MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND CONSOLIDATED TRANSPORTATION PROGRAM

DRAFT

FY 2026 – FY 2031

2026 State Report on Transportation

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MARYLAND'S CONSOLIDATED TRANSPORTATION PROGRAM

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

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

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

For the hearing impaired, Maryland Relay 711.

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

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

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CTP INTRODUCTION

CTP Overview

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

Thanks to Governor Moore, and with tremendous support from stakeholders around the State, the Maryland General Assembly approved new revenues dedicated specifically to transportation funding.

This $21.5 Billion CTP reflects this additional revenue. The new legislation provides **more than $400 million per year** additional state money which will allow the Department to **match available federal funding to add nearly $700 million in total annually to the program.** This money stabilizes the program allowing MDOT to meet the safety and state of good repair needs of our system and drive economic development throughout the State. With this new capital program, The Maryland Department of Transportation will make smart investments to **improve the safety** of the transportation network, **drive economic growth** and **preserve our transportation systems**.

The transportation fiscal outlook had been dire, and this infusion of transportation revenues was critical. Overall, revenues were significantly down, buying power was down, and cost and spending needs were up. The Governor's much needed revenue increase has enabled MDOT to retain a healthy transportation system. This vital investment will secure proper debt service coverage, meet critical operating budget needs, ensure the protection of Highway User Revenue (HUR) and Locally Operated Transit Systems (LOTS) funding, and enable significant investments in the capital program.

Commitment to Safety for all, System Preservation, and Driving Economic Development – MDOT is focused on safety, system preservation and driving economic development. Major areas of investment are described below.

1. **Rebuilding of the Francis Scott Key bridge** on I-695 is a primary focus of the Department, with MDOT doing all it can to expedite the reopening of this important transportation connection while improving transportation options to lessen the impact to travelers while the bridge is rebuilt.

2. **MDOT is Serious about Safety for all.** Safety is a primary focus in all of the projects and grants MDOT pursues, including implementation of the Strategic Highway Safety Plan, significant investments in the State's bridges, pedestrian safety projects, and implementing the Department's new Complete Streets Policy. MDOT is Serious about Safety, advancing critical projects such as:

   - Full funding for the construction of safety improvements and freight capacity on I-81 and US 15 in Western Maryland.
   - Full funding for the construction of the MD 97 Montgomery Hills project. This project will increase safety for all roadway users, enhance transit travel times, and create a walkable environment for community members and small businesses near Georgia Avenue and Forest Glen Road, which experiences significant, high speed, traffic volumes.
   - Full funding for the construction of the MD 5 Great Mills project, which will enhance pedestrian and vehicular safety.
   - Full funding for construction and design to advance safety projects on some of our highest incident state highway corridors through our Pedestrian Safety Action Plan (PSAP) and in compliance with our Complete Streets initiative. This CTP has a major infusion of federal dollars matched by the new State revenues to advance a suite of complete streets projects that will enhance safety throughout the State. The use of "quick build" Complete Streets demonstration projects, like flex posts and pavement markings, that will save lives today, will help those dollars go further.
   - Advancing the critical U.S. 220 roadway safety project in Cresaptown. The Cresaptown Triangle Improvement project in Allegany County will advance critical roadway and freight safety investments along a rural main street that will enhance access to local destinations and reduce truck traffic in the community.
   - Advancing the Route 1 Phases 2&3 roadway safety project in Prince George's County.

3. Thanks to the Governor's budget, the Department will also be able to take significant action to further **preserve our transportation system** and ensure it's in a state of good repair. Investments in maintaining the State transportation system are managed through a comprehensive and integrated asset management program that guides transportation decision-making and investments. Maryland has a history of success with very few bridges in poor condition and the majority of its highway pavement in good condition. Still, there exists a backlog of state of good repair needs, so MDOT has prioritized key assets and structures first:

SHA

- Providing over $660M in additional federal resources leveraged since the FY 25 – FY 30 Final CTP in order to address critical bridge rehabilitation and resurfacing state of good repair needs.
- Addressing long-awaited repair needs in communities across the State, including on MD 222 in Port Deposit and MD 231 in Calvert County.

MTA

- Leveraging a historic federal grant with the $1.4 billion Light Rail Modernization Project to replace the light rail vehicle fleet with

modern, low floor vehicles, advance upgrades to all light rail stations and systems, from BWI to Hunt Valley, and modernize two maintenance facilities. This is the first significant investment in the State's light rail system in 30 years and helps to position the State for future federal transit capacity investments.

- Bringing a new, more reliable user experience to MTA customers with MTA's new Metro SubwayLink cars and new communications-based train control system.
- Advancing important rail projects in Amtrak's program along the Northeast Corridor, including the Frederick Douglass Tunnel, Bush River Bridge Replacement Program, Gunpowder River Bridge Replacement Program and Susquehanna River Bridge Replacement Program. These projects will promote frequency, reliability, and reduce trip times for both MARC and Amtrak rail services by replacing centuries old rail assets.

MAA

- Addressing system preservation needs at Baltimore Washington International (BWI) Thurgood Marshall International Airport and Martin State Airport. This includes the BWI Passenger Movement Modernization program to replace aging passenger boarding bridges, elevators, escalators and moving walkways and the Martin State Airport Air Traffic Control Tower Replacement.

MDTA

- Advancing MDTA's MEGA grant-funded project to replace bridges, enhance freight safety and fully implement automated tolling collections on I-895 at Frankfurst Avenue, near the Baltimore Harbor Tunnel.
- Advancing resiliency and maintenance improvements to the Curtis Creek Drawbridge on I-695 as part of a coordinated response to improving travel experiences in replacing the Francis Scott Key bridge.

WMATA

- Funding WMATA's ongoing system preservation capital needs.

4. The Department will meet Governor Moore's directive and take meaningful action to **spur economic growth and create jobs** with these additional resources.

SHA

- Advancing planning and design for major roadway projects supporting economic development, including Medical Center Drive in Prince George's County and MD 90 in Worcester County.

MTA

- Enabling more accessible and frequent high-quality transit services to over 3 million annual riders and over 300,000 jobs within a 15-minute walk of a station through the Light Rail Modernization Program.
- Investing in design for enhancement projects along the MARC system, including Penn-Camden Connector and Silver Spring Turnback, designed to improve system reliability and flexibility.

MPA

- Expanding the Port's ability to drive growth and opportunity throughout the State, with nearly 273,000 jobs linked to Port of Baltimore activities.
- Reconstructing the Dundalk Marine Terminal Berth 11, which is nearly 60 years old, and fully funding the State's contribution to the dredging program to maintain the Port's 50-foot channel.
- In 2025 the U.S. Army Corp of Engineers appropriated $71.9 million to start phase 1 construction of James Island as part of the Mid-Chesapeake Bay Island Ecosystem Restoration project that is vital for the Port to maintain its 50-foot channel.
- MPA is advancing work with CSX and FRA on the Howard Street Tunnel Project, which reached its halfway point in July 2025, to create a double-stack clearance route to and from the Port of Baltimore and improve the Port's connectivity to key Midwest markets. Work within the tunnel is scheduled to be completed by November 2025 and fully operational in spring 2026.

MAA

- Completing the Terminal A/B Connector project to enhance operations and baggage handling at BWI and provide additional space for concessions and business opportunities at BWI.
- Completing the Southwest Maintenance Facility to support operations for BWI's largest customer.

TSO

- Deploying 100MW of clean solar power on State-owned facilities with a $50 million grant from the Maryland Energy Administration, supporting climate goals, providing stable energy costs and new supply to meet growing demand, and creating green jobs for Marylanders.
- Advancing MDOT's transit-oriented development (TOD) program, with a first round of projects at Reisterstown Plaza in Baltimore, Odenton in Anne Arundel County, and Bowie State in Prince George's County, and a new grant program launched this spring to support local jurisdictions, with grants awarded to Baltimore City and Montgomery County.
- Supporting the next generation of skilled workers and employees by creating and supporting apprenticeships and workforce development. Working with the Maryland Department of Labor, MDOT has announced the first recipients of $4 million in funding from the Road to Careers grant program this spring.

WMATA

Partnering with WMATA on major joint development opportunities, including North Bethesda and Capitol Heights. MDOT supports ongoing redevelopment efforts through annual funding of the Project Development Program at WMATA.

MDOT is supporting the Governor's efforts in workforce development in multiple ways. To create opportunities that lead to well-paying careers for Marylanders, MDOT has partnered with MDL to create the Road to Careers grant program to prepare workers for skilled careers in Maryland's transportation and construction sectors. Leveraging federal transportation funding, the program will provide workforce development grants that will fund workforce training and supportive services, creating a new generation of workers to build the State's critical transportation infrastructure. The program will invest $4 million annually over six years, which started in FY25.

MARYLAND'S CONSOLIDATED TRANSPORTATION PROGRAM

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

MDOT has released its capital budget, the Draft FY 2026 - FY 2031 CTP, which is aligned with the State transportation vision, principles and goals outlined in the Playbook *(www.mdot.maryland.gov/MTP)* – the State's long-range transportation plan – and aligned with the Moore-Miller Administration's State Plan. The $21.5 billion program outlines capital investments planned for each mode.

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

MDOT MARYLAND DEPARTMENT OF TRANSPORTATION

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

GOALS AND PROGRAM PRIORITIES

The new transportation revenue enacted in the last legislative session has allowed the Department to enhance its focus on the safety of all users, system preservation, and driving economic development. Through these investments, the Department continues to advance the goals and program priorities outlined in its long-range transportation plan, **The Playbook** *(www.mdot.maryland.gov/MTP)*.

MDOT understands that Marylanders want a transportation system that meets multiple goals. It should be an efficient and accessible transportation system. It should connect Marylanders to jobs, schools, parks, health care, amenities and to each other. It should operate cleanly and help to achieve environmental goals. It should support the creation of community and deliver high-quality experiences for the traveling public. And above all it should be safe and secure. These goals align with

the Moore-Miller Administration's priorities and provide the guidance to meet federal and State requirements; address local government needs, interests, and concerns; and serve MDOT's customers and the critical supply chain. The following section highlights the MDOT's investments.

Enhance Safety and Security:

Consistent with a commitment to Vision Zero, MDOT is Serious about Safety, and this goal prioritizes efforts to end traffic deaths among all users of Maryland's roadways, including our roadway workers, while also providing a safe workplace and travel experience for of MDOT's modal administrations. Alongside that overarching theme, MDOT specifically intends to enhance multimodal infrastructure to support a low-stress network for pedestrians and bicyclists and maintain a system that is resilient to weather events and roadway incidents effectively.

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

- MDOT is implementing a new Complete Streets policy in order to promote safer transportation facilities. MDOT continues to implement this policy through updates to practices and manuals and investment through all of its surface transportation projects.
- At the 2025 Annual Safety Summit, MDOT launched the "Serious About Safety" campaign, an initiative that builds on the updated Complete Streets Policy. Any MDOT funded project must prioritize safety options throughout all phases of project development.
- In January 2025, MDOT, Maryland State Police, and the Maryland Institute for Emergency Medical Services Systems were awarded $13.2 million through the National Highway Traffic Safety Administration's State Electronic Data Collection grant program. The grant provides over five years in federal funding to update the State's crash reporting system and streamline the exchange of data across local, state, and federal agencies.
- In July 2025, SHA broke ground on the MD 650 Pedestrian Safety Action Plan (PSAP) project. This is a $15 million investment in pedestrian, bicycle and multi-modal improvements along nearly 2.5 miles of MD 650 (New Hampshire Avenue) from University Boulevard to Powder Mill Road in Prince George's and Montgomery counties.
- Since 2021, Maryland has constructed almost 20 miles of new sidewalks. MDOT invested $10.2 million in FY 2025 to design and construct new sidewalks and pedestrian facilities, including the construction of new sidewalks along MD 214 (Central Avenue) in Anne Arundel County, US 1 (Washington Boulevard) in Howard County and MD 7 (Delaware Avenue) in Elkton.
- MDOT continued to facilitate rail safety education efforts through the Maryland Operation Lifesaver Program and continue to implement at-grade safety projects using federal formula and discretionary funding. In FY 2025, MDOT received an $800,000 grant from the Federal Railroad Administration (FRA) to complete a Statewide Railroad Trespass Study and will continue to seek other grant funding opportunities to improve rail safety across the State.
- Maryland's Coordinated Highway Action Response Team (CHART) responded to 65,710 motorists – 30,811 roadway incidents and 34,899 disabled vehicles – in CY 2024.

- MDOT is developing a new Strategic Highway Safety Plan to cover the next 5 years (2026-2030). The Plan will continue to address the current emphasis areas – speeding, occupant protection, impaired driving, and pedestrian/bicycle safety while also addressing emerging technologies and autonomous vehicles. Using the Safe System approach, this plan will focus on education, enforcement, and engineering to improve road safety and driving behavior. The plan also addresses the importance of the timely delivery of emergency medical services should a crash occur.
- Maryland will host the 2026 Lifesavers Annual Conference in April. Lifesavers is the leading national event focused on traffic safety. It brings together professionals from government, law enforcement, public health, education, and advocacy groups to share the latest research, strategies, and technologies aimed at reducing roadway injuries and fatalities. The conference features workshops, presentations, and networking opportunities to promote collaboration and improve traffic safety outcomes across the U.S.

Deliver System Quality:

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

- In January 2025, MDOT released the Strategic Asset Management Plan (SAMP), a five-year guide to applying best practices that improve asset management knowledge, enhance system reliability, and promote financial stewardship. The new SAMP establishes a dynamic roadmap for advancing the tools, systems and processes necessary for achieving MDOT's asset management goals and modernizing our transportation system with data-driven decision making.
- SHA has identified over 120 drainage sites for improvements that encompass state of good repair improvements to keep drains operating and prevent flooding resulting from blockages and climate change.
- In spring 2025, SHA received $1.6 million funding under the Bridge Investment Program for the project Rethinking the I-68 Viaduct: A Plan to Reconnect Cumberland.
- Thanks to commitments made in Governor Moore's transportation budget, there is funding in the CTP to advance [State of Good Repair] priorities, as well as for over 90% of MTA's State of Good Repair (SGR) needs. Due to major investments in the Governor's budget toward critical SGR projects at MTA, the share of assets outside of a state of good repair is projected to drop next year..
- In February 2025, SHA completed $3.3 million in improvements to the intersections of MD 12 and Robins Avenue in Wicomico County which will improve traffic flow in the area.
- MVA opened its first-ever on-site driving course at the Oakland branch in Garrett County in 2025, eliminating the need to travel to the Cumberland branch.
- MAA is addressing preservation needs at BWI and Martin State Airport, including modernizing passenger movement systems and replacing the air traffic control tower.
- In October 2024, Maryland was awarded $38 million for critical transportation and port infrastructure projects, including $7.5 million

to MDTA for resiliency and maintenance improvements to the Curtis Creek Drawbridge as part of the Key Bridge replacement effort.

- In December 2024, MDTA completed the extension of Northbound Express Toll Lanes along I-95, providing travelers with a more reliable travel experience and enhancing the resilience of the existing infrastructure.

Serve Communities and Support the Economy:

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

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

- Fully funded the I-81 and US 15 projects. The $107.9 million I-81 Phase 2 project is expected to begin construction in 2027 and will widen a 3.5-mile stretch of I-81 from four to six lanes. The $177.9 million US 15 project is under design and expected to begin construction in 2028 and will widen US 15 from four to six lanes between I-70 and MD 26 (Liberty Road). Both projects address safety and operational issues and promote economic growth.
- MPA continues to work with CSX and FRA to complete the Howard Street Tunnel Project to create a double-stack clearance route to and from the Port of Baltimore. In October 2024 CSX and MPA launched double-stack service on a temporary route north of the Port until the remaining work within the tunnel and surrounding areas in Baltimore is complete. In July 2025, the Howard Street Tunnel Project reached the halfway point with more than half of the 8,700-foot tunnel lowered. Work within the tunnel is scheduled to be completed by November 2025 and all other remaining locations will be cleared by Spring 2026. At that point, double-stack service will commence service on the permanent route through the tunnel, improving the Port's connectivity to key Midwest markets.
- Port of Baltimore's largest cargo facility, Dundalk Marine Terminal, received a $31 million federal grant to rehabilitate Berth 11, which will enable the Port to better handle automobile and high and heavy roll-on/roll-off vessels, preventing supply chain disruptions and cargo capacity loss.
- Critical runway rehabilitations at BWI Marshall Airport along with enhanced A & B Concourses and baggage systems. The A&B Concourse is slated to be completed this year.
- MDOT's enhanced Transit-Oriented Development (TOD) Program launched a $5 million grant and loan program for localities, and advanced joint development activities at Reisterstown Plaza Metro Station, Bowie State MARC Station, and Odenton MARC Station. These efforts will advance the development of inclusive and thriving communities.
- In coordination with Montgomery County and WMATA, MDOT and SHA made permanent almost seven miles of bus-only lanes on MD 97 (Georgia Avenue) between Silver Spring and Glenmont and almost 5 miles of bus-only lanes on MD 193 (University Boulevard) between Wheaton and Northwood Park.
- In June 2025, MTA completed the BMORE BUS Vision Plan, a transit plan that presents the agency's roadmap for improved bus service in the Baltimore region and details what resources are needed to implement the plan's recommendations and achieve that vision. The

strategic improvements in BMORE BUS would complement MTA's other modes and Locally Operated Transit Services, expand Baltimore's Frequent Transit Network of routes that run every 15 minutes or less, enhance connections within Central Maryland, and generate economic growth and opportunity in the region.

- In June 2025, MTA completed the MARC Growth and Transformation Plan, recommending capital improvements that maintain the MARC system in a state of good repair and advance MARC's service expansion proposals. It also incorporates requirements of the 2022 Maryland Regional Rail Transformation Act (House Bill 778/ Senate Bill 524). The Plan encompasses the existing MARC system and proposed extensions to Delaware, Northern Virginia, and Western Maryland.
- MTA continues to focus on the Transit Customer Experience. In 2024, MTA announced the creation of an Office of Customer Experience charged to better understand transit rider's needs through conversation and data collection in order to drive meaningful agency change. Through that process, MTA was able to develop the 2025 Customer Experience Action Plan which was published in August 2025. The plan lays out a clear set of actions that MTA will implement over the next year to enhance service reliability, communication, accessibility, cleanliness, and safety across the system. The plan was shaped by input from thousands of riders, stakeholders and advocates.
- The primary terminal taxiway supporting approximately 70 percent of the BWI Airport passenger activity is undergoing a multi-phase, multi-year reconstruction to maintain critical airfield infrastructure and provide a safe, secure, and resilient transportation system. Phase 2 kicked off in May 2024 and the project is set to be completed in January 2026.
- The total passenger traffic at BWI Marshall Airport reached 27.1 million in 2024 — an increase of almost 3.3% over 2023. July 2024 was the busiest month ever at the airport, with over 2.66 million passengers for the month.
- The Seagirt Marine Terminal processed 4,211 trucks in April 2025, the highest number of trucks since the Key Bridge incident.
- The Port of Baltimore handled 45.9 million tons of cargo in 2024, its second-best year ever to 2023's record year of 52.3 million tons. The dollar value of cargo was $62 billion, the third highest ever.
- MTA ridership increased by 2.3% in June 2024-May 2025 from the same time last year. MTA provided over 69.8 million rides from June 2024-May 2025.
- More than 80 percent of the Purple Line is complete and the 16-mile Purple Line will open in late 2027 and transform the region by providing a new east-west connection between homes, job centers, schools, medical facilities, and life's opportunities.
- MDOT supports Transportation Demand Management (TDM) through its Commuter Choice Maryland program and partnerships with the Metropolitan Washington Council of Governments and other regional, State and local agencies, as well as collaborating with other TDM program managers. MDOT strives towards the target of 100 employers enrolled in the free Employer Partner Program. In May 2025, MDOT released the Ride Together Rewards program, including carpool and vanpool incentives.

Promote Environmental Stewardship:

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

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

- MDOT established a Solar Energy Initiative under the Secretary's Office of Environment, furthering the Department's commitment to the environment and to using transportation dollars wisely. To accelerate the Solar Energy Initiative and help MDOT reach its goal of generating 100 megawatts of solar on state property, MDOT received $50 million from the Maryland Energy Administration to accelerate contract award and development.
- In FY25, MDOT continued the process of building out our electric vehicle charging network via The National Electric Vehicle Infrastructure (NEVI) Program. MDOT along with SHA conditionally awarded $12 million for 22 electric vehicle charging sites in 15 counties all of which are expected to be operational in calendar year 2026. The Round 2 request for proposals closed in late August with conditional awards expected this calendar year.
- In July 2024, MDOT and the Maryland Department of the Environment were awarded $81 million from the Environmental Protection Agency (EPA) for the Clean Corridor Coalition – A Proposal for Zero Emission Medium and Heavy-Duty Vehicle Infrastructure along the I-95 Corridor.
- In 2024, MDOT issued more than $20 million in funding the CRP for a variety of strategic investments including electric vehicle (EV) chargers, energy-efficient lighting, and bicycle and pedestrian projects. In 2025, MDOT anticipates awarding more than $14.5 million in CRP funding in support of nine projects across the State for a variety of strategic investments including electric vehicle (EV) chargers, intelligent lighting pilot, bicycle and pedestrian projects.
- The number of EVs (PHEV + BEV) exceeded 135,000 at the close of FY 2025, increasing the EV share to approximately 2.6% of the total registered vehicles in the State. As of June 2025, the State has 1,416 charging stations (4, 062 ports) which totals .66 ports per 1,000 people.
- Though VMT increased annually across the State, GHG emissions from on-road vehicles declined from 26.5 mmt CO2e in FY 2023 to 26.1 mmt in FY 2024 CO2e due to continued improvements in vehicle efficiency.
- In FY 2025, MPA was awarded a game-changing $145.6 million under the EPA Clean Ports Program for the Equipment Electrification and Terminal Decarbonization Application Project and $1.9 million for the Air Quality Improvement Strategy and Comprehensive Community Engagement Plan Development Project. This will allow an upgrade to clean vehicles, equipment, and charging infrastructure.
- In FY25, BWI Marshall collected 38 tons of used cooking oil to be refined into Sustainable Aviation Fuel (SAF) by Neste, which then sells it to airlines around the world. Using SAF for airplanes versus conventional aviation fuel results in 80 percent lower lifecycle GHG emissions without having to make additional investments in aircraft or fueling infrastructure.
- Through the Urban Tree Program (Transportation - §2–103.8), MDOT supports Maryland's goal to plant five million trees by 2031 and has awarded over $164,000 in grants through the end of FY25. These funds have enabled the planting of nearly 2,600 trees across 40+ communities, advancing statewide reforestation efforts under the Tree Solutions Now Act of 2021.

Wildlife – Protections and Highway Crossings – House Bill 731

- SHA and the Maryland Department of Natural Resources (DNR) will be establishing the "Maryland Connectivity Coalition." This Coalition was outlined in Chapter 549 (2025 Maryland Regular Session), the Wildlife – Protections and Highway Crossings, which outlines members of the Coalition, including a representative from each of the Maryland House of Delegates and the Maryland Senate, as well as representatives of other State and Federal Agencies, non-governmental organizations, regional coalitions, and private entities. The purpose of the Coalition is to foster collaboration between stakeholders to protect threatened and endangered species from habitat fragmentation, to protect motorists and wildlife by reducing wildlife-vehicle collisions, and to facilitate the sharing of resources, data, and expertise relating to these topics.
- The Coalition will develop criteria for prioritizing wildlife connectivity projects, along with developing performance metrics to evaluate the success of these projects. Quarterly meetings will be held among stakeholders to provide pertinent updates and make recommendations on wildlife connectivity projects. The Coalition will also develop a website to share meeting minutes, agendas, and other relevant information. SHA will also report on wildlife crossings in each future CTP.
- Given fiscal constraints, there are no wildlife crossing projects planned or in development. To date, there have been no Transportation Trust Fund expenditures for wildlife crossings. SHA does not have performance metrics or measurable outcomes to report on at this point.

Project Prioritization

MDOT is committed to achieving its safety, system quality, economic, community, and environmental goals as effectively as possible within finite resources. It is important that every dollar spent does as much as possible to achieve the State's goals. MDOT is focused on a data-driven, heart-led process to improve transparency and accountability over time. This year, the Department:

- Published the Strategic Asset Management Plan (SAMP) to improve our ability to address our greatest state of good repair needs Departmentwide;
- Launched a new standardized Priority Letter process to improve consistency and transparency with our local partners; and
- Leveraged a federal grant award for $2 million for the Prioritization Pilot Program.
- Continued efforts to improve the Chapter 30 project prioritization process.

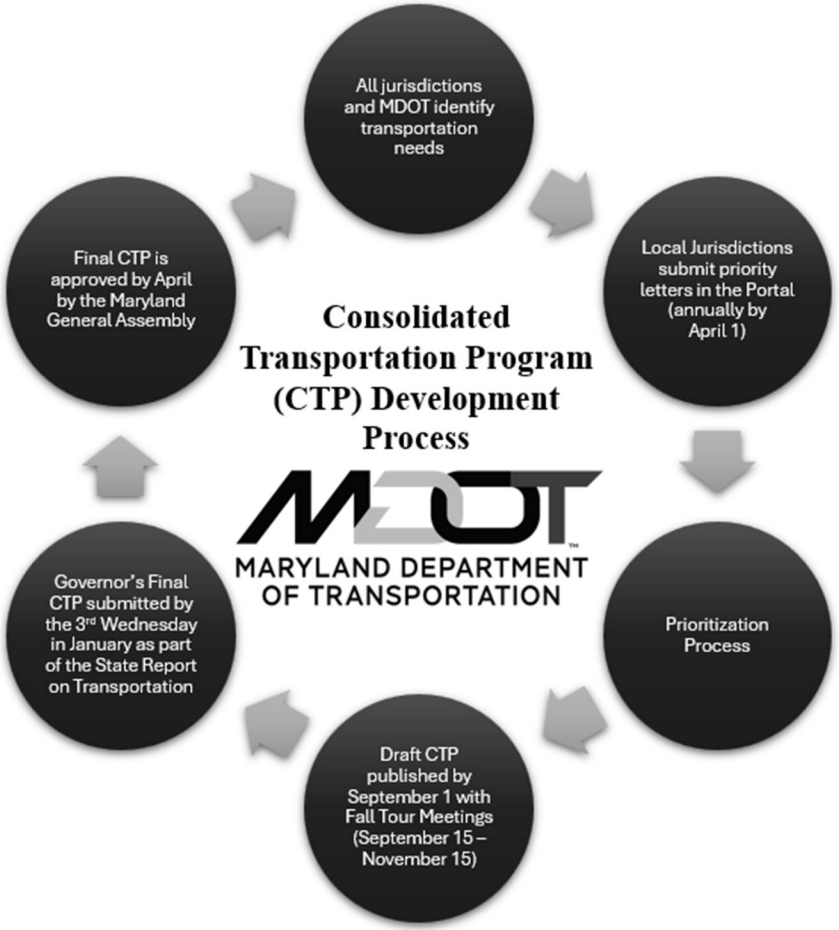
For more information, visit: www.mdot.maryland.gov/Prioritization.

Process for CTP Development

The CTP takes nearly a full year to create through the work and collaboration of MDOT staff with State, regional and local elected officials. It is important for MDOT to hear from local jurisdictions to facilitate collaboration on State and local needs. An element of this collaboration includes local jurisdictions submitting priority project(s) to MDOT by April/May each year. To ensure that every dollar available for transportation in Maryland is spent efficiently, MDOT employs a strategic decision-making process, using established priorities and criteria for inclusion in the CTP and through the annual CTP Tour meetings.

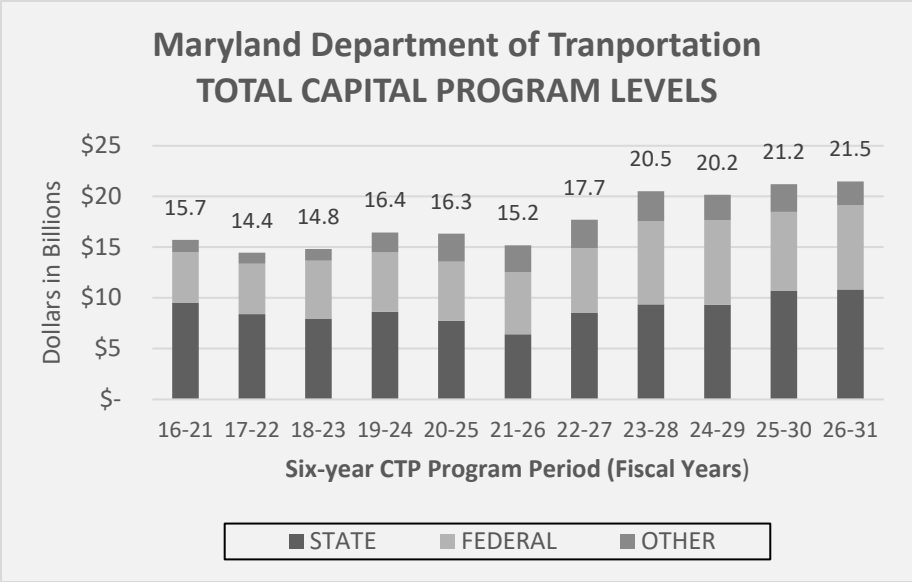
These criteria ask if a project:

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



FINANCING MARYLAND'S TRANSPORTATION PRIORITIES

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



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

STATE REVENUE PROJECTIONS

During the 2024 and 2025 legislative sessions, Governor Moore and the Maryland General Assembly took action to stabilize funding for Maryland's transportation system. The increased investment allows MDOT to invest in delivering the core transportation services that Maryland citizens rely on, enhancing the safety and reliability of the current system, and making strategic investments to advance the economy. This additional funding ensures that core needs are addressed and funds planning and design activities for key projects like the Red Line.

Chapter 717 of 2024 and Chapter 604 of 2025 established new and increased transportation revenues. New fees include an annual registration surcharge for electric vehicles, a fee on transportation network company trips, and a fee on the purchase of tires. Increased fees include the vehicle titling tax rate, vehicle registration fees, and various MVA fees. In addition, taxes and fees on rental cars were modified and certain State revenues from the sales tax on electricity at electric vehicle charging stations and a portion of the capital gains tax were directed to the Transportation Trust Fund.

The Transportation Trust Fund benefits from a diverse set of revenues and is unique in providing significant funding for two major metropolitan area transit systems, the Maryland Transit Administration (MTA) and the Washington Metropolitan Area Transit Authority (WMATA). Projected State-sourced revenues, federal aid, and bond issuances in FY 2026 through 2031 total $43 billion to support MDOT's operating, capital, and debt payment expenses. Outside of tax and fee actions taken during the 2024 and 2025 legislative sessions and the impact of annual inflation to certain transportation revenues, little to no growth expected for most revenue sources through the six-year period.

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

- Given the recent increase in the tax rate, revenue from the Motor Vehicle Titling Tax is now the largest source of revenue for the Transportation Trust Fund, comprising 17.7% of all funding. Revenues are projected to yield $8.1 billion over the six-year period. The tax rate is 6.5 percent (up from 6.0 percent) of fair market value of new and used vehicles, less an allowance for a vehicle trade-in. The amount of revenues generated is a function of the number of vehicles sold and vehicle prices. Titling tax revenues largely follow the normal business cycles of auto sales with periods of growth and decline. Given uncertainty about final tariff rates that may be imposed, the impact of tariffs at the federal level is unknown at this time.

- Motor Fuel Tax, historically the largest source of State-sourced revenue, is now the second largest source of State revenue for the Transportation Trust Fund. Revenues are projected to total $7.8 billion over the six-year period after certain statutory deductions. The motor fuel tax rate includes a base rate on gasoline (23.5 cents per gallon) and diesel fuel (24.25 cents per gallon), plus a Consumer Price Index (CPI) component, and a sale and use tax equivalent component. Per State law, the rate is set annually by the Comptroller's Office based on a calculation that includes inflation and average gas prices over the prior year. For FY 2026, the gas tax rate decreased from the prior year from 46.1 cents per gallon to 46.0 cents per gallon. The tax rate is expected to increase moderately over the six-year program; however, moderate but steady declines in the number of gallons sold will offset the revenue impact of this higher tax rate. Gallons of fuel sold have been declining in recent years due to the improved fuel efficiency for all vehicles and the continued adoption of electric vehicle ownership.

- Revenues from Motor Vehicle Registration and Miscellaneous Motor Vehicle Fees are projected to generate $6.3 billion. These revenues include vehicle registration fees, electric vehicle surcharge fees, as well as various miscellaneous MVA fees. Historically, vehicle registration in Maryland was paid every two years; however, MVA now offers one- and three-year options, as well as payment plans for periods less than one year. MVA also charges a number of miscellaneous fees and State law requires the MVA to recover between 100 and 105 percent of certain expenses from certain fees. To meet this cost recovery requirement, certain MVA fees will increase on September 1, 2025.

- Operating Revenues are projected to provide a six-year total of $3.14 billion. Operating revenues include charges for airport operations, including flight activities, rent and user fees, parking, and concessions ($2.12 billion over the six-year period); transit fares ($665 million); and fees for port terminal operations and rent ($347 million).

- Corporate Income Tax revenues are estimated to be $2.9 billion over the six-year period. Corporate income tax revenues are shared between the Transportation Trust Fund, the Higher Education Investment Fund, and the State's General Fund. In accordance with State law, the share of revenue distributed to the Transportation Trust Fund from the corporate income tax will decline in FY 2028 from 22 percent to 20 percent. The State's Board of Revenue Estimates prepares independent forecasts for this revenue source.

- Beginning in FY 2026 and annually thereafter, a portion of the State's Capital Gain Tax will be distributed to the Transportation Trust Fund. For capital gains amounts over $350,000, a 2% tax will be imposed and the revenues will be shared between the State's General Fund and the Transportation Trust Fund. Revenues from this source are expected to total $641 million during the six-year period.

- MDOT issues bonds to fund its capital program. Bond issuances are estimated at $2.6 billion during the six-year period. MDOT maintains credit ratings of AAA from Standard and Poor's, Aa1 from Moody's, and AA+ from Fitch Ratings. State law, bond covenants, and MDOT's debt practices place various limits on MDOT's debt issuances. State law limits MDOT's debt outstanding to $5 billion. This debt outstanding limit was increased during the 2025 legislative session as part of the transportation revenue package. In addition, MDOT's bond covenants include two debt coverage ratios – net income and pledged taxes – that must be met. These coverage requirements are forecasted to be met throughout the six-year forecast.

- Federal Aid is projected to contribute $9.2 billion to the operating and capital programs. Most funding received from the federal government for transportation is for capital projects. The Infrastructure Investment and Jobs Act (IIJA) is the current multi-year federal transportation authorization legislation and provides increased levels of funding to established federal formula programs and new discretionary grant programs. 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 Transportation Trust Fund also receives funding from several other funding sources. Beginning January 1, 2026, a Statewide fee on the purchase of new tires is projected to generate $126 million over the six-year period. The Transportation Trust Fund also receives certain sales and use tax revenues. Specifically, a portion of the sales and use tax for rental vehicles and the sales and use tax generated from electric vehicle charging stations. Together, these sales and use tax revenues are projected to total $264 million over the six-year period. Also included are transportation network company fees, which are projected to generate roughly $293 million over the forecast period. These revenues are included in Motor Vehicle Registrations/Misc and Other.

- Other sources of revenue include transfers from the State's General Fund, VEIP fees, reimbursements, interest income, and other miscellaneous revenues.

FEDERAL AID ASSUMPTIONS

The current federal authorization is the Infrastructure Investment and Jobs Act, which provides a historic level of federal funding for highway, transit, and other multimodal projects. The IIJA was signed by President Biden on November 15, 2021, and provides authorization for FFY 2022 through 2026. Formula funds are currently being distributed based on FFY 2025 appropriations.

This Act is more expansive in scope than prior transportation authorization bills and much of the discretionary funding was both authorized and appropriated in the legislation. Formula funds are currently being distributed based on FFY 2025 appropriations.

GRANTS

The IIJA provides a significant increase in federal funding for formula and discretionary grants for transit, highways, airport, port, rail, freight and active transportation. Many of these grant programs are annual over the five years covered by IIJA and focus on the following priority areas: repairing/rebuilding infrastructure, climate change mitigation, resilience, equity and safety. To best leverage State transportation dollars, MDOT continues to pursue relevant federal discretionary grants to maximize federal transportation funding opportunities. The State also supports local jurisdictions, non-profits and private sector partners applying for federal grants through technical assistance, letters of support, grant match support, and engagement with Maryland's Federal Delegation.

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 $845 million in highway formula funding and $365 million in transit formula funding in FFY 2025 for MDOT projects.

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

Washington Metropolitan Area Transit Authority — WMATA

In total, WMATA expects to receive $625 million in federal capital funding in FY 2026. This includes $470 million in FTA formula grants and $11.5 million in other federal grants for bus and rail preservation activities. The Passenger Rail Improvement and Investment Act (PRIIA) of 2008 was reauthorized within the IIJA and will provide an additional $143.5 million annually through FY 2030. These funds are subject to annual appropriations and requires that $5 million of the federal funds be directed each year toward the operating budget of WMATA's Office of the Inspector General. WMATA intends to pursue competitive federal grant funding for qualified programs. No such funds are included in WMATA's capital budget until they are awarded.

Overall, WMATA's six-year capital budget is $12.9 billion in FY 2026 through 2031. This includes $6 billion in state/local funding, $2.5 billion in debt (including debt generated from bond sales utilizing the jurisdictional dedicated capital funding), $4 billion from federal sources, and $442 million in prior year funding.

Aviation

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

MAA also competes for various AIP Discretionary Programs each year, which provides additional federal funding opportunities. In addition to the AIP Program, IIJA provided five years (FFY 2022-FFY 2026) of additional federal funding for airport infrastructure. IIJA apportions roughly $25 million annually in entitlement funding to BWI Marshall Airport and $750,000 to Martin State Airport, through the Airport Infrastructure Grant (AIG) program.

In FY 2025, MAA administered $3.5 million in grants to public-use airports across the State through the Statewide Aviation Grant Program. These grants support the traveling public with airport improvement and infrastructure preservation projects, safety equipment acquisitions and environmental compliance activities. This State investment leveraged over $21.3 million in FAA funds and $8.9 million in airport owner investment. This level of combined funding is expected to be $25-$30 million a year for the next six years.

Maryland's Port of Baltimore

In 2024, the U.S. Department of Transportation (USDOT) awarded a $30,906,076 Infrastructure for Rebuilding America (INFRA) grant to MPA for the Dundalk Marine Terminal Reconstruction of Berths 11-13, Phase 1 project. This grant will enable the Port to safety reopen Berth 11 to accommodate automobile and High and Heavy Roll On/Roll-Off (RORO) cargo ships.

The U.S. Army Corps of Engineers (USACE) allocated $71,875,000 in the FY 2025 USACE Work Plan for the Mid-Chesapeake Bay Island Ecosystem Restoration Project (Mid-Bay) Project. Mid-Bay is a partnership project between MPA and the USACE Baltimore District following a 65% federal/35% non-federal cost share. The project is a large-scale environmental restoration effort using beneficial dredged material to rebuild James and Barren Islands in the Chesapeake Bay.

In 2024, MPA was awarded a US Environmental Protection Agency (EPA) Clean Ports grant for $145.7 million. The project will support the procurement of 213 new Zero Emission vehicles and equipment and the associated charging infrastructure to improve air quality surrounding the Port of Baltimore while advancing MPA's mission to become a net zero-emissions facility.

WHERE THE MONEY COMES FROM…

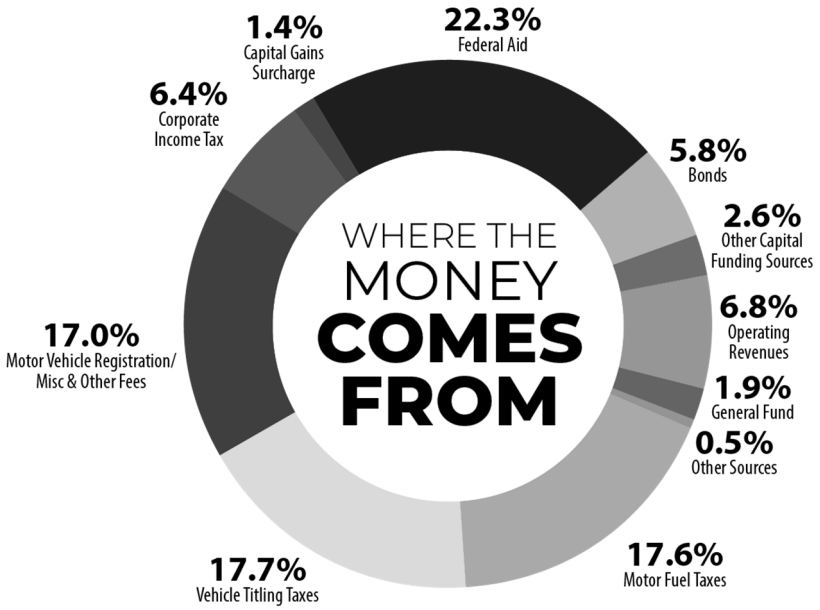
Maryland's transportation system is funded through several dedicated taxes and fees, federal aid, operating revenues, and bond sales, which are assigned to the Transportation Trust Fund. This fund is separate from the State's General Fund, which pays for most other State government operations and programs.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

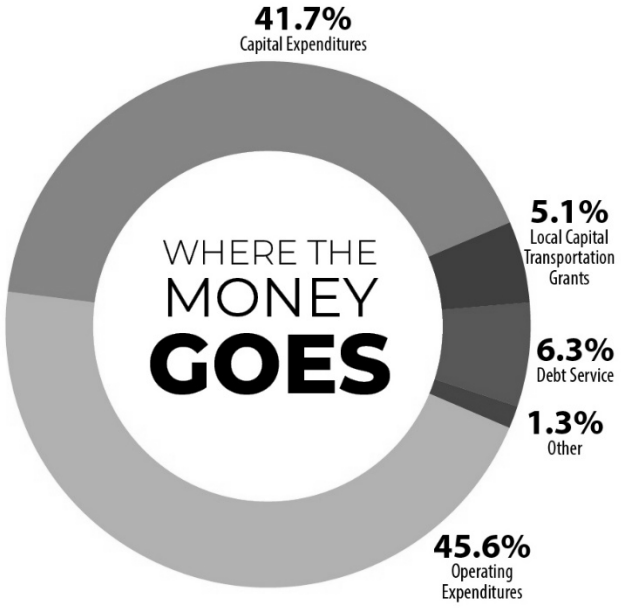
In addition to these State-sourced revenues and federal aid, MDOT utilizes other capital funding sources to fund its capital program. These other capital funding sources include funding from State General Obligation bonds, direct federal aid received by WMATA, Grant Anticipation Revenue Vehicle (GARVEE)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

In total, MDOT's operating and capital spending from all fund sources, including nonbudgeted capital funding, is $45.8 billion over the six-year period. MDOT continually looks for opportunities to maximize its financial resources by leveraging alternative financing sources such as alternative forms of debt, partnering with local jurisdictions and private entities, and applying for competitive federal grants. Funding programmed in the current six-year program are shown in the Where the Money Comes From pie chart.

WHERE THE MONEY GOES…

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





Total operating budget spending over the six-year period is $20.9 billion. The Transportation Trust Fund is unique in providing funding for two major metropolitan area transit agencies, MTA and WMATA. Nearly two-thirds of operating budget spending is dedicated to transit operations. While Maryland receives immense economic, societal, and environmental benefit from its transit operations, this funding responsibility, and the lack of a dedicated funding source for transit, places significant pressure on the Transportation Trust Fund.

Total debt service over the six-year period is $2.9 billion. Debt service repays the Consolidated Transportation Bonds issued by MDOT to help fund its capital program. Debt service in FY 2026 is $426 million and will grow over the six-year period as additional debt is issued.

After operating costs and debt service, the remaining funding goes toward capital projects. This CTP totals $21.5 billion, including $2.3 billion for capital grants to Maryland's counties, municipalities, and Baltimore City for local transportation needs. The CTP is funded with $10.9 billion from the Transportation Trust Fund, $8.3 billion from federal aid, and $2.2 billion from other capital funding sources.

Planned Capital Expenditures

DRAFT FY 2026 - FY 2031 CTP SUMMARY *** ($ Millions)						
MODAL ADMINISTRATIONS		**STATE FUNDS**	**FEDERAL AID**	**OTHER***	**TOTAL**	**PERCENT OF TOTAL**
Service Modes	TSO	229.6	36.8	0.7	267.0	1.4%
	MVA	101.4	-	-	101.4	0.5%
	Subtotal	**331.0**	**36.8**	**0.7**	**368.5**	**1.9%**
Aviation	MAA **	**318.0**	**244.8**	**267.4**	**830.2**	**4.3%**
Maritime	MPA	**1,214.4**	**258.5**	**125.3**	**1,598.2**	**8.4%**
Transit	MTA	2,921.3	2,261.4	410.7	5,593.3	29.2%
	WMATA	2,015.6	-	1,227.6	3,243.2	17.0%
	Subtotal	**4,936.9**	**2,261.4**	**1,638.3**	**8,836.6**	**46.2%**
Roads and Bridges	SHA	**1,688.8**	**5,515.1**	**290.0**	**7,493.9**	**39.2%**
	Totals	**8,489.0**	**8,316.5**	**2,321.7**	**19,127.3**	**100.0%**

Notes: HUR excluded.
Figures may not sum perfectly due to rounding.

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

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

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

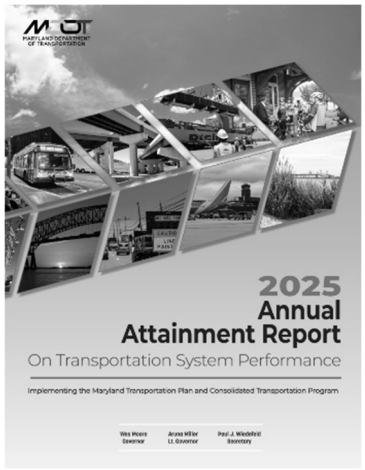
*** Starting with the FY 2024 - FY 2029 CTP, MDOT is classifying State General Funds as State funds (in addition to State TTF funds), in prior CTPs these funds were classified as Other funds.

EVALUATING PERFORMANCE

Performance Driven

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

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



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

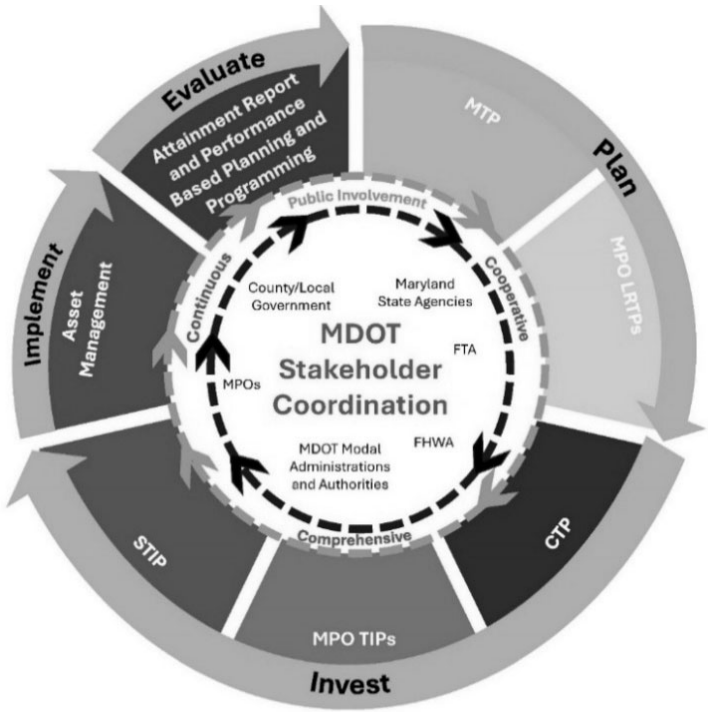
The performance measures evolve and are updated periodically in a collaborative effort between the Secretary's Office, MDOT's modal administrations, and, every 4-5 years, with an AR Advisory Committee. The performance measures were updated in 2023 using input from the AR Advisory Committee, based on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

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

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

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

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



HOW TO READ THIS DOCUMENT

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

Funding Phases

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

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

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

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

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

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

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

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

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

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

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

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

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

MAJOR PROJECT SIGNIFICANT CHANGES FROM THE FY 2025-2030 CTP

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

PROJECTS ADDED TO THE CONSTRUCTION PROGRAM

PROJECT DESCRIPTION	TOTAL COST ($ MILLIONS)
New Construction Program Projects	
Maryland Aviation Administration	
North Cargo Pavement Rehabilitation at BWI Marshall Airport	34.3
Runway 15R/33L Pavement Mill and Overlay at BWI Marshall Airport	12.5
Maryland Transportation Authority	
I-695 Francis Scott Key Bridge - Rehabilitation of Curtis Creek Drawbridges Superstructure	19.6
I-895 Baltimore Harbor Tunnel Thruway - Rehabilitate BHT Tunnel Lighting System	26.0
State Highway Administration	
MD 2, Governor Ritchie Highway; MD 177 to MD 648 - Pedestrian safety improvements	20.4
I-70, Eisenhower Highway - Bridge replacement over MD 632	32.0
US 340, Jefferson National Pike; MD 17, MD 180 and US 15 NB - Operational and safety improvements	17.4
US 1, Washington Boulevard; MD 177 to MD 648 - Pedestrian safety improvements	23.1
MD 410, East-West Highway; MD 500 to MD 212 - Pedestrian safety improvements	17.2

PROJECTS ADDED TO THE CONSTRUCTION PROGRAM

PROJECT DESCRIPTION	TOTAL COST ($ MILLIONS)
The Secretary's Office	
MDOT Statewide Rail Trespass Study	1.0
MDOT Solar Implementation	50.0
Projects Moved From D&E Program to Construction Program	
State Highway Administration	
MD 97, Georgia Avenue; MD 192 to MD 390 - Safety and accessibility improvements	50.8
MD 5, Point Lookout Road; MD 471 to MD 246 - Operational, accessibility and state of good repair improvements	32.4
I-97; US 50 to MD 32 - Roadway widening and ramp modifications at US 50/US 301	113.8
Total	450.4

PROJECTS REMOVED FROM THE D&E OR CONSTRUCTION PROGRAMS

PROJECT DESCRIPTION

Removed from Construction Program

Maryland Aviation Administration

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

New Additions to the FY26 - FY31 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							
Runway 15L/33R & Associated Taxiways - Pavement Rehabilitation at BWI Marshall Airport							**Reference : MAA A-9**
Runway 15L/33R Pavement Rehab and TWs	-	9,529	9,529	2,382	7,147	-	-
Snow Removal Equipment Building at BWI Marshall Airport							**Reference : MAA A-28**
BWI Snow Removal Equipment Building	2,702	-	2,702	2,702	-	-	-
Ticket Counter Expansion Program at BWI Marshall Airport							**Reference : MAA A-29**
Concourse E Ticket Counter Expansion	5,000	9,000	14,000	-	-	14,000	-
Concourse A/B Ticket Counter Expansion	900	1,584	2,484	-	-	2,484	-
Multi Use Flight Information Display Systems (MUFIDS) Replacement at BWI Marshall Airport							**Reference : MAA A-18**
Airport Data and Information Display System (FIDS)	3,000	3,000	6,000	-	-	6,000	-
North Cargo Pavement Rehabilitation at BWI Marshall Airport							**Reference : MAA A-6**
North Cargo Pavement Mill and Overlay - Ph 2	-	2,171	2,171	543	1,628	-	-
Maryland Transportation Authority							
I-95 John F. Kennedy Memorial Highway - Express Toll Lanes (ETL) Northern Extension							**Reference : MDTA A-01**
Reserve/I-95 ETL Northern Extension	7,969	4,805	12,773	-	-	-	12,773
Maryland Port Administration							
Mid-Chesapeake Bay Island Ecosystem Restoration Project							**Reference : MPA A-7**
Mid-Bay Islands	-	25,000	25,000	25,000	-	-	-
Maryland Transit Administration							
Light Rail Modernization Program							**Reference : MTA A-49**
LTR Low Floor Light Rail Fleet Transition	1,224	32,042	33,266	33,266	-	-	-
State Highway Administration							
I-695, Baltimore Beltway							**Reference : SHA A-3**
BALTIMORE BELTWAY-INTERCHANGE RECONSTRUCT-AT I-70	1,500	4,000	5,500	1,687	3,813	-	-
I-81, Maryland Veterans Memorial Highway							**Reference : SHA A-6**
MARYLAND VETERANS MEMORIAL HIGHWAY – MD 63/MD 68 TO CSX BRIDGES	-	1,000	1,000	100	900	-	-

Projects Added to Development and Evaluation							
Project Description	**Current Year**	**Budget Year**	**Total Cost**	**Total Cost Breakdown**			
				STA	**FED**	**OTH**	**TOLL**
Maryland Aviation Administration							
Runway 15L/33R & Associated Taxiways - Pavement Rehabilitation at BWI Marshall Airport						**Reference : MAA A-9**	
Runway 15L/33R Pavement Rehab and TWs	768	303	1,071	268	803	-	-
Master Plan and Airport Layout Plan Update for BWI Marshall Airport						**Reference : MAA A-31**	
BWI Master Plan & ALP Update	1,875	-	1,875	-	1,875	-	-
North Cargo Pavement Rehabilitation at BWI Marshall Airport						**Reference : MAA A-6**	
North Cargo Pavement Mill and Overlay - Ph 2	536	69	605	151	454	-	-
Maryland Transit Administration							
Metro Systems Overhauls and Replacements						**Reference : MTA A-20**	
MTR Avtec Replacement	166	-	166	166	-	-	-
Metro and Light Rail Maintenance of Way						**Reference : MTA A-12**	
MTR- Maintenance of Way (MOW)- Program Management	96	-	96	96	-	-	-

FY 2025 MAJOR PROJECT COMPLETIONS

The Department completed 15 major projects in FY 2025, at a total cost of 230.4 million. These projects are listed below:

PROJECT DESCRIPTION	TOTAL COST ($ MILLIONS)
Maryland Transportation Authority	
I-95 Fort McHenry Tunnel - Rehabilitate Substructure and Superstructure of Various Bridges on I-95 in Baltimore City	32.6
I-95 Fort McHenry Tunnel - Rehabilitate Vent Fans	45.9
Maryland Transit Administration	
Regional Transit Plan Corridor Studies	5.0
MARC Laurel Platform Replacement	3.4
I-495/I-270 Corridor Transit Investments Program	0.3
MARC Stations and Service Studies	6.3
State Highway Administration	
MD 24, Rocks Road - Slope repair and resurfacing from 900' south of Sharon Road to 1700' north of Ferncliff Lane	9.9
MD 185, Connecticut Ave., MD 185 at Jones Bridge (Phase 3) - Intersection improvements	22.4
MD 75, Green Valley Road - Bridge Rehabilitation over I-70	4.2
MD 382, Croom Road - Bridge replacement over Charles Branch	6.1
I-70, Eisenhower Memorial Highway - Bridge replacement on I-70 over Crystal Falls Drive	23.6
I-95 and I-695, Baltimore Beltway - Bridge deck overlays at I-95/I-695 Interchange	41.5
MD 91, Emory Road - Bridge replacements over N. Branch of Patapsco River and Maryland Midland RR	15.9
MD 17, Burkittsville Middletown Road - Bridge replacement over Middle Creek	5.2
MD 42, Friendsville Road - Bridge replacement over Buffalo Run	8.2
TOTAL	**230.4**

AWARDS

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

	PROJECT DESCRIPTION	TOTAL COST ($ MILLIONS)
MAA	DX/DY Apron Reconstruction at BWI Marshall Airport	31.6
MAA	Expanded Group V Aircraft Remote Parking at BWI Marshall Airport	4.2
MAA	Concourse E Baggage Handling System (BHS) Expansion at BWI Marshall Airport	36.0
MAA	Checkpoint D Expansion at BWI Marshall Airport	5.5
MAA	Air Traffic Control Tower at Martin State Airport	22.2
MAA	Residential Sound Insulation Program Phase 2 at BWI Marshall Airport	5.5
MAA	Concourse DE Patio Leak Repairs at BWI Marshall Airport	0.2
MDTA	I-95 ETL NBE MD 24 to Bynum Run (PIN 2492)	66.3
MDTA	I-95 ETL NB Transition - MD 24 Interchange Reconstruction (PIN 2493)	286.9
MDTA	ICC & JFK Data Center Hardware Replacement (PIN 2633)	2.0
MDTA	BB On-Call Structural Repairs and Modification (PIN 2593)	25.7
MDTA	FMT Facility-wide Zone Paint Program (PIN 0217)	26.5
MDTA	Police Headquarters Building Envelope Renovations (PIN 2438)	3.2
MDTA	On-Call Signs, Sign Lights, and Sign Structures (PIN 2630)	6.3
MDTA	Rehabilitate FMT Area-Wide Lighting (PIN 0200)	11.3
MDTA	Key Bridge Rebuild (PIN 2655)	1,702.0

AWARDS

	PROJECT DESCRIPTION	TOTAL COST ($ MILLIONS)
SHA	MD 413 - Bicycle pedestrian improvements from 1,000 ft. north of Big Annemessex River to south of US 13	7.5
SHA	National Electric Vehicle Implementation - Round 1	35.0
SHA	Guard rail improvements at various locations in Carroll, Frederick and Howard Counties	6.1
SHA	MD 173 - Sidewalk improvements from Duvall Highway to Kenton Road	3.1
SHA	Roadway patching at various locations in Dorchester, Somerset, Wicomico and Worcester Counties	3.4
SHA	MD 650 - Geometric Improvements from North Hampton Drive to Powder Mill Road	10.8
SHA	MD 140 - Smart signal systemization on MD 140	3.3
SHA	Resurfacing at various locations on NHS in Baltimore and Harford Counties	8.3
SHA	Signalization improvements at various locations in Cecil, Caroline, Dorchester, Kent, Queen Annes, Somerset, Talbot, Wicomico and Worcester Counties	8.0
SHA	Resurfacing at various locations in St Mary's County	3.7
SHA	Resurfacing at various locations in Charles County	2.5
SHA	US 40 - Bridge rehabilitation over Conococheague Creek	21.6
	Total	2,348.8

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

	CURRENT YEAR 2026	BUDGET YEAR 2027	Planning Years 2028	2029	2030	2031	SIX - YEAR TOTAL
CAPITAL PROGRAM							
The Secretary's Office *	56.9	84.3	36.7	26.7	22.2	40.3	267.0
Motor Vehicle Administration	32.9	17.8	14.6	7.8	14.1	14.2	101.4
Maryland Aviation Administration	337.4	232.9	95.3	54.9	51.2	58.5	830.2
Maryland Port Administration	482.0	369.4	262.2	140.1	175.3	169.3	1,598.2
Maryland Transit Administration	683.7	902.1	1,183.4	1,168.8	935.1	720.2	5,593.3
Washington Metropolitan Area Transit *	515.5	529.7	544.6	553.4	545.7	554.3	3,243.2
State Highway Administration **	1,529.3	1,583.6	1,771.9	1,777.8	1,657.5	1,517.8	9,837.9
TOTAL CAPITAL	3,637.6	3,719.8	3,908.6	3,729.6	3,401.0	3,074.6	21,471.3
Special Funds	1,658.3	1,970.2	1,940.6	1,759.3	1,800.5	1,704.0	10,833.0
Federal Funds	1,298.9	1,421.0	1,522.7	1,585.8	1,399.3	1,088.7	8,316.5
Other Funds ***	680.4	328.6	445.3	384.5	201.1	281.8	2,321.7

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

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

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

SUMMARY OF FEDERAL AID OBLIGATIONS
($ MILLIONS)

The following listing estimates the annual levels of funds anticipated from individual federal aid categories necessary to support the FY 2026 - FY 2031 CTP/STIP:

	2026	2027	2028	2029	2030 - 2031	TOTAL
Maryland Transit Administration						
New Starts, Fixed Gudeway, Modernization and Bus	258.0	263.1	268.4	273.7	564.0	1,627.2
Elderly and Persons with Disabilites	5.9	6.0	6.1	6.2	12.8	37.0
Rural Area Formula	9.5	9.7	9.9	10.1	20.8	59.9
Subtotal (MTA)	273.3	278.8	284.4	290.0	597.6	1,724.1
State Highway Administration						
Surface Transportation Block Grant	220.2	220.2	220.2	220.2	440.3	1,320.9
Highway Safety Improvement Program	48.8	48.8	48.8	48.8	97.6	292.9
National Highway Peformance Program	452.5	452.5	452.5	452.5	905.1	2,715.2
(PROTECT) Program	22.3	22.3	22.3	22.3	44.6	133.9
Carbon Reduction Program	19.6	19.6	19.6	19.6	39.3	117.8
National Highway Freight Program	22.6	22.6	22.6	22.6	45.1	135.4
Metropolitan Planning	9.9	9.9	9.9	9.9	19.8	59.4
Railway-Highway Crossings - HSIP set-aside	2.5	2.5	2.5	2.5	5.0	15.0
Congestion Mitigation/Air Quality	63.3	63.3	63.3	63.3	126.7	380.0
Subtotal (SHA)	861.8	861.8	861.8	861.8	1,723.5	5,170.5
Grand Total	**1,135.1**	**1,140.5**	**1,146.1**	**1,151.8**	**2,321.1**	**6,894.6**

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 2026 - FY 2031 CTP/STIP:

SYSTEM PRESERVATION / TRAFFIC MANAGEMENT CATEGORIES	CURRENT YEAR 2026	BUDGET YEAR 2027	Planning Years 2028	2029	2030 - 2031	SIX - YEAR TOTAL
Bridge Replacement and Rehabilitation						
National Highway Performance Program	155.2	173.9	190.9	197.4	338.3	1,055.7
Surface Transportation Program	9.9	11.1	12.2	12.6	21.6	67.4
Congestion Management						
Congestion Mitigation/ Air Quality	7.2	4.0	7.9	8.7	23.2	51.0
National Highway Performance Program	3.2	1.9	3.1	4.1	10.3	22.5
Surface Transportation Program	6.6	4.1	5.6	9.0	21.2	46.5
Environmental Projects						
Carbon Reduction Program	6.3	7.5	6.2	5.2	5.4	30.6
Highway Safety	5.8	7.7	6.6	6.8	13.8	40.6
National Highway Performance Program	11.3	5.0	23.5	17.5	45.4	102.7
Surface Transportation Program	26.0	46.7	49.2	41.4	102.4	265.7
Transportation Alternative Program	11.1	15.8	13.4	11.3	9.8	61.5
Resurfacing and Rehabilitation						
Highway Safety	1.5	1.5	1.9	1.9	4.3	11.1
National Highway Performance Program	66.4	65.9	81.4	80.0	185.6	479.3
Surface Transportation Program	86.6	86.2	106.4	104.5	249.5	633.3
Safety and Spot Improvements						
Congestion Mitigation/ Air Quality	1.8	2.1	2.2	2.2	4.2	12.5
Highway Safety	22.1	21.3	28.2	25.1	48.6	145.3
National Highway Performance Program	33.1	19.4	30.4	24.9	54.8	162.6
Surface Transportation Program	88.8	93.4	124.9	121.5	233.1	661.7
Urban Reconstruction/Revitalization						
Surface Transportation Program	4.8	3.8	7.2	4.5	10.1	30.3
Grand Total	**547.6**	**571.2**	**701.2**	**678.5**	**1,381.6**	**3,880.2**

Minor Program Summary By Fiscal Year
($ MILLIONS)

The following provides a summary breakdown of the Minor Program funding levels for FY 2026 through FY 2031. Anticipated projects for FY 2026 and FY 2027 within these totals are listed in the project detail section of this document.

PROGRAM NAME	CURRENT YEAR 2026	BUDGET YEAR 2027	Planning Years 2028	2029	2030	2031	SIX - YEAR TOTAL
MARYLAND AVIATION ADMINISTRATION							
Airport Technology	**0.0**	**0.0**	**0.0**	**0.0**	**0.3**	**0.0**	**0.3**
Airside Development	**3.2**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**3.2**
Annual	**2.7**	**1.0**	**2.2**	**0.9**	**1.3**	**1.3**	**9.5**
Annual Fees and Inspection Program	0.8	0.0	0.5	0.0	0.0	0.0	1.2
Engineering Program Support	0.2	0.0	0.0	0.0	0.0	0.0	0.2
GIS	1.2	0.9	1.6	0.9	1.3	1.3	7.2
Misc Office Support	0.2	0.0	0.2	0.0	0.0	0.0	0.3
Planning	0.1	0.1	0.0	0.0	0.0	0.0	0.2
Real Estate Services	0.3	0.0	0.0	0.0	0.0	0.0	0.3
Baltimore/Washington	**4.1**	**4.3**	**4.0**	**2.2**	**12.7**	**24.4**	**51.8**
Building Permits & Inspections	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CMI-non SBRs	0.3	0.0	0.0	0.0	0.0	0.0	0.3
CMI-SBRs	1.3	1.4	1.4	0.2	0.2	1.2	5.6
Engineering Program Support	0.5	0.0	0.0	0.0	0.0	1.0	1.5
Future Development	0.0	0.0	0.0	0.0	11.1	19.7	30.8
Misc Office Support	0.5	0.2	0.2	0.1	0.0	0.0	0.9
Planning	1.2	2.1	2.3	1.8	1.5	2.5	11.4
Pre-Construction Project Env, Plan, Eng	0.1	0.5	0.1	0.1	0.0	0.0	0.7
Real Estate Services	0.2	0.1	0.1	0.0	0.0	0.0	0.4
Conc A/B Improvements	**1.1**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**1.1**
Consolidated Rental Car Facility	**0.2**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.2**
Critical Airport Systems	**4.2**	**7.5**	**0.1**	**0.0**	**0.0**	**0.0**	**11.9**
Airport Technology	1.4	3.3	0.0	0.0	0.0	0.0	4.6
Airport Utilities	2.3	3.1	0.1	0.0	0.0	0.0	5.6
Future Development	0.3	1.2	0.0	0.0	0.0	0.0	1.5
Operating Facilities	0.2	0.0	0.0	0.0	0.0	0.0	0.2
Environmental Compliance	**5.4**	**5.7**	**0.4**	**1.8**	**2.0**	**1.5**	**16.7**
Environmental Compliance	3.3	4.3	0.4	1.8	2.0	1.5	13.2

Minor Program Summary By Fiscal Year
($ MILLIONS)

The following provides a summary breakdown of the Minor Program funding levels for FY 2026 through FY 2031. Anticipated projects for FY 2026 and FY 2027 within these totals are listed in the project detail section of this document.

PROGRAM NAME	CURRENT YEAR 2026	BUDGET YEAR 2027	Planning Years 2028	2029	2030	2031	SIX - YEAR TOTAL
MARYLAND AVIATION ADMINISTRATION (cont'd)							
Environmental Compliance (cont'd)							
Environmental Planning	1.5	0.1	0.0	0.0	0.0	0.0	1.6
Pavement Mgmt - BWI Airside	0.6	1.3	0.0	0.0	0.0	0.0	1.9
Equipment	**1.3**	**2.8**	**1.5**	**1.6**	**1.3**	**0.9**	**9.4**
Information Technology	**2.2**	**0.7**	**0.7**	**0.8**	**2.4**	**6.9**	**13.7**
Airport Technology	1.3	0.7	0.7	0.8	2.4	6.9	12.8
GIS	0.7	0.0	0.0	0.0	0.0	0.0	0.7
Information Technology CTIPP	0.2	0.0	0.0	0.0	0.0	0.0	0.2
LAN	**9.1**	**7.6**	**0.0**	**0.0**	**0.0**	**0.0**	**16.7**
Operating Facilities	1.9	7.3	0.0	0.0	0.0	0.0	9.2
Tenant Facilities	0.3	0.3	0.0	0.0	0.0	0.0	0.5
Terminal Facilities	1.0	0.0	0.0	0.0	0.0	0.0	1.0
Vehicles and Equipment	5.9	0.0	0.0	0.0	0.0	0.0	5.9
Landside	**0.1**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.1**
Operating Facilities	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Planning	0.1	0.0	0.0	0.0	0.0	0.0	0.1
Martin State	**0.7**	**1.7**	**1.8**	**2.1**	**2.5**	**0.6**	**9.3**
MTN Facilities	0.4	0.9	1.8	1.2	1.2	0.0	5.3
MTN Runway Improvement Program	0.2	0.0	0.0	0.0	0.0	0.0	0.2
Vehicles and Equipment	0.1	0.8	0.0	1.0	1.3	0.6	3.9
RSA Improvements	**1.6**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**1.6**
Security	**5.6**	**1.7**	**0.0**	**0.0**	**0.0**	**0.0**	**7.3**
Security	1.7	1.7	0.0	0.0	0.0	0.0	3.4
Terminal Facilities	3.9	0.0	0.0	0.0	0.0	0.0	3.9
Sound Mitigation	**1.4**	**0.0**	**0.0**	**0.4**	**0.0**	**0.0**	**1.8**
Terminal Development	**0.4**	**0.4**	**0.3**	**0.4**	**0.2**	**0.0**	**1.6**
Commercial Management	0.3	0.3	0.3	0.3	0.0	0.0	1.1

Minor Program Summary By Fiscal Year
($ MILLIONS)

The following provides a summary breakdown of the Minor Program funding levels for FY 2026 through FY 2031. Anticipated projects for FY 2026 and FY 2027 within these totals are listed in the project detail section of this document.

