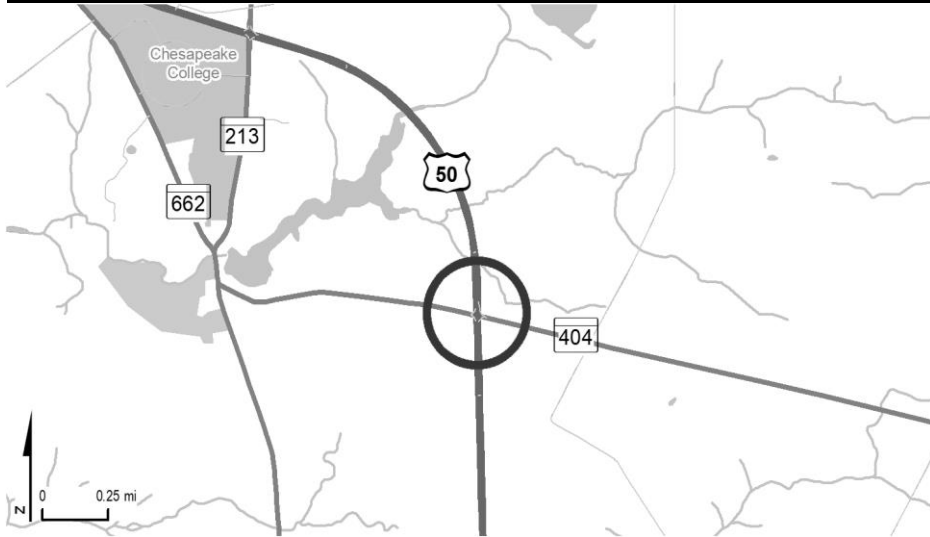
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 45,500
(2023) 65,300 (Summer Peak)

PROJECTED 55,600
(2043) 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 2023 - 28 CTP: This project previously was part of the US 50 from US 301 to MD 404 project in the FY 23 - FY 28 Final CTP.

POTENTIAL FUNDING SOURCE:

SPECIAL FEDERAL GENERAL OTHER

PHASE	TOTAL		EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023				...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	570	570	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	570	570	0	0	0	0	0	0	0	0	0
Federal-Aid	450	450	0	0	0	0	0	0	0	0	0
Special	120	120	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 45,500
 (2023) 65,300 (Summer Peak)

PROJECTED 55,600
 (2043) 95,600 (Summer Peak)

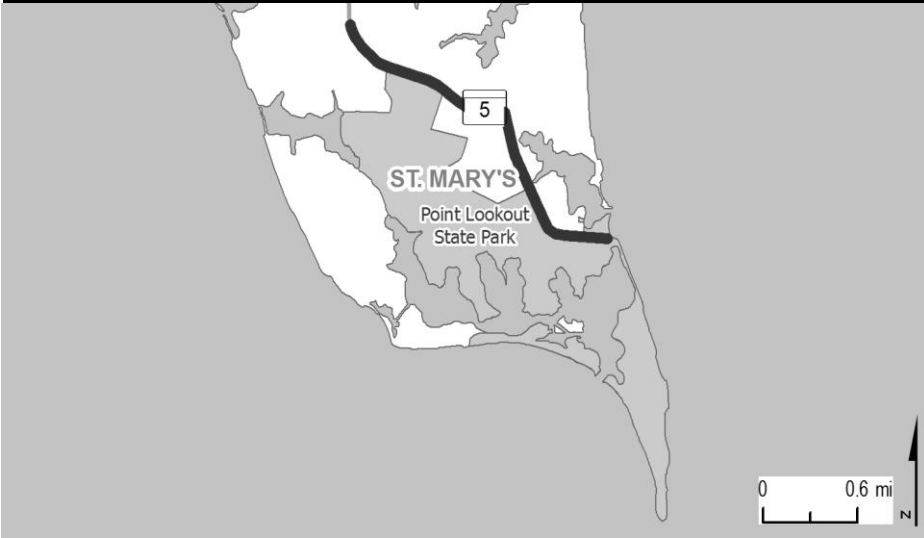
MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Queen Anne's County - LINE 4

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Bridge Replacement/Rehabilitation</u>				
QA3301	MD305	HOPE ROAD - REPLACEMENT OF SMALL STRUCTURE 17073X0 OVER THREE BRIDGES BRANCH	\$ 1,000	FY 2024
<u>Intersection Capacity Improvements</u>				
QA3061	MD18	MAIN STREET - FROM CASTLE MARINA ROAD TO MD 835 - PEL STUDY	\$ 502	Study Underway
<u>Resurface/Rehabilitate</u>				
XY9171	-	MILL AND RESURFACING AT VARIOUS LOCATIONS IN QUEEN ANNE'S COUNTY	\$ 3,768	Completed
XY9172	-	MILL AND RESURFACING AT VARIOUS LOCATIONS IN QUEEN ANNE'S COUNTY	\$ 10,018	Under Construction



SAINT MARY'S COUNTY



PROJECT: MD 5, Point Lookout Road

DESCRIPTION: Upgrade and widen MD 5 from south of Camp Brown Road to the Lake Conoy Causeway (2.2 miles). This project will accommodate bicycles and pedestrians as appropriate.

PURPOSE & NEED SUMMARY STATEMENT: MD 5 corridor improvements will improve safety by adding shoulders and improving safety for Point Lookout State Park visitors, especially those driving recreational vehicles, who may be unfamiliar with the roadway.

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

- 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 roadway does not meet current design standards.

STATUS: Open to service.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:												
			<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER						
PHASE	TOTAL		EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU 2023				...2026...	...2027...	...2028...	...2029...			
Planning	469	469	0	0	0	0	0	0	0	0	0	
Engineering	4,239	4,226	86	13	0	0	0	0	0	13	0	
Right-of-way	1,054	1,053	30	1	0	0	0	0	0	1	0	
Utilities	861	656	656	205	0	0	0	0	0	205	0	
Construction	25,201	18,353	5,817	6,591	257	0	0	0	0	6,848	0	
Total	31,824	24,757	6,590	6,810	257	0	0	0	0	7,067	0	
Federal-Aid	25,539	18,612	6,376	6,704	223	0	0	0	0	6,927	0	
Special	6,285	6,145	214	106	34	0	0	0	0	140	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

Classification:

STATE - Major Collector

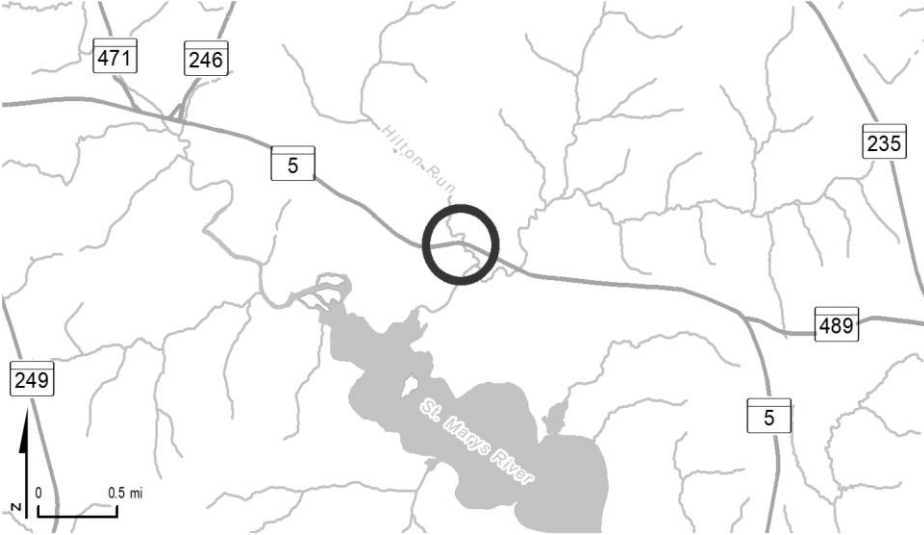
FEDERAL - Major Collector

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 3,800 (Summer Peak)
(2023)

PROJECTED 4,700 (Summer Peak)
(2043)



PROJECT: MD 5, Point Lookout Road

DESCRIPTION: Replace bridge No. 1800700 on MD 5 over Hilton Run.

PURPOSE & NEED SUMMARY STATEMENT: The purpose of this project is to replace a poor rated bridge to keep the roadway safe and open to traffic.

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

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

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

- 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 nearing the end of its useful service life and is poor rated based upon the bridge deck condition.

STATUS: Engineering and right-of-way acquisition underway.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:

- SPECIAL
- FEDERAL
- GENERAL
- OTHER

PHASE	TOTAL		EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023				...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,881	1,613	360	268	0	0	0	0	0	268	0
Right-of-way	66	21	21	20	7	7	7	4	0	45	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	4,138	0	0	0	1,413	1,862	863	0	0	4,138	0
Total	6,085	1,634	381	288	1,420	1,869	870	4	0	4,451	0
Federal-Aid	4,646	549	318	141	1,349	1,776	827	4	0	4,097	0
Special	1,439	1,085	63	147	71	93	43	0	0	354	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Minor Arterial

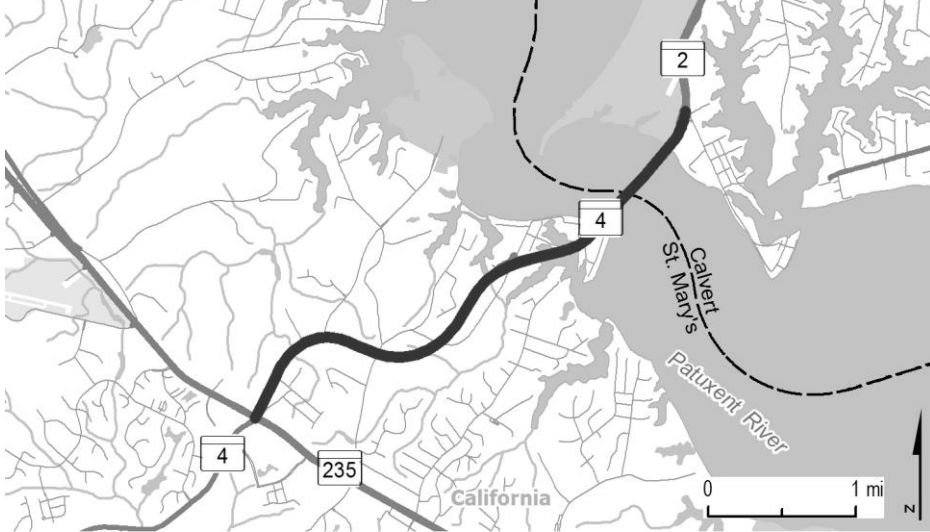
FEDERAL - Major Collector

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 8,600 (2023)

PROJECTED 11,200 (2043)



PROJECT: MD 4, Patuxent Beach Road and Solomons Island Road

DESCRIPTION: Study to upgrade MD 4 between MD 2 and MD 235 (4.0 miles), including the Governor Thomas Johnson Memorial Bridge (bridge 04019) over the Patuxent River and the intersection at MD 235. 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 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023				...2026...	...2027...	...2028...	...2029...		
Planning	4,942	4,942	0	0	0	0	0	0	0	0	0
Engineering	2,919	919	0	1,000	1,000	0	0	0	0	2,000	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	7,861	5,861	0	1,000	1,000	0	0	0	0	2,000	0
Federal-Aid	5,533	3,733	0	900	900	0	0	0	0	1,800	0
Special	2,328	2,128	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

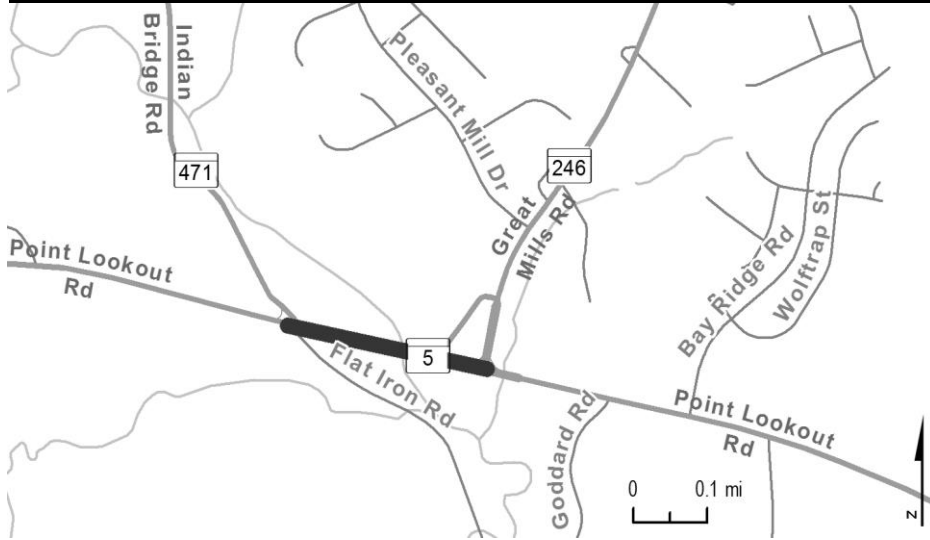
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 30,100 (2023)

PROJECTED 39,800 (2043)



PROJECT: MD 5, Point Lookout Road

DESCRIPTION: Upgrade MD 5 from MD 471 to MD 246, including replacing Bridge No.1800600 over the Saint Mary's River (0.3 miles).

PURPOSE & NEED SUMMARY STATEMENT: Improvements will address mobility, accessibility, and state of good repair needs while providing capacity for planned development.

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, right-of-way acquisition, and utility work underway.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Construction funding has been reduced by \$14.7 million due to the CTP funding deficit, but D&E remains. This project will be evaluated for construction funding as it advances through the design and engineering phases and additional Transportation Trust Fund revenue becomes available.

POTENTIAL FUNDING SOURCE:

SPECIAL FEDERAL GENERAL OTHER

PHASE	TOTAL		EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023				...2026...	...2027...	...2028...	...2029...		
Planning	1,632	1,632	0	0	0	0	0	0	0	0	0
Engineering	4,725	3,995	622	480	250	0	0	0	0	730	0
Right-of-way	4,874	3,908	1,111	634	332	0	0	0	0	966	0
Utilities	838	1	1	239	312	286	0	0	0	837	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	12,069	9,536	1,734	1,353	894	286	0	0	0	2,533	0
Federal-Aid	5,243	2,762	1,656	1,321	878	282	0	0	0	2,481	0
Special	6,826	6,774	78	32	17	4	0	0	0	53	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 (2023)

PROJECTED 28,100 (2043)

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Saint Mary's County - LINE 5

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Bridge Replacement/Rehabilitation				
SM1891	MD5	POINT LOOKOUT ROAD - REPLACEMENT OF SMALL STRUCTURE 18050XO OVER DRAINAGE DITCH	\$ 1,290	Under Construction
Resurface/Rehabilitate				
XY8181	-	MILL AND RESURFACING AT VARIOUS LOCATIONS IN ST. MARY'S COUNTY	\$ 6,564	Completed
XY9181	-	SAFETY AND RESURFACING IMPROVEMENTS AT VARIOUS LOCATIONS IN ST. MARY'S COUNTY	\$ 7,688	Under Construction
Transportation Alternatives Program				
SM1931	-	BICYCLE AND PEDESTRIAN ROUTE - MD 5 PEDESTRIAN AND BICYCLE TRAIL	\$ 2,814	Completed
SMNEW1	-	BICYCLE AND PEDESTRIAN ROUTE - THREE NOTCH TRAIL PHASE VII	\$ 3,600	Design Underway



SOMERSET COUNTY



PROJECT: MD 413 Trail

DESCRIPTION: Construction of a paved bike/pedestrian trail with parking areas and plantings along the MD 413 corridor. The project will continue the improvements to complete the 12-mile corridor for the shared use path between Crisfield and Westover.

PURPOSE & NEED SUMMARY STATEMENT: This project completes a 12-mile trail from Crisfield to Westover, providing a safe alternative for pedestrians and cyclists and supporting tourism and economic development opportunities. The improvements will also afford pedestrian and cyclists a safer alternative to navigate the corridor versus using the shoulder areas along the high-speed MD 413 corridor.

STATE 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 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 on Phase 2C (1000' North of Big Annesmessex River to 200' south of US 13) will begin in the current fiscal year. Engineering for Phases 2A (Davis Lane to Lover's Lane) and 2B (Lover's Lane to south of Sheriff's Office) is underway. Phase 2C design was funded through Transportation Alternative and Kim Lamphier Bikeway program grants.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: The decrease in cost of \$1.2 million is due to a revised engineer's estimate for construction.

PHASE	POTENTIAL FUNDING SOURCE:										TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY	SIX YEAR TOTAL	POTENTIAL FUNDING SOURCE:				
						...2026...	...2027...	...2028...	...2029...			
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,854	1,023	743	808	511	512	0	0	0	1,831	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Utilities	125	0	0	10	15	47	53	0	0	125	0	0
Construction	17,124	0	0	313	2,829	3,273	6,740	3,969	0	17,124	0	0
Total	20,103	1,023	743	1,131	3,355	3,832	6,793	3,969	0	19,080	0	0
Federal-Aid	18,224	342	115	795	3,198	3,666	6,452	3,771	0	17,882	0	0
Special	1,768	570	517	336	157	166	341	198	0	1,198	0	0
Other	111	111	111	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 (2023)

PROJECTED 6,800 (2043)

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Somerset County - LINE 2

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Resurface/Rehabilitate				
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



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

EXPLANATION: The aging Easton Shop facility buildings are in need of replacement and renovation.