PROGRAM NAME		CURRENT YEAR 2026	BUDGET YEAR 2027	Planning Years 2028	2029	2030	2031	SIX - YEAR TOTAL
MARYLAND AVIATION ADMINISTRATION (cont'd)								
Terminal Development (cont'd)								
Tenant Facilities		0.1	0.1	0.0	0.1	0.2	0.0	0.5
	Total	**43.3**	**33.3**	**11.1**	**10.2**	**22.7**	**35.6**	**156.2**
MARYLAND PORT ADMINISTRATION								
All Terminals		**20.7**	**17.3**	**15.7**	**24.0**	**24.4**	**20.3**	**122.3**
Agency Wide Building Repairs		2.8	4.0	2.7	3.4	3.0	3.0	18.8
Comprehensive Paving Program		1.5	2.0	1.3	4.5	1.5	1.5	12.3
Engineering A&E and Open Ended Contracts		6.5	3.4	5.3	8.6	10.4	6.6	40.8
Environment		0.2	0.2	0.2	0.2	0.2	0.2	0.9
Facility and Capital Equipment		1.8	0.8	0.7	0.8	1.6	1.1	6.8
Information Systems Division		0.8	0.5	0.8	0.3	0.9	1.2	4.5
Landside Major Projects		0.0	1.6	0.0	0.0	1.0	1.0	3.6
Planning and Finance		0.4	0.2	0.0	0.1	1.2	0.0	2.0
Security Enhancements		2.0	0.0	0.0	0.0	0.0	0.0	2.0
Waterfront Structures Program		4.7	4.7	4.7	6.1	4.7	5.7	30.6
Dredging - General		**1.5**	**0.9**	**1.0**	**1.0**	**1.0**	**1.2**	**6.6**
Dredging - Innovative Reuse		**0.2**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.2**
Dundalk Marine Terminal		**0.7**	**0.4**	**0.3**	**3.4**	**3.2**	**6.2**	**14.1**
Environmental		**0.0**	**0.0**	**0.0**	**0.0**	**9.1**	**4.1**	**13.2**
Hawkins Point Marine Terminal		**0.5**	**0.5**	**0.5**	**0.5**	**0.8**	**0.5**	**3.2**
Port - Wide		**0.5**	**0.7**	**0.6**	**0.8**	**0.5**	**0.5**	**3.6**
Security Projects		**0.4**	**0.3**	**0.0**	**0.0**	**0.0**	**0.0**	**0.6**
	Total	**24.3**	**20.0**	**18.0**	**29.6**	**39.0**	**32.8**	**163.7**

Minor Program Summary By Fiscal Year
($ MILLIONS)

The following provides a summary breakdown of the Minor Program funding levels for FY 2026 through FY 2031. Anticipated projects for FY 2026 and FY 2027 within these totals are listed in the project detail section of this document.

PROGRAM NAME	CURRENT YEAR 2026	BUDGET YEAR 2027	Planning Years 2028	2029	2030	2031	SIX - YEAR TOTAL
MARYLAND TRANSIT ADMINISTRATION							
Agency Wide	**38.2**	**9.1**	**46.3**	**60.4**	**12.8**	**52.4**	**219.2**
AGY - ADA Compliance	0.2	0.3	0.3	0.3	0.0	0.3	1.4
AGY - Bicycle Initiatives	0.0	0.0	0.0	0.0	0.5	0.0	0.5
AGY - Capital Program Support	0.0	1.7	34.6	35.1	9.0	22.5	103.0
AGY - CMD Support Costs	0.4	0.0	0.0	2.5	0.0	1.5	4.5
AGY - Communications Systems	0.0	0.0	0.1	0.5	0.0	0.2	0.8
AGY - Corrosion Control	0.6	0.5	0.4	0.7	0.5	0.5	3.2
AGY - Energy Savings Initiatives	0.0	0.0	0.0	1.0	0.0	0.0	1.0
AGY - Engineering Initiatives	1.4	0.0	1.2	0.6	0.0	1.1	4.3
AGY - Environmental Compliance	1.0	0.0	0.9	1.4	0.0	2.0	5.4
AGY - Environmental Planning	1.6	0.1	0.7	0.9	0.0	1.5	4.9
AGY - Facilities	0.3	0.2	0.2	0.2	0.0	0.0	0.9
AGY - Facilities - Pavement	1.2	0.2	0.8	1.6	0.0	0.7	4.5
AGY - Facilities - Roof	0.7	0.5	2.1	0.3	0.0	0.7	4.3
AGY - Guideway - T&S	4.5	0.0	0.0	3.5	0.0	1.0	8.9
AGY - Non-Revenue Vehicles	5.4	2.5	0.4	2.5	0.0	4.0	14.7
AGY - Owner Controlled Insurance Program	2.5	0.0	0.7	1.5	0.0	1.7	6.3
AGY - Planning Initiatives	4.1	0.8	0.6	0.8	0.6	2.8	9.7
AGY - Program Management Office	2.3	0.1	0.8	1.0	0.0	3.0	7.2
AGY - Regional Planning Initiatives - Holding	1.8	0.0	0.0	0.0	2.0	0.0	3.7
AGY - Safety Initiatives	2.3	0.3	0.8	1.2	0.0	1.3	5.9
AGY - Statewide GIS Planning Initiatives - Holding	1.8	0.0	0.0	0.0	0.0	1.8	3.5
AGY - Stormwater Management	0.8	0.1	0.7	1.1	0.0	1.0	3.6
AGY - Systems	2.1	0.9	0.1	0.3	0.0	2.0	5.4
AGY - Telecommunications	0.4	0.0	0.0	0.9	0.0	0.0	1.3
AGY - TMDL Compliance	0.0	0.0	0.6	1.3	0.0	1.6	3.5
AGY - Transit Asset Management	1.8	0.0	0.3	0.7	0.0	1.5	4.3
AGY - Transit Innovation	0.0	0.0	0.0	0.3	0.0	0.0	0.3

Minor Program Summary By Fiscal Year
($ MILLIONS)

The following provides a summary breakdown of the Minor Program funding levels for FY 2026 through FY 2031. Anticipated projects for FY 2026 and FY 2027 within these totals are listed in the project detail section of this document.

PROGRAM NAME	CURRENT YEAR 2026	BUDGET YEAR 2027	Planning Years 2028	2029	2030	2031	SIX - YEAR TOTAL
MARYLAND TRANSIT ADMINISTRATION (cont'd)							
Agency Wide (cont'd)							
AGY - Utility Infrastructures Mapping	0.7	0.0	0.0	0.1	0.0	0.0	0.8
BUS - Revenue Vehicles	0.4	0.4	0.0	0.0	0.0	0.0	0.7
LTR - Safety Initiatives	0.1	0.1	0.0	0.0	0.0	0.0	0.2
Major Projects	0.0	0.0	0.0	0.1	0.2	0.0	0.3
MTR - Facilities Maintenance	0.0	0.1	0.0	0.0	0.0	0.0	0.1
NS - Purple Line	0.0	0.3	0.0	0.0	0.0	0.0	0.3
Bus	**19.1**	**16.6**	**30.8**	**18.5**	**6.4**	**0.0**	**91.4**
AGY - Facilities - Pavement	0.0	0.0	0.0	1.5	0.0	0.0	1.5
AGY - Facilities - Roof	0.0	0.0	0.0	1.4	2.3	0.0	3.7
AGY - Planning Initiatives	0.0	0.0	0.0	0.0	0.2	0.0	0.2
AGY - Safety Initiatives	0.0	0.0	0.0	0.1	0.0	0.0	0.1
AGY - TMDL Compliance	0.0	0.0	0.0	0.0	0.0	0.0	0.0
BUS - Equipment	3.5	1.8	0.3	0.7	1.2	0.0	7.4
BUS - Facilities	3.4	1.4	1.3	1.3	1.5	0.0	8.9
BUS - Facilities - FE	2.8	11.2	20.5	8.0	0.0	0.0	42.4
BUS - Revenue Vehicles	9.5	2.3	8.7	5.6	1.3	0.0	27.3
Freight	**0.0**	**0.9**	**0.9**	**0.0**	**0.0**	**0.0**	**1.8**
Information Technology	**1.0**	**1.4**	**0.0**	**0.0**	**0.1**	**23.7**	**26.2**
Light Rail	**10.8**	**11.8**	**5.3**	**15.1**	**0.6**	**0.7**	**44.4**
AGY - Facilities - Roof	0.0	1.7	0.0	0.9	0.0	0.0	2.6
AGY - Stormwater Management	0.2	0.1	0.1	0.0	0.0	0.0	0.3
LTR - Bridge Preservation - T&S	0.2	0.8	2.0	1.2	0.0	0.6	4.9
LTR - Catenary Preservation	1.1	0.1	0.5	1.5	0.0	0.0	3.2
LTR - Drainage	1.2	5.1	1.8	2.7	0.0	0.0	10.8
LTR - Facilities Maintenance	1.2	0.1	0.0	2.1	0.6	0.0	3.9
LTR - Guideway - Ops	3.4	0.1	0.9	2.3	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 2026 through FY 2031. Anticipated projects for FY 2026 and FY 2027 within these totals are listed in the project detail section of this document.

PROGRAM NAME	CURRENT YEAR 2026	BUDGET YEAR 2027	Planning Years 2028	2029	2030	2031	SIX - YEAR TOTAL
MARYLAND TRANSIT ADMINISTRATION (cont'd)							
Light Rail (cont'd)							
LTR - Guideway - T&S	0.8	0.0	0.0	0.1	0.0	0.0	1.0
LTR - Revenue Vehicles	0.1	0.0	0.1	0.0	0.0	0.0	0.2
LTR - Safety Initiatives	0.0	0.7	0.0	1.0	0.0	0.2	1.8
LTR - Systems Maintenance	2.6	3.1	0.1	3.3	0.0	0.0	9.2
LOTS	**2.4**	**2.4**	**0.8**	**0.0**	**0.0**	**0.0**	**5.6**
MARC	**7.9**	**9.9**	**10.1**	**8.6**	**1.6**	**0.0**	**38.0**
AGY - TMDL Compliance	0.4	0.0	0.0	0.0	0.0	0.0	0.4
MARC - Facilities - FE	0.1	0.0	0.4	1.8	0.1	0.0	2.4
MARC - Facilities - Ops	2.7	0.0	0.1	4.4	0.0	0.0	7.3
MARC - Facilities - T&S	0.3	0.0	0.0	0.2	0.0	0.0	0.4
MARC - Guideway	0.7	0.3	0.8	0.0	0.0	0.0	1.8
MARC - Revenue Vehicles	1.6	1.0	0.5	1.2	1.5	0.0	5.8
MARC - Systems	2.1	8.7	8.2	1.0	0.0	0.0	20.0
Metro	**13.8**	**9.5**	**9.1**	**8.4**	**9.9**	**0.0**	**50.6**
AGY - Communications Systems	0.0	0.0	0.0	0.2	0.0	0.0	0.2
AGY - Facilities - Roof	0.4	1.5	1.4	1.4	2.8	0.0	7.4
AGY - Guideway - T&S	1.1	0.6	0.6	0.6	0.6	0.0	3.4
AGY - Systems	0.5	0.5	0.0	0.0	0.0	0.0	1.0
MTR - Bridge & Elevated Structures - T&S	0.3	0.0	0.0	1.2	1.3	0.0	2.9
MTR - Facilities Maintenance	3.7	2.4	5.4	0.8	2.5	0.0	14.8
MTR - Facilities Maintenance - MPMO	1.5	0.0	0.0	0.5	1.0	0.0	3.0
MTR - Guideway - Ops	2.3	0.5	0.0	0.0	1.5	0.0	4.3
MTR - Revenue Vehicles	0.3	0.1	0.1	0.4	0.0	0.0	0.8
MTR - Safety Initiatives	0.3	2.2	0.4	0.4	0.2	0.0	3.4
MTR - Systems Maintenance	3.2	1.8	1.3	2.7	0.0	0.0	9.0
MTR - Tunnel Preservation - T&S	0.2	0.0	0.0	0.2	0.0	0.0	0.4

Minor Program Summary By Fiscal Year
($ MILLIONS)

The following provides a summary breakdown of the Minor Program funding levels for FY 2026 through FY 2031. Anticipated projects for FY 2026 and FY 2027 within these totals are listed in the project detail section of this document.

PROGRAM NAME	CURRENT YEAR 2026	BUDGET YEAR 2027	Planning Years 2028	2029	2030	2031	SIX - YEAR TOTAL
MARYLAND TRANSIT ADMINISTRATION (cont'd)							
Mobility	**1.0**	**0.7**	**0.3**	**2.2**	**0.2**	**0.0**	**4.4**
AGY - Safety Initiatives	0.0	0.2	0.0	0.0	0.0	0.0	0.2
MOL - Facilities	0.4	0.3	0.0	1.1	0.0	0.0	1.8
MOL - Systems	0.5	0.0	0.1	1.0	0.0	0.0	1.5
MOL - Vehicles	0.2	0.2	0.2	0.2	0.2	0.0	1.0
New Starts	**0.3**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.3**
Total	**94.5**	**62.3**	**103.6**	**113.3**	**31.5**	**76.8**	**481.9**
MOTOR VEHICLE ADMINISTRATION							
Agency Wide	**17.8**	**1.2**	**0.9**	**1.1**	**2.7**	**1.2**	**24.9**
Comprehensive Planning	1.3	0.0	0.2	0.2	1.2	0.2	3.1
Departmental Services	9.6	0.0	0.0	0.2	0.3	0.3	10.4
Environmental	0.4	0.7	0.2	0.2	0.7	0.2	2.3
Safety and Security	0.6	0.5	0.4	0.5	0.5	0.5	3.1
VEIP	5.9	0.0	0.0	0.0	0.0	0.0	5.9
Building Improvements	**6.8**	**11.9**	**7.4**	**2.9**	**3.7**	**4.2**	**36.9**
Facility	6.3	11.6	7.0	2.1	2.5	3.5	33.0
VEIP	0.5	0.4	0.4	0.8	1.2	0.8	3.9
Information Technology	**6.1**	**3.7**	**5.2**	**2.8**	**6.7**	**7.6**	**32.1**
IT Hardware/Equipment	3.1	0.3	2.5	1.5	2.0	0.0	9.4
IT Software/System Enhancements	2.8	3.4	2.7	1.3	4.7	7.6	22.4
Major Projects	0.3	0.0	0.0	0.0	0.0	0.0	0.3
Safety	**0.1**	**0.1**	**0.1**	**0.1**	**0.1**	**0.1**	**0.5**
Total	**30.8**	**16.9**	**13.6**	**6.8**	**13.1**	**13.1**	**94.4**

Minor Program Summary By Fiscal Year
($ MILLIONS)

The following provides a summary breakdown of the Minor Program funding levels for FY 2026 through FY 2031. Anticipated projects for FY 2026 and FY 2027 within these totals are listed in the project detail section of this document.

PROGRAM NAME	CURRENT YEAR 2026	BUDGET YEAR 2027	Planning Years 2028	2029	2030	2031	SIX - YEAR TOTAL
STATE HIGHWAY ADMINISTRATION							
Safety, Congestion Relief, Highway and Bridge	**707.1**	**716.5**	**886.4**	**866.2**	**936.6**	**857.4**	**4,970.1**
34 - CARBON - Local	7.1	9.2	6.8	5.9	3.4	3.4	35.7
ADA Retrofit	6.4	9.5	10.0	10.3	10.0	10.0	56.2
Bicycle Retrofit	11.9	15.4	13.5	13.7	13.3	13.3	81.2
Bridge Replacement/Rehabilitation	202.5	224.0	245.0	253.0	220.0	220.0	1,364.5
C.H.A.R.T.	15.0	8.3	12.9	19.8	22.7	22.7	101.4
Commuter Action Improvements	5.2	2.2	6.8	4.9	7.8	7.8	34.7
Drainage Improvements	21.6	28.5	36.6	31.5	43.1	43.1	204.4
Emergency	6.5	4.1	7.1	6.3	8.1	8.1	40.1
Environmental Projects	3.9	1.9	6.9	7.2	4.9	4.9	29.8
Intersection Capacity	2.0	0.0	0.0	0.0	0.0	0.0	2.0
Neighborhood Conservation	6.1	4.7	8.7	5.6	8.1	4.1	37.2
Quick Response	26.9	31.6	30.5	31.8	31.7	28.7	181.2
Resurfacing And Rehabilitation	188.2	183.4	248.5	232.1	311.3	270.5	1,434.1
RR Crossings	6.3	8.7	6.3	6.2	5.5	5.5	38.5
Safety And Spot Improvement	78.7	78.1	91.5	86.3	80.2	62.6	477.3
Sidewalk Program	26.0	34.2	43.7	51.5	47.9	34.4	237.6
Statewide Planning And Research	63.1	58.7	64.2	67.0	69.1	69.0	391.1
Traffic Management	28.2	11.1	43.3	29.0	45.7	45.7	202.8
Workforce Development	1.5	2.9	4.0	4.0	4.0	3.8	20.2
Communications	**1.4**	**0.8**	**2.3**	**4.5**	**3.1**	**3.1**	**15.3**
Environmental Compliance	**3.4**	**3.6**	**5.5**	**4.0**	**5.0**	**5.0**	**26.4**
Facilities	**14.2**	**17.1**	**29.9**	**19.6**	**30.5**	**20.9**	**132.2**
Equipment	**15.4**	**8.9**	**28.5**	**13.8**	**24.3**	**24.3**	**115.2**
Truck Weight	**14.9**	**1.6**	**4.8**	**2.8**	**5.4**	**5.4**	**35.0**
SPP Reimbursables	**13.6**	**13.1**	**10.7**	**7.7**	**7.6**	**11.0**	**63.7**
Program 3/ Includes State in Aid in Lieu	**78.3**	**78.3**	**78.3**	**78.3**	**78.3**	**78.3**	**469.8**
Major IT Projects	**5.0**	**5.1**	**5.3**	**5.5**	**5.7**	**5.9**	**32.4**

Minor Program Summary By Fiscal Year
($ MILLIONS)

The following provides a summary breakdown of the Minor Program funding levels for FY 2026 through FY 2031. Anticipated projects for FY 2026 and FY 2027 within these totals are listed in the project detail section of this document.

PROGRAM NAME	CURRENT YEAR 2026	BUDGET YEAR 2027	Planning Years 2028	2029	2030	2031	SIX - YEAR TOTAL
STATE HIGHWAY ADMINISTRATION (cont'd)							
Noise Barriers	**3.3**	**1.8**	**6.4**	**3.4**	**6.4**	**6.4**	**27.7**
TMDL Compliance	**24.5**	**50.3**	**46.6**	**42.4**	**39.9**	**39.9**	**243.5**
Transportation Enhancements	**12.5**	**19.1**	**14.7**	**13.2**	**10.7**	**8.5**	**78.7**
-	**0.8**	**0.8**	**0.8**	**0.8**	**0.8**	**0.0**	**4.0**
Total	**894.6**	**916.9**	**1,120.1**	**1,062.0**	**1,154.3**	**1,066.1**	**6,214.1**
THE SECRETARY'S OFFICE							
Agency Wide	**0.2**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.2**
Grants	**2.3**	**2.0**	**1.5**	**1.3**	**1.3**	**1.2**	**9.6**
Airport Citizens Committee Grant Program	0.2	0.2	0.2	0.0	0.0	0.0	0.6
Secretary Grants	2.1	1.8	1.3	1.3	1.3	1.2	9.0
Information Technology Project	**6.2**	**3.5**	**4.6**	**0.0**	**0.0**	**0.0**	**14.3**
MDOT IT Enhancement Program	3.1	3.0	3.4	0.0	0.0	0.0	9.5
MDOT IT Preservation Program	3.0	0.5	1.3	0.0	0.0	0.0	4.8
Program 8 - Major IT Projects	**0.5**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.5**
The Secretary's Office	**19.3**	**20.9**	**13.1**	**12.7**	**9.7**	**23.4**	**99.3**
CMAPS Preservation	0.7	0.7	0.0	0.0	0.0	0.0	1.4
Environmental Service Funds	2.5	3.5	3.0	3.5	2.5	2.5	17.5
Freight & Intermodal Program	1.0	3.8	0.0	0.0	0.0	0.0	4.8
Homeland Security & Rail Safety	2.1	1.6	1.6	1.6	0.0	0.0	6.9
MBE Disparity Studies	0.9	1.2	0.0	0.0	0.0	0.0	2.1
MDOT HQ Building Preservation	1.8	0.1	0.1	0.1	0.1	0.1	2.1
MDOT IT Enhancement Program	0.5	0.0	0.0	0.0	0.0	0.0	0.5
Planning Services & Studies	9.1	9.8	8.4	7.5	7.2	20.8	62.7
Real Estate Services	0.1	0.1	0.1	0.1	0.0	0.1	0.5
TOD Implementation	0.7	0.3	0.0	0.0	0.0	0.0	1.0

Minor Program Summary By Fiscal Year
($ MILLIONS)

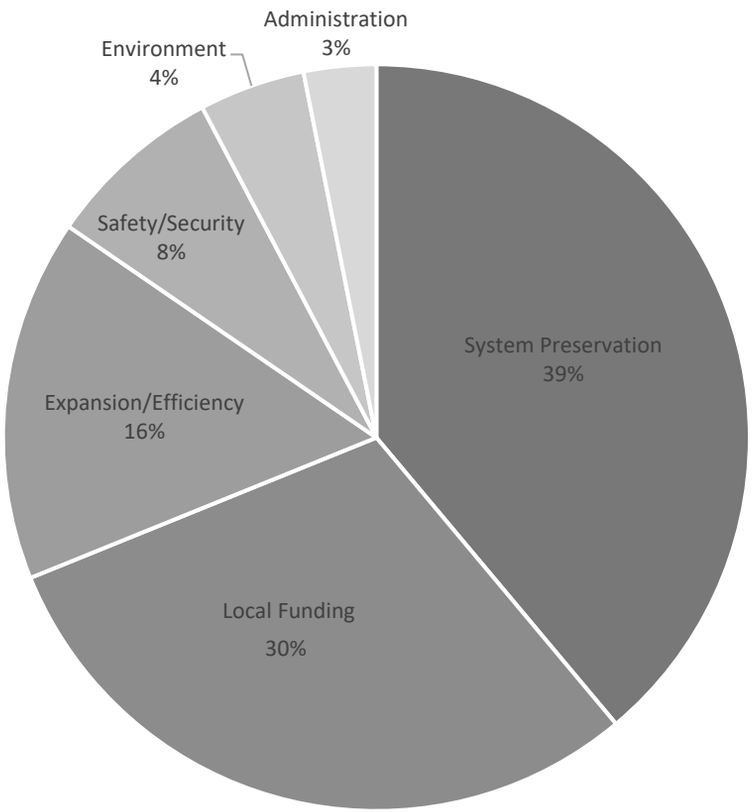
The following provides a summary breakdown of the Minor Program funding levels for FY 2026 through FY 2031. Anticipated projects for FY 2026 and FY 2027 within these totals are listed in the project detail section of this document.

PROGRAM NAME	CURRENT YEAR 2026	BUDGET YEAR 2027	Planning Years 2028	2029	2030	2031	SIX - YEAR TOTAL
Total	28.5	26.4	19.3	14.0	11.1	24.6	123.9
CTP Minor Program Total	1,116.1	1,075.7	1,285.8	1,235.9	1,271.6	1,249.0	7,234.2

MDOT Capital Program by Investment Area Report

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

Percentage of MDOT Capital Program by Investment Area



System Preservation
8.4B

Local Funding
6.4B

Expansion/Efficiency
3.4B

Safety/Security
1.7B

Environment
985.0M

Administration
673.4M

MAJOR BRIDGE PROJECTS

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

PROGRAM/PROJECT	DESCRIPTION	PIF LINE #
Allegany		
Interstate Construction Program		
I-68 Cumberland Viaduct	Deck replacement and rehabilitation of Bridge No. 0109600 (the Cumberland Viaduct).	1
Secondary Construction Program		
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		
Interstate Construction Program		
I-695, Baltimore Beltway	Replacement of Bridge No. 0317400 on Putty Hill Avenue over I-695.	4
Carroll		
Secondary Construction Program		
MD 26, Liberty Road	Bridge Deck Replacement of Bridge Nos. 0600100 and 0600200 over Liberty Reservoir.	1
Charles		
Secondary Construction Program		
MD 225, Hawthorne Road	Replacement of Bridge No. 0802100 on MD225 over Mattawoman Creek.	1
Frederick		
Secondary Construction Program		
MD 77, Rocky Ridge Road	Replacement of Bridge No. 1005400 on MD 77 over Beaver Branch.	5

MAJOR BRIDGE PROJECTS

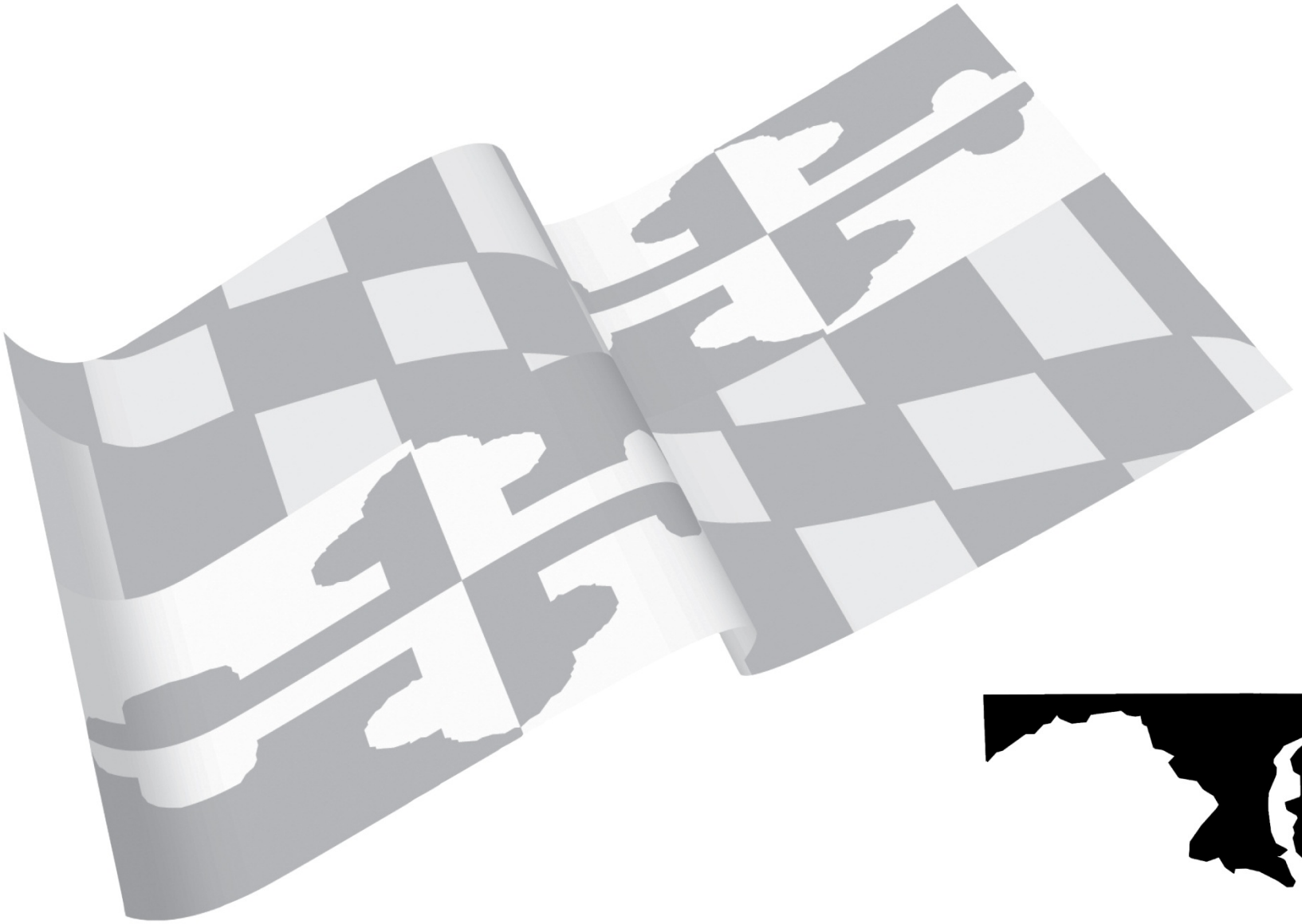
PROGRAM/PROJECT	DESCRIPTION	PIF LINE #
Garrett		
Secondary Construction Program		
US 219, Garrett Highway	Replacement of Bridge No. 1102400 over the Youghiogheny River (0.04 miles).	1
Harford		
Secondary Construction Program		
US 1, Belair Road	Replacement of Bridge No. 1206600 on US 1 over Tollgate Road and Bridge No. 1206500 on US 1 over Winters Run.	2
Prince George's		
Interstate Construction Program		
I-95, Capital Beltway	Replacement of Bridge Nos. 1615905 and 1615906 on I-495 over MD 4. This is a Project Labor Agreement (PLA) candidate project.	2
Primary Construction Program		
MD 4, Pennsylvania Avenue and MD 717, Water Street	Replacement of Bridge Nos. 1609903 and 1609904 on MD 4 over MD 717, Bridge Nos. 1610803 and 1610804 on MD 4 over Race Track Road, and Bridge No. 1610900 on MD 717 over Western Branch. This is a Project Labor Agreement (PLA) candidate project.	4
Secondary Construction Program		
MU 227, Riverdale Road	Replacement of Bridge No. 1609000 on Riverdale Road over Northeast Branch Anacostia River.	6
Queen Anne's		
Primary Construction Program		
US 301, Blue Star Memorial Highway	Replacement of Bridge No. 1701401 on US 301 Northbound over the Chester River.	1

MAJOR BRIDGE PROJECTS

PROGRAM/PROJECT	DESCRIPTION	PIF LINE #
Saint Mary's		
Secondary Construction Program		
MD 5, Point Lookout Road	Replace bridge No. 1800700 on MD 5 over Hilton Run.	1
Washington		
Interstate Construction Program		
I-68, National Freeway	Replacement of Bridge Nos. 2107603 and 2107604 on I-68 over Creek Road.	1
I-70, Eisenhower Highway	Replacement of Dual Bridge Nos. 2111503 and 2111504 on I-70 over MD 632.	5
I-70, Eisenhower Memorial Highway	Deck replacement and rehabilitation of Bridge Nos. 2107303 and 2114100 on I-70 over I-81 and Bridge Nos. 2111303 and 2111304 on I-70 over Norfolk Southern Railroad. Replacement of Bridge Nos. 2111203 and 2111204 on I-70 over US 11.	3
I-70, Eisenhower Memorial Highway	Replacement of Bridge Nos. 2110203 and 21102014 on I-70 over St. Paul Road.	4
Secondary Construction Program		
US 40, National Pike	Rehabilitation of Bridge No. 2101200 over Conococheague Creek.	7
Wicomico		
Primary Construction Program		
US 13 Business, Salisbury Boulevard	Replacement of Bridge No. 2200400 over East Branch Wicomico River.	1

MAJOR BRIDGE PROJECTS

PROGRAM/PROJECT	DESCRIPTION	PIF LINE #
Worcester		
Primary Development & Evaluation Program		
US 50, Ocean Gateway	**Study to replace Bridge No. 2300700 over the Sinepuxent Bay. The study investigated options to eliminate/upgrade the draw span structure. New bridge/roadway improvements to include median and sidewalks where appropriate.**	**2**



MARYLAND DEPARTMENT OF TRANSPORTATION

BICYCLE & PEDESTRIAN PROJECTS

BICYCLE AND PEDESTRIAN RELATED PROJECTS

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

PROGRAM NAME	PROJECTS CURRENTLY FUNDED FOR CONSTRUCTION	FY2026-2031 CTP BIKE/PED FUNDING^
State Highway Administration		
ADA Program	31,925,203	56,207,972
Retrofit Bicycle Program	33,607,031	81,165,388
Neighborhood Conservation*	766,590	37,213,843
Primary/ Secondary Program**	580,608	580,608
Retrofit Sidewalk Program	101,539,253	237,618,948
Recreational Trails Program***	20,036,673	25,205,328
Transportation Alternatives Program***	31,174,825	78,664,000
The Secretary's Office		
Kim Lamphier Bikeways Network Program	22,227,477	20,844,000
Total	**241,857,660**	**537,500,087**

^ Includes planning, design and construction funds

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

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

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

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

BICYCLE AND PEDESTRIAN RELATED PROJECTS

PROJECT NAME	MILES	ESTIMATED BIKE/PED COST
STATE HIGHWAY ADMINISTRATION		
ADA Program		
Carroll County		
MD 31, New Windsor Road from Lambert Avenue to East of Church Street		$ 8,530,003
Prince George's County		
MD 223, Woodyard Road from South of Victoria Drive to North of Sherwood Drive		$ 8,042,000
MD 725, Main Street from West of Service Lane to East of Governor Oden Bowie Drive		$ 1,624,000
Statewide		
ADA Sidewalk Upgrades in Baltimore And Harford Counties		$ 3,516,063
ADA Sidewalk Upgrades in Carroll, Frederick, and Howard Counties		$ 4,483,300
ADA Sidewalk Upgrades in Dorchester, Somerset, Wicomico, and Worcester Counties		$ 1,051,837
Talbot County		
MD 33, Talbot Street from North of Lee Street to South of Spencer Drive		$ 4,678,000
	Total	**$ 31,925,203**
Retrofit Bicycle Program		
Anne Arundel County		
MD 713, Arundel Mills Boulevard from Arundel Way to MD 176		$ 6,657,040
Montgomery County		
MD 390, 16th Street from Spring Street to Second Avenue		$ 5,642,991

BICYCLE AND PEDESTRIAN RELATED PROJECTS

PROJECT NAME	MILES	ESTIMATED BIKE/PED COST
STATE HIGHWAY ADMINISTRATION (cont'd)		
Retrofit Bicycle Program (cont'd)		
Somerset County		
MD 413 Trail from Marion Station to Westover		$ 21,307,000
	Total	**$ 33,607,031**
Neighborhood Conservation		
Baltimore County		
US 1, Belair Road - Baltimore City Line to I-695		$ 121,440
Cecil County		
MD 222, Main Street - South of High Street to Mill Street		$ 645,150
	Total	**$ 766,590**
Primary/ Secondary Program		
Anne Arundel County		
MD 175 Annapolis Road from Sellner Road/Race Road to McCarron Court and at MD 295		
Shoulders	0.7	$ 105,000
Side Walk	0.7	$ 96,096
Frederick County		
MD 75, Green Valley Road - Bridge over I-70		
Shoulders	0.1	$ 7,500

BICYCLE AND PEDESTRIAN RELATED PROJECTS

PROJECT NAME	MILES	ESTIMATED BIKE/PED COST
STATE HIGHWAY ADMINISTRATION (cont'd)		
Primary/ Secondary Program (cont'd)		
Garrett County		
MD 219, Garrett Highway - Bridge over the Youghiogheny River		
Shoulders	0.1	$ 15,000
Harford County		
US 1, Belair Road - Bridge over Tollgate Road and Winters Run		
Side Walk	0.8	$ 102,960
Kent County		
US 301, Blue Star Memorial Highway - Bridge over the Chester River		
Shoulders	0.1	$ 7,500
Montgomery County		
MD 185, Connecticut Avenue at Jones Bridge Road - Phase 3		
Side Walk	0.1	$ 13,728
Wide Curb Lanes	0.1	$ 15,000
Prince George's County		
MD 4, Pennsylvania Avenue at Suitland Parkway		
Side Walk	0.1	$ 13,728
Wide Curb Lanes	0.1	$ 15,000
MD 4, Pennsylvania Avenue, MD 717, Water Street - Bridge over Race Track Road and Water Street		
Shoulders	0.4	$ 60,000
Side Walk	0.4	$ 54,912
MU 227, Riverdale Road - Bridge over Northeast Branch Anacostia River		
Shoulders	0.1	$ 18,000
Side Walk	0.1	$ 16,474

BICYCLE AND PEDESTRIAN RELATED PROJECTS

PROJECT NAME	MILES	ESTIMATED BIKE/PED COST
STATE HIGHWAY ADMINISTRATION (cont'd)		
Primary/ Secondary Program (cont'd)		
Washington County		
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
Wicomico County		
US 13 Bus, Salisbury Boulevard Bridge over East Branch Wicomico River		
Side Walk	0.2	$ 24,710
Total		**$ 580,608**
Retrofit Sidewalk Program		
Anne Arundel County		
MD 173, Fort Smallwood Road from Duval Highway to Kenton Drive		$ 5,840,000
MD 2, Governor Ritchie Highway from MD 177 to MD 648		$ 20,393,000
MD 214, Central Avenue from MD 2 to MD 253		$ 5,418,000
Carroll County		
MD 27, Manchester Road from West of MD 140 to Hahn Road		$ 4,268,000
Cecil County		
MD 222, Perryville Road from Cedar Corner Road to St. Marks Church Road		$ 2,380,000
MD 7, Delaware Avenue from MD 281 to South of Big Elk Creek Bridge		$ 3,199,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

PROJECT NAME	MILES	ESTIMATED BIKE/PED COST
STATE HIGHWAY ADMINISTRATION (cont'd)		
Retrofit Sidewalk Program (cont'd)		
Howard County		
US 1, Washington Boulevard from Prince George's County Line to Gorman Road		$ 23,112,000
US 1, Washington Boulevard from Rowanberry Drive and Doctor Patel Drive		$ 2,708,000
Montgomery County		
MD 650, New Hampshire Avenue from Northampton Drive to Powder Mill Road		$ 13,309,000
Prince George's County		
MD 650, New Hampshire Avenue from MD 193 to Montgomery County Line		$ 5,316,000
St. Mary's County		
MD 245, Hollywood Road from Baldridge Street to Town Run Drive - Phase 2		$ 4,885,296
Statewide		
Concrete Sidewalk and Pedestrian Improvements in Baltimore and Harford Counties		$ 3,260,257
Sidewalk Improvements at Various Locations in Montgomery and Prince George's Counties		$ 2,329,700
Washington County		
US 40, Dual Highway from Eastern Boulevard to All Star Court		$ 5,121,000
	Total	**$ 101,539,253**
Recreational Trails Program		
Allegany County		
Borden Tunnel Lining Restoration		$ 3,623,796

BICYCLE AND PEDESTRIAN RELATED PROJECTS

PROJECT NAME	MILES	ESTIMATED BIKE/PED COST
STATE HIGHWAY ADMINISTRATION (cont'd)		
Recreational Trails Program (cont'd)		
Anne Arundel County		
Swan Creek Nature Trail		$ 178,825
West East Express Trail		$ 2,724,772
Baltimore County		
Torrey C. Brown Trail Bridge Rehabilitation		$ 2,000,000
Carroll County		
Wakefield Valley Park Trail		$ 2,000,000
Charles County		
Popes Creek Rail Trail		$ 1,779,280
Garrett County		
Potomac Garrett SF 5.5 Mile Trail		$ 125,000
Howard County		
Patuxent Branch Trail Surface Upgrade		$ 1,655,000
Somerset County		
Somers Cove Marina Reconstruction		$ 5,950,000
	Total	**$ 20,036,673**

BICYCLE AND PEDESTRIAN RELATED PROJECTS

PROJECT NAME	MILES	ESTIMATED BIKE/PED COST
STATE HIGHWAY ADMINISTRATION (cont'd)		
Transportation Alternatives Program		
Anne Arundel County		
So-Glebe Branch Phases B&C		$ 1,818,000
South Shore Trail Phase II		$ 2,489,349
WB&A Trail Bridge at Patuxent		$ 4,808,075
Baltimore City		
Inner Harbor Crosswalks and Bicycle Wayfinding Enhancements		$ 1,050,000
Safe Routes to School Baltimore City Project		$ 973,000
Baltimore County		
Pedestrian Improvements for Edgemere Elementary School, Sparrows Middle/High School		$ 160,000
Calvert County		
MD 261, Bayside Road Safe Routes to School		$ 160,000
Carroll County		
MD 32, Washington Road from Washington Lane to Kate Wagner Road - Safe Routes to School		$ 569,206
Charles County		
Mill Hill Road from Homecoming Lane to Davis Road		$ 515,457
Garrett County		
Casselman Bridge Restoration		$ 4,132,164

BICYCLE AND PEDESTRIAN RELATED PROJECTS

PROJECT NAME	MILES	ESTIMATED BIKE/PED COST
STATE HIGHWAY ADMINISTRATION (cont'd)		
Transportation Alternatives Program (cont'd)		
Harford County		
Ma & Pa Trail, Segment III		$ 2,756,586
Montgomery County		
North Branch Hiker Biker Trail		$ 2,000,000
Prince George's County		
Metzerott Road Pedestrian Safety		$ 4,603,167
St. Mary's County		
Three Notch Trail, Phase VII		$ 3,510,803
Talbot County		
St. Michaels Nature Trail Extension		$ 1,079,018
Washington County		
South Potomac Street and Baltimore Street in Hagerstown - Safe Routes to School		$ 550,000
	Total	**$ 31,174,825**

BICYCLE AND PEDESTRIAN RELATED PROJECTS

PROJECT NAME	MILES	ESTIMATED BIKE/PED COST
THE SECRETARY'S OFFICE		
Kim Lamphier Bikeways Network Program		
Anne Arundel		
Bay Ridge Avenue Bikeway		$ 224,000
Bluewater Blvd SUP Construction Match Funding		$ 141,600
Broadneck Peninsula Trail (Phase 1B)		$ 800,000
BWI Trail Spur Extension to Nursery Road		$ 600,000
College Creek Connector		$ 240,000
Poplar Trail Extension		$ 224,000
Protected Bicycle Lane Delineators		$ 340,000
South Shore B&A Trail Gaps		$ 153,320
Baltimore City		
BGE Connector Trail		$ 200,000
Bike Counter Installation Program		$ 98,400
Boston Street Connector		$ 300,000
Harford Road Phase Two		$ 96,000
MLK Jr Sidepath Final Design		$ 120,800
Cecil		
New Connecting Bike Paths		$ 40,000
Charles		
Indian Head Rail Trail Extension - Phase 1 Engineering		$ 240,000
La Plata Bikeway Construction		$ 385,517
Smallwood Drive Path Design		$ 158,234

BICYCLE AND PEDESTRIAN RELATED PROJECTS

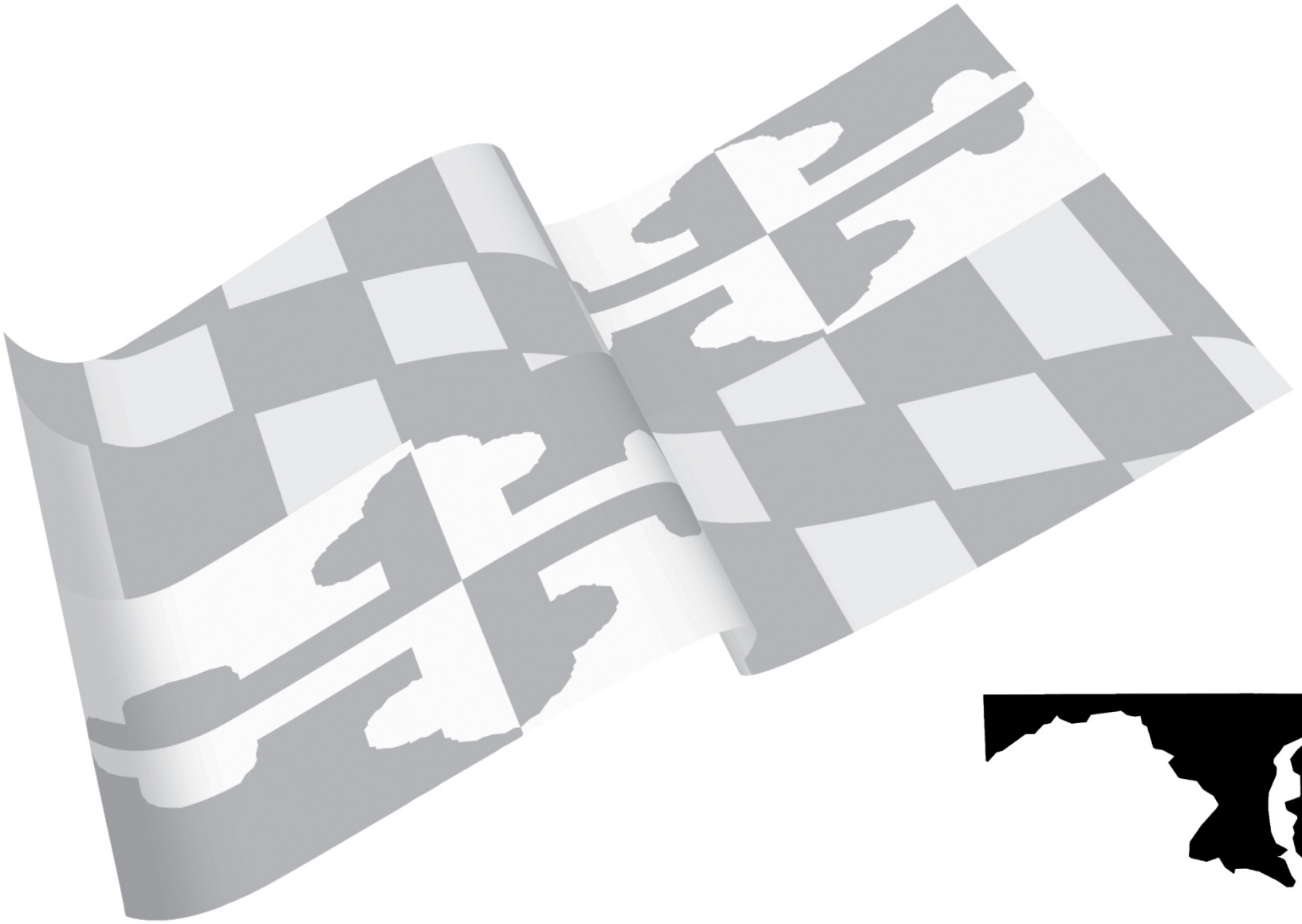
PROJECT NAME	MILES	ESTIMATED BIKE/PED COST
THE SECRETARY'S OFFICE (cont'd)		
Kim Lamphier Bikeways Network Program (cont'd)		
Frederick		
East Street Rails with Trails Phase 4		$ 200,000
Frederick and Pennsylvania Line Trail , Phase 1		$ 208,000
Frederick Pennsylvania Railroad Trail Phases 2 & 3		$ 360,000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

BICYCLE AND PEDESTRIAN RELATED PROJECTS

PROJECT NAME	MILES	ESTIMATED BIKE/PED COST
THE SECRETARY'S OFFICE (cont'd)		
Kim Lamphier Bikeways Network Program (cont'd)		
Montgomery (cont'd)		
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
Prince George's		
Hanover Parkway Bikeway Final Design		$ 320,000
Safe Crossing for the Levee Trail		$ 75,000
University of Maryland Bike Enhancements		$ 160,000
Saint Mary's		
Three Notch Trail Phase Seven		$ 1,200,000
Statewide		
Undesignated Funds		$ 9,715,783
Talbot		
Oxford Park Connectors		$ 23,962
St. Michaels Bicycle Trail - Final Construction Drawings		$ 48,361
St. Michaels Nature Trail Extension		$ 237,384

BICYCLE AND PEDESTRIAN RELATED PROJECTS

PROJECT NAME	MILES	ESTIMATED BIKE/PED COST
THE SECRETARY'S OFFICE (cont'd)		
Kim Lamphier Bikeways Network Program (cont'd)		
Wicomico		
Naylor Mill Connector		$ 100,000
Salisbury Bike Ped Counters		$ 49,334
Salisbury Rail Trail Phases 2 & 3		$ 139,700
Worcester		
MD 611 Shared-Use Path		$ 246,771
MD 611 Shared-Use Path Feasibility Study		$ 24,109
Total		**$ 22,227,477**



MARYLAND DEPARTMENT OF TRANSPORTATION

REGIONAL AVIATION GRANTS

REGIONAL AVIATION GRANTS
Fiscal Year 2026
($ in 000s)

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

MARYLAND AVIATION ADMINISTRATION

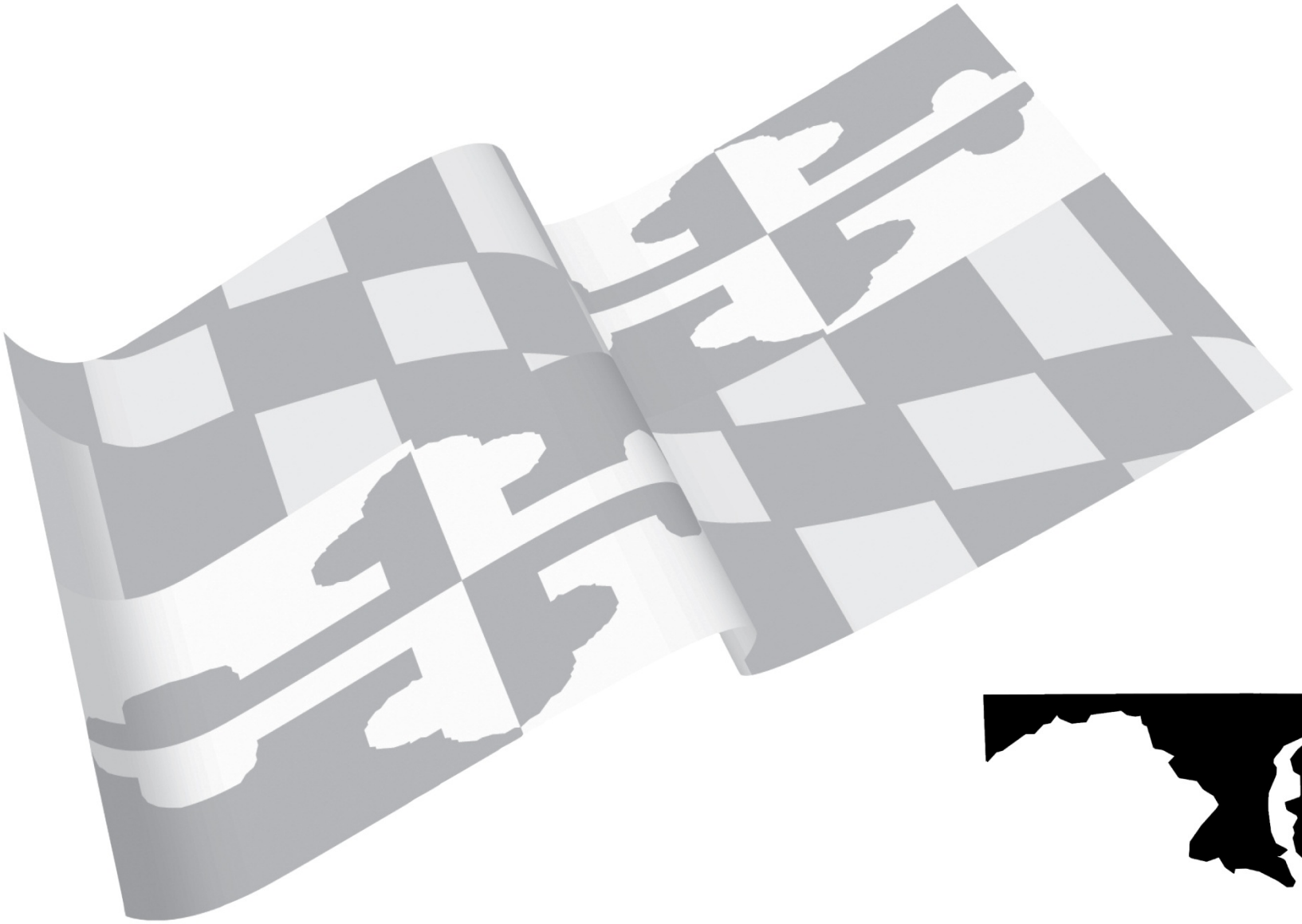
COUNTY	AIRPORT	PROJECT NAME	FEDERAL	STATE	LOCAL	TOTAL
Allegany	Greater Cumberland Regional Airport	2026 CBE Rwy 5/23 Rehab-ph 7 const	$ 4,594	$ 92	$ 149	$ 4,836
Allegany	Greater Cumberland Regional Airport	2026 CBE Airport Beacon-const	$ 351	$ 8	$ 10	$ 370
Anne Arundel	Tipton Airport	2026 FME Apron Expand-ph 1 const	$ 1,440	$ 40	$ 80	$ 1,560
Anne Arundel	Tipton Airport	2026 FME T-Hangar const	$ 1,440	$ 54	$ 619	$ 2,113
Baltimore City	Pier 7 Heliport	2026 4MD AWOS III-P new	$ -	$ 135	$ 15	$ 150
Carroll	Carroll County Regional Airport	2026 DMW Rwy 16/34 ext-land acquisition	$ 9,504	$ 218	$ 282	$ 10,004
Carroll	Carroll County Regional Airport	2026 DMW AWOS replacement	$ 750	$ 8	$ 31	$ 789
Carroll	Carroll County Regional Airport	2026 DMW Security Camera & Card Reader	$ -	$ 60	$ 20	$ 80
Charles	Maryland Airport	2026 2W5 New Aircraft Apron-ph 1	$ -	$ 107	$ 204	$ 311
Dorchester	Cambridge-Dorchester Regional Airport	2026 CGE Obstruction Removal	$ 6,440	$ 18	$ 36	$ 6,494
Frederick	Frederick Municipal Airport	26-002 FDK AWOS replacement	$ -	$ 128	$ 43	$ 171
Frederick	Frederick Municipal Airport	2026 FDK South Apron Expand-ph 2A	$ 1,376	$ 28	$ 44	$ 1,448
Harford	Harford County Airport	2026 0W3 Rwy 01 Obstruction Remvoal	$ -	$ 231	$ 26	$ 257

REGIONAL AVIATION GRANTS
Fiscal Year 2026
($ in 000s)

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

MARYLAND AVIATION ADMINISTRATION

COUNTY	AIRPORT	PROJECT NAME	FEDERAL	STATE	LOCAL	TOTAL
Montgomery	Montgomery County Airpark	2026 GAI Rwy Lighting replacement-const	$ 819	$ 15	$ 28	$ 862
Talbot	Easton Airport	2026 ESN Rwy 4/22 Extend - ph 3	$ 6,325	$ 640	$ 188	$ 7,152
Washington	Hagerstown Regional Airport	26-003 HGR ATCT Siting Study	$ -	$ 118	$ 39	$ 157
Washington	Hagerstown Regional Airport	2026 HGR Terminal Bldg Expand-const	$ 4,346	$ 472	$ 344	$ 5,162
Wicomico	Salisbury Regional Airport	2026 SBY Snow Removal Equipment	$ 925	$ 24	$ 25	$ 973
Worcester	Ocean City Municipal Airport	2026 OXB Taxiway Reconstruction	$ 7,969	$ 602	$ 377	$ 8,949
		Total		**$ 3,000**		



MARYLAND DEPARTMENT OF TRANSPORTATION

MULTIMODAL FREIGHT PROJECTS

MARYLAND DEPARTMENT OF TRANSPORTATION

MULTIMODAL FREIGHT PROJECTS

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

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

The MDOT keeps Maryland moving, by implementing multimodal freight mobility solutions, advancing supply chains through transportation and technology improvements, and expanding freight transportation options throughout the State. Investing in freight related projects will help improve transportation and logistics for over 82,000 freight industry businesses to continue to employ about 1.5 million people and contribute more than $123 billion annually to the State's economy. Annually, Maryland's freight system moves in excess of 305 million tons of freight, valued at $390 billion. From 2022 to 2050, freight moved annually in Maryland by trucks is expected to increase 54 percent by weight and 98 percent by value (inflation-adjusted dollars).

How is Maryland accommodating goods movement today?

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

Public Partnerships and Megaprojects Propel Movement of Goods into the Future

The Port of Baltimore is fully back open to business and past and future investments will continue to make intermodal transportation crucial to the economic vitality of Maryland. The Port 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. The re-construction of the Francis Scott Key Bridge will restore the critical travel and goods movement link to and from the Port and beyond.

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

Together, with support from USDOT and CSX Transportation, the Maryland Port Administration heads towards substantial completion of the 130 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 unlocks immeasurable potential for Maryland's freight rail network and increases Baltimore's already well-positioned reach into the American heartland.

In 2026, MDOT will continue efforts towards the establishment of a Public Private Partnership (P3) for the long-term operations, maintenance, and state of good repair of the state-owned freight railroad lines on the Eastern Shore. This partnership will increase opportunities for job growth and economic growth for Eastern Shore Counties and the rail-depending customers along these lines.

In 2026, MDOT will initiate an update to Maryland Statewide Freight Plan that contains specific policy recommendations and provides guidance for development of freight programs at the Port, on rails, highways, and in the air. MDOT will partner 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 our stakeholders on freight projects, policies and programs.

The CTP includes $5 million, over 5 years, for the first ever Maryland Statewide Rail Grant Program. Rail transportation continues to be a safe and environmentally friendly way to move freight in Maryland. The grant program offers state grant assistance to local jurisdictions, railroads, businesses and commercial interests, and other key agencies to help preserve railroad corridors, support economic development, and foster sustainability and innovative technologies. Projects supported by the initial round of awards will

support rail rehabilitation, resilience efforts, corridor preservation and improvements for rail-served businesses.

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. Deployment of ITS and TSMO applications will leverage big data to send important safety, routing and connection information to freight vehicles, as well as inform on truck parking availability. MDOT is working to create a technology ecosystem today and in the future that will ensure safe, efficient, and connected freight mobility. As part of this, MDOT has begun development of connected-vehicle data driven dashboards to monitor freight mobility and truck parking, which can be used in TSMO applications to improve system operations.

The list below highlights projects that have significant freight impacts and are funded for planning, design, and construction activities in the Consolidated Transportation Program, for approximately $2.3 billion. The list also identifies costs for Port projects by marine terminal and costs for highway and rail freight related projects in each county. Additional information on individual projects can be found under the respective sections later in this document.

MULTIMODAL FREIGHT REPORT
($ in 000'S)

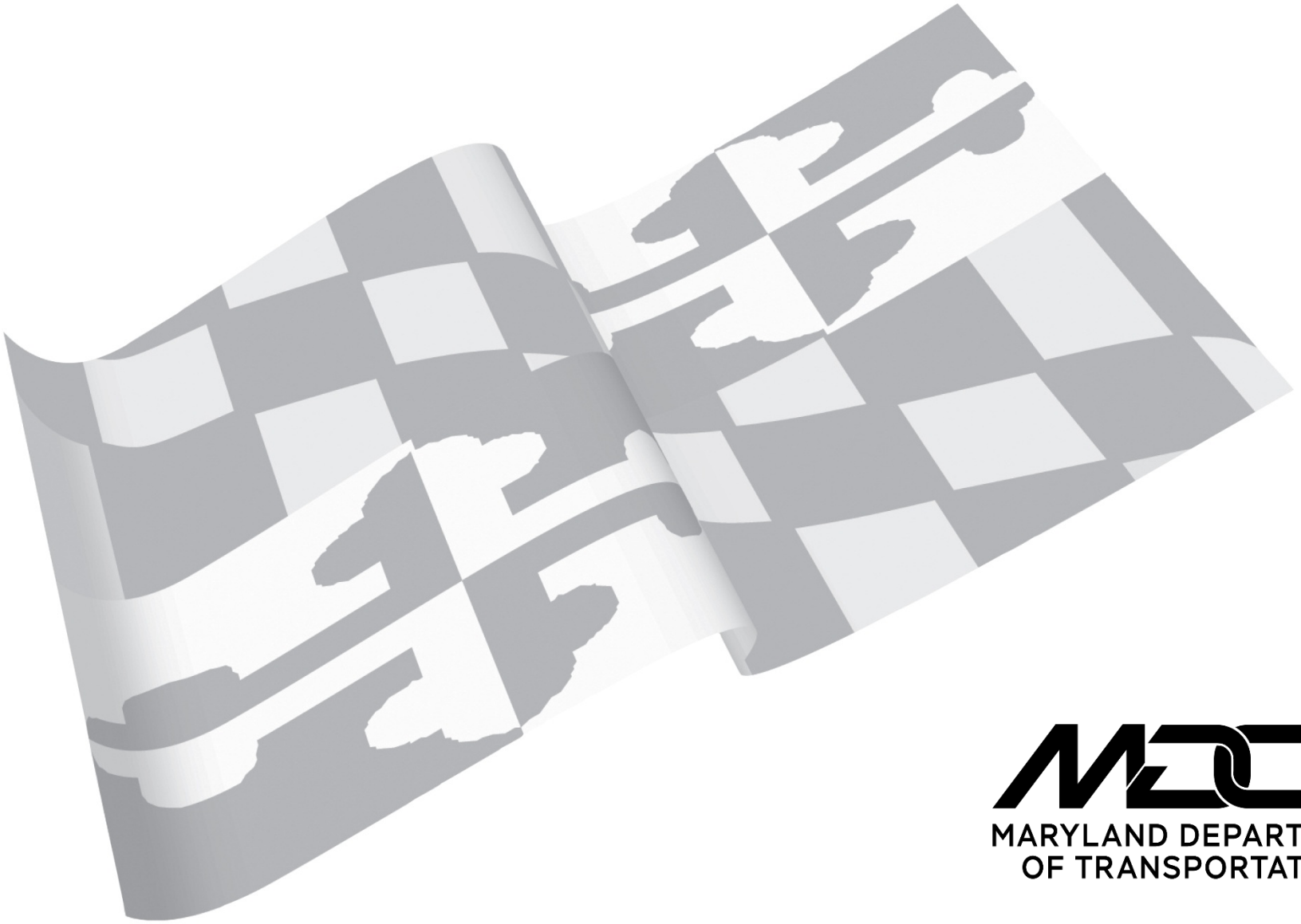
PROJECT NAME		SIX YEAR TOTAL
Maryland Port Administration		
Dredged Material Placement and Monitoring	$	54,101
Chrome Ore Processing Residue Remediation (COPR)	$	32,070
Cox Creek Dredged Material Containment Facility Expansion and Related Projects	$	61,875
Howard Street Tunnel Project	$	230,939
Seagirt Marine Terminal Modernization - Loop Channel Improvements	$	309
Mid-Chesapeake Bay Island Ecosystem Restoration Project	$	284,636
Paul S. Sarbanes Ecosystem Restoration Project at Poplar Island	$	48,759
Masonville Dredged Material Containment Facility Expansion and Related Projects	$	68,019
Dundalk Marine Terminal Resiliency and Flood Mitigation	$	48,896
Port of Baltimore Rail Capacity Modernization Project	$	22,400
Fairfield Marine Terminal Pier 4 Reconstruction	$	1,400
Reduced Emission Locomotives for CSX Curtis Bay Yard	$	23,169
Hart-Miller Island Related Projects	$	13,700
Maryland Transit Administration		
Freight Rail Program	$	11,247
Frederick Douglass Tunnel	$	252,136
FRT Warner Street Highway Rail Grade Crossing	$	1,755
MARC NEC Susquehanna River Bridge Replacement	$	27,025
Maryland Transportation Authority		
I-95 John F. Kennedy Memorial Highway - Construct Interchange at Belvidere Road	$	26,811
US 301 Governor Harry W. Nice Memorial/Senator Thomas "Mac" Middleton Bridge - Replace Nice/Middleton Bridge	$	1,000
I-95 John F. Kennedy Memorial Highway - Express Toll Lanes (ETL) Northern Extension	$	281,231
State Highway Administration		
ALLEGANY		
I-68 Cumberland Viaduct - Bridge deck replacement and bridge rehabilitation	$	3,264

MULTIMODAL FREIGHT REPORT
($ in 000'S)

PROJECT NAME		SIX YEAR TOTAL
State Highway Administration (cont'd)		
ANNE ARUNDEL		
MD 175, Annapolis Road; from Sellner Road/Race Road to McCarron Court (MD 295 Interchange)	$	24,346
I-97; US 50 to MD 32 - Roadway widening and ramp modifications at US 50/US 301	$	88,500
BALTIMORE COUNTY		
I-695, Baltimore Beltway, Bridge on Putty Hill Avenue	$	23,291
I-695, Baltimore Beltway, US 40 to MD 144 - Widening	$	-
I-695, Baltimore Beltway. Traffic Management	$	78,075
I-695, Baltimore Beltway - Interchange reconstruction at I-70	$	-
I-95 and I-695, Baltimore Beltway - Bridge deck overlays at I-95/I-695 Interchange	$	1,511
FREDERICK		
US 15, Frederick Freeway, and US 40, Frederick Freeway - Widening from I-70 to MD 26	$	149,073
GARRETT		
US 219, Chestnut Ridge Road - Relocation of US 219 from Old Salisbury Rd to PA State line	$	15,533
HOWARD		
I-70, Geometric and ITS improvements from MD 32 to I-695	$	7,152
MONTGOMERY		
I-270, Eisenhower Highway - innovative congestion management (ICM) on I-270 including the east and west I-270 spurs (31.5 miles)	$	2,600
PRINCE GEORGE'S		
I-95/I-495, Capital Beltway - Bridge replacement over MD 4	$	58,896

MULTIMODAL FREIGHT REPORT
($ in 000'S)

PROJECT NAME		SIX YEAR TOTAL
State Highway Administration (cont'd)		
STATEWIDE		
Highway Safety Facilities and Equipment	$	35,004
Railroad Crossing	$	38,484
Traffic Relief Plan (Phase 2) Smart Traffic Signals	$	30,740
WASHINGTON		
MARYLAND VETERANS MEMORIAL HIGHWAY – MD 63/MD 68 TO CSX BRIDGES	$	54,404
I-70, Eisenhower Memorial Highway - replacement and widening of dual bridge decks and superstructures over MD 65 and CSX	$	-
I-70 Bridge rehabilitation over I-81 and Norfolk Southern Railroad and Bridge replacement over US 11	$	47,890
I-70, Eisenhower Memorial Highway - Bridge replacement on I-70 over Crystal Falls Drive	$	-
I-68, National Freeway - Bridge replacement over Creek Road	$	2,896
The Secretary's Office		
Rosedale Grade Crossing Improvement Grant	$	3,759
Statewide Rail Trespass Study	$	1,000
MDOT Freight Rail Grant Program	$	5,000



MARYLAND DEPARTMENT
OF TRANSPORTATION

THE SECRETARY'S OFFICE

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

	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	SIX - YEAR TOTAL
Major Construction Program	**25.4**	**55.8**	**15.2**	**10.4**	**8.7**	**13.2**	**128.7**
Expansion/Efficiency	7.0	5.4	5.6	5.9	5.4	5.4	34.6
Safety & Security	3.1	2.0	2.0	-	-	-	7.1
Local Funding	7.6	7.5	2.0	4.0	3.0	2.0	26.1
Environment	5.3	40.3	5.3	0.3	0.3	-	51.6
Administration	2.5	0.6	0.2	0.2	-	5.8	9.2
Major Development & Evaluation Program	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Minor Program	**28.5**	**26.4**	**19.3**	**14.0**	**11.1**	**24.6**	**123.9**
System Preservation	2.4	1.0	0.4	0.4	-	-	4.2
Expansion/Efficiency	2.2	0.5	0.2	0.2	0.2	-	3.1
Safety & Security	3.3	1.9	1.6	1.6	-	-	8.5
Local Funding	0.2	4.0	0.2	-	-	-	4.4
Environment	4.4	4.8	4.2	4.7	3.7	3.7	25.4
Administration	16.0	14.2	12.8	7.3	7.2	20.9	78.5
Capital Salaries, Wages & Other Costs	**2.9**	**2.1**	**2.2**	**2.3**	**2.4**	**2.5**	**14.5**
TOTAL	**56.9**	**84.3**	**36.7**	**26.7**	**22.2**	**40.3**	**267.0**
Special Funds	50.0	74.8	30.2	20.7	17.9	36.0	229.6
Federal Funds	6.9	8.8	6.5	6.0	4.3	4.3	36.8
Other Funds	-	0.7	-	-	-	-	0.7
Special Funds Breakdown							
General Fund	2.0	2.0	2.0	-	-	-	6.0
Transportation Trust Fund	48.0	72.8	28.2	20.7	17.9	36.0	223.6
SPECIAL FUNDS TOTAL	**50.0**	**74.8**	**30.2**	**20.7**	**17.9**	**36.0**	**229.6**
Other Funds Breakdown							
Other (Not GO Bonds)	-	0.7	-	-	-	-	0.7
OTHER FUNDS TOTAL	**-**	**0.7**	**-**	**-**	**-**	**-**	**0.7**

PROJECT: Transportation Alternatives Program

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

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

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

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

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

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

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

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

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

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	57,579	43,122	2,146	2,947	2,110	2,200	2,300	2,400	2,500	14,457	0
Total	**57,579**	**43,122**	**2,146**	**2,947**	**2,110**	**2,200**	**2,300**	**2,400**	**2,500**	**14,457**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	57,579	43,122	2,146	2,947	2,110	2,200	2,300	2,400	2,500	14,457	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: Funding was added for FY 31.

STIP REFERENCE #State6

PROJECT: Transportation Emission Reduction Program

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

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

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

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

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

STATUS: Ongoing

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	101,614	67,354	5,121	5,305	5,690	5,968	6,250	5,689	5,357	34,259	0
Total	**101,614**	**67,354**	**5,121**	**5,305**	**5,690**	**5,968**	**6,250**	**5,689**	**5,357**	**34,259**	**0**
Federal-Aid	29,155	3,053	3,053	3,994	4,294	4,509	4,734	4,286	4,286	26,102	0
Special	72,459	64,302	2,068	1,311	1,396	1,459	1,516	1,403	1,071	8,157	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: Increase of $23M due to increased federalization of the commuter connections program, including significant transportation demand management incentives for areas affected by the Key Bridge collapse.