SMART GROWTH STATUS: Project Not Location Specific Not 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 2023 - 28 CTP: New project added to the construction program.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL					PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	FOR PLANNING PURPOSES ONLY		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,435	3,379	526	56	0	0	0	0	0	56	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	99	64	51	34	0	0	0	0	0	34	0
Construction	16,433	8	0	7,381	9,044	0	0	0	0	16,425	0
Total	19,967	3,452	577	7,471	9,044	0	0	0	0	16,515	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	19,967	3,452	577	7,471	9,044	0	0	0	0	16,515	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - N/A

FEDERAL - N/A

STATE SYSTEM: N/A

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT N/A (2023)

PROJECTED N/A (2043)

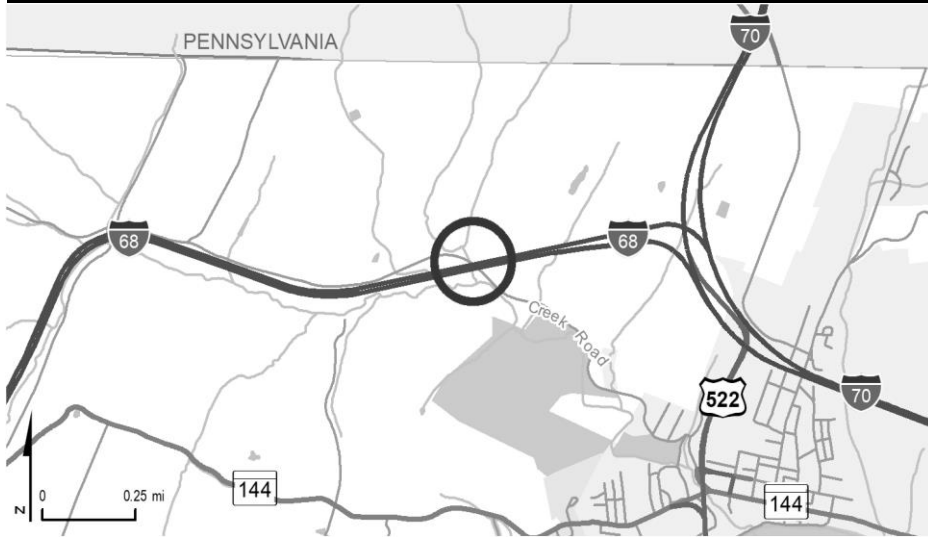
MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Talbot County - LINE 2

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Bridge Replacement/Rehabilitation</u>				
TA2331	MD33	TILGHMAN ISLAND ROAD - BRIDGE REPLACEMENT OF BRIDGE 2000200 OVER OAK CREEK	\$ 1,176	FY 2025
<u>Resurface/Rehabilitate</u>				
XY9201	-	MILL AND RESURFACING AT VARIOUS LOCATIONS IN TALBOT COUNTY	\$ 3,747	Completed
XY9202	-	MILL AND RESURFACING AT VARIOUS LOCATIONS IN TALBOT COUNTY	\$ 9,200	Under Construction
<u>Safety/Spot Improvement</u>				
TA2891	US50	OCEAN GATEWAY - GEOMETRIC IMPROVEMENTS FROM LOMAX STREET TO DUTCHMAN'S LANE	\$ 5,583	Design Underway
TA2851	MD322	EASTON PARKWAY - GEOMETRIC IMPROVEMENTS AT GLENWOOD AVENUE	\$ 4,575	FY 2025
TA2241	MD328	MATTHEWSTOWN ROAD - PLANNING STUDY FROM US 50 TO BLACK DOG ALLEY	\$ 1,500	Study Underway
<u>Sidewalks</u>				
TA2291	MD33	TALBOT STREET - SIDEWALK IMPROVEMENTS FROM NORTH OF LEE STREET TO SOUTH OF SPENCER DRIVE	\$ 2,013	Under Construction
<u>Traffic Management</u>				
TANEW2	US50	OCEAN GATEWAY - SIGNAL RECONSTRUCTION AT CHAPEL ROAD	\$ 500	Completed
TANEW3	US50	OCEAN GATEWAY - LIGHTING AT MD 322	\$ 600	Under Construction
<u>Transportation Alternatives Program</u>				
TATAP1	-	EASTON RAIL TRAIL AT MARYLAND AVENUE TO EASTON POINT PARK	\$ 947	Under Construction



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 2023 - 28 CTP: The cost decrease of \$3.7 million is due to an updated engineer's estimate.

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

PHASE	TOTAL		EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023				...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,689	1,689	1,063	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	16,543	1	1	6,200	8,462	1,880	0	0	0	16,542	0
Total	18,232	1,690	1,064	6,200	8,462	1,880	0	0	0	16,542	0
Federal-Aid	17,664	1,239	968	6,156	8,402	1,867	0	0	0	16,425	0
Special	568	451	96	44	60	13	0	0	0	117	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

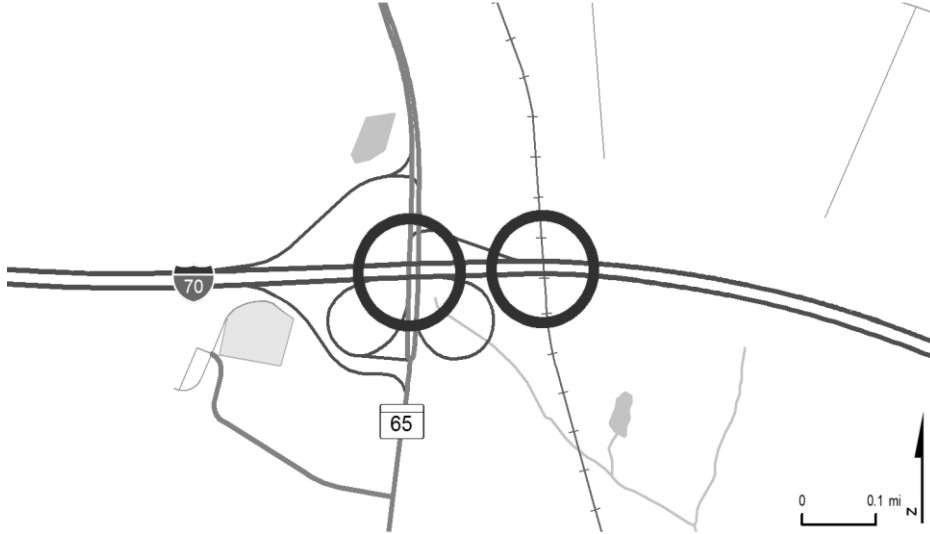
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 21,400 (2023)

PROJECTED 25,700 (2043)



PROJECT: I-70, Eisenhower Memorial Highway

DESCRIPTION: Replacement and widening of the bridge deck and superstructure of I-70 dual Bridge Nos. 2111803 and 2111804 over MD 65 and I-70 dual Bridge Nos. 2111903 and 2111904 over CSX Hagerstown Branch.

PURPOSE & NEED SUMMARY STATEMENT: The purpose of this project is to replace the decks on all four bridges and the superstructure of the two bridges on I-70 over MD 65, one of which is rated in poor condition, to keep the roadway safe and open to traffic. The project will accommodate a planned future interchange reconstruction at MD 65.

STATE 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 were nearing the end of their useful service life and were rated poor (MD 65) and fair (CSX) due to bridge deck condition.

STATUS: Open to service.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: The cost increase of \$1.6 million is primarily due to significant price increases in construction materials.

PHASE	POTENTIAL FUNDING SOURCE:										
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
TOTAL	ESTIMATED	EXPENDED	EXPENDED	CURRENT	BUDGET	PROJECTED CASH REQUIREMENTS				SIX	BALANCE
	COST	THRU	IN	YEAR	YEAR	FOR PLANNING PURPOSES ONLY				YEAR	TO
	(\$000)	2023	2023	2024	2025	...2026...	...2027...	...2028...	...2029...	TOTAL	COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,054	2,054	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	15	14	1	1	0	0	0	0	0	1	0
Construction	32,598	28,986	11,288	3,612	0	0	0	0	0	3,612	0
Total	34,667	31,054	11,289	3,613	0	0	0	0	0	3,613	0
Federal-Aid	31,804	28,247	10,902	3,557	0	0	0	0	0	3,557	0
Special	2,863	2,807	387	56	0	0	0	0	0	56	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 71,900
(2023)

PROJECTED 86,200
(2043)



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 2023 - 28 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,743	1,741	4	2	0	0	0	0	0	2	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	21,919	8,544	8,524	7,057	6,318	0	0	0	0	13,375	0
Total	23,662	10,285	8,528	7,059	6,318	0	0	0	0	13,377	0
Federal-Aid	22,193	8,869	8,478	7,024	6,300	0	0	0	0	13,324	0
Special	1,469	1,416	50	35	18	0	0	0	0	53	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

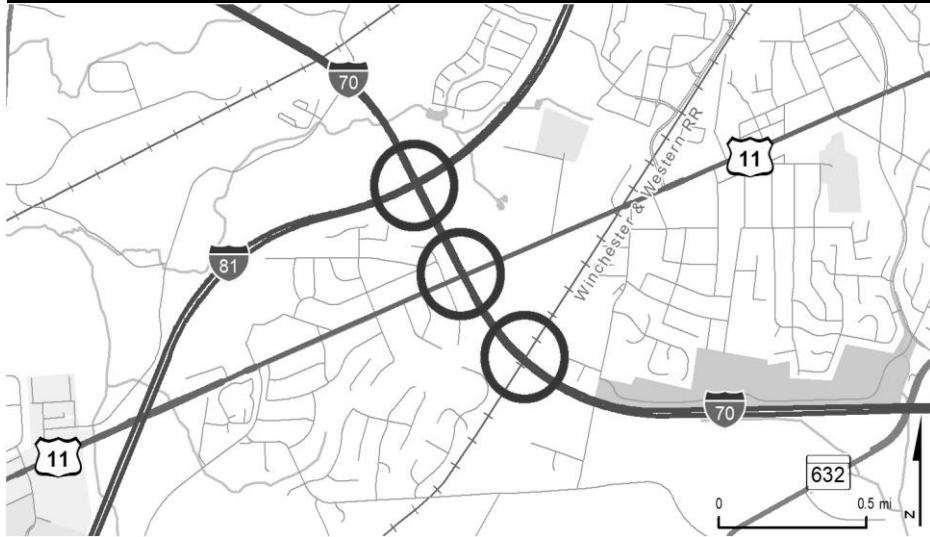
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 73,700 (2023)

PROJECTED 87,300 (2043)



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

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

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

EXPLANATION: The existing bridges, built in 1965-1968, are nearing the end of their useful service lives, and the bridges over US 11 are rated poor based on deck condition.

STATUS: Construction will begin in the current fiscal year.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: The cost increase of \$12.8 million is based on final revised construction plans and associated design costs.

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 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				YEAR TOTAL	TO COMPLETE	
						...2026...	...2027...	...2028...	...2029...			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	2,440	2,153	376	287	0	0	0	0	0	287	0	
Right-of-way	206	204	26	2	0	0	0	0	0	2	0	
Utilities	1,140	0	0	1,140	0	0	0	0	0	1,140	0	
Construction	50,000	0	0	2,643	8,774	10,655	10,964	8,821	8,143	50,000	0	
Total	53,786	2,357	402	4,072	8,774	10,655	10,964	8,821	8,143	51,429	0	
Federal-Aid	49,381	591	377	3,801	8,335	10,122	10,416	8,380	7,736	48,790	0	
Special	4,405	1,766	25	271	439	533	548	441	407	2,639	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

Classification:

STATE - Principal Arterial

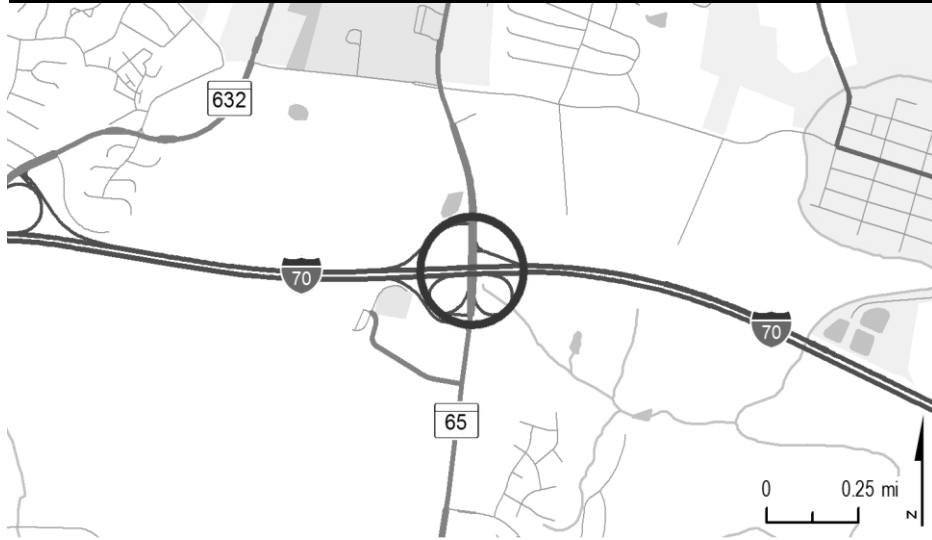
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 67,600 (2023)

PROJECTED 87,200 (2043)



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 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL			CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023			2024	2025	...2026...	...2027...			...2028...	...2029...
Planning	1,815	1,815	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,815	1,815	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	1,815	1,815	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

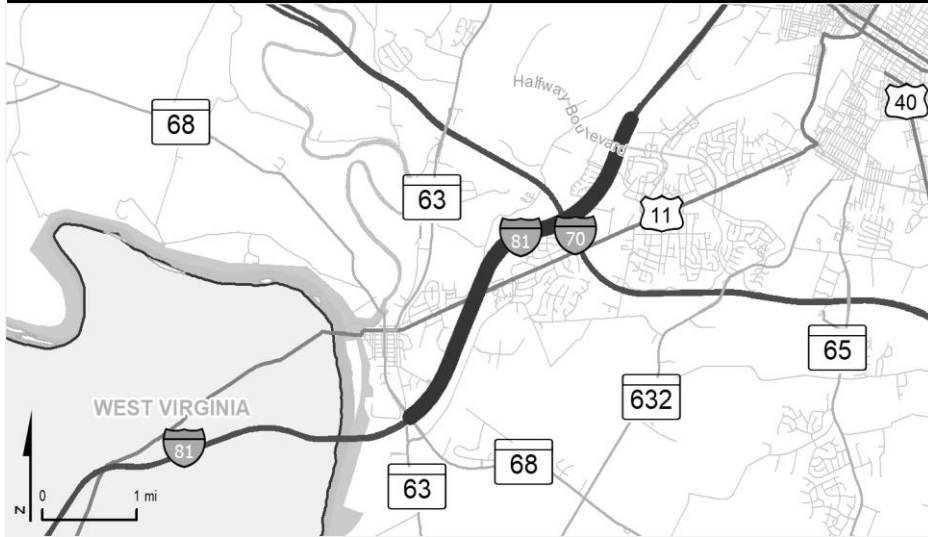
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 65,800 (I-70)
(2023) 24,300 (MD 65)

PROJECTED 87,600 (I-70)
(2043) 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. This is Phase 2, which has been extended to the CSX bridges, and has engineering underway.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Construction funding has been reduced by \$89.6 million due to the CTP funding deficit, but D&E remains. This project will be evaluated for construction funding as it advances through the design and engineering phases and additional Transportation Trust Fund revenue becomes available.

PHASE	POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	8,735	5,585	1,063	1,500	1,500	150	0	0	0	3,150	0
Right-of-way	879	0	0	672	207	0	0	0	0	879	0
Utilities	2,017	0	0	0	0	672	672	672	0	2,017	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	11,631	5,585	1,063	2,172	1,707	822	672	672	0	6,046	0
Federal-Aid	6,372	1,309	1,031	1,775	1,356	722	605	605	0	5,063	0
Special	5,259	4,276	32	397	351	100	67	67	0	983	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

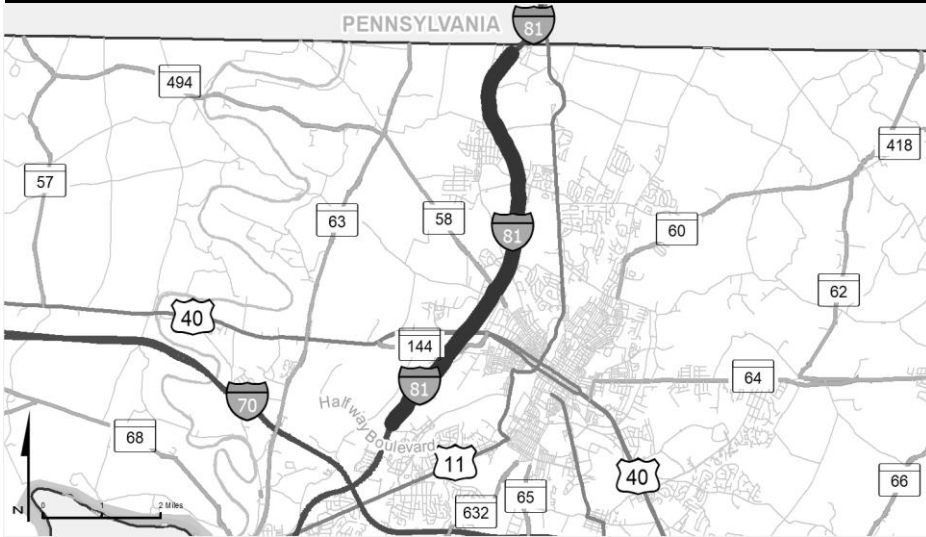
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 65,200 - 82,700 (2023)

PROJECTED 77,400 - 91,300 (2043)



PROJECT: I-81 Corridor - CSX Bridges to the PA County Line

DESCRIPTION: Project to upgrade and widen I-81 to a six-lane divided highway from the CSX railroad bridges north of Halfway Boulevard to the Pennsylvania State Line (7.2 miles).

PURPOSE & NEED SUMMARY STATEMENT: I-81 corridor improvements improve mobility, accommodate a high truck volume, and provide capacity for planned development.

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

Project Inside PFA 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 6) has engineering underway.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:

SPECIAL FEDERAL GENERAL OTHER

PHASE	TOTAL		EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023				...2026...	...2027...	...2028...	...2029...		
Planning	3,530	3,530	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	3,530	3,530	0	0	0	0	0	0	0	0	0
Federal-Aid	3,056	3,056	0	0	0	0	0	0	0	0	0
Special	474	474	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 51,000 - 75,700
(2023)

PROJECTED 66,700 - 98,900
(2043)

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Washington County - LINE 8

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Bridge Replacement/Rehabilitation				
WA4831	-	CLEANING AND PAINTING BRIDGES 2101900, 2102100, 2105000, 2108300, 2112603/04, 2112703/04, 2113103/04, AND 2114500	\$ 3,265	FY 2024
WA0781	-	CLEANING AND PAINTING OF BRIDGES 2100300, 2103400, 2103600, 2107100, & 2109103	\$ 1,777	Under Construction
WA1582	US40	NATIONAL PIKE - BRIDGE DECK OVERLAY ON BRIDGE 2112303 AND 2112304 OVER I-70	\$ 8,990	Under Construction
WA2631	US522	WARFORDSBURG ROAD - BRIDGE REHABILITATION OF BRIDGE 2109000 OVER I-70 EASTBOUND	\$ 10,928	Under Construction
WA2881	MD491	RAVEN ROCK ROAD - REPLACEMENT OF SMALL STRUCTURE 21073X0 OVER DRAINAGE DITCH	\$ 618	Under Construction
WA8971	MD56	BIG POOL ROAD - REPLACEMENT OF SMALL STRUCTURE 21004X0 OVER TOMS RUN	\$ 2,710	Under Construction
Commuter Action Improvements				
XX3701	-	RESURFACE RIDESHARE FACILITIES AT VARIOUS LOCATIONS IN WASHINGTON COUNTY	\$ 635	FY 2025
Intersection Capacity Improvements				
XX2296	-	GEOMETRIC IMPROVEMENTS AT VARIOUS LOCATIONS IN WASHINGTON COUNTY	\$ 555	Completed
WA2221	IS81	MARYLAND VETERANS MEMORIAL HIGHWAY - INTERCHANGE CONSTRUCTION AT MAUGANS AVENUE	\$ 4,550	Under Construction
WA4481	MD64	NORTH CLEVELAND AVENUE - GEOMETRIC IMPROVEMENTS AT EASTERN BOULEVARD	\$ 3,399	Under Construction
Resurface/Rehabilitate				
WA4551	IS68	NATIONAL FREEWAY - RESURFACING AND SAFETY IMPROVEMENTS FROM MOUNTAIN ROAD BRIDGE TO MD 144 WB	\$ 8,547	Completed
XY7211	-	MILL AND RESURFACING AT VARIOUS LOCATIONS IN WASHINGTON COUNTY (EAST)	\$ 2,913	Completed
XY7212	-	MILL AND RESURFACING AT VARIOUS LOCATIONS IN WASHINGTON COUNTY (WEST)	\$ 2,577	Completed
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

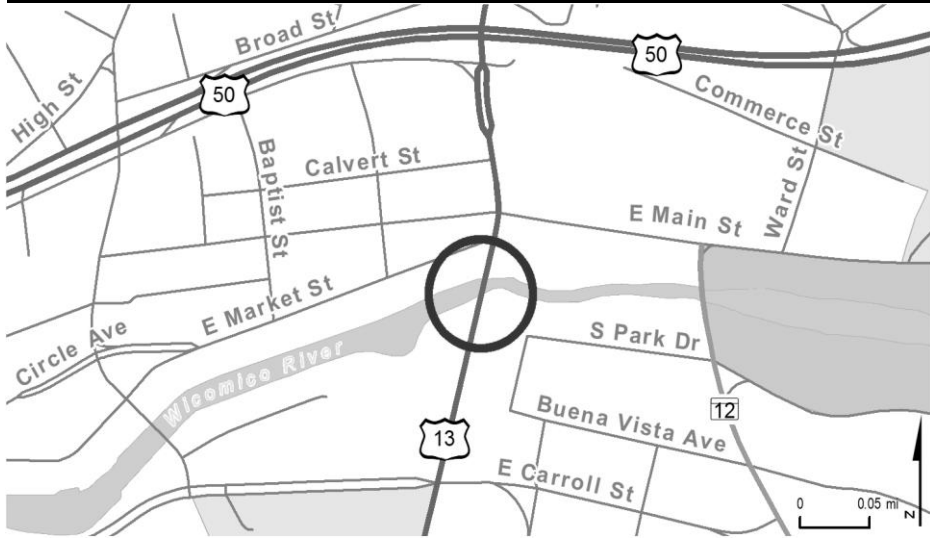
MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Washington County - LINE 8

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Resurface/Rehabilitate</u>				
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
<u>Safety/Spot Improvement</u>				
WA9342	IS68	NATIONAL FREEWAY - SLOPE PROTECTION FROM EAST OF MOUNTAIN ROAD TO THE SIDELING HILL REST AREA	\$ 4,324	Under Construction
<u>Sidewalks</u>				
WA4791	US40	DUAL HIGHWAY - SIDEWALKS IMPROVEMENTS FROM EASTERN BOULEVARD TO ALL STAR COURT	\$ 6,171	FY 2024
<u>Transportation Alternatives Program</u>				
WA2991	-	HAGERSTOWN SAFETY IMPROVEMENTS - SAFE ROUTES TO SCHOOL	\$ 204	Completed
WA4751	-	TRAFFIC SIGNAL REPLACEMENT FREDERICK STREET AND EASTERN BOULEVARD - SAFE ROUTES TO SCHOOL	\$ 336	Completed
WANEW4	-	TOWPATH REHABILITATION PHASE IV	\$ 1,148	Completed
WA0611	-	CITY PARK TRAIN HUB LOCOMOTIVE REFURBISHMENT AND PAVILION REPLACEMENT	\$ 632	Design Underway
WA0871	-	BICYCLE AND PEDESTRIAN ROUTE - MARSH RUN MULTI-USE TRAIL	\$ 200	Design Underway
WA5711	-	TOWN OF BOONSBORO SAFE ROUTE TO SCHOOL COMPLEX - ORCHARD DRIVE, FORD AVENUE, AND CENTER STREET	\$ 752	Design Underway
WA5741	-	TOWN OF WILLIAMSPORT SAFE ROUTE TO SCHOOL - EAST SUNSET AVENUE, SOUTH ARTIZAN STREET, AND SOUTH CLIFTON DRIVE	\$ 387	Design Underway
WANEW6	-	SOUTH POTOMAC STREET AND BALTIMORE STREET INTERSECTION IMPROVEMENTS - SAFE ROUTE TO SCHOOL	\$ 555	Design Underway
WANEW5	-	BYRON BRIDGE ACCESS IMPROVEMENT	\$ 2,414	FY 2025



WICOMICO COUNTY



PROJECT: US 13 Business, Salisbury Boulevard

DESCRIPTION: Replacement of Bridge No. 2200400 over East Branch Wicomico River.

PURPOSE & NEED SUMMARY STATEMENT: The purpose of this project is to replace a weight restricted fair rated bridge to keep the roadway safe and open to traffic. The project will provide improved pedestrian facilities through the addition of a shared use path and sidewalk.

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

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

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

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

EXPLANATION: The existing bridge, built in 1937, is nearing the end of its useful service life. It is currently in fair condition and weight restricted for weight restrictions.

STATUS: Engineering and utility relocation underway. Construction will begin in the current fiscal year.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: The cost decrease of \$1.7 million is primarily due to the latest engineer's estimate.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023				...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,428	2,210	361	218	0	0	0	0	0	218	0
Right-of-way	1,550	1,550	0	0	0	0	0	0	0	0	0
Utilities	1,228	951	826	277	0	0	0	0	0	277	0
Construction	7,365	0	0	775	3,038	2,640	912	0	0	7,365	0
Total	12,571	4,711	1,187	1,270	3,038	2,640	912	0	0	7,860	0
Federal-Aid	9,139	1,380	1,151	1,171	3,037	2,639	912	0	0	7,759	0
Special	3,432	3,331	36	99	1	1	0	0	0	101	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 (2023)

PROJECTED 37,400 (2043)

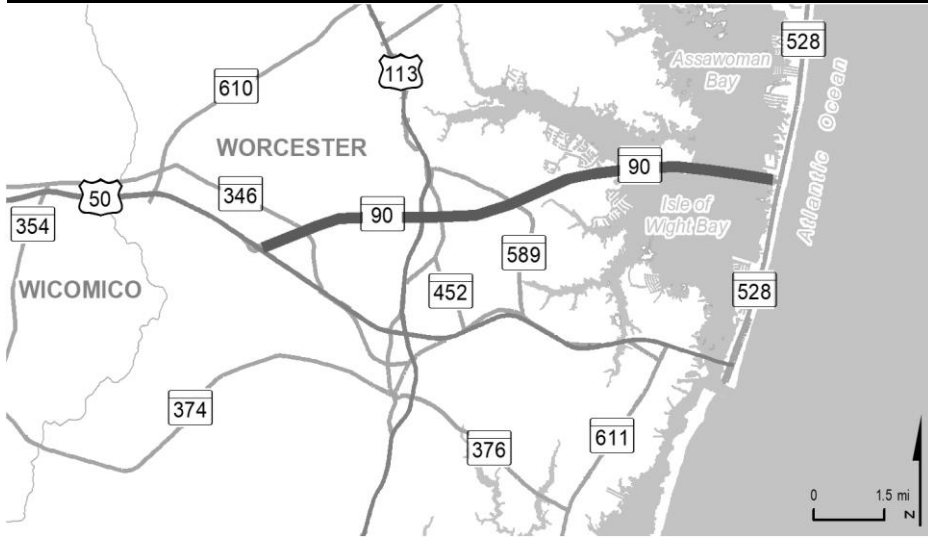
MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Wicomico County - LINE 2

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Resurface/Rehabilitate</u>				
XY8222	-	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
<u>Safety/Spot Improvement</u>				
WI4341	US50	OCEAN GATEWAY - GEOMETRIC IMPROVEMENTS FROM WEST OF MD 347 TO EAST OF ROCKAWALKIN ROAD	\$ 8,499	Design Underway
WI1441	MD12	SNOW HILL ROAD - GEOMETRIC IMPROVEMENTS AT ROBINS AVENUE	\$ 3,338	FY 2024
<u>Transportation Alternatives Program</u>				
WI1361	-	BICYCLE AND PEDESTRIAN ROUTE - CITYWIDE BIKE NETWORK DESIGN	\$ 597	FY 2025



WORCESTER COUNTY



PROJECT: MD 90, Ocean City Expressway

DESCRIPTION: Project to improve MD 90 operations from US 50 to MD 528, including Bridge No. 2302000 over the St. Martin River and Bridge No. 2302100 over Assawoman Bay. Additional travel lanes, interchange and at-grade intersections to be 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: Preliminary engineering underway.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL			CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023			2024	2025	...2026...	...2027...			...2028...	...2029...
Planning	1,288	1,288	813	0	0	0	0	0	0	0	0
Engineering	14,560	0	0	800	2,500	2,260	3,000	3,000	3,000	14,560	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	15,848	1,288	813	800	2,500	2,260	3,000	3,000	3,000	14,560	0
Federal-Aid	14,284	1,180	732	720	2,250	2,034	2,700	2,700	2,700	13,104	0
Special	1,564	108	81	80	250	226	300	300	300	1,456	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

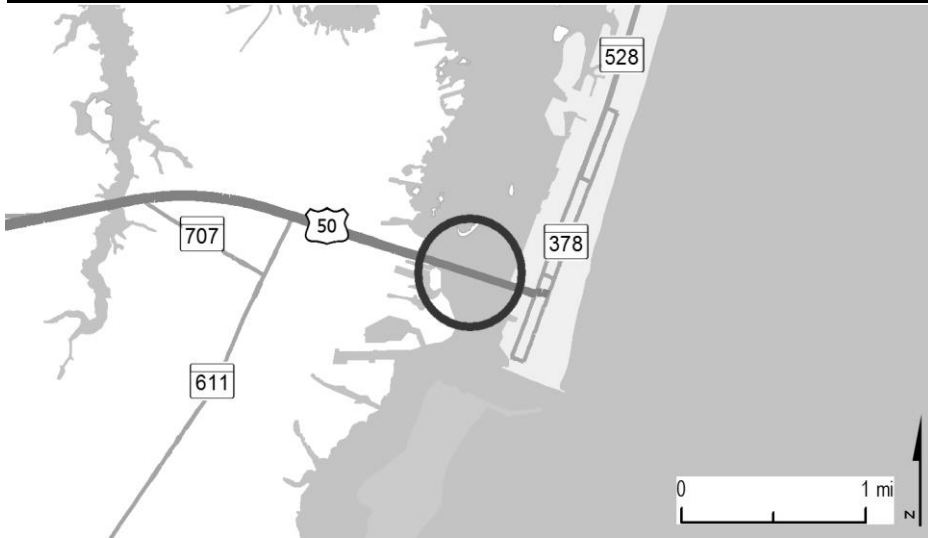
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 9,700 - 31,900
 (2023) 10,600 - 34,400 (Summer Peak)

PROJECTED 10,800 - 34,900
 (2043) 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 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:

SPECIAL FEDERAL GENERAL OTHER

PHASE	TOTAL		EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023				...2026...	...2027...	...2028...	...2029...		
Planning	2,908	2,908	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	2,908	2,908	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	2,908	2,908	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

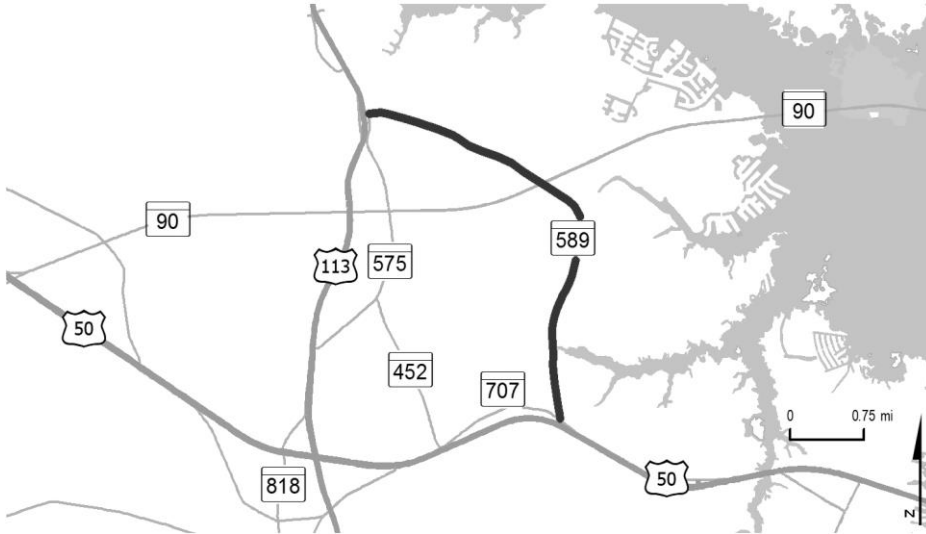
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 33,300
(2023) 41,000 (Summer Peak)

PROJECTED 36,900
(2043) 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 is on hold.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023				...2026...	...2027...	...2028...	...2029...		
Planning	1,417	1,417	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,417	1,417	0	0	0	0	0	0	0	0	0
Federal-Aid	246	246	0	0	0	0	0	0	0	0	0
Special	1,171	1,171	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

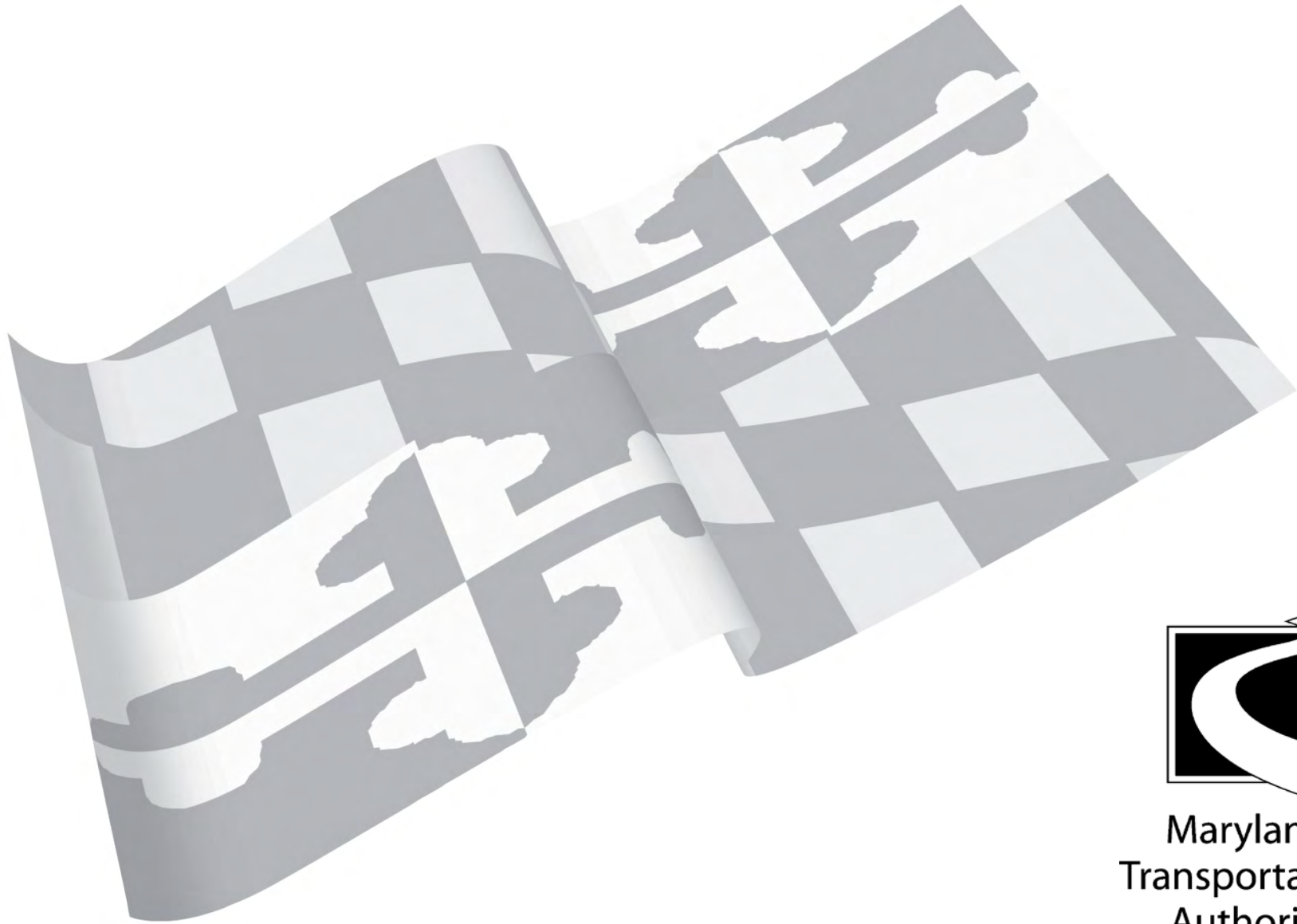
CURRENT 20,600
(2023) 22,800 (Summer Peak)