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

PROJECT: Kim Lamphier Bikeways Network Program

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

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

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

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

EXPLANATION:

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

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

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

STATUS: The Kim Lamphier Bikeways Network Program has helped local jurisdictions complete 160 bicycle transportation projects over 14 grant cycles. With 37 active projects, MDOT has awarded additional projects for the FY25 grant cycle. MDOT is able to advance this grant program because of the funding provided by the Governor and Legislature in the last session.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: $2M added to support program in FY31.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,651	1,002	593	649	0	0	0	0	0	649	0
Engineering	7,075	5,857	4,142	1,218	0	0	0	0	0	1,218	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	29,556	17,235	3,922	2,779	1,542	1,000	3,000	2,000	2,000	12,320	0
Total	**38,282**	**24,094**	**8,656**	**4,646**	**1,542**	**1,000**	**3,000**	**2,000**	**2,000**	**14,187**	**0**
Federal-Aid	1,295	1,295	0	0	0	0	0	0	0	0	0
Special	36,987	22,799	8,656	4,646	1,542	1,000	3,000	2,000	2,000	14,187	0
Other	0	0	0	0	0	0	0	0	0	0	0

Fund Program # 00434

PROJECT: Transit Oriented Development Planning & Implementation

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

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

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

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

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

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

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

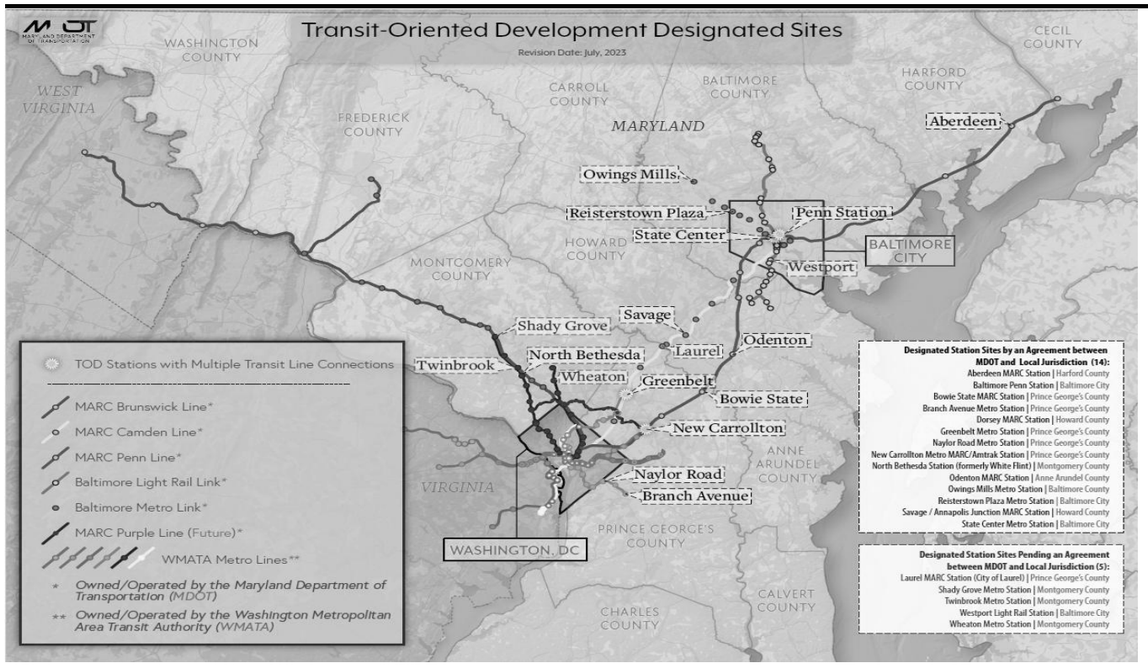
STATUS: The first round of initiatives for the State's TOD program includes the Penn Line Initiative and the Baltimore Investment Strategy Initiative. Upcoming work includes developing a parking policy framework as well as transactional support for ongoing joint developments. Out years include site feasibility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

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: No significant changes.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	72	72	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	7,005	5,419	1,017	675	550	200	161	0	0	1,586	0
Total	**7,078**	**5,492**	**1,017**	**675**	**550**	**200**	**161**	**0**	**0**	**1,586**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	7,078	5,492	1,017	675	550	200	161	0	0	1,586	0
Other	0	0	0	0	0	0	0	0	0	0	0

0143, 000374, 000417



PROJECT: Transit Oriented Development Grant Program

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

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

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

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

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

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

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

STATUS: New grant awards have been made and grant agreements will be in place by the end of the 2025 calendar year.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: Increased $5M.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	10,000	0	0	5,000	5,000	0	0	0	0	10,000	0
Total	**10,000**	**0**	**0**	**5,000**	**5,000**	**0**	**0**	**0**	**0**	**10,000**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	10,000	0	0	5,000	5,000	0	0	0	0	10,000	0
Other	0	0	0	0	0	0	0	0	0	0	0

PROJECT: MDOT Asset Management Program

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

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

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

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

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

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

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

STATUS: MDOT is completing its new tactical asset management plan which supports asset management human capital, finance/procurement, and technology. The new enterprise asset management system, Maximo Application Suite, went live the last week of August.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: No significant changes.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	5,393	4,893	1,429	500	0	0	0	0	0	500	0
Total	**5,393**	**4,893**	**1,429**	**500**	**0**	**0**	**0**	**0**	**0**	**500**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	5,393	4,893	1,429	500	0	0	0	0	0	500	0
Other	0	0	0	0	0	0	0	0	0	0	0

000276, 121310

PROJECT: MDOT RSTARS Refactoring Project

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

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

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

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

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

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

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

STATUS: Project is live.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	22,250	20,446	2,679	1,804	0	0	0	0	0	1,804	0
Total	**22,250**	**20,446**	**2,679**	**1,804**	**0**	**0**	**0**	**0**	**0**	**1,804**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	22,250	20,446	2,679	1,804	0	0	0	0	0	1,804	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: No significant changes.

TSOPRJ000299

PROJECT: ADA Street and Sidewalk Improvements in Baltimore City

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

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

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

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

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

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

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

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

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	10,000	4,000	2,183	2,000	2,000	2,000	0	0	0	6,000	0
Total	**10,000**	**4,000**	**2,183**	**2,000**	**2,000**	**2,000**	**0**	**0**	**0**	**6,000**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	10,000	4,000	2,183	2,000	2,000	2,000	0	0	0	6,000	0
Other	0	0	0	0	0	0	0	0	0	0	0

PROJECT: MDOT Statewide Rail Trespass Study

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

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

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

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

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

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

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

STATUS: Project Planning Underway

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,000	0	0	1,000	0	0	0	0	0	1,000	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	**1,000**	**0**	**0**	**1,000**	**0**	**0**	**0**	**0**	**0**	**1,000**	**0**
Federal-Aid	800	0	0	800	0	0	0	0	0	800	0
Special	200	0	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 2025 - 30 CTP: Added to the construction program.

TSOPRJ000419

PROJECT: MDOT Solar Implementation

DESCRIPTION: Install a portfolio of ground-mounted, rooftop, and parking lot canopy solar arrays on thirty-five MDOT sites. This project is in collaboration with the Maryland Energy Administration (MEA) to support meeting the State's Renewable Energy Portfolio Standard (RPS) , and support MDOT's internal goal of developing 100 Megawatts (MW) of solar energy on its properties.

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

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

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

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

STATUS: MEA is drafting an MOU outlining the term, funding amount, and requirements tied to the transfer of $50M from the SEIF to the TTF. TSO is hosting Modal Implementation Team meetings, and internal Project Implementation Team meetings to deliver the project within the three year timeframe.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: Added to the construction program with $50M initial funding from the Maryland Energy Administration.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	50,000	0	0	5,000	40,000	5,000	0	0	0	50,000	0
Total	**50,000**	**0**	**0**	**5,000**	**40,000**	**5,000**	**0**	**0**	**0**	**50,000**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	50,000	0	0	5,000	40,000	5,000	0	0	0	50,000	0
Other	0	0	0	0	0	0	0	0	0	0	0

MINOR PROJECTS PROGRAM

(Dollars in Thousands)

THE SECRETARY'S OFFICE - LINE 11

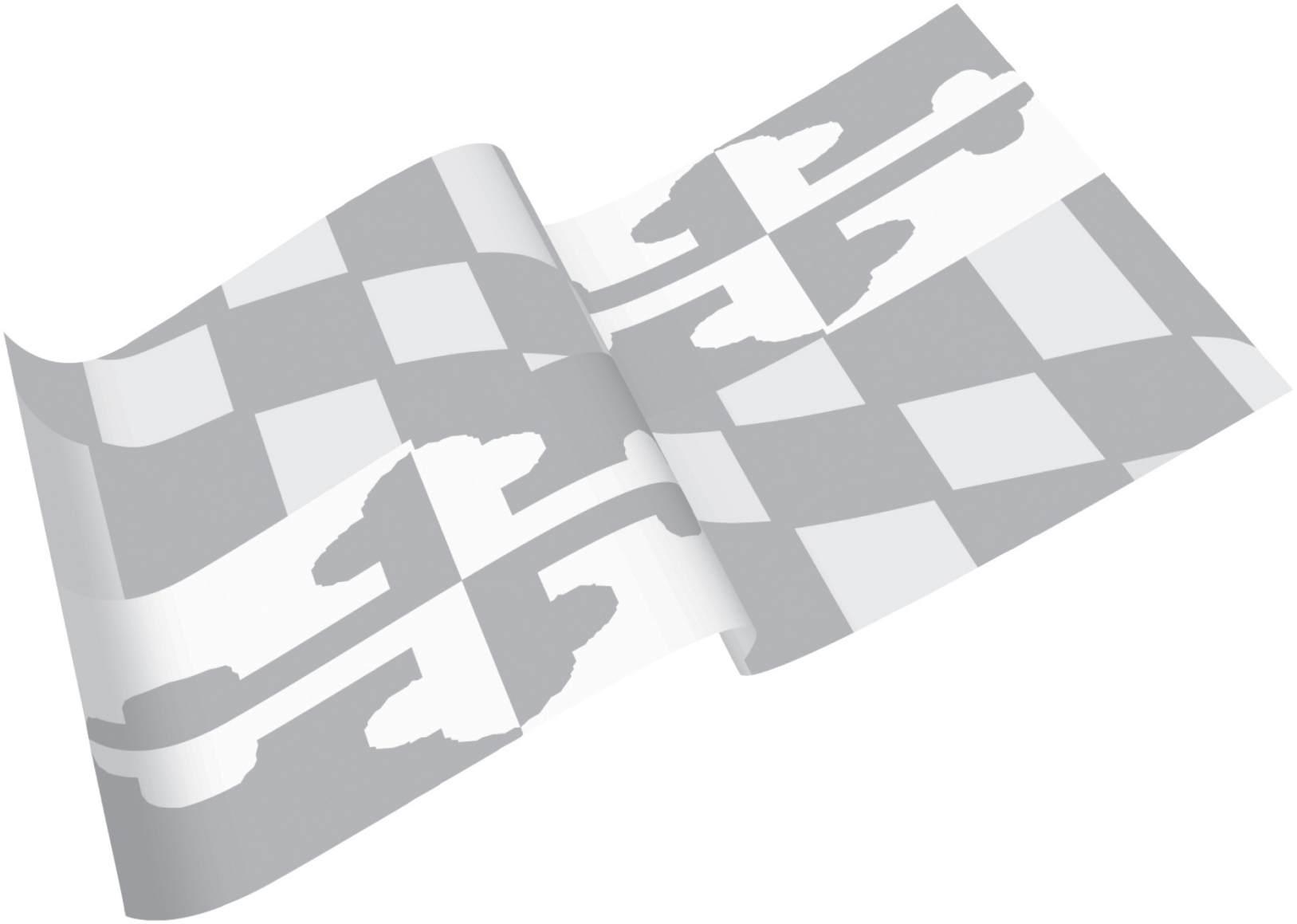
PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Environmental Service Funds			
TSO0237	USACE Feasibility Study	$ 1,488	Completed
TSOGRT000280	Urban Tree Program	$ 344	Ongoing
TSOPRJ000260	Support for Stream Gauge Monitoring by USGS	$ 1,199	Ongoing
TSOPRJ000301	Office of Environment Consultant Services Contract	$ 10,499	Underway
Freight & Intermodal Program			
TSO0219	Rosedale Grade Crossing Improvement Grant	$ 3,759	Underway
TSOGRT000336	Centreville & Chestertown Lines Track Work	$ 1,150	Completed
TSOGRT000396	MDOT Freight Rail Grant Program	$ 5,000	Ongoing
TSOPRJ000419	Statewide Rail Trespass Study	$ 1,000	Ongoing
MBE Disparity Studies			
TSO0234	2021 MBE Disparity Study	$ 2,950	Underway
MDOT HQ Building Preservation			
TSO008104	Painting and Replacement Carpeting in MDOT HQ Building	$ 497	Underway
TSO008115	TSO Exterior LED lighting	$ 501	Completed
TSOPRJ000244	Caulking, Sealing and Pressure Washing MDOT HQ Building	$ 235	Underway
TSOPRJ000261	TSO Interior LED Lighting	$ 343	Underway
TSOPRJ000290	TSO HQ Building - New Roof	$ 810	Underway
TSOPRJ000420	Weapons Detection System	$ 210	Planning Underway
MDOT IT Enhancement Program			
TSO121307	MBE Software Project	$ 635	Completed
TSO121319	RFID Initative	$ 2,344	Underway
TSO121335	CCM - Multiple Modes	$ 1,434	Completed
TSOPRJ000341	Enterprise Data Platform – Design & Implementation	$ 1,165	Ongoing

MINOR PROJECTS PROGRAM

(Dollars in Thousands)

THE SECRETARY'S OFFICE - LINE 11

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
Planning Services & Studies				
TSOPRJ000282	OPCP - 23 Transportation Planning Services Contract	$	37,173	Ongoing
Secretary Grants				
TSO0066	Transportation Related Air Pollution Projects (TRAPP)	$	32,147	Ongoing
TSO0148	UMD - NCSG Agreement	$	3,247	Ongoing
TSO0228	Keep Maryland Beautiful Grant	$	650	Ongoing
The Secretary's Office				
TSOPRJ000422	Consultant Support for Modal Project Delivery Investigations	$	300	Planning Underway
TSOPRJ000424	STIP Modernization	$	1,650	Planning Underway



MDOT MARYLAND DEPARTMENT OF TRANSPORTATION

MOTOR VEHICLE ADMINISTRATION

MOTOR VEHICLE ADMINISTRATION
CAPITAL PROGRAM SUMMARY
($ MILLIONS)

	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	SIX - YEAR TOTAL
Major Construction Program	**1.2**	**-**	**-**	**-**	**-**	**-**	**1.2**
System Preservation	1.2	-	-	-	-	-	1.2
Major Development & Evaluation Program	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Minor Program	**30.8**	**16.9**	**13.6**	**6.8**	**13.1**	**13.1**	**94.4**
System Preservation	22.4	14.8	12.0	5.2	10.0	12.1	76.5
Expansion/Efficiency	6.8	0.9	0.9	0.8	1.8	0.2	11.4
Safety & Security	1.2	0.6	0.5	0.6	0.6	0.6	4.1
Environment	0.4	0.7	0.2	0.2	0.7	0.2	2.3
Capital Salaries, Wages & Other Costs	**0.9**	**0.9**	**1.0**	**1.0**	**1.0**	**1.1**	**5.8**
TOTAL	**32.9**	**17.8**	**14.6**	**7.8**	**14.1**	**14.2**	**101.4**
Special Funds	32.9	17.8	14.6	7.8	14.1	14.2	101.4
Federal Funds	-	-	-	-	-	-	-
Other Funds	-	-	-	-	-	-	-
Special Funds Breakdown							
Transportation Trust Fund	32.9	17.8	14.6	7.8	14.1	14.2	101.4
SPECIAL FUNDS TOTAL	**32.9**	**17.8**	**14.6**	**7.8**	**14.1**	**14.2**	**101.4**

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:

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

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

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

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

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

STATUS: Project is in the operating and maintenance phase.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	15,228	15,228	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	82,931	82,931	1,250	0	0	0	0	0	0	0	0
Total	**98,159**	**98,159**	**1,250**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	98,159	98,159	1,250	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

MVA0688

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:**

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

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

STATUS: Glen Burnie Branch Renovation is substantially complete. Total completion, including elevators, is expected by Fall 2025.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: Approval for $1.2 million in tasks is expected in early FY 2026.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	157	157	0	0	0	0	0	0	0	0	0
Engineering	2,482	2,482	461	0	0	0	0	0	0	0	0
Right-of-way	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	15,194	4,749	1,206	0	0	0	0	0	1,206	0
Total	**19,039**	**17,833**	**5,210**	**1,206**	**0**	**0**	**0**	**0**	**0**	**1,206**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	19,039	17,833	5,210	1,206	0	0	0	0	0	1,206	0
Other	0	0	0	0	0	0	0	0	0	0	0

MVA0552

MINOR PROJECTS PROGRAM

(Dollars in Thousands)

MOTOR VEHICLE ADMINISTRATION - LINE 3

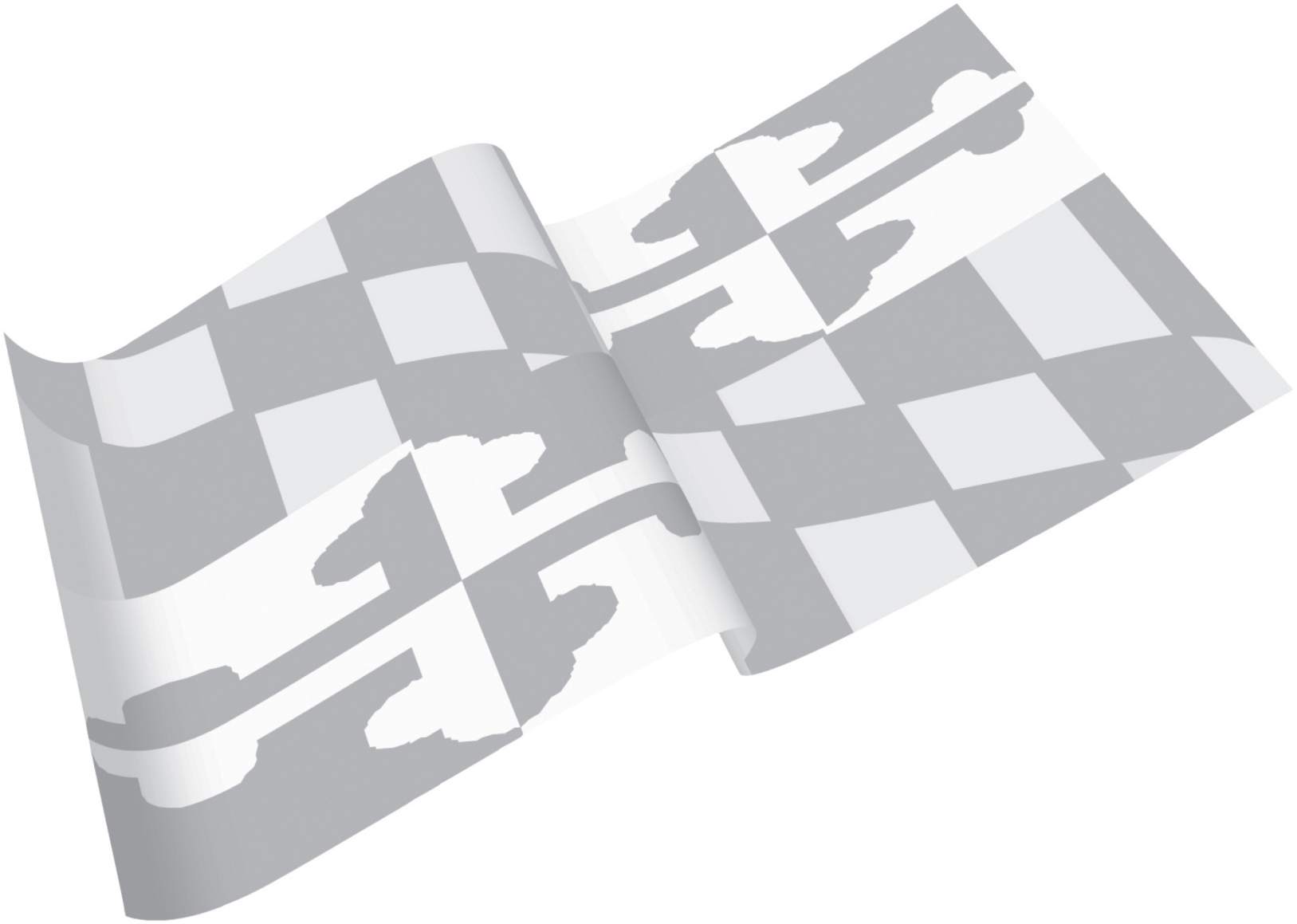
PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
Departmental Services				
MVA0651	Central Document Processing System Preservation	$	10,404	FY 2026
Facility				
MVA0598	Building and Interior Modification	$	8,728	Ongoing
MVAPRJ000193	OIR Computer Room Upgrades	$	1,261	Completed
MVAPRJ000204	Largo Remodel	$	4,751	Design Completed
MVAPRJ000209	Pavement Rehabilitation	$	870	Underway
MVAPRJ000211	Power Distribution Systems	$	1,154	FY 2026
MVAPRJ000212	Fire Detection & Suppression Systems	$	960	Underway
MVAPRJ000216	Glen Burnie Boiler Replacement	$	2,638	Design Completed
MVAPRJ000218	Glen Burnie Chiller Replacement	$	1,705	Design Completed
MVAPRJ000220	Data Center Fire Protection Replacement	$	2,349	Underway
MVAPRJ000221	Generator Replacement	$	8,516	Design Underway
MVAPRJ000223	Computer Room HVAC	$	2,400	Design Underway
IT Hardware/Equipment				
MVA0645	Computer Equipment System Preservation	$	8,371	Ongoing
MVA0649	Network Switch System Preservation	$	1,752	Completed
MVAPRJ000184	MDOT MVA Digital Mail	$	1,016	Underway
IT Software/System Enhancements				
MVA0545	Telecommunication System Preservation & Improvement	$	1,409	Ongoing
MVA0597	System Preservation	$	5,212	Ongoing
MVAPRJ000185	Law Test Project	$	859	Completed
MVAPRJ000208	IT Innovation and Security	$	3,282	Ongoing
MVAPRJ000210	OIR System Software Enhancement	$	4,900	Underway
MHSO				
MVA0777	Maryland Highway Safety Office Bicycle Programs	$	459	Ongoing

MINOR PROJECTS PROGRAM

(Dollars in Thousands)

MOTOR VEHICLE ADMINISTRATION - LINE 3

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Vehicle and Fleet			
MVA0799	Mobile Office	$ 1,407	FY 2026
VEIP			
MVA0686	VEIP Preservation	$ 3,932	Ongoing
MVAPRJ000183	VEIP RFP Transition	$ 5,945	FY 2026



MDOT MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND AVIATION ADMINISTRATION

MARYLAND AVIATION ADMINISTRATION
CAPITAL PROGRAM SUMMARY
($ MILLIONS)

	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	SIX - YEAR TOTAL
Major Construction Program	**281.3**	**178.1**	**72.2**	**35.4**	**19.1**	**16.0**	**602.1**
System Preservation	88.0	122.0	33.0	22.5	15.6	12.5	293.7
Expansion/Efficiency	163.6	32.8	21.5	9.3	-	-	227.2
Safety & Security	26.1	18.3	12.8	0.0	0.0	-	57.1
Local Funding	3.0	3.5	3.5	3.5	3.5	3.5	20.5
Environment	0.0	-	-	-	-	-	0.0
Administration	0.6	1.5	1.5	-	-	-	3.6
Major Development & Evaluation Program	**6.3**	**15.1**	**5.6**	**3.0**	**3.0**	**-**	**33.1**
System Preservation	0.1	1.4	3.4	-	-	-	4.9
Expansion/Efficiency	6.2	13.7	2.2	-	-	-	22.2
Administration	-	-	-	3.0	3.0	-	6.0
Minor Program	**43.3**	**33.3**	**11.1**	**10.2**	**22.7**	**35.6**	**156.2**
System Preservation	16.9	19.5	5.9	5.3	17.8	30.6	95.9
Expansion/Efficiency	7.2	0.1	0.2	0.1	-	-	7.5
Safety & Security	11.0	6.2	-	-	0.3	-	17.5
Environment	5.7	5.2	2.6	2.9	3.2	1.5	21.0
Administration	2.5	2.3	2.4	1.9	1.5	3.5	14.2
Capital Salaries, Wages & Other Costs	**6.4**	**6.4**	**6.4**	**6.4**	**6.4**	**6.8**	**38.8**
TOTAL	**337.4**	**232.9**	**95.3**	**54.9**	**51.2**	**58.5**	**830.2**
Special Funds	66.8	76.2	46.7	38.6	40.6	49.1	318.0
Federal Funds	63.4	103.6	41.5	16.3	10.6	9.4	244.8
Other Funds	207.2	53.1	7.1	0.0	0.0	-	267.4
Special Funds Breakdown							
Transportation Trust Fund	66.8	76.2	46.7	38.6	40.6	49.1	318.0
SPECIAL FUNDS TOTAL	**66.8**	**76.2**	**46.7**	**38.6**	**40.6**	**49.1**	**318.0**
Other Funds Breakdown							
Other (Not GO Bonds)	207.2	53.1	7.1	-	-	-	267.4
OTHER FUNDS TOTAL	**207.2**	**53.1**	**7.1**	**-**	**-**	**-**	**267.4**

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: [X] Project Not Location Specific [ ] Not Subject to PFA Law

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

STATUS: The program has twenty (20) active projects at the start of FY 2026 and expects to award 15 new projects at various airports across the State in FY 2026.

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

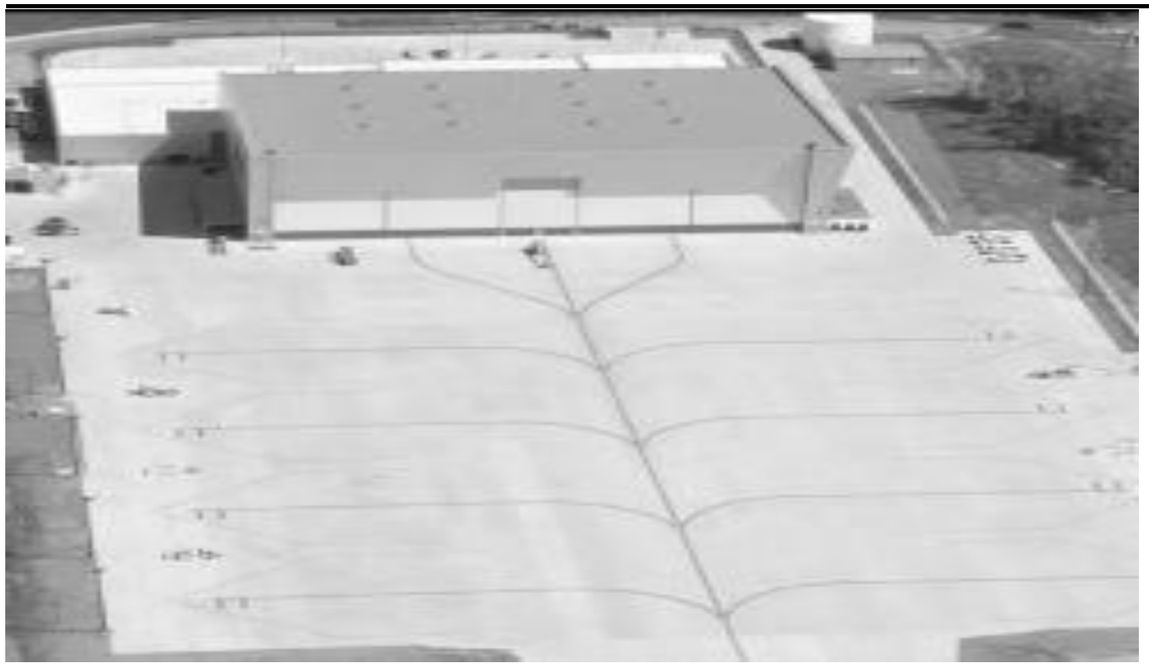
PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	229	229	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	98,970	78,470	3,567	3,000	3,500	3,500	3,500	3,500	3,500	20,500	0
Total	**99,199**	**78,699**	**3,567**	**3,000**	**3,500**	**3,500**	**3,500**	**3,500**	**3,500**	**20,500**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	99,199	78,699	3,567	3,000	3,500	3,500	3,500	3,500	3,500	20,500	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
The cost increased by $3.5M due to the addition of FY 2031 funding.

USAGE: N/A

OPERATING COST IMPACT: N/A

0221, 1105, 1106, 1107



PROJECT: Aircraft Maintenance Facility Infrastructure at BWI Marshall Airport

DESCRIPTION: This project provides infrastructure improvements in support of the development of a 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:

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

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

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

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

STATUS: Project is in the final phase of construction. Substantial completion expected in September 2025.

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

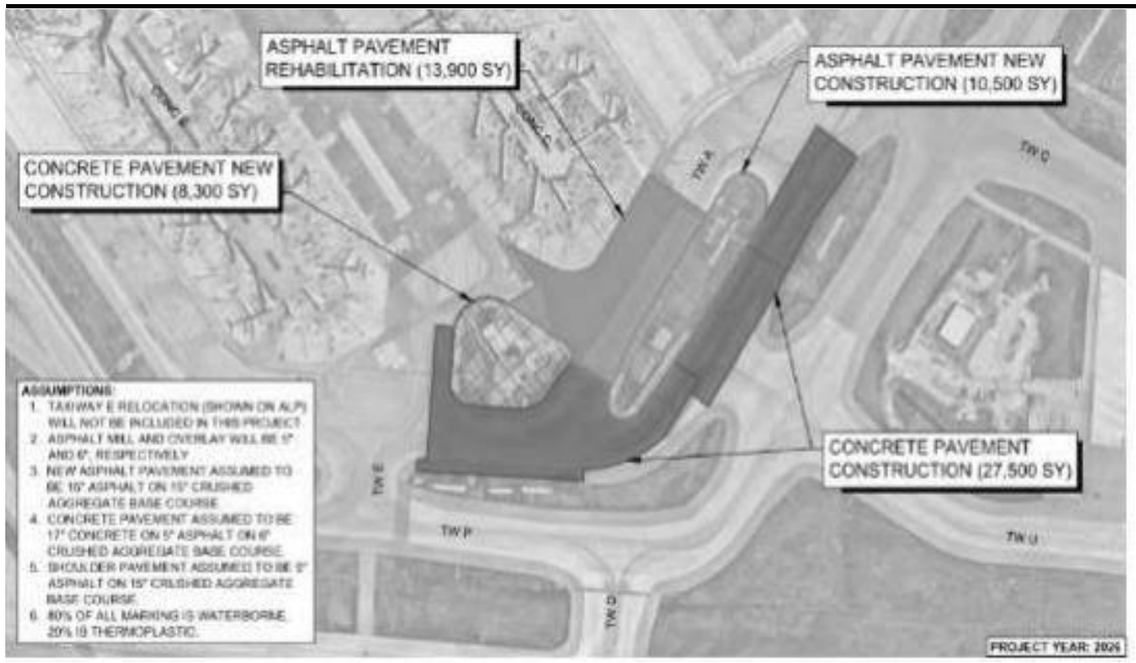
PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	6,048	6,048	286	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	41,733	41,733	5,434	0	0	0	0	0	0	0	0
Total	**47,781**	**47,781**	**5,720**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Federal-Aid	3,211	3,211	264	0	0	0	0	0	0	0	0
Special	44,569	44,569	5,456	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

9720, 9721, 9722; Federal funding was CARES stimulus.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
None.

USAGE: Accommodate projected airline maintenance needs.

OPERATING COST IMPACT: Cost responsibility of Southwest Airlines.



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

DESCRIPTION: This project funds a series of phases 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), which was completed in July 2024. Demolition of the existing vault and infill of those areas with apron pavement is included in the current project phase. 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:

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

EXPLANATION: This project provides compliance with FAA Part 139 regulations. New airfield lighting control and infrastructure combined with new aircraft travel patterns that increase airfield capacity ensure airfield movement and safety is maximized. BWI Marshall Airport supports the movement of people, goods and the State's economy.

SMART GROWTH STATUS:

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

STATUS: Construction for Airfield Lighting Vault Relocation - Phase 1 completed July 2024. Phase 2 is anticipated to begin July 2026 (after completion of the Concourse A/B Connector and BHS Program due to gate capacity in the project area). Airfield projects are staggered to accommodate flight activity and lessen restrictions.

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

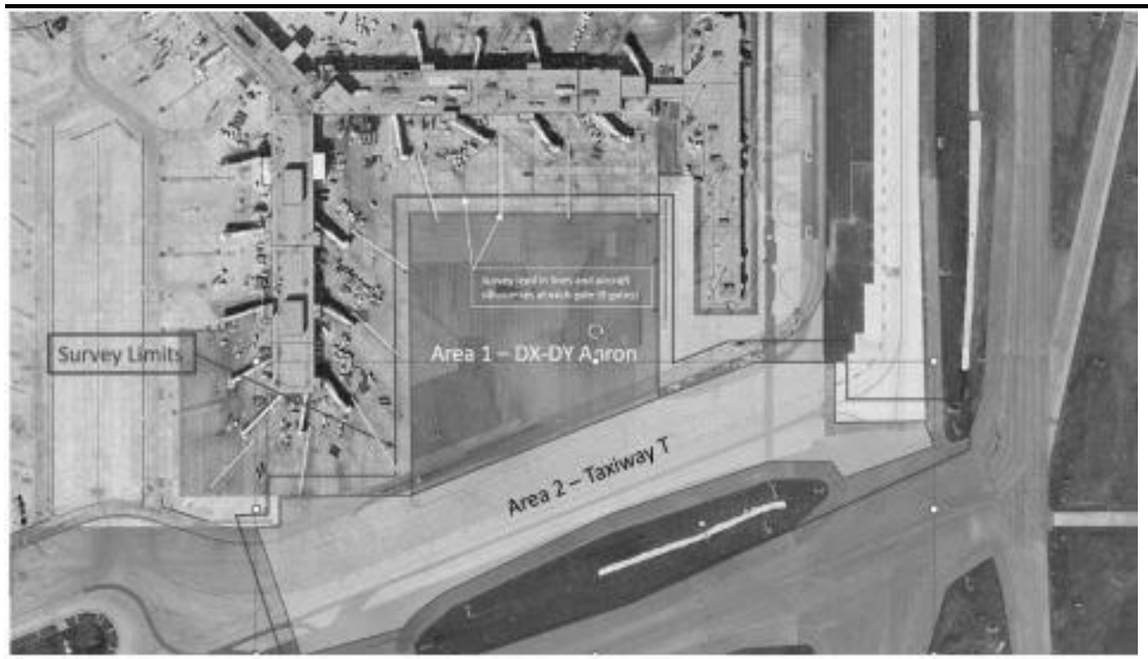
PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	15	15	0	0	0	0	0	0	0	0	0
Engineering	5,860	2,965	420	0	605	1,107	0	1,184	0	2,895	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	59,405	24,961	3,783	0	5,774	17,321	0	11,350	0	34,444	0
Total	**65,281**	**27,941**	**4,203**	**0**	**6,378**	**18,428**	**0**	**12,533**	**0**	**37,339**	**0**
Federal-Aid	47,182	18,901	2,824	0	4,842	14,038	0	9,400	0	28,280	0
Special	18,099	9,040	1,380	0	1,536	4,389	0	3,133	0	9,059	0
Other	0	0	0	0	0	0	0	0	0	0	0

0265, 0336, 2196

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
The cost decreased by $12.2M due to a revised cost estimate.

USAGE: Improve standards and accommodate projected annual flight operations.

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



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

DESCRIPTION: This project will provide a comprehensive pavement rehabilitation to the DX-DY Apron. The Pavement Condition Index 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, installation of an oil-water separator and all related infrastructure.

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

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

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

EXPLANATION: This project provides 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

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

STATUS: Construction start anticipated August 2025.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,299	1,270	587	15	14	0	0	0	0	29	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	34,983	0	0	18,727	16,255	0	0	0	0	34,983	0
Total	**36,281**	**1,270**	**587**	**18,742**	**16,269**	**0**	**0**	**0**	**0**	**35,011**	**0**
Federal-Aid	26,869	607	107	14,058	12,203	0	0	0	0	26,261	0
Special	9,412	662	480	4,684	4,066	0	0	0	0	8,750	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
None.

USAGE: Improve standards and accommodate projected annual flight operations.

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

PROJECT: Electrical Substations Reconstruction at BWI Marshall Airport

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

PURPOSE & NEED SUMMARY STATEMENT: The equipment is 25 to 30 years old and has reached the end of its useful life. The replacement of the substations will consolidate equipment into one location and provide connections to the BGE sources. In addition, the replacement of switchgear and transformer equipment will increase reliability of the electrical distribution system and maintain operational resiliency.

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

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

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

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

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

STATUS: Construction ongoing for North/South BGE Substations with substantial completion targeted for August 2025. Construction started for replacement of Substation ST-AB.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,772	3,678	2,239	74	19	0	0	0	0	93	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	25,619	17,394	8,165	6,100	2,125	0	0	0	0	8,225	0
Total	**29,391**	**21,073**	**10,404**	**6,174**	**2,144**	**0**	**0**	**0**	**0**	**8,319**	**0**
Federal-Aid	1	1	0	0	0	0	0	0	0	0	0
Special	11,135	8,225	2,427	2,170	740	0	0	0	0	2,910	0
Other	18,255	12,847	7,976	4,004	1,404	0	0	0	0	5,409	0

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

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
None.

USAGE: Accommodate projected annual passenger growth.

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

PROJECT: North Cargo Pavement Rehabilitation at BWI Marshall Airport

DESCRIPTION: This project will rehabilitate the North Cargo pavement area at BWI Marshall. The construction will be done in three phases. Phase 1 (outlined in blue) is pavement rehabilitation of Taxilane J and pavement reconstruction of cargo positions F18-F20 in concrete. Phase 2 (outlined in green) is rehabilitation/replacement of the pavement for cargo positions F1-F5 and concrete pavement rehabilitation of parking positions F6-F9. Phase 3 is the concrete pavement rehabilitation of the entire cargo ramp between cargo buildings D&E including parking positions F10-F17 and the taxilane in-between.

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

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

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

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

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

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

STATUS: Design started for Phase 1. 100% submission due March 2026.

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

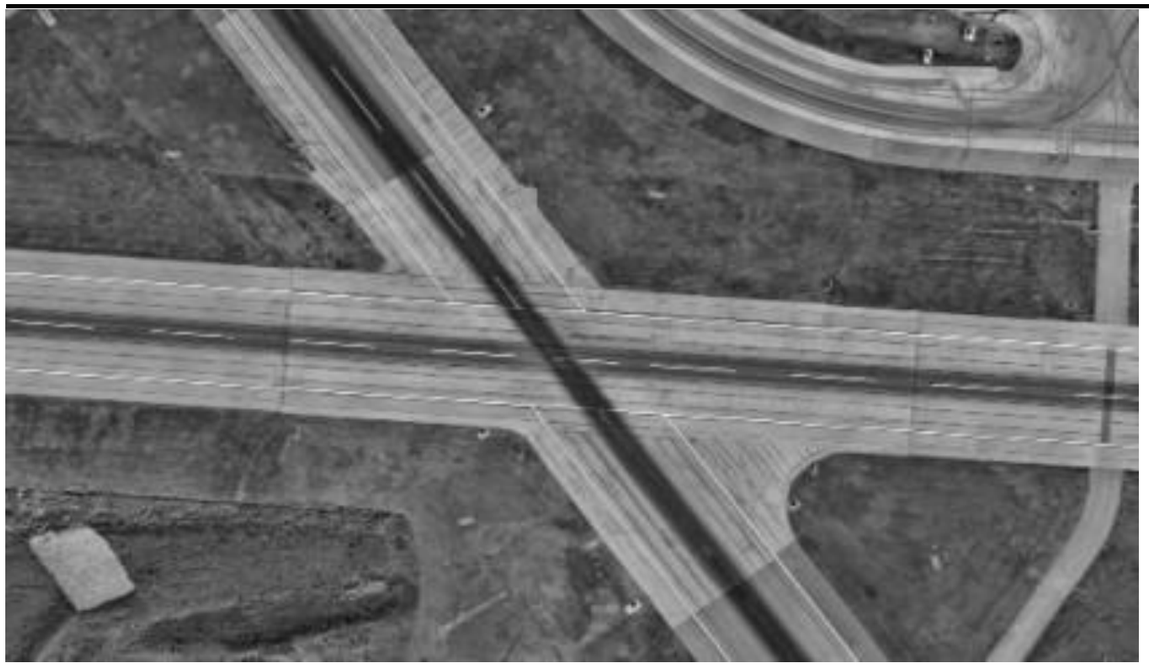
PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,479	60	60	1,618	124	309	1,369	0	0	3,419	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	30,774	0	0	0	3,885	9,712	17,177	0	0	30,774	0
Total	**34,253**	**60**	**60**	**1,618**	**4,008**	**10,021**	**18,546**	**0**	**0**	**34,193**	**0**
Federal-Aid	25,690	0	0	1,258	3,006	7,516	13,910	0	0	25,690	0
Special	8,563	60	60	359	1,002	2,505	4,637	0	0	8,503	0
Other	0	0	0	0	0	0	0	0	0	0	0

0404, 0441

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: Added to Primary Construction Program.

USAGE: Accommodate projected annual flight operations.

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



PROJECT: Runway 10/28 Rehabilitation at BWI Marshall Airport

DESCRIPTION: This project will resurface the longest runway at BWI Marshall as well as Runway 10/28 and Runway 15R-33L intersection. The project will include additional pavement repairs as needed, and tie-ins to adjacent taxiways and runway. The runway edge lights, centerline lights, threshold lights and touchdown zone lights will all be updated to the latest LED lights. The runway surface sensors will also be replaced.

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

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

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

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

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

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

STATUS: MDOT is able to advance this project to the construction phase because of the funding provided by the Governor and Legislature in the last session. Increased State funding allows the ability to leverage $64.2M in Federal funding. Design underway. Meetings with Airline Technical Committee ongoing.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	7,758	1,667	1,664	1,523	4,567	0	0	0	0	6,091	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	78,317	0	0	0	69,281	2,000	4,000	3,036	0	78,317	0
Total	**86,075**	**1,667**	**1,664**	**1,523**	**73,848**	**2,000**	**4,000**	**3,036**	**0**	**84,408**	**0**
Federal-Aid	64,243	0	0	1,376	62,867	0	0	0	0	64,243	0
Special	21,832	1,667	1,664	147	10,981	2,000	4,000	3,036	0	20,164	0
Other	0	0	0	0	0	0	0	0	0	0	0

442

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: The cost increased $72.6M due to project acceleration from previous schedule of Federal projects and programs (re-evaluated project timeline and critical need).

USAGE: Improve standards and accommodate projected annual flight operations.

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

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

DESCRIPTION: This project will resurface runway 15R/33L at BWI Marshall. The project will include additional pavement repairs as needed, and tie-ins to adjacent taxiways and runway. The runway edge lights, centerline lights, threshold lights and touchdown zone lights will all be updated to the latest LED lights. The runway surface sensors will also be replaced.

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

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

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

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

SMART GROWTH STATUS:

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

STATUS: Project anticipated for FY 2031 due to reprioritization of Federal projects and programs.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,184	0	0	0	0	0	0	0	1,184	1,184	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	11,350	0	0	0	0	0	0	0	11,350	11,350	0
Total	**12,533**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12,533**	**12,533**	**0**
Federal-Aid	9,400	0	0	0	0	0	0	0	9,400	9,400	0
Special	3,133	0	0	0	0	0	0	0	3,133	3,133	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: Added to Primary Construction Program.

USAGE: Accommodate projected annual flight operations.

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

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

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

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

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

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

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

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

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

STATUS: Project deferred until FY 2028 due to reprioritization of Federal projects and programs.

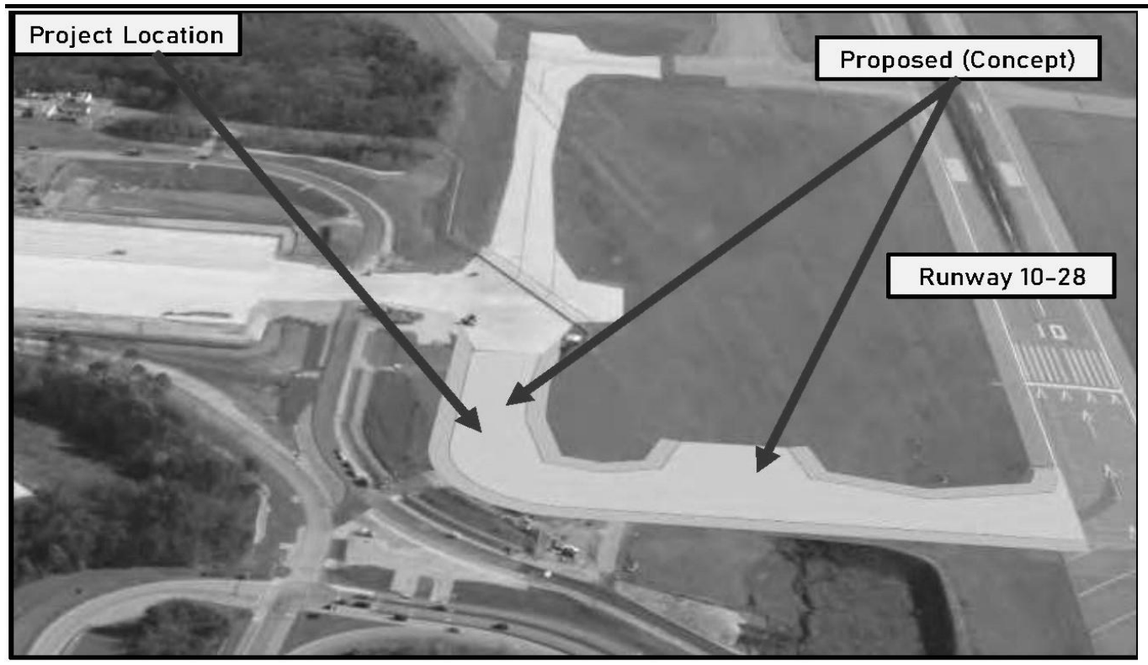
POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,184	0	0	0	0	1,184	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	11,350	0	0	0	0	11,350	0	0	0	11,350	0
Total	**12,533**	**0**	**0**	**0**	**0**	**12,533**	**0**	**0**	**0**	**12,533**	**0**
Federal-Aid	9,400	0	0	0	0	9,400	0	0	0	9,400	0
Special	3,133	0	0	0	0	3,133	0	0	0	3,133	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
Cost decreased by $1.7M due to Federal eligibility with revised cost estimate.

USAGE: Improve standards and accommodate projected annual flight operations.

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



PROJECT: Taxiway F Relocation at BWI Marshall Airport

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

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

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

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

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,963	3,805	753	158	0	0	0	0	0	158	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	46,170	32,298	13,622	13,873	0	0	0	0	0	13,873	0
Total	**50,134**	**36,103**	**14,375**	**14,031**	**0**	**0**	**0**	**0**	**0**	**14,031**	**0**
Federal-Aid	33,895	26,267	8,584	7,629	0	0	0	0	0	7,629	0
Special	16,238	9,836	5,791	6,402	0	0	0	0	0	6,402	0
Other	0	0	0	0	0	0	0	0	0	0	0

0256, 2220, 2221

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
None.

USAGE: Improve standards and accommodate projected annual flight operations.

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

PROJECT: Taxiway T Reconstruction at BWI Marshall Airport

DESCRIPTION: This project will reconstruct portions of Taxiway T from the existing asphalt pavement to concrete. 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 fair to poor according to the 2023 Pavement Management Plan (PMP) Update. In addition, the replacement of taxiway lighting and signage will enhance safety and energy efficiency.

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

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

EXPLANATION: This project provides for compliance with 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

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

STATUS: Construction underway with expected completion in November 2025.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,249	2,477	644	1,605	166	0	0	0	0	1,771	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	37,741	26,023	14,250	11,306	412	0	0	0	0	11,718	0
Total	**41,989**	**28,500**	**14,894**	**12,911**	**578**	**0**	**0**	**0**	**0**	**13,489**	**0**
Federal-Aid	30,806	17,618	7,812	12,680	508	0	0	0	0	13,188	0
Special	11,184	10,883	7,082	231	70	0	0	0	0	301	0
Other	0	0	0	0	0	0	0	0	0	0	0

0205, 0206, 2204

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: Pending grant offer from FAA; fronting TTF resulted in $1.6M increase in State expenditures that will be reimbursed when grant is executed.

USAGE: Accommodate projected annual flight operations.

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-functional and replace the equivalent of two existing pieces. New equipment replaced includes plow and broom trucks, plow trucks, tow behind brooms, spreaders, and snow blower equipment.

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

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

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

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

SMART GROWTH STATUS:

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

STATUS: Procurement currently underway.

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

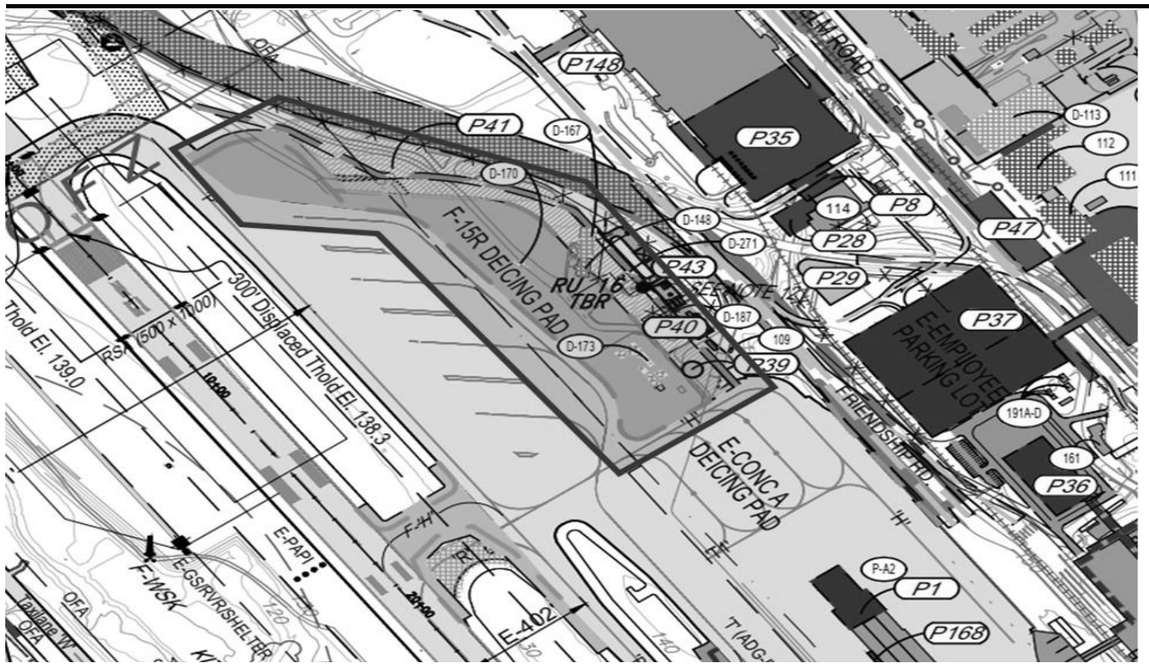
PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	19,455	10,573	2,753	8,882	0	0	0	0	0	8,882	0
Total	**19,455**	**10,573**	**2,753**	**8,882**	**0**	**0**	**0**	**0**	**0**	**8,882**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	1,750	1,750	0	0	0	0	0	0	0	0	0
Other	17,705	8,823	2,753	8,882	0	0	0	0	0	8,882	0

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

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
None.

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

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



PROJECT: Deicing Pad Expansion at BWI Marshall Airport

DESCRIPTION: This project will enlarge the Runway Deicing Pad to meet current FAA design standards while maintaining existing capacity and number of aircraft positions. It will also provide 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 increase the capacity of existing facilities.

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

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

EXPLANATION: This project will expand the 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

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

STATUS: Project scope reduced to only include joint repairs and pavement restriping on the Runway 15R Deicing Pad.

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

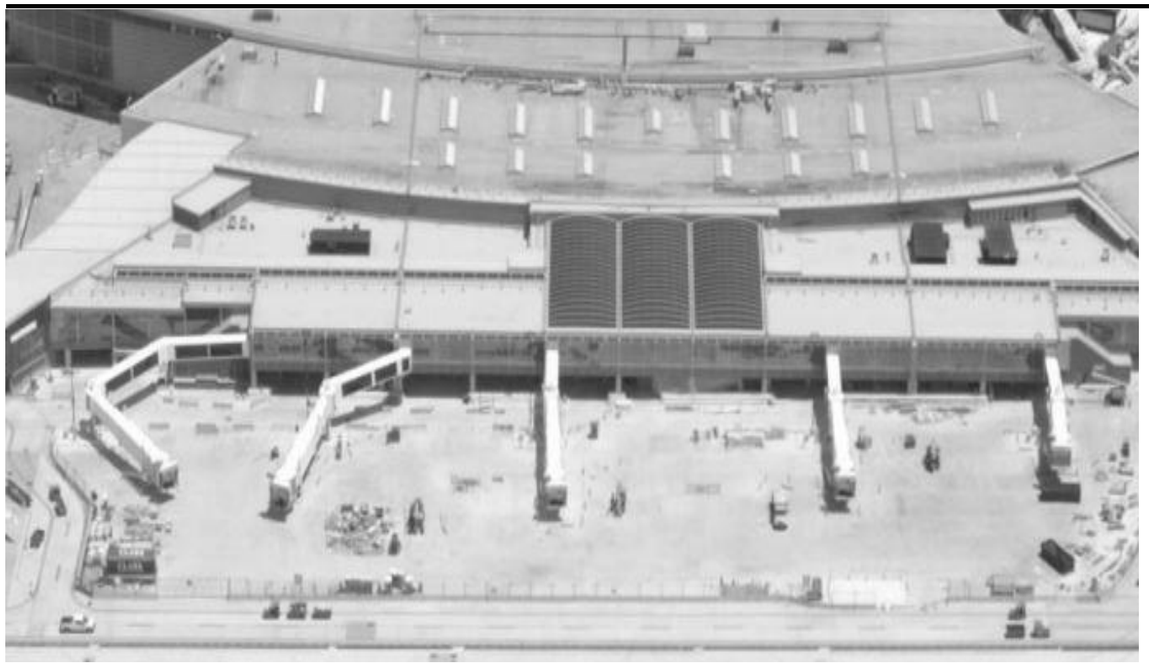
PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	160	0	0	160	0	0	0	0	0	160	0
Right-of-way	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	**160**	**0**	**0**	**160**	**0**	**0**	**0**	**0**	**0**	**160**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	160	0	0	160	0	0	0	0	0	160	0
Other	0	0	0	0	0	0	0	0	0	0	0

0266, 0267

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: Removed from Primary Construction Program due to decreased cost. This project is now a task under Comprehensive Paving Improvements in the MAA Minor Projects Report.

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

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

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

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

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

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

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

STATUS: Construction ongoing. Project completion expected in July 2026.

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

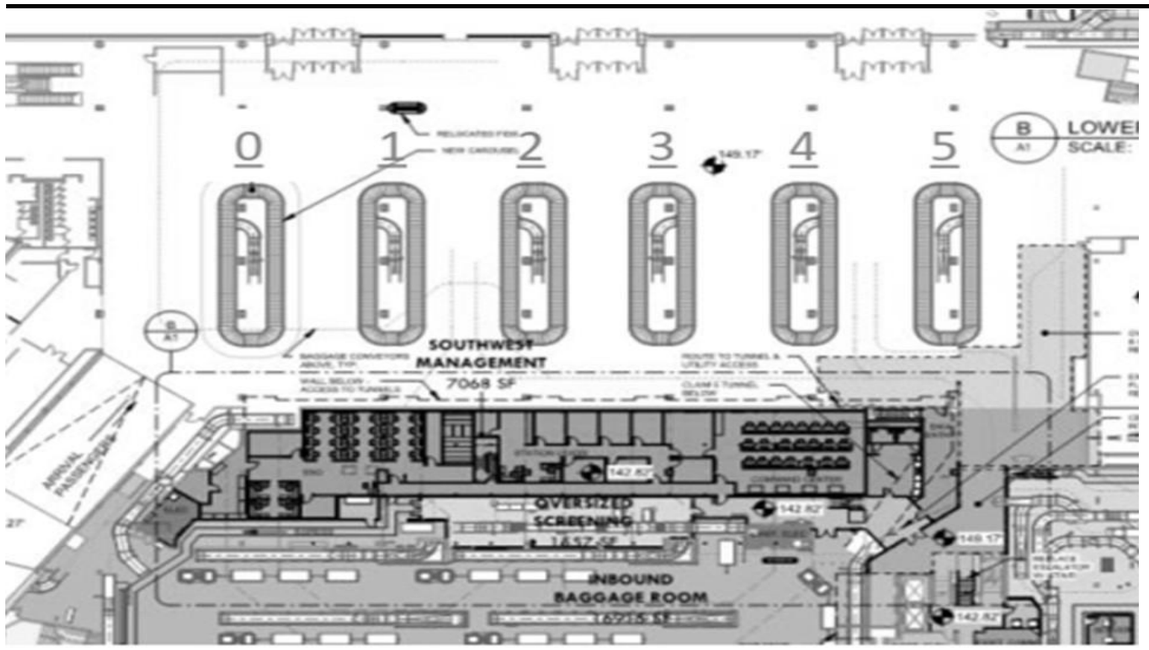
PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	95,347	81,341	19,436	14,005	0	0	0	0	0	14,005	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	395,617	282,392	120,704	112,129	1,096	0	0	0	0	113,224	0
Total	**490,963**	**363,733**	**140,140**	**126,134**	**1,096**	**0**	**0**	**0**	**0**	**127,230**	**0**
Federal-Aid	38,469	38,469	25,461	0	0	0	0	0	0	0	0
Special	27,509	27,509	282	0	0	0	0	0	0	0	0
Other	424,985	297,755	114,397	126,134	1,096	0	0	0	0	127,230	0

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

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
None.

USAGE: Accommodate projected annual passenger growth.

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



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

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

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

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

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

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

SMART GROWTH STATUS:

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

STATUS: Construction ongoing.

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

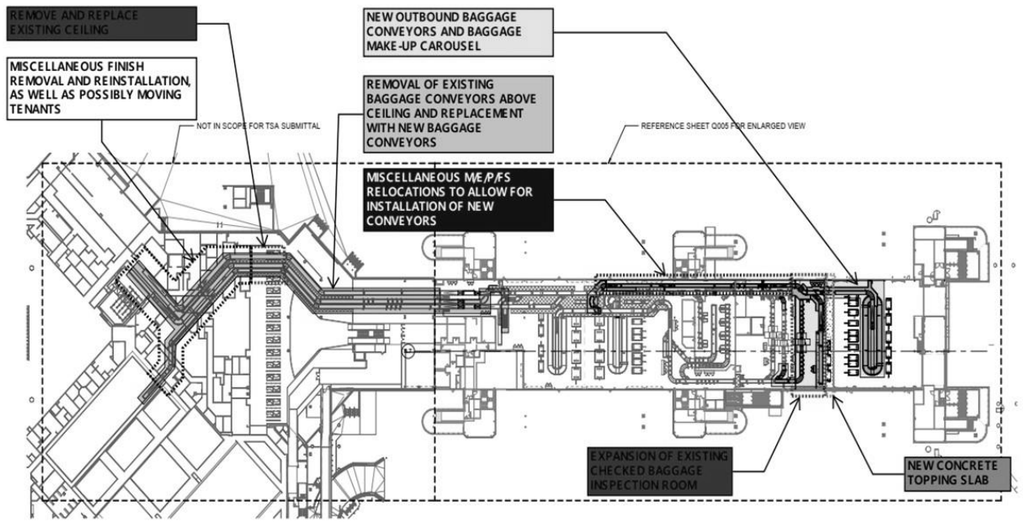
PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,929	2,791	2,592	2,568	570	0	0	0	0	3,138	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	24,625	7,387	7,387	14,775	2,462	0	0	0	0	17,237	0
Total	**30,554**	**10,178**	**9,979**	**17,343**	**3,033**	**0**	**0**	**0**	**0**	**20,376**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	223	223	28	0	0	0	0	0	0	0	0
Other	30,330	9,955	9,951	17,343	3,033	0	0	0	0	20,376	0

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

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

USAGE: Accommodate existing and projected annual passenger demand.

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



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

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

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

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

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

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

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

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

STATUS: Construction underway with anticipated completion March 2027.

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

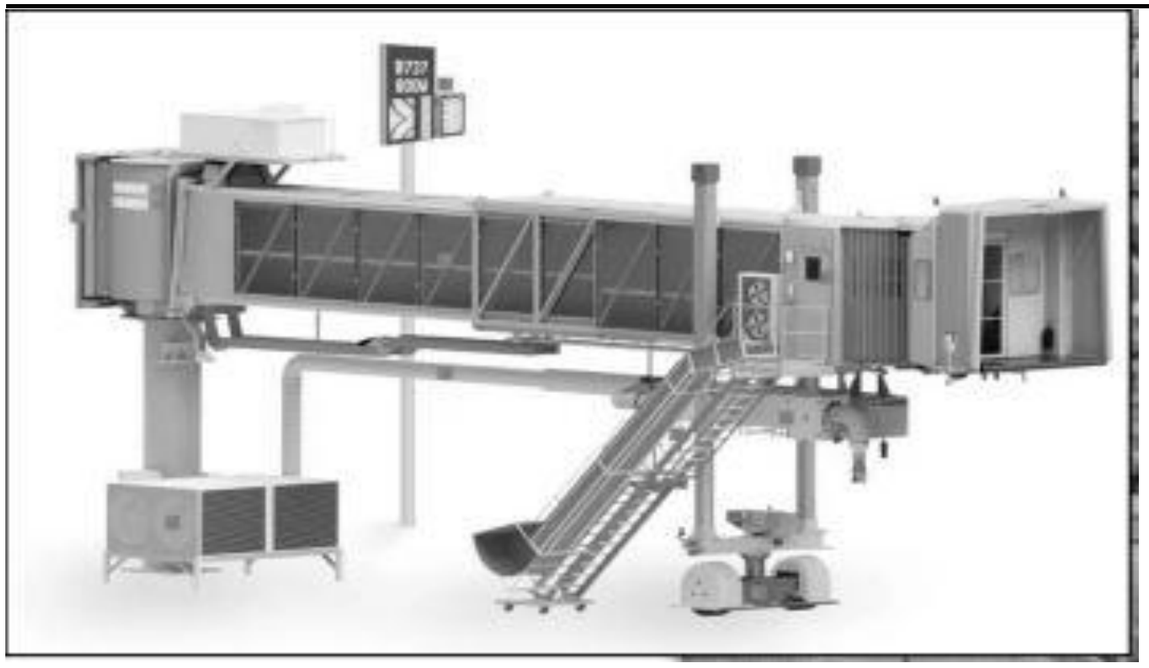
PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,253	3,649	1,736	508	96	0	0	0	0	604	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	39,248	7,998	7,998	13,760	17,490	0	0	0	0	31,250	0
Total	**43,501**	**11,647**	**9,734**	**14,268**	**17,586**	**0**	**0**	**0**	**0**	**31,855**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	1,035	1,035	0	0	0	0	0	0	0	0	0
Other	42,466	10,611	9,734	14,268	17,586	0	0	0	0	31,855	0

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

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
None.

USAGE: Accommodate existing and projected annual passenger demand.

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



PROJECT: Passenger Movement Modernization at BWI Marshall Airport

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

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

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

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

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

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

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

STATUS: Phase 1: Construction of PBBs expected to start Fall/Winter 2025. Construction underway for elevator upgrades.
Phase 2: Design completed for terminal vestibule door replacement. BPW date pending.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,139	2,259	1,366	880	0	0	0	0	0	880	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	28,267	2,277	2,277	8,582	9,458	7,951	0	0	0	25,991	0
Total	**31,406**	**4,536**	**3,643**	**9,462**	**9,458**	**7,951**	**0**	**0**	**0**	**26,871**	**0**
Federal-Aid	14,574	1,044	1,044	3,200	4,168	6,163	0	0	0	13,530	0
Special	16,832	3,492	2,599	6,262	5,290	1,788	0	0	0	13,340	0
Other	0	0	0	0	0	0	0	0	0	0	0

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

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
None.

USAGE: Accommodate projected annual passenger growth.

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

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

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

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

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

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

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

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

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

STATUS: MDOT is able to advance this project to the construction phase because of the funding provided by the Governor and Legislature in the last session. Increased State funding allows the ability to leverage $6M in PFC funding. Procurement underway.

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

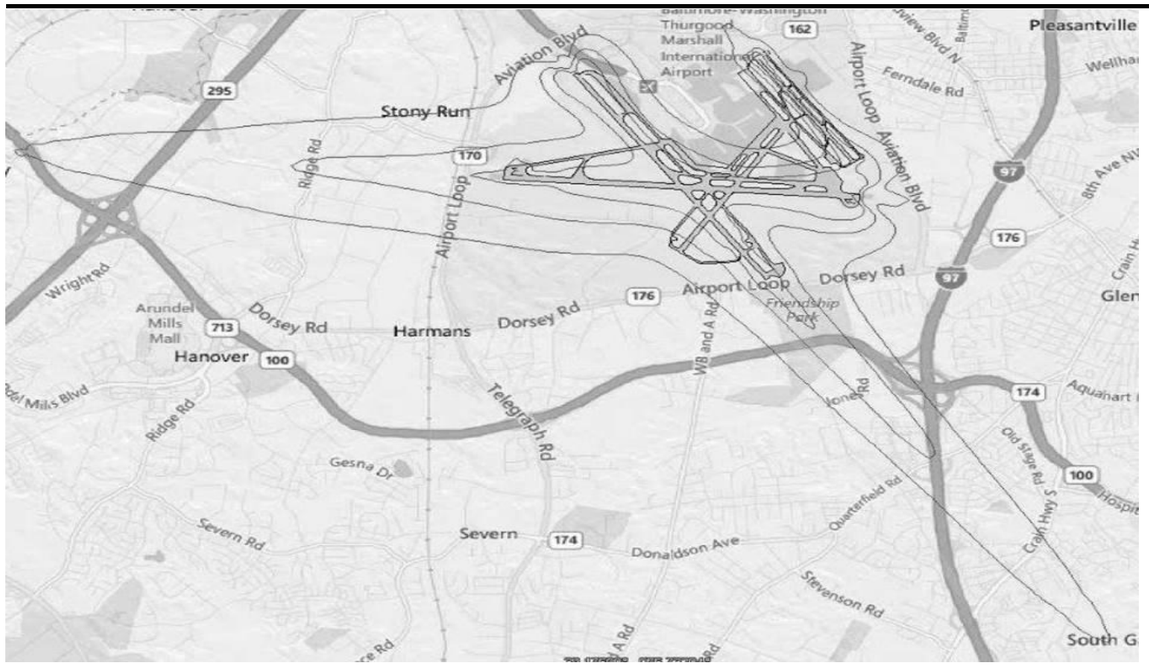
PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	8,400	0	0	3,400	5,000	0	0	0	0	8,400	0
Total	**8,400**	**0**	**0**	**3,400**	**5,000**	**0**	**0**	**0**	**0**	**8,400**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	2,400	0	0	400	2,000	0	0	0	0	2,400	0
Other	6,000	0	0	3,000	3,000	0	0	0	0	6,000	0

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

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
Cost decreased by $1.6M due to scope reduction with revised cost estimate.

USAGE: Preservation of airport infrastructure.

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



PROJECT: Residential Sound Insulation Program

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

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

SMART GROWTH STATUS:

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

STATUS: This is a multi-phase program. Five-year program manager contract renewed March 2025. Four Federal AIP grants have been received to date for program planning, design and construction. Two phases are complete, one phase is in construction, another phase is pending award in 2025 and the last phase is in final design. Additional phases and additional funding requests from the AIP Noise and Environmental Set Aside may be pursued.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	8,829	6,387	3,402	1,457	784	200	0	0	0	2,441	0
Right-of-way	1,433	727	(0)	706	0	0	0	0	0	706	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	24,117	2,958	1,814	15,750	4,500	909	0	0	0	21,159	0
Total	**34,379**	**10,072**	**5,216**	**17,914**	**5,284**	**1,109**	**0**	**0**	**0**	**24,307**	**0**
Federal-Aid	27,801	8,355	4,332	14,331	4,227	888	0	0	0	19,446	0
Special	0	0	0	0	0	0	0	0	0	0	0
Other	6,578	1,717	884	3,583	1,057	222	0	0	0	4,861	0

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

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
None.

USAGE: This is a community-based program.

OPERATING COST IMPACT: N/A

PROJECT: Consolidated Rental Car Facility Improvements at BWI Marshall Airport

DESCRIPTION: Improvements will be phased over multiple years and include the Consolidated Rental Car Facility's Parking Garage, Customer Service Building (CSB) and Bus Maintenance Facility (BMF). Recommended improvements include mechanical, electrical, architectural, plumbing, fire protection and wayfinding signage. Also included is a reallocation and fire alarm upgrades for the CSB, Ready Return Parking Area and Quick Turnaround buildings. Fire alarm upgrades will also be completed at the BMF.