PROJECTED 26,200
(2043) 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
Bridge Replacement/Rehabilitation				
WO1961	MD346	OLD OCEAN CITY BOULEVARD - REPLACEMENT OF SMALL STRUCTURE 23019X0 OVER WHALEYVILLE BRANCH	\$ 1,292	FY 2024
Resurface/Rehabilitate				
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
Transportation Alternatives Program				
WO5111	MD611	STEPHEN DECATUR HIGHWAY - BICYCLE AND PEDESTRIAN ROUTE - SHARED USE PATH FEASIBILITY STUDY	\$ 109	FY 2025



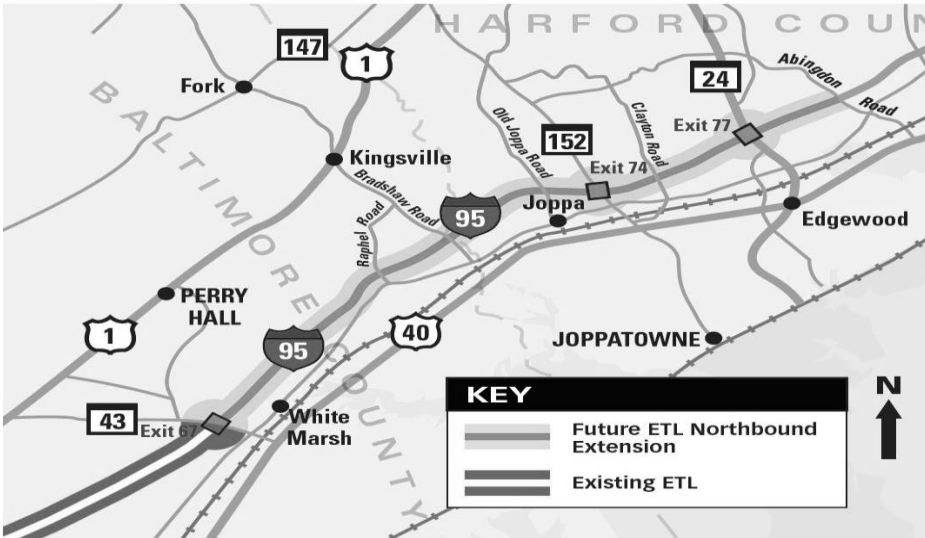
Maryland
Transportation
Authority

MDOT
MARYLAND DEPARTMENT
OF TRANSPORTATION

MARYLAND TRANSPORTATION AUTHORITY

**MARYLAND TRANSPORTATION AUTHORITY
CAPITAL PROGRAM SUMMARY
(\$ MILLIONS)**

	<u>FY 2024</u>	<u>FY 2025</u>	<u>FY 2026</u>	<u>FY 2027</u>	<u>FY 2028</u>	<u>FY 2029</u>	<u>SIX - YEAR TOTAL</u>
<u>Major Construction Program</u>	460.3	439.1	315.3	134.3	61.9	22.7	1,433.6
System Preservation	166.2	242.6	137.7	28.1	10.7	3.2	588.6
Expansion/Efficiency	271.1	189.4	160.4	88.4	43.5	17.5	770.1
Environment	17.7	2.5	0.0	-	-	1.2	21.4
Administration	5.3	4.6	17.2	17.8	7.7	0.8	53.4
<u>Major Development & Evaluation Program</u>	10.9	9.3	7.5	2.8	1.9	0.2	32.5
System Preservation	1.3	1.0	2.0	2.8	1.9	0.2	9.2
Expansion/Efficiency	9.6	8.3	5.5	-	-	-	23.3
<u>Minor Program</u>	91.8	108.3	214.0	356.4	451.8	371.5	1,593.9
System Preservation	77.8	87.1	165.9	272.2	354.9	316.8	1,274.7
Expansion/Efficiency	4.9	15.7	45.9	83.7	96.5	54.7	301.4
Safety & Security	4.6	1.0	0.4	0.4	0.4	-	6.9
Environment	3.1	3.8	1.8	0.1	-	-	9.0
Administration	1.4	0.7	-	-	-	-	2.0
<u>Capital Salaries, Wages & Other Costs</u>	-	-	-	-	-	-	-
TOTAL	563.0	556.7	536.9	493.5	515.5	394.4	3,060.0
Toll Funds	563.0	556.7	536.9	493.5	515.5	394.4	3,060.0



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

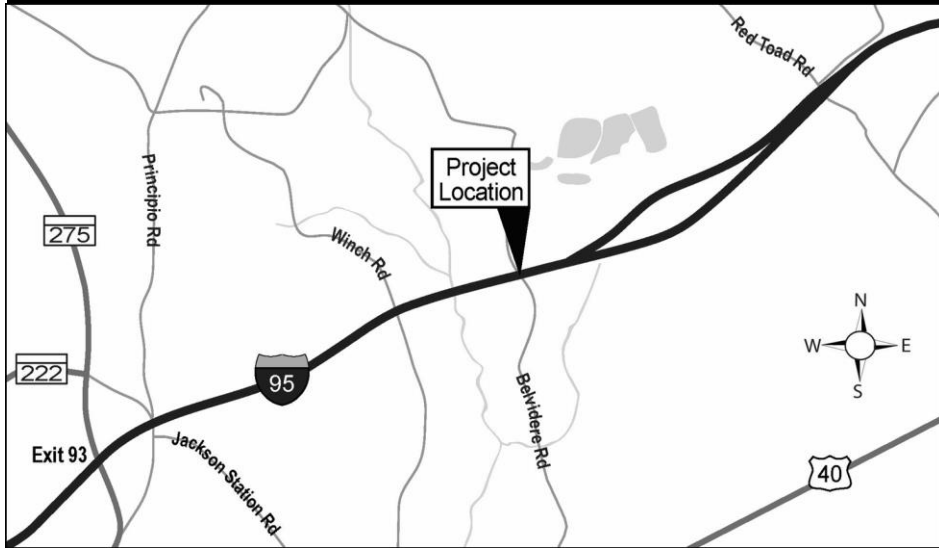
EXPLANATION: Extending the northbound Express Toll Lanes and associated improvements will provide congestion relief and address safety concerns.

- SMART GROWTH STATUS:**
- Project Not Location Specific
 - Not 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	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				YEAR 2023	YEAR 2024	YEAR 2025	FOR PLANNING PURPOSES ONLY		
						...2026...	...2027...	...2028...	...2029...	TOTAL	
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	94,591	83,290	7,743	7,927	2,170	1,204	0	0	0	11,301	0
Right-of-way	9,183	7,313	(2)	1,870	0	0	0	0	0	1,870	0
Utility	10,915	198	0	10,717	0	0	0	0	0	10,717	0
Construction	935,614	342,659	179,211	191,163	146,197	112,691	81,521	42,739	18,645	592,956	0
Total	1,050,304	433,460	186,952	211,677	148,367	113,895	81,521	42,739	18,645	616,844	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	1,050,304	433,460	186,952	211,677	148,367	113,895	81,521	42,739	18,645	616,844	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Cost decreased by \$20.0 million to reflect actual bid prices.



PROJECT: I-95 John F. Kennedy Memorial Highway - Construct Interchange at Belvidere Road

DESCRIPTION: The project will construct a new interchange between I-95 John F. Kennedy Memorial Highway and Belvidere Road, including constructing a new bridge over I-95.

PURPOSE & NEED SUMMARY STATEMENT: Increased development in the vicinity of Belvidere Road in Cecil County necessitates an interchange at I-95 (JFK Highway) and Belvidere Road. The project cost will be shared with Stewart Properties contributing \$8.8 million for right-of-way, Cecil County contributing \$1 million for construction, and MDTA providing \$46.7 million, with the balance of \$20 million from a Federal BUILD Grant. The BUILD Grant was awarded in December 2018. At the time of the grant application in 2018, the project was estimated at \$54 million; however, the cost shown on this page reflects the low bid received from the selected Design-Build team.

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

- 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: Planning and engineering 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 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	FOR PLANNING PURPOSES ONLY					
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	6,638	6,432	355	207	0	0	0	0	0	207	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	74,891	12,123	6,897	29,313	24,492	8,963	0	0	0	62,767	0
Total	81,529	18,555	7,252	29,519	24,492	8,963	0	0	0	62,974	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	81,529	18,555	7,252	29,519	24,492	8,963	0	0	0	62,974	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.



PROJECT: I-95 John F. Kennedy Memorial Highway - Structural Rehabilitation of the Millard E. Tydings Memorial Bridge

DESCRIPTION: Perform structural rehabilitation at the Tydings Bridge on I-95 over the Susquehanna River including retrofitting ten wind shear devices and miscellaneous steel repairs as needed.

PURPOSE & NEED SUMMARY STATEMENT: Annual inspections revealed the need to retrofit the wind shear devices and to perform miscellaneous steel repairs.

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

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

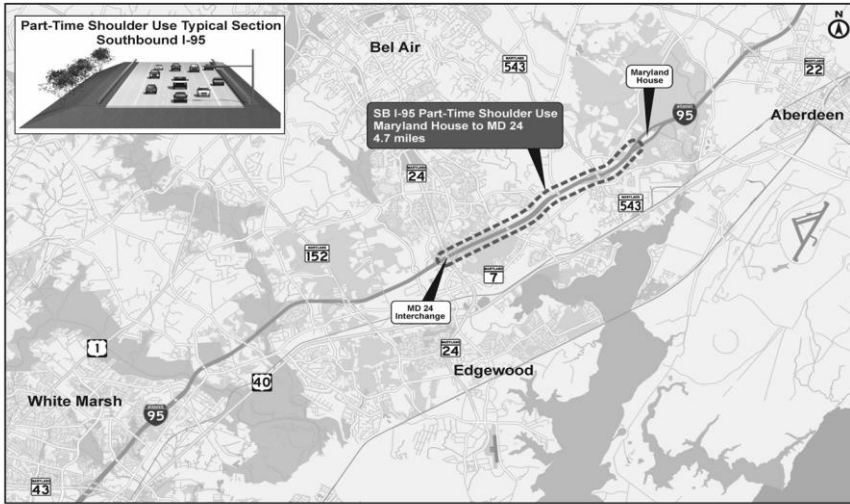
- SMART GROWTH STATUS:**
- Project Not Location Specific
 - Not Subject to PFA Law
 - Project Inside PFA
 - Project Outside PFA
 - PFA Status Yet to Be Determined
 - Grandfathered
 - Exception Will Be Required
 - Exception Granted

EXPLANATION: This project addresses existing wear and extends the useful life of steel bridge components.

STATUS: Open to service.

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 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	FOR PLANNING PURPOSES ONLY						
						...2026...	...2027...	...2028...	...2029...			
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	670	670	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	11,392	11,284	3,304	108	0	0	0	0	0	0	108	0
Total	12,062	11,954	3,304	108	0	0	0	0	0	0	108	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	0
TOLL	12,062	11,954	3,304	108	0	0	0	0	0	0	108	0
Other	0	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Cost increased by \$1.1 million for extra work added that was found to be needed during yearly inspections.



PROJECT: I-95 John F. Kennedy Memorial Highway - I-95 Southbound Hard Shoulder Running

DESCRIPTION: This project will provide part-time left shoulder use for approximately 5.4 miles on I-95 southbound from Maryland House to MD 24 in Harford County. It involves restriping I-95 and repaving the left shoulder lane to accommodate part-time left shoulder use. Installation of Intelligent Transportation System (ITS) devices to dynamically open and close the left shoulder lane based on traffic conditions is included.

PURPOSE & NEED SUMMARY STATEMENT: This project will increase capacity along southbound I-95 between Maryland House and MD 24 and reduce congestion during high traffic volumes.

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

- 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.

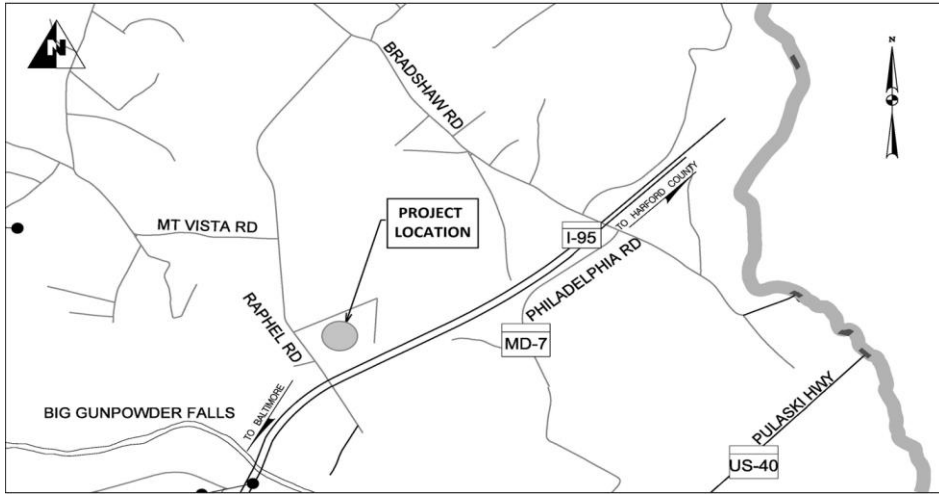
STATUS: Engineering is underway.

POTENTIAL FUNDING SOURCE:

- SPECIAL
- FEDERAL
- GENERAL
- OTHER

PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR				...2026...	...2027...	...2028...	...2029...			YEAR
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,060	1,984	1,174	1,076	0	0	0	0	0	1,076	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	32,300	0	0	0	2,248	22,478	6,837	738	0	32,300	0
Total	35,360	1,984	1,174	1,076	2,248	22,478	6,837	738	0	33,376	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	35,360	1,984	1,174	1,076	2,248	22,478	6,837	738	0	33,376	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.



PROJECT: I-95 John F. Kennedy Memorial Highway - JFK Maintenance Facility Complex

DESCRIPTION: The complex will include a new Maintenance Building to support office space, common areas, locker/rest rooms, automotive shop/bays, material storage, wash bay, Salt Storage Barns, Fueling Island, Debris Dewatering pad, and Vehicle Storage Structures. Site improvements shall include grading, pavement, drainage, utilities, storm water management, lighting, security, fencing, and landscaping.

PURPOSE & NEED SUMMARY STATEMENT: The JFK thruway and approach roadways require continuous maintenance and safety activities to maintain the JFK highway and Hatem bridge in the highest serviceable condition for safe passage of MDTA customers. The JFK Maintenance Facility Complex will provide work areas for the staff and vehicle safety inspections and full service repair shop bays and parts storage.

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

- 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 Maintenance Building will support an environment safe for MDTA employees to perform their work duties and protection for the equipment used by operations staff.

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				SIX YEAR	BALANCE TO
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY						TOTAL	COMPLETE
	(\$000)	CLOSE YEAR	2023	2024	2025	...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,425	2,194	1,418	1,195	36	0	0	0	0	1,231	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	38,512	0	0	0	4,594	16,092	13,173	4,653	0	38,512	0
Total	45,937	2,194	1,418	5,195	4,630	16,092	13,173	4,653	0	43,743	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	45,937	2,194	1,418	5,195	4,630	16,092	13,173	4,653	0	43,743	0
Other	0	0	0	0	0	0	0	0	0	0	0

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



PROJECT: I-95 Fort McHenry Tunnel - Rehabilitate Vent Fans

DESCRIPTION: Rehabilitate forty-eight ventilation fans in the Fort McHenry Tunnel East and West Ventilation Buildings.

PURPOSE & NEED SUMMARY STATEMENT: The ventilation system is an integral part of the Fort McHenry Tunnel. Rehabilitating the fans and their components will improve the operational reliability of the existing fans and extend the service life of the ventilation system in the tunnel.

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

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

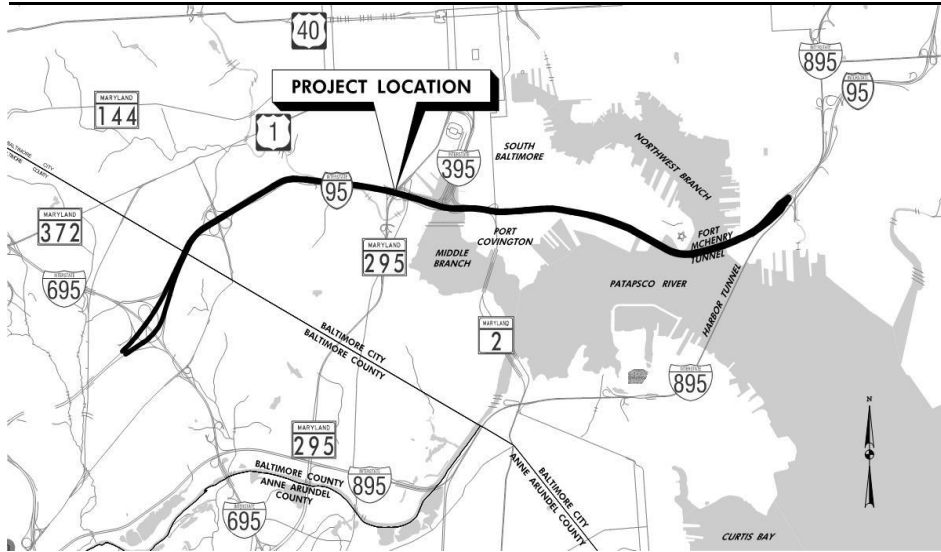
- SMART GROWTH STATUS:**
- Project Not Location Specific
 - Not Subject to PFA Law
 - Project Inside PFA
 - Project Outside PFA
 - PFA Status Yet to Be Determined
 - Grandfathered
 - Exception Will Be Required
 - Exception Granted

EXPLANATION: Rehabilitating the fans will extend the useful life of the existing ventilation system.

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	EXPENDED THRU				FOR PLANNING PURPOSES ONLY						
	(\$000)	CLOSE YEAR				...2026...	...2027...	...2028...	...2029...			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	3,149	2,861	525	288	0	0	0	0	0	288	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	41,546	38,105	15,400	3,441	0	0	0	0	0	3,441	0	
Total	44,695	40,966	15,926	3,729	0	0	0	0	0	3,729	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	
TOLL	44,695	40,966	15,926	3,729	0	0	0	0	0	3,729	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.



PROJECT: I-95 Fort McHenry Tunnel - Port Covington I-95 Access Study

DESCRIPTION: The first phase of this project is a comprehensive evaluation of potential improvements to I-95 ramps required to support major planned development on the Port Covington Peninsula located in Baltimore City. Improvements being evaluated include potential changes to the I-95 ramps between Hanover Street and Key Highway.

PURPOSE & NEED SUMMARY STATEMENT: A National Environmental Policy Act (NEPA) study is required to determine the potential environmental effects associated with proposed improvements to accommodate anticipated growth while maintaining the functionality of the regional and local transportation system.

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

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

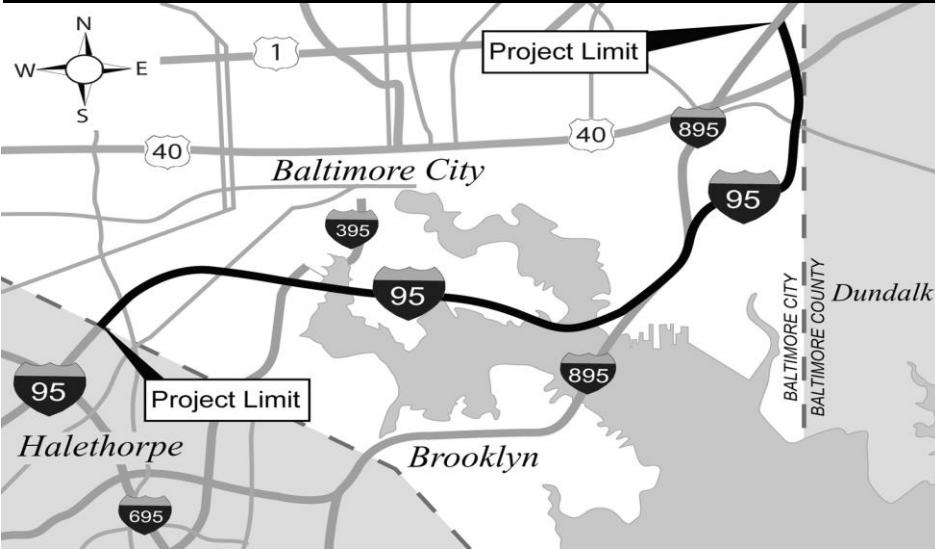
- SMART GROWTH STATUS:**
- Project Not Location Specific
 - Not Subject to PFA Law
 - Project Inside PFA
 - Project Outside PFA
 - PFA Status Yet to Be Determined
 - Grandfathered
 - Exception Will Be Required
 - Exception Granted

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 2023 - 28 CTP: None.

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 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	FOR PLANNING PURPOSES ONLY						
						...2026...	...2027...	...2028...	...2029...			
Planning	409	389	0	5	0	0	0	0	0	0	5	15
Engineering	6	6	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	32,985	0	0	0	0	0	0	0	0	0	0	32,985
Total	33,400	395	0	5	0	0	0	0	0	0	5	33,000
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	0
TOLL	33,400	395	0	5	0	0	0	0	0	0	5	33,000
Other	0	0	0	0	0	0	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 inspection, as well as findings and issues noted by MDTA Operations, have identified the need to perform a comprehensive substructure and superstructure rehabilitation.

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

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

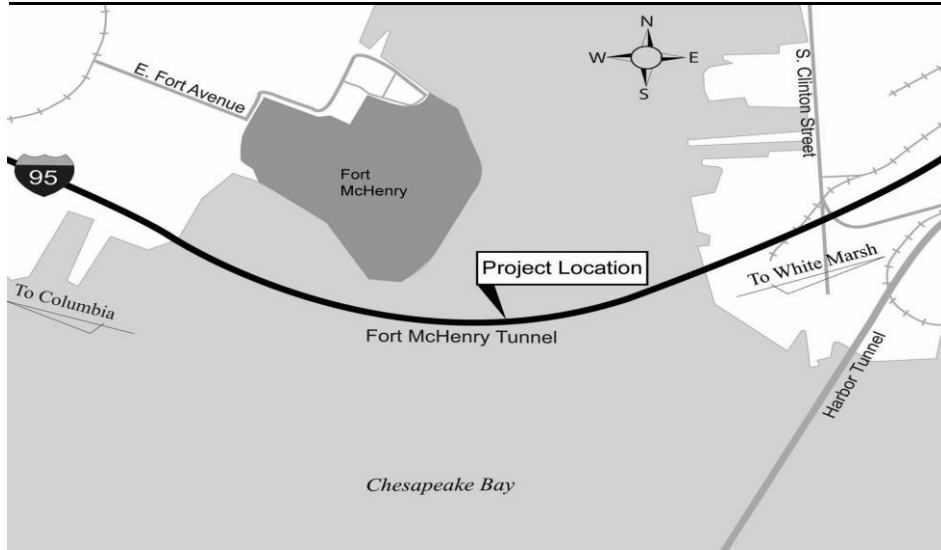
- SMART GROWTH STATUS:**
- Project Not Location Specific
 - Not Subject to PFA Law
 - Project Inside PFA
 - Project Outside PFA
 - PFA Status Yet to Be Determined
 - Grandfathered
 - Exception Will Be Required
 - Exception Granted

EXPLANATION: The bridges show signs of wear. Rehabilitation is needed to correct current wear and prevent further wear of the substructure and superstructure.

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
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY						YEAR	COMPLETE
	(\$000)	CLOSE YEAR	2023	2024	2025	...2026...	...2027...	...2028...	...2029...	TOTAL	
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,885	4,885	129	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	22,441	13,990	5,126	4,659	3,584	208	0	0	0	8,451	0
Total	27,326	18,875	5,255	4,659	3,584	208	0	0	0	8,451	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	27,326	18,875	5,255	4,659	3,584	208	0	0	0	8,451	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.



PROJECT: I-95 Fort McHenry Tunnel - Rehabilitate Tunnel 15 KV Cable, Conduit, and Concrete Wall

DESCRIPTION: The scope of this project includes performing concrete repairs to the underside of the roadway slab and walls inside the fresh air ducts of all four bores of the Fort McHenry Tunnel. In addition, replacement of the existing four (4) 15KV tie feeders, with associated cables and conduits, between the East and West Ventilation Buildings.

PURPOSE & NEED SUMMARY STATEMENT: Recent hands on inspection reports have identified the original 15KV cable and conduits including the concrete around it need major rehabilitation and replacement.

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

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

EXPLANATION: Rehabilitate 15KV cable, conduit and concrete wall to increase the useful life of these tunnel components.

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

STATUS: Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL					PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	FOR PLANNING PURPOSES ONLY					
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	476	476	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	32,808	10,017	5,406	5,772	11,500	5,518	0	0	0	22,790	0
Total	33,284	10,493	5,406	5,772	11,500	5,518	0	0	0	22,790	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	33,284	10,493	5,406	5,772	11,500	5,518	0	0	0	22,790	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.



PROJECT: I-95 Fort McHenry Tunnel - Superstructure Repairs of Various Bridges North and South of Fort McHenry Tunnel

DESCRIPTION: The scope of work includes various repairs to 19 bridges and includes installing fatigue retrofits for steel box girder diaphragms, drainage system repairs and miscellaneous repairs.

PURPOSE & NEED SUMMARY STATEMENT: Recent facility inspections and rehabilitation contracts for structural painting and repair, and joint replacements revealed a need for a comprehensive design and retrofit program to correct fatigue-related defects in the box girders and traditional steel girders and reconfiguration of the drainage system.

STATE 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 repair defects to extend the useful life of the bridges.

STATUS: Open to service.

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	
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY						TOTAL	COMPLETE
	(\$000)	CLOSE YEAR	2023	2024	2025	...2026...	...2027...	...2028...	...2029...			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	861	861	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	6,730	6,705	1,938	25	0	0	0	0	0	25	0	
Total	7,591	7,566	1,938	25	0	0	0	0	0	25	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	
TOLL	7,591	7,566	1,938	25	0	0	0	0	0	25	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.



PROJECT: I-95 Fort McHenry Tunnel - Convert to Cashless Tolling

DESCRIPTION: Remove the existing toll booths and plaza elements, construct gantry structures, and reconstruct the plaza roadway to convert to cashless tolling; construct underground infrastructure, utilities, stormwater management, signing and marking, and commercial inspection area.

PURPOSE & NEED SUMMARY STATEMENT: Cashless tolling provides toll collection at highway speeds through the electronic methods of E-ZPass and video tolling. The advantages of converting to cashless tolling include reduced travel time; increased safety/reduced crashes; alignment with national practice; improved customer convenience; reduced emissions; and reduction in toll collection and maintenance costs. Cashless tolling has been used successfully at the MDTA's MD 200 Intercounty Connector (ICC) and the I-95 Express Toll Lanes (ETL).

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

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

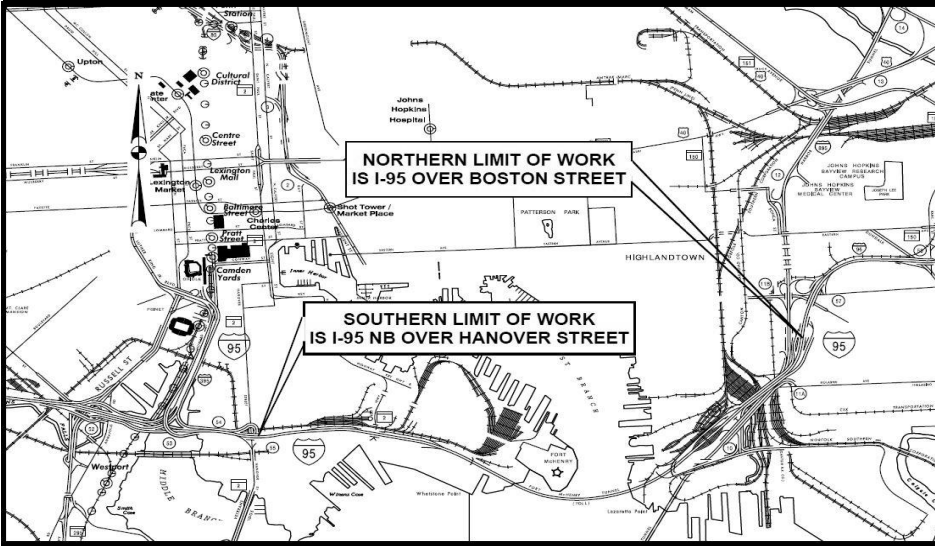
- SMART GROWTH STATUS:**
- Project Not Location Specific
 - Not Subject to PFA Law
 - Project Inside PFA
 - Project Outside PFA
 - PFA Status Yet to Be Determined
 - Grandfathered
 - Exception Will Be Required
 - Exception Granted

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.

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 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	FOR PLANNING PURPOSES ONLY					
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,542	2,542	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	20,261	11,573	7,164	7,607	1,081	0	0	0	0	8,688	0
Total	22,802	14,115	7,164	7,607	1,081	0	0	0	0	8,688	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	22,802	14,115	7,164	7,607	1,081	0	0	0	0	8,688	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.



PROJECT: I-95 Fort McHenry Tunnel - 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: The bridge inspections revealed large areas of the structural steel with moderate to advanced section loss particular at the beam ends where there is a roadway joint.

STATE 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 patina protecting the steel is wearing off, therefore cleaning and painting the steel is needed to prevent further deterioration.

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

STATUS: Engineering is underway. Construction will begin in FY 2024

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				TOTAL	TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY						
			2023	2024	2025	...2026...	...2027...	...2028...	...2029...	YEAR		
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	100	98	67	2	0	0	0	0	0	2	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	28,270	0	0	6,722	6,323	6,120	2,105	7,000	0	28,270	0	
Total	28,370	98	67	6,724	6,323	6,120	2,105	7,000	0	28,272	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	
TOLL	28,370	98	67	6,724	6,323	6,120	2,105	7,000	0	28,272	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

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



PROJECT: I-95 Fort McHenry Tunnel - Rehabilitate FMT Area-Wide Lighting

DESCRIPTION: Rehabilitate the Fort McHenry Tunnel area-wide lighting.

PURPOSE & NEED SUMMARY STATEMENT: This project will upgrade and bring assets back into operation including 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

- SMART GROWTH STATUS:**
- Project Not Location Specific
 - 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 is needed because otherwise the asset lifecycle will end and need to be replaced.

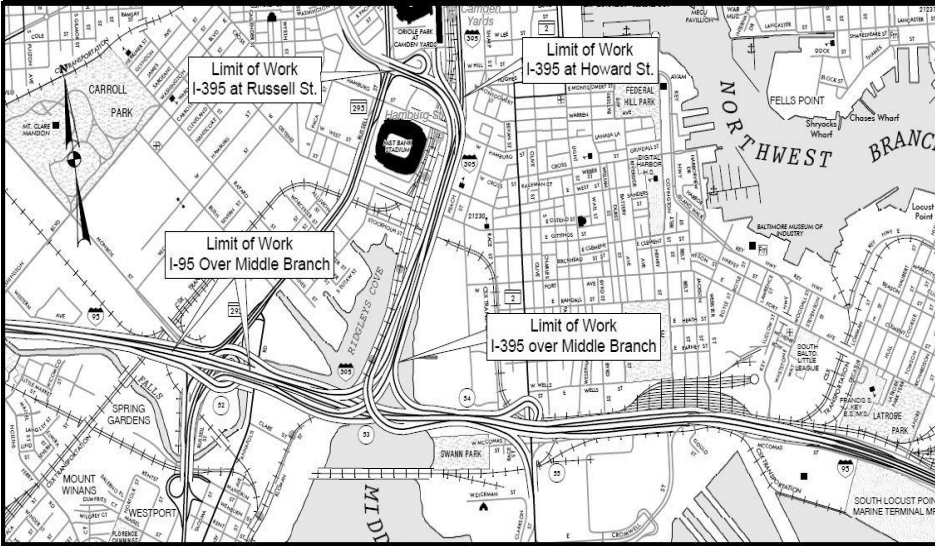
STATUS: Engineering is underway. Construction is scheduled to begin in Summer 2024.

POTENTIAL FUNDING SOURCE:

- SPECIAL
- FEDERAL
- GENERAL
- OTHER

PHASE	TOTAL		PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2026...	...2027...	...2028...	...2029...		
	Planning	0				0	0	0	0		
Engineering	542	467	160	75	0	0	0	0	0	75	0
Right-of-way	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	782	4,458	4,434	1,826	0	0	11,500	0
Total	12,042	467	160	857	4,458	4,434	1,826	0	0	11,575	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	12,042	467	160	857	4,458	4,434	1,826	0	0	11,575	0
Other	0	0	0	0	0	0	0	0	0	0	0

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



PROJECT: I-95 Fort McHenry Tunnel - 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 from steel in areas of the FMT "Box" girders by cleaning and painting the rusted areas that were discovered during biennial inspection 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					PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	FOR PLANNING PURPOSES ONLY					
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	500	147	147	353	0	0	0	0	0	353	0
Right-of-way	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	0	2,829	4,368	2,369	430	0	9,996	0
Total	10,496	147	147	353	2,829	4,368	2,369	430	0	10,349	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	10,496	147	147	353	2,829	4,368	2,369	430	0	10,349	0
Other	0	0	0	0	0	0	0	0	0	0	0

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



PROJECT: MD 695 Francis Scott Key Bridge - Subgrade Improvements at Bear Creek

DESCRIPTION: This project will rehabilitate the subgrade and pavement systems of the MD 695 roadway in the Bear Creek vicinity.

PURPOSE & NEED SUMMARY STATEMENT: The purpose of the project is to repair and rehabilitate the subgrade and pavement of MD 695 near Bear Creek and perform backwall repairs of adjacent bridges. The need for repairs and rehabilitation are based on studies that revealed settlement and deterioration in this area. The expected increase in truck volumes due to the ongoing development and expansion of Tradepoint Atlantic confirms the need for the rehabilitation at this time.