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

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

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

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

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

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

STATUS: Design underway. Coordinating with Rental Car Consortium.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,635	870	870	765	0	0	0	0	0	765	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	34,450	0	0	13,882	13,647	6,921	0	0	0	34,450	0
Total	**36,085**	**870**	**870**	**14,647**	**13,647**	**6,921**	**0**	**0**	**0**	**35,215**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	0	0	0	0	0	0	0	0	0	0	0
Other	36,085	870	870	14,647	13,647	6,921	0	0	0	35,215	0

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

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

USAGE: Accommodate projected annual rental car operations.

OPERATING COST IMPACT: Operating cost recovered through airport 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:

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

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

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

STATUS: Construction of runway completed. Amtrak catenary lowering is in design. Obstruction removal is in advanced planning and permitting phase. NAVAID relocation is in preliminary design.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,580	980	980	600	0	0	0	0	0	600	0
Engineering	2,672	2,298	558	374	0	0	0	0	0	374	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	47,126	34,126	22,624	0	1,295	2,400	9,305	0	0	13,000	0
Total	**51,379**	**37,404**	**24,162**	**974**	**1,295**	**2,400**	**9,305**	**0**	**0**	**13,974**	**0**
Federal-Aid	34,303	32,129	21,369	337	178	377	1,281	0	0	2,174	0
Special	17,076	5,275	2,793	637	1,117	2,023	8,023	0	0	11,800	0
Other	0	0	0	0	0	0	0	0	0	0	0

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

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
None.

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

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

PROJECT: Air Traffic Control Tower at Martin State Airport

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

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

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

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

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

SMART GROWTH STATUS:

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

STATUS: Construction started May 2025. Completion anticipated September 2026.

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

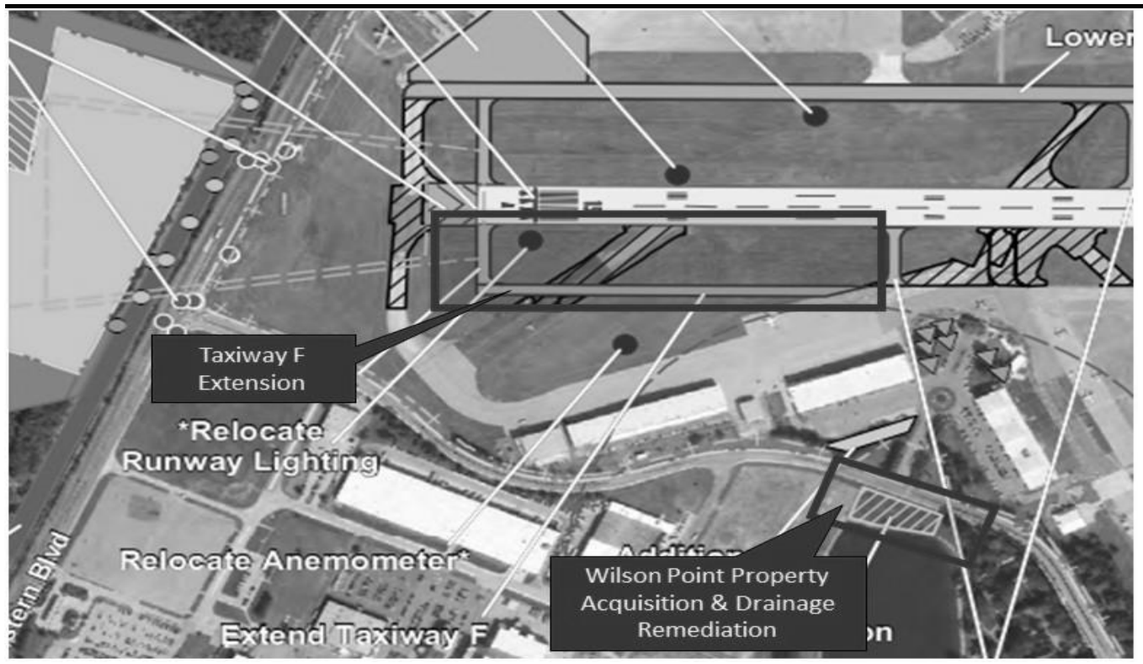
PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,531	3,067	878	464	0	0	0	0	0	464	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	23,753	879	878	7,580	10,044	5,250	0	0	0	22,874	0
Total	**27,284**	**3,946**	**1,756**	**8,043**	**10,044**	**5,250**	**0**	**0**	**0**	**23,338**	**0**
Federal-Aid	10,802	950	0	3,419	4,462	1,971	0	0	0	9,852	0
Special	16,482	2,996	1,756	4,625	5,582	3,279	0	0	0	13,486	0
Other	0	0	0	0	0	0	0	0	0	0	0

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

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: The cost increased by $3.5M due to contract bid amount and award.

USAGE: Accommodate current and future flight operations.

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



PROJECT: Taxiway F Extension at Martin State Airport

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

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

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

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

EXPLANATION: This project enhances safety by improving line of sight. Pavement improvements to FAA standards ensure airfield pavement maximizes aircraft safety. Martin State Airport supports the movement of people, goods and the State's economy.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] 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: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	734	253	229	296	184	0	0	0	0	480	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	4,164	0	0	1,572	2,592	0	0	0	0	4,164	0
Total	**4,898**	**253**	**229**	**1,868**	**2,776**	**0**	**0**	**0**	**0**	**4,644**	**0**
Federal-Aid	3,950	0	0	1,545	2,405	0	0	0	0	3,950	0
Special	948	253	229	323	371	0	0	0	0	694	0
Other	0	0	0	0	0	0	0	0	0	0	0

0273, 0277

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
None.

USAGE: Accommodate projected annual flight operations.

OPERATING COST IMPACT: Some operating costs recoverable from Martin State 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:**

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

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

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

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

STATUS: Construction complete July 2025.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,090	1,090	371	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	8,685	8,485	8,368	200	0	0	0	0	0	200	0
Total	**9,775**	**9,575**	**8,739**	**200**	**0**	**0**	**0**	**0**	**0**	**200**	**0**
Federal-Aid	64	64	0	0	0	0	0	0	0	0	0
Special	9,711	9,511	8,739	200	0	0	0	0	0	200	0
Other	0	0	0	0	0	0	0	0	0	0	0

2352; Federal funding was CARES stimulus.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
None.

USAGE: Safety and security.

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

PROJECT: Fuel Storage Tank Additions at BWI Marshall Airport

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

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

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

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

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

SMART GROWTH STATUS:

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

STATUS: Construction complete July 2025.

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

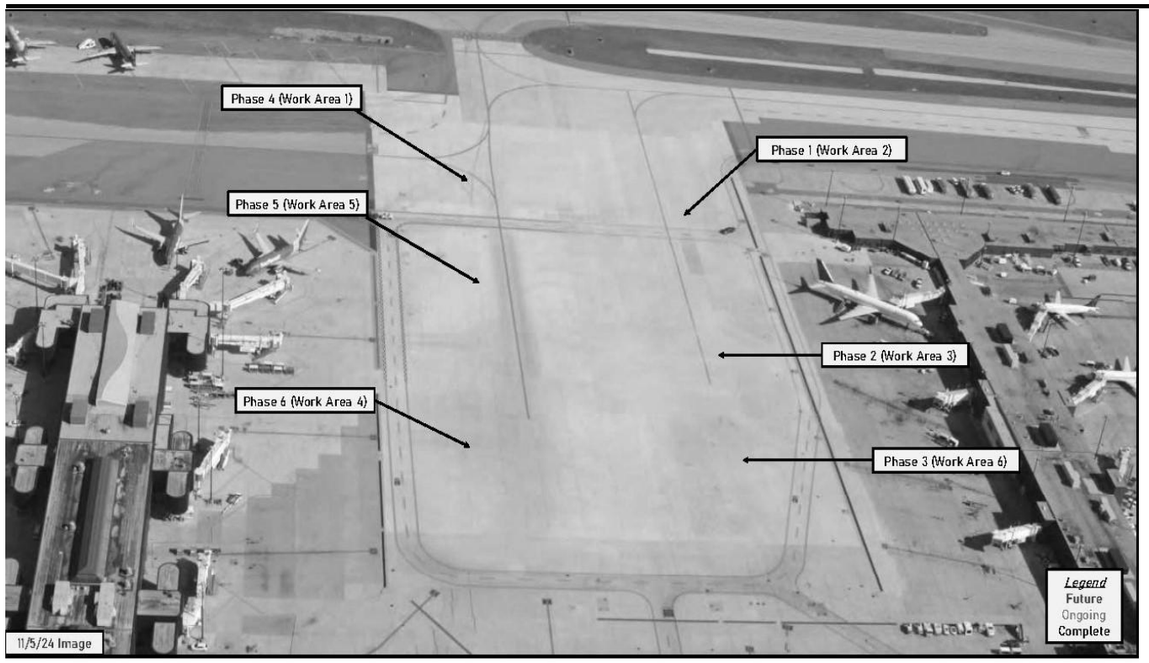
PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	14	14	0	0	0	0	0	0	0	0	0
Engineering	1,493	1,493	429	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	24,493	24,493	10,659	0	0	0	0	0	0	0	0
Total	**26,001**	**26,001**	**11,087**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Federal-Aid	58	58	0	0	0	0	0	0	0	0	0
Special	25,942	25,942	11,087	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

2336

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
None.

USAGE: Accommodate projected annual flight operations.

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



PROJECT: Taxilanes N and N1 Reconstruction at BWI Marshall Airport

DESCRIPTION: Taxilanes N & N1 provide access from aircraft gates located on the Concourse D and E alley to the airfield. Some of the largest design aircraft that utilize the airport transit the area, and the existing asphalt pavement is in need of repairs. The 2023 Pavement Management Plan (PMP) identifies this area as "very poor" with an aggregate Pavement Condition Index (PCI) of 26 – 40 (out of 100). The project consists of complete reconstruction of the existing pavement with Portland Cement Concrete (PCC), utilities, associated pavement markings, signage and lighting improvements.

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

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

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] 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 taxilane area. Pavement improvements and FAA standards ensure airfield pavement is free of cracks and minimize Foreign Object Debris (FOD) that could impact the aircraft. BWI Marshall Airport supports the movement of people, goods and the State's economy.

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

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

STATUS: Construction complete July 2025.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,508	2,508	1,903	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	21,543	21,543	4,737	0	0	0	0	0	0	0	0
Total	**24,051**	**24,051**	**6,641**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Federal-Aid	15,584	15,584	3,008	0	0	0	0	0	0	0	0
Special	8,467	8,467	3,633	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

0252; Federal funding is Bipartisan Infrastructure Law Airport Improvement Grant.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
None.

USAGE: Improve standards and accommodate projected annual flight operations.

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

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

DESCRIPTION: This project will construct one new baggage claim carousel along with the associated bag feed belt for Concourse D/E. It includes minor demolition and the fit-out of vacant shell space including architectural, mechanical and electrical improvements.

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

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

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

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

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

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

STATUS: Design underway.

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

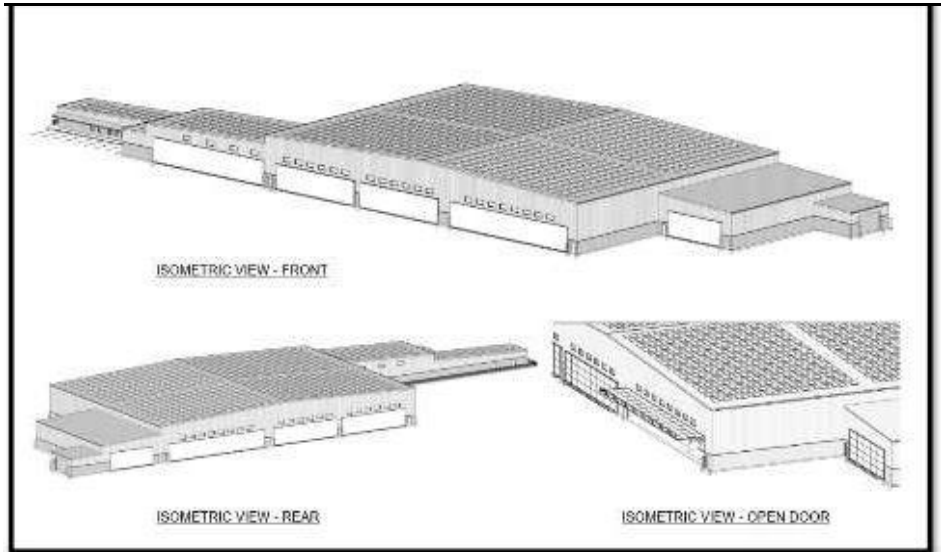
PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,576	3,576	1,817	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	1,271	23	23	0	624	624	0	0	0	1,248	0
Total	**4,847**	**3,600**	**1,840**	**0**	**624**	**624**	**0**	**0**	**0**	**1,248**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	3,023	1,775	161	0	624	624	0	0	0	1,248	0
Other	1,825	1,825	1,679	0	0	0	0	0	0	0	0

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

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
Cost decreased by $4.8M due to revised PFC eligibility and State match needs.

USAGE: Accommodate projected annual passenger growth.

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



PROJECT: Snow Removal Equipment Building at BWI Marshall Airport

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

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

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

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

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

SMART GROWTH STATUS:

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

STATUS: Design underway.

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

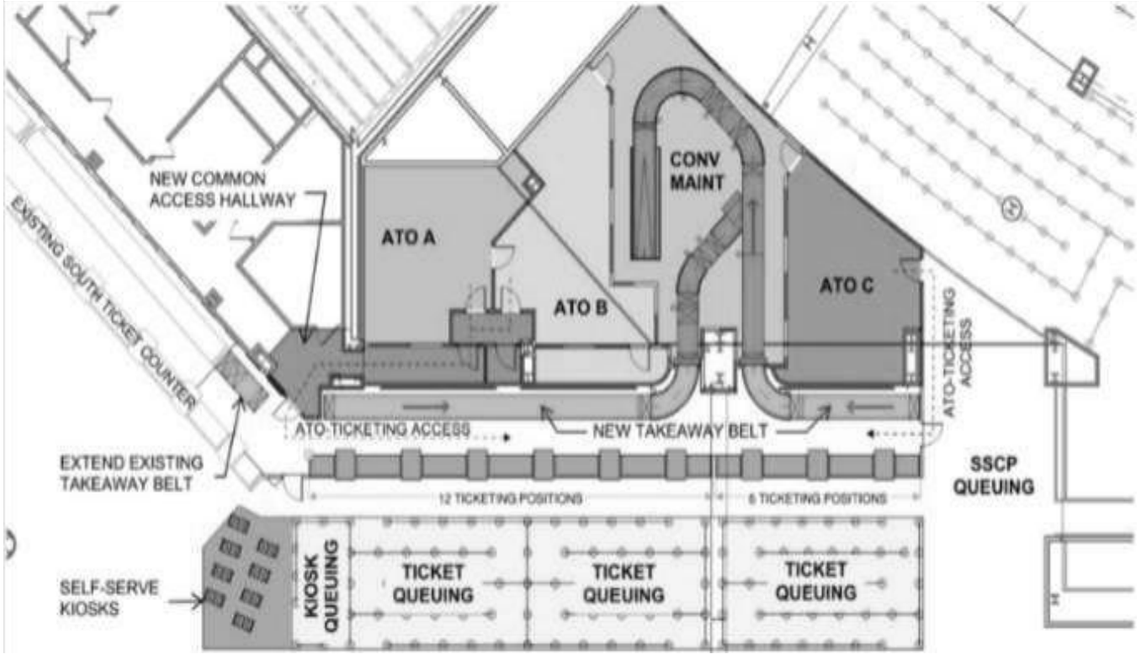
PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,399	1,586	1,217	213	1,600	0	0	0	0	1,813	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	29,532	0	0	9,410	20,122	0	0	0	0	29,532	0
Total	**32,931**	**1,586**	**1,217**	**9,623**	**21,722**	**0**	**0**	**0**	**0**	**31,345**	**0**
Federal-Aid	24,000	927	834	5,537	17,537	0	0	0	0	23,073	0
Special	8,931	660	383	4,087	4,185	0	0	0	0	8,271	0
Other	0	0	0	0	0	0	0	0	0	0	0

0455; Other funding source is Passenger Facility Charge (PFC) revenue.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: The cost decreased by $14.0M due to the project being removed from FAA's Airport Improvement Program. Project may be added to a future Passenger Facility Charge Program application.

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

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



PROJECT: Ticket Counter Expansion Program at BWI Marshall Airport

DESCRIPTION: This program includes ticket counter expansions for Concourse A/B and Concourse E. These two expansions provide additional check-in counters, kiosks, bag belts, airline ticket office space and queuing areas to accommodate airline growth and new market entrants.

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

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

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

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

SMART GROWTH STATUS:

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

STATUS: MDOT is able to advance this project to the construction phase because of the funding provided by the Governor and Legislature in the last session. Increased State funding allows the ability to leverage $16.4M in PFC funding. Design completed. BPW date pending.

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

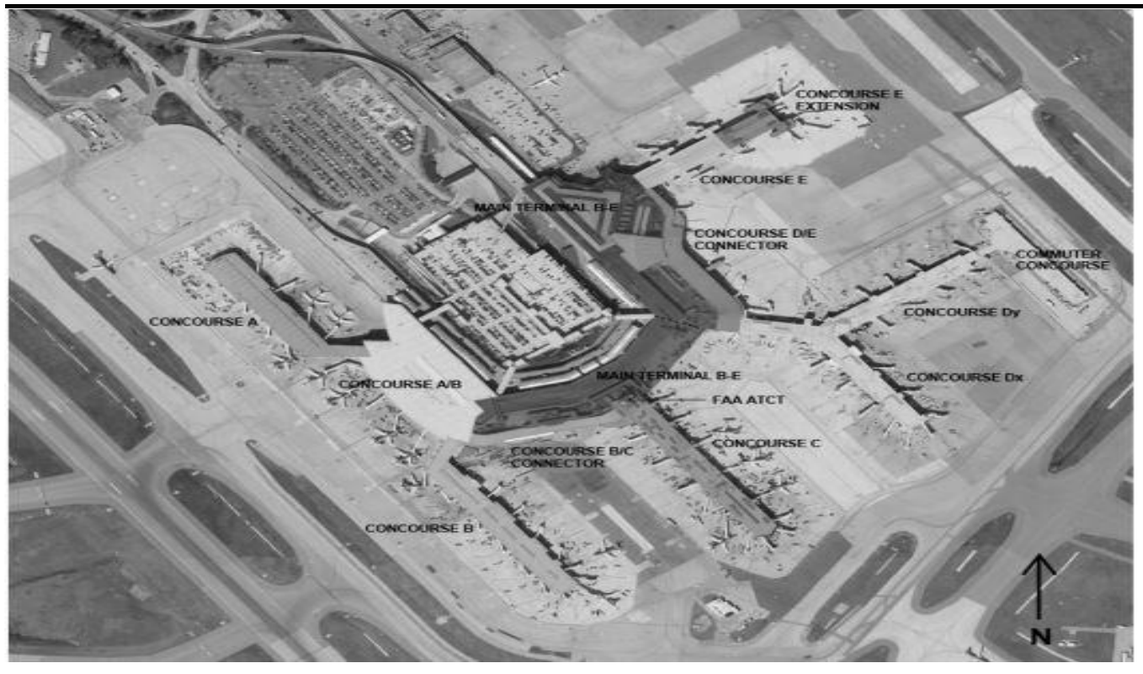
PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,794	2,506	2,107	288	0	0	0	0	0	288	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	21,872	0	0	5,900	13,741	2,231	0	0	0	21,872	0
Total	**24,666**	**2,506**	**2,107**	**6,188**	**13,741**	**2,231**	**0**	**0**	**0**	**22,160**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	8,182	2,506	2,107	288	3,157	2,231	0	0	0	5,676	0
Other	16,484	0	0	5,900	10,584	0	0	0	0	16,484	0

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

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
None.

USAGE: Accommodate projected annual passenger growth.

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



PROJECT: Roof Replacement Program at BWI Marshall Airport

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

PURPOSE & NEED SUMMARY STATEMENT: The overall general condition of the terminal and concourse roof areas varies from good to poor. An extensive replacement program needs to be initiated in the near term and extend over the next 20 years to re-establish quality roof surfaces and skylights for the airport complex.

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

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

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

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

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

STATUS: MDOT is able to advance this project to the design phase because of the funding provided by the Governor and Legislature in the last session. Design underway.

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

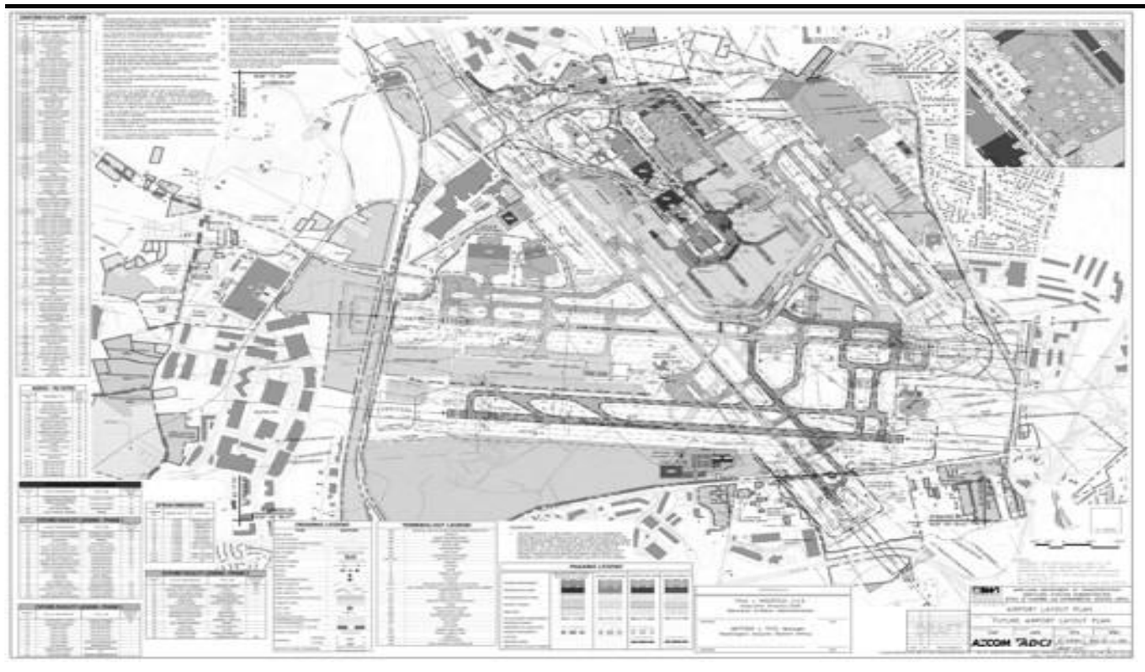
PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,770	1,715	1,267	132	962	2,962	0	0	0	4,056	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	848	0	0	0	424	424	0	0	0	848	0
Total	**6,618**	**1,715**	**1,267**	**132**	**1,386**	**3,386**	**0**	**0**	**0**	**4,904**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	6,618	1,715	1,267	132	1,386	3,386	0	0	0	4,904	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
None.

USAGE: Preservation of airport infrastructure.

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

0259, 0490, 0708



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

DESCRIPTION: This project is dedicated to developing an updated, comprehensive Airport Master Plan and Airport Layout Plan for BWI Marshall Airport following Federal Aviation Administration (FAA) guidance and airport industry best practices.

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

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

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

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

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

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

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

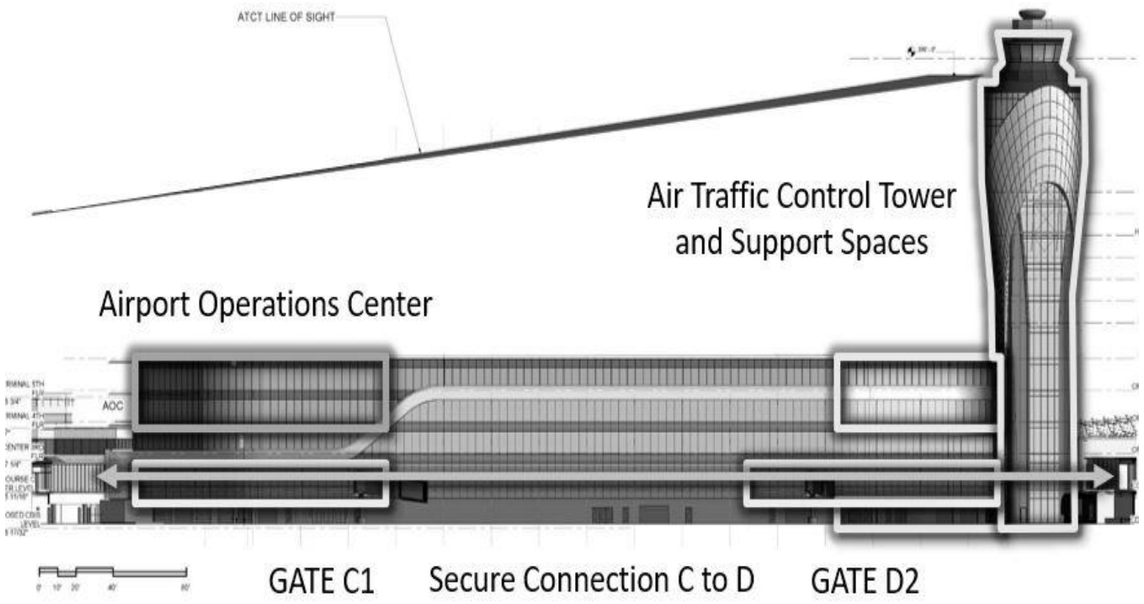
POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	8,076	2,076	32	0	0	0	3,000	3,000	0	6,000	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	**8,076**	**2,076**	**32**	**0**	**0**	**0**	**3,000**	**3,000**	**0**	**6,000**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	8,076	2,076	32	0	0	0	3,000	3,000	0	6,000	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: Cost increase of $1M due to revised estimate.

USAGE: Accommodate projected annual passenger growth.

OPERATING COST IMPACT: N/A



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

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

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

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

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

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

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

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

STATUS: Preliminary planning underway.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,305	2,295	411	10	0	0	0	0	0	10	0
Engineering	1,699	1,679	1	20	0	0	0	0	0	20	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	**4,004**	**3,975**	**412**	**30**	**0**	**0**	**0**	**0**	**0**	**30**	**0**
Federal-Aid	71	71	0	0	0	0	0	0	0	0	0
Special	3,934	3,904	412	30	0	0	0	0	0	30	0
Other	0	0	0	0	0	0	0	0	0	0	0

2216; Federal funding was CARES stimulus.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
None.

USAGE: Accommodate projected annual passenger growth.

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

MINOR PROJECTS PROGRAM

(Dollars in Thousands)

MARYLAND AVIATION ADMINISTRATION - LINE 33

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Airport Technology			
MAAPRJ000166	IT Equipment	$ 8,882	Ongoing
MAAPRJ000225	Comprehensive AIT Master Plan SV22-002	$ 833	Ongoing
MAAPRJ000281	PARCS Maintenance	$ 1,672	Underway
MAAPRJ000312	Aircraft Gate Management System	$ 1,500	-
MAAPRJ000514	Hand Held radio replacement	$ 3,306	Completed
MAAPRJ000515	Radio System Replacement	$ 4,250	Underway
MAAPRJ000518	Emergency Dispatch CAD	$ 1,407	Underway
MAAPRJ000726	Customs and Border Protection Equipment Upgrades	$ 549	-
MAAPRJ000728	IT Holding - MAA	$ 6,909	-
Airport Utilities			
MAAPRJ000415	Airfield Lighting and Cable Rehabilitation	$ 6,000	Design Underway
MAAPRJ000477	Fire Sprinklers for Fleet Maintenance Bldg 137	$ 118	Design Underway
MAAPRJ000508	Bldgs 111 and 129 Code Compliance and Renovations	$ 550	Design Underway
MAAPRJ000537	North Cargo Substation	$ 355	FY 2028
MAAPRJ000539	CUP Cooling Tower Refurbishment	$ 478	Design Underway
MAAPRJ000540	Remediation of Swaying Domestic Water Pipes	$ 665	Design Underway
Annual Fees and Inspection Program			
MAA7000	Terminal Spaceframe Inspection	$ 852	Ongoing
Architecture			
MAAPRJ000231	Architect Initiatives	$ 501	Ongoing
Building Permits & Inspections			
MAAPRJ000164	Building Permits and Inspections	$ 1,356	Ongoing
Commercial Management			
MAAPRJ000227	Facility Condition Assessments (OCM)	$ 2,339	Ongoing

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND AVIATION ADMINISTRATION - LINE 33

PROJECT ID	PROJECT NAME		TOTAL PROGRAMMED COST	STATUS
Consolidated Rental Car Facility				
MAA2132	CRCF - BMF Equipment Replacement	$	2,093	Completed
MAAPRJ000242	CRCF – Facility Improvements	$	429	Design Underway
Construction Management & Inspection				
MAAPRJ000208	Comp CMI SBR AE19-006 (Drive)	$	5,957	Ongoing
MAAPRJ000209	Comp CMI SBR AE19-002 (Brudis)	$	518	Ongoing
MAAPRJ000210	Comp CMI SBR AE19-004 (Specialized)	$	1,473	Ongoing
MAAPRJ000211	Comp CMI SBR AE19-005 (Mimar)	$	1,663	Ongoing
D/E Connector				
MAAPRJ000371	Concourse D/E Connector Patio Roof Leak Repair	$	460	Design Underway
Engineering Program Support				
MAAPRJ000538	Construction Management Software	$	518	Underway
MAAPRJ000694	Environmental, Social, Governance (ESG) Strategy and Reporting	$	67	Underway
Environmental Compliance				
MAAPRJ000199	Comp Environmental Compliance SV20-007	$	10,253	Ongoing
MAAPRJ000222	Terminal Environmental Mitigation MC21-006	$	381	Ongoing
MAAPRJ000523	eGSE Chargers and Supporting Infrastructure	$	5,866	Design Underway
MAAPRJ000730	BWI Diesel Fuel Tank Emergency Repairs	$	102	-
Environmental Planning				
MAAPRJ000195	Comp Environmental Planning AE-21-001	$	5,274	Ongoing
MAAPRJ000214	Stream & Wetland Restoration Mitigation Services MC 20-014	$	316	Ongoing
MAAPRJ000223	USDA Wildlife Management Services	$	3,602	Ongoing
MAAPRJ000440	BWI On Airport Obstruction Removal	$	0	Design Underway
MAAPRJ000453	MTN Decarbonization Study	$	300	Study Underway
MAAPRJ000454	BWI Decarbonization Study	$	1,271	Study Underway

MINOR PROJECTS PROGRAM

(Dollars in Thousands)

MARYLAND AVIATION ADMINISTRATION - LINE 33

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
Environmental Planning				
MAAPRJ000478	Solar Feasibility	$	221	Study Underway
Future Development				
MAA2044	Airport Road Electronic Signage Repl	$	993	Deferred
MAA2354	Concourse D/E Ambiance	$	63	Underway
GIS				
MAA2040	Airport Project Administration System (AirPass)	$	2,778	Underway
MAA2079	Security and Life Safety Systems CAD Update	$	1,290	Ongoing
MAA2222	MDOT Asset Management	$	2,517	Underway
MAA7600	Facility Management Program	$	2,719	Ongoing
Information Technology CTIPP				
MAA7405	Permanent Noise Monitoring System	$	2,370	Ongoing
MAAPRJ000479	IT Studies	$	592	Study Underway
MAAPRJ000522	Daily Garage Parking Guidance System Replacement	$	0	Design Underway
MAAPRJ000526	MTN CCTV Replacement	$	300	Underway
Loading Bridges				
MAAPRJ000721	Consolidated Mechanical Program	$	305	-
Misc Office Support				
MAA2311	Safety Management Support	$	621	Underway
MTN Facilities				
MAA9431	MTN Tree Obstruction Removal	$	5,903	Study Underway
MAAPRJ000444	MTN Airport Catenary Lowering - Amtrak Design Agreement	$	321	Design Underway
MAAPRJ000695	MTN Sanitary Sewage Discharge	$	56	Design Underway

MINOR PROJECTS PROGRAM

(Dollars in Thousands)

MARYLAND AVIATION ADMINISTRATION - LINE 33

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Noise Support			
MAA2307	BWI Part 150 / Airport Noise Zone Update	$ 4,364	Underway
MAA2309	BWI Community Roundtable	$ 950	Ongoing
MAA2318	Comp Acoustical Services Contract SV 19-001	$ 2,456	Ongoing
Operating Facilities			
MAA1931	Hourly Garage Parking Guidance System Replacement	$ 4,104	Under Construction
MAAPRJ000250	ARFF Heating and Vehicle Exhaust Systems Replacement	$ 1,586	Under Construction
MAAPRJ000338	ARFF Kitchen	$ 988	Design Underway
MAAPRJ000418	BWI ATCT Refurbishment	$ 5,018	Planning Underway
MAAPRJ000423	Replace Parking Signs on Daily Garage (Large "P"sign)	$ 100	Concepts Underway
MAAPRJ000438	Additional Runway Deicing Tank Loading Facility	$ 65	Design Completed
MAAPRJ000541	Grounds Maintenance Building Rehab Study	$ 200	Study Underway
MAAPRJ000654	BWI FRD Critical Alerting System	$ 115	Underway
MAAPRJ000667	BWI Parking Facility Repairs	$ 9,644	Design Underway
MAAPRJ000698	Rehabilitation of the underside of the Upper Level Roadway	$ 100	-
MAAPRJ000715	Modular Trailer at Bldg 137 (Auto Shop)	$ 304	-
Pavement Mgmt - BWI Airside			
MAAPRJ000309	Erosion Repairs	$ 2,526	Design Underway
MAAPRJ000341	Expand Group V Aircraft Parking Position (Convert Manager's Lot)	$ 5,315	Design Underway
MAAPRJ000441	North Cargo Pavement Mill and Overlay - Ph 2	$ 12,533	Study Underway
MAAPRJ000696	TWY C Emergency Erosion Repairs	$ 426	Under Construction
MAAPRJ000705	BWI Runway 10-28 Crack Sealing	$ 100	Design Underway
Pavement Mgmt -BWI Landside			
MAAPRJ000155	Long Term Lot B Pavement Rehab	$ 4,309	Under Construction
MAAPRJ000255	Pedestrian Walkway Joint Repairs	$ 1,004	Completed
MAAPRJ000366	Comprehensive Paving Improvements CO22-005	$ 2,428	Ongoing
MAAPRJ000404	North Cargo Pavement Mill and Overlay - Ph 1	$ 21,720	Design Underway

MINOR PROJECTS PROGRAM

(Dollars in Thousands)

MARYLAND AVIATION ADMINISTRATION - LINE 33

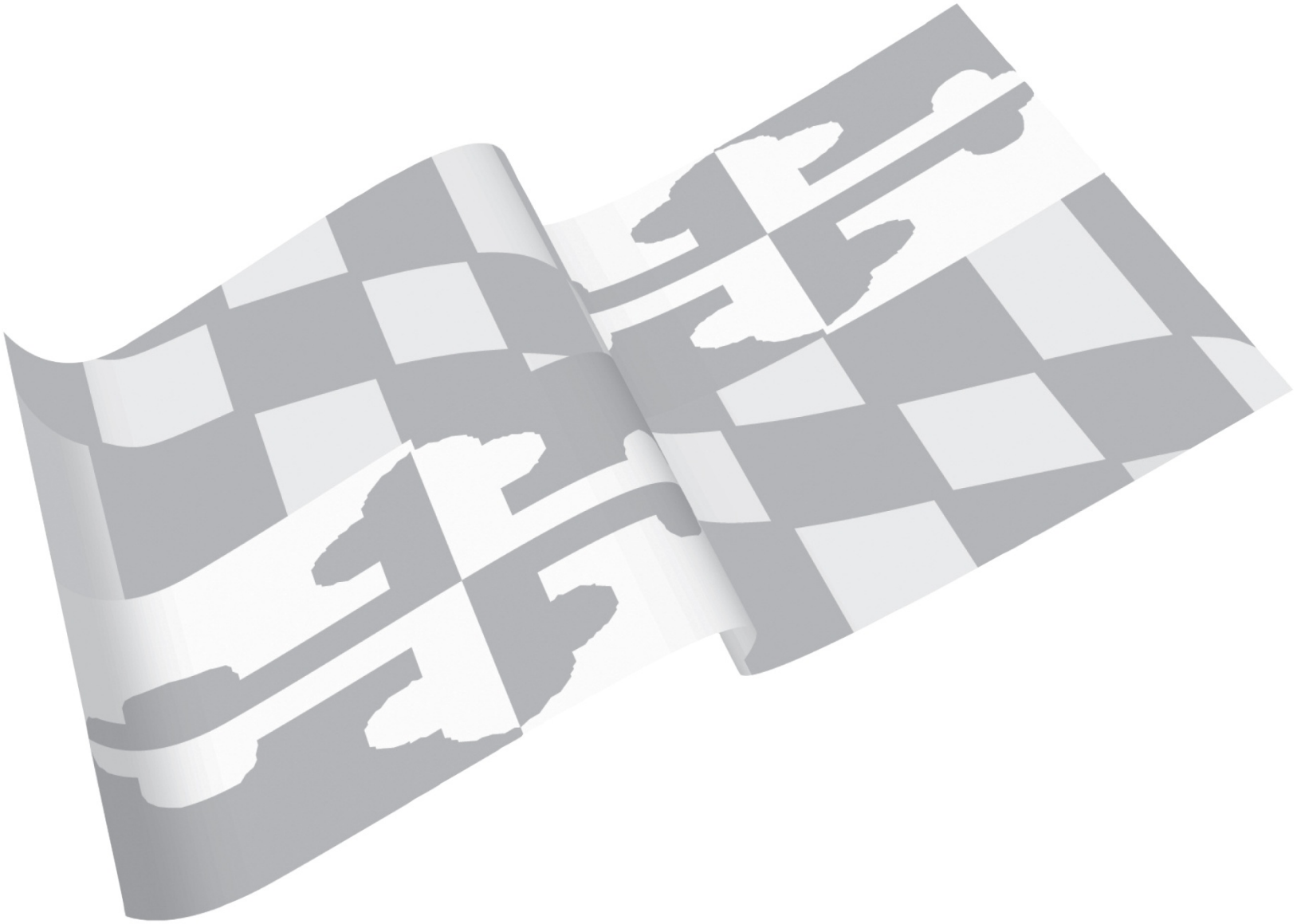
PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Planning			
MAA2193	FIS Hall Reconfiguration	$ 354	Study Underway
MAAPRJ000167	Regional Air Passenger Survey	$ 250	Ongoing
MAAPRJ000310	Roadway & Curbside Capacity Analysis	$ 309	Planning Underway
Pre-Construction Project Env, Plan, Eng			
MAA1943	Pavement Management Plan - BWI/MTN	$ 4,437	Ongoing
MAA1959	BWI Aerial Photogrammetry & Airspace Analysis	$ 706	Ongoing
Real Estate Services			
MAA7018	Real Estate Property Services	$ 711	Ongoing
MAA7810	10-01 RPZ Property Acquisition	$ 1,701	Underway
MAAPRJ000163	Real Estate Services SV-20-006	$ 557	Underway
MAAPRJ000485	Real Estate Consulting Support SV-25-002	$ 1,250	-
Regional Aviation			
MAAPRJ000181	MD Aviation System Plan Update	$ 346	Underway
Roofs and Windows			
MAAPRJ000703	Roof at Ground Maintenance Complex (Bldg 117 and 118)	$ 232	Design Underway
Security			
MAA2345	MTN AOA Fence Upgrade	$ 2,147	Under Construction
MAAPRJ000374	Integrated Airport Security System (IASS) Replacement - Ph 1	$ 4,800	Underway
MAAPRJ000723	BWI Security Towers (Allied Security)	$ 235	-
Taxiway F			
MAAPRJ000443	Taxiway F Relocation - Phase 2 (Wetland)	$ 0	Design Underway

MINOR PROJECTS PROGRAM

(Dollars in Thousands)

MARYLAND AVIATION ADMINISTRATION - LINE 33

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Tenant Facilities			
MAA7500	Terminal Leasehold Modifications	$ 2,624	Ongoing
MAAPRJ000724	Cargo Building 107 (Concession Delivery Distribution Center)	$ 500	-
MAAPRJ000751	Concession Redevelopment Consultant Support	$ 300	-
Terminal Facilities			
MAAPRJ000279	Checkpoint D/E Expansion	$ 7,996	Design Underway
MAAPRJ000480	Landside Trash Compactor	$ 73	Design Underway
MAAPRJ000517	Concourse B Roof Replacement	$ -	Design Underway
MAAPRJ000697	BWI Roadway Canopy Fire Damage Repair	$ 1,134	Design Underway
Vehicles and Equipment			
MAA2053	Operating Vehicles	$ 6,603	Ongoing
MAA2198	BWI Mobile Stairs and Medical Lift	$ 1,185	Underway
MAAPRJ000228	BWI Equip Replacement FY 2023	$ 1,920	Underway
MAAPRJ000229	MTN Equip Replacement FY 2023	$ 632	Underway
MAAPRJ000725	MDTA Police Vehicles	$ 6,016	-



MDOT MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND PORT ADMINISTRATION

MARYLAND PORT ADMINISTRATION
CAPITAL PROGRAM SUMMARY
($ MILLIONS)

	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	SIX - YEAR TOTAL
Major Construction Program	**400.1**	**270.5**	**157.8**	**61.5**	**81.0**	**80.5**	**1,051.4**
System Preservation	161.9	235.3	152.6	54.9	72.9	67.0	744.6
Expansion/Efficiency	223.6	9.4	-	-	-	-	233.0
Environment	14.6	25.8	5.2	6.5	8.1	13.6	73.7
Major Development & Evaluation Program	**50.0**	**72.3**	**80.0**	**41.3**	**45.2**	**47.0**	**335.8**
System Preservation	3.4	19.5	27.0	11.3	45.2	46.9	153.2
Expansion/Efficiency	5.0	-	-	-	-	-	5.0
Safety & Security	0.0	-	-	0.0	0.1	0.1	0.1
Environment	41.6	52.8	53.0	30.0	-	-	177.5
Minor Program	**24.3**	**20.0**	**18.0**	**29.6**	**39.0**	**32.8**	**163.7**
System Preservation	18.1	17.1	15.2	27.1	24.9	24.7	127.2
Expansion/Efficiency	0.0	-	-	-	-	-	0.0
Safety & Security	3.1	0.7	0.5	0.6	0.5	0.5	5.8
Environment	1.6	1.0	0.9	1.0	10.3	5.2	19.8
Administration	1.5	1.3	1.4	1.0	3.3	2.4	10.9
Capital Salaries, Wages & Other Costs	**7.5**	**6.6**	**6.4**	**7.7**	**10.1**	**9.0**	**47.3**
TOTAL	**482.0**	**369.4**	**262.2**	**140.1**	**175.3**	**169.3**	**1,598.2**
Special Funds	289.4	277.9	196.2	106.5	175.3	169.3	1,214.4
Federal Funds	97.2	73.9	57.9	29.4	-	-	258.5
Other Funds	95.4	17.6	8.0	4.3	-	-	125.3
Special Funds Breakdown							
General Funds	6.9	-	-	-	-	-	6.9
Transportation Trust Funds	245.7	262.2	183.9	97.6	168.9	168.0	1,126.2
Reimbursement Funds	36.8	15.7	12.3	8.9	6.3	1.3	81.3
SPECIAL FUNDS TOTAL	**289.4**	**277.9**	**196.2**	**106.5**	**175.3**	**169.3**	**1,214.4**
Other Funds Breakdown							
GO Bonds	31.5	-	-	-	-	-	31.5
Other (Not GO Bonds)	63.9	17.6	8.0	4.3	-	-	93.8
OTHER FUNDS TOTAL	**95.4**	**17.6**	**8.0**	**4.3**	**-**	**-**	**125.3**

PROJECT: Howard Street Tunnel Project

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

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

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

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

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

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

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

STATUS: This project is currently under construction with a target completion date in 2027. Double-stack service started in October 2024 on a temporary route to/from the north of the Port of Baltimore. The permanent, shorter route through the tunnel is expected to open in Mid-2026.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: Overall costs decreased $48M as CSX accelerated construction with the temporary closure of the Howard Street Tunnel. Cash flows were reallocated to accelerate construction.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,680	2,588	0	0	92	0	0	0	0	92	0
Engineering	29,144	29,144	3,591	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	486,286	255,439	179,651	222,152	8,695	0	0	0	0	230,847	0
Total	**518,110**	**287,171**	**183,242**	**222,152**	**8,787**	**0**	**0**	**0**	**0**	**230,939**	**0**
Federal-Aid	125,000	84,970	58,869	37,385	2,645	0	0	0	0	40,030	0
Special	187,845	76,018	52,217	105,735	6,093	0	0	0	0	111,827	0
Other	205,265	126,183	72,156	79,032	50	0	0	0	0	79,082	0

PROJECT: Reduced Emission Locomotives for CSX Curtis Bay Yard

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

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

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

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

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

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

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

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

STATUS: MDOT and FRA are finalizing the grant agreement.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	23,169	0	0	5,797	17,371	0	0	0	0	23,169	0
Total	**23,169**	**0**	**0**	**5,797**	**17,371**	**0**	**0**	**0**	**0**	**23,169**	**0**
Federal-Aid	11,584	0	0	2,899	8,686	0	0	0	0	11,584	0
Special	0	0		0	0	0	0	0	0	0	0
Other	11,584	0	0	2,899	8,686	0	0	0	0	11,584	0

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: Funding was moved FY 2025 into FY 2026 as MDOT and FRA are working on a final grant agreement.

PROJECT: Hart-Miller Island Related Projects

DESCRIPTION: Hart-Miller Island is a 1,140-acre island located in Baltimore County that was formerly used for placement of dredged material from the shipping channels for the Port of Baltimore. The site operated from 1984 and ceased accepting dredged material in 2009. The southern portion, South Cell, of the site is open for passive recreation, 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
- [X] Serve Communities and Support the Economy
- [X] Promote Environmental Stewardship

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

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

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

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

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	107,571	93,871	2,484	2,200	2,200	2,200	2,200	2,200	2,700	13,700	0
Total	**107,571**	**93,871**	**2,484**	**2,200**	**2,200**	**2,200**	**2,200**	**2,200**	**2,700**	**13,700**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	107,571	93,871	2,484	2,200	2,200	2,200	2,200	2,200	2,700	13,700	0
Other	0	0	0	0	0	0	0	0	0	0	0

5002, 5004

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: Overall costs went up by $2.8M as $2.7M was added in FY2031 and extra costs were incurred in FY 2025 for the landbase pier and personnel pier replacements.

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

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

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

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

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

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

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

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

STATUS: Dike raising to +60 feet began in 2021 and was substantially completed in 2024; dredged material placement is planned to continue during the expansion project. Planning and design for the next phase of dike raising to +80 feet began in 2025.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: Cash flows were realigned based on updated project schedules for the +60 dike raising phase of construction. Overall costs increased by $23.2M because engineering and construction costs have been added for the next phase of the project to raise the dikes to +80 feet.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	765	765	0	0	0	0	0	0	0	0	0
Engineering	9,375	6,850	0	0	1,352	1,173	0	0	0	2,525	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	227,727	168,376	6,569	14,869	3,216	3,266	3,000	17,500	17,500	59,350	0
Total	**238,878**	**177,002**	**6,569**	**14,869**	**4,567**	**4,439**	**3,000**	**17,500**	**17,500**	**61,875**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	238,878	177,002	6,569	14,869	4,567	4,439	3,000	17,500	17,500	61,875	0
Other	0	0	0	0	0	0	0	0	0	0	0

5305, 5308, 5309

PROJECT: Masonville Dredged Material Containment Facility Expansion and Related Projects

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

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
- [X] Deliver System Quality
- [X] 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

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

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

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

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: Costs increased $6.7M, primarily due to $4.8M added in FY 2031 to cover operation & maintenance costs.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	877	282	20	596	0	0	0	0	0	596	0
Engineering	1,011	269	50	743	0	0	0	0	0	743	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	356,207	289,667	20,179	10,860	23,365	18,916	4,300	4,300	4,800	66,541	0
Total	**358,235**	**290,217**	**20,249**	**12,338**	**23,365**	**18,916**	**4,300**	**4,300**	**4,800**	**68,019**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	358,235	290,217	20,249	12,338	23,365	18,916	4,300	4,300	4,800	68,019	0
Other	0	0	0	0	0	0	0	0	0	0	0

5232, 5235, 5237, 000222

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

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

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

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

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

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

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

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

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

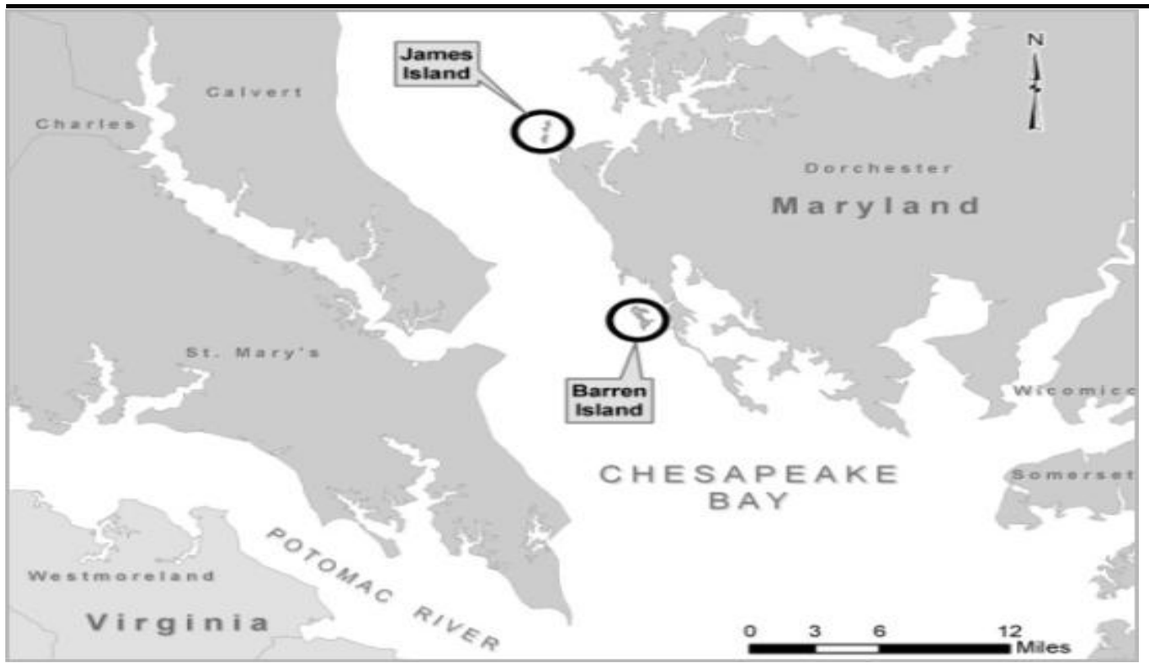
STATUS: The Paul S. Sarbanes Ecosystem Project at Poplar Island continues to accept dredged material placement.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	19,561	16,302	791	659	500	500	500	500	600	3,259	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	209,934	164,434	6,800	7,500	7,275	7,500	6,225	7,500	9,500	45,500	0
Total	**229,495**	**180,736**	**7,591**	**8,159**	**7,775**	**8,000**	**6,725**	**8,000**	**10,100**	**48,759**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	229,495	180,736	7,591	8,159	7,775	8,000	6,725	8,000	10,100	48,759	0
Other	0	0	0	0	0	0	0	0	0	0	0

5101, 5103, 5105, 5402

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: $10.1M in funding was added in FY 2031 to cover ongoing design and construction costs. Overall, estimated costs increased by $10.5M.



PROJECT: Mid-Chesapeake Bay Island Ecosystem Restoration Project

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

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

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

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

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

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

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

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

STATUS: Construction continues on Barren Island. Construction is anticipated to start on James Island in late summer 2026. MDOT is able to advance this project to start construction on James Island because of the funding provided by the Governor and Legislature in the last session.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: Costs increased by $16.5M due to funding being added to FY 2031.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,443	5,443	72	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	367,908	83,272	61,450	10,948	146,443	84,960	11,285	14,500	16,500	284,636	0
Total	**373,351**	**88,715**	**61,522**	**10,948**	**146,443**	**84,960**	**11,285**	**14,500**	**16,500**	**284,636**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	373,351	88,715	61,522	10,948	146,443	84,960	11,285	14,500	16,500	284,636	0
Other	0	0	0	0	0	0	0	0	0	0	0

5231

PROJECT: Innovative Reuse and Beneficial Use of Dredged Material

DESCRIPTION: MPA continues to implement the Innovative Reuse and Beneficial Use Strategy to advance the reuse of dredged material from channels serving the Port of Baltimore into sustainable and resourceful applications while reclaiming capacity at containment facilities to ensure the long-term maintenance of the 50-ft navigation channel system.

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

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

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

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

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

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

STATUS: MPA has started to develop the Cox Creek Sediment Technology and Reuse (STAR) site to continue the advancement of the innovative reuse of dredged material. MPA has awarded contracts to nine companies to test the feasibility of using material dredged from Baltimore's channels for other applications.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: Overall estimated project costs increased by $5.0M, mainly due to $5.5M added to FY 2031.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	6,457	3,657	150	500	500	500	300	500	500	2,800	0
Engineering	0	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	28,310	6,838	2,375	4,161	2,215	2,056	4,015	4,015	5,010	21,472	0
Total	**34,767**	**10,495**	**2,525**	**4,661**	**2,715**	**2,556**	**4,315**	**4,515**	**5,510**	**24,272**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	34,767	10,495	2,525	4,661	2,715	2,556	4,315	4,515	5,510	24,272	0
Other	0	0	0	0	0	0	0	0	0	0	0

5005, 5007, 5241, 000181, 000182, 000311

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

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

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

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

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

EXPLANATION: The project will provide for environmental remediation of the property to support MPA's Innovative Reuse program that provides enhanced dredge placement capacity.

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

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

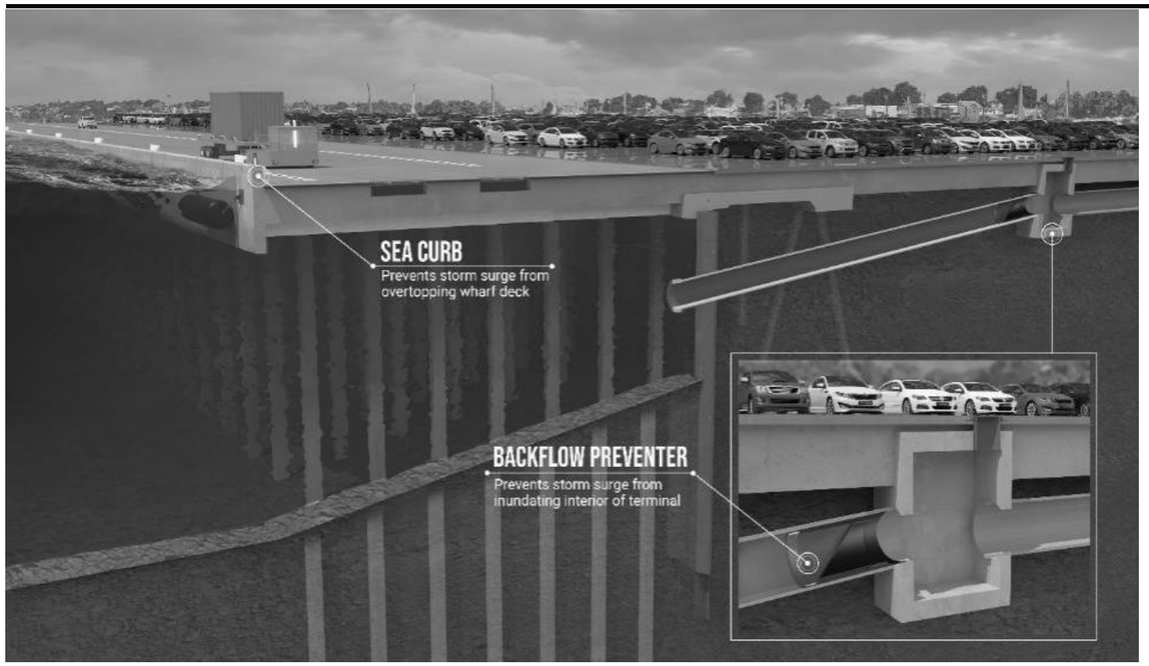
STATUS: MPA acquired the STAR site property in FY 2023 and remediation efforts are ongoing.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	476	476	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	74,524	6,074	2,430	10,330	18,100	18,140	13,500	6,330	1,310	67,710	740
Total	**75,000**	**6,550**	**2,430**	**10,330**	**18,100**	**18,140**	**13,500**	**6,330**	**1,310**	**67,710**	**740**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	74,524	6,074	2,430	10,330	18,100	18,140	13,500	6,330	1,310	67,710	740
Other	476	476	0	0	0	0	0	0	0	0	0

5311

SIGNIFICANT CHANGE FROM FY 2025 - 30 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. MPA is using a $10 million FY20 Better Utilizing Investments to Leverage Development (BUILD) grant and $41.3 million in Promoting Resilient Operations for Transformative, Efficient, Cost-saving Transportation (PROTECT) Federal Formula funding that is coming from SHA.

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

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

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

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

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

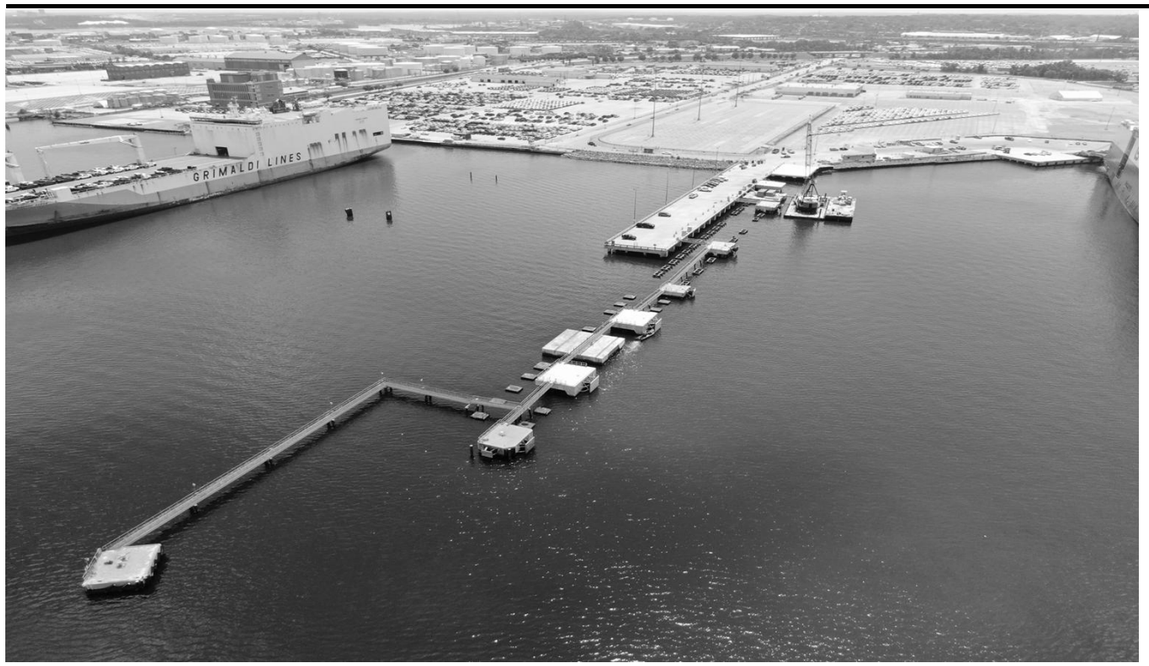
- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: MPA began construction on the project in March 2025.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	71,452	22,556	22,556	44,595	4,300	0	0	0	0	48,896	0
Total	**71,452**	**22,556**	**22,556**	**44,595**	**4,300**	**0**	**0**	**0**	**0**	**48,896**	**0**
Federal-Aid	10,000	3,255	3,255	6,119	626	0	0	0	0	6,745	0
Special	61,452	19,301	19,301	38,476	3,674	0	0	0	0	42,151	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.



PROJECT: Fairfield Marine Terminal Pier 4 Reconstruction

DESCRIPTION: The project will reconstruct Pier 4 at Fairfield Marine Terminal which was removed from service in 2020 due to structural deterioration.

PURPOSE & NEED SUMMARY STATEMENT: The Port of Baltimore is the Nation's leading automobile port. Fairfield Marine Terminal is MPA's dedicated automobile terminal. Pier 4 was taken out of service in 2020, leaving only one available pier for the Roll-On/Roll-Off (Ro/Ro) carriers to berth. This has the potential to create bottlenecks and increase costs as Ro/Ro vessels have to wait at anchor for the only existing berth to open.

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

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

EXPLANATION: The reconstruction of Pier 4 will allow MPA to offer two piers for Ro/Ro carriers to berth and eliminate potential delays in loading and unloading cargo.

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

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

STATUS: Construction underway and is expected to be completed by September 2025.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,120	2,120	342	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	17,550	16,150	5,438	1,400	0	0	0	0	0	1,400	0
Total	**19,670**	**18,270**	**5,780**	**1,400**	**0**	**0**	**0**	**0**	**0**	**1,400**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	19,670	18,270	5,780	1,400	0	0	0	0	0	1,400	0
Other	0	0	0	0	0	0	0	0	0	0	0

193

PROJECT: Dundalk Marine Terminal Electrification

DESCRIPTION: Upgrading power system into Dundalk Marine Terminal for electric vehicles and shore to ship power. This is a terminal-wide approach needed to correct all deficiencies. Installation of a resilient power system and monitoring equipment. Improvements to electrical conduit systems for durability and reliability. Installation of electric vehicle charging stations to accommodate the increased use of electric personal vehicles and equipment. Provide provisions for shore to ship power.

PURPOSE & NEED SUMMARY STATEMENT: The Maryland Port Administration has renewed and expanded a voluntary Memorandum of Understanding with the Maryland Department of the Environment and Maryland Energy Administration to strengthen environmental initiatives at the marine terminals. The agreement calls for a continued committed effort to reduce diesel and greenhouse gas emissions and increase energy efficiency at the Port.

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

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

EXPLANATION: Dundalk Marine Terminal's electrical system will need to be upgraded to handle future power requirements that will be necessary as MPA and its tenants de-carbonize their operations.

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

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

STATUS: Electrical System inspection is underway with repairs being made as necessary. MDOT is able to advance this project to the construction phase because of the funding provided by the Governor and Legislature in the last session.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: Overall costs decreased by $3M as funds were reprogrammed to other areas of need.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,050	325	325	225	500	200	400	200	200	1,725	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	1,118	1,118	0	0	0	0	0	0	0	0	0
Construction	19,858	9,103	0	2,255	1,500	1,000	2,000	2,000	2,000	10,755	0
Total	**23,026**	**10,547**	**325**	**2,480**	**2,000**	**1,200**	**2,400**	**2,200**	**2,200**	**12,480**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	23,026	10,547	325	2,480	2,000	1,200	2,400	2,200	2,200	12,480	0
Other	0	0	0	0	0	0	0	0	0	0	0

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:

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

EXPLANATION: The stormwater management program at Fairfield / Masonville Marine terminals is required before any further development can be performed on these sites. In addition, Phase I is required to address surface runoff from the Masonville Dredged Material Containment Facility.

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

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

STATUS: Construction estimated to begin FY 2026.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	4,300	0	0	1,500	2,550	250	0	0	0	4,300	0
Total	**4,300**	**0**	**0**	**1,500**	**2,550**	**250**	**0**	**0**	**0**	**4,300**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	4,300	0	0	1,500	2,550	250	0	0	0	4,300	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: Funds were realigned as the construction start date was pushed back.

2714, 000273

PROJECT: South Locust Point Cruise Maryland Terminal

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

PURPOSE & NEED SUMMARY STATEMENT: Cruise lines make decisions on what ports to call based on surveys of their passengers and the MPA must continue to maintain the Cruise Maryland Terminal. It is necessary to enhance the cruise experience and ensure customers continue to want to cruise out of Baltimore.

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

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

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

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

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

STATUS: MDOT is able to advance this project to construction phase because of funding provided by the Governor and Legislature in the last session. Construction for the new HVAC system and ceiling upgrades are scheduled to start in FY 2026.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: Overall costs increased by $19M for the replacement of the passenger boarding bridge.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	260	260	260	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	22,986	1,486	0	1,500	1,000	0	0	9,000	10,000	21,500	0
Total	**23,246**	**1,746**	**260**	**1,500**	**1,000**	**0**	**0**	**9,000**	**10,000**	**21,500**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	23,246	1,746	260	1,500	1,000	0	0	9,000	10,000	21,500	0
Other	0	0	0	0	0	0	0	0	0	0	0

1638,1655, 000239, 000384

PROJECT: World Trade Center

DESCRIPTION: Updating Projects include removing original electrical panels and replacing with modern electrical components, modernizing elevators by installing new motors and updating cab designs, and upgrading the air distribution system. Renovation projects include tenant and communal space modifications, lobby door upgrades, and window shades for thermal protection. Operations include on-going preliminary engineering to support capital expenditures and maintenance to accommodate day to day operations of building and staff.

PURPOSE & NEED SUMMARY STATEMENT: World Trade Center Baltimore is Baltimore's signature office building and the focal point of Maryland's world famous Inner Harbor. It is a 31-story pentagonal office tower built in 1977 with 296,139 rentable square feet located in a cluster of "Tier 1" buildings that house the region's most influential businesses. In order to remain competitive in this market, the building requires modernization and constant maintenance.

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

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

EXPLANATION: Ongoing maintenance and repair of the nearly 50-year-old building is required to ensure the World Trade Center remains safe and secure with modern, efficient facilities for all tenants and visitors.

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

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

STATUS: Preliminary Engineering is ongoing for various projects. Rehabilitation of the HVAC system is ongoing. Elevator modernization began FY 2025 and will be completed in FY 2026. Tenant renovations will continue in FY 2026.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,230	1,230	567	500	500	500	500	500	500	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	71,715	31,311	6,223	9,904	8,500	8,250	4,250	4,750	4,750	40,404	0
Total	**75,945**	**32,541**	**6,790**	**10,404**	**9,000**	**8,750**	**4,750**	**5,250**	**5,250**	**43,404**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	75,945	32,541	6,790	10,404	9,000	8,750	4,750	5,250	5,250	43,404	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: $32.5M was added to cover the cost a major renovation that will allow two existing tenants to expand. Also, these additional funds will cover the replacement of a chiller and rehabilitation of electrical switchgear.

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

PROJECT: Interconnector Bridge

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

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

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

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

EXPLANATION: The Interconnector Bridge allows cargo traffic to flow expeditiously between the two marine terminals without having to exit and re-enter the restricted terminal areas.

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

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

STATUS: Construction estimated to begin in November 2025.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	12,000	0	0	10,500	1,500	0	0	0	0	12,000	0
Total	**12,000**	**0**	**0**	**10,500**	**1,500**	**0**	**0**	**0**	**0**	**12,000**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	12,000	0	0	10,500	1,500	0	0	0	0	12,000	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: Funds were redistributed to reflect updated construction schedules.

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

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

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

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

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

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	926	699	28	33	33	31	31	50	50	228	0
Engineering	0	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	101,838	69,996	6,735	6,115	4,680	3,985	5,563	6,000	5,500	31,843	0
Total	**102,765**	**70,695**	**6,764**	**6,148**	**4,713**	**4,016**	**5,594**	**6,050**	**5,550**	**32,070**	**0**
Federal-Aid	15	15	0	0	0	0	0	0	0	0	0
Special	102,750	70,680	6,764	6,148	4,713	4,016	5,594	6,050	5,550	32,070	0
Other	0	0	0	0	0	0	0	0	0	0	0

1011, 1102, 1106, 1108, 9000

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: $11.4M was added to the program. Most of this increase can be attributed to adding $3.4M in FY 2029 and $5.6M in FY 2031.

PROJECT: Dredged Material Placement and Monitoring

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

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

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

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

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

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

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

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

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: The overall cost increased by $8.8 million because cash flows were adjusted, and funding was added to FY2031.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	55,409	36,600	3,101	3,144	3,075	3,095	3,070	3,050	3,375	18,809	0
Engineering	34,542	22,177	1,016	2,138	1,696	1,569	1,813	1,750	3,400	12,366	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	71,304	48,378	15,767	10,000	3,926	0	0	9,000	0	22,926	0
Total	**161,255**	**107,154**	**19,885**	**15,282**	**8,697**	**4,664**	**4,883**	**13,800**	**6,775**	**54,101**	**0**
Federal-Aid	34,551	20,625	8,000	10,000	3,926	0	0	0	0	13,926	0
Special	126,704	86,529	11,885	5,282	4,771	4,664	4,883	13,800	6,775	40,175	0
Other	0	0	0	0	0	0	0	0	0	0	0

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

PROJECT: Port of Baltimore Rail Capacity Modernization Project

DESCRIPTION: The Intermodal Container Transfer Facility (ICTF) sits adjacent to Seagirt Marine Terminal. The project will replace existing infrastructure with five new working rail tracks and adding infrastructure to support reduced or zero emission Rubber Tired Gantry cranes. The project is being supported by a Consolidated Rail Infrastructure and Safety Improvement (CRISI) grant from the Federal Railroad Administration along with private funding from Ports America Chesapeake.