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

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

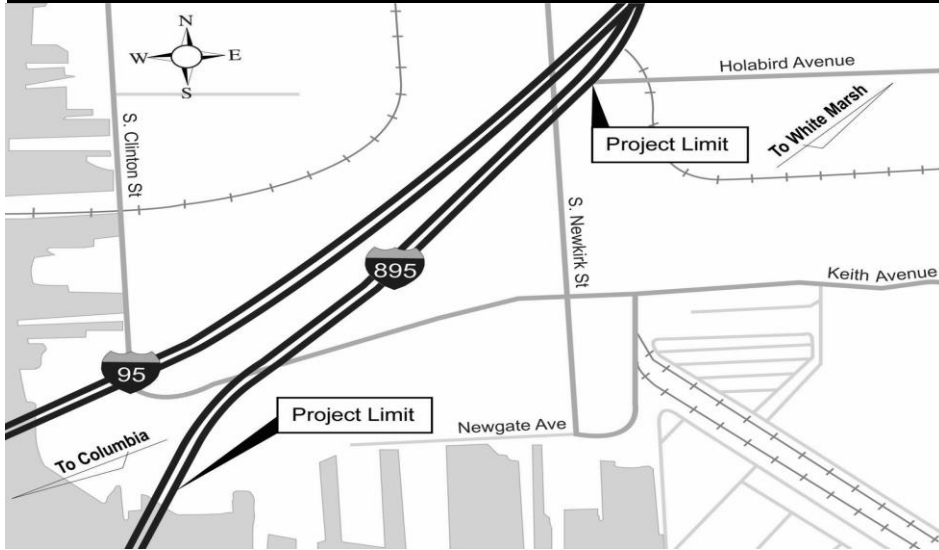
- SMART GROWTH STATUS:**
- Project Not Location Specific
 - Not Subject to PFA Law
 - Project Inside PFA
 - Project Outside PFA
 - PFA Status Yet to Be Determined
 - Grandfathered
 - Exception Will Be Required
 - Exception Granted

EXPLANATION: The rehabilitation and repairs of the roadway and bridge abutments will provide a safer and smoother ride.

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				FOR PLANNING PURPOSES ONLY					
			2023	2024	2025	...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,791	3,616	537	110	66	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	45,000	0	0	13,811	29,468	1,721	0	0	0	45,000	0
Total	48,791	3,616	537	13,921	29,534	1,721	0	0	0	45,175	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	48,791	3,616	537	13,921	29,534	1,721	0	0	0	45,175	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Cost decreased by \$12.8 million due to a scope change.



PROJECT: I-895 Baltimore Harbor Tunnel Thruway - I-895 Bridge Replacement

DESCRIPTION: Replace the elevated portion of the I-895 roadway from the north portal entrance to Holabird Avenue. The rehabilitation of the tunnel deck, liner, and standpipe and sump pump systems have been added to this project. Note: This project was previously named "Replace Canton Viaduct."

PURPOSE & NEED SUMMARY STATEMENT: The bridge deck on this structure has not been renovated since 1985. Testing has indicated that portions of the bridge are nearing the end of their life cycle. The bridge deck, substructure, and superstructure are experiencing various degrees of wear. Additional work within the tunnel has been added to the project.

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

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

EXPLANATION: The elevated portion of the roadway from the north portal entrance to Holabird Avenue will be replaced because it is nearing the end of its life cycle. Rehabilitation of the tunnel deck, liner, standpipes and sump pumps will extend the useful life of those components.

- SMART GROWTH STATUS:**
- Project Not Location Specific
 - Not 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.

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	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY						
	(\$000)		2023	2024	2025	...2026...	...2027...	...2028...	...2029...	TOTAL		
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	24,234	24,234	0	0	0	0	0	0	0	0	0	
Right-of-way	2,165	2,066	0	98	0	0	0	0	0	98	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	213,014	211,738	342	1,276	0	0	0	0	0	1,276	0	
Total	239,413	238,038	342	1,375	0	0	0	0	0	1,375	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	
TOLL	239,413	238,038	342	1,375	0	0	0	0	0	1,375	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Cost decreased by \$1.7 million due to revised projections as project nears completion.



PROJECT: I-895 Baltimore Harbor Tunnel Thruway - Envelope and Switchgear Replacements at Vent Buildings

DESCRIPTION: Replace building facade, louvers, doors, roofing, elevators and fire pumps along with switchgear/MCC line-ups, transformers, switchboards, SCADA system integration and associated feeder cables at the Baltimore Harbor Tunnel Vent Buildings, Fairfield and Canton Sites.

PURPOSE & NEED SUMMARY STATEMENT: The existing facade is failing and the existing louvers provide no protection of the building interiors and equipment from rain and snow. The switchgear is original to the facility and has reached the end of its useful life.

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

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

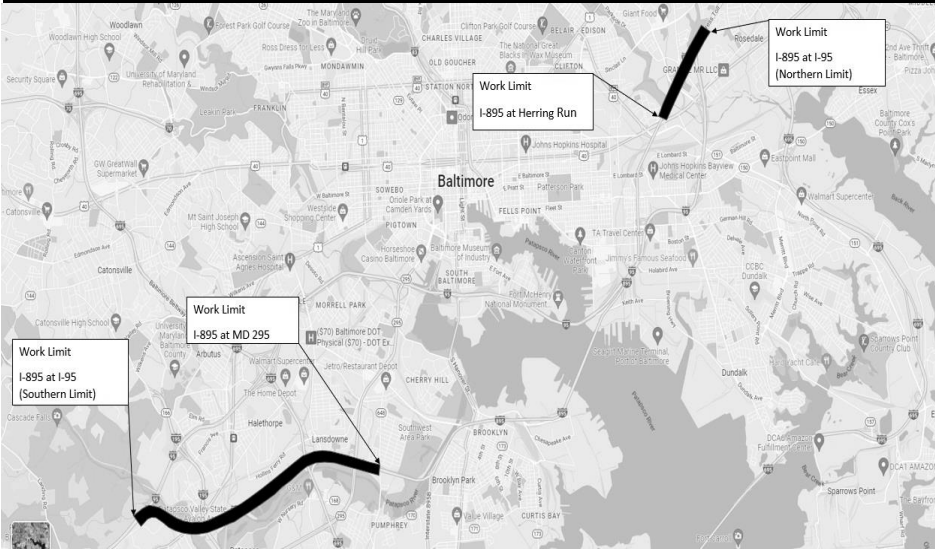
EXPLANATION: Replacing the facade will extend the useful life of the Baltimore Harbor Tunnel Vent Buildings and provide protection for the equipment housed therein. Replacing the switchgear and associated apparatus will provide reliable system and power control.

- 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 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	FOR PLANNING PURPOSES ONLY					
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,148	4,148	45	0	0	0	0	0	0	0	0
Right-of-way	466	466	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	76,061	3,274	3,190	15,987	20,026	21,544	15,230	0	0	72,787	0
Total	80,675	7,888	3,235	15,987	20,026	21,544	15,230	0	0	72,787	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	80,675	7,888	3,235	15,987	20,026	21,544	15,230	0	0	72,787	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.



PROJECT: I-895 Baltimore Harbor Tunnel Thruway - Resurfacing North and South of the Baltimore Harbor Tunnel

DESCRIPTION: Resurfacing I-895 north and south of Baltimore Harbor Tunnel. The limits of the project are I-895 from the southern junction of I-95 to just north of MD 295 (at the south end of the project) and I-895 from just south of Herring Run to the northern junction of I-95 (northern end of the project).

PURPOSE & NEED SUMMARY STATEMENT: This project will perform the required life-cycle pavement resurfacing and rehabilitation along I-895 in order to ensure that the pavement remains in acceptable condition.

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

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

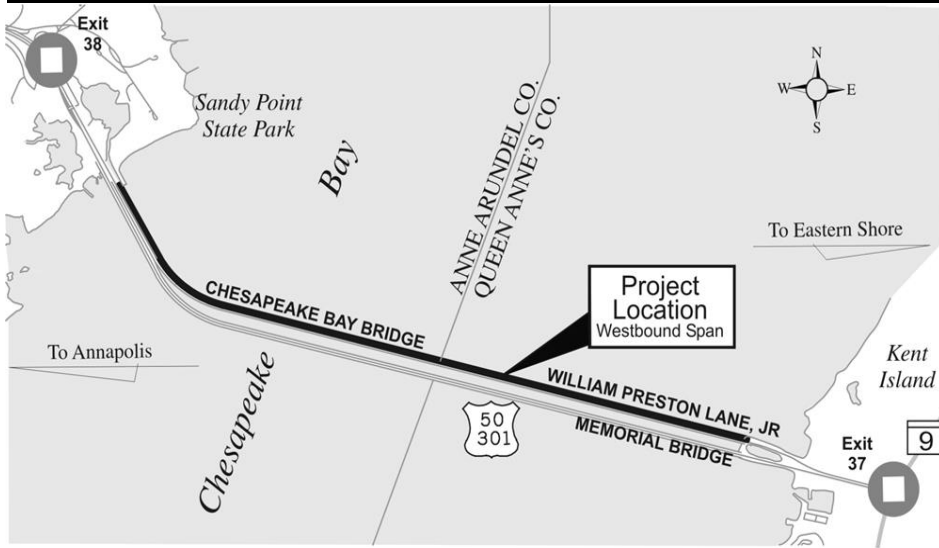
- SMART GROWTH STATUS:**
- Project Not Location Specific
 - Not Subject to PFA Law
 - Project Inside PFA
 - Project Outside PFA
 - PFA Status Yet to Be Determined
 - Grandfathered
 - Exception Will Be Required
 - Exception Granted

EXPLANATION: The I-895 roadway was in need of resurfacing in order to extend the useful life of the highway.

STATUS: Engineering is underway. Construction will begin in FY 2024.

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 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	FOR PLANNING PURPOSES ONLY					
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	540	520	204	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	13,063	0	0	3,579	7,224	2,260	0	0	0	13,063	0
Total	13,603	520	204	3,599	7,224	2,260	0	0	0	13,083	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	13,603	520	204	3,599	7,224	2,260	0	0	0	13,083	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.



PROJECT: US 50/301 Bay Bridge - Deck Rehabilitation and Miscellaneous Modifications

DESCRIPTION: Deck rehabilitation of the westbound span of the Bay Bridge includes resurfacing Lane 1 with Latex Modified Concrete (LMC) with the exception of the areas where the deck was already replaced, rehabilitating Lanes 2 and 3 by overlaying with LMC, and patching and sealing the remaining areas where needed. This project also includes replacing the lane use signal gantries (LUSG) mounted on the westbound span which is all the bridge-mounted LUSG with the exception of those mounted on the through truss and suspension towers.

PURPOSE & NEED SUMMARY STATEMENT: Inspection of the deck surface revealed the need for rehabilitation including overlays and sealing to extend the service life of the deck.

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

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

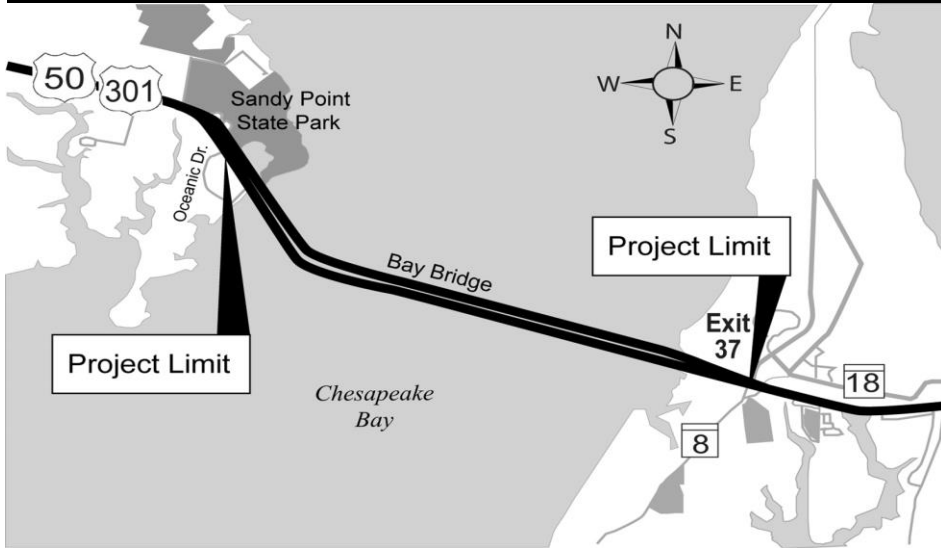
EXPLANATION: Rehabilitation of the westbound span of the Bay Bridge will improve riding conditions and extend the useful life of the deck.

- SMART GROWTH STATUS:**
- Project Not Location Specific
 - Not 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.

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	
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY						YEAR	COMPLETE
	(\$000)	CLOSE YEAR	2023	2024	2025	...2026...	...2027...	...2028...	...2029...	TOTAL		
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	2,654	2,654	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	38,388	36,636	4,128	1,753	0	0	0	0	0	1,753	0	
Total	41,042	39,289	4,128	1,753	0	0	0	0	0	1,753	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	
TOLL	41,042	39,289	4,128	1,753	0	0	0	0	0	1,753	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Cost increased by \$1.1 million for Redline Revisions and additional Construction Management Inspection (CMI).



PROJECT: US 50/301 Bay Bridge - Rehabilitate Eastbound Bridge Deck

DESCRIPTION: This project provides for the rehabilitation and/or replacement of the eastbound bridge deck. The first phase of construction, deck widening and replacement of deck truss spans, is funded.

PURPOSE & NEED SUMMARY STATEMENT: The eastbound deck is exhibiting various degrees of deterioration, as it was last replaced in 1985. Industry standards indicate that the deck is nearing the end of its life cycle.

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

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

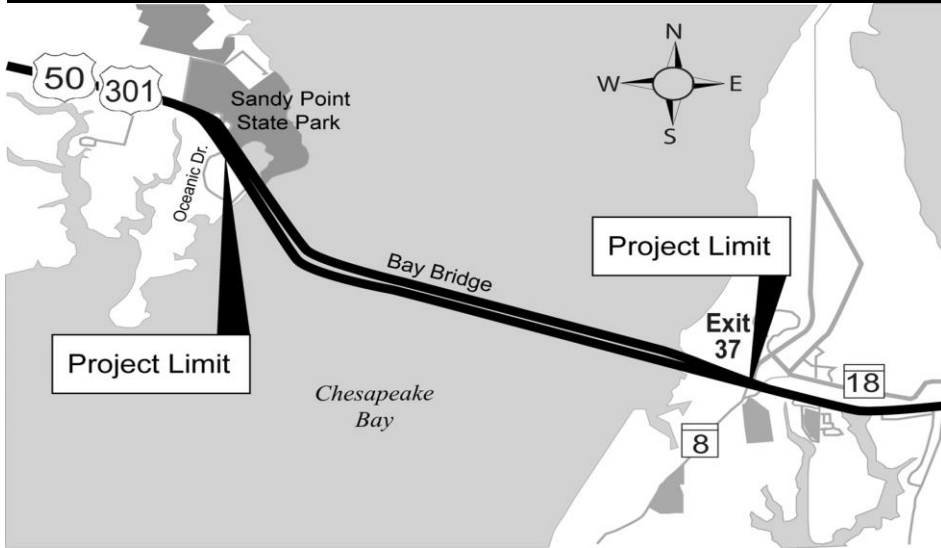
EXPLANATION: The eastbound bridge deck is exhibiting various degrees of deterioration and will be replaced or rehabilitated.

- 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				FOR PLANNING PURPOSES ONLY					
			2023	2024	2025	...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	13,000	12,114	1,114	886	0	0	0	0	0	886	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	281,629	21,020	20,318	82,721	116,175	60,938	775	0	0	260,609	0
Total	294,629	33,134	21,433	83,608	116,175	60,938	775	0	0	261,496	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	294,629	33,134	21,433	83,608	116,175	60,938	775	0	0	261,496	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Cost increased by \$56.1 million for Extra Work Authorization #1 and corresponding Construction Management Inspection (CMI) , and added construction funding for Phase 2 of the Eastbound Bay Bridge Deck Replacement Project.



PROJECT: US 50/301 Bay Bridge - Replace 5KV Feeder Cable on Eastbound and Westbound Spans

DESCRIPTION: Replace 5KV feeder cable on the eastbound and westbound spans of the Bay Bridge. This project includes changes in location and design to improve reliability.

PURPOSE & NEED SUMMARY STATEMENT: Facility inspections and InterNational Electrical Testing Association (NETA) testing identified the need to replace the feeder cable and associated components.

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

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

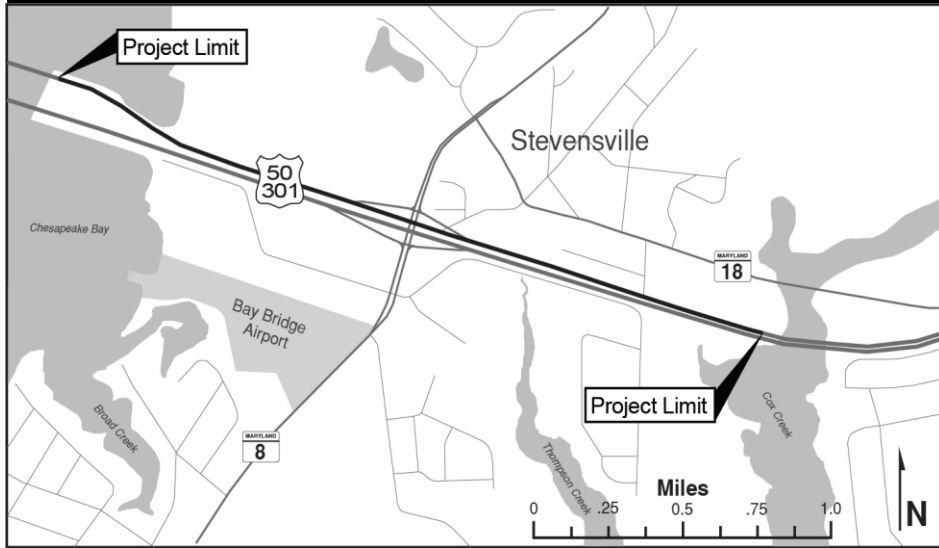
- SMART GROWTH STATUS:**
- Project Not Location Specific
 - Not Subject to PFA Law
 - Project Inside PFA
 - Project Outside PFA
 - PFA Status Yet to Be Determined
 - Grandfathered
 - Exception Will Be Required
 - Exception Granted

EXPLANATION: The aging cables are at the end of their useful life and need to be replaced.

STATUS: Open to service.

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				FOR PLANNING PURPOSES ONLY					
			2023	2024	2025	...2026...	...2027...	...2028...	...2029...	TOTAL	
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,330	2,330	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	48,481	47,376	7,850	1,106	0	0	0	0	0	1,106	0
Total	50,812	49,706	7,850	1,106	0	0	0	0	0	1,106	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	50,812	49,706	7,850	1,106	0	0	0	0	0	1,106	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.



PROJECT: US 50/301 Bay Bridge - Crossover Automated Lane Closure System

DESCRIPTION: The automated lane closure system includes enhanced lane use signals, gantries, pavement markings, dynamic in-pavement lights, dynamic message signs (DMS), and cameras to deploy lane closure and two-way traffic automatically.

PURPOSE & NEED SUMMARY STATEMENT: The installation of an automated lane closure system will reduce the response time and improve safety for implementing lane closure and two-way traffic operations on the bridge for incidents and construction work. The original span opened in July 1952 and provides a two-lane roadway for eastbound traffic. The parallel structure opened in June 1973 and has three lanes for westbound travelers. During periods of heavy eastbound traffic, one lane of the westbound bridge is reversed to carry eastbound travelers ("two-way" traffic operations).

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

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

EXPLANATION: The enhancement of the lane closure and two-way traffic operations system will improve and reduce the response time on the bridge for incidents and construction work.

- SMART GROWTH STATUS:**
- Project Not Location Specific
 - Not 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.

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				FOR PLANNING PURPOSES ONLY						
			2023	2024	2025	...2026...	...2027...	...2028...	...2029...	TOTAL		
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	1,596	1,596	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	19,702	19,234	2,555	469	0	0	0	0	0	469	0	
Total	21,299	20,830	2,555	469	0	0	0	0	0	469	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	
TOLL	21,299	20,830	2,555	469	0	0	0	0	0	469	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Cost increased by \$1.1 million for extra work and Construction Management Inspection (CMI).



PROJECT: US 50/301 Bay Bridge - Convert to Cashless Tolling

DESCRIPTION: Close existing openings between the tunnel beneath the plaza and the toll islands, demolish existing toll islands and plaza elements, and reconstruct US 50/301 at toll plaza to support cashless tolling; install automatic lane controls to improve western shore operational traffic shifts, construct commercial inspection areas, and make environmental management improvements.

PURPOSE & NEED SUMMARY STATEMENT: Cashless tolling provides toll collection at highway speeds through the electronic methods of E-ZPass and video tolling. The advantages of converting to cashless tolling include reduced travel time; increased safety/reduced crashes; alignment with national practice; improved customer convenience; reduced emissions; and reduction in toll collection and maintenance costs. Cashless tolling has been used successfully at the MDTA's MD 200 Intercounty Connector (ICC) and the I-95 Express Toll Lanes (ETL).

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

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

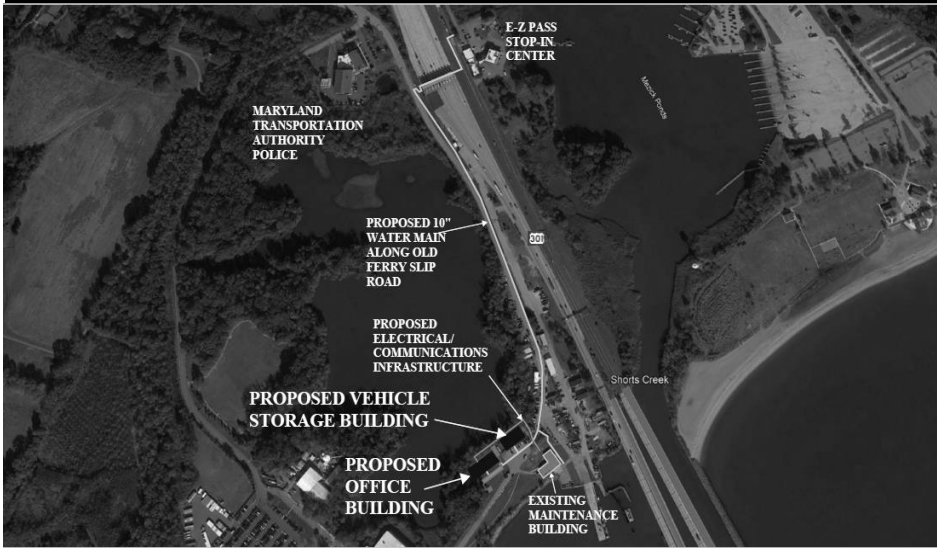
- SMART GROWTH STATUS:**
- Project Not Location Specific
 - Not Subject to PFA Law
 - Project Inside PFA
 - Project Outside PFA
 - PFA Status Yet to Be Determined
 - Grandfathered
 - Exception Will Be Required
 - Exception Granted

EXPLANATION: Changing to cashless tolling at the Bay Bridge provides toll collection at highway speeds through the electronic methods of E-ZPass, Pay-By-Plate, and Video Tolling.

STATUS: Open to service.

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 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	FOR PLANNING PURPOSES ONLY						
						...2026...	...2027...	...2028...	...2029...			
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,585	3,585	0	0	0	0	0	0	0	0	0	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	52,531	49,994	7,459	2,537	0	0	0	0	0	2,537	0	0
Total	56,117	53,580	7,459	2,537	0	0	0	0	0	2,537	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	0
TOLL	56,117	53,580	7,459	2,537	0	0	0	0	0	2,537	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Cost increased by \$1.8 million for Redline Revisions and additional Construction Management Inspection (CMI).



PROJECT: US 50/301 Bay Bridge - Project Management Office and Maintenance Equipment Storage Building

DESCRIPTION: This project includes the construction of a new Project Management Office and a new Maintenance Equipment Storage Building at the Bay Bridge Campus. Work also includes site utility upgrades including water main, power, fiber, and street lighting to support the new and existing buildings.

PURPOSE & NEED SUMMARY STATEMENT: The Bay Bridge crossing and approach roadways require continuous construction and maintenance activity to maintain the dual bridges in the highest serviceable condition for safe passage of MDTA customers. The Project Management Office will provide work areas for the inspection and contract administration staff. The Maintenance Equipment Storage Building will provide protection for the equipment used by operations staff.

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

- 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 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	BALANCE	
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY						YEAR	TO
	(\$000)	CLOSE YEAR	2023	2024	2025	...2026...	...2027...	...2028...	...2029...	TOTAL	COMPLETE	
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	2,500	2,445	380	55	0	0	0	0	0	55	0	
Right-of-way	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	24	24	0	0	1,113	4,638	3,067	818	9,636	0	
Total	12,160	2,468	404	55	0	1,113	4,638	3,067	818	9,692	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	
TOLL	12,160	2,468	404	55	0	1,113	4,638	3,067	818	9,692	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.



PROJECT: US 40 Thomas J. Hatem Memorial Bridge - Cleaning and Painting of the Hatem Bridge

DESCRIPTION: The bi-annual bridge inspection identified rust and peeling paint that need attention. This project will clean and paint the complete bridge. Single lane closures during off-peak traffic periods will be necessary to set-up shielding and equipment and when cleaning and painting over travel lanes.

PURPOSE & NEED SUMMARY STATEMENT: The bi-annual bridge inspection identified rust and peeling paint that need attention. Cleaning and painting will protect the existing superstructure of the Hatem Bridge.

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

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

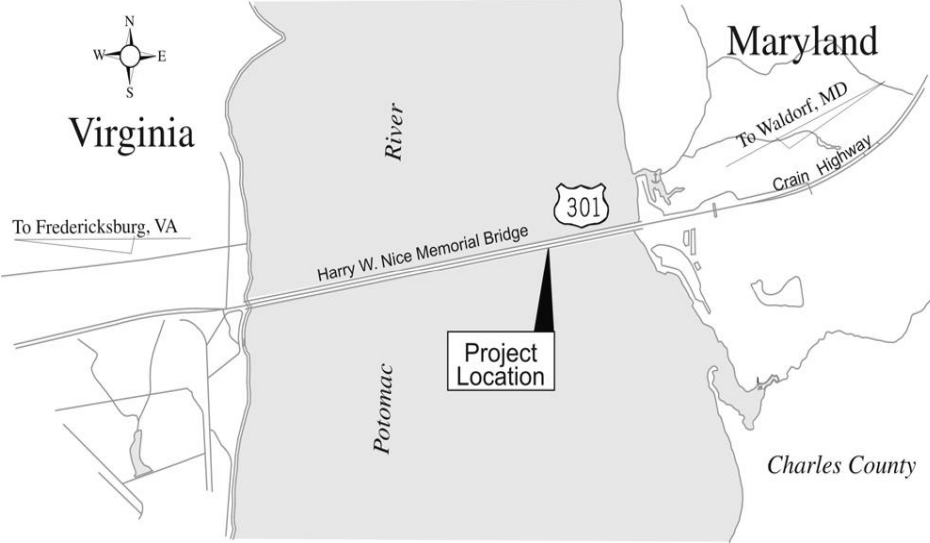
- SMART GROWTH STATUS:**
- Project Not Location Specific
 - Not Subject to PFA Law
 - Project Inside PFA
 - Project Outside PFA
 - PFA Status Yet to Be Determined
 - Grandfathered
 - Exception Will Be Required
 - Exception Granted

EXPLANATION: The paint is showing signs of wear. This improvement will address existing wear and extend the useful life of the bridge.

STATUS: Engineering is underway. Construction will begin in FY 2024.

POTENTIAL FUNDING SOURCE:													
			<input type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER							
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO		
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY						TOTAL	COMPLETE
	(\$000)	CLOSE YEAR				...2026...	...2027...	...2028...	...2029...				
Planning	0	0	0	0	0	0	0	0	0	0	0		
Engineering	890	848	108	42	0	0	0	0	0	42	0		
Right-of-way	0	0	0	0	0	0	0	0	0	0	0		
Utility	0	0	0	0	0	0	0	0	0	0	0		
Construction	65,025	0	0	1,911	35,373	25,829	1,912	0	0	65,025	0		
Total	65,915	848	108	1,953	35,373	25,829	1,912	0	0	65,067	0		
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0		
TOLL	65,915	848	108	1,953	35,373	25,829	1,912	0	0	65,067	0		
Other	0	0	0	0	0	0	0	0	0	0	0		

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



PROJECT: US 301 Governor Harry W. Nice Memorial/Senator Thomas "Mac" Middleton Bridge - Replace Nice/Middleton Bridge

DESCRIPTION: Replace the current bridge with a new 4-lane bridge.

PURPOSE & NEED SUMMARY STATEMENT: The existing bridge does not meet current standards, i.e., narrow lanes, lack of shoulders, and steep grades with lack of truck climbing lanes. The existing bridge is reaching capacity during peak periods. Traffic is projected to increase by 45 percent on weekdays and 33 percent on weekends by 2025.

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

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

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

EXPLANATION: The new 4-lane bridge will be safer and relieve congestion.

STATUS: The facility is open to service. Demolition of the old bridge, final construction elements, environmental mitigation (artificial reefs and oyster seedings), and activities related to Intelligent Transportation Systems (ITS) devices are underway.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Cost decreased by \$25.0 million due to favorable weather and decreased Construction Management Inspection (CMI).

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	
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY						YEAR	COMPLETE
	(\$000)	CLOSE YEAR	2023	2024	2025	...2026...	...2027...	...2028...	...2029...	TOTAL		
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	2	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	501,882	85,436	33,270	15,704	15,068	0	0	0	64,042	0	
Total	610,787	543,747	85,438	36,268	15,704	15,068	0	0	0	67,040	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	
TOLL	610,787	543,747	85,438	36,268	15,704	15,068	0	0	0	67,040	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.

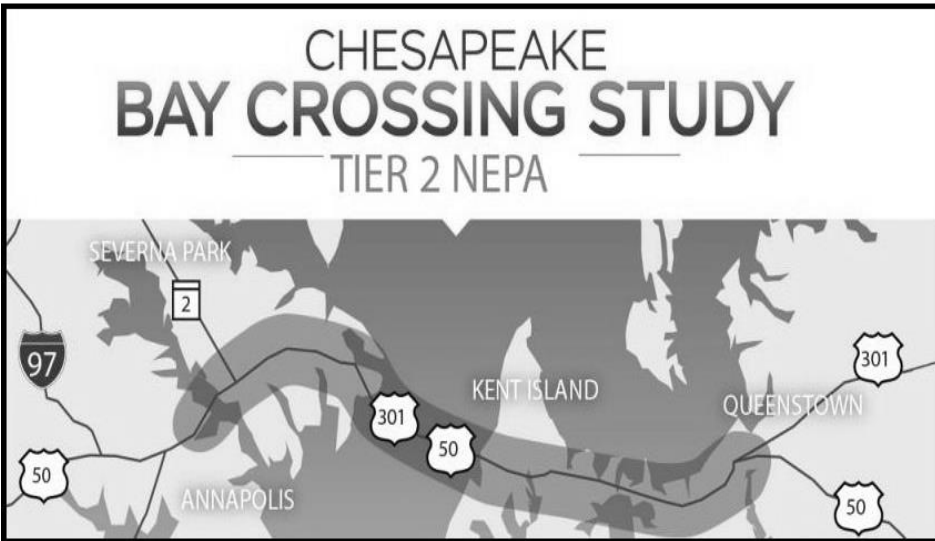
STATUS: Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE:

- SPECIAL
- FEDERAL
- GENERAL
- OTHER

PHASE	TOTAL		PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2026...	...2027...	...2028...	...2029...		
	Planning	0				0	0	0	0		
Engineering	19,377	19,377	219	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	
Construction	119,992	76,132	13,289	19,918	5,574	4,783	3,901	3,228	3,228	40,632	3,228
Total	139,369	95,509	13,508	19,918	5,574	4,783	3,901	3,228	3,228	40,632	3,228
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	139,369	95,509	13,508	19,918	5,574	4,783	3,901	3,228	3,228	40,632	3,228
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Cost increased by \$16.4 million due to contract modification which led to extending the end date of project.



PROJECT: US 50/301 Bay Bridge - Tier 2 NEPA Study

DESCRIPTION: The Bay Crossing Study Tier 2 NEPA is the second stage of the two-tiered federally required National Environmental Policy Act (NEPA) process. The Bay Crossing Study Tier 1 NEPA was approved by FHWA in April 2022, identifying Corridor 7, the corridor containing the existing Bay Bridge, as the Selected Corridor Alternative. Tier 2 studies specific alignment, crossing type and potential number of lanes needed within the 2-mile wide, 22-mile long corridor from Severn River Bridge to the US 50/301 split. Tier 2 involves significant public engagement and participation. Project delivery method options will be determined.

PURPOSE & NEED SUMMARY STATEMENT: The Bay Crossing Study Tier 2 NEPA is the next step in the strategy to address congestion and future traffic demand crossing the Chesapeake Bay. It must be completed before final design and construction could potentially begin if a build alignment alternative is selected.

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

STATUS: Planning is underway.

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

PHASE	TOTAL					PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	FOR PLANNING PURPOSES ONLY					
						...2026...	...2027...	...2028...	...2029...		
Planning	28,000	4,674	4,674	9,550	8,250	5,526	0	0	0	23,326	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	28,000	4,674	4,674	9,550	8,250	5,526	0	0	0	23,326	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	28,000	4,674	4,674	9,550	8,250	5,526	0	0	0	23,326	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.



PROJECT: MD 695 Francis Scott Key Bridge - FSK Deck Replacement

DESCRIPTION: The scope of work for this Project is to replace the existing concrete deck on the Francis Scott Key Bridge and perform miscellaneous structural repairs required to maintain and extend the service life of the bridge.

PURPOSE & NEED SUMMARY STATEMENT: The existing concrete bridge deck has extensive deterioration. The deterioration coupled with anticipated increases in truck volumes and heavier loads due to economic expansion in the area require a full rehabilitation of the FSK bridge deck.

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 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
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY						TOTAL	COMPLETE
	(\$000)	CLOSE YEAR	2023	2024	2025	...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	10,000	1,029	650	1,121	1,000	2,000	2,750	1,900	200	8,971	0
Right-of-way	182	0	0	182	0	0	0	0	0	182	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	10,182	1,029	650	1,303	1,000	2,000	2,750	1,900	200	9,153	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	10,182	1,029	650	1,303	1,000	2,000	2,750	1,900	200	9,153	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Added to the Development & Evaluation Program.