PURPOSE & NEED SUMMARY STATEMENT: The project is needed to modernize the ICTF's rail yard infrastructure to support increased demand for double stacked trains of containerized cargo once the Howard Street Tunnel Project is completed in Mid-2026.

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

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

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

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

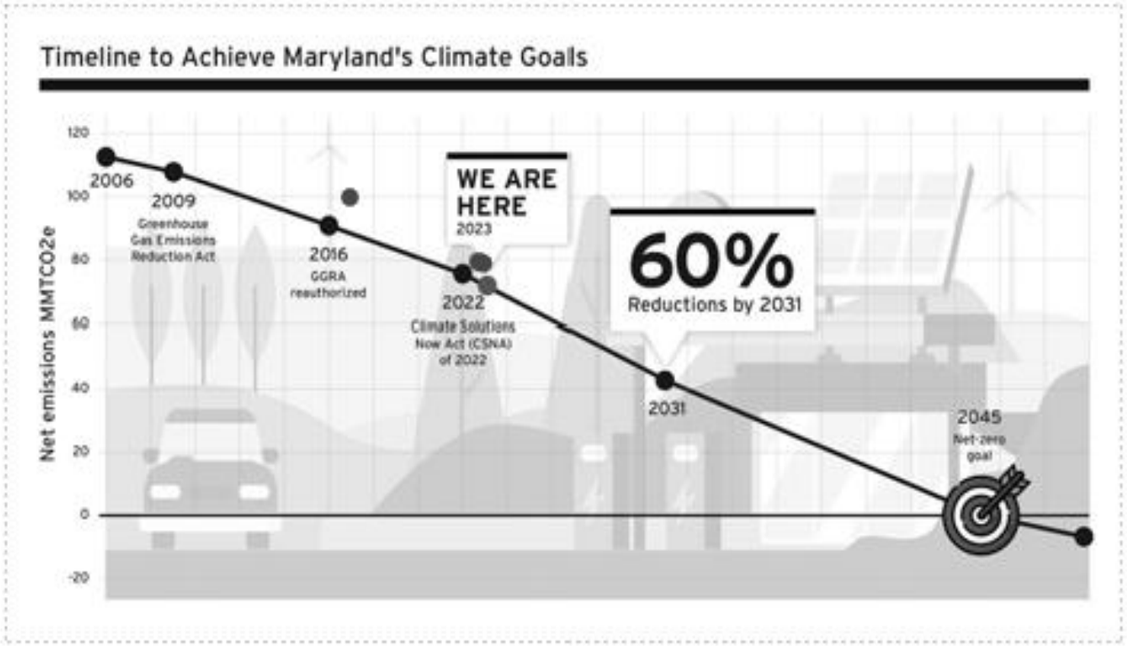
- [X] Project Inside PFA
- [ ] Project Outside PFA — [ ] Grandfathered; [ ] Exception Will Be Required; [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

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

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	22,400	0	0	16,170	6,230	0	0	0	0	22,400	0
Total	**22,400**	**0**	**0**	**16,170**	**6,230**	**0**	**0**	**0**	**0**	**22,400**	**0**
Federal-Aid	13,320	0	0	8,960	4,360	0	0	0	0	13,320	0
Special	0	0		0	0	0	0	0	0	0	0
Other	9,080	0	0	7,210	1,870	0	0	0	0	9,080	0



PROJECT: Climate Solutions Now Act and Related Projects

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

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

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

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

EXPLANATION: This project is to comply with the Climate Solutions Now Act 2022. This project will help MD improve air quality by electrifying the fleet and upgrading buildings to reduce energy consumption.

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

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

STATUS: MPA is currently replacing older diesel engines with cleaner diesel burning engines or with electric vehicles when possible. Design work has begun on the EPA Clean Port grant to bring the necessary power into Dundalk Marine Terminal and procuring electric forklifts.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: Overall project costs increased by $12.8M. This is mainly due to $11.3M being added to FY 2030 and FY 2031 to fund future Climate Solutions Now Act Initiatives.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	168,841	24,006	9,075	33,988	36,392	41,417	23,039	2,000	8,000	144,834	0
Engineering	3,197	402	377	714	714	714	653	0	0	2,795	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	54,145	8,780	1,697	8,069	16,887	11,786	7,374	250	1,000	45,365	0
Total	**226,183**	**33,189**	**11,150**	**42,770**	**53,992**	**53,916**	**31,065**	**2,250**	**9,000**	**192,994**	**0**
Federal-Aid	149,782	8,359	7,708	31,548	43,270	42,468	24,136	0	0	141,423	0
Special	49,132	23,154	1,766	4,974	3,728	3,400	2,626	2,250	9,000	25,978	0
Other	27,269	1,676	1,676	6,248	6,994	8,049	4,302	0	0	25,593	0

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

PROJECT: Seagirt Marine Terminal Modernization - Loop Channel Improvements

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

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

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

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

EXPLANATION: The Seagirt Loop Channel improvements were evaluated through an integrated feasibility study in partnership with the US Army Corps of Engineers to maximize Baltimore Harbor's contribution to national economic development, consistent with protecting the environment, by improving the existing navigation system's ability to safely and efficiently serve the forecasted vessel fleet.

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

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

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

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

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,730	1,421	452	309	0	0	0	0	0	309	0
Right-of-way	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**	**1,421**	**452**	**309**	**0**	**0**	**0**	**0**	**0**	**309**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	1,730	1,421	452	309	0	0	0	0	0	309	0
Other	0	0	0	0	0	0	0	0	0	0	0

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. This is a Project Labor Agreement candidate project.

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

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

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

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

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

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

STATUS: Preliminary Engineering and NEPA are underway for the 1st Phase of Berth 11 - 13 Reconstruction. MDOT is able to fund the 2nd Phase of construction because of the funding provided by the Governor and Legislature in the last session.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: $35M has been added to complete the funding for the 2nd phase of the DMT Berth 11-13 Reconstruction.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,066	1,798	400	568	500	0	0	100	100	1,268	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	111,510	0	0	0	17,010	25,750	8,750	30,000	30,000	111,510	(0)
Total	**114,576**	**1,798**	**400**	**568**	**17,510**	**25,750**	**8,750**	**30,100**	**30,100**	**112,778**	**(0)**
Federal-Aid	30,906	0	0	0	10,206	15,450	5,250	0	0	30,906	0
Special	83,670	1,798	400	568	7,304	10,300	3,500	30,100	30,100	81,872	(0)
Other	0	0	0	0	0	0	0	0	0	0	0

PROJECT: Dundalk Marine Terminal Berths 1 - 2

DESCRIPTION: The existing wharf for DMT Berths 1 & 2 is approximately 1,475 feet long, with a width of approximately 38 feet. Mooring dolphins and catwalks are present beyond the north end of the wharf. The existing structure is a combination of the original structure from circa 1929, and expansions and reconstructions of various vintages from 1960 to 2015. The pier is currently utilized by RO/RO vessels for the import of automobiles.

PURPOSE & NEED SUMMARY STATEMENT: This is the fourth and final phase of reconstructing DMT Berths 1-6. This area of DMT is the most active for vessel berthing for the loading and unloading of automobiles. The Port of Baltimore is the largest port in the USA for the handling of automobiles because of its close proximity to East Coast and Midwest markets and the ability to handle many RO/RO ships at one time.

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

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

EXPLANATION: Dundalk Marine Terminal (DMT) Berths 1 and 2 handle automobile and RO/RO cargo that would not be cost effective to handle at other DMT berths. If these berths are not reconstructed, the berths are in jeopardy of being taken out of service.

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

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

STATUS: Engineering was paused until FY30 as MPA is focusing efforts on other berths at Dundalk Marine Terminal.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,394	1,194	25	0	0	0	0	100	100	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	0	0	0	0	0	0	0	0	0	0	0
Total	**1,394**	**1,194**	**25**	**0**	**0**	**0**	**0**	**100**	**100**	**200**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	1,394	1,194	25	0	0	0	0	100	100	200	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

8004

PROJECT: North Locust Point Marine Terminal Preservation Projects

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

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

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

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

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

SMART GROWTH STATUS:

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

STATUS: This project has been moved back to the Primary Development and Evaluation phase previous construction phases have been completed. Current design funds programmed are for the NLP Pier 3 demolition and NLP waterline replacement.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	308	88	25	20	0	0	0	100	100	220	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	2,346	2,346	0	0	0	0	0	0	0	0	0
Total	**2,654**	**2,434**	**25**	**20**	**0**	**0**	**0**	**100**	**100**	**220**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	2,654	2,434	25	20	0	0	0	100	100	220	0
Other	0	0	0	0	0	0	0	0	0	0	0

1659, 000204, 000265, 000290

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:**

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

EXPLANATION: The site would allow MPA to expand cargo storage capabilities near Dundalk Marine Terminal.

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

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

STATUS: MPA has an agreement to acquire the property and is waiting on the owner to complete the required remediation.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	79	79	60	0	0	0	0	0	0	0	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	**5,079**	**79**	**60**	**5,000**	**0**	**0**	**0**	**0**	**0**	**5,000**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	5,079	79	60	5,000	0	0	0	0	0	5,000	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: Funding was moved from FY 2025 into FY 2026 as MPA is waiting on the owner to complete the required remediation.

000207, 000294

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND PORT ADMINISTRATION - LINE 26

PROJECT ID	PROJECT NAME		TOTAL PROGRAMMED COST	STATUS
Agency Wide Building Repairs				
MPA1854	Agency Wide Facility Improvements	$	35,011	Ongoing
MPAPRJ000305	Fire Protection Systems Replacement	$	3,600	FY 2027
MPAPRJ000382	Agency Wide Facilities A&E	$	3,550	Underway
Comprehensive Paving Program				
MPA1706	Agency Wide Comprehensive Paving XI	$	14,329	Ongoing
MPA1842	Agency Wide Paving Repairs	$	15,681	Ongoing
Environment				
MPA1400	Environmental Remediation	$	1,260	Ongoing
MPA1707	Hawkins Point O&M	$	18,111	Ongoing
MPAPRJ000315	COASTAL RESILIENCY & ADAPTATION PLAN (BRIC Grant)	$	200	Ongoing
MPAPRJ000385	TMDL Remediation Projects	$	13,200	FY 2030
MPAPRJ000386	Tree Planting (Atlantic Conservation Coalition Grant)	$	1,000	FY 2026
Harbor Development - Dredge Material Management				
MPAPRJ000332	Climate Challenge Reimbursement Grant	$	364	Ongoing
Harbor Development - General				
MPA5208	Oyster Reseeding Program	$	45,412	Ongoing
MPA5217	Environmental Studies - MERC	$	10,307	Ongoing
MPA5221	Chesapeake Bay PORTS System	$	9,664	Ongoing
MPA5224	Economic Studies - UMCES	$	5,230	Ongoing
Information Systems Division				
MPA3124	CTIPP Equipment	$	6,390	Ongoing
MPA3215	IT Database Infrastructure Implementation Support	$	2,278	Ongoing
MPAPRJ000186	Enhance Cybersecurity-Portwide Wireless Links - Replace Legacy Wireless Links	$	803	Completed

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

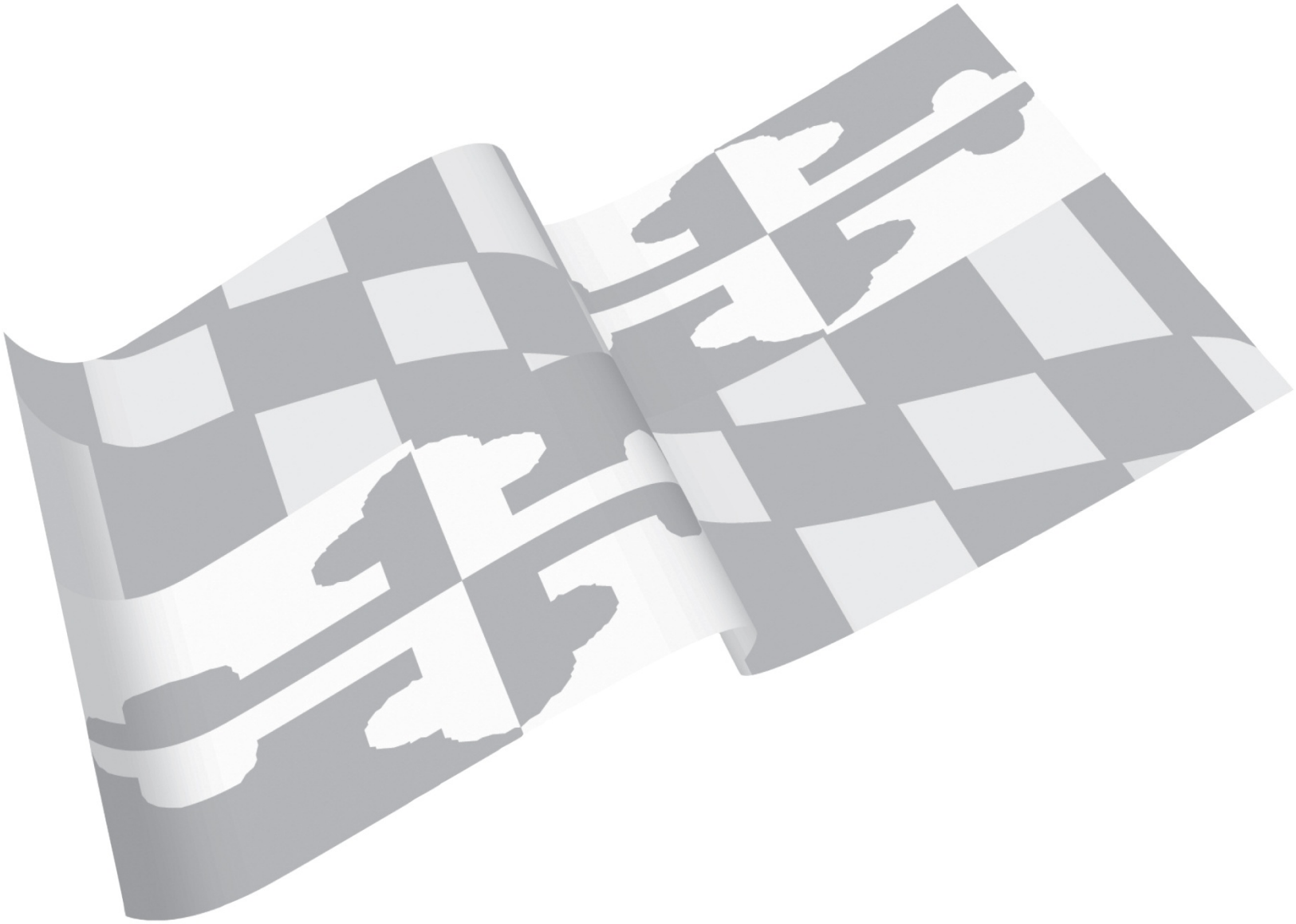
MARYLAND PORT ADMINISTRATION - LINE 26

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Information Systems Division			
MPAPRJ000208	Deployment of CCTV Field Distribution Box (FDB) Protection Mechanisms: Phase 1	$ 50	Ongoing
MPAPRJ000209	WTC ACS- Replacement - Genetec	$ 390	Completed
MPAPRJ000213	Improve MDOT MPA Access Security Control System Phase 2 (2021 PSGP)	$ 498	Ongoing
MPAPRJ000217	2021 PSGP Submission: Cyber Auto Rem Phase II	$ 530	Ongoing
MPAPRJ000219	2021 PSGP Submission: Cybersecurity Enhancement of Unified Security Platform	$ 572	Ongoing
MPAPRJ000242	CCTV maintenance	$ 641	Ongoing
MPAPRJ000293	OIT Systems Engineer Resource	$ 828	Ongoing
MPAPRJ000307	Application Software Cybersecurity A & R (PSGP22)	$ 450	Ongoing
MPAPRJ000329	Resource for Grant Management System	$ 242	Completed
MPAPRJ000375	Implement Enhanced Cybersecurity Resilience for Critical Services	$ 653	Underway
MPAPRJ000383	IT Holding-MPA	$ 1,226	FY 2030
Landside - Security Enhancements			
MPA1941	Wave Camera System Replacement	$ 356	Completed
MPAPRJ000281	One Stop Security Processing at DMT Truck Plaza	$ 1,438	Under Construction
Landside Facility and Capital Equipment			
MPA3038	Sprinkler Repairs	$ 3,247	Ongoing
MPA3106	Railroad Inspection and Construction	$ 12,494	Ongoing
MPA3233	Vehicles and Light Trucks (DA-8 eligible)	$ 4,431	Ongoing
MPAPRJ000387	MDTA Police Take-Home Vehicles	$ 2,000	FY 2026
Landside Major Projects			
MPAPRJ000272	DMT Waterline Rehabilitation Program	$ 13,980	Design Underway
MPAPRJ000371	DMT MAT Trailers	$ 814	Ongoing

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND PORT ADMINISTRATION - LINE 26

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Landside Studies and Open Ended Contracts			
MPA1211	Portwide Engineering and Design - Balance	$ 6,196	FY 2029
MPA1281	Construction Management & Inspection	$ 14,320	Ongoing
MPA1286	Portwide Engineering and Design Contracts	$ 41,826	Ongoing
MPAAWC000188	MPA Diving Services	$ 350	Ongoing
MPAAWC000308	CATS/GIS - JMT	$ 3,272	Ongoing
MPAAWC000309	CATS/GIS - KCI	$ 3,207	Ongoing
MPAPRJ000223	Waterfront Structure Inspections	$ 5,824	Ongoing
MPAPRJ000238	Agency Wide Structures Engineering	$ 5,271	Ongoing
Landside System Preservation			
MPAPRJ000291	DMT Shed 201B Roof Replacement	$ 191	Completed
Planning and Finance			
MPA3501	Open Ended Planning Studies JM	$ 2,522	Ongoing
Waterfront Structures Program			
MPA1730	Agency Wide Waterfront Structure Repair	$ 35,000	Ongoing
MPA1865	Agency Wide Substructure Repair	$ 11,899	Completed

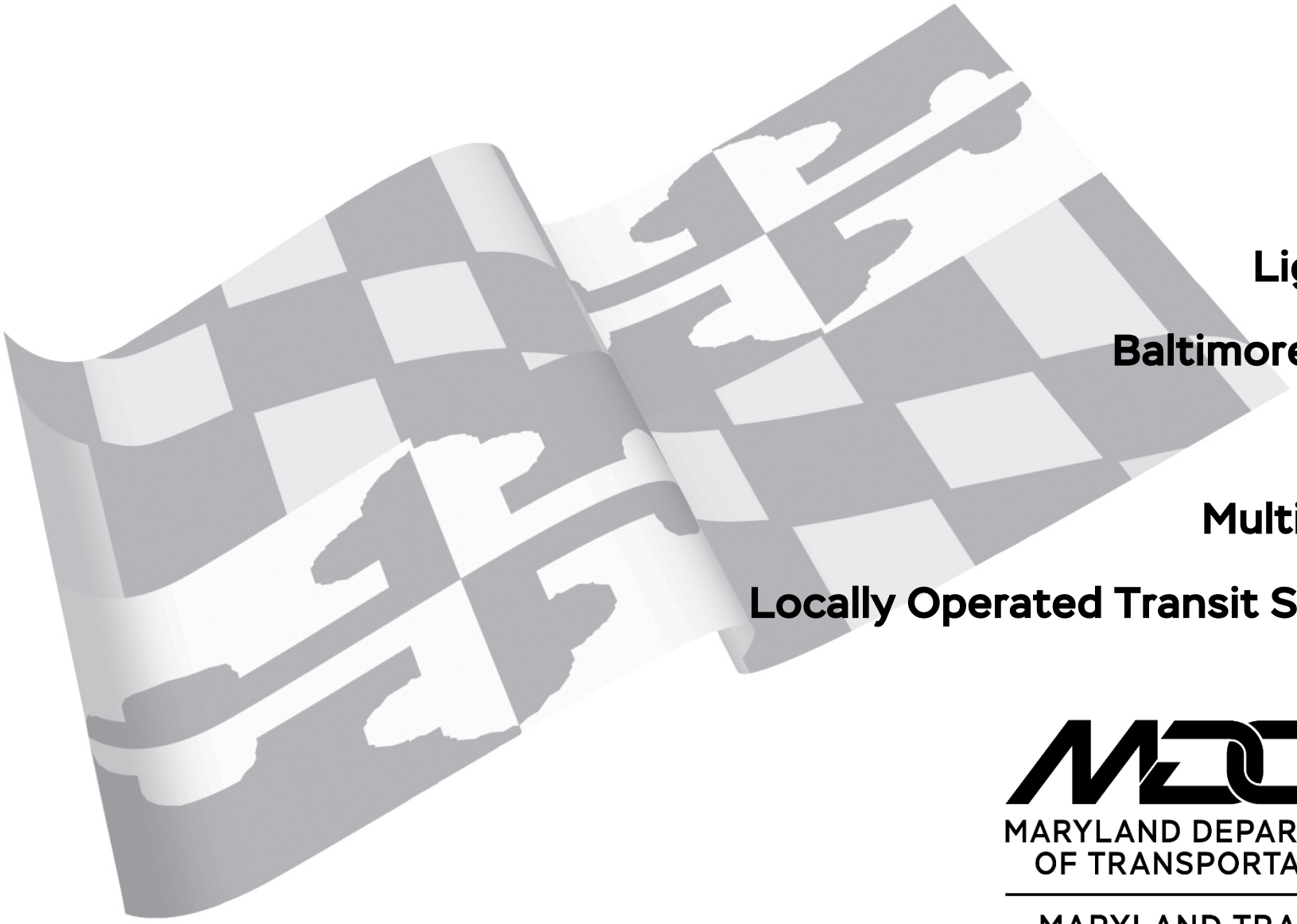


MDOT MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION

MARYLAND TRANSIT ADMINISTRATION
CAPITAL PROGRAM SUMMARY
($ MILLIONS)

	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	SIX - YEAR TOTAL
Major Construction Program	**481.9**	**742.8**	**1,039.2**	**989.4**	**881.5**	**618.6**	**4,753.4**
System Preservation	269.3	384.5	631.3	663.4	596.5	347.9	2,892.9
Expansion/Efficiency	165.0	250.8	316.7	245.7	204.1	188.0	1,370.3
Safety & Security	3.8	15.5	0.1	-	-	-	19.4
Local Funding	40.8	38.8	37.0	30.0	30.9	31.5	209.1
Environment	1.2	50.5	50.2	50.0	50.0	51.2	253.1
Administration	1.7	2.6	4.0	0.2	0.0	-	8.6
Major Development & Evaluation Program	**82.9**	**74.2**	**6.5**	**44.2**	**1.1**	**1.5**	**210.3**
Expansion/Efficiency	81.9	71.9	4.9	44.2	1.1	1.5	205.5
Safety & Security	0.8	1.9	0.6	0.0	0.0	-	3.3
Local Funding	0.1	0.3	1.0	-	-	-	1.5
Minor Program	**94.5**	**62.3**	**103.6**	**113.3**	**31.5**	**76.8**	**481.9**
System Preservation	66.5	39.2	73.9	91.2	29.8	62.4	362.9
Expansion/Efficiency	12.3	17.6	11.0	4.5	0.9	1.5	47.7
Safety & Security	7.0	4.6	7.2	4.7	-	3.4	26.8
Local Funding	0.1	-	-	-	-	-	0.1
Environment	3.6	0.1	10.7	11.9	-	6.8	33.0
Administration	5.1	0.9	0.9	1.1	0.8	2.8	11.5
Capital Salaries, Wages & Other Costs	**24.4**	**22.9**	**34.0**	**22.0**	**21.0**	**23.3**	**147.7**
TOTAL	**683.7**	**902.1**	**1,183.4**	**1,168.8**	**935.1**	**720.2**	**5,593.3**
Special Funds	347.0	461.3	618.1	566.2	490.2	438.5	2,921.3
Federal Funds	304.6	395.5	430.1	504.9	433.3	192.9	2,261.4
Other Funds	32.1	45.3	135.2	97.8	11.5	88.8	410.7
Special Funds Breakdown							
General Fund	18.0	62.5	-	-	-	-	80.5
Transportation Trust Fund	329.0	398.8	618.1	566.2	490.2	438.5	2,840.8
SPECIAL FUNDS TOTAL	**347.0**	**461.3**	**618.1**	**566.2**	**490.2**	**438.5**	**2,921.3**
Other Funds Breakdown							
GARVEE	-	21.0	127.1	95.3	11.1	88.8	343.3
Other (Not GARVEE)	32.1	24.3	8.1	2.5	0.4	0.0	67.4
OTHER FUNDS TOTAL	**32.1**	**45.3**	**135.2**	**97.8**	**11.5**	**88.8**	**410.7**



MARC

Freight

Light Rail

Baltimore Metro

Bus

Multi-Modal

Locally Operated Transit Systems

MDOT

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION

MDOT MTA CONSTRUCTION PROGRAM

PROJECT: MARC Maintenance, Layover, & Storage Facilities

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

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

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

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

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

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

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

STATUS: MARC Martin State Airport Improvements and MARC Riverside Upgrades projects anticipated to begin construction in FY 2026. MDOT is able to advance the MARC Riverside Wayside Power, Yard Air, and Environmental project to the construction phase because of the funding provided by the Governor and Legislature in the last session.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
Project funding allocation increased by $12.7M due to the addition of funding for the MARC Riverside Upgrades (Wayside Power, Yard Air, Environmental) project, as well as the addition of the MARC Martins Layover & Maintenance Facility Yard Electrification project to the program.

USAGE:
MARC annual ridership in FY 2025 exceeded 4.2 million.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	76	76	(0)	0	0	0	0	0	0	0	0
Engineering	19,892	8,852	918	1,256	5,328	4,455	0	0	0	11,039	0
Right-of-way	2,033	2,033	2	0	0	0	0	0	0	0	0
Utility	598	598	37	0	0	0	0	0	0	0	0
Construction	115,823	58,327	1,599	12,820	39,227	5,449	0	0	0	57,496	0
Total	**138,422**	**69,886**	**2,556**	**14,076**	**44,555**	**9,904**	**0**	**0**	**0**	**68,535**	**0**
Federal-Aid	105,883	54,956	3,897	10,506	33,413	7,008	0	0	0	50,927	0
Special	31,038	14,893	(1,379)	3,448	10,047	2,651	0	0	0	16,146	0
Other	1,500	38	38	122	1,095	246	0	0	0	1,462	0

1217, 1545, 1571, 1738, 1986, 2021, 2307, 2461

PROJECT: MARC Improvements on Penn Line

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

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

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

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

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

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

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

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

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,572	3,572	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	470,391	260,876	28,138	29,725	29,750	29,000	71,830	32,000	17,210	209,515	0
Total	**473,964**	**264,449**	**28,138**	**29,725**	**29,750**	**29,000**	**71,830**	**32,000**	**17,210**	**209,515**	**0**
Federal-Aid	369,722	203,471	22,495	23,049	23,178	23,200	57,456	25,600	13,768	166,251	0
Special	104,241	60,978	5,643	6,676	6,572	5,800	14,374	6,400	3,442	43,264	0
Other	0	0	0	0	0	0	0	0	0	0	0

0183, 1460, 1734, 2329

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
Project funding allocation increased by $25.7M due to the new program year (FY 2031) and the addition of the following projects: Track A Winans to Bridge Improvements and MARC Aberdeen Station ADA improvements.

USAGE:
MARC annual ridership in FY 2025 exceeded 4.2 million.

PROJECT: MARC Improvements on Camden and Brunswick Lines

DESCRIPTION: Ongoing improvement program to ensure safety and quality of service along the MARC Camden and Brunswick lines. Program is implemented through CSX construction agreements that are required in order to provide MARC service on CSX-owned rail corridors. CSX efforts include projects such as interlocking replacements and other track improvements.

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

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

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

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

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

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

STATUS: Construction for the installation of new switch panels at various locations to begin in FY 2026. MARC Silver Spring Turnback Facility feasibility study completed in FY 2025. MTA was awarded funding through the All Stations Accessibility Program (ASAP) for design improvements to the MARC College Park Station; concept design (15%) is underway.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
Project funding allocation increased by $7.1M due to the new program year (FY 2031) and miscellaneous adjustments. The following projects were removed from the PIF following completion: Greenbelt Switches, MARC Brunswick Line Master Plan Investments, Reconstruct Brunswick Turntable & Connecting Tracks. The MARC College Park Accessible Stations (ASAP) project was added to the PIF.

USAGE:
MARC annual ridership in FY 2025 exceeded 4.2 million.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	114	114	93	0	0	0	0	0	0	0	0
Engineering	6,956	2,224	13	1,553	1,679	1,250	250	0	0	4,732	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	181,901	130,750	5,283	13,057	10,771	6,109	9,214	6,000	6,000	51,150	0
Total	**188,989**	**133,107**	**5,389**	**14,610**	**12,449**	**7,359**	**9,464**	**6,000**	**6,000**	**55,882**	**0**
Federal-Aid	146,325	102,019	6,953	11,289	9,958	5,887	7,571	4,800	4,800	44,305	0
Special	42,664	31,087	(1,564)	3,321	2,491	1,472	1,893	1,200	1,200	11,577	0
Other	0	0	0	0	0	0	0	0	0	0	0

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

PROJECT: MARC Coaches - Overhauls and Replacement

DESCRIPTION: Minor overhaul of 63 MARC III coaches, the overhaul of MARC IV railcars and truck components, and the overhaul or replacement of 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:**

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

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

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

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

STATUS: Overhaul of 63 MARC III railcars is complete, with project closeout anticipated in FY 2026 following final project certifications, including safety-critical items. MDOT is able to advance the MARC IV Midlife Overhaul project to the design phase because of the funding provided by the Governor and Legislature in the last session.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
Project funding allocation increased by $23.2M due to the new program year (FY 2031) and miscellaneous adjustments. $1.0M in funding programmed in FY 2028 to repair MARC III 7845.

USAGE:
MARC annual ridership in FY 2025 exceeded 4.2 million.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,604	734	120	200	300	1,200	170	0	0	1,870	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	230,280	60,017	5,009	3,915	3,000	20,598	15,950	23,550	35,200	102,213	68,050
Total	**232,884**	**60,751**	**5,128**	**4,115**	**3,300**	**21,798**	**16,120**	**23,550**	**35,200**	**104,083**	**68,050**
Federal-Aid	135,880	48,421	5,046	2,978	2,640	19,665	15,176	18,840	28,160	87,459	0
Special	97,004	12,330	83	1,137	660	2,134	944	4,710	7,040	16,624	68,050
Other	0	0	0	0	0	0	0	0	0	0	0

1304, 1502, 1567, 1569, 2553

PROJECT: MARC Locomotives - Overhauls and Replacements

DESCRIPTION: Overhaul eight diesel SC-44 locomotives, overhaul six GP39H-2 diesel locomotives, complete mid-life overhaul for 26 MP36PH-3C diesel locomotives, develop specifications for new locomotive procurements, and replace six electric locomotives. Diesel locomotives are used interchangeably across all MARC lines, while electric locomotives are used only on the Penn line. This project will include the procurement of an electric locomotive power solution to allow for electric operations of the Penn Line when required by Amtrak on the NEC, after the completion of the Frederick 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:

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

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

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

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

STATUS: All 6 GP-39 locomotives have been overhauled and are complete. Specification development for 26 MP36PH-3C locomotives is complete and is awaiting advertisement. The overhaul of 8 SC-44 locomotives is scheduled to begin in FY 2026.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
The MARC Electric Locomotive Purchase project added to the PIF.

USAGE:
MARC annual ridership in FY 2025 exceeded 4.2 million.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	12,795	1,879	279	220	357	416	9,923	0	0	10,916	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	238,952	13,153	845	3,557	25,165	24,690	27,900	90,588	1,000	172,899	52,900
Total	**251,747**	**15,032**	**1,124**	**3,776**	**25,521**	**25,106**	**37,823**	**90,588**	**1,000**	**183,816**	**52,900**
Federal-Aid	153,882	10,740	788	3,182	20,536	20,275	33,770	64,260	800	142,822	320
Special	97,865	4,292	336	595	4,985	4,832	4,054	26,328	200	40,994	52,580
Other	0	0	0	0	0	0	0	0	0	0	0

1444, 1500, 1501, 1568, 2559

PROJECT: MARC Positive Train Control

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

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

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

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

EXPLANATION: Ensure the safe operation of MARC service.

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

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

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

STATUS: 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.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	652	630	282	22	0	0	0	0	0	22	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	42,491	33,156	287	4,092	3,228	0	1,008	1,008	0	9,336	0
Total	**43,143**	**33,785**	**569**	**4,114**	**3,228**	**0**	**1,008**	**1,008**	**0**	**9,358**	**0**
Federal-Aid	34,550	27,098	870	2,770	3,069	0	806	806	0	7,452	0
Special	8,593	6,687	(301)	1,344	158	0	202	202	0	1,906	0
Other	0	0	0	0	0	0	0	0	0	0	0

1380, 2453, 2454, 2455, 2456, 2457

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
None.

USAGE:
MARC annual ridership in FY 2025 exceeded 4.2 million.

PROJECT: MARC BWI Rail Station Upgrades and Repairs

DESCRIPTION: Structural improvements to the BWI Rail Station parking garages and improvements to the existing bus loop, storm water facility, and station including passenger-friendly amenities. The MARC BWI Station serves the Penn line.

PURPOSE & NEED SUMMARY STATEMENT: Repairs to both garages and upgrades to the existing infrastructure of the station are necessary to preserve the BWI Rail Station.

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

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

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

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

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

STATUS: Design efforts for concrete and asphalt bus loop pavement and storm water facilities at MARC BWI Station are complete. Construction anticipated to start in FY 2026. MDOT is able to advance this project to the construction phase because of the funding provided by the Governor and Legislature in the last session.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
None.

USAGE:
MARC annual ridership in FY 2025 exceeded 4.2 million.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	405	405	0	0	0	0	0	0	0	0	0
Engineering	1,819	1,819	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	8,629	7,287	137	916	425	0	0	0	0	1,341	0
Total	**10,853**	**9,511**	**137**	**916**	**425**	**0**	**0**	**0**	**0**	**1,341**	**0**
Federal-Aid	6,735	5,662	(147)	733	340	0	0	0	0	1,073	0
Special	4,117	3,849	283	183	85	0	0	0	0	268	0
Other	0	0	0	0	0	0	0	0	0	0	0

1209, 2059

PROJECT: MARC Odenton Station Renovation

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

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

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

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

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

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

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

STATUS: Design complete. Construction is anticipated to begin in FY 2026.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	524	514	119	10	0	0	0	0	0	10	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	2,097	40	40	1,457	600	0	0	0	0	2,057	0
Total	**2,621**	**554**	**159**	**1,467**	**600**	**0**	**0**	**0**	**0**	**2,067**	**0**
Federal-Aid	2,049	396	90	1,173	480	0	0	0	0	1,653	0
Special	572	158	69	294	120	0	0	0	0	414	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
None.

USAGE:
MARC annual ridership in FY 2025 exceeded 4.2 million.

1844

PROJECT: MARC Laurel Platform Replacement

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

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

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

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

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

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

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

STATUS: Construction was completed in FY 2025.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	3,440	3,440	1,001	0	0	0	0	0	0	0	0
Total	**3,440**	**3,440**	**1,001**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Federal-Aid	3,007	3,007	1,048	0	0	0	0	0	0	0	0
Special	433	433	(47)	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
None.

USAGE:
MARC annual ridership in FY 2025 exceeded 4.2 million.

1880

PROJECT: Freight Rail Program

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

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

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

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

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

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

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

STATUS: Bridge inspections are conducted annually, per FRA regulations. Grade crossings are inspected periodically to identify priorities for repair work. Other projects are identified according to conditions to support continued safe operation, preserve and maintain rights of way, and maintain safe conditions.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
Warner Street Highway Rail Grade Crossing removed from PIF and moved to Minor Program.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	11,817	9,605	811	1,057	830	325	0	0	0	2,212	0
Right-of-way	225	43	33	182	0	0	0	0	0	182	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	29,928	21,075	1,611	893	20	4,243	2,697	0	1,000	8,853	0
Total	**41,970**	**30,723**	**2,454**	**2,132**	**850**	**4,568**	**2,697**	**0**	**1,000**	**11,247**	**0**
Federal-Aid	2,500	2,500	(60)	0	0	0	0	0	0	0	0
Special	39,155	27,908	2,230	2,132	850	4,568	2,697	0	1,000	11,247	0
Other	315	315	285	0	0	0	0	0	0	0	0

USAGE:

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

PROJECT: Homeland Security

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

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

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

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

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

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

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

STATUS: FY 2021 Homeland Security grant activities were completed in FY 2025. FY 2022 Homeland Security grant activities are currently underway and include emergency drills & exercises, and threat & vulnerability assessments (TVAs).

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,292	1,803	447	203	286	0	0	0	0	489	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	13,996	7,567	223	0	6,428	0	0	0	0	6,428	0
Total	**16,288**	**9,370**	**670**	**203**	**6,715**	**0**	**0**	**0**	**0**	**6,917**	**0**
Federal-Aid	15,874	8,956	690	203	6,715	0	0	0	0	6,917	0
Special	414	414	(20)	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
None.

USAGE:

90708, 2010, 2236

PROJECT: Metro and Light Rail Maintenance of Way

DESCRIPTION: Provide annual maintenance to major systemwide rail infrastructure to keep vital guideway elements in a state of good repair. Such elements include but are not limited to aerial structures and stations, girders, motor operated switches, ballast, concrete and timber ties, trackwork. Also support emergency response services as well as program management along the roadway as well as at railyards.

PURPOSE & NEED SUMMARY STATEMENT: To ensure that all rail-related systems are maintained in a state of good repair while providing safe and reliable service to riders.

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

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

EXPLANATION: Continued maintenance of crucial railway elements is essential to reduce system failures and to improve safety and reliability.

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

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

STATUS: Various ongoing design and construction efforts as MTA continues to ensure railway elements are kept in a state of good repair. Ongoing procurement for next MOW contract.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	11,079	9,305	748	187	498	0	1,088	0	0	1,774	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	191,468	106,686	8,680	613	11,420	19,052	21,695	10,326	10,838	73,944	10,838
Total	**202,547**	**115,991**	**9,428**	**800**	**11,918**	**19,052**	**22,783**	**10,326**	**10,838**	**75,718**	**10,838**
Federal-Aid	28,965	13,262	2,079	462	1,365	0	5,205	0	8,670	15,703	0
Special	173,582	102,729	7,350	338	10,553	19,052	17,578	10,326	2,168	60,014	10,838
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: Project funding allocation increased by $1.9M due to the addition of Rail and Rail Weld Procurement, 3rd Party Materials Procurement, and Light Rail Grade Crossing Upgrade projects as well as miscellaneous adjustments.

USAGE:

0239, 1465, 1599, 1748, 1770, 1804, 1829, 1890, 2542, 2543, 2622

PROJECT: Light Rail Vehicle Overhaul

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

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

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

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

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

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

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

STATUS: All 52 of the vehicles undergoing the mid-life overhaul have been completed and returned to service with minor project activities and project close out anticipated in FY 2026. Ongoing minor overhauls are underway.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,544	3,154	0	267	623	0	1,500	0	0	2,390	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	223,719	218,403	14,613	2,633	300	300	2,083	0	0	5,316	0
Total	**229,263**	**221,557**	**14,613**	**2,900**	**923**	**300**	**3,583**	**0**	**0**	**7,706**	**0**
Federal-Aid	152,332	148,182	14,014	3,471	0	0	680	0	0	4,151	0
Special	76,931	73,375	599	(571)	923	300	2,904	0	0	3,556	0
Other	0	0	0	0	0	0	0	0	0	0	0

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

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
Project funding allocation increased by $1.8M to support extending the life of the original Light Rail fleet until new rail cars are in service.

USAGE:
Light Rail annual ridership in FY 2025 exceeded 4.9 million.

PROJECT: Light Rail Systems Overhauls and Replacements

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

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

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

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

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

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

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

STATUS: Train Control Signals UPS upgrade completed in FY 2025. Catenary Surge Protection Device Grounding Replacement to begin in FY 2026. MDOT is able to advance the Traction Power Substation Major Rehabilitation to the construction phase because of the funding provided by the Governor and Legislature in the last session.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
Project funding allocation increased by $25.4M due to the new program year (FY 2031) and miscellaneous adjustments.

USAGE:
Light Rail annual ridership in FY 2025 exceeded 4.9 million.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,885	4,334	892	1,000	551	0	0	0	0	1,551	0
Right-of-way	740	216	161	256	269	0	0	0	0	525	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	173,145	9,264	3,707	2,154	18,619	31,070	28,008	18,000	20,000	117,851	46,031
Total	**179,770**	**13,813**	**4,760**	**3,410**	**19,438**	**31,070**	**28,008**	**18,000**	**20,000**	**119,926**	**46,031**
Federal-Aid	69,152	3,953	1,924	1,669	11,483	19,354	21,591	8,702	2,200	64,999	200
Special	110,618	9,860	2,836	1,741	7,955	11,716	6,417	9,298	17,800	54,927	45,831
Other	0	0	0	0	0	0	0	0	0	0	0

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

PROJECT: Light Rail Trackwork Overhauls and Replacement

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

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

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

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

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

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

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

STATUS: Design of interlockings, grade crossings, and restraining rail curve replacements at various locations are ongoing. MDOT is able to advance multiple Light Rail state of good repair projects to the design and construction phases because of the funding provided by the Governor and Legislature in the last session.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
Project funding allocation decreased by $6.4M due to scope changes across multiple projects.

USAGE:
Light Rail annual ridership in FY 2025 exceeded 4.9 million.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	44	44	31	0	0	0	0	0	0	0	0
Engineering	13,638	9,620	1,796	3,083	934	0	0	0	0	4,018	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	39,367	1,646	20	0	2,000	16,000	14,678	5,044	0	37,721	0
Total	**53,049**	**11,310**	**1,847**	**3,083**	**2,934**	**16,000**	**14,678**	**5,044**	**0**	**41,739**	**0**
Federal-Aid	13,365	482	461	678	1,707	10,498	0	0	0	12,883	0
Special	39,683	10,827	1,386	2,405	1,227	5,502	14,678	5,044	0	28,856	0
Other	0	0	0	0	0	0	0	0	0	0	0

1616, 1940, 1941, 1942, 1943, 1944, 1945, 1946, 1947, 1948, 1949, 1950, 1956, 1957, 2194, 2226, 2233, 2245, 2572, 2574, 2577

PROJECT: Metro Interlocking Renewals

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

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

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

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

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

SMART GROWTH STATUS:

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

STATUS: Construction for the replacement of the Reisterstown Plaza East interlocking is anticipated to begin in FY 2026. Design efforts for all other interlockings ongoing.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	10,808	10,804	377	4	0	0	0	0	0	4	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	101,408	38,667	675	2,356	31,096	18,039	0	11,250	0	62,741	0
Total	**112,217**	**49,472**	**1,052**	**2,360**	**31,096**	**18,039**	**0**	**11,250**	**0**	**62,745**	**0**
Federal-Aid	81,449	31,486	313	1,715	24,816	14,431	0	9,000	0	49,963	0
Special	30,767	17,985	739	644	6,280	3,608	0	2,250	0	12,782	0
Other	0	0	0	0	0	0	0	0	0	0	0

1223, 1720, 1772

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
None.

USAGE:
Metro annual ridership in FY 2025 exceeded 5.1 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:

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

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

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

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

STATUS: Design for Metro Platform Rehab & Snow Melt System is underway. Construction for Reisterstown Plaza Station ADA Improvements & Stair No. 2 Replacement was completed in FY 2025. MDOT is able to advance Repairs to 6 stations and the Platform Rehab & Snow Melt System to the construction phase because of the funding provided by the Governor and Legislature in the last session.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
Project funding allocation increased by $1.2M due to miscellaneous adjustments to advance design for the SCC Booth Replacement project.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,557	3,008	1,443	410	139	0	0	0	0	549	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	24,167	1,813	208	72	4,700	10,582	6,000	1,000	0	22,354	0
Total	**27,724**	**4,820**	**1,652**	**482**	**4,839**	**10,582**	**6,000**	**1,000**	**0**	**22,903**	**0**
Federal-Aid	2,942	845	249	17	2,080	0	0	0	0	2,097	0
Special	24,781	3,975	1,403	465	2,759	10,582	6,000	1,000	0	20,806	0
Other	0	0	0	0	0	0	0	0	0	0	0

1560, 1565, 1725, 1854, 1883, 2048

USAGE:
Metro annual ridership in FY 2025 exceeded 5.1 million.

PROJECT: Metro Railcar and Signal System Overhauls and Replacement

DESCRIPTION: Replacement of Metro railcars and repair of critical equipment such as traction motors, gearboxes, axles, and wheels as well as repair and replacement of signal system and associated components. A Communications-Based Train Control system will be installed.

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

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

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

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

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

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

STATUS: Projects underway include the Metro Train Control and Vehicle Replacement Project, construction for ongoing overhauls and repairs, and Communications-Based Train Control Installation. Testing for the new Metro cars underway with new vehicles starting to enter service in FY 26.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	6,059	5,366	384	71	0	456	166	0	0	693	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	538,643	370,390	66,847	49,748	50,982	43,866	19,158	1,000	3,500	168,253	0
Total	**544,702**	**375,756**	**67,231**	**49,819**	**50,982**	**44,322**	**19,324**	**1,000**	**3,500**	**168,946**	**0**
Federal-Aid	436,129	274,073	46,174	44,990	49,908	42,000	20,427	1,931	2,800	162,056	0
Special	108,573	101,682	21,057	4,830	1,073	2,322	(1,103)	(931)	700	6,891	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
Project funding allocation decreased by $12.0M due to the removal of completed preservation projects, with minor offsetting miscellaneous adjustments and the new program year (FY 2031).

USAGE:
Metro annual ridership in FY 2025 exceeded 5.1 million.

1281, 1415, 1642, 1766, 1864, 2626

PROJECT: Metro Maintenance Facility Improvements

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

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

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

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

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

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

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

STATUS: Construction of the wheel truing machine, hoists and lifts is complete. The vehicle wash upgrade project is expected to begin in FY 2026.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,721	2,628	6	55	37	0	0	0	0	92	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	30,046	12,698	5,584	293	833	5,126	4,072	7,024	0	17,348	0
Total	**32,767**	**15,326**	**5,591**	**348**	**870**	**5,126**	**4,072**	**7,024**	**0**	**17,441**	**0**
Federal-Aid	24,870	11,290	3,815	398	393	3,929	3,240	5,619	0	13,580	0
Special	7,897	4,036	1,775	(50)	478	1,196	832	1,405	0	3,861	0
Other	0	0	0	0	0	0	0	0	0	0	0

1530, 1795

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
Project funding allocation increased by $2.0M due to miscellaneous adjustments for construction costs associated with the Wabash Vehicle Wash Upgrade.

USAGE:
Metro annual ridership in FY 2025 exceeded 5.1 million.

PROJECT: Metro Systems Overhauls and Replacements

DESCRIPTION: Includes the replacement of key systems throughout Metro Subway including communication, switch heater, stray current monitoring, preventive maintenance forecasting software, and electrical/power systems.

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

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

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

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

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

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

STATUS: Design of Tunnel Stray Current Monitoring System completed. Design of Synchronous Optical Network Replacement and Substation Emergency Trips projects to be complete in FY 2026. MDOT is able to advance the Avtec Replacement project to the design phase because of the funding provided by the Governor and Legislature in the last session.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
Project funding allocation increased by $9.2M due to miscellaneous adjustments and the addition of the following projects: Metro Track Intrusion Detection & Alert System, and Metro Contact Rail.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	7,280	3,500	1,364	1,724	350	1,696	10	0	0	3,780	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	28,639	4,260	2,476	3,503	6,724	7,444	5,029	1,680	0	24,380	0
Total	**35,919**	**7,759**	**3,840**	**5,226**	**7,074**	**9,141**	**5,039**	**1,680**	**0**	**28,159**	**0**
Federal-Aid	13,984	683	138	2,198	3,114	5,430	2,560	0	0	13,301	0
Special	21,934	7,076	3,702	3,029	3,960	3,710	2,479	1,680	0	14,858	0
Other	0	0	0	0	0	0	0	0	0	0	0

1533, 1558, 1559, 1562, 1564, 1615, 1617, 1742, 1751 ,1752, 1777, 1827, 2575

USAGE:
Metro annual ridership in FY 2025 exceeded 5.1 million.

PROJECT: Metro Tunnel Repairs and Improvements

DESCRIPTION: Address various rehabilitation and repair projects throughout the metro tunnel system while performing regular inspections of tunnel infrastructure. Work includes but is not limited to addressing active leaks, repairing tunnel vent shafts, replacing outdated station doors, pressure testing and repairing dry standpipe, managing storm water management filters and remediation, actively cleaning tunnels of corrosive materials and unsightly debris, and street grate replacement at 19 vent shafts.

PURPOSE & NEED SUMMARY STATEMENT: This work is needed to ensure that Metro system elements are kept in a state of good repair while also addressing safety-critical repairs.

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

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

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

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

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

STATUS: Inspections to identify various metro system infrastructure in need of repair/replacement are ongoing. Design is underway for Dewatering Stations Control & Equipment Replacement and Tunnel Cleaning and Preservation. Construction for the Station Door Repair/Replacement project completed in FY 25.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: Project funding allocation decreased by $2.5M. The Ventilation Fan Noise Mitigation project ($1.8M) was added to the PIF, and other miscellaneous adjustments are offset by the deferral of the Vent Shaft and Associated Surface Grating project ($4M).

USAGE: Metro annual ridership in FY 2025 exceeded 5.1 million.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	6,001	4,166	454	17	1,188	590	41	0	0	1,835	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	71,284	23,910	2,810	1,518	2,307	8,423	6,127	29,000	0	47,374	0
Total	**77,285**	**28,075**	**3,264**	**1,535**	**3,495**	**9,013**	**6,168**	**29,000**	**0**	**49,210**	**0**
Federal-Aid	48,273	13,828	4,747	0	1,644	5,109	4,492	23,200	0	34,445	0
Special	29,012	14,248	(1,483)	1,535	1,850	3,904	1,676	5,800	0	14,764	0
Other	0	0	0	0	0	0	0	0	0	0	0

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

PROJECT: Zero Emission Eastern Bus Facility Redevelopment

DESCRIPTION: The current Eastern Bus Division facility is at the end of its useful life (it was constructed in the late 1940s/early 1950s) and is obsolete. Design and construction to re-develop the existing Eastern Bus Division as a fully electric bus division. This project will develop a new electric Eastern Bus Division for approximately 190 buses on an expanded site. The project will include the relocation of the existing Ponca Street to better accommodate the facility's expansion. Roadway improvements of Ponca Street will be from the intersection of Eastern Avenue to the intersection of the southbound ramp of I-895 and the Oldham Street connector road. This is a Project Labor Agreement candidate project.

PURPOSE & NEED SUMMARY STATEMENT: The existing Eastern facility is past its useful life. Re-developing this facility will promote substantial operational efficiencies. This project is also a necessary step for MTA to transition the bus fleet to 50 percent ZEB in the future.

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

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

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

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

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

STATUS: The project has been deferred.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	934	934	13	0	0	0	0	0	0	0	0
Engineering	15,253	15,253	4,444	0	0	0	0	0	0	0	0
Right-of-way	446	446	171	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	**16,633**	**16,633**	**4,628**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Federal-Aid	11,712	11,712	3,693	0	0	0	0	0	0	0	0
Special	4,921	4,921	936	(0)	(0)	(0)	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

1547

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
Project funding allocation increased by $1.8M to complete and bring ongoing design activities to a close.

USAGE:
Project funding allocation increased by $1.8M to advance project design.

PROJECT: Bus Facilities Preservation and Improvements

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

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

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

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

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

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

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

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

STATUS: Construction for Bush Division Building 5 HVAC equipment replacement was completed in FY 2025. Design for replacing windows at Washington Boulevard Buildings 1-8 was completed in FY 2025. Vehicular & pedestrian doors replacement is underway. Gable window construction anticipated to be completed in FY 2026.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
Project funding allocation increased by $3.7M due to the addition of the Yard Management System project and miscellaneous adjustments.

USAGE:
Core Bus annual ridership in FY 2025 exceeded 45.5 million.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,983	1,490	365	242	213	0	37	0	0	492	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	38,096	11,819	2,725	4,829	7,320	11,128	1,900	500	600	26,277	0
Total	**40,079**	**13,310**	**3,090**	**5,071**	**7,533**	**11,128**	**1,937**	**500**	**600**	**26,769**	**0**
Federal-Aid	12,689	0	(2,894)	3,308	3,461	5,920	0	0	0	12,689	0
Special	27,390	13,310	5,985	1,763	4,072	5,208	1,937	500	600	14,080	0
Other	0	0	0	0	0	0	0	0	0	0	0

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

PROJECT: Beyond the Bus Stop

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

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

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

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

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

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

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

STATUS: All associated projects completed as of FY 2025. Grant closeout underway.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	100	100	69	0	0	0	0	0	0	0	0
Engineering	431	431	101	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	2,987	2,987	1,416	0	0	0	0	0	0	0	0
Total	**3,518**	**3,518**	**1,587**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Federal-Aid	2,606	2,606	1,400	0	0	0	0	0	0	0	0
Special	912	912	186	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

1524

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
None.

USAGE:
Core Bus annual ridership in FY 2025 exceeded 45.5 million.

PROJECT: Bus Network Improvements

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

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

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

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

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

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

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

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

STATUS: Concept design for Catonsville Transit Hub completed in FY 2025. 85% design achieved for Garrison and Belair Transit Priority Initiatives (TPI).

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,519	2,502	392	18	0	0	0	0	0	18	0
Engineering	2,728	2,167	1,110	403	158	0	0	0	0	561	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	7,872	7,872	0	0	0	0	0	0	0	0	0
Total	**13,119**	**12,540**	**1,502**	**421**	**158**	**0**	**0**	**0**	**0**	**579**	**0**
Federal-Aid	7,544	7,384	1,339	160	0	0	0	0	0	160	0
Special	5,575	5,156	164	261	158	0	0	0	0	419	0
Other	0	0	0	0	0	0	0	0	0	0	0

1470, 1537, 1756, 1767, 1768

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
Project funding allocation decreased by $6.5M as the Baltimore Link Transitways project was removed from the PIF following completion.

USAGE:
Core Bus annual ridership in FY 2025 exceeded 45.5 million.

PROJECT: Bus Procurement

DESCRIPTION: Annual purchase of clean diesel buses to replace those that have been in service for 12 or more years. The MTA has 811 buses in its active fleet.

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

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

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

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

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

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

STATUS: Seventy (70) 40-foot 2024 series buses were delivered in FY 2025. Lines 26, 27, and 30 are all related to MTA's bus procurement.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	341	341	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	679,270	424,664	53,595	0	0	30,482	70,629	74,867	78,628	254,606	0
Total	**679,611**	**425,004**	**53,595**	**0**	**0**	**30,482**	**70,629**	**74,867**	**78,628**	**254,606**	**0**
Federal-Aid	578,490	348,757	45,570	0	0	24,678	67,098	71,124	66,834	229,733	0
Special	101,120	76,247	8,025	0	(0)	5,804	3,531	3,743	11,794	24,873	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
Project funding allocation increased by $78.6M due to the new program year (FY 2031).

USAGE:
Core Bus annual ridership in FY 2025 exceeded 45.5 million.

1447

PROJECT: Zero Emission Bus Procurement

DESCRIPTION: Purchase of zero emission buses as apart of MTA's annual bus buys to replace buses that have exceeded their useful life. The MTA has 811 buses in its active fleet. These zero emission buses can be accommodated with MTA existing facilities.

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

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

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

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

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

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

STATUS: The delivery of battery electric buses (BEB) will begin in FY 2026. Lines 26, 27, and 30 are all related to MTA's bus procurement. MDOT is able to advance the BEB bus purchases because of the funding provided by the Governor and Legislature in the last session.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
None.

USAGE:
Core Bus annual ridership in FY 2025 exceeded 45.5 million.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	69,847	13,636	12,288	26,479	17,674	12,059	0	0	0	56,211	0
Total	**69,847**	**13,636**	**12,288**	**26,479**	**17,674**	**12,059**	**0**	**0**	**0**	**56,211**	**0**
Federal-Aid	41,595	7,091	7,091	17,901	6,331	10,272	0	0	0	34,504	0
Special	28,252	6,545	5,197	8,578	11,343	1,786	0	0	(0)	21,708	0
Other	0	0	0	0	0	0	0	0	0	0	0

1923

PROJECT: Zero Emission Bus Pilots

DESCRIPTION: Purchase of three 60-foot Battery Electric Buses (BEBs) and charging stations based at Kirk Bus Division utilizing competitive grant funds from Federal Transit Administration and four 40-foot battery electric buses and charging infrastructure utilizing funds made available by the Volkswagen settlement. The project also includes the purchase and installation of battery electric bus charging equipment at Kirk Storage Building and necessary utility upgrades to support to new charging equipment.

PURPOSE & NEED SUMMARY STATEMENT: Zero emission bus pilots will allow MTA to test buses in service and develop training, procedures and lessons learned to inform fleet transition.

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

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

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

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

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

STATUS: Design for pilot charging infrastructure is complete. Training activities associated with Low-No bus procurement and charging is ongoing.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	566	366	26	200	0	0	0	0	0	200	0
Engineering	1,111	1,104	149	7	0	0	0	0	0	7	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	213	213	0	0	0	0	0	0	0	0	0
Construction	14,562	10,942	551	844	799	50	1,928	0	0	3,620	0
Total	**16,452**	**12,625**	**726**	**1,050**	**799**	**50**	**1,928**	**0**	**0**	**3,827**	**0**
Federal-Aid	2,964	2,553	(174)	411	0	0	0	0	0	411	0
Special	9,862	6,447	(2,726)	639	799	50	1,928	0	0	3,416	0
Other	3,626	3,626	3,626	0	0	0	0	0	0	0	0

1706, 1996, 2102

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
None.

USAGE:
Core Bus annual ridership in FY 2025 exceeded 45.5 million.

PROJECT: Zero Emission Bus Infrastructure and Program Management

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

PURPOSE & NEED SUMMARY STATEMENT: This aligns with the Central Maryland Regional Transit Plan and Maryland Greenhouse Gas Reduction Act Plan goals. Utility upgrades and charging infrastructure are needed as part of the fleet transition.

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

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

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

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

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

STATUS: As part of the Kirk Division and Northwest Division Retrofit projects, design for power blocks and installation were completed in FY 2025. Construction is anticipated to begin in FY 2026.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	7,969	7,382	1,632	59	138	71	318	0	0	587	0
Engineering	6,258	6,074	783	183	0	0	0	0	0	183	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	444	444	429	0	0	0	0	0	0	0	0
Total	**14,670**	**13,899**	**2,844**	**243**	**138**	**71**	**318**	**0**	**0**	**771**	**0**
Federal-Aid	10,035	9,717	7,898	319	0	0	0	0	0	319	0
Special	4,635	4,183	(5,054)	(76)	138	71	318	0	0	452	0
Other	0	0	0	0	0	0	0	0	0	0	0

1757, 2020, 2136, 2166

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
Project funding allocation increased by $1.1M due to miscellaneous adjustments to support program management.

USAGE:
Core Bus annual ridership in FY 2025 exceeded 45.5 million.

PROJECT: Hybrid Bus Procurement

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

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

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

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

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

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

- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: 50 hybrid buses are expected to be delivered between FY 2025 - FY 2026. The remaining 47 hybrid buses will be delivered by the end of FY 2027. MDOT is able to advance the Hybrid bus purchases because of the funding provided by the Governor and Legislature in the last session.

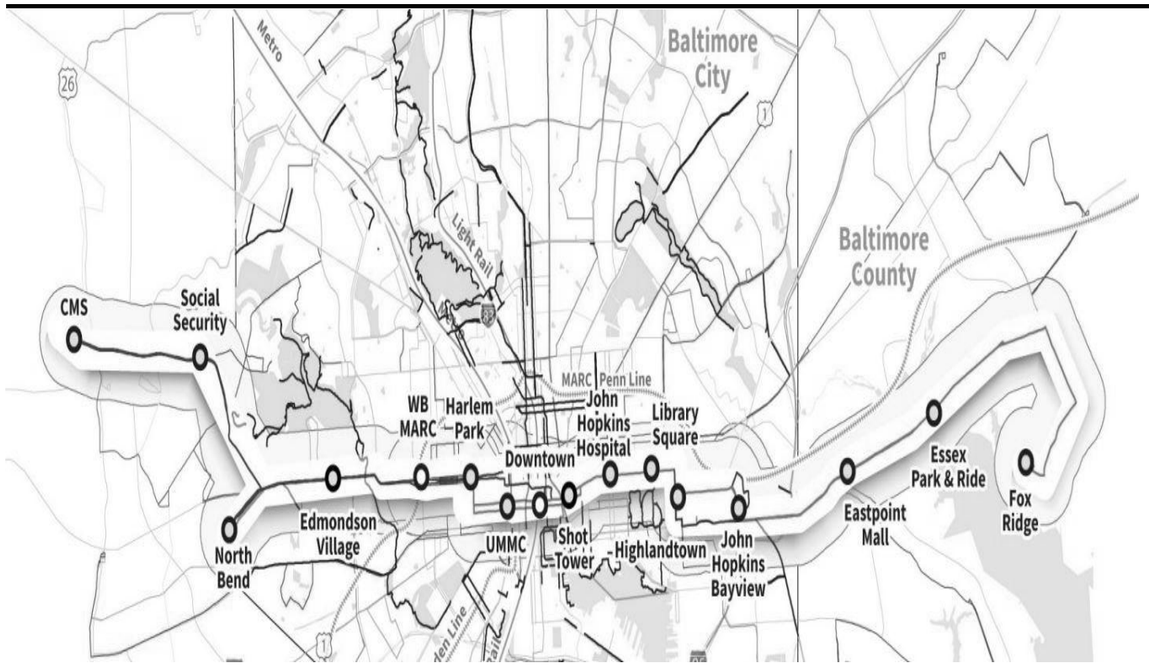
SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
None.

USAGE:
Core Bus annual ridership in FY 2025 exceeded 45.5 million.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	126,659	22,721	22,721	48,961	32,680	22,297	0	0	0	103,938	0
Total	**126,659**	**22,721**	**22,721**	**48,961**	**32,680**	**22,297**	**0**	**0**	**0**	**103,938**	**0**
Federal-Aid	76,911	13,112	13,112	33,100	11,706	18,994	0	0	0	63,799	0
Special	49,747	9,609	9,609	15,861	20,974	3,303	0	0	0	40,139	0
Other	0	0	0	0	0	0	0	0	0	0	0

1923



PROJECT: East-West Priority Corridor

DESCRIPTION: The East-West Priority Corridor project is a partnership between MTA and Baltimore City Department of Transportation to facilitate faster, more reliable transit trips and strengthen east-west connections that run along the City Orange and Blue routes from the Fox Ridge community in eastern Baltimore County through downtown Baltimore to the Centers for Medicare and Medicaid Services (CMS) in western Baltimore County. This project will include dedicated bus lanes, transit signal priority, bus stop enhancement and transit hubs, and upgrades to pedestrian and bicycle safety. The project received a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant to support the design and construction.

PURPOSE & NEED SUMMARY STATEMENT: Project will improve bus reliability, travel speeds, on time performance and passenger safety of multiple MTA bus routes. The east-west corridor was identified through the Transit Priority Initiative as an area experiencing travel delays for the City Blue and Orange routes.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [ ] Promote Environmental Stewardship

EXPLANATION: Dedicated bus lanes, transit signal priority, and additional passenger amenities at bus stops will create an improved customer experience aimed at reducing travel times, improving on time performance, and enhancing the entire customer journey.

SMART GROWTH STATUS: [ ] Project Not Location Specific [ ] Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: MTA, in partnership with FTA, executed the RAISE grant in FY 2025. Phase 1 has reached 100% design, with notice to proceed (NTP) for construction anticipated for FY 2026. Phase 2 has reached 85% design, which is ongoing. NTP for Phase 2 construction activities is anticipated to be issued in FY 2027.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
None.

USAGE:
Core Bus annual ridership in FY 2025 exceeded 45.5 million.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	3,386	3,386	447	0	0	0	0	0	0	0	0
Engineering	6,602	5,280	3,394	1,112	210	0	0	0	0	1,322	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	47,880	0	0	160	16,850	25,700	5,170	0	0	47,880	0
Total	**57,868**	**8,666**	**3,841**	**1,272**	**17,060**	**25,700**	**5,170**	**0**	**0**	**49,202**	**0**
Federal-Aid	23,000	1,524	421	431	7,462	11,308	2,275	0	0	21,476	0
Special	24,868	6,904	3,182	645	6,206	9,252	1,861	0	0	17,964	0
Other	10,000	238	238	196	3,392	5,140	1,034	0	0	9,762	0

2017, 2053

PROJECT: Fast Forward

DESCRIPTION: The Fast Forward program will facilitate capital investment to four project categories: dedicated bus lanes, bus stops and transit hubs, wayfinding and customer experience, and bike and shared mobility. These objectives were created by the Central Maryland Regional Transit Plan to accomplish within the next 25 years.

PURPOSE & NEED SUMMARY STATEMENT: Project will improve customer experience, bus and rail reliability, travel speeds, on time performance, and passenger safety of multiple MTA bus routes.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [ ] Promote Environmental Stewardship

EXPLANATION: Dedicated bus lanes, wayfinding and real-time information signage, and additional passenger amenities at bus stops will create an improved customer experience aimed at reducing travel times, improving on time performance, and enhancing the entire customer journey.

SMART GROWTH STATUS: [X] Project Not Location Specific [ ] Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Fast Forward Bicycle Initiatives project completed in FY 2025. Construction of the Charles Center Metro Station wayfinding and various Bus ADA projects are expected to begin in FY 2026.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,255	1,255	41	0	0	0	0	0	0	0	0
Engineering	4,706	4,396	439	210	100	0	0	0	0	310	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	18,140	9,310	1,562	2,344	3,643	1,428	1,415	0	0	8,830	0
Total	**24,101**	**14,962**	**2,043**	**2,554**	**3,743**	**1,428**	**1,415**	**0**	**0**	**9,140**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	24,101	14,962	2,043	2,554	3,743	1,428	1,415	0	0	9,140	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
Project funding allocation decreased by $2.2M as the Fast Forward Light Rail Wayfinding project was reassigned to the Light Rail Modernization Program PIF (Line 49).

USAGE:
Core Bus annual ridership in FY 2025 exceeded 45.5 million.

1536, 1997, 2024, 2025, 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
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [ ] Promote Environmental Stewardship

EXPLANATION: Ongoing mobility vehicle procurement to ensure that mobility fleet is maintained in a state of good repair.

SMART GROWTH STATUS: [X] Project Not Location Specific [ ] Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: FY 2023 procurement of 100 small cutaway buses and FY 2024 procurement of 100 large cutaway buses completed in FY 2025. FY 2026 procurement of 50 vehicles (20 small cutaway buses and 30 large cutaway buses) is currently underway, with first vehicle delivery expected in Spring FY 2026.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
Project funding allocation increased by $18.4M due to the new program year (FY 2031).

USAGE:
Demand Response Mobility and Call-A-Ride annual ridership in FY 2025 exceeded 1.9 and 1.4 million, respectively.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	47	47	1	0	0	0	0	0	0	0	0
Right-of-way	45	45	4	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	98,528	29,648	23,135	6,122	1,796	9,701	14,382	18,439	18,439	68,880	0
Total	**98,620**	**29,740**	**23,140**	**6,122**	**1,796**	**9,701**	**14,382**	**18,439**	**18,439**	**68,880**	**0**
Federal-Aid	78,080	23,705	18,686	4,169	1,437	7,761	11,506	14,751	14,751	54,375	0
Special	20,540	6,035	4,454	1,953	359	1,940	2,876	3,688	3,688	14,505	0
Other	0	0	0	0	0	0	0	0	0	0	0

90902

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:

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [ ] Promote Environmental Stewardship

EXPLANATION: This project updates and replaces the equipment, ensures the ability to receive and install software security patches, and will improve customer satisfaction by ensuring system reliability.

SMART GROWTH STATUS: [ ] Project Not Location Specific [ ] Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA — [ ] Grandfathered; [ ] Exception Will Be Required; [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

STATUS: New Point of Sale (POS) system and ticket dispensing machine installations were completed in FY 2025. Design efforts to upgrade MTA's current fare collection system are ongoing.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,701	2,701	320	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	93,923	43,908	9,668	26,789	19,349	2,901	977	0	0	50,015	0
Total	**96,624**	**46,609**	**9,988**	**26,789**	**19,349**	**2,901**	**977**	**0**	**0**	**50,015**	**0**
Federal-Aid	6,186	6,186	240	0	0	0	0	0	0	0	0
Special	33,079	34,444	3,770	(2,740)	45	353	977	(0)	0	(1,366)	0
Other	57,359	5,979	5,979	29,529	19,304	2,548	0	0	0	51,381	0

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
None.

USAGE:

90717

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
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [ ] Promote Environmental Stewardship

EXPLANATION: IT infrastructure improvements are needed to ensure that crucial systems and applications are kept in a state of good repair.

SMART GROWTH STATUS: [X] Project Not Location Specific [ ] Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA — [ ] Grandfathered; [ ] Exception Will Be Required; [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

STATUS: Various major IT infrastructure orders are currently underway. Primary Rate Interface to Session Initiation Protocol (PRI-to-SIP) conversion & HIPATH 4000 upgrades completed in FY 2025.