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

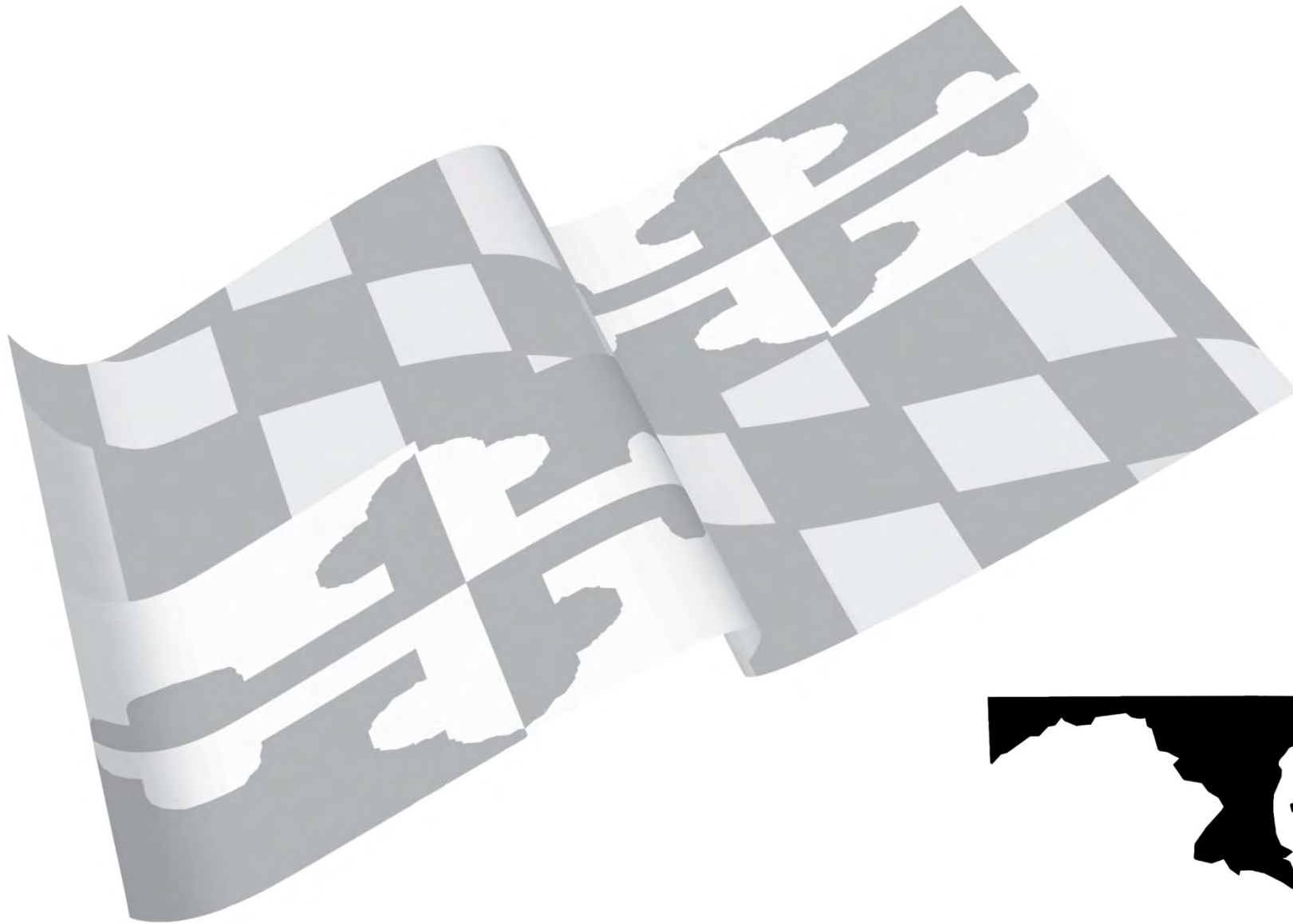
MARYLAND TRANSPORTATION AUTHORITY - LINE 30

PROJECT ID	PROJECT NAME	FACILITY CODE	TOTAL PROGRAMMED COST	STATUS
<u>Building Preservation</u>				
MDTAPRJ002560	BHT Maintenance/Auto Building HVAC and Roof Replacement	HT - HARBOR TUNNEL	\$ 7,038	Design Underway
MDTAPRJ002565	FMT East Vent Building Facade and Roof Replacement (Engineering only)	FT - FORT MCHENRY TUNNEL	\$ 400	Design Underway
<u>Building Renovations/Replacements</u>				
2438	Police Headquarters Building Envelope Renovations	KB - F.S.KEY BRIDGE	\$ 3,183	Design Underway
MDTAPRJ002569	JFK MSP Building Remodeling (Engineering only)	KH - KENNEDY HIGHWAY	\$ 500	Design Underway
<u>Electronic/Cashless Tolling</u>				
2487	AET Conversion with Frankfurst Avenue Interchange Modifications	HT - HARBOR TUNNEL	\$ 6,566	Design Underway
<u>Enhancements</u>				
MDTAPRJ002582	MD 695 Ramps to I-95 Northbound Express Toll Lanes	KH - KENNEDY HIGHWAY	\$ 5,525	Design Underway
<u>Environmental</u>				
2483	Small Drainage Rehabilitation	MA - MULTI-AREA	\$ 7,507	Under Construction
<u>Equipment - System Preservation</u>				
2471	10-Year Equipment Budget - FY 2018 through FY 2027	MA - MULTI-AREA	\$ 58,397	Ongoing
<u>Highway Preservation</u>				
2437	Mill and Overlay Bridge Decks (HOY013 and HOY014)	HT - HARBOR TUNNEL	\$ 9,567	Completed

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND TRANSPORTATION AUTHORITY - LINE 30

PROJECT ID	PROJECT NAME	FACILITY CODE	TOTAL PROGRAMMED COST	STATUS
<u>ITS/Elec Preservation & Improvements</u>				
2497	Radio Rebroadcast and Radiax in BHT & FMT	MA - MULTI-AREA	\$ 6,141	Design Underway
<u>Safety & Capacity Improvements</u>				
2504	Bay Bridge Queue Detection System	BB - BAY BRIDGE	\$ 2,730	Under Construction
<u>Signage</u>				
MDTAPRJ002584	Replace DMS and TRS at Various Facilities (Engineering only)	MA - MULTI-AREA	\$ 300	Design Underway
<u>Structural Preservation</u>				
2436	Replace I-95 Kennedy Highway Bridge over CSXT (Engineering only)	KH - KENNEDY HIGHWAY	\$ 3,081	Design Underway
2459	Rehabilitate Maintenance Access Facilities of EB and WB Spans of the Bay Bridge	BB - BAY BRIDGE	\$ 6,171	Completed
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	\$ 1,390	Under Construction
<u>Tunnel Preservation</u>				
2506	BHT In-Tunnel Fiber Improvements	HT - HARBOR TUNNEL	\$ 1,903	Under Construction
2529	Rehabilitate BHT Tunnel Lighting System (Engineering only)	HT - HARBOR TUNNEL	\$ 646	Design Underway



APPENDIX A – CHAPTER 30 SCORES

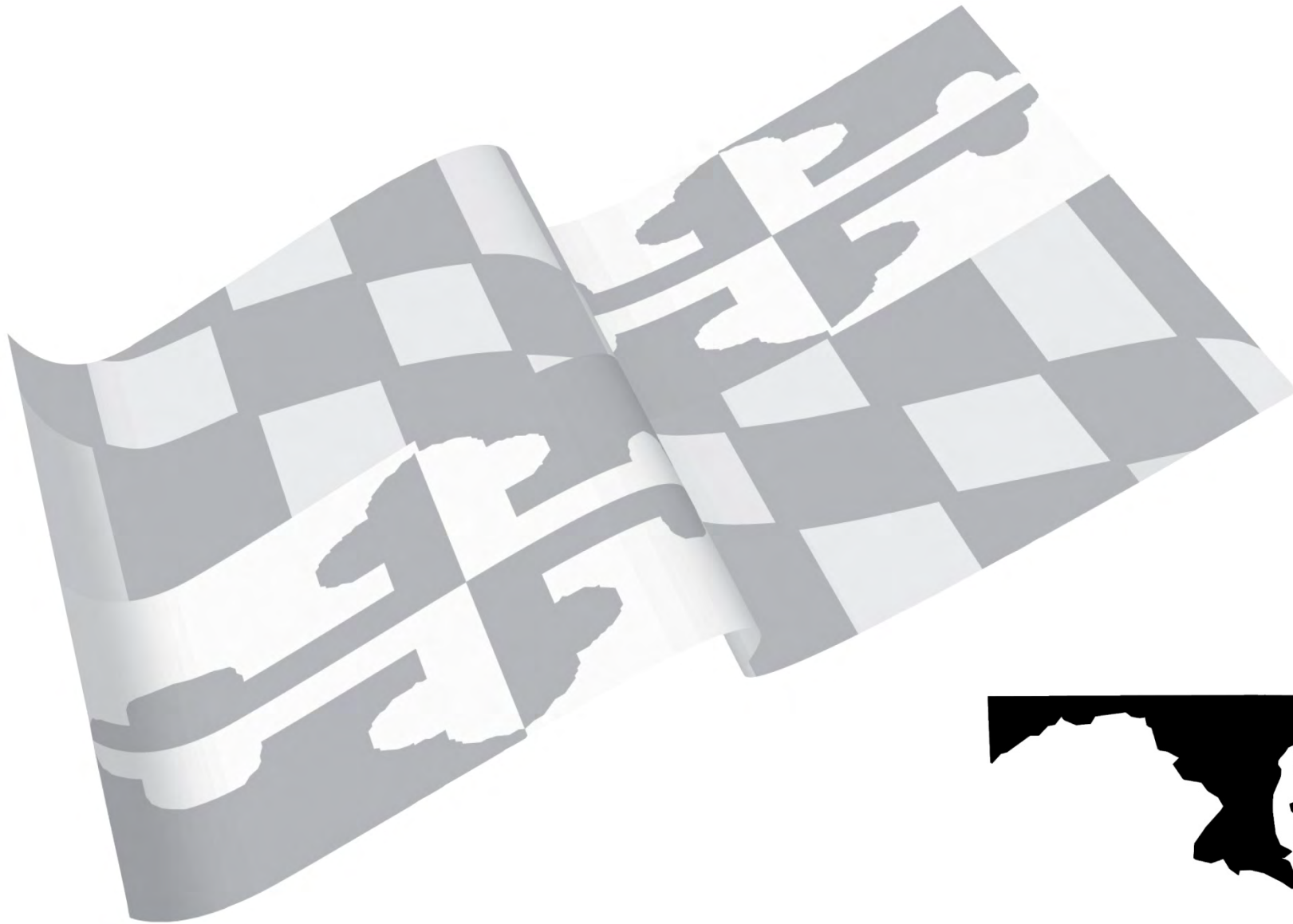
Appendix A: Chapter 30 Project Scores Final FY 2024-29 CTP

The Maryland Department of Transportation (MDOT) evaluates major transportation projects through a project-based scoring model that is required by the Maryland Open Transportation Investment Decision Act – Application and Evaluation (Chapter 30). Major transportation projects are defined as highway and transit capacity projects over \$5 million. The major transportation projects evaluated through the scoring model in this year's CTP and their corresponding scores are shown below. Please note that the maximum allowable score for any project was determined to be 2000. The project prioritization model required under Chapter 30 does not select major transportation projects for funding, but it is one of many tools MDOT utilizes in its project evaluation and selection process.

<u>Project Name</u>	<u>Sponsor</u>	<u>Score</u>	<u>Rank</u>
MD 3 (MD 32 to St. Stephens Church Road)	Anne Arundel County	1371.92	1
Parole Transportation Center	Anne Arundel County	611.69	2
MD 170 (MD 100 to south of MD 174)	Anne Arundel County	276.08	3
MD 4 (Lous Way to north end of South Patuxent Beach Road)	St. Mary's County	156.71	4
US 40 & Otsego Street/Ohio Street Intersection	Harford County	108.89	5
Odenton MARC Garage	Anne Arundel County	68.65	6
MD 27 (Leishear Road to Penn Shop Road)	Carroll County	68.09	7
MD 214 (MD 468 to Oakford Avenue)	Anne Arundel County	64.01	8
MD 175 (US 1 to Dorsey Run Road)	Howard County	55.14	9
US 50/US 301 (MD 2/MD 450 to Chesapeake Bay Bridge)	Anne Arundel County	54.27	10
MD 194 (MD 26 to Devilbiss Bridge Road)	Frederick County	38.35	11
MD 85 (Guilford Drive to south of Ballenger Creek)	Frederick County	31.07	12
MD 2 (US 50 to Wishing Rock Road)	Anne Arundel County	27.57	13
MD 26 (MD 32 to Liberty Reservoir)	Carroll County	26.81	14
I-95 (MD 32 to MD 100)	MDOT SHA	24.99	15
MD 175 (MD 170 to west of MD 295)	Anne Arundel County	22.14	16
MD 18 (Castle Marina Road to the Kent Narrows)	Queen Anne's County	21.63	17
I-70 (I-270 to Alternate US 40)	Frederick County	18.58	18
US 29 (Seneca Drive to Middle Patuxent River)	Howard County	15.12	19
I-95/I-495 @ Greenbelt Metro Station Interchange	Prince George's County	14.38	20
MD 198 (MD 295 to MD 32)	Anne Arundel County	14.19	21
MD 197 (MD 450 to Kenhill Drive)	Prince George's County	14.04	22
I-81 (north of MD 63/MD 68 to Pennsylvania state line)	Washington County	12.88	23
MD 2/4 (Auto Dr to MD 765A)	Calvert County	10.42	24

**Appendix A: Chapter 30 Project Scores
Final FY 2024-29 CTP**

<u>Project Name</u>	<u>Sponsor</u>	<u>Score</u>	<u>Rank</u>
MD 355 Flash Bus Rapid Transit (Clarksburg to Bethesda)	Montgomery County	6.73	25
I-70 (US 29 to US 40)	Howard County	6.12	26
MD 32 (MD 26 to Howard County line)	Carroll County	6.11	27
BWI Rail Station and Fourth Track (Grove Interlocking to Winans Interlocking)	MDOT MTA	5.87	28
MD 295 (I-195 to MD 100) and Hanover Road (MD 170 to CSX Railroad)	Anne Arundel County	5.87	29
MD 5 (north of I-95/I-495 to US 301)	Prince George's County	4.94	30
MD 210 (MD 228 to Palmer Road)	Prince George's County	4.61	31
MD 4 (I-95/I-495 to MD 223)	Prince George's County	4.29	32
US 29 Bus Rapid Transit (US 40 to Silver Spring Metro)	Howard County	4.22	33
MD 223 (MD 4 to Steed Road)	Prince George's County	4.19	34
South Side Transit (Branch Avenue Metro to King Street Metro)	Prince George's County	3.79	35
MD 4 Governor Thomas Johnson Bridge (MD 2 to MD 235)	St. Mary's County	3.71	36
Southern Maryland Rapid Transit (Branch Avenue Metro to Demarr Road)	Charles & Prince George's Counties	3.14	37
MD 213 Chestertown Bypass (MD 297 to south of MD 544)	Kent County	2.91	38



CONSOLIDATED TRANSPORTATION PROGRAM GLOSSARY

State Report on Transportation (SRT)	Consists of the Maryland Transportation Plan (MTP), the Consolidated Transportation Program (CTP), and the Annual Attainment Report (AR)
Maryland Transportation Plan (MTP)	The MTP identifies the focus of the Department and its modal administration that defines program objectives and serves to guide program development. It includes a 20-year forecast of needs based on anticipated resources available to the Department.
CHART	Coordinated Highways Action Response Team – Maryland’s program to employ Intelligent Vehicle Highway System (IVHS) technology to better manage highway capacity
Consolidated Transportation Program (CTP)	The CTP designates capital projects that will be undertaken during the six-year period, and a summary of operating programs. The CTP also identifies projects added to the Construction Program and Development and Evaluation Program, delayed in schedule, deleted from the Development and Evaluation Program and finally completions.
Construction Program	List within the CTP of major projects (descriptions, cost estimates and schedules) under construction and those anticipated to begin construction within the six-year period. An estimate of annual expenditure levels for system preservation projects is also included.
Development & Evaluation Program (D&E)	List within the CTP of projects for planning studies, preparation of environmental studies and preliminary design. These projects are candidates for future addition to the Construction Program.
Balance to Complete	Amount of funds required after the six-year program period of the CTP to complete a project
Major Capital Project	New, expanded or significantly improved facility or service that generally involves planning, environmental studies, design, right-of-way acquisition, construction or purchase of essential equipment related to the facility or service
System Preservation Project	Project of limited scope for the preservation or rehabilitation of an existing facility or service which generally does not have a significant impact on the human or natural environment

CONSOLIDATED TRANSPORTATION PROGRAM GLOSSARY (Cont'd.)

Reconstruction	Complete rebuilding of a facility/structure or system which is beyond the point where it may be economically repaired or renovated
Rehabilitation	Restoration and/or modernization of a facility/structure or system in order that it may be effectively used for its designated functional purpose or comply with current requirements
Highway System Preservation Program	Program of projects oriented toward preserving the existing highway system, including resurfacing, safety improvements, bridge rehabilitation, landscaping, traffic control and ridesharing lots and other miscellaneous improvements
Reimbursables	State funds advanced for work performed for local jurisdictions, services performed for other agencies, recovery of damages to Department property, salaries and expenses of the Interstate Division for Baltimore City, fees for issuing commercial entrance permits, and other activities performed by the Department and are paid by various sources
Capital Contributions Agreement	Agreement entered into by 8 local jurisdictions in Maryland, Virginia and the District of Columbia that provides a capital funding schedule for Metrorail construction in the Washington area
(PP)	Project Planning: The phase in the planning process where detailed studies and analysis are conducted to establish the scope and location of proposed transportation facilities
(PE)	Preliminary Engineering: The phase in project development when surveys, soil conditions, elevations, right-of-way plats, and detailed design plans and specifications are prepared
(RW)	Right-of-Way: Acquisition of land for transportation projects
(CO)	Construction
(IN)	Inflated Cost
(FA)	Federal aid
(STP)	Surface Transportation Program category of federal aid
(NHS)	National Highway System category of federal aid

CONSOLIDATED TRANSPORTATION PROGRAM GLOSSARY (Cont'd.)

(IM)	Interstate Maintenance category of federal aid
(BR)	Bridge Replacement/Rehabilitation category of federal aid
(CMAQ)	Congestion Mitigation/Air Quality category of federal aid
(DEMO)	Specific projects identified in federal legislation for demonstration purposes