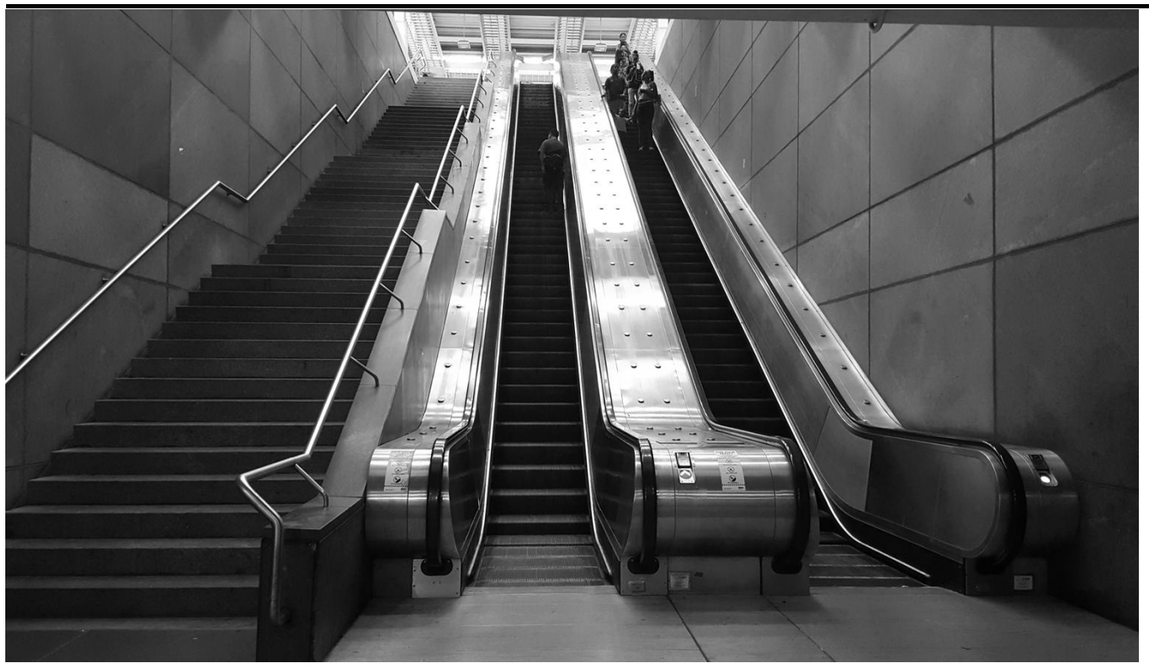
POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	52,661	39,455	11,815	5,327	2,814	2,426	2,038	601	0	13,206	0
Total	**52,661**	**39,455**	**11,815**	**5,327**	**2,814**	**2,426**	**2,038**	**601**	**0**	**13,206**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	52,661	39,455	11,815	5,327	2,814	2,426	2,038	601	0	13,206	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: Project funding allocation increased by $12.2M due to the addition of the ITP Switch Replacement and CTIPP IT Equipment projects.

USAGE:

1396, 1778, 1990, 1991, 2005, 2061



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:

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [ ] Promote Environmental Stewardship

EXPLANATION: Rehabilitation of the elevator and escalators is necessary to keep them in a state of good repair.

SMART GROWTH STATUS: [ ] Project Not Location Specific [ ] Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Construction for Reisterstown Metro Station elevators will begin in FY 2026. Procurement for replacement of the remaining MTA elevators will begin in FY 2026. MDOT is able to advance the replacement of 81 escalator project to the design and construction phases because of the funding provided by the Governor and Legislature in the last session.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
Project funding allocation increased by $115.5M mainly due to funding added to fully fund the replacement of 81 systemwide escalators.

USAGE:
Metro annual ridership in FY 2025 exceeded 5.1 million.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	8,497	3,252	649	309	916	3,503	518	0	0	5,246	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	288,268	8,657	586	939	4,663	16,235	17,274	21,000	20,000	80,111	199,500
Total	**296,766**	**11,909**	**1,236**	**1,249**	**5,579**	**19,738**	**17,791**	**21,000**	**20,000**	**85,357**	**199,500**
Federal-Aid	59,806	6,179	285	0	1,702	13,130	13,996	16,800	8,000	53,627	0
Special	236,959	5,730	951	1,249	3,877	6,608	3,796	4,200	12,000	31,729	199,500
Other	0	0	0	0	0	0	0	0	0	0	0

1627, 1689, 1690, 1932, 1933, 1984, 2007, 2174, 2222, 2366

PROJECT: Agencywide Radio and Telecommunications Upgrade

DESCRIPTION: This project will migrate all MTA radio users from 490 MHz to the Maryland (MD) First responders Interoperable Radio System Team (FiRST) Statewide 700 MHz Radio Communications System. This includes upgrading the current MD FiRST Baltimore cell with additional channel capacity to safely accommodate the additional MTA users, installation of new dispatching consoles, and installation of new subscriber radios.

PURPOSE & NEED SUMMARY STATEMENT: This project will migrate all radio users to the MD FiRST Statewide 700 MHz Radio System. MTA will be joining the Maryland Statewide network. The current system is obsolete and will soon become inoperable due to Federal Law, which requires an alternative spectrum.

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [X] Enhance Safety and Security
- [ ] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [ ] Promote Environmental Stewardship

EXPLANATION: MDOT MTA must migrate to the current system to continue the availability of radio communication which is required to ensure safe operation.

SMART GROWTH STATUS: [X] Project Not Location Specific [ ] Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA — [ ] Grandfathered; [ ] Exception Will Be Required; [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

STATUS: All MTA users have been migrated to the new MD First radio system. The First 700MHZ Network project was completed in FY 2025. Design for Metro Tunnel Radio BDA System upgrade is underway and expected to be completed by June FY 2026.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: Project funding allocation increased by $3.0M due to the addition of the Police Radios Procurement project.

USAGE:

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
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	22,485	14,485	444	4,050	3,300	650	0	0	0	8,000	0
Total	**22,920**	**14,920**	**444**	**4,050**	**3,300**	**650**	**0**	**0**	**0**	**8,000**	**0**
Federal-Aid	10,880	5,945	355	3,240	1,695	0	0	0	0	4,935	0
Special	12,040	8,975	89	810	1,605	650	0	0	0	3,065	0
Other	0	0	0	0	0	0	0	0	0	0	0

1456, 2620

PROJECT: Purple Line

DESCRIPTION: The Purple Line is a 16-mile double track light rail line that will operate between Bethesda in Montgomery County and New Carrollton in Prince George's County. The Bethesda to Silver Spring segment will include a parallel hiker/biker trail. The line will include direct connections to Metrorail in four locations, all three MARC Train lines, and Amtrak. The project includes track, stations, railcars, and two operation and maintenance facilities. The project is being delivered as a public-private partnership for the design, construction, financing, operation, and maintenance of the facility.

PURPOSE & NEED SUMMARY STATEMENT: The Purple Line will provide faster, more reliable transportation between residential and major employment areas. It will enhance access to existing radial Metrorail lines, increase capacity of congested roadways, support economic development consistent with local master plans, and reduce environmental impacts.

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [ ] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [X] Promote Environmental Stewardship

EXPLANATION: The Purple Line will serve a corridor that currently lacks rail transit service and includes important commercial, institutional, and residential communities. Electrically powered trains will reduce air pollution and greenhouse gas emissions associated with cars and buses. Transit travel times in corridor will be reduced.

SMART GROWTH STATUS: [ ] Project Not Location Specific [ ] Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: The Board of Public Works approved Amendment 7 in March 2024 to extend the revenue service availability date to Winter 2027. Major construction and extensive testing, including operator training, are underway. Delivery of 28 Light Rail Vehicles (LRVs) is ongoing. All LRVs are expected to be delivered by FY 2026.

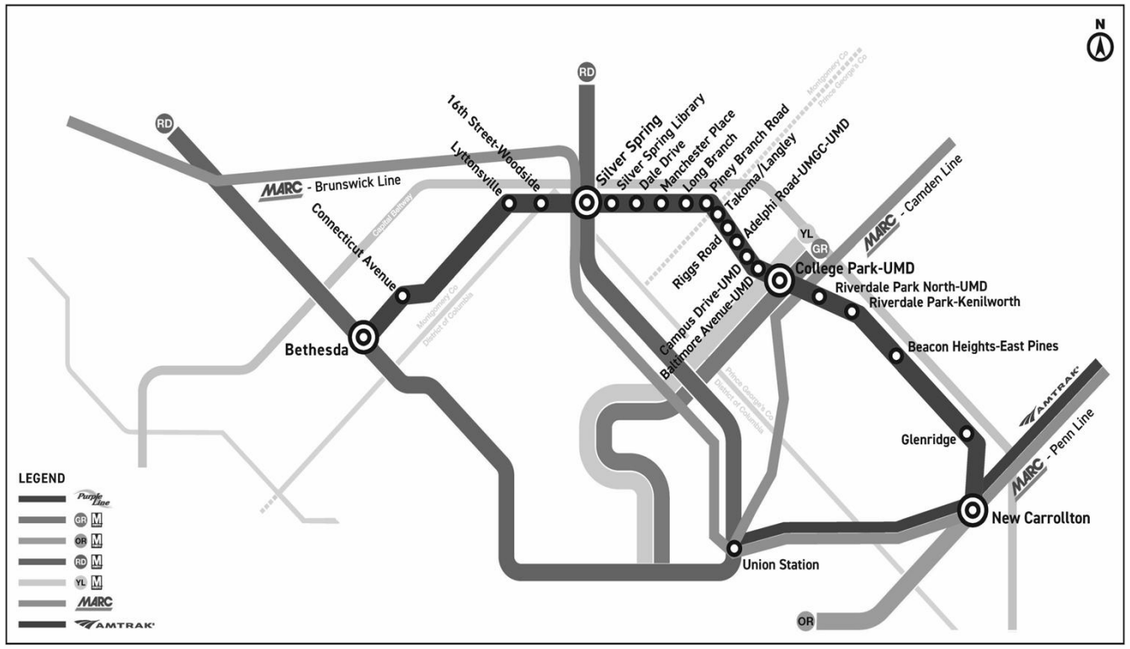
SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
Net project funding allocation has increased $8.0M to fund full-scale construction of the project.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	47,371	47,371	0	0	0	0	0	0	0	0	0
Engineering	537,435	514,888	62,243	9,959	12,588	0	0	0	0	22,547	0
Right-of-way	297,280	297,280	10,283	0	0	0	0	0	0	0	0
Utility	2,956	2,049	907	907	0	0	0	0	0	907	0
Construction	2,526,214	2,000,941	204,985	118,187	169,844	191,513	38,583	7,146	0	525,273	0
Total	**3,411,256**	**2,862,529**	**278,418**	**129,053**	**182,432**	**191,513**	**38,583**	**7,146**	**0**	**548,727**	**0**
Federal-Aid	1,091,145	1,091,145	29,172	0	0	0	0	0	0	0	0
Special	2,168,712	1,619,985	249,246	129,053	182,432	191,513	38,583	7,146	0	548,727	0
Other	151,400	151,400	0	0	0	0	0	0	0	0	0

USAGE:
Daily ridership estimated at 72,000 in 2040.

1042



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
- [X] Deliver System Quality
- [ ] Serve Communities and Support the Economy
- [X] Promote Environmental Stewardship

EXPLANATION: The Purple Line will serve a corridor that currently lacks rail transit service and includes important commercial, institutional, and residential communities. Electrically powered trains will reduce air pollution and greenhouse gas emissions associated with cars and buses. Transit travel times in corridor will be reduced.

SMART GROWTH STATUS: [ ] Project Not Location Specific [ ] Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA — [ ] Grandfathered; [ ] Exception Will Be Required; [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

STATUS: The first Transit Oriented Development (TOD) Grant and Polk Street Maintenance Facility Roof projects are complete. Purple Line Bethesda, Capital Crescent Trail, and the University of Maryland Bike Path projects are underway.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
Project funding allocation increased by $1.7M due to the addition of the 3rd TOD Grant - Purple Line Corridor project.

USAGE:

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	4,380	2,730	(411)	750	825	75	0	0	0	1,650	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	110,872	70,421	2,196	355	0	0	0	0	2,551	0
Total	**117,996**	**113,795**	**70,010**	**2,946**	**1,180**	**75**	**0**	**0**	**0**	**4,201**	**0**
Federal-Aid	4,650	3,000	999	750	825	75	0	0	0	1,650	0
Special	(20,707)	(20,707)	(324)	0	0	0	0	0	0	0	0
Other	134,053	131,502	69,335	2,196	355	0	0	0	0	2,551	0

1453, 1487, 1488, 1525, 1526, 1573, 1597, 2541

PROJECT: Purple Line Availability Payments

DESCRIPTION: The construction financing portion of the Availability Payments are regular payments to the railroad's concessionaire for costs related to financing the original construction of the Purple Line and for ongoing lifecycle improvement costs over the 30-year operating period of the concession contract.

PURPOSE & NEED SUMMARY STATEMENT: The Purple Line will provide faster, more reliable transportation between residential and major employment areas. It will enhance access to existing radial Metrorail lines, increase capacity of congested roadways, support economic development consistent with local master plans, and reduce environmental impacts.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- [ ] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [X] Promote Environmental Stewardship

EXPLANATION: The Purple Line will serve a corridor that currently lacks rail transit service and includes important commercial, institutional, and residential communities. Electrically powered trains will reduce air pollution and greenhouse gas emissions associated with cars and buses. Transit travel times in corridor will be reduced.

SMART GROWTH STATUS: [ ] Project Not Location Specific [ ] Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA — [ ] Grandfathered; [ ] Exception Will Be Required; [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

STATUS: Availability payments are anticipated to start in FY 2028.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	659,727	0	0	0	0	90,291	190,068	191,322	188,046	659,727	0
Total	**659,727**	**0**	**0**	**0**	**0**	**90,291**	**190,068**	**191,322**	**188,046**	**659,727**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	659,727	0	0	0	0	90,291	190,068	191,322	188,046	659,727	0
Other	0	0	0	0	0	0	0	0	0	0	0

1042

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
Project funding allocation increased by $188.0M due to the addition of the FY 31 availability payment. This has been broken out of the main Purple Line project (Line 38).

USAGE:
Daily ridership estimated at 72,000 in 2040.

PROJECT: Locally Operated Transit Systems Capital Procurement Projects (Local Jurisdictions)

DESCRIPTION: Funding to rural and small urban jurisdictions for transit vehicles, equipment, and facilities. In addition, the MTA provides rideshare funds to Baltimore City, Anne Arundel, Baltimore, Calvert, Carroll, Frederick, Harford, Howard, Montgomery and Prince George's Counties, and the Tri-County Council for Southern Maryland to promote the use of carpools and vanpools. MTA facilitates federal funds for locally-sponsored projects.

PURPOSE & NEED SUMMARY STATEMENT: Intense use of equipment and increased service demand requires regular vehicle replacement and expansion as well as adequate support facilities providing reliable maintenance service. The ridesharing program provides citizens with information on expanded commute options and provides companies with technical expertise needed to meet federal clean air requirements.

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [X] Promote Environmental Stewardship

EXPLANATION: Replacement buses will reduce emissions, fuel consumption, and noise levels while providing service to communities in need.

SMART GROWTH STATUS: [X] Project Not Location Specific [ ] Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Funds are awarded based on an annual application cycle.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	813	813	470	0	0	0	0	0	0	0	0
Engineering	44,195	34,186	728	1,649	1,838	2,038	1,495	1,495	1,495	10,010	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	476,991	275,096	40,171	33,568	41,531	35,793	31,547	29,425	30,032	201,895	0
Total	**521,999**	**310,094**	**41,369**	**35,217**	**43,369**	**37,831**	**33,042**	**30,920**	**31,527**	**211,905**	**0**
Federal-Aid	455,133	266,558	35,712	31,588	36,446	34,082	30,537	27,699	28,222	188,575	0
Special	62,363	39,033	5,657	3,628	6,922	3,749	2,505	3,221	3,305	23,330	0
Other	4,503	4,503	0	0	0	0	0	0	0	0	0

90200

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
Project funding allocation increased by $34.0M due to the new program year (FY 2031) and miscellaneous adjustments.

USAGE:

PROJECT: Assistance to Private Non-Profit Agencies for the Transportation of the Elderly and Persons with Disabilities

DESCRIPTION: Federal funding is available to assist non-profit agencies with transportation for the elderly and persons with disabilities. MTA works with non-profits to apply for federal aid and meet compliance requirements.

PURPOSE & NEED SUMMARY STATEMENT: Program supports the State's goal of providing transportation services to the elderly and persons with disabilities.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [X] Promote Environmental Stewardship

EXPLANATION: Program supports the State's goal of providing transportation services to the elderly and persons with disabilities. Replacement buses will reduce emissions, fuel consumption, and noise levels while providing service to communities in need.

SMART GROWTH STATUS: [X] Project Not Location Specific [ ] Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Funds are awarded based on a biennial application cycle.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	81,839	58,962	7,005	9,299	8,304	5,180	93	0	0	22,877	0
Total	**81,839**	**58,962**	**7,005**	**9,299**	**8,304**	**5,180**	**93**	**0**	**0**	**22,877**	**0**
Federal-Aid	74,994	52,171	7,065	9,245	8,304	5,180	93	0	0	22,823	0
Special	5,988	5,934	(59)	54	0	0	0	0	0	54	0
Other	857	857	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
None.

USAGE:

90201

PROJECT: Montgomery County Local Bus Program

DESCRIPTION: Funding for annual bus replacements and preventive maintenance.

PURPOSE & NEED SUMMARY STATEMENT: These investments will make the Ride On bus system more reliable and efficient while improving passenger access to the Metrorail system.

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [X] Promote Environmental Stewardship

EXPLANATION: Replacement buses will reduce emissions, fuel consumption, and noise levels while providing service to communities in need.

SMART GROWTH STATUS: [X] Project Not Location Specific [ ] Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Funds are awarded on an annual basis for local bus replacements.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,777	1,427	(93)	2,187	163	0	0	0	0	2,350	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	79,157	61,064	(0)	5,779	3,600	3,114	2,000	1,600	2,000	18,093	0
Total	**82,934**	**62,492**	**(93)**	**7,965**	**3,763**	**3,114**	**2,000**	**1,600**	**2,000**	**20,443**	**0**
Federal-Aid	38,541	21,848	(36)	6,930	3,363	1,600	1,600	1,600	1,600	16,693	0
Special	44,393	40,643	(57)	1,035	400	1,514	400	0	400	3,749	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
Project funding allocation increased by $2.4M due to the new program year (FY 2031) and miscellaneous adjustments.

USAGE:

90203

PROJECT: Prince George's County Local Bus Program

DESCRIPTION: Funding for bus replacements as well as capital improvements to bus facilities.

PURPOSE & NEED SUMMARY STATEMENT: These investments will make The Bus system more reliable and convenient while improving passenger access to the Metrorail system.

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [X] Promote Environmental Stewardship

EXPLANATION: Replacement buses will reduce emissions, fuel consumption, and noise levels while providing service to communities in need.

SMART GROWTH STATUS: [X] Project Not Location Specific [ ] Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Project funding will support annual bus replacements and improvements to bus stops throughout the Prince George's County.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,015	1,205	500	809	0	0	0	0	0	809	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	49,274	18,011	5,180	6,163	10,700	6,700	6,700	500	500	31,263	0
Total	**51,288**	**19,216**	**5,680**	**6,972**	**10,700**	**6,700**	**6,700**	**500**	**500**	**32,072**	**0**
Federal-Aid	43,180	12,758	5,528	6,897	9,425	6,650	6,650	400	400	30,422	0
Special	8,108	6,458	153	75	1,275	50	50	100	100	1,650	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
None.

USAGE:

90204

PROJECT: Transit Innovation Grant

DESCRIPTION: A competitive, state funded grant program to support locally planned, designed, and constructed or operated transit projects incorporating innovative investments such as transit signal priority, dedicated or separated right of way, off-board fare payments, and intelligent transportation systems. Project sponsors awarded grant funding will be reimbursed up to the award amount for eligible projects and will be required to provide a local match. Funds may cover planning, design, engineering, or construction phases, including capital investments.

PURPOSE & NEED SUMMARY STATEMENT: To support cost-effective regional and statewide mobility with investments in locally owned and operated transit services and facilities projects that improve travel speeds, reliability and quality of service, and the safe, convenient, affordable, and efficient movement of people.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [ ] Promote Environmental Stewardship

EXPLANATION: Eligible projects for the grant program will improve regional and statewide mobility, and the safety, efficiency, and reliability of transit at the local level. Projects will reduce delays and travel time between major activity, population, and job centers in the state.

SMART GROWTH STATUS: [X] Project Not Location Specific [ ] Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: FY 2023 and FY 2024 Statewide Transit Innovation Grant (STIG) awarded projects are ongoing. Projects are expected to be completed in FY 2026.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	2,470	2,088	865	382	0	0	0	0	0	382	0
Total	**2,470**	**2,088**	**865**	**382**	**0**	**0**	**0**	**0**	**0**	**382**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	2,470	2,088	865	382	0	0	0	0	0	382	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
None.

USAGE:

1511

PROJECT: Frederick Douglass Tunnel

DESCRIPTION: Replace the existing 1.4-mile B&P Tunnel, which dates from the Civil War era. At nearly 150 years old, it is the oldest tunnel Amtrak inherited and a single point of failure for MARC's Penn line and the Northeast Corridor. Led by Amtrak, MDOT and MTA are coordinating design and phasing plans to replace the tunnel to meet the needs of the 9 million MARC and Amtrak customers who rely on it annually. The project also includes a new ADA-accessible West Baltimore MARC Station. The budget shown is only the MTA commitment to the project.

PURPOSE & NEED SUMMARY STATEMENT: The tunnel suffers from a variety of age-related issues such as excessive water infiltration, a deteriorating structure, and a sinking floor. There are no fire and life safety systems that help keep passengers safe in the event of emergencies, and excessive costly maintenance is required. Due to its age, delays are chronic — more than 10% of weekday trains are delayed, and delays occur on 99% of weekdays.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [X] Promote Environmental Stewardship

EXPLANATION: Replacing the 150 year-old tunnel will allow for more efficient and reliable commutes for MARC train riders.

SMART GROWTH STATUS: [ ] Project Not Location Specific [ ] Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Amtrak continues to advance various elements of this multi-faceted program, with MTA coordination. Early construction activities for new West Baltimore MARC Station anticipated to begin in FY 2026.

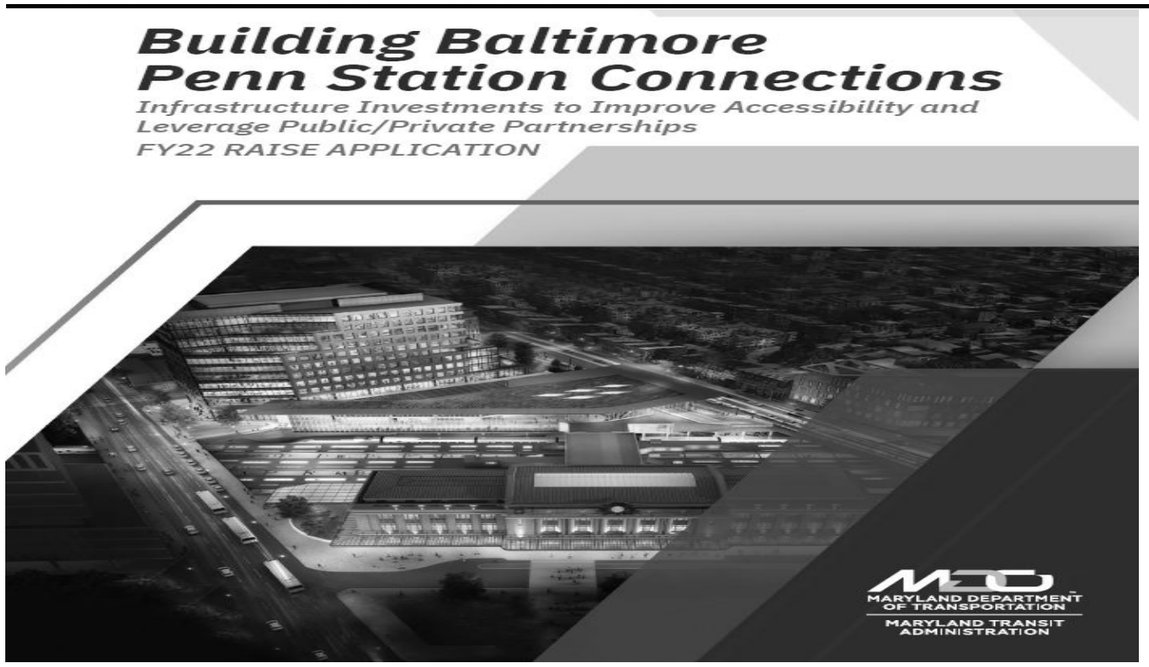
POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [X] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	597	597	475	0	0	0	0	0	0	0	0
Engineering	2,891	755	364	392	405	181	0	0	1,158	2,136	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	450,000	0	0	0	50,000	50,000	50,000	50,000	50,000	250,000	200,000
Total	**453,488**	**1,353**	**839**	**392**	**50,405**	**50,181**	**50,000**	**50,000**	**51,158**	**252,136**	**200,000**
Federal-Aid	1,626	193	193	313	124	70	0	0	926	1,433	0
Special	451,862	1,160	646	78	50,281	50,111	50,000	50,000	50,232	250,702	200,000
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
Project funding allocation increased by $1.7M for various engineering and legal services to support the program.

USAGE:

1799



PROJECT: Penn Station Investments

DESCRIPTION: Multimodal access improvements at and around Baltimore Penn Station, funded by a RAISE grant and Congressionally Designated Spending managed as a grant. The project will include the addition of a full-time dedicated bus lane on Charles Street, new curb extensions, bus stop improvements, real-time sign information, and pedestrian and bicycle access improvements all around or connecting to Penn Station in order to improve access to that station. State funding will be used to match two Federal funding sources ($5M in Congressionally Designated Spending and $6M in a RAISE grant).

PURPOSE & NEED SUMMARY STATEMENT: Multimodal access improvements at and around Baltimore Penn Station, which includes the bus lane on Charles Street, curb extensions on St. Paul and Charles Street, and bike parking investments, amongst other improvements.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- [X] Enhance Safety and Security
- [ ] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [ ] Promote Environmental Stewardship

EXPLANATION: Customer amenities and improved connections will complement the state of good repair and enhancement work ongoing at the station.

SMART GROWTH STATUS: [ ] Project Not Location Specific [ ] Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA — [ ] Grandfathered; [ ] Exception Will Be Required; [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

STATUS: MTA is continuing to coordinate with federal partners (FRA and FTA) to finalize grant agreements. In FY 2025, NEPA documentation was submitted to FTA, and is currently under review.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	768	231	0	69	234	234	0	0	0	537	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	0	11,993	782
Total	**14,950**	**231**	**0**	**69**	**937**	**938**	**6,406**	**5,587**	**0**	**13,937**	**782**
Federal-Aid	11,000	0	0	0	750	750	5,125	3,454	0	10,079	922
Special	2,950	231	0	69	187	188	769	1,686	0	2,899	(180)
Other	1,000	0	0	0	0	0	512	447	0	959	41

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
None.

USAGE:

2240

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:

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] 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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Federal discretionary RAISE grant awarded. MTA is currently negotiating the grant agreement with USDOT.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,000	247	240	300	300	153	0	0	0	753	0
Engineering	3,589	0	(0)	0	1,077	1,436	1,077	0	0	3,589	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	29,411	0	(0)	0	0	0	29,411	0	0	29,411	0
Total	**34,000**	**247**	**240**	**300**	**1,377**	**1,589**	**30,488**	**0**	**0**	**33,753**	**0**
Federal-Aid	20,000	0	0	0	646	861	18,493	0	0	20,000	0
Special	13,000	247	240	300	698	684	11,070	0	0	12,753	0
Other	1,000	0	0	0	32	43	925	0	0	1,000	0

2188

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
None.

USAGE:
Metro annual ridership in FY 2025 exceeded 5.1 million.
Core Bus annual ridership in FY 2025 exceeded 45.5 million.

PROJECT: Light Rail Modernization Program

DESCRIPTION: The purpose of the project is to replace its entire existing aged fleet of Light Rail vehicles serving the Baltimore region; upgrade the stations and the maintenance facilities to accommodate the new vehicles, replacement of the Howard Street rail, and other necessary improvements to modernize the Light Rail system. MTA's existing fleet includes 52 standard, 95-foot rail cars dating back to the system's launch in 1992. All vehicles have reached the end of their useful life or are approaching the end of their useful life. Each project within this program is a Project Labor Agreement candidate.

PURPOSE & NEED SUMMARY STATEMENT: The vehicle replacement with modern, low-floor vehicles will reduce the number of vehicles that are regularly out of service for repairs. The goal for this program is to improve the reliability, safety, and performance level of the Light Rail system to benefit all users. The fleet replacement program will be accompanied by the reconfiguration of two light rail maintenance facilities and the station retrofitting upgrades at each of MTA's existing 33 stations to ensure ADA compatible access with the new vehicle fleet.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [ ] Promote Environmental Stewardship

EXPLANATION: The goal for this program is to improve the reliability, safety, and performance level of the Light Rail system to benefit all users.

SMART GROWTH STATUS: [X] Project Not Location Specific [ ] Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Design for Stations, Cromwell Maintenance Facility, and LRV and Train Control projects ongoing. Preston St. Grade Crossing projects completed in 2025. MDOT is able to advance the Howard Street Rail Replacement project to construction because of the funding provided by the Governor and Legislature in the last session.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
Project funding allocation increased by $53.7M due to the addition of the following concurrent projects added to the program: Howard Street Rail Replacement, Police Video Management System Replacement, Rail and Switch Heater System Replacement, Operator Simulator, Group P1 - Rehabilitation of Light Rail System, Fast Forward Wayfinding, and Preston Street Grade Crossing.

USAGE:
Light Rail annual ridership in FY 2025 exceeded 4.9 million.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,440	1,440	87	0	0	0	0	0	0	0	0
Engineering	26,456	12,147	6,629	8,758	2,579	500	501	1,971	0	14,309	0
Right-of-way	5	5	5	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	1,405,131	890	1	575	58,165	245,620	290,692	235,606	124,735	955,393	448,848
Total	**1,433,032**	**14,482**	**6,722**	**9,333**	**60,744**	**246,120**	**291,194**	**237,577**	**124,735**	**969,703**	**448,848**
Federal-Aid	343,844	4,782	4,625	5,014	20,848	65,896	110,037	108,210	11,000	321,006	18,057
Special	446,188	9,700	2,097	4,319	18,896	53,164	85,840	118,269	24,947	305,434	131,053
Other	643,000	0	0	0	21,000	127,059	95,317	11,098	88,788	343,262	299,738

1472, 1516, 1618, 1859, 1896, 1958, 2049, 2079, 2157, 2443, 2444

PROJECT: Susquehanna River Bridge Replacement

DESCRIPTION: Amtrak will lead design efforts to replace the Susquehanna River Bridge with new East and West Bridges. The budget shown is only the MTA commitment to the project.

PURPOSE & NEED SUMMARY STATEMENT: Built in 1906, the Susquehanna Bridge will need to be rehabilitated or replaced to ensure future improvements to capacity, trip time, and safety for passengers.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [ ] Promote Environmental Stewardship

EXPLANATION: The existing Susquehanna River Bridge is approaching end of life and must be replaced to not hinder the Northeast Corridor (NEC).

SMART GROWTH STATUS: [ ] Project Not Location Specific [ ] Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA — [ ] Grandfathered; [ ] Exception Will Be Required; [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

STATUS: Amtrak continues to advance design in coordination with its Construction Manager at Risk (CMAR) contractor.

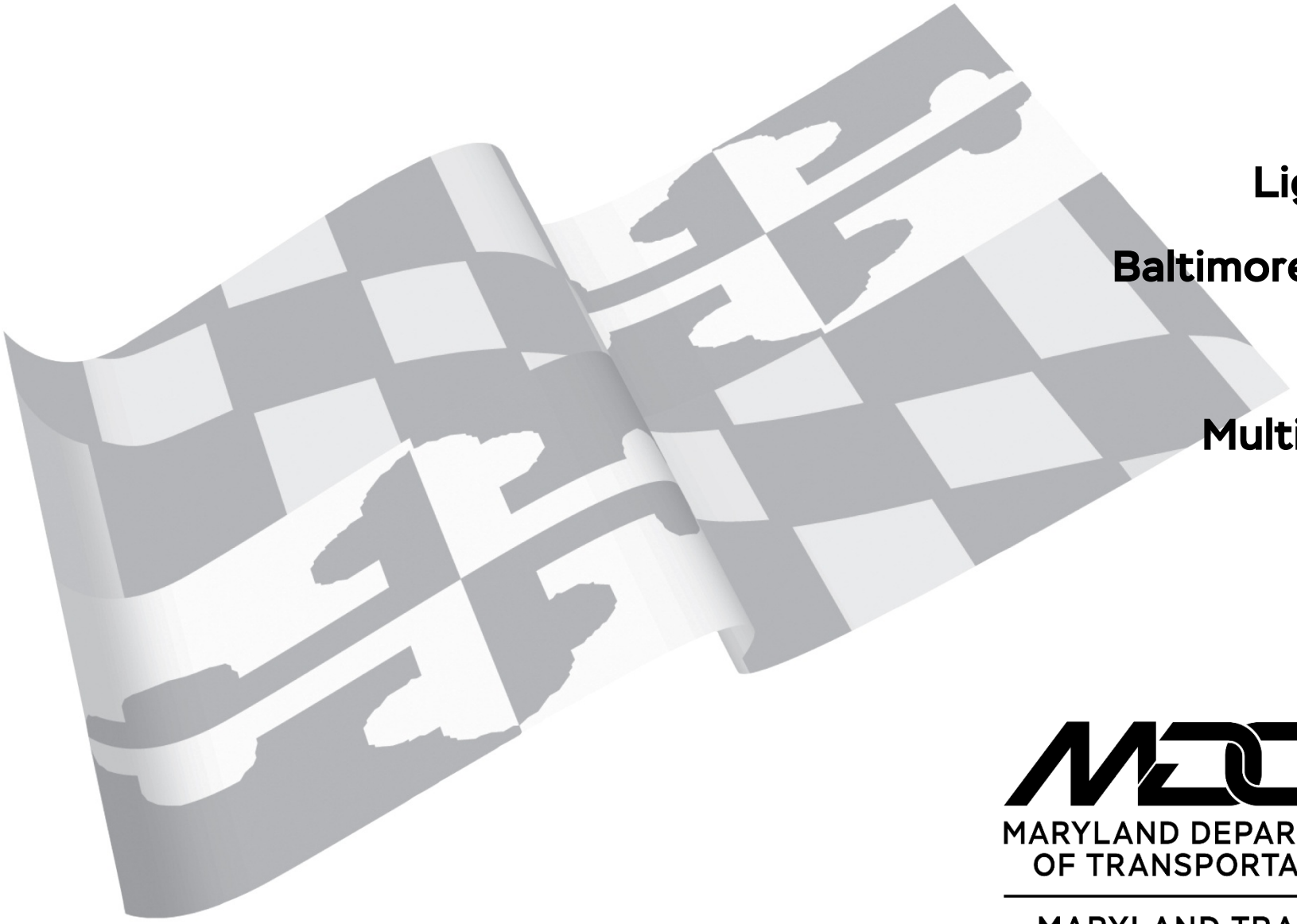
POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	34	34	34	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	24,025	0	0	0	3,928	3,961	3,961	3,961	8,213	24,025	0
Total	**27,059**	**34**	**34**	**1,500**	**5,428**	**3,961**	**3,961**	**3,961**	**8,213**	**27,025**	**0**
Federal-Aid	11,750	27	27	0	2,216	3,169	3,169	3,169	0	11,723	0
Special	15,309	7	7	1,500	3,212	792	792	792	8,213	15,302	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
Project funding allocation increased by $8.2M due to the new program year (FY 2031).

USAGE:

2227



MARC

Light Rail

Baltimore Metro

Bus

Multi-Modal

MDOT

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION

MDOT MTA DEVELOPMENT & EVALUATION PROGRAM

PROJECT: Agency Customer Experience Technology Initiatives

DESCRIPTION: Supports the development of customer enhancements throughout the agency, including improved workflows, resource utilization, data analysis, digital solutions, business intelligence, passenger information communications, and rider outreach.

PURPOSE & NEED SUMMARY STATEMENT: Promoting enhanced efficiency throughout the agency will allow MTA to improve safety, reliability, and the overall customer experience.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [ ] Serve Communities and Support the Economy
- [ ] Promote Environmental Stewardship

EXPLANATION: This project will improve safety, reliability, and the overall customer experience.

SMART GROWTH STATUS: [X] Project Not Location Specific [ ] Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Activities currently include agency-wide performance management and Business Intelligence programs aimed to improve service delivery, enhancing Real-Time (RT) Passenger Information capabilities to improve service information, and oversight of a rider experience team to engage riders and co-create solutions to issues.

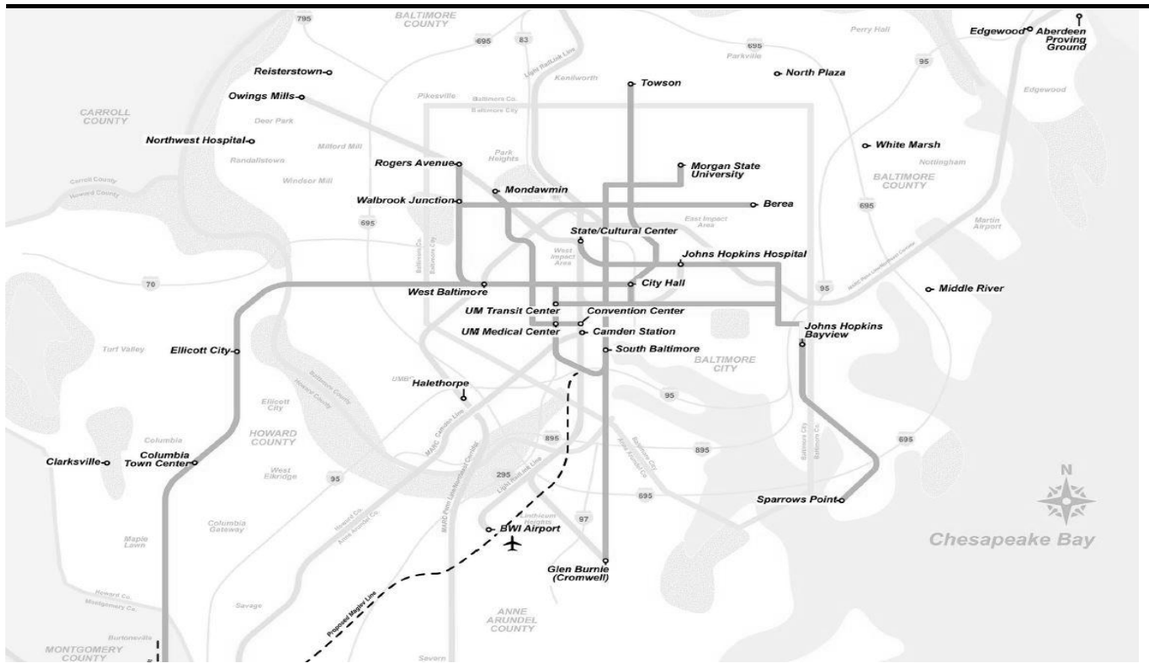
SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
Project funding allocation increased by $2.3M to continue to pursue innovative strategies to enhance the customer experience.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	9,213	4,092	1,153	1,105	900	577	0	1,038	1,500	5,120	0
Engineering	88	88	(0)	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	44	44	0	0	0	0	0	0	0	0	0
Total	**9,344**	**4,224**	**1,153**	**1,105**	**900**	**577**	**0**	**1,038**	**1,500**	**5,120**	**0**
Federal-Aid	0	0	(0)	0	0	0	0	0	0	0	0
Special	9,344	4,224	1,153	1,105	900	577	0	1,038	1,500	5,120	0
Other	0	0	0	0	0	0	0	0	0	0	0

USAGE:

1566, 1677



PROJECT: Regional Transit Plan Corridor Studies

DESCRIPTION: Planning studies and design for early opportunity corridors identified in the Central Maryland Regional Transit Plan (RTP). The RTP identified regional corridors for additional transit assets. Corridor-specific planning studies will evaluate potential routes and alignments, transit demand, and potential stop and station locations in further detail.

PURPOSE & NEED SUMMARY STATEMENT: Regional transit corridors are important step in achieving the RTP's objectives and increasing access to quality transit.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- [ ] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [ ] Promote Environmental Stewardship

EXPLANATION: Completing corridor planning studies will advance the identified corridors with specific data analysis and public input.

SMART GROWTH STATUS:

- [ ] Project Not Location Specific
- [ ] Not Subject to PFA Law
- [X] Project Inside PFA
- [ ] Project Outside PFA
  - [ ] Grandfathered
  - [ ] Exception Will Be Required
  - [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

STATUS: North South Corridor Feasibility study final report was released in December of 2023. Project closeout activities were completed in FY 2025 for all associated projects.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	5,005	5,005	627	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	**5,005**	**5,005**	**627**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Federal-Aid	1,020	1,020	(131)	0	0	0	0	0	0	0	0
Special	3,985	3,985	758	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
None.

USAGE:

1710, 1903, 2211

PROJECT: Patapsco Ave Pedestrian/Bicycle Bridge

DESCRIPTION: Preliminary engineering and assessment of a pedestrian bridge to connect the Cherry Hill neighborhood to the Patapsco Avenue Light Rail Station.

PURPOSE & NEED SUMMARY STATEMENT: Pedestrians often cross over restricted areas of CSX and Light Rail tracks to access the Patapsco Light Rail Station, posing a danger to themselves and train operators. Designing a safe passage over Patapsco Avenue for trail users will reduce preventable accidents.

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [ ] Promote Environmental Stewardship

EXPLANATION: These connections will improve connections from nearby neighborhoods to the Light Rail, expanding transportation options and creating safer connections.

SMART GROWTH STATUS:

- [ ] Project Not Location Specific
- [ ] Not Subject to PFA Law
- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Conceptual design (15%) is ongoing.

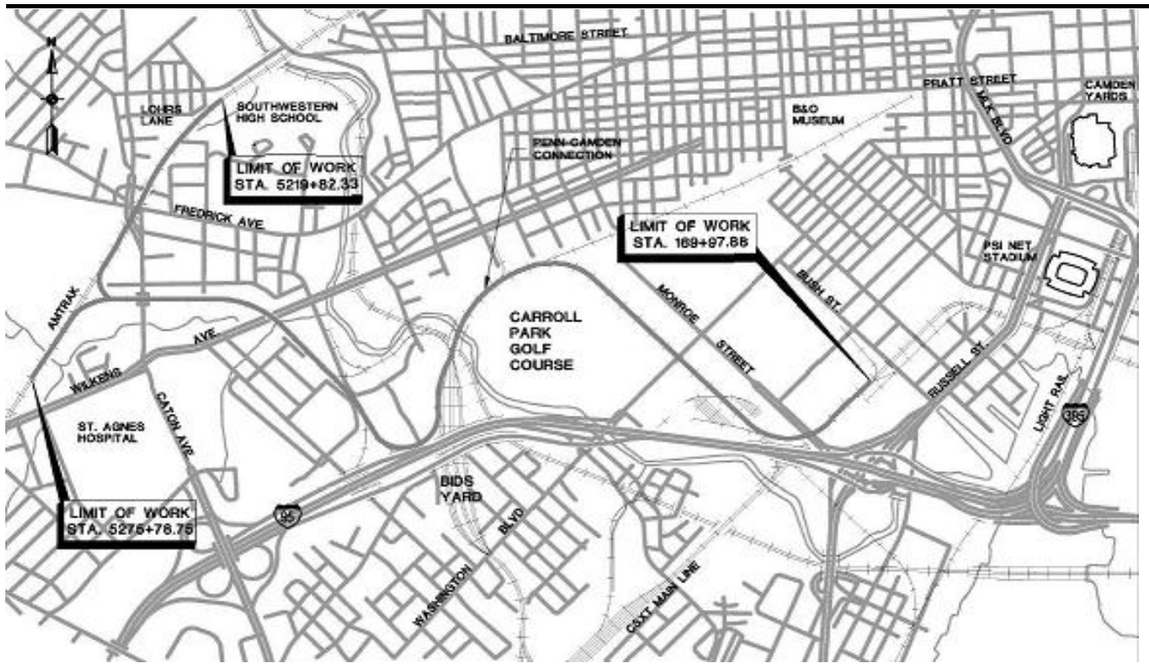
POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,960	694	325	266	1,000	0	0	0	0	1,266	0
Right-of-way	70	0	0	70	0	0	0	0	0	70	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	**2,030**	**694**	**325**	**336**	**1,000**	**0**	**0**	**0**	**0**	**1,336**	**0**
Federal-Aid	624	553	260	71	0	0	0	0	0	71	0
Special	1,406	141	65	265	1,000	0	0	0	0	1,265	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
None.

USAGE:

1551



PROJECT: MARC Penn-Camden Connector

DESCRIPTION: The Penn-Camden Connector project provides a connection track between the Northeast Corridor and the CSX-owned MARC Camden Line, utilizing mostly existing railroad right-of-way north of BWI Marshall Airport to allow Penn Line trains to access storage and maintenance at Riverside Yard. The project includes repurposing CSX-owned Mount Clare Yard into a MARC layover facility.

PURPOSE & NEED SUMMARY STATEMENT: The connection will allow MARC to more efficiently bring its locomotives to MARC's Riverside Maintenance Facility, which is MARC's only backshop for locomotive servicing and maintenance. The connector will also allow MARC to store trainsets at a rail yard (Mt. Clare Yard) adjacent to the Penn-Camden Connector, eliminating the need to store trains overnight at Amtrak's Penn Station. The project will also allow MARC trains to switch between the Penn and Camden Lines in Baltimore instead of deadheading to Union Station in Washington D.C.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [ ] Serve Communities and Support the Economy
- [ ] Promote Environmental Stewardship

EXPLANATION: The connection will allow MARC to more efficiently bring its locomotives from both Penn and Camden lines to MARC's Riverside Maintenance Facility.

SMART GROWTH STATUS:

- [ ] Project Not Location Specific
- [ ] Not Subject to PFA Law
- [X] Project Inside PFA
- [ ] Project Outside PFA
  - [ ] Grandfathered
  - [ ] Exception Will Be Required
  - [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

STATUS: Project received full obligation of FY 2022 Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant to complete 30% design & NEPA activities in FY 2025. Design and NEPA are scheduled to be completed by FY 2027.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
None.

USAGE:

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2	0	0	0	2	0	0	0	0	2	0
Engineering	14,907	3,547	1,698	5,207	6,153	0	0	0	0	11,360	0
Right-of-way	604	502	495	102	0	0	0	0	0	102	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**	**4,049**	**2,193**	**5,308**	**6,155**	**0**	**0**	**0**	**0**	**11,463**	**0**
Federal-Aid	12,439	3,321	2,671	4,203	4,916	0	0	0	0	9,119	0
Special	3,073	728	(478)	1,105	1,240	0	0	0	0	2,345	0
Other	0	0	0	0	0	0	0	0	0	0	0

1570

PROJECT: MARC Stations and Service Studies

DESCRIPTION: Design for various station improvements such as high-level platforms and canopies, accessible entrances, and station amenities at multiple MARC locations, both new and existing. Additionally, this project will explore potential service expansion by way of rail capacity modeling along the MARC Penn, Camden, and Brunswick lines.

PURPOSE & NEED SUMMARY STATEMENT: Improving upon current infrastructure is needed not only to maintain a MARC assets in state of good repair, but to provide better customer services at MARC stations and lines.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [ ] Promote Environmental Stewardship

EXPLANATION: Improving upon various stations and amenities while exploring system expansion opportunities will provide enhanced customer service along MARC lines.

SMART GROWTH STATUS: [X] Project Not Location Specific [ ] Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: The MARC Growth and Transformation Plan published in 2025. The Plan details service opportunities, projects needed to achieve each scenario, associated costs and next steps for Maryland's passenger rail service. Conceptual design for MARC Bayview and Elkton Stations is complete, as required by Senate Bill 514. 100% design for MARC Germantown completed in FY 2025.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,323	1,323	747	0	0	0	0	0	0	0	0
Engineering	4,973	4,973	2,895	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	**6,296**	**6,296**	**3,642**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Federal-Aid	4,586	4,586	2,479	0	0	0	0	0	0	0	0
Special	1,710	1,710	1,163	(0)	0	0	0	0	0	(0)	0
Other	0	0	0	0	0	0	0	0	0	0	0

USAGE:

2165, 2167, 2168, 2169, 2171

PROJECT: LOTS Transit Development Plan (TDP)

DESCRIPTION: Development of Transit Development Plans for Locally Operated Transit Systems throughout the state of Maryland.

PURPOSE & NEED SUMMARY STATEMENT: These plans are used by individual LOTS to enhance transit.

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [ ] Promote Environmental Stewardship

EXPLANATION: These plans are used by individual LOTS to enhance transit within their communities.

SMART GROWTH STATUS: [ ] Project Not Location Specific [X] Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Outreach to local jurisdictions throughout the state of Maryland is ongoing. TDP's are provided for LOTS throughout the State of Maryland.

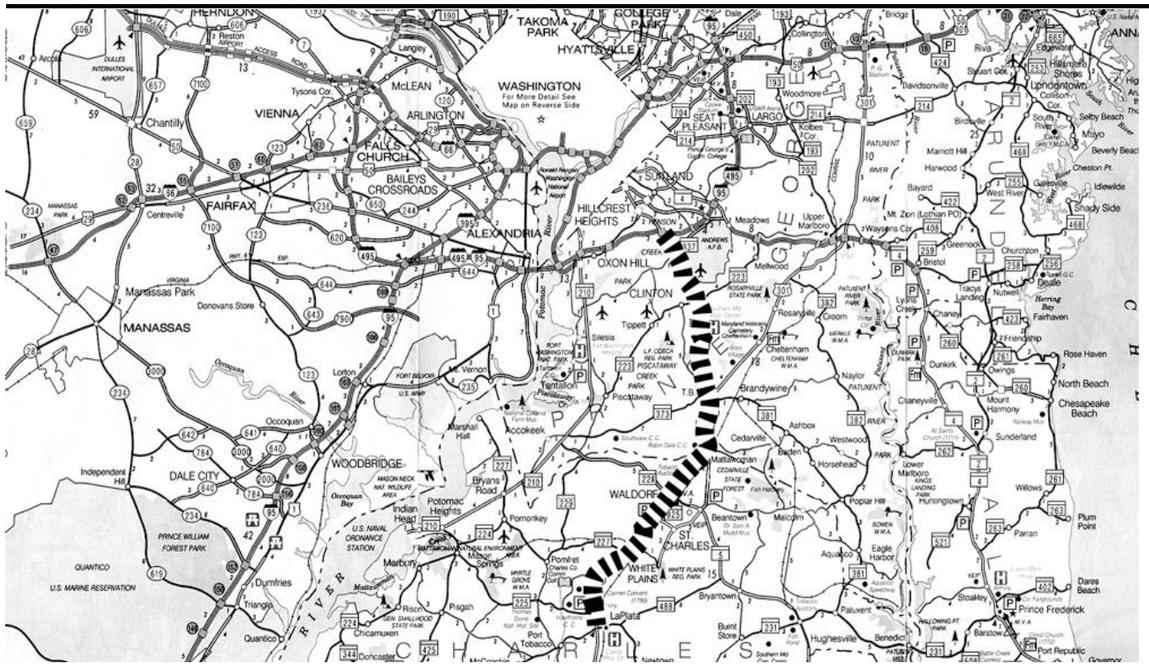
POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	5,202	3,733	585	115	344	1,009	0	0	0	1,468	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	**5,202**	**3,733**	**585**	**115**	**344**	**1,009**	**0**	**0**	**0**	**1,468**	**0**
Federal-Aid	3,665	2,393	594	102	306	864	0	0	0	1,272	0
Special	1,519	1,323	(9)	13	38	146	0	0	0	197	0
Other	17	17	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
None.

USAGE:

90202


TAKOMA PARK
HYATTSVILLE
COLLEGE PARK
WASHINGTON
For More Detail See Map on Reverse Side
McLEAN
VIENNA
ARLINGTON
FALLS CHURCH
BAILEYS CROSSROADS
FAIRFAX
Centreville
Chantilly
Manassas Park
MANASSAS
ALEXANDRIA
HILLCREST HEIGHTS
SUITLAND
SEAT PLEASANT
LARGO
OXON HILL
CLINTON
Tippett
Silesia
Piscataway
Accokeek
Brandywine
Cedarville
Ashton
Baden
Westwood
Horsehead
Mattawoman
WOODBRIDGE
DALE CITY
Occoquan
Lorton
Marshall Hall
Bryans Road
Potomac Heights
Indian Head
Pomonkey
Pomfret
Marbury
Dumfries
Triangle
Quantico
Chicamuxen
Port Tobacco
LaPlata
WALDORF
ST. CHARLES
WHITE PLAINS
Bryantown
Beantown
Malcolm
Aquasco
Eagle Harbor
Poplar Hill
Hughesville
Benedict
Burnt Store
Upper Marlboro
Mellwood
Rosaryville
Croom
Cheltenham
Davidsonville
Harwood
Bayard
Mt. Zion (Lothian PO)
Bristol
Greenock
Lyons Creek
Chaneyville
Dunkirk
Naylor
Lower Marlboro
Huntingtown
Owings
Mount Harmony
Sunderland
Willows
Parran
Plum Point
North Beach
Chesapeake Beach
Rose Haven
Fairhaven
Beale
Churchton
Shady Side
Deale
Prince Frederick
Dares Beach
Stoakley
Barstow
Port Republic
Solby Beach
Mayo
Cheston Pt.
Idlewilde
Beverly Beach
Riva
Edgewater
Lyndegtown
Collison
Shores
Marriott Hill
Gambrills
Waysons Cor.
Meadows
Kolbes Cor.
Woodmore
Davis
Brookville
Mitchellville
Marlton
Kettering
Landover Hills
Bladensburg
Cottage City
Colmar Manor
Hillcrest Heights
Forestville
Temple Hills
Camp Springs
Andrews A.F.B.
Suitland Federal Center
Washington National Airport
Reagan Washington National Airport
Dulles International Airport
Fort Washington
Tantallon
Piscataway Creek Park
L.F. Odell Reg. Park
Rosaryville State Park
Merkle W.M.A.
Patuxent River Park
Dunkirk Park
Chesapeake Beach Park
Jefferson Patterson Park
Maryland Historical Cemetery Commission
Southern C.C.
Prince George's C.C.
Charles C.C.
Mason Neck Nat. Wildlife Area
U.S. Naval Ordnance Station
Naval Surface Warfare Center
Indian Head Naval Surface Warfare Center
Myrtle Grove W.M.A.
Spring Hill Lake Rec. Area
Smallwood State Park
Cedarville State Forest
Fish Hatchery
Bowen W.M.A.
Wallville Pt. Park
Battle Creek Cypress Swamp Sanctuary
Calvert Cliffs State Park
Christ Church
Port Republic
Governor
Prince William Forest Park
Quantico
U.S. Marine Reservation
Occoquan Bay
Potomac River
Patuxent River
Chesapeake Bay
Route 1
Route 2
Route 3
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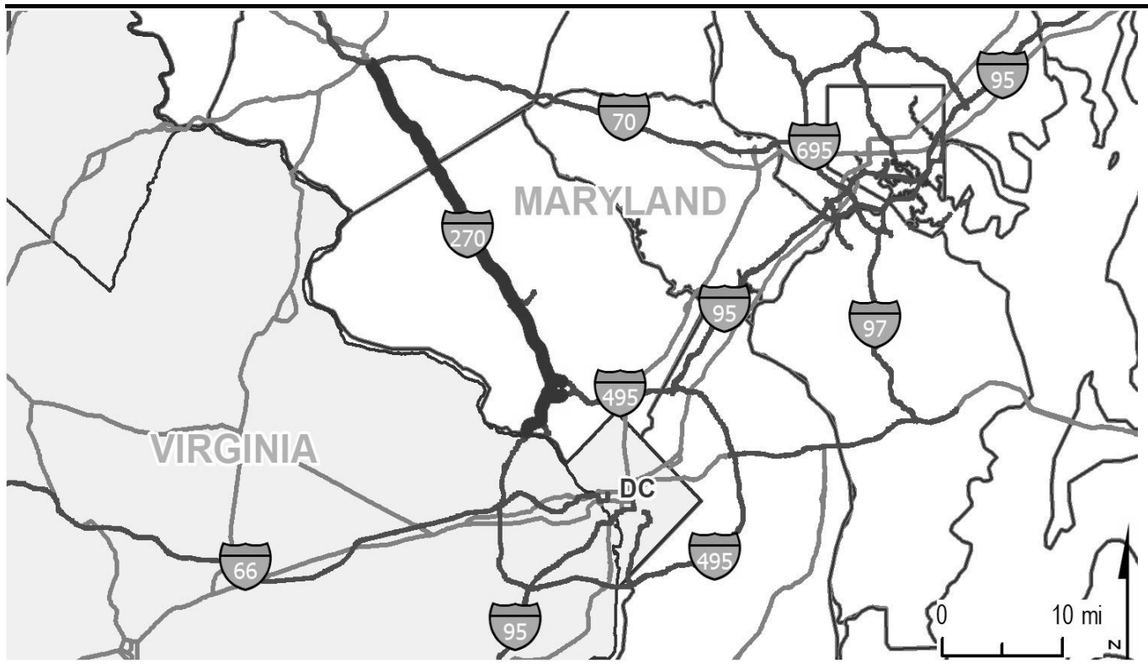


PROJECT: I-495/I-270 Corridor Transit Investments Program

DESCRIPTION: This project will facilitate coordination with stakeholders on future transit investments along the I-495/I-270 corridors. This project is associated with SHA Statewide Line 10 - I-270 and I-495 - Phase I.

PURPOSE & NEED SUMMARY STATEMENT: This project supports coordination regarding future transit investments along the I-495/I-270 corridors.

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [ ] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [ ] Promote Environmental Stewardship

EXPLANATION: Maintain a High Standard and Modernize Maryland's Multimodal Transportation System.

SMART GROWTH STATUS: [X] Project Not Location Specific [ ] Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: American Legion Bridge +270 (ALB+270) Multimodal Program completed in FY 2025.

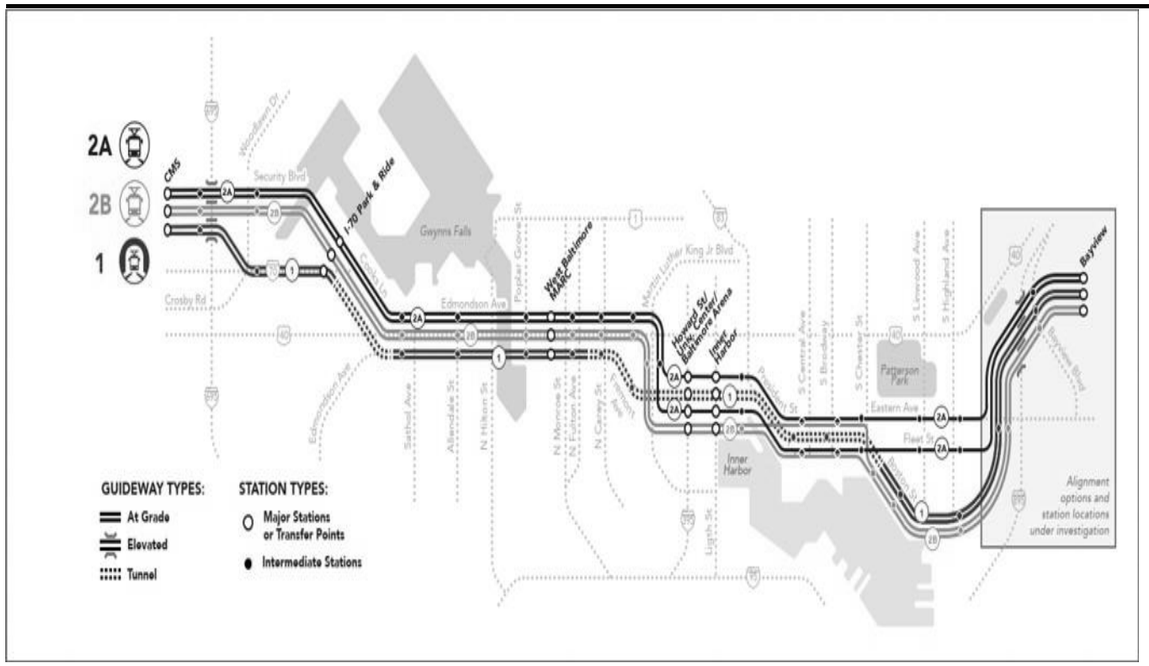
POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	343	343	175	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	**343**	**343**	**175**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	343	343	175	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
None.

USAGE:

2058



PROJECT: Red Line

DESCRIPTION: The Red Line is an east-west, high-frequency, high-capacity transit line for the Baltimore Region. This project is an investment in communities' access to jobs, education, services, and opportunities. This major investment in transit will create better, faster, east-west connections across the region through downtown Baltimore (terminating in Woodlawn to the west and Bayview to the east). The Red Line project is building upon over ten years of study, engineering, environmental analysis, and substantial community participation, which shaped the Red Line prior to its cancellation in 2015. Project work is currently focused on the alternative development, establishing coordination and priorities with jurisdictional and federal partners, and opening engagement/relationships with stakeholders, elected officials, and the public. This is a Project Labor Agreement candidate project.

PURPOSE & NEED SUMMARY STATEMENT: The Red Line project will provide high-frequency, high-capacity transit service in the corridor in a manner that improves transit efficiency; increases access to transit near work and activity centers; enhances connections among existing transit routes; provides transportation choices for east-west commuters; and supports economic development and community revitalization.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- [ ] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [X] Promote Environmental Stewardship

EXPLANATION: The Red Line project presents an investment that will provide communities access to jobs, education, services, and opportunities. This will provide additional transportation options, will improve the quality of transit services in the region, and will support environmental protection by reducing emissions. The Red Line project has been shaped by over 10 years of work and extensive community engagement.

SMART GROWTH STATUS: [ ] Project Not Location Specific [ ] Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA — [ ] Grandfathered; [ ] Exception Will Be Required; [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

STATUS: The Red Line project team is conducting technical analysis and assessing public and stakeholder input with regards to alignment alternatives. Open houses were conducted in Fall 2024 to review 3 Light Rail alignment alternatives. Various public outreach and communications efforts are underway across the corridor.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
None.

USAGE:
Light Rail annual ridership in FY 2025 exceeded 4.9 million.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [X] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	90,684	29,724	24,270	23,036	37,924	0	0	0	0	60,960	0
Engineering	133,671	359	311	41,827	24,747	287	287	64	0	67,212	66,100
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	**224,354**	**30,082**	**24,581**	**64,863**	**62,671**	**287**	**287**	**64**	**0**	**128,172**	**66,100**
Federal-Aid	111,443	13,657	13,657	47,879	49,907	0	0	0	0	97,786	0
Special	112,911	16,425	10,924	16,983	12,765	287	287	64	0	30,386	66,100
Other	0	0	0	0	0	0	0	0	0	0	0

1894

PROJECT: MARC BWI 4th Track

DESCRIPTION: Design and construction of a fourth track and third platform edge at the MARC/Amtrak BWI Station. Phase I will include construction of the third platform edge and fourth track through and adjacent to the station. Phase I will provide capacity for increased Amtrak Acela and regional service, and MARC service enhancement in accordance with the FDT MOU executed with Amtrak in January 2023. Phase II will complete the fourth track per original FRA FONSI.

PURPOSE & NEED SUMMARY STATEMENT: BWI Rail Station has two platform edges and three tracks currently and will be the next major bottleneck for MARC and Amtrak service expansion on the Northeast Corridor (NEC) upon completion of the Frederick Douglass Tunnel. The Federal Railroad Administration (FRA) published a Finding of No Significant Impact (FONSI) for the BWI 4th Track project in January 2016; the FONSI identified a preferred alternative to add a third platform edge and fourth track through BWI Rail Station, along with a significant additional section of fourth track on the NEC. Subsequent to the FONSI, the project has been split into Phase I (third platform edge at the station and a portion of fourth track) and Phase II (remainder of fourth track).

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [ ] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [ ] Promote Environmental Stewardship

SMART GROWTH STATUS: [ ] Project Not Location Specific [ ] Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA — [ ] Grandfathered; [ ] Exception Will Be Required; [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

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 has completed an existing conditions study and is preparing a feasibility study for adding a third platform edge in a phased approach (Phase I - 5% conceptual design). Once conceptual design is finalized, Amtrak and MTA will identify next steps, including any NEPA updates and potential funding mechanisms.

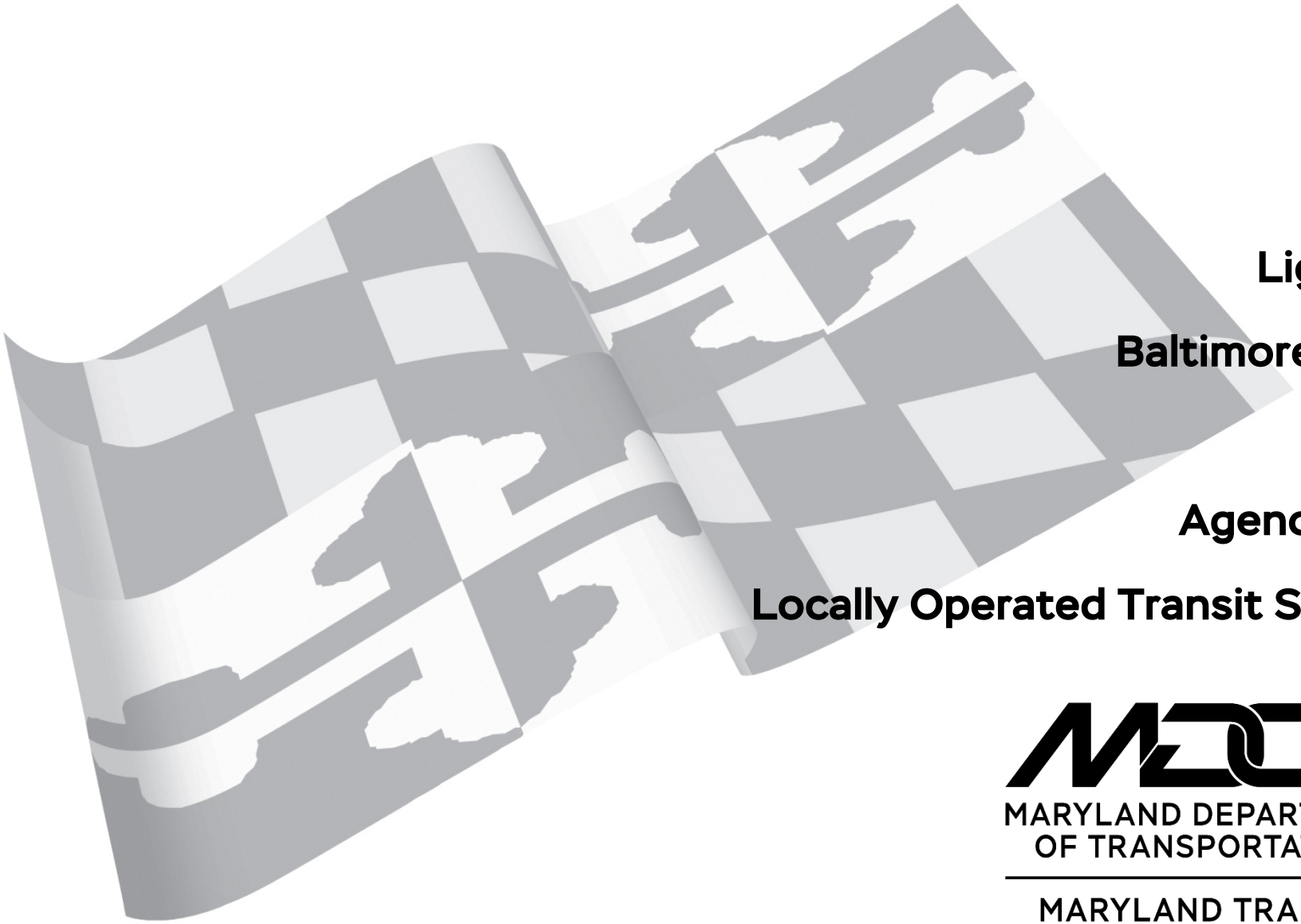
POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	14,400	0	0	925	1,000	1,000	11,475	0	0	14,400	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	**14,400**	**0**	**0**	**925**	**1,000**	**1,000**	**11,475**	**0**	**0**	**14,400**	**0**
Federal-Aid	11,368	0	0	740	800	800	9,028	0	0	11,368	0
Special	3,032	0	0	185	200	200	2,447	0	0	3,032	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:
Project funding allocation decreased by $5.6M following receipt of a revised proposal from Amtrak.

USAGE:
MARC annual ridership in FY 2025 exceeded 4.2 million.

2170



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 61

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
AGY - ADA Compliance				
MTAPRJ001983	AGY Technical Accessibility Reviews	$	1,720	Underway
AGY - Environmental Compliance				
MTA1592	AGY -EPA/MDE Compliance	$	2,460	Under Construction
AGY - Facilities - Pavement				
MTAPRJ001821	BUS 1331 S Monroe St Pavement Reconstruction	$	1,733	Design Completed
MTAPRJ002348	LTR North Ave Yard Replacement Parking (Assoc. Projects)	$	1,366	Deferred
AGY - Facilities - Roof				
MTAPRJ001865	MTR Rogers Ave and Reisterstown Roof Replacement	$	5,801	Deferred
MTAPRJ001867	MTR Wabash Systems Maintenance Building Roof Replacement	$	2,057	FY 2026
MTAPRJ001918	AGY Roof Replacement Milford Mill	$	1,514	Deferred
MTAPRJ002028	LTR Cherry Hill Roof Replacement	$	2,880	Design Underway
MTAPRJ002088	BUS North West Division Transportation Roof Replacement	$	4,120	Deferred
MTAPRJ002120	MTR Wabash Main Roof Replacement	$	3,946	Completed
AGY - IT				
MTAPRJ001972	AGY Occupational Health Management System	$	2,326	Completed
AGY - Stormwater Management				
MTAPRJ001968	LTR Mount Washington SWM Improvements	$	945	Design Completed
MTAPRJ001993	AGY Dunkirk & Golden Beach Repair	$	974	FY 2026
MTAPRJ002214	LTR Cromwell Station Pond Repairs	$	779	Deferred
AGY - Systems				
MTAPRJ002501	BUS FY24 SMART Grant TSP	$	1,276	Underway

MINOR PROJECTS PROGRAM

(Dollars in Thousands)

MARYLAND TRANSIT ADMINISTRATION - LINE 62

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
AGY - TMDL Compliance			
MTAPRJ001632	MARC TMDL Martins Stormwater Management Repair & Retorfit	$ 882	Design Underway
MTAPRJ001931	MTR TMDL Milford Mill SWM Repair and Retrofit	$ 365	Deferred
MTAPRJ001934	BUS TMDL Northwest Bus SWM Repair and Retrofit	$ 264	Deferred
MTAPRJ001935	MARC TMDL Bowie State SWM Repair and Retrofit	$ 317	Deferred
BUS - Facilities			
MTAPRJ001964	BUS White Marsh Comfort Station	$ 1,705	Under Construction
MTAPRJ002177	BUS Washington Blvd Bldg 9 Structural Remediation	$ 4,105	FY 2026
MTAPRJ002183	BUS Washington Blvd Bldgs 1-4 Drainage Remediation	$ 901	FY 2026
BUS - Revenue Vehicles			
MTAPRJ001954	BUS Major Component Replacements	$ 26,913	Ongoing
FRT - Freight Grade Crossings			
MTAPRJ002363	FRT Warner Street Highway Rail Grade Crossing	$ 1,918	Ongoing
LOTS - Locally Operated Transit Systems			
MTAPRJ002621	OLTS Aberdeen Station Square	$ 5,600	Design Underway
LTR - Bridge Preservation - T&S			
MTAPRJ001724	LTR Repairs to Bridges and WS Structures	$ 3,416	FY 2027
LTR - Drainage			
MTAPRJ001722	LTR Maple - Twin Oaks Drainage Improvement SW340	$ 7,048	Design Underway
MTAPRJ001927	LTR Church Lane Drainage NE 724	$ 360	Completed
MTAPRJ002164	LTR Camp Meade North Drainage Repairs SW 365	$ 383	Design Completed

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND TRANSIT ADMINISTRATION - LINE 63

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
LTR - Systems Maintenance			
MTAPRJ002202	LTR CIH and TPSS UPS and Battery Charger Maintenance	$ 184	Underway
MARC - Facilities - FE			
MTAPRJ002216	MARC Muirkirk Pavement & SWM Repairs	$ 702	Under Construction
MARC - Guideway			
MTAPRJ002330	MARC New Carrollton SOGR (Assoc. Projects)	$ 3,000	FY 2026
MTAPRJ002331	MARC West Baltimore Station (Assoc. Projects)	$ 1,700	Design Underway
MTAPRJ002362	MARC Bush River Bridge Replacement	$ 980	Design Underway
MTAPRJ002365	MARC Gunpowder River Bridge Replacement	$ 1,580	Design Underway
MARC - Systems			
MTAPRJ002327	MARC Penn Station Master Plan (Assoc. Projects)	$ 20,000	FY 2026
MTR - Facilities Maintenance			
MTAPRJ001754	MTR Rehabilitation of Deluge Valve Room & Valve Pit	$ 2,298	Under Construction
MTAPRJ002192	MTR Lexington Market Metro Facility	$ 459	Deferred
MTR - Guideway - Ops			
MTAPRJ001897	MTR Operator Simulator	$ 215	Deferred
MTR - Systems Maintenance			
MTA1535	MTR UPS Battery Replacement	$ 5,058	Ongoing
MTAPRJ001745	AGY LED Lighting Replacement	$ 0	Deferred

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 64

PROJECT NAME		TOTAL PROGRAMMED COST	STATUS
Allegany County FY 2025 Completions			
Garage Door Replacement (FY24 5307)	$	90	Complete
Preventive Maintenance (FY24 5307)	$	350	Complete
Allegany County FY 2026 and 2027			
Computer Equipment (FY22)	$	25	Ongoing
Preventive Maintenance (FY25)	$	400	Ongoing
Transit Development Plan (FY24 5304)	$	100	Underway
Annapolis County FY 2025 Completions			
1 Electric Replacement Bus (FY22 ARPA SWAP)	$	770	Complete
2 30' Heavy Duty Bus Replacements - 5411 & 5511 (FY22 5339)	$	792	Complete
6 Sm Replacement Buses - 5311 & 4311 (FY23 5339)	$	788	Complete
Mobile Life Column (FY24 5339)	$	85	Complete
Preventive Maintenance (FY24 LU)	$	475	Complete
Transit Development Plan - 5304 (FY24)	$	105	Complete
Annapolis County FY 2026 and 2027			
2 Small Electric Bus Replacements -1803 & 1805 (FY24 5339)	$	812	FY26
Automatic Vehicle Location System (FY23 5339)	$	98	FY26
Passenger Ferry Vesses (FY22 5307)	$	3,500	FY26
Roof Replacement (FY LU)	$	450	FY26
Preventive Maintenance (FY25 LU)	$	550	Ongoing
Anne Arundel County FY 2025 Completions			
Mobile Radios (FY19 5339)	$	35	Complete
Ridesharing (FY24)	$	197	Complete
Anne Arundel County FY 2026 and 2027			
3 Small Cutaway Bus Expansions (FY25 5339)	$	375	FY25

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 64

PROJECT NAME		TOTAL PROGRAMMED COST	STATUS
Anne Arundel County FY 2026 and 2027 (cont'd)			
Ridesharing (FY25)	$	197	FY25
2 Electric Expansion Buses (FY22 ARPA SWAP)	$	584	FY26
2 Minivan Expansions (FY25 5339)	$	182	FY26
3 Minivan Expansions (FY24 5339)	$	213	FY26
3 Small Cutaway Bus Expansions (FY24 5339)	$	366	FY26
4 Electric Expansion Buses (FY22 5339)	$	2,268	FY26
Baltimore City FY 2025 Completions			
Ridesharing (FY24)	$	82	Complete
Baltimore City FY 2026 and 2027			
2 Ferry Acquistion (FY22 5307)	$	3,965	FY25
BMC Ridesharing (FY25)	$	170	FY25
Ridesharing (FY25)	$	82	FY25
4 Heavy Duty Replacement Buses - 1203, 1206, 1209 & 1212 (FY25 5339)	$	3,608	FY26
8 Heavy Duty Replacement Buses - 1201 - 1210 (FY20 CARES)	$	3,400	FY26
Bus Stop Relocation (FY24 5339)	$	300	FY26
Feasibility Study (FY25 5304)	$	50	FY26
Ferry Engineering/Design (FY22 5307)	$	78	FY26
Ferry Terminal Engineering/Design (FY22 5307)	$	146	FY26
Ferry Terminal Rennovation (FY22 5307)	$	1,687	FY26
Passenger Ferry Vessel (FY23 STATE)	$	1,600	FY26
Baltimore County FY 2025 Completions			
2 Medium Expansion Buses (FY23 5339)	$	509	Complete
BMC Ridesharing (FY24)	$	170	Complete
Bus Shelters (FY19 5339 Discretionary)	$	120	Complete
Bus Signage (FY19 5339 Discretionary)	$	10	Complete
Workforce Development (FY19 5339 Discretionary)	$	10	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 64

PROJECT NAME		TOTAL PROGRAMMED COST	STATUS
Baltimore County FY 2026 and 2027			
2 Small Expansion Buses (FY23 5339)	$	193	FY26
4 Medium Duty Bus Expansion (FY25 5311)	$	1,119	FY26
5 Small Cutaway Bus Expansions (FY24 5339)	$	440	FY26
Calvert County FY 2025 Completions			
2 Small Replacement Buses - 132 & 143 (FY23 5339)	$	211	Complete
2 Small Replacement Buses - 142 & 145 (FY24 5339)	$	214	Complete
Preventive Maintenance (FY23 5307)	$	26	Complete
Preventive Maintenance (FY23 5311)	$	99	Complete
Ridesharing (FY24)	$	9	Complete
Calvert County FY 2026 and 2027			
Dispatch Software (FY21 5339)	$	81	FY25
DPW Fuel Depot (FY23 5307)	$	76	FY25
DPW Fuel Depot (FY23 5311)	$	284	FY25
DPW Fuel Depot (FY24 5307)	$	16	FY25
DPW Fuel Depot (FY24 5311)	$	158	FY25
Ridesharing (FY25)	$	9	FY25
Station Assessment (FY24 5307)	$	42	FY25
Station Assessment (FY24 5311)	$	59	FY25
3 Small Replacement Buses- 144, 148 & 149 (FY25 5339)	$	327	FY26
Automatic Passenger Counters (FY25 5307)	$	9	FY26
Automatic Passenger Counters (FY25 5311)	$	35	FY26
Preventive Maintenance (FY25 5311)	$	99	FY26
Preventive Maintenance (FY25 5307)	$	26	Ongoing
AVL Equipment (FY18 5339)	$	4	Underway
Transfer Station Needs Assessment (FY23 5307)	$	22	Underway
Transfer Station Needs Assessment (FY23 5311)	$	83	Underway
Carroll County FY 2025 Completions			
1 Minivan Replacement - 3322 (FY23 5339)	$	61	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 64

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Carroll County FY 2025 Completions (cont'd)		
1 Minivan Replacement - 3393 (FY22 5339)	$ 45	Complete
2 Small Bus Replacements - 3313 & 3319(FY24 5307)	$ 194	Complete
2 Small Bus Replacements - 3315 & 3316 (FY23 5339)	$ 184	Complete
Preventive Maintenance (FY24 5307)	$ 80	Complete
Small Bus Replacement-3330 (FY24 5339)	$ 99	Complete
Carroll County FY 2026 and 2027		
3 Small Bus Replacements- 3318, 3323 &3324 (FY25 5339)	$ 303	FY26
Preventive Maintenance (FY25 5311)	$ 150	Ongoing
Transit Development Plan - TDP (FY25 5304)	$ 100	Underway
Cecil County FY 2025 Completions		
3 Bus Wraps (FY20)	$ 13	Complete
Preventive Maintenance (FY24 5307)	$ 200	Complete
Transit Development Plan (FY24 5304)	$ 90	Complete
Cecil County FY 2026 and 2027		
Land Acquisition - Transit Hub	$ 1,000	FY26
Transit Hub D & E (FY23 5307)	$ 400	FY26
Preventive Maintenance (FY25 5311)	$ 200	Ongoing
Transit Hub D & E (FY22 5307)	$ 400	Underway
Charles County FY 2025 Completions		
Preventive Maintenance (FY24 5307)	$ 215	Complete
Shelter and Bus Stop Improvements (FY17)	$ 50	Complete
Transit Development Plan (FY24 5304)	$ 105	Complete
Charles County FY 2026 and 2027		
Construction Oversight (FY23 5307)	$ 500	FY26

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 64

PROJECT NAME		TOTAL PROGRAMMED COST	STATUS
Charles County FY 2026 and 2027 (cont'd)			
Facility Construction (FY22 5307)	$	750	FY26
Facility Construction (FY23 5307)	$	4,250	FY26
Facility Construction (FY24 5307)	$	5,000	FY26
Facility Construction (FY24 5311)	$	2,375	FY26
Facility Construction (FY25 5307)	$	2,000	FY26
Preventive Maintenance (FY25 5307)	$	215	Ongoing
Design & Engineering for Facility (FY21)	$	500	Underway
Dorchester County FY 2025 Completions			
1 Small Bus Replacement-183 (FY24 5339)	$	110	Complete
1 Small Bus Replacement-190 (FY24 5339)	$	110	Complete
1 Transit Sedan Replacement - 184 (FY23 5339)	$	49	Complete
Preventive Maintenance (FY24 5311)	$	50	Complete
Dorchester County FY 2026 and 2027			
Fencing Around Facility (FY23 5311)	$	100	FY25
Parking Lot Upgrades (FY23 5311)	$	150	FY26
Small Replacement Bus-185 (FY25 5311)	$	113	FY26
Preventive Maintenance (FY25 5311)	$	50	Underway
Transit Development Plan (FY23 5304)	$	90	Underway
Eastern Shore Non-Profits FY 2025 Completions			
Delmarva Community Svcs - 2 Small Bus Replacements (170 & 195) Type 3A (FY24/25)	$	210	Complete
Eastern Shore Non-Profits FY 2026 and 2027			
Delmarva Community Svcs - Preventive Maintenance (FY24/25)	$	30	Ongoing
Delmarva Community Transit - Mobility Management (FY22/23 5310)	$	333	Ongoing

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 64

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Elderly/ Disabled Non-Profits FY 2025 Completions (cont'd)		
Action in Maturity - 1 Small Replacement Bus (0903) Type 3A (FY24/25)	$ 100	Complete
Allegany County HRDC, Inc. - Preventive Maintenance (FY20/21)	$ 26	Complete
Appalachian Parent Association - 1 Small Bus Replacement (X-16) Type 3A (FY24/25)	$ 92	Complete
Appalachian Parent Association - 1 Small Bus Replacement (X-28) Type 2A (FY24/25)	$ 92	Complete
ARC Northern Chesapeake Region - 2 Minivan Expansion (FY24/25)	$ 140	Complete
ARC Northern Chesapeake Region - 2 Van Expansions Type 1 (FY24/25)	$ 140	Complete
ARC Northern Chesapeake Region - 2 Van Replacements (146 & 147) Type 4 (FY24/25)	$ 132	Complete
ARC of Southern Maryland - 2 Van Expansions Type 4 (FY22/23)	$ 132	Complete
ARC of Southern Maryland - Preventive Maintenance (FY18/19)	$ 5	Complete
Associated Catholic Charities - 1 Small Replacement Bus (MW) Type 3A (FY24/25)	$ 92	Complete
Athelas - Preventive Maintenance (FY18/19)	$ 10	Complete
Bayside Community Network - 1 Van Expansion Type 1 (FY24/25)	$ 70	Complete
Bayside Community Network - Preventive Maintenance (FY18/19)	$ 23	Complete
Center for Life Enrichment - Preventive Maintenance (FY22/23)	$ 54	Complete
Charles County Nursing and Rehabilitation - Preventive Maintenance (FY18/19)	$ 19	Complete
Comprehensive Housing Assistance - Preventive Maintenance (FY18/19)	$ 10	Complete
Daybreak Adult Day Services - 1 Small Bus Replacement (3) Type 3A (FY24/25)	$ 96	Complete
Dorchester County Comm on Aging - Preventive Maintenance (FY18/19)	$ 17	Complete
Dove Pointe, Inc. - Preventive Maintenance (FY18/19)	$ 100	Complete
Dove Pointe, Inc. - 1 Van Expansion Type 1	$ 129	Complete
Dove Pointe, Inc. - Preventive Maintenance (FY22/23)	$ 130	Complete
Easter Seals Baltimore - Preventive Maintenance (FY18/19)	$ 44	Complete
Easter Seals Baltimore - Preventive Maintenance (FY20/21)	$ 30	Complete
Freedom Landing - Preventive Maintenance (FY16/17)	$ 9	Complete
Freedom Landing - Preventive Maintenance (FY18/19)	$ 3	Complete
Harford Center - 1 Small Bus Expansion Type 3A (FY24/25)	$ 102	Complete
Harford Center - 1 Small Bus Replacement (15) Type 3A (FY24/25)	$ 102	Complete
Harford Center - 1 Van Expansion Type 4 (FY24/25)	$ 66	Complete
Harford Center - Preventive Maintenance (FY24/25)	$ 26	Complete
Hopkins Elder Plus - 1 Small Bus Replacement (24-015) Type 4A (FY24/25)	$ 62	Complete
Hopkins Elder Plus - Preventive Maintenance (FY24/25)	$ 99	Complete
Kent Center - Preventive Maintenance (FY17 SS)	$ 6	Complete
Kent Center - Preventive Maintenance (FY18/19)	$ 5	Complete
Partners in Care - Mobility Management (FY20/21)	$ 202	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 64

PROJECT NAME		TOTAL PROGRAMMED COST	STATUS
Elderly/ Disabled Non-Profits FY 2025 Completions (cont'd)			
Partners In Care - Mobility Management (FY22/23)	$	663	Complete
Partners In Care - Preventive Maintenance (FY20/21)	$	40	Complete
Prologue, Inc. - 1 Small Replacement Bus (5305) Type 3A (FY24/25)	$	98	Complete
Providence Center - 10 Minivan Expansion (FY24/25)	$	700	Complete
Richcroft, Inc. - 5 Van Expansions Type 1 (FY24/25)	$	350	Complete
Sheppard Pratt Health System - 1 Small Bus Replacement (CA2) Type 3A (FY24/25)	$	90	Complete
Sheppard Pratt Health System - 1 Small Bus Replacement (D-55) Type 3A (FY24/25)	$	90	Complete
Sheppard Pratt Health System - 1 Small Bus Replacement (T-5) Type 3A (FY24/25)	$	90	Complete
Sheppard Pratt Health System - 1 Small Bus Replacement (W-360) Type 3A (FY24/25)	$	90	Complete
Spring Dell Center - 1 Small Bus Replacement (70) Type 4A (FY24/25)	$	94	Complete
Spring Dell Center - Preventive Maintenance (FY22/23)	$	42	Complete
St. Mary's Adult Medical Day Care 1 Small Bus Replacement (60) Type 3A (FY24/25)	$	89	Complete
St. Mary's Adult Medical Day Care - Disinfectant Sprayer (FY22/23)	$	1	Complete
Star Community - Preventive Maintenance (FY16/17)	$	3	Complete
Washington County CAC - 1 Small Bus Expansion Type 4 (FY24/25)	$	102	Complete
Worcester County Comm On Aging - 1 Small Bus Expansion Type 3A (FY24/25)	$	93	Complete
Worcester County Comm On Aging - 1 Van Replacement (1460) Type 1 (FY24/25)	$	70	Complete
Worcester County Comm On Aging - Preventive Maintenance (FY24/25)	$	33	Complete
Worcester County Comm on Aging - Preventive Maintenance (FY22/23)	$	24	Complete
Worcester County Development Center - 2 Van Expansions Type 1 (FY24/25)	$	140	Complete
Worcester County Developmental Center - Preventive Maintenance (FY18/19)	$	65	Complete
Elderly/ Disabled Non-Profits FY 2026 and 2027			
Allegany County HRDC, Inc. - Mobility Management (FY22/23)	$	46	FY25
Appalachian Parent Association - 1 Van Expansion Type 1 (FY24/25)	$	70	FY25
Appalachian Parent Association - Tire Changer (FY24/25)	$	20	FY25
ARC Northern Chesapeake Region - 2 Small Bus Replacements (148 & 166) Type 2A (FY24/25)	$	163	FY25
ARC of Central Chesapeake - 1 Van Expansion Type 1 (FY24/25)	$	70	FY25
ARC of Central Chesapeake - 1 Van Expansion Type 4 (FY24/25)	$	66	FY25
ARC of Central Chesapeake - Preventive Maintenance (FY24/25)	$	12	FY25
ARC of Central Chesapeake - PPE (FY22/23)	$	1	FY25
ARC of Central Chesapeake - Preventive Maintenance (FY22/23)	$	3	FY25

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 64

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Elderly/ Disabled Non-Profits FY 2026 and 2027 (cont'd)		
Comprehensive Housing Assistance - Preventive Maintenance (FY24/25)	$ 13	FY25
Easter Seals Baltimore - Tripspark Software (FY22/23)	$ 44	FY25
Easter Seals Hagerstown - Tripspark Software (FY22/23)	$ 44	FY25
Freedom Landing - 1 Small Bus (FY16/17)	$ 40	FY25
Lifestyles of Maryland - 2 Van Expansions Type 1 (FY24/25)	$ 140	FY25
Partners in Care - Equipment Q'Straint Security Belts (FY24/25)	$ 8	FY25
Partners in Care - Equipment Tablets (FY24/25)	$ 3	FY25
Partners In Care - 1 Van Expansion Type 4 - #PIC Bus 2 (FY22/23)	$ 66	FY25
Progress Unlimited, Inc. - 1 Van Expansion Type 4 (FY24/25)	$ 66	FY25
Prologue Inc. - 1 Van Replacement - (5302) Type 3A (FY24/25)	$ 70	FY25
Sheppard Pratt Health System - 1 Van Replacement (1-A) Type 4 (FY24/25)	$ 66	FY25
Sheppard Pratt Health System - 33 Dual Facing Cameras (FY24/25)	$ 16	FY25
Sheppard Pratt Health System - License & Subscriptions Fees for Dual Facing Cameras (FY24/25)	$ 20	FY25
Sheppard Pratt Health System - Preventive Maintenance (FY24/25)	$ 30	FY25
Shore Up! - Driver Shields (FY22/23)	$ 2	FY25
Shore Up! - Security Cameras (FY22/23)	$ 14	FY25
Spring Dell Center - 1 Van Expansion Type 4 (FY24/25)	$ 66	FY25
Spring Dell Center - 1 Van Replacement (29) Type 1 (FY24/25)	$ 70	FY25
St. Mary's Adult Medical Day Care - 1 Van Expansion Type 4 (FY24/25)	$ 66	FY25
Washington County CAC - 2 Van Expansions Type 4 (FY24/25)	$ 132	FY25
Action in Maturity - Preventive Maintenance (FY24/25)	$ 24	Ongoing
Appalachian Parent Association - Preventive Maintenance (FY24/25)	$ 17	Ongoing
ARC Northern Chesapeake Region - Preventive Maintenance (FY22/23)	$ 45	Ongoing
Associated Catholic Charities - Preventive Maintenance (FY24/25)	$ 132	Ongoing
Comprehensive Housing Assistance - Mobility Management (FY24/25)	$ 141	Ongoing
Lifestyles of Maryland - Preventive Maintenance (FY24/25)	$ 28	Ongoing
Partners in Care - Mobility Management (FY24/25)	$ 792	Ongoing
Partners in Care - Preventive Maintenance (FY24/25)	$ 40	Ongoing
Progress Unlimited. Inc. - Preventive Maintenance (FY24/25)	$ 100	Ongoing
Spring Dell Center - Preventive Maintenance (FY24/25)	$ 27	Ongoing
Washington County CAC - Mobility Management (FY24/25)	$ 350	Ongoing
Washington County CAC - Preventive Maintenance (FY24/25)	$ 24	Ongoing
Worcester County Comm On Aging - Mobility Management (FY24/25)	$ 180	Ongoing

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 64

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Elderly/ Disabled Non-Profits FY 2026 and 2027 (cont'd)		
Bayside Community Network - Mobility Management (FY24/25)	$ 29	Underway
LifeBridge Health - Cleaning Supplies (FY22/23)	$ 12	Underway
LifeBridge Health - PPE (FY22/23)	$ 4	Underway
Frederick County FY 2025 Completions		
1 Light Duty Bus Replacement-38798 (FY24 5339)	$ 127	Complete
1 Small Replacement Bus - 38624 (FY23 5339)	$ 110	Complete
Preventive Maintenance (FY24 5307)	$ 270	Complete
Rideshare (FY24)	$ 124	Complete
Frederick County FY 2026 and 2027		
2 Heavy Duty Bus Replacements - 37983 & 37984 (FY23 5339)	$ 1,054	FY25
2 Heavy Duty Bus Replacements - 37985 & 37986 (FY24 5339)	$ 1,042	FY25
Ridesharing (FY25)	$ 124	FY25
Heavy Duty Replacement Bus - 37982 (FY25 5307)	$ 650	FY26
Heavy Duty Replacement Bus - 37984 (FY25 5307)	$ 650	FY26
Heavy Duty Replacement Bus - 37985 (FY25 5307)	$ 650	FY26
Small Bus Replacement-38624 (FY25 5339)	$ 131	FY26
Small Bus Replacement-38798 (FY25 5339)	$ 131	FY26
Preventive Maintenance (FY25 5311)	$ 70	Ongoing
Preventive Maintenance (FY25 5307)	$ 700	Underway
Garrett County FY 2025 Completions		
3 Small Bus Replacements - 194, 198 & 199 (FY24 5339)	$ 284	Complete
Preventive Maintenance (FY23)	$ 240	Complete
Garrett County FY 2026 and 2027		
Bendpak 4-Post Vehicle Lift (FY24 5311)	$ 23	FY26
Bendpak Pipe Bender (FY24 F311)	$ 9	FY26
Minivan Replacement-206 (FY25 5339)	$ 86	FY26

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 64

PROJECT NAME		TOTAL PROGRAMMED COST	STATUS
Garrett County FY 2026 and 2027 (cont'd)			
Minivan Replacement-209 (FY25 5339)	$	86	FY26
Small Replacement Bus-207 (FY25 5311)	$	101	FY26
Preventive Maintenance (FY25 5311)	$	267	Ongoing
Transit Development Plan - TDP (FY25 5304)	$	100	Underway
Harford County FY 2025 Completions			
2 Small Bus Replacments - 8001, 8016 (FY21 5339)	$	186	Complete
3 Small Bus Replacements - 8003, 8010, 8012 (FY21 5307)	$	278	Complete
4 Small Bus Expansions (FY20 CARES)	$	400	Complete
4 Small Bus Replacements - 8019, 8023, 8026, 8027 (FY20 CARES)	$	400	Complete
4 Small Cutaway Replacement Buses - 8020; 8022; 8024; 8025 (FY22 5307)	$	476	Complete
Fuel Infrastructure (FY20 5339)	$	-	Complete
LCD Annunciation System (FY20 CARES)	$	118	Complete
Rehab 2 Garages (FY20 5339)	$	-	Complete
Training & Speciality Tools (FY20 5339)	$	-	Complete
Harford County FY 2026 and 2027			
Ridesharing (FY25)	$	88	FY25
1 30' Heavy Duty Replacement Bus - 8036 (FY22 5339)	$	417	FY26
1 Heavy Duty Bus Replacement - 827 (FY21 5307)	$	406	FY26
1 Maintenance Support Vehicle Replacement (FY23 5339)	$	75	FY26
2 Medium-Heavy Replacement Buses - 8035, 818 (FY21 5339)	$	1,340	FY26
2 Small Replacement Buses - 8018, 8028 (FY21 5339)	$	422	FY26
4 Heavy Duty Bus Replacments - 8032, 8033, 8034, 8035 (FY20 CARES)	$	1,800	FY26
4 Medium Duty Replacement Buses 8029, 8030, 8031, 8032 (FY20 5339)	$	3,956	FY26
4 Support Vehicles (Vans) Expansion (FY20 CARES)	$	216	FY26
Bus Shelter Installation (FY20 CARES)	$	239	FY26
Bus Stop Benches (FY20 CARES)	$	25	FY26
Facility Roof Replacement (FY20 CARES)	$	363	FY26
Generator Replacement (FY20 CARES)	$	125	FY26
Microtransit Services Study (FY23 5303)	$	150	FY26
RouteMatch Software (FY20 CARES)	$	300	FY26

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 64

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Harford County FY 2026 and 2027 (cont'd)		
Security Camera System (FY20 CARES)	$ 60	FY26
Preventive Maintenance (FY25 5307)	$ 1,000	Underway
RouteMatch Hardware (FY20 CARES)	$ 300	Underway
Howard County FY 2025 Completions		
10 Small Cutaway Bus Replacements - 205 - 214 (FY22 ARPA SWAP)	$ 950	Complete
4 Medium Replacement Buses - 9540-9543 (FY22 ARPA SWAP)	$ 2,054	Complete
Ridesharing (FY24)	$ 131	Complete
Howard County FY 2026 and 2027		
1 35' Heavy Duty Bus Replacement - 9525 (FY22 ARPA SWAP)	$ -	FY25
Preventive Maintenance (FY25 LU)	$ 50	FY25
Ridesharing (FY25)	$ 131	FY25
1 Heavy Duty Bus Replacement - 200 (FY23 5339)	$ 524	FY26
1 Heavy Duty Bus Replacement - 201 (FY24 5339)	$ 449	FY26
1 Heavy Duty Bus Replacement - 202 (FY24 5339)	$ 449	FY26
1 Heavy Duty Bus Replacement - 9521 (FY24 5339)	$ 449	FY26
1 Heavy Duty Bus Replacment - 203 (FY23 5339)	$ 524	FY26
1 Heavy Duty Bus Replacment - 204 (FY23 5339)	$ 524	FY26
Heavy Duty Bus Replc.-9534 (FY25 5339)	$ 600	FY26
Heavy Duty Bus Replc.-9535 (FY25 5339)	$ 600	FY26
Preventive Maintenance (FY24 LU)	$ 50	Ongoing
Bus Stop Annunciators (FY20 5339 Discretionary)	$ 225	Underway
Preventive Maintenance (FY22)	$ 115	Underway
Montgomery County FY 2025 Completions		
Ridesharing (FY24)	$ 372	Complete
Montgomery County FY 2026 and 2027		
Ridesharing (FY25)	$ 372	FY25

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 64

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Montgomery County FY 2026 and 2027 (cont'd)		
Bus Replacement - 35ft (FY24 5307)	$ 2,000	FY26
Bus Replacement (FY21 WAG)	$ 2,000	FY26
Bus Replacement (FY22 WAG)	$ 2,000	FY26
Bus Replacement (FY23 WAG)	$ 2,000	FY26
Bus Replacement-35ft (FY25 WAG)	$ 2,000	FY26
Ocean City FY 2025 Completions		
2 60' Articulated Replacement Buses - 3439 & 3733 (FY24 5339)	$ 1,650	Complete
Preventive Maintenance (FY24 5311)	$ 725	Complete
Ocean City FY 2026 and 2027		
2 60' Articulated Replacement Buses - 2940 & 2941 (FY25 5311)	$ 1,700	FY26
Transition Plan for Zero Emission Vehicles (FY25 5311)	$ 149	FY26
Preventive Maintenance (FY25 5311)	$ 825	Ongoing
Transportation Development Plan	$ 90	Underway
Prince George's County FY 2025 Completions		
Ridesharing (FY24)	$ 269	Complete
Prince George's County FY 2026 and 2027		
10-Battery Electric Buses/Delivery 40' (FY25 5339 Discretionary)	$ 6,724	FY26
15 - Battery Electric Expansion Buses/Delivery (FY22 5339)	$ 12,218	FY26
20-Data Access Tools (FY22 5339)	$ 50	FY26
4 Charging Infrastructures (FY21 5339 LoNo Discretionary)	$ 260	FY26
5 - Battery Electric Expansion Buses/Delivery (FY22 5339)	$ 4,258	FY26
5-Battery Electric Buses/Delivery 35' (FY25 5339 Discretionary)	$ 3,362	FY26
5-Battery Electric Vans/Delivery (FY25 5339 Discretionary)	$ 561	FY26
5-On-Route Charges (Equipment Only) (FY22 5339)	$ 1,075	FY26
6 Electric Battery Expansion Buses (FY21 5339 LoNo Discretionary)	$ 5,799	FY26
Apprenticeship Program (FY22 5339)	$ 500	FY26

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 64

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Prince George's County FY 2026 and 2027 (cont'd)		
Bus OEM Operating, Maint, First Responders (FY22 5339)	$ 250	FY26
Bus OEM Operator, Maintenance, First Resp (FY25 5339 Discretionary)	$ 200	FY26
Bus Replacement - 35ft (FY24 5307)	$ 500	FY26
Bus Replacement (FY23 WAG)	$ 500	FY26
Bus Replacement-35ft (FY25 WAG)	$ 500	FY26
Configurables/Options (FY22 5339)	$ 1,080	FY26
Data Collection, Existing Cond Doc & Eval (FY22 Persist Poverty)	$ 217	FY26
Depot Chargers (Equipment Only) (FY22 5339)	$ 557	FY26
Depot Construction (FY22 5339)	$ 1,378	FY26
Depot/Microgrid Phase II Concept Design (FY25 5339 Discretionary)	$ 150	FY26
Develop Project Design & Tech Eng Document (FY22 Persist Poverty)	$ 363	FY26
Infrastructure Training (FY22 5339)	$ 100	FY26
Infrastructure Training (FY25 5339 Discretionary)	$ 200	FY26
Meetings & Project Management (FY22 Persist Poverty)	$ 87	FY26
Microgrid (FY22 5339)	$ 6,000	FY26
Microgrid Phase II Construction (FY25 5339 Discretionary)	$ 160,054	FY26
NTI Training (FY25 5339 Discretionary)	$ 50	FY26
NTI Training (FY22 5339)	$ 150	FY26
On-Route Construction (FY22 5339)	$ 2,450	FY26
PPE, Tools, and Equipment (FY22 5339)	$ 213	FY26
PPE, Tools, and Equipment (FY25 5339 Discretionary)	$ 70	FY26
Project Management and Technical Support (FY25 5339 Discretionary)	$ 671	FY26
Ridesharing (FY25)	$ 269	FY26
Spare Parts (FY22 5339)	$ 120	FY26
Training Aids, Simulators, Components, Equip (FY22 5339)	$ 350	FY26
Training Aids, Simulators, Components, Equip (FY25 5339 Discretionary)	$ 100	FY26
Transit Center Construction (FY22 Raise)	$ 47,000	FY26
Workforce Development Program (FY25 5339 Discretionary)	$ 1,000	FY26
Bus Replacement (FY21 WAG)	$ 500	Underway
Project Mangement & Tech Support (FY22 5339)	$ 503	Underway
Queen Anne's County FY 2025 Completions		
1 Small Expansion Bus (FY22 ARPA SWAP)	$ 84	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 64

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Queen Anne's County FY 2025 Completions (cont'd)		
1 Support Vehicle Replacement - 304 (FY22 ARPA SWAP)	$ 50	Complete
2 Small Replacement Buses - 340 & 360 (FY22 ARPA SWAP)	$ 169	Complete
Alignment, Tire Changer, & AC Freon Machines (FY22 ARPA SWAP)	$ 93	Complete
Bus Camera System Replacement (FY22 ARPA SWAP)	$ 197	Complete
Office Furniture (FY22 ARPA SWAP)	$ 25	Complete
Small Cutaway Bus Expansion (FY24 5339)	$ 101	Complete
Queen Anne's County FY 2026 and 2027		
Preventive Maintenance (FY23 5311 & LU)	$ 80	FY25
2 Minivan Replacements- 261 & 319 (FY25 5339)	$ 160	FY26
New Bus Shelters (FY24 5339)	$ 30	FY26
Preventive Maintenance (FY22 5311 & LU)	$ 92	Ongoing
Transportation Development Plan - TDP (FY25 5304)	$ 100	Underway
St. Mary's County FY 2025 Completions		
1 Medium Replacement Bus - 11 (FY24 5339)	$ 162	Complete
1 Medium Replacement Bus - 12-6291 (FY23 5339)	$ 161	Complete
2 Small Replacement Buses -16 & 17 (FY24 5339)	$ 238	Complete
Preventive Maintenance (FY22 5307 & 5311)	$ 175	Complete
Preventive Maintenance (FY23 5307 & 5311)	$ 100	Complete
St. Mary's County FY 2026 and 2027		
1 Medium Replacement - 13 6292 (FY25 5339)	$ 232	FY26
1 Small Bus Replacement - 11 (FY25 5339)	$ 115	FY26
1 Small Bus Replacement - 19 6311 (FY25 5339)	$ 115	FY26
1 Small Bus Replacement - 21 6313 (FY25 5339)	$ 115	FY26
3 Bus Shelters (FY24 5339)	$ 43	FY26
Preventive Maintenance (FY25 5307)	$ 30	Ongoing
Preventive Maintenance (FY25 5311)	$ 21	Ongoing
2 Small Replacement Buses - 48-6176 & 18-6297 (FY23 5339)	$ 229	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 64

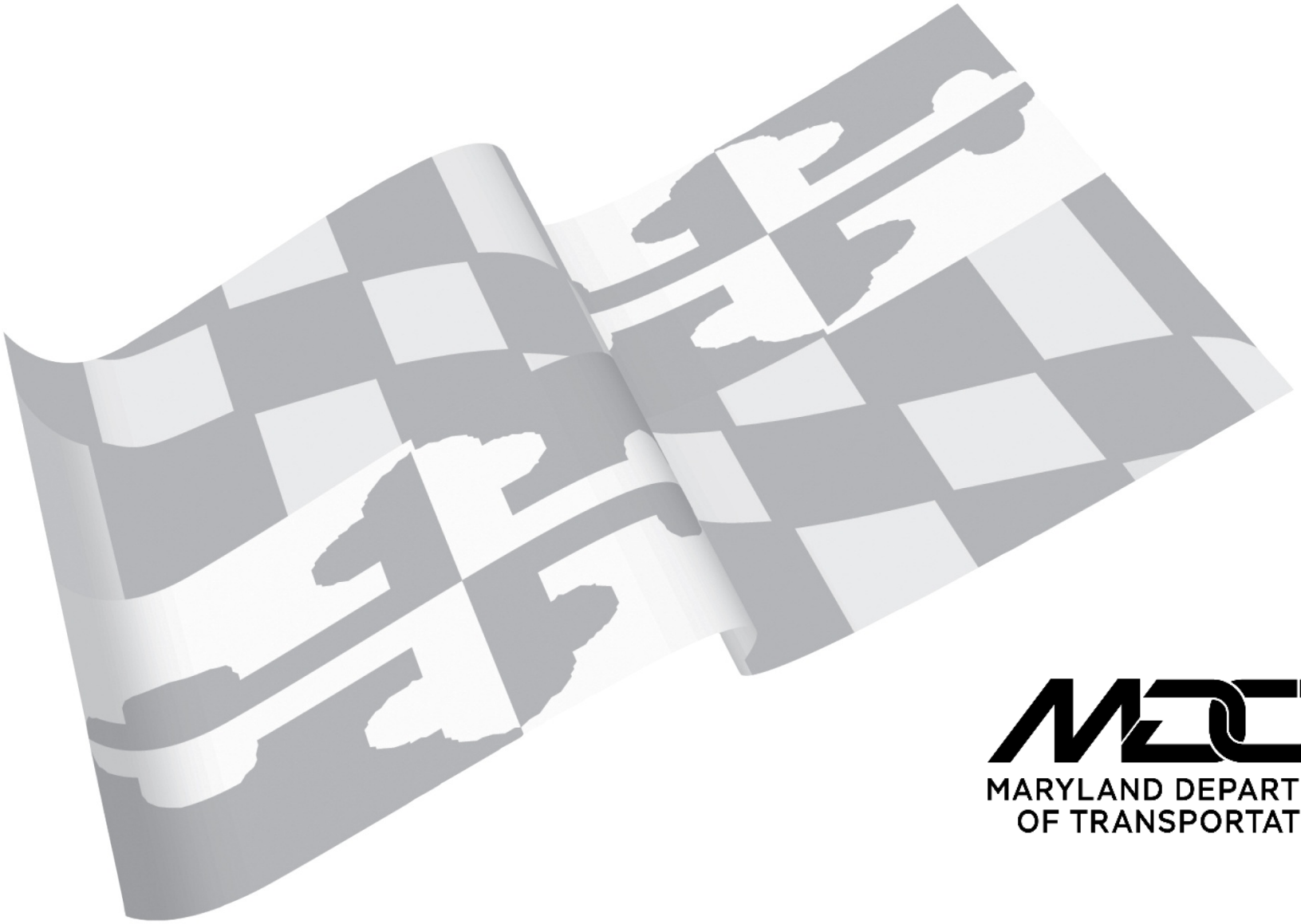
PROJECT NAME		TOTAL PROGRAMMED COST	STATUS
Talbot County FY 2025 Completions			
1 Minivan Replacement - 1118 (FY23 5339)	$	111	Complete
1 Sedan Replacement - 1050 (FY23 5339)	$	50	Complete
1 Small Replacement Bus - 802 (FY23 5339)	$	109	Complete
2 Small Bus Replacements-1119 & 602 (FY24 5339)	$	220	Complete
Preventive Maintenance (FY24 5311)	$	30	Complete
Talbot County FY 2026 and 2027			
1 Small Replacement Bus - 1115 (FY25 5339)	$	113	FY26
Preventive Maintenance (FY25 5311)	$	30	FY26
Tri-County Council for Lower Eastern Shore FY 2025 Completions			
1 Small Bus Replacement - 13 (FY24 5339)	$	122	Complete
1 Small Bus Replacement- 122 (FY24 5307)	$	113	Complete
2 Medium Replacement Buses - 274, 275 (FY23 5339)	$	279	Complete
Tri-County Council for Lower Eastern Shore FY 2026 and 2027			
Ridesharing (FY25)	$	109	FY25
1 Small Bus Replacement - 94 (FY25 5339)	$	110	FY26
1 Small Bus Replacement - 97 (FY25 5339)	$	110	FY26
Bus Security Cameras (FY20 CARES)	$	400	FY26
Generator (FY25 5307)	$	500	FY26
Mobility Management (FY25 5307)	$	143	FY26
Preventive Maintenance (FY25 5307)	$	800	FY26
Mobility Management (FY24 5307)	$	143	Ongoing
Preventive Maintenance (FY24 5307)	$	800	Ongoing
Study of System Design (FY23 5303PP)	$	410	Underway
Washington County FY 2025 Completions			
1 Support Vehicles Replacement - N-1 (FY20 CARES)	$	49	Complete
Transit Development Plan - TDP (FY24 5304)	$	95	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 64

PROJECT NAME		TOTAL PROGRAMMED COST	STATUS
Washington County FY 2025 Completions (cont'd)			
Vehicle Wash Machine (FY23 5307)	$	45	Complete
Washington County FY 2026 and 2027			
Forklift (FY23 5307)	$	35	FY26
Oil/Water Separator Replacement	$	60	FY26
Shop Truck Replacement- T-1	$	62	FY26
Support Vehicle Replacement - S-1 (FY24 5339)	$	40	FY26
WCT Roof Replacement (FY23 5339)	$	56	FY26
Preventive Maintenance (FY20 CARES)	$	1,352	Ongoing
Routing/Dispatch Transportation Hard & Software (FY24 5307)	$	300	Underway



MARYLAND DEPARTMENT
OF TRANSPORTATION

WASHINGTON METROPOLITAN AREA

TRANSIT AUTHORITY

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
CAPITAL PROGRAM SUMMARY
($ MILLIONS)

	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	SIX - YEAR TOTAL
Major Construction Program	**515.5**	**529.7**	**544.6**	**553.4**	**545.7**	**554.3**	**3,243.2**
Local Funding	515.5	529.7	544.6	553.4	545.7	554.3	3,243.2
Major Development & Evaluation Program	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Minor Program	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Capital Salaries, Wages & Other Costs	**-**	**-**	**-**	**-**	**-**	**-**	**-**
TOTAL	**515.5**	**529.7**	**544.6**	**553.4**	**545.7**	**554.3**	**3,243.2**
Special Funds	184.8	356.4	361.1	366.0	371.1	376.3	2,015.6
Federal Funds	-	-	-	-	-	-	-
Other Funds	330.7	173.4	183.5	187.4	174.6	178.1	1,227.6
Special Funds Breakdown							
General Fund	-	167.0	167.0	167.0	167.0	167.0	835.0
Transportation Trust Fund	184.8	189.4	194.1	199.0	204.1	209.3	1,180.6
SPECIAL FUNDS TOTAL	**184.8**	**356.4**	**361.1**	**366.0**	**371.1**	**376.3**	**2,015.6**
Other Funds Breakdown							
GO Bonds	167.0	-	-	-	-	-	167.0
Other (Not GO Bonds)	163.7	173.4	183.5	187.4	174.6	178.1	1,060.6
OTHER FUNDS TOTAL	**330.7**	**173.4**	**183.5**	**187.4**	**174.6**	**178.1**	**1,227.6**

PROJECT: WMATA Capital Improvement Program

DESCRIPTION: The program provides Maryland's share of the funding for the Washington Metropolitan Area Transit Authority's (WMATA) Capital Improvement Program (CIP). It includes Maryland's share of matching funds to federal formula funds received directly by WMATA as well as Maryland's share of additional state and local funds for WMATA capital projects.

PURPOSE & NEED SUMMARY STATEMENT: WMATA's FY 2026 - 2031 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 2026 - 2031 CIP includes investments to replace rail cars, rehabilitate track and rail structures, replace vehicles for Metrobus and MetroAccess, and implement recommendations from the National Transportation Safety Board, the Federal Transit Administration, and the Washington Metrorail Safety Commission.

SMART GROWTH STATUS: [X] Project Not Location Specific [ ] Not Subject to PFA Law

[ ] Project Inside PFA
[ ] Project Outside PFA
[ ] PFA Status Yet to Be Determined

[ ] Grandfathered
[ ] Exception Will Be Required
[ ] Exception Granted

STATUS: The FY 2026 - 2031 CIP was adopted by the WMATA Board of Directors on April 10, 2025.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	5,316,159	3,568,662	264,644	266,210	280,471	295,312	304,142	296,356	305,007	1,747,497	0
Total	**5,316,159**	**3,568,662**	**264,644**	**266,210**	**280,471**	**295,312**	**304,142**	**296,356**	**305,007**	**1,747,497**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	2,055,893	1,368,992	102,600	102,500	107,105	111,848	116,734	121,766	126,949	686,901	0
Other	3,260,266	2,199,670	162,044	163,710	173,366	183,464	187,408	174,590	178,058	1,060,596	0

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: The estimated cost allocation increased by $274.7M due to the addition of FY 2031, adjustments in WMATA's annual subsidy request from Maryland and adjustments in FY 2026 - FY 2031 Federal funds received directly by WMATA.

9006

PROJECT: Project Development Program

DESCRIPTION: The program funds Maryland's allocated share of the Washington Metropolitan Area Transit Authority's (WMATA) Project Development Program. This project supports Joint Development activities through planning for potential residential or commercial real estate projects to increase ridership and support transit-oriented development. Joint Development projects have been identified across all jurisdictions that still need support to clarify transit facility needs or resolve site issues before advancing development solicitations for the Joint Development opportunities. This funding represents one way MDOT supports the Maryland State Plan's goals to advance transit-oriented development as an important tool in tackling the affordable housing shortage and leveraging infrastructure to bolster inclusive economic growth. In addition to Joint Development, the program consists of station area planning to address access and capacity needs around transit stations served by WMATA.

PURPOSE & NEED SUMMARY STATEMENT: The program funds Maryland's allocated share of WMATA's Project Development Program.

SMART GROWTH STATUS: [X] Project Not Location Specific [ ] Not Subject to PFA Law

[ ] Project Inside PFA
[ ] Project Outside PFA
[ ] PFA Status Yet to Be Determined

[ ] Grandfathered
[ ] Exception Will Be Required
[ ] Exception Granted

STATUS: Project Development Program planning studies are ongoing.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	30,760	24,760	1,000	1,000	1,000	1,000	1,000	1,000	1,000	6,000	0
Total	**30,760**	**24,760**	**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	30,760	24,760	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 2025 - 30 CTP: The total estimated cost allocation increased $1.0M due to the addition of funding for FY 2031.

8011

PROJECT: Matching Funding for "Passenger Rail Investment and Improvement Act"

DESCRIPTION: The Passenger Rail Investment and Improvement Act (PRIIA) of 2008 authorized federal funds to be appropriated over a ten year period for capital and preventative maintenance projects of the Washington Metropolitan Area Transit Authority (WMATA). While the 2008 program expired in FY 2018, the PRIIA program was reauthorized under the IIJA through FY 2030 (expected to be reauthorized through FY 2031). The federal legislation requires matching funds from Maryland, Virginia, and the District of Columbia. This program provides Maryland's share of these matching federal funds.

PURPOSE & NEED SUMMARY STATEMENT: Funding is used for capital improvements for safety and state of good repair of the rail system, including replacement of older railcars and other investments called for in recommendations made by the National Transportation Safety Board, the Federal Transit Administration, and the Washington Metrorail Safety Commission.

SMART GROWTH STATUS: [X] Project Not Location Specific [ ] Not Subject to PFA Law

[ ] Project Inside PFA
[ ] Project Outside PFA
[ ] PFA Status Yet to Be Determined

[ ] Grandfathered
[ ] Exception Will Be Required
[ ] Exception Granted

STATUS: FTA's dedicated funding allocation for WMATA in FY 2026 is $150.0M. Maryland's share of matching funds is $50.0M. Increases $50M due to the addition of funding for FY 2031.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: The total estimated cost increased $50.0M due to the addition of funding for FY 2031.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	1,050,000	750,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	300,000	0
Total	**1,050,000**	**750,000**	**50,000**	**50,000**	**50,000**	**50,000**	**50,000**	**50,000**	**50,000**	**300,000**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	1,011,500	711,500	50,000	50,000	50,000	50,000	50,000	50,000	50,000	300,000	0
Other	38,500	38,500	0	0	0	0	0	0	0	0	0

9008

PROJECT: WMATA Debt Service

DESCRIPTION: Washington Metropolitan Area Transit Authority (WMATA) debt service represents the amount of bond debt taken on by WMATA under agreement with the State to cover the costs of debt repayment and associated interest and fees. This debt was originally approved to fund Maryland's share of WMATA's CIP when WMATA's full requested subsidy exceeded the State's cash resources. Due to refinancing, the debt has been consolidated into one project.

PURPOSE & NEED SUMMARY STATEMENT: These debt authorizations fund the prior purchase of long-term bonds issued by WMATA on behalf of the state to fund WMATA's Capital Improvement Program (CIP).

SMART GROWTH STATUS: [X] Project Not Location Specific [ ] Not Subject to PFA Law

[ ] Project Inside PFA
[ ] Project Outside PFA — [ ] Grandfathered; [ ] Exception Will Be Required; [ ] Exception Granted
[ ] PFA Status Yet to Be Determined

STATUS: Maryland's share of WMATA debt payment with programmed funding beginning in FY 2020 and continuing through FY 2026 - 2031. 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 2025 - 30 CTP: The total estimated cost allocation increased by $31.3M due to the addition of FY 2031 funding.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	479,102	291,377	31,246	31,257	31,269	31,278	31,292	31,307	31,322	187,724	0
Total	**479,102**	**291,377**	**31,246**	**31,257**	**31,269**	**31,278**	**31,292**	**31,307**	**31,322**	**187,724**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	479,102	291,377	31,246	31,257	31,269	31,278	31,292	31,307	31,322	187,724	0
Other	0	0	0	0	0	0	0	0	0	0	0

9013

PROJECT: Governor's Dedicated Capital Funding

DESCRIPTION: In 2018, Maryland acted in conjunction with the Commonwealth of Virginia and the District of Columbia to create a bondable dedicated capital funding grant for use by the Washington Metropolitan Area Transit Authority (WMATA) for the purpose of generating financial assets to finance its Capital Improvement Program (CIP). Among the three funding jurisdictions, this dedicated capital funding grant totals $500M annually. In accordance with Chapter 351 and 352 of the Acts of the Maryland General Assembly of 2018 (and as amended in 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 provides $167M annually to WMATA's CIP beginning in FY 2020.

SMART GROUTH STATUS: [X] Project Not Location Specific [ ] Not Subject to PFA Law

[ ] Project Inside PFA
[ ] Project Outside PFA
[ ] PFA Status Yet to Be Determined

[ ] Grandfathered
[ ] Exception Will Be Required
[ ] Exception Granted

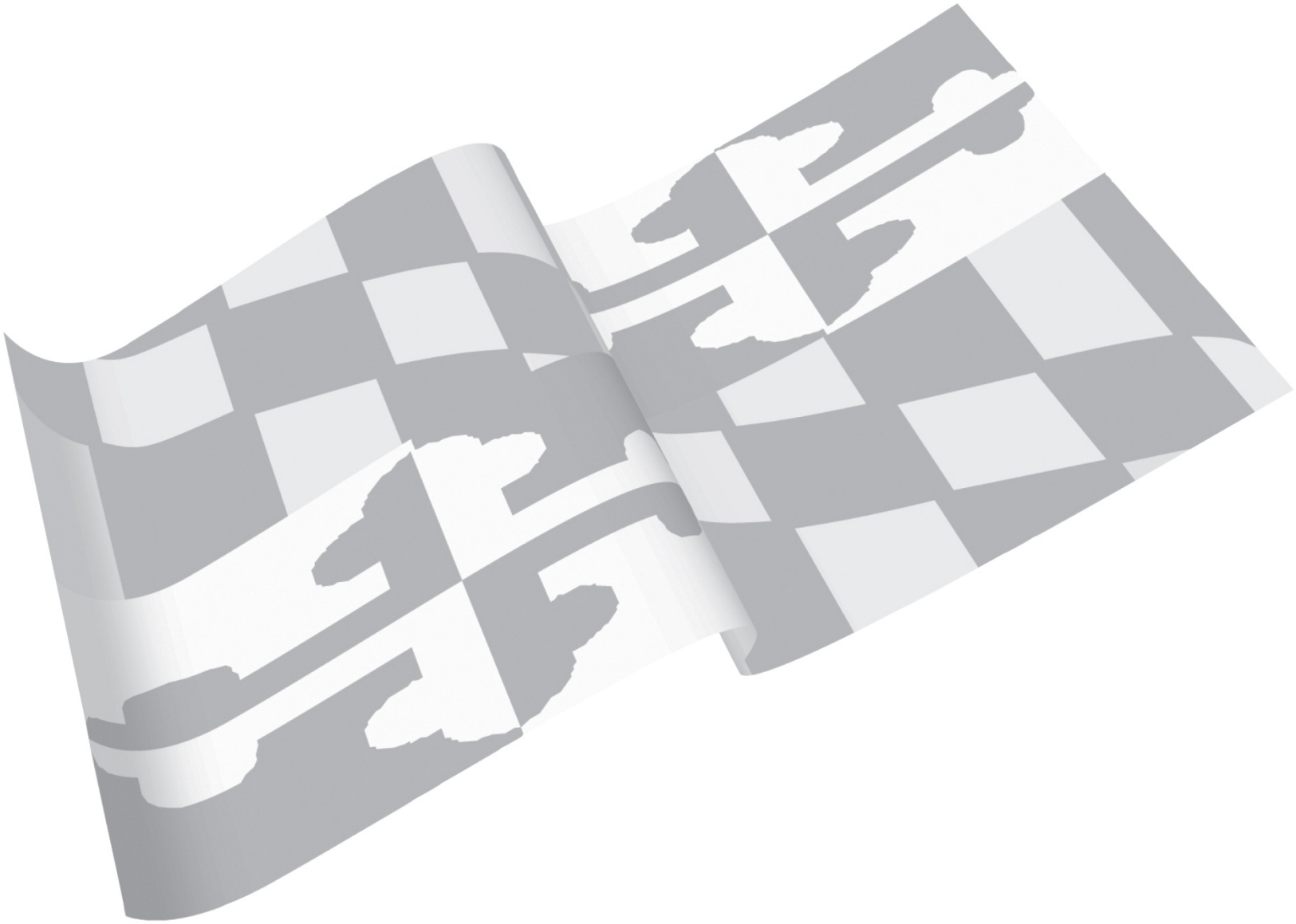
STATUS: Maryland's share of the $500.0M annual dedicated funding to WMATA's CIP is $167.0M.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [X] FEDERAL [X] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	2,004,000	1,002,000	167,000	167,000	167,000	167,000	167,000	167,000	167,000	1,002,000	0
Total	**2,004,000**	**1,002,000**	**167,000**	**167,000**	**167,000**	**167,000**	**167,000**	**167,000**	**167,000**	**1,002,000**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	1,670,000	835,000	0	0	167,000	167,000	167,000	167,000	167,000	835,000	0
Other	334,000	167,000	167,000	167,000	0	0	0	0	0	167,000	0

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: The total estimated cost allocation increased $167.0M due to the addition of funding in FY 2031.

9011 - FY25 & FY26 GO Bond

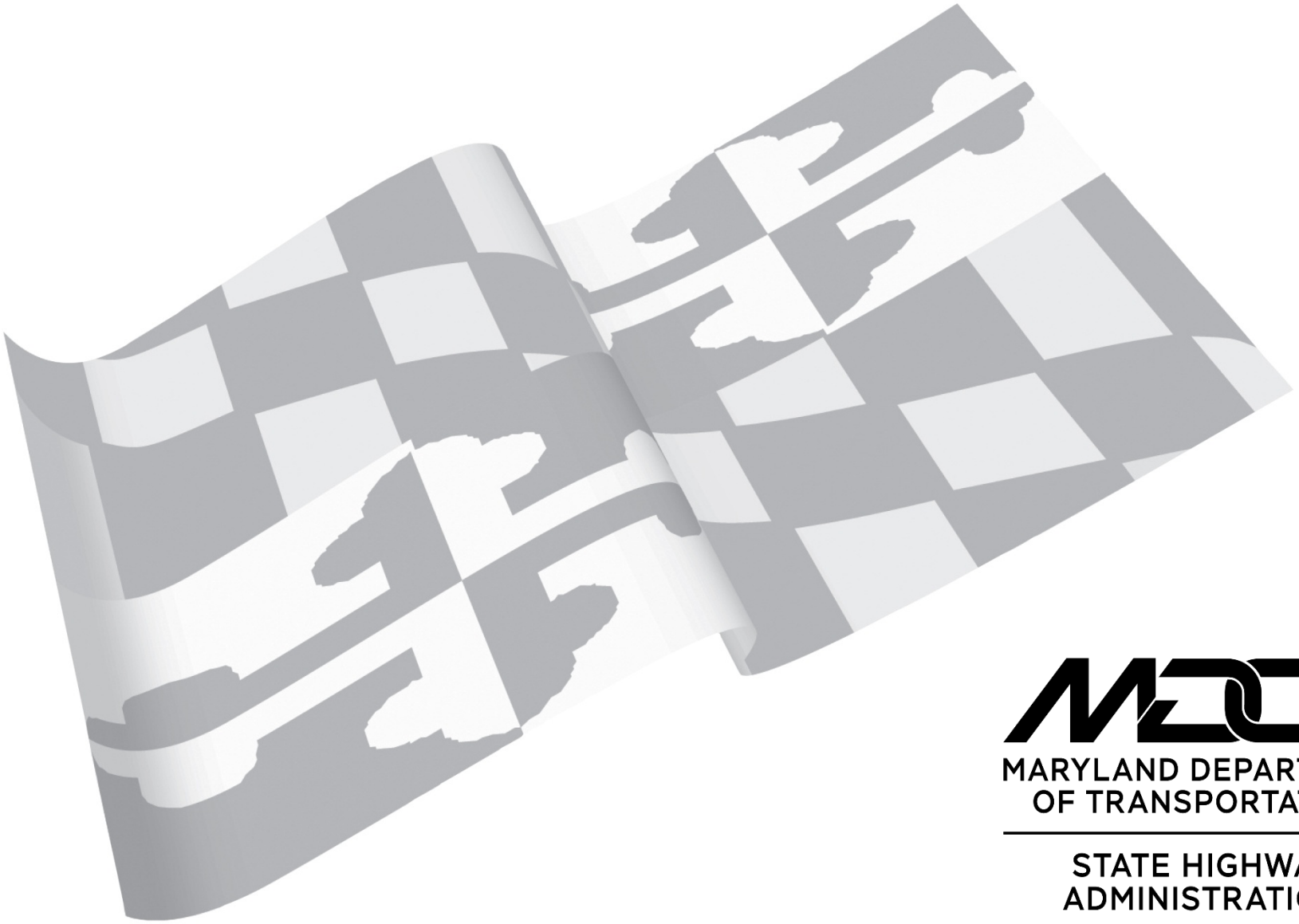


MDOT MARYLAND DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY ADMINISTRATION

STATE HIGHWAY ADMINISTRATION
CAPITAL PROGRAM SUMMARY
($ MILLIONS)

	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	SIX - YEAR TOTAL
Major Construction Program	**167.0**	**154.8**	**136.1**	**193.7**	**102.8**	**71.6**	**826.0**
System Preservation	0.2	0.0	-	-	-	-	0.2
Expansion/Efficiency	137.3	120.0	113.9	167.9	92.5	65.7	697.4
Safety & Security	5.4	3.8	5.8	7.1	6.1	4.6	32.7
Administration	24.1	31.0	16.3	18.7	4.3	1.4	95.8
Major Development & Evaluation Program	**17.0**	**52.7**	**164.1**	**166.5**	**39.1**	**14.4**	**453.8**
Expansion/Efficiency	9.7	13.3	22.3	29.0	24.6	14.4	113.4
Safety & Security	6.9	39.4	141.7	137.5	14.5	-	340.0
Administration	0.4	0.0	-	-	-	-	0.4
Minor Program	**894.6**	**916.9**	**1,120.1**	**1,062.0**	**1,154.3**	**1,066.1**	**6,214.1**
System Preservation	489.0	507.7	605.1	591.4	651.1	613.6	3,457.9
Expansion/Efficiency	51.2	56.6	72.8	75.6	77.0	59.5	392.7
Safety & Security	183.0	152.8	206.4	192.5	209.2	188.6	1,132.5
Local Funding	97.9	106.6	99.7	97.4	92.4	90.2	584.2
Environment	35.2	57.6	65.3	57.0	56.2	56.2	327.5
Administration	38.5	35.6	70.8	48.1	68.4	58.0	319.3
Capital Salaries, Wages & Other Costs	**-**	**-**	**-**	**-**	**-**	**-**	**-**
TOTAL	**1,078.7**	**1,124.4**	**1,420.3**	**1,422.2**	**1,296.2**	**1,152.1**	**7,493.9**
Special Funds	236.9	246.7	322.0	298.1	330.1	255.0	1,688.8
Federal Funds	826.7	839.2	986.8	1,029.2	951.2	882.1	5,515.1
Other Funds	15.0	38.5	111.5	95.0	15.0	15.0	290.0
Special Funds Breakdown							
Transportation Trust Fund	236.9	246.7	322.0	298.1	330.1	255.0	1,688.8
SPECIAL FUNDS TOTAL	**236.9**	**246.7**	**322.0**	**298.1**	**330.1**	**255.0**	**1,688.8**
Other Funds Breakdown							
GO Bonds	-	23.5	96.5	80.0	-	-	200.0
Other (Not GO Bonds)	15.0	15.0	15.0	15.0	15.0	15.0	90.0
OTHER FUNDS TOTAL	**15.0**	**38.5**	**111.5**	**95.0**	**15.0**	**15.0**	**290.0**



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: [X] Project Not Location Specific [ ] Not Subject to PFA Law

[ ] Project Inside PFA
[ ] Project Outside PFA
[ ] PFA Status Yet to Be Determined

[ ] Grandfathered
[ ] Exception Will Be Required
[ ] Exception Granted

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

[X] Enhance Safety and Security
[X] Deliver System Quality
[X] Serve Communities and Support the Economy
[ ] Promote Environmental Stewardship

EXPLANATION: The CHART program aids in the reduction of secondary crashes, travel time, and congestion while also providing traveler information to the motoring public. CHART prevents nearly 1,000 secondary crashes on average annually and contributes to over $1 billion in annual user cost savings through non-recurring congestion reduction.

STATUS: This represents a summary of the Statewide CHART program. Specific projects are shown in the System Preservation Minor Projects Program listing within each county where a project is located.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: The six-year cost increase of $2.5 million is primarily due to an increase in project construction costs.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [X] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	29,418	27,369	1,176	1,469	116	116	116	116	116	2,049	0
Engineering	34,361	19,131	2,070	4,030	2,600	2,300	2,100	2,100	2,100	15,230	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	1,737	249	0	50	300	300	300	269	269	1,488	0
Construction	64,426	35,569	4,571	2,462	3,937	6,590	6,722	4,573	4,573	28,857	0
Total	**129,941**	**82,317**	**7,817**	**8,011**	**6,953**	**9,306**	**9,238**	**7,058**	**7,058**	**47,624**	**0**
Federal-Aid	87,281	49,861	5,933	5,971	6,729	7,184	7,144	5,196	5,196	37,420	0
Special	42,660	32,456	1,884	2,040	224	2,122	2,094	1,862	1,862	10,204	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 (2025) N/A

PROJECTED (2045) N/A

STIP REFERENCE #State1 8/1/2025

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.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☒ Not Subject to PFA Law

☐ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet to Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

☒ Enhance Safety and Security
☒ Deliver System Quality
☒ Serve Communities and Support the Economy
☒ Promote Environmental Stewardship

EXPLANATION: This program supports pedestrian and Vision Zero safety improvements, community revitalization and other efforts to encourage pedestrian usage of sidewalks along SHA highways. It also provides safer access to transit service for both bus and fixed rail systems.

STATUS: Individual projects are shown in the System Preservation Minor Projects Program pages in the county where the project is located. MDOT is able to advance all phases of this project because of the funding provided by the Governor and Legislature in the last session.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: The six-year cost increase of $122.8 million (primarily in federal funding) leverages previously programmed state funding to support MDOT's commitment to sidewalk projects throughout the State.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	9,945	2,258	1,600	0	2,627	1,265	1,265	1,265	1,265	7,687	0
Engineering	79,780	21,116	9,599	13,200	5,964	11,000	10,000	10,000	8,500	58,664	0
Right-of-way	1,263	1,263	1,000	0	0	0	0	0	0	0	0
Utilities	544	544	250	0	0	0	0	0	0	0	0
Construction	197,088	25,820	9,787	12,814	25,608	31,449	40,215	36,591	24,591	171,268	0
Total	**288,620**	**51,001**	**22,236**	**26,014**	**34,199**	**43,714**	**51,480**	**47,856**	**34,356**	**237,619**	**0**
Federal-Aid	235,637	33,792	17,638	21,988	27,424	37,077	44,349	42,253	28,753	201,845	0
Special	52,983	17,209	4,598	4,026	6,775	6,637	7,131	5,603	5,603	35,774	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

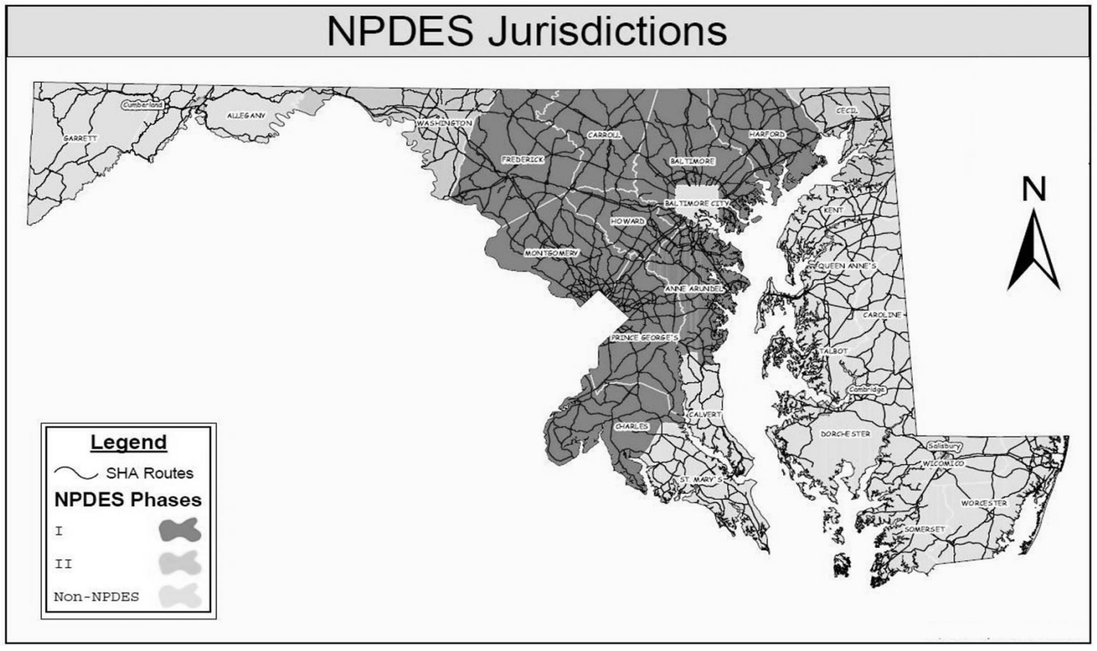
STATE - N/A
FEDERAL - N/A
STATE SYSTEM: N/A

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2025) N/A

PROJECTED (2045) N/A

STIP REFERENCE #State2 12/1/2024



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 [X] Not Subject to PFA Law

[ ] Project Inside PFA
[ ] Project Outside PFA
[ ] PFA Status Yet to Be Determined

[ ] Grandfathered
[ ] Exception Will Be Required
[ ] Exception Granted

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

[ ] Enhance Safety and Security
[X] Deliver System Quality
[X] Serve Communities and Support the Economy
[X] Promote Environmental Stewardship

EXPLANATION: The SHA is required to adhere to the Chesapeake Bay TMDL and local TMDLs as a result of its National Pollutant Discharge Elimination System (NPDES) Municipal Separate Storm Sewer System Permit (MS4). This programmatic effort is needed to ensure permit compliance and supports the ultimate goal of improved water quality in Maryland streams, creeks, rivers, and the Chesapeake Bay.

STATUS: Planning, engineering, and construction underway. MDOT is able to advance all phases of this project because of the funding provided by the Governor and Legislature in the last session.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: The six-year cost increase of $81.6 million (in federal funding) leverages previously programmed state funding to support continued MS-4 Permit-related maintenance and compliance efforts.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	32,218	17,328	2,900	3,183	1,707	2,500	2,500	2,500	2,500	14,890	0
Engineering	49,827	24,168	2,980	5,488	2,171	4,500	4,500	4,500	4,500	25,659	0
Right-of-way	5,364	1,364	0	0	0	1,000	1,000	1,000	1,000	4,000	0
Utilities	35	35	0	0	0	0	0	0	0	0	0
Construction	399,872	200,926	6,777	15,864	46,392	38,609	34,375	31,854	31,854	198,947	0
Total	**487,316**	**243,820**	**12,657**	**24,535**	**50,270**	**46,609**	**42,375**	**39,854**	**39,854**	**243,496**	**0**
Federal-Aid	270,952	102,883	5,749	17,307	28,703	33,552	28,590	29,959	29,959	168,069	0
Special	216,364	140,937	6,908	7,228	21,567	13,057	13,785	9,895	9,895	75,427	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 (2025) N/A

PROJECTED (2045) N/A

STIP REFERENCE #State3 8/1/2025

PROJECT: NEVI Program

DESCRIPTION: The National Electric Vehicle Infrastructure (NEVI) Program will create a network of convenient, reliable, affordable, and equitable electric vehicle chargers along Maryland's designated alternative fuel corridors, which are major highways, and within communities along public roads or publicly accessible locations. Contributions from third parties will be utilized to match federal funds.

PURPOSE & NEED SUMMARY STATEMENT: To provide a network of electric vehicle chargers that contribute to the acceleration of equitable adoption of electric vehicles, including for those who cannot reliably charge at home, reduce transportation-related greenhouse gas emissions, help put Maryland on a path of net-zero emissions and improve the mobility of passenger and commercial electric vehicles.

SMART GROWTH STATUS: [X] Project Not Location Specific [ ] Not Subject to PFA Law

[ ] Project Inside PFA
[ ] Project Outside PFA
[ ] PFA Status Yet to Be Determined

[ ] Grandfathered
[ ] Exception Will Be Required
[ ] Exception Granted

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

[ ] Enhance Safety and Security
[X] Deliver System Quality
[X] Serve Communities and Support the Economy
[X] Promote Environmental Stewardship

EXPLANATION: A strategically placed and interconnected network of electric vehicle chargers will provide the infrastructure to support increased adoption of electric vehicles across Maryland and reduce carbon emissions from vehicular travel. The network will be developed to maximize deployment of electric vehicle chargers utilizing third party funding to match federal funds.

STATUS: Construction is underway on NEVI Round 1 sites. The 22 Round 1 sites are expected to be operational by Summer 2026. Round 2 procurement is ongoing but was delayed due to delays in funding obligation from the Federal Highway Administration.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,200	300	100	100	500	600	600	600	500	2,900	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	65,455	500	500	9,500	860	3,000	10,000	15,000	15,000	53,360	11,595
Total	**68,655**	**800**	**600**	**9,600**	**1,360**	**3,600**	**10,600**	**15,600**	**15,500**	**56,260**	**11,595**
Federal-Aid	68,655	800	600	9,600	1,360	3,600	10,600	15,600	15,500	56,260	11,595
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 (2025) N/A

PROJECTED (2045) N/A

STIP REFERENCE #AZ3401 8/1/2025

PROJECT: Carbon Reduction Program

DESCRIPTION: The Carbon Reduction Program funds projects that contribute to the reduction of transportation emissions from on-road highway sources.

PURPOSE & NEED SUMMARY STATEMENT: The Carbon Reduction Program aims to help reduce pollution from transportation and contribute to the achievement of state long range transportation goals and federal program goals associated with the IIJA.

SMART GROWTH STATUS: [X] Project Not Location Specific [ ] Not Subject to PFA Law

[ ] Project Inside PFA
[ ] Project Outside PFA
[ ] PFA Status Yet to Be Determined

[ ] Grandfathered
[ ] Exception Will Be Required
[ ] Exception Granted

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

[ ] Enhance Safety and Security
[X] Deliver System Quality
[X] Serve Communities and Support the Economy
[X] Promote Environmental Stewardship

EXPLANATION: The Carbon Reduction Program will fund a wide range of projects designed to reduce carbon dioxide emissions from on-road highway sources -- from installing infrastructure to support the electrification of freight vehicles or personal cars, to constructing Bus Rapid Transit corridors, to facilitating micro-mobility and biking. Under the CRP, MDOT was required to develop a carbon reduction strategy document in consultation with Metropolitan Planning Organizations to identify projects and strategies tailored to reduce carbon dioxide statewide.

STATUS: This represents a summary of available Carbon Reduction Program funding. The program provides $94.4M in federal funding from the Infrastructure Investment and Jobs Act, which will be programmed over the FY 2026-2031 CTP period. Initial project development activities are underway.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
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 (2025) N/A

PROJECTED (2045) N/A

STIP REFERENCE #State5 12/1/2024

PROJECT: Complete Streets Program

DESCRIPTION: Building on SHA's Context Driven initiative that has established a contextually nuanced approach to designing and deploying engineering countermeasures and on SHA's Pedestrian Safety Action Plan that identified priority locations in which to focus vulnerable user safety investments, this program delivers active transportation improvements to support Maryland's safety (Vision Zero), equity, and mode-shift goals.

PURPOSE & NEED SUMMARY STATEMENT: This program will invest in prioritized corridors to reduce deaths and serious injuries for vulnerable users while also supporting the statewide safety, equity, and mode-shift goals.

SMART GROWTH STATUS: [ ] Project Not Location Specific [X] Not Subject to PFA Law

[ ] Project Inside PFA
[ ] Project Outside PFA
[ ] PFA Status Yet to Be Determined

[ ] Grandfathered
[ ] Exception Will Be Required
[ ] Exception Granted

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

[X] Enhance Safety and Security
[X] Deliver System Quality
[X] Serve Communities and Support the Economy
[X] Promote Environmental Stewardship

EXPLANATION: This program supports active transportation and community revitalization. It also provides safer access to transit service for both bus and fixed rail systems with an emphasis on improving safety for vulnerable users.

STATUS: Construction underway along the MD 650 corridor from MD 193 to Powder Mill Road (Round 1). Other Round 1 corridors under design include: MD 2 from MD 177 to MD 648; US 1 from Gorman Road to Patuxent River; MD 410 from MD 500 to MD 212; and MD 150 from MD 700 to MD 702. MDOT is able to advance this project because of funding provided by the Governor and Legislature in the last

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: The cost increase of $68.4 million (primarily in federal funding) leverages previously programmed state funding to support Complete Streets initiatives.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	5,835	500	500	500	335	2,500	1,000	1,000	0	5,335	0
Engineering	35,596	5,130	4,596	6,696	7,969	5,000	5,000	5,801	0	30,466	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	152,000	0	0	8,000	24,000	40,000	40,000	40,000	0	152,000	0
Total	**193,431**	**5,630**	**5,096**	**15,196**	**32,304**	**47,500**	**46,000**	**46,801**	**0**	**187,801**	**0**
Federal-Aid	143,808	5,526	5,000	10,546	22,919	35,962	34,027	34,828	0	138,282	0
Special	49,623	104	96	4,650	9,385	11,538	11,973	11,973	0	49,519	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

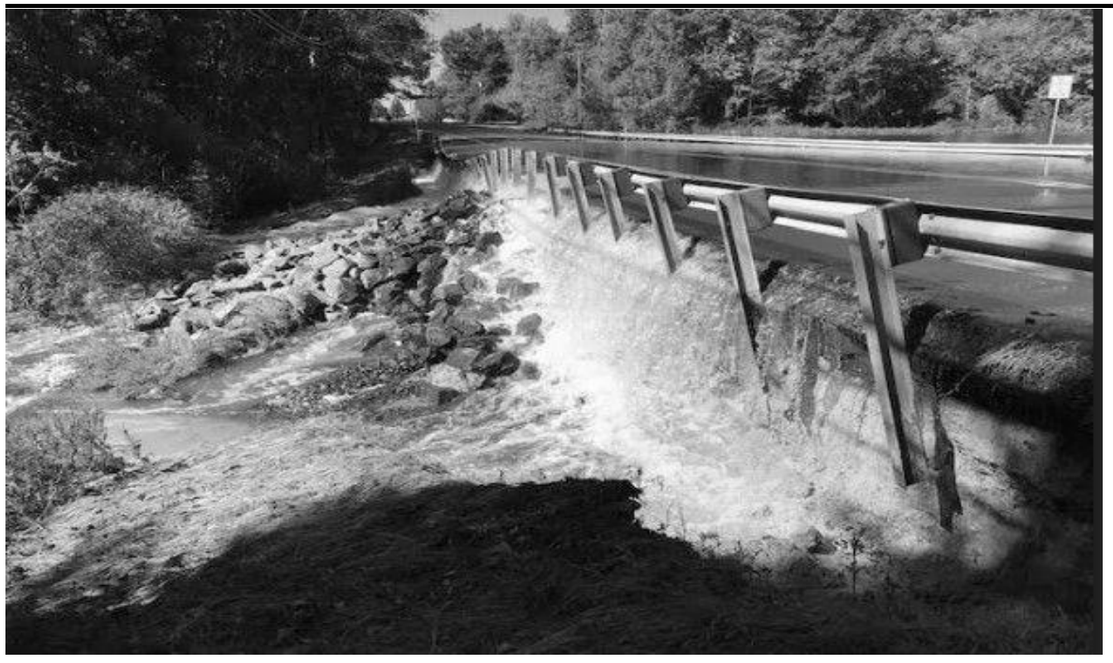
STATE - N/A
FEDERAL - N/A
STATE SYSTEM: N/A

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2025) N/A

PROJECTED (2045) N/A

STIP REFERENCE #State6 12/1/2024



PROJECT: PROTECT Program

DESCRIPTION: The Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program (PROTECT) funds surface transportation projects with a focus on resilience to natural hazards and disasters.

PURPOSE & NEED SUMMARY STATEMENT: The PROTECT program aims to help make surface transportation more resilient to current and future weather events, natural disasters, and changing conditions, through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure in alignment with state long range transportation goals and federal program goals associated with the IIJA.

SMART GROWTH STATUS: [X] Project Not Location Specific [ ] Not Subject to PFA Law

[ ] Project Inside PFA
[ ] Project Outside PFA
[ ] PFA Status Yet to Be Determined

[ ] Grandfathered
[ ] Exception Will Be Required
[ ] Exception Granted

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

[X] Enhance Safety and Security
[X] Deliver System Quality
[X] Serve Communities and Support the Economy
[X] Promote Environmental Stewardship

EXPLANATION: The PROTECT Program will fund a wide range of projects including planning activities, resilience improvements, community resilience and evacuation route activities, and at-risk coastal infrastructure activities in all phases of project development. Under the PROTECT Program, MDOT may also develop a Transportation Resilience Improvement Plan to identify projects and strategies tailored to improve the resilience of the transportation system in addition to potentially receiving a reduction in state funding match percentage points.

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 2025 - 30 CTP: None.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
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 (2025) N/A

PROJECTED (2045) N/A

STIP REFERENCE #State7 12/1/2024

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:**

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [X] Promote Environmental Stewardship

EXPLANATION: The Smart Traffic Signals will improve traffic operations and reduce congestion.

SMART GROWTH STATUS: [ ] Project Not Location Specific [X] Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Engineering and construction underway along 13 corridors throughout the State.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,916	1,516	100	100	100	100	100	0	0	400	0
Engineering	5,612	2,315	271	1,603	213	740	741	0	0	3,297	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	414	50	2	44	25	142	153	0	0	364	0
Construction	43,930	17,251	3,856	4,980	5,473	8,113	8,113	0	0	26,679	0
Total	**51,871**	**21,131**	**4,229**	**6,727**	**5,811**	**9,095**	**9,107**	**0**	**0**	**30,740**	**0**
Federal-Aid	39,004	14,705	4,026	5,346	4,628	7,162	7,163	0	0	24,299	0
Special	12,728	6,287	203	1,381	1,183	1,933	1,944	0	0	6,441	0
Other	140	140	0	0	0	0	0	0	0	0	0

Classification:

STATE - N/A
FEDERAL - N/A
STATE SYSTEM: N/A

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2025) N/A

PROJECTED (2045) N/A

STIP REFERENCE #State8 8/1/2025

PROJECT: Washington Region - Stream and Wetland Mitigation

DESCRIPTION: Provide stream and wetland restoration, creation, and enhancement in multiple watersheds in the Washington Region. Multiple sites have been developed to provide new and restored streams and wetlands to support projects such as the American Legion Bridge and I-270 corridor or other projects in the region.

PURPOSE & NEED SUMMARY STATEMENT: The purpose is to provide mitigation for unavoidable impacts to streams and wetlands, improve water quality, and protect the environment.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☒ Not Subject to PFA Law

☐ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet to Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

STATUS: Engineering complete. No construction funding available.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	9,636	9,636	1,065	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	(0)	(0)	0	0	0	0	0	0	0	0	0
Total	**9,636**	**9,636**	**1,065**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Federal-Aid	8,666	8,666	600	0	0	0	0	0	0	0	0
Special	970	970	465	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

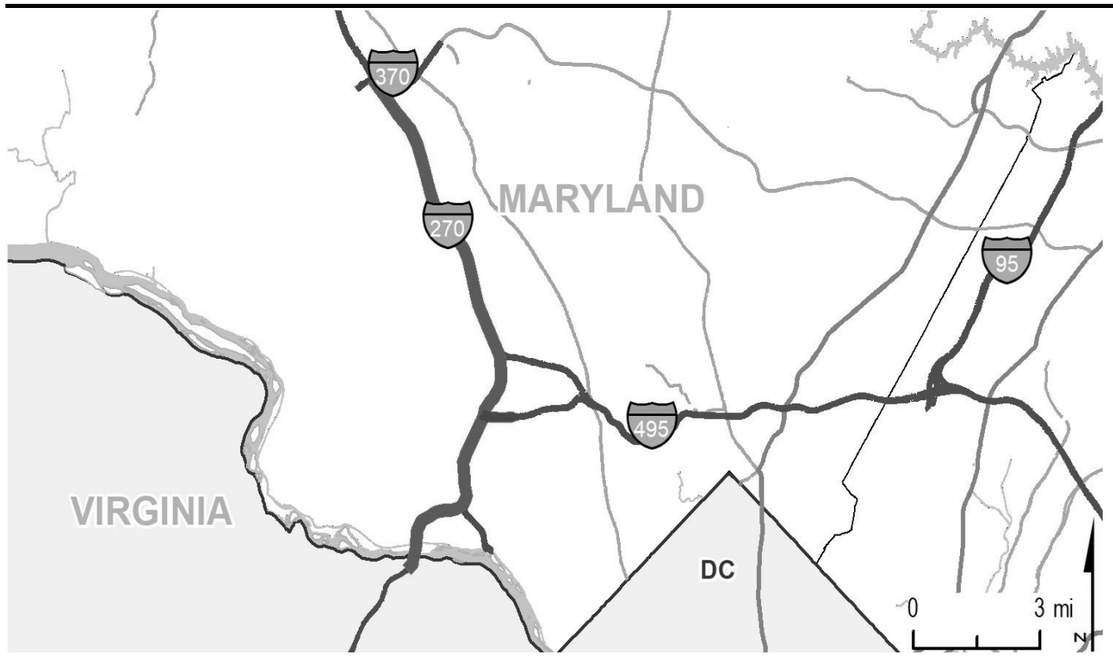
STATE - Principal Arterial
FEDERAL - Interstate
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2025) N/A

PROJECTED (2045) N/A

STIP REFERENCE #AZ0481 8/1/2025



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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Preliminary engineering underway. Work is continuing to secure grant funding for the project and to analyze state of good repair needs and timeline for the American Legion Bridge. Project includes $1.0 million to support project development coordination activities with Montgomery County's Bus Rapid Transit corridors initiative.
SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	43,464	42,937	527	527	0	0	0	0	0	527	0
Engineering	129,874	64,874	10,000	4,000	2,000	23,000	24,000	12,000	0	65,000	0
Right-of-way	7,000	0	0	0	0	1,000	6,000	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	**180,338**	**107,811**	**10,527**	**4,527**	**2,000**	**24,000**	**30,000**	**12,000**	**0**	**72,527**	**0**
Federal-Aid	98,011	29,261	9,500	3,800	1,900	22,850	28,800	11,400	0	68,750	0
Special	82,327	78,550	1,027	727	100	1,150	1,200	600	0	3,777	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

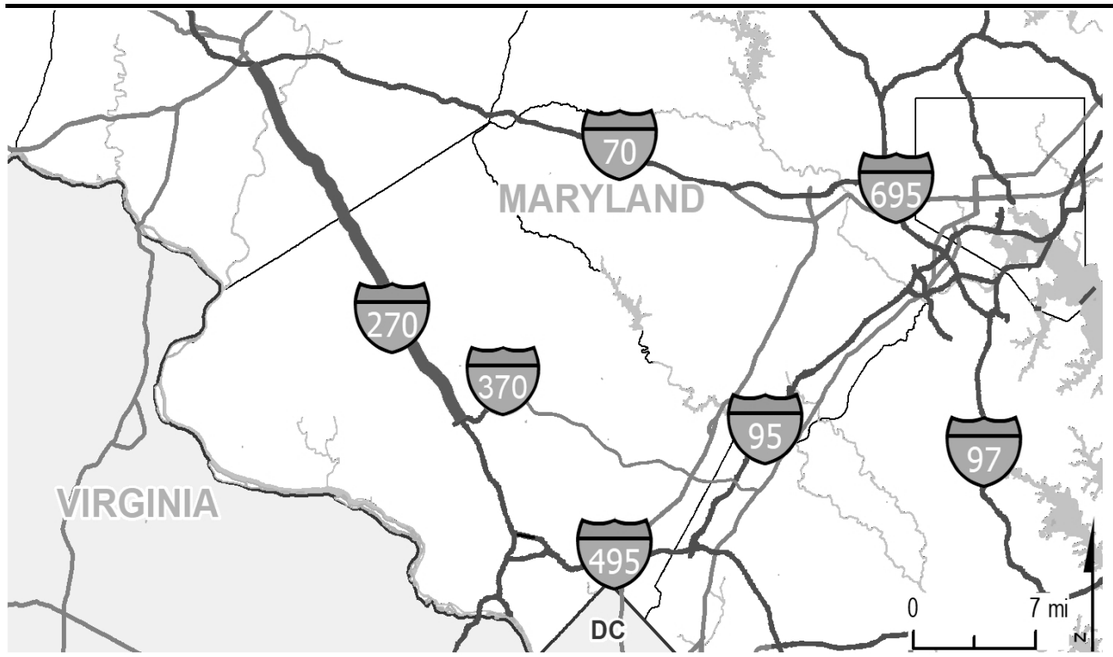
STATE - Principal Arterial
FEDERAL - Interstate
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2025) N/A

PROJECTED (2045) N/A

STIP REFERENCE #AW0734 8/1/2025



PROJECT: I-270, Eisenhower Memorial Highway and I-495 Capital Beltway - Phase 1 North

DESCRIPTION: This study will consider a range of equitable and environmentally sensitive transportation solutions including transit and transportation demand management options for near-term, mid-term, and long-term implementation that address the transportation needs of the corridor.

PURPOSE & NEED SUMMARY STATEMENT: Improve the I-270 corridor transit options and multimodal access including safe access for bicycles and pedestrians, improve reliability and safety of the transportation network, mitigate congestion, and spur inclusive economic development.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☒ Not Subject to PFA Law

☐ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet to Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

STATUS: Preliminary traffic and safety analysis underway for the multimodal environmental study.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	25,000	322	150	500	850	8,000	10,000	5,328	0	24,678	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	**25,000**	**322**	**150**	**500**	**850**	**8,000**	**10,000**	**5,328**	**0**	**24,678**	**0**
Federal-Aid	22,517	307	135	450	765	7,200	9,000	4,795	0	22,210	0
Special	2,483	15	15	50	85	800	1,000	533	0	2,468	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 (2025) N/A

PROJECTED (2045) N/A

STIP REFERENCE #AW0735 8/1/2025

MINOR PROJECTS PROGRAM

(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Statewide - LINE 12

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Bridge Replacement/Rehabilitation				
XB1637	-	Cleaning and Painting of Bridge Nos. 0204900, 0206200, 0214000, 0214800, 0215400, 0218400, and 0221200	$ 2,961	FY 2026
XB1638	-	Cleaning and Painting of Bridge Nos. 1503900, 1504500, 1504603, 1504604, 1504900, and 1506800	$ 4,736	FY 2026
XB163A	-	Cleaning and Painting of Bridge Nos. 1602701, 1602702, 1608800, 1609100, 1611300, and 1624400	$ 4,122	FY 2026
XB163C	-	Cleaning and Painting of Bridge Nos. 2300400 (Pocomoke Drawbridge) and 2300700 (Ocean City Drawbridge)	$ 3,100	FY 2026
AZ2571	-	Bridge Inspection at Various Locations Statewide	$ 5,835	Under Construction
AZ3292	-	Bridge Inspection Statewide - FY 2026 & FY 2027	$ 32,228	Under Construction
XB1631	-	Cleaning and Painting of Bridge Nos. 601400, 1612100, 1614201, 1614202, and 1614700	$ 2,988	Under Construction
XB1632	-	Cleaning and Painting of Bridge Nos. 0112800, 0113000, 0113300, 0113800, and 0114400	$ 1,515	Under Construction
XB1633	-	Cleaning and Painting of Bridge Nos. 0301300, 1202500, 1202600, 1202800, 1203200, 1204300, 1206800, and 1207700	$ 3,917	Under Construction
XB1634	-	Cleaning and Painting of Bridge Nos. 1012200, 1012903, 1012904, 1013003, 1013004, and 1018400	$ 2,007	Under Construction
XB1635	-	Cleaning and Painting of Bridge Nos. 0300700, 0312400, and 0337600	$ 1,704	Under Construction
XB1636	-	Cleaning and Painting of Bridge Nos. 0701803, 0701804, 0702800, 0703500, and 0704500	$ 4,395	Under Construction
XX163X	-	Preservation and Minor Rehab of Movable and Fixed Bridges, Culverts, and Retaining Walls	$ 25,003	Under Construction
XX163Y	-	Preservation and Minor Rehab of Movable and Fixed Bridges, Culverts, and Retaining Walls	$ 21,278	Under Construction
XX1871	-	Bridge Rehabilitation at Various Locations in Allegany, Garrett, and Washington Counties	$ 6,565	Under Construction
C.H.A.R.T. Projects				
AZ3501	US50	Improvements from Bay Bridge to Ocean City	$ 14,919	FY 2026
Environmental Preservation				
AT3132	-	Landscape Installation and Establishment at Various Locations in Kent, Queen Anne's, and Talbot Counties	$ 424	Under Construction
AZ0791	-	Landscape Installation and Establishment at Various Locations in Allegany and Washington Counties	$ 153	Under Construction
XX3683	-	Landscape at Various Locations in Montgomery and Prince George's County	$ 446	Under Construction

MINOR PROJECTS PROGRAM

(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Statewide - LINE 12

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Environmental Preservation				
XX3687	-	Landscape Installation and Establishment at Various Locations in Carroll, Frederick, and Howard Counties	$ 308	Under Construction
Noise Barriers				
AZ3561	-	Noise Barrier Program - Engineering And Asset Management for FY 25-26 - Statewide	$ 1,376	FY 2026
XB5211	-	Noise Abatement Rehabilitation at Various Locations Statewide	$ 2,577	Under Construction
Resurface/Rehabilitate				
XX1325	-	Sidewalk Upgrades for ADA Compliance at Various Locations in Anne Arundel, Calvert, Charles, and St. Mary's Counties	$ 1,665	Completed
XY229N	-	Joint and Crack Sealing at Various Locations in Montgomery and Prince George's Counties	$ 2,815	Completed
XY237F	-	Guardrail Improvements at Various Locations in Montgomery and Prince George's Counties	$ 2,777	Completed
XY2464	-	Sidewalk Improvements at Various Locations in Baltimore and Harford Counties	$ 3,260	Completed
XY250L	-	Pavement Marking at Various Locations in Montgomery and Prince George's Counties	$ 2,008	Completed
XY251M	-	Pavement Marking at Various Locations in Carroll, Frederick, and Howard Counties	$ 2,581	Completed
XY254A	-	Corridor Line Striping at Various Locations in Montgomery and Prince George's Counties	$ 3,124	Completed
XY2551	-	Guardrail Improvements at Various Locations in Dorchester, Somerset, Wicomico, and Worcester Counties	$ 1,819	Completed
XY2601	-	Patching at Various Locations in Dorchester, Somerset, Wicomico, and Worcester Counties	$ 2,764	Completed
XY3419	-	Joint Sealing at Various Locations in Caroline, Cecil, Kent, Queen Anne's, and Talbot Counties	$ 1,299	Completed
XQ2417	-	Joint Sealing at Various Locations in Carroll, Frederick, and Howard Counties	$ 2,608	FY 2026
XQ2447	-	Micro-Surface Treatment at Various Locations in Carroll, Frederick, and Howard Counties	$ 4,294	FY 2026
XQ6711	-	Pavement Markings at Various Locations in Dorchester, Somerset, Wicomico, and Worcester Counties	$ 2,025	FY 2026
XQ229D	-	Joint Sealing at Various Locations in Montgomery and Prince George's Counties	$ 3,575	FY 2027
XB1371	-	Surface Treatment at Various Locations Statewide	$ 1,102	Under Construction
XB1891	-	Surface Treatment at Various Locations Statewide	$ 1,829	Under Construction

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Statewide - LINE 12

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Resurface/Rehabilitate				
XB237L	-	Surface Treatment at Various Locations in Montgomery and Prince George's Counties	$ 7,438	Under Construction
XB244N	-	Surface Treatments at Various Locations in Carroll and Frederick Counties	$ 2,236	Under Construction
XB5076	-	Slope Protection at Various Locations in Allegany and Garrett Counties	$ 4,756	Under Construction
XB5383	-	Surface Treatment at Various Locations in Montgomery and Prince George's County	$ 7,219	Under Construction
XQ1371	-	Surface Treatment at Various Locations Statewide	$ 2,046	Under Construction
XQ1795	-	Micro-Surface Treatment at Various Locations in Anne Arundel, Calvert, Charles, and St. Mary's Counties	$ 5,763	Under Construction
XQ1891	-	Surface Treatment at Various Locations Statewide	$ 2,180	Under Construction
XQ2293	-	Joint Sealing at Various Locations in Montgomery and Prince George's Counties	$ 2,884	Under Construction
XQ237K	-	Guardrail Improvements at Various Locations in Montgomery and Prince George's Counties	$ 6,296	Under Construction
XQ2441	-	Joint Sealing at Various Locations in Dorchester, Somerset, Wicomico, and Worcester Counties	$ 1,085	Under Construction
XQ244K	-	Joint Sealing at Various Locations in Baltimore and Harford Counties	$ 1,158	Under Construction
XQ244L	-	Joint And Crack Sealing at Various Locations in Calvert, Charles, and St. Mary's Counties	$ 854	Under Construction
XQ2466	-	Joint Sealing at Various Locations in Allegany, Garrett, and Washington Counties	$ 1,378	Under Construction
XQ246B	-	Sidewalk Improvements at Various Locations in Montgomery and Prince George's Counties	$ 2,330	Under Construction
XQ249H	-	Surface Treatment at Various Locations in Baltimore and Harford Counties	$ 2,856	Under Construction
XQ2505	-	Pavement Marking at Various Locations in Anne Arundel, Calvert, Charles, and St. Mary's Counties	$ 1,457	Under Construction
XQ2506	-	Pavement Marking at Various Locations in Allegany and Garrett Counties	$ 2,488	Under Construction
XQ250M	-	Pavement Marking at Various Locations in Baltimore and Harford Counties	$ 3,652	Under Construction
XQ251Q	-	Pavement Marking at Various Locations in Carroll, Frederick, and Howard Counties	$ 2,345	Under Construction
XQ2543	-	Pavement Marking at Various Locations in Montgomery and Prince George's Counties	$ 1,163	Under Construction
XQ2601	-	Patching Various Locations in Dorchester, Somerset, Wicomico, and Worcester Counties	$ 3,411	Under Construction
XQ3251	-	Safety and Resurfacing Improvements at Various Locations on IS Routes in Baltimore County	$ 9,095	Under Construction
XQ3261	-	Safety and Resurfacing Improvements at Various Locations on NHS in Baltimore and Harford Counties	$ 8,487	Under Construction

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Statewide - LINE 12

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Resurface/Rehabilitate				
XQ3422	-	Joint Sealing at Various Locations in Cecil, Kent, Queen Anne's, Caroline, and Talbot Counties	$ 2,759	Under Construction
XQ412K	-	Asphalt Patching on Bridge Approaches at Various Locations in Calvert, Charles, and St. Mary's Counties	$ 997	Under Construction
XQ5383	-	Surface Treatment at Various Locations in Prince George's and Montgomery Counties	$ 5,930	Under Construction
XX153B	-	Patching at Various Locations in Kent, Caroline, Queen Anne's, and Talbot Counties	$ 5,296	Under Construction
XX179C	-	Surface Treatment at Various Locations in Anne Arundel, Calvert, Charles, and St. Mary's Counties	$ 4,089	Under Construction
XX1935	-	Pavement Marking at Various Locations in Anne Arundel, Calvert, Charles, and St. Mary's Counties	$ 1,784	Under Construction
XX2324	-	Sidewalk Upgrades for ADA Compliance at Various Locations in Dorchester, Somerset, Wicomico, and Worcester Counties	$ 1,375	Under Construction
XX2338	-	Pavement Marking at Various Locations in Dorchester, Somerset, Wicomico and Worcester Counties	$ 2,153	Under Construction
XX2529	-	Pavement Marking at Various Locations in Cecil, Caroline, Kent, Queen Anne's, and Talbot Counties	$ 7,087	Under Construction
XX3764	-	Safety and Resurfacing Improvements at Various Locations on NHS in Baltimore and Harford Counties	$ 12,619	Under Construction
XX386B	-	Safety and Resurfacing Improvements at Various Locations on IS Routes in Baltimore and Harford Counties	$ 13,439	Under Construction
XY241U	-	Joint Sealing at Various Locations in Carroll, Frederick, and Howard Counties	$ 2,509	Under Construction
XY244F	-	Micro-Surface Treatment at Various Locations in Carroll, Frederick, and Howard Counties	$ 3,991	Under Construction
XY245F	-	Guardrail Improvements at Various Locations in Baltimore and Harford Counties	$ 8,137	Under Construction
XY246S	-	Crack Sealing and Asphalt Mastic Repairs at Various Locations in Allegany, Garrett, and Washington Counties	$ 1,792	Under Construction
XY247C	-	Guardrail Improvements at Various Locations in Caroline, Cecil, Kent, Queen Anne's, and Talbot Counties	$ 751	Under Construction
XY250G	-	Pavement Marking at Various Locations in Cecil, Caroline, Kent, Queen Anne's, and Talbot Counties	$ 1,304	Under Construction
Safety/Spot Improvement				
AW4652	-	Drainage Improvements at Various Locations in Caroline, Cecil, Kent, Queen Anne's, and Talbot Counties	$ 3,875	Completed
XX1334	-	Areawide Safety and Operation Improvements for Locations in Baltimore and Harford Counties	$ 7,891	Completed

MINOR PROJECTS PROGRAM

(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Statewide - LINE 12

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Safety/Spot Improvement				
XX1674	-	Drainage Improvements at Various Locations in Dorchester, Somerset, Wicomico, and Worcester Counties	$ 4,580	Completed
XX228K	-	Installation of Raised Pavement Markers at Various Locations in Anne Arundel, Calvert, Charles, & St. Mary's County	$ 1,245	Completed
XX2293	-	Geometric Improvements at Various Locations in Montgomery and Prince George's Counties	$ 6,422	Completed
XX2345	-	Installation of Rumble Strips at Various Locations in Anne Arundel, Calvert, Charles, and St. Mary's Counties	$ 407	Completed
XX2367	-	Traffic Barrier Upgrades at Various Locations in Carroll, Frederick, and Howard Counties	$ 2,105	Completed
XX3674	-	Sidewalk Upgrades for ADA Compliance in Baltimore and Harford Counties	$ 3,516	Completed
XX3691	-	Installation of Raised Pavement Markers at Various Locations in Dorchester, Somerset, Wicomico, & Worcester Counties	$ 3,245	Completed
XX536C	-	Traffic Barrier Upgrades at Various Locations in Anne Arundel, Calvert, Charles, & St. Mary's Counties	$ 2,910	Completed
XY253B	-	Traffic Barrier Upgrades at Various Locations in Baltimore and Harford Counties	$ 7,038	Completed
XB1676	-	Drainage Improvements at Various Locations in Allegany, Garrett, and Washington Counties	$ 1,639	FY 2026
XB1963	-	Drainage Improvements at Various Locations in Montgomery and Prince George's Counties	$ 3,055	FY 2026
XB1964	-	Drainage Improvements at Various Locations in Baltimore and Harford Counties	$ 1,868	FY 2026
XB2356	IS68	Drainage Improvements at Various Locations in Allegany, Garrett, and Washington Counties	$ 1,879	FY 2026
XQ2285	-	Installation of Raised Pavement Markers at Various Locations in Anne Arundel, Calvert, Charles, and St Mary's Counties	$ 1,800	FY 2026
XQ2287	-	Installation of Raised Pavement Markers at Various Locations in Carroll, Frederick, and Howard Counties	$ 2,625	FY 2026
XQ536B	-	Guardrail Improvements at Various Locations in Calvert, Charles, and St Mary's Counties	$ 2,731	FY 2026
XB1825	-	Drainage Improvements at Various Locations in Anne Arundel and Calvert Counties	$ 2,513	Under Construction
XB228D	-	Installation of Raised Pavement Markers at Various Locations in Allegany, Garrett, and Washington Counties	$ 2,438	Under Construction
XB235H	-	Drainage Improvements at Various Locations in Allegany and Garrett Counties	$ 1,278	Under Construction
XQ1935	-	Installation of Raised Pavement Markers at Various Locations in Anne Arundel, Calvert, Charles, and St. Mary's Counties	$ 800	Under Construction

MINOR PROJECTS PROGRAM

(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Statewide - LINE 12

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Safety/Spot Improvement				
XQ2283	-	Installation of Raised Pavement Markers at Various Locations in Montgomery and Prince George's Counties	$ 2,523	Under Construction
XQ371G	-	Traffic Barrier Upgrades at Various Locations in Carroll, Frederick, and Howard Counties	$ 6,139	Under Construction
XQ5361	-	Guardrail Improvements at Various Locations in Dorchester, Somerset, Wicomico, and Worcester Counties	$ 3,090	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
XX228M	-	Installation of Raised Pavement Markers at Various Locations in Carroll, Frederick, and Howard Counties	$ 2,588	Under Construction
XX228P	-	Installation of Raised Pavement Markers at Various Locations	$ 988	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
XX2411	-	Drainage Improvements at Various Locations in DO, SO, WI, WO, CO, CE, KE, QA, & TA Counties	$ 5,834	Under Construction
XX3717	-	Traffic Barrier Upgrades at Various Locations in Carroll, Frederick, and Howard Counties	$ 5,482	Under Construction
XX668G	-	Installation of Rumble Strips at Various Locations Baltimore and Harford Counties	$ 359	Under Construction
XY245P	-	Traffic Barrier Upgrades at Various Locations in Allegany, Garrett, and Washington Counties	$ 3,852	Under Construction
Sidewalks				
XQ2321	-	Sidewalk Upgrades for ADA Compliance in Dorchester, Somerset, Wicomico, and Worcester Counties	$ 1,052	Under Construction
XY233T	-	Sidewalk Upgrades for ADA Compliance at Various Locations in Carroll, Frederick, and Howard Counties	$ 4,483	Under Construction
TMDL Compliance				
AX7662	-	TMDL Stormwater Retrofits at Various Locations in Carroll, Frederick, and Howard Counties	$ 9,609	Completed

MINOR PROJECTS PROGRAM

(Dollars in Thousands)

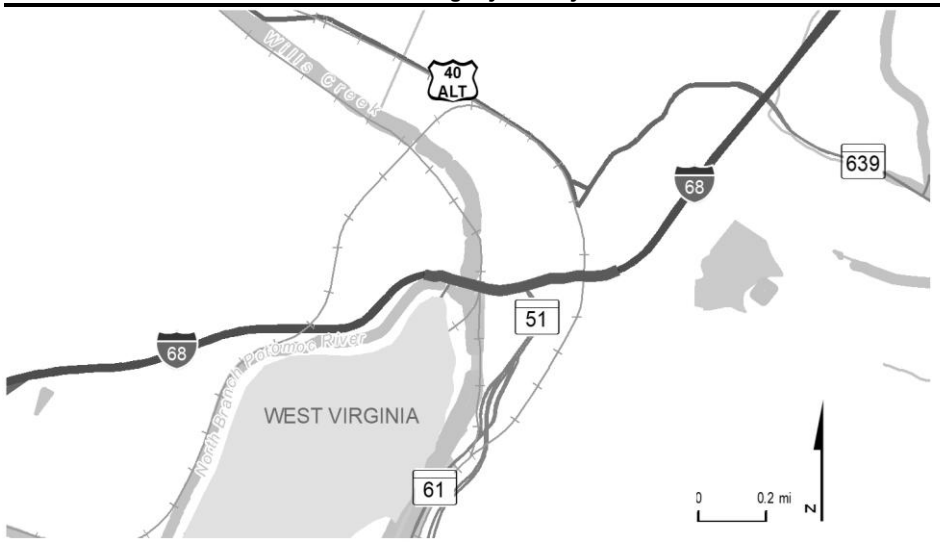
STATE HIGHWAY ADMINISTRATION - Statewide - LINE 12

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Traffic Management				
XX1422	-	Signalization at Various Locations in DO, SO, WI, WO, CO, CE, KE, QA, & TA Counties	$ 6,132	Completed
XY1851	-	Signing Modifications at Various Locations in MO, PG, BA, HA, AA, CA, CH, & SM Counties	$ 8,683	Completed
AZ3471	-	SMARTER Center at Morgan State University	$ 800	FY 2026
XQ142A	-	Signalization at Various Locations Statewide	$ 12,539	FY 2026
XQ1902	-	Lighting Modifications at in MO, PG, AA, CA, CH, SM, AL, GA, WA, CL, FR, and HO Counties	$ 5,666	FY 2026
XQ1903	-	Signalization at Various Locations in Anne Arundel, Calvert, Charles, and St. Mary's Counties	$ 5,853	FY 2026
XQ1692	-	Signalization at Various Locations in CE, CO, DO, KE, QA, SO, TA, WI, and WO Counties	$ 8,458	Under Construction
XQ1901	-	Lighting Modifications at Various Locations in DO, SO, WI, WO, CO, CE, KE, QA, TA, BA, and HA Counties	$ 4,178	Under Construction
XX1425	-	Signalization at Various Locations in Anne Arundel, Calvert, Charles, and St. Mary's Counties	$ 10,215	Under Construction
XX1841	-	Signalization at Various Locations Statewide	$ 13,437	Under Construction
XX1842	-	Signalization at Various Locations in Allegany, Carroll, Frederick, Garrett, Howard, and Washington Counties	$ 8,407	Under Construction
XX1941	-	Signing Modifications at Various Locations in CE, CO, KE, QA, TA, DO, SO, WI, & WO Counties	$ 10,573	Under Construction
XX3881	-	Signing Modifications at Various Locations in MO, PG, BA, HA, AA, CA, CH, & SM Counties	$ 14,203	Under Construction
XX4541	-	Signing Modifications at Various Locations in Allegany, Garrett, Washington, Carroll, Frederick, & Howard Counties	$ 12,725	Under Construction
XY1722	-	Lighting Modifications at Various Locations in MO, PG, AL, GA, WA, CL, FR, & HO Counties	$ 5,166	Under Construction
XY1813	-	Signalization at Various Locations in Montgomery and Prince George's Counties	$ 9,165	Under Construction
XY1814	-	Signalization at Various Locations in Baltimore and Harford Counties	$ 9,542	Under Construction
Transportation Alternatives Program				
AZ3801	-	Bicycle and Pedestrian Route Improvements - Martin Luther King Jr. Boulevard Sidepath - Safe Routes to School	$ 400	Design Underway
AZ3251	-	Western Region State Trail Maintenance Program	$ 420	Under Construction
Truck Weight				
AZ2651	IS70	Baltimore National Pike - Rehab Weigh Station at West Friendship and New Market TWIS Facility	$ 9,312	FY 2026

MARYLAND DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY ADMINISTRATION

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:**

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [ ] Promote Environmental Stewardship

SMART GROWTH STATUS: [ ] Project Not Location Specific [ ] Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

EXPLANATION: This bridge, constructed in 1968, is rated in fair condition. Numerous substructure repairs have been made in the past and this project would address the remaining elements of the bridge.

STATUS: MDOT was awarded a $1.6 million Bridge Investment Program (BIP) Planning grant ($400,000 state match) to develop conceptual alternatives and assess impacts to ensure community connectivity concerns are incorporated in project development. The design of the rehabilitation project is on hold pending the outcome of the planning study anticipated to be complete in FY 27.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,000	0	0	1,000	1,000	0	0	0	0	2,000	0
Engineering	2,416	836	2	0	0	316	316	316	316	1,264	316
Right-of-way	1,000	0	0	0	0	0	0	0	0	0	1,000
Utilities	1,500	0	0	0	0	0	0	0	0	0	1,500
Construction	45,000	0	0	0	0	0	0	0	0	0	45,000
Total	**51,916**	**836**	**2**	**1,000**	**1,000**	**316**	**316**	**316**	**316**	**3,264**	**47,816**
Federal-Aid	48,598	503	2	800	800	299	299	299	299	2,796	45,299
Special	3,318	333	0	200	200	17	17	17	17	468	2,517
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

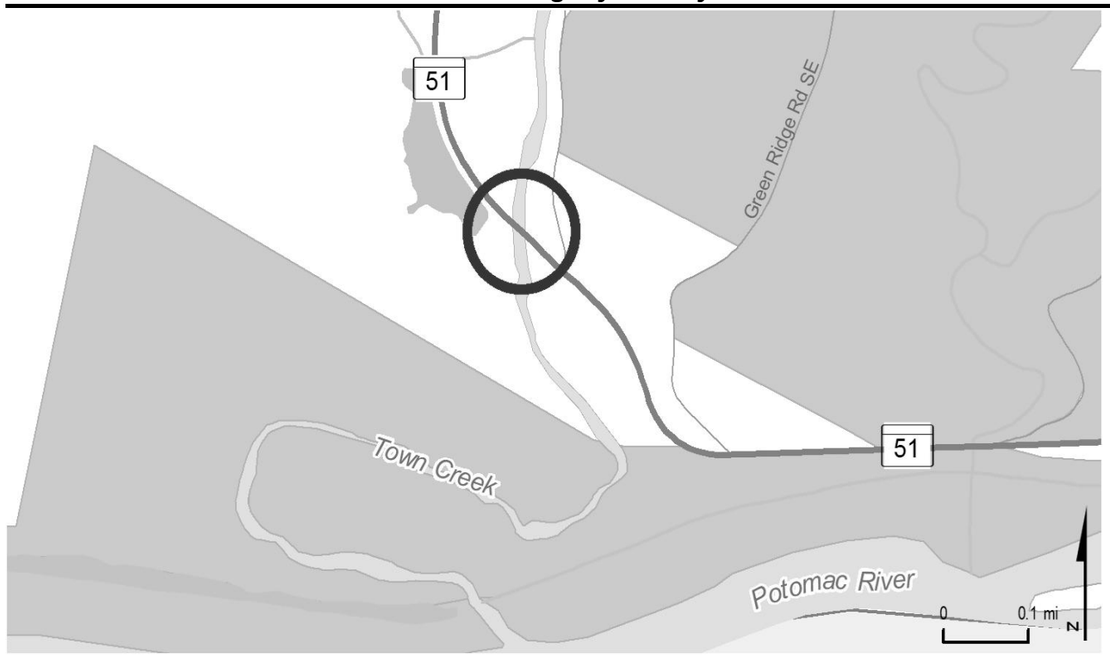
STATE - Principal Arterial
FEDERAL - Interstate
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2025) 30,700 - 48,500

PROJECTED (2045) 33,700 - 53,400

STIP REFERENCE #AL6211 8/1/2025



PROJECT: MD 51, Old Town Road

DESCRIPTION: Replacement of Bridge No. 0104700 on MD 51 over Town Creek.

PURPOSE & NEED SUMMARY STATEMENT: The purpose of this project is to replace a poor rated bridge to keep the roadway safe and open to traffic and to eliminate a fracture critical bridge from the inventory.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☒ Not Subject to PFA Law

☐ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet to Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

☒ Enhance Safety and Security
☒ Deliver System Quality
☒ Serve Communities and Support the Economy
☐ Promote Environmental Stewardship

EXPLANATION: This bridge, constructed in 1932, is nearing the end of its structural life and is rated poor. The bridge is a fracture critical structure that, if impacted, would require a significant detour (length and duration).

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,418	1,808	454	610	0	0	0	0	0	610	0
Right-of-way	126	0	0	35	35	35	21	0	0	126	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	10,343	0	0	0	1,338	5,058	3,947	0	0	10,343	0
Total	**12,887**	**1,808**	**454**	**645**	**1,373**	**5,093**	**3,968**	**0**	**0**	**11,079**	**0**
Federal-Aid	11,928	1,392	430	638	1,299	4,833	3,766	0	0	10,536	0
Special	959	416	24	7	74	260	202	0	0	543	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

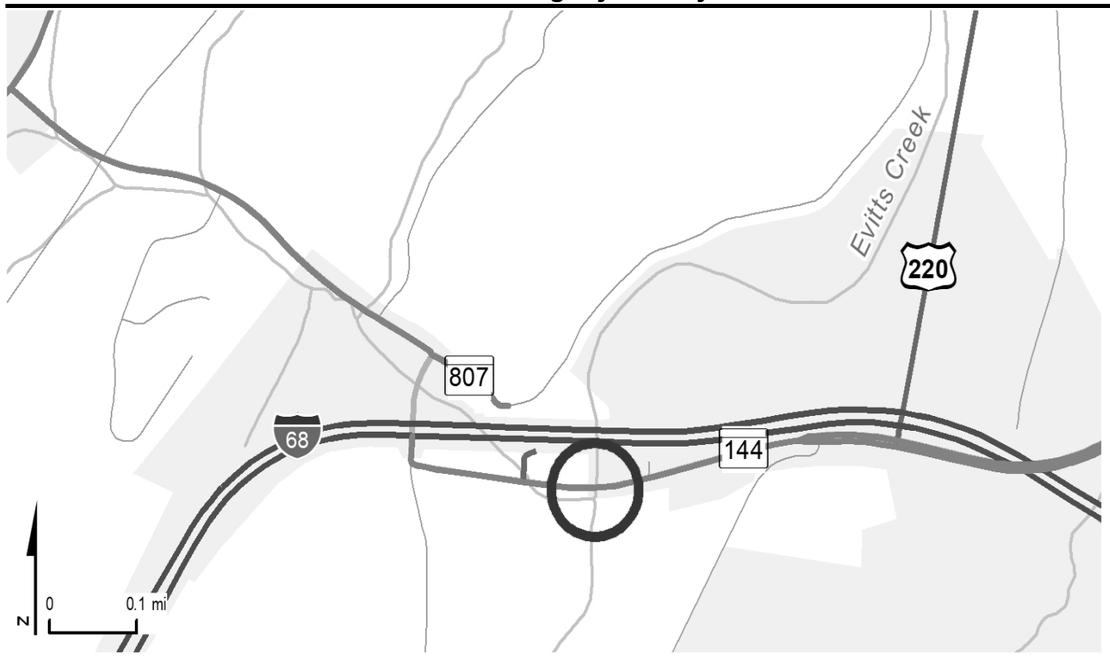
STATE - Minor Collector
FEDERAL - Major Collector
STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2025) 2,350

PROJECTED (2045) 2,550

STIP REFERENCE #AL2321 8/1/2025



PROJECT: MD 144, Naves Cross Road

DESCRIPTION: Replacement of Bridge No. 0109100 on MD 144 over Evitts Creek.

PURPOSE & NEED SUMMARY STATEMENT: The purpose of this project is to replace a poor rated bridge to keep the roadway safe and open to traffic.

SMART GROWTH STATUS: [ ] Project Not Location Specific [X] Not Subject to PFA Law

[ ] Project Inside PFA
[ ] Project Outside PFA
[ ] PFA Status Yet to Be Determined

[ ] Grandfathered
[ ] Exception Will Be Required
[ ] Exception Granted

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

[X] Enhance Safety and Security
[X] Deliver System Quality
[X] Serve Communities and Support the Economy
[ ] Promote Environmental Stewardship

EXPLANATION: This bridge, constructed in 1966, is nearing the end of its structural life and is currently rated poor.

STATUS: Engineering underway. Construction anticipated to begin in FY 2026.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,437	1,648	196	789	0	0	0	0	0	789	0
Right-of-way	25	0	0	5	5	5	5	5	0	25	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	7,757	0	0	1,629	6,128	0	0	0	0	7,757	0
Total	**10,219**	**1,648**	**196**	**2,423**	**6,133**	**5**	**5**	**5**	**0**	**8,571**	**0**
Federal-Aid	8,551	492	152	2,222	5,826	4	4	4	0	8,059	0
Special	1,668	1,156	44	201	307	1	1	1	0	512	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

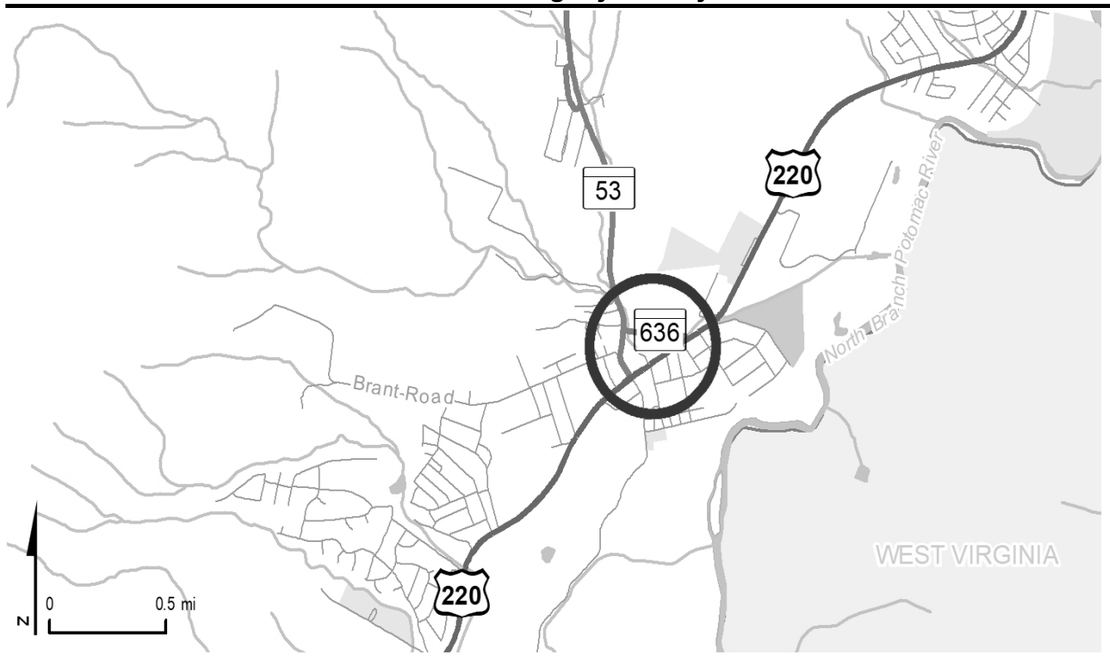
STATE - Major Collector
FEDERAL - Major Collector
STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2025) 3,950

PROJECTED (2045) 4,350

STIP REFERENCE #AL3981 8/1/2025



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
- ☐ Project Outside PFA
- ☐ PFA Status Yet to Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

STATUS: Engineering underway. MDOT is able to advance this project to the Engineering, Right-of-way, and Utilities phases because of funding provided by the Governor and Legislature in the last session.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: The cost increase of $2.9 million is primarily for additional project design.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	106	106	0	0	0	0	0	0	0	0	0
Engineering	4,335	739	220	1,200	1,500	896	0	0	0	3,596	0
Right-of-way	1,651	0	0	895	450	250	56	0	0	1,651	0
Utilities	468	36	36	216	216	0	0	0	0	432	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	**6,560**	**881**	**256**	**2,311**	**2,166**	**1,146**	**56**	**0**	**0**	**5,679**	**0**
Federal-Aid	5,983	745	237	2,114	1,998	1,076	50	0	0	5,238	0
Special	577	136	19	198	168	70	6	0	0	441	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

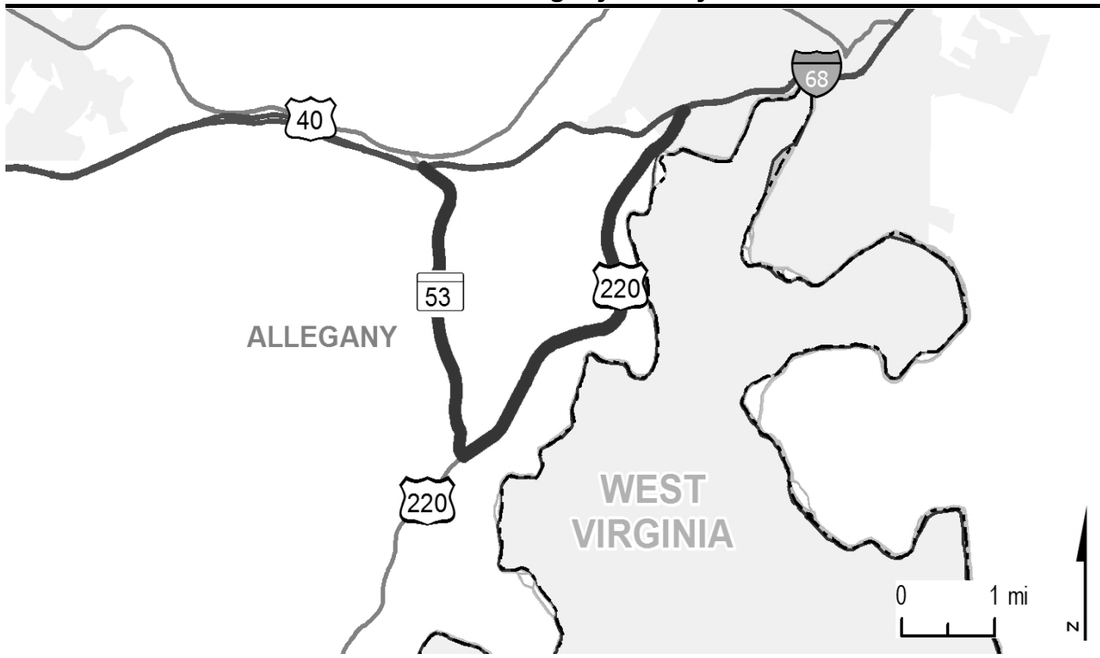
STATE SYSTEM: Primary and Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2025) 16,800

PROJECTED (2045) 18,600

STIP REFERENCE #AL4451 8/1/2025



PROJECT: US 220, McMullen Highway

DESCRIPTION: Study to upgrade and/or relocate US 220 (4.8 miles) and/or MD 53 (3.1 miles) from I-68/US 40 to Cresaptown. This study represents a portion of an approved 2014 Maryland-West Virginia joint study of two Appalachian Development Highway System corridors, I-68 and US 48. The focus of improvements are at the US 220 at MD 53 intersection. Improvements will remove primary truck traffic movements from the central part of Cresaptown. On-road bike lanes are included.

PURPOSE & NEED SUMMARY STATEMENT: The US 220 and MD 53 corridors provide access to economic opportunities on the south side of Cumberland. The project will enhance accessibility to area amenities, improve safety along both sides of the roadways, and promote economic development.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Planning complete. Project on hold. See Allegany County Line 4 for Cresaptown Improvements.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	4,110	4,110	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	**4,110**	**4,110**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Federal-Aid	2,136	2,136	0	0	0	0	0	0	0	0	0
Special	1,974	1,974	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Intermediate Arterial
FEDERAL - Other Principal Arterial
STATE SYSTEM: Primary and Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2025)	(US 220) 16,800
	(MD 53) 6,500 - 13,500
PROJECTED (2045)	(US 220) 18,600
	(MD 53) 7,600 - 17,000

STIP REFERENCE #AL6131 8/1/2025

MINOR PROJECTS PROGRAM

(Dollars in Thousands)

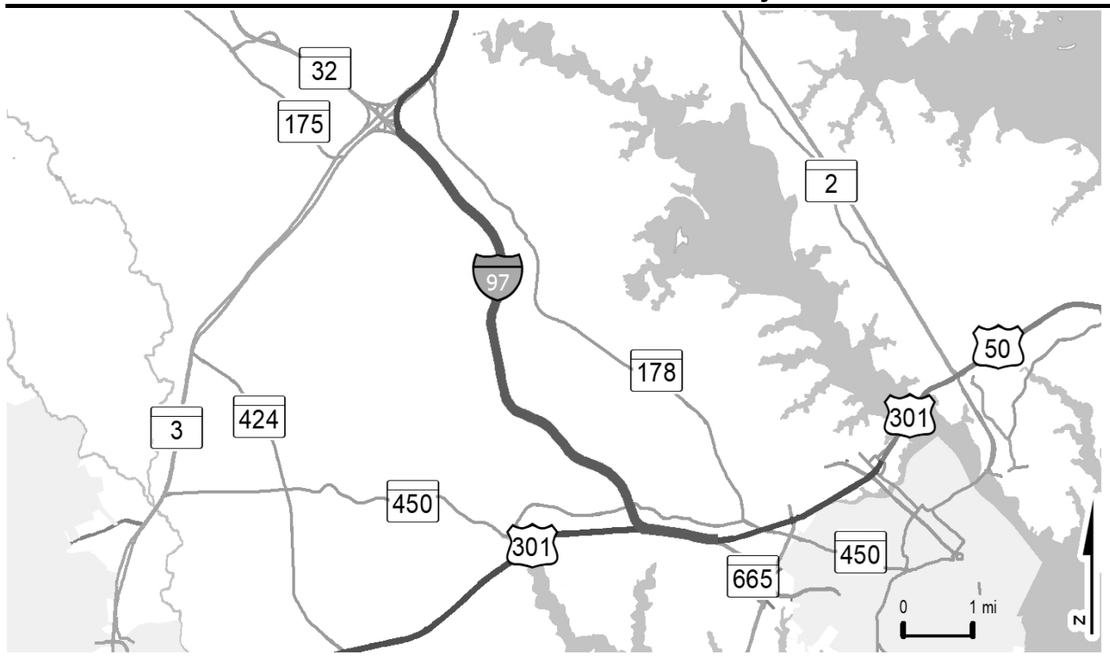
STATE HIGHWAY ADMINISTRATION - Allegany County - LINE 6

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Bridge Replacement/Rehabilitation				
AL5751	MD144	Old National Pike - Bridge Deck Replacement of Bridge No. 0103400 over Town Creek	$ 5,010	FY 2029
Resurface/Rehabilitate				
XY8011	-	Resurfacing Improvements at Various Locations in Allegany County	$ 11,092	Completed
AL5131	MD135	Pratt Street - Slope Protection from Garrett County Line to Grant Street	$ 6,399	FY 2026
XQ9011	-	Resurfacing Improvements at Various Locations in Allegany County	$ 5,075	FY 2026
AL5271	IS68	National Freeway - Safety and Resurfacing Improvements from MD 936 to MD 55	$ 5,933	Under Construction
AL5731	US40	National Highway - Safety and Resurfacing Improvements from MD 658 to Bridge No. 010027001 over Braddock Run	$ 2,435	Under Construction
XQ8011	-	Safety and Resurfacing Improvements at Various Locations in Allegany County	$ 2,776	Under Construction
Traffic Management				
AL6231	IS68	National Highway - Signing Modifications at Haystack Mountain	$ 3,052	Under Construction
Transportation Alternatives Program				
AL6241	-	Bicycle and Pedestrian Route Improvements - Baltimore Street Access	$ 9,709	Completed
ALNEW3	-	Towpath Rehabilitation Phase V	$ 1,855	Completed
AL1021	-	Gap Borden Tunnel Lining Restoration	$ 3,624	Design Underway

MARYLAND DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY ADMINISTRATION

ANNE ARUNDEL COUNTY



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

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- ☒ Enhance Safety and Security
- ☒ Deliver System Quality
- ☒ Serve Communities and Support the Economy
- ☐ Promote Environmental Stewardship

EXPLANATION: This project will address safety, operations, and mobility needs in the I-97 corridor.

STATUS: Engineering underway. MDOT is able to advance this project to the Engineering phase because of the funding provided by the Governor and Legislature in the last session.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: Project moved to the Construction Program from the Development and Evaluation Program. The cost increase of $109.5 million will advance the project through construction and is contingent on a cost-sharing agreement with Anne Arundel County for all phases of the project.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	309	309	0	0	0	0	0	0	0	0	0
Engineering	14,958	2,958	650	2,000	5,000	5,000	0	0	0	12,000	0
Right-of-way	500	0	0	250	250	0	0	0	0	500	0
Utilities	2,000	0	0	0	1,000	1,000	0	0	0	2,000	0
Construction	96,000	0	0	0	0	10,000	22,000	22,000	20,000	74,000	22,000
Total	**113,767**	**3,267**	**650**	**2,250**	**6,250**	**16,000**	**22,000**	**22,000**	**20,000**	**88,500**	**22,000**
Federal-Aid	90,439	2,039	618	1,800	5,000	12,800	17,600	17,600	16,000	70,800	17,600
Special	1,228	1,228	33	0	0	0	0	0	0	0	0
Other	22,100	0	0	450	1,250	3,200	4,400	4,400	4,000	17,700	4,400

Classification:

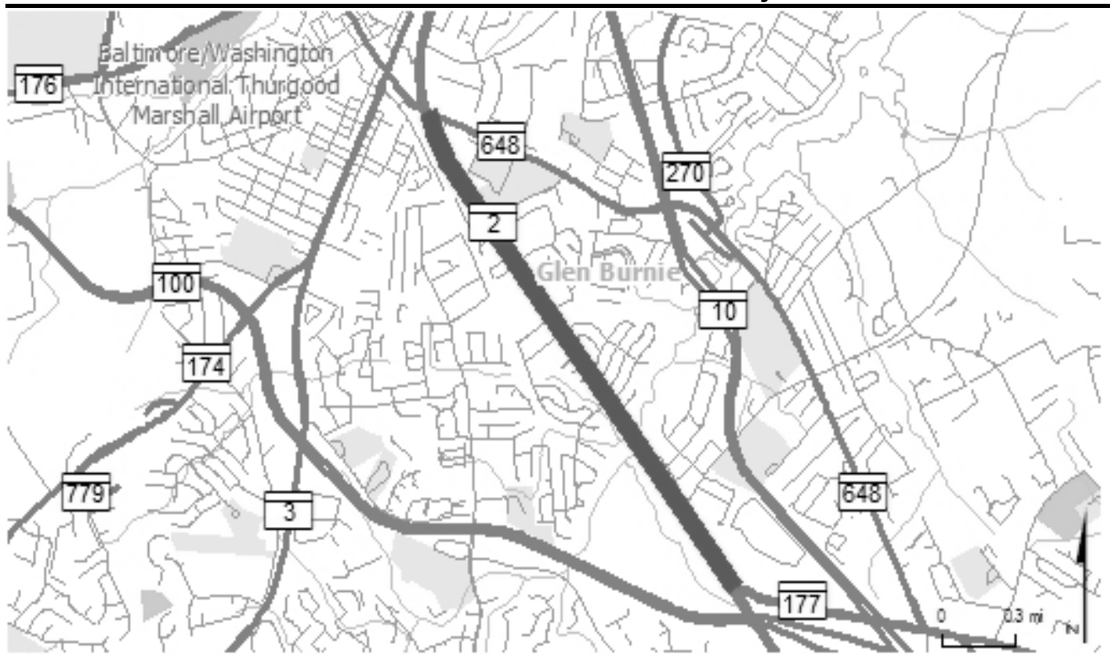
STATE - Principal Arterial
FEDERAL - Interstate
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2025) 94,100 - 113,400

PROJECTED (2045) 112,400 - 135,300

STIP REFERENCE #AA9451 8/1/2025



PROJECT: MD 2, Governor Ritchie Highway

DESCRIPTION: Safety Improvements in the MD 2 corridor from MD 177 to MD 648. Improvements include shared-use paths on both sides of MD 2 and along eastbound MD 648. Roadway geometric improvements throughout the project limits, including pavement removal to be implemented to increase safety for vulnerable road users. Shared use path connections between MD 2 and the nearby Baltimore and Annapolis (B&A) Trail are also included

PURPOSE & NEED SUMMARY STATEMENT: This project is part of the Pedestrian Safety Action Plan Program which utilizes a data-driven approach to prioritize corridors for vulnerable road user safety projects.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [ ] Promote Environmental Stewardship

EXPLANATION: This project will make Context Driven improvements on MD 2 from MD 177 (Mountain Road) to MD 648 (Baltimore Annapolis Boulevard) making travel safe for all users.

STATUS: Engineering underway. MDOT is able to advance the Engineering and Construction phases of this project because of the funding provided by the Governor and Legislature in the last session.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: New project added to Construction Program.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,500	1,803	1,627	2,465	1,232	0	0	0	0	3,697	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	14,893	0	0	0	2,379	7,490	5,024	0	0	14,893	0
Total	**20,393**	**1,803**	**1,627**	**2,465**	**3,611**	**7,490**	**5,024**	**0**	**0**	**18,590**	**0**
Federal-Aid	19,645	1,803	1,627	2,463	3,491	7,115	4,773	0	0	17,842	0
Special	748	0	0	2	120	375	251	0	0	748	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

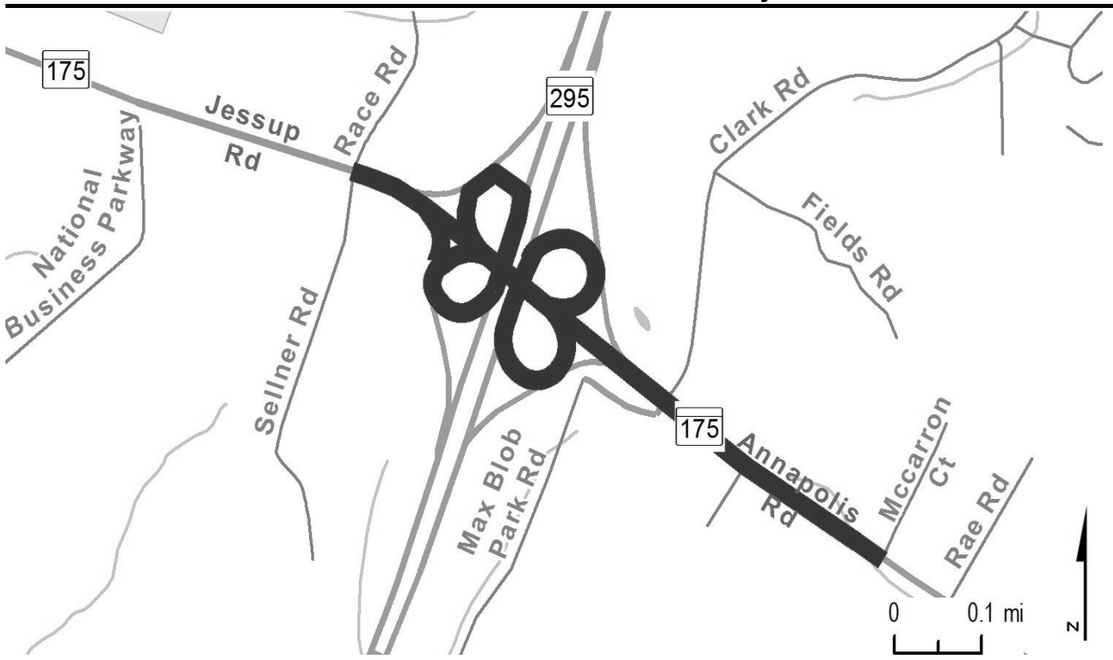
STATE - Principal Arterial
FEDERAL - Other Principal Arterial
STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2025) 18,800

PROJECTED (2045) 20,700

STIP REFERENCE #AA9691 8/1/2025



PROJECT: MD 175, Annapolis Road

DESCRIPTION: Widen MD 175 from Sellner Road/ Race Road to McCarron Court from two lanes to six lanes and reconfigure ramps at the MD 295 interchange to create signalized left turns at MD 175. Bicycle and pedestrian accommodations will be provided.

PURPOSE & NEED SUMMARY STATEMENT: This project will improve safety and operations along MD 175 and ease growing congestion related to BRAC expansion at Fort Meade.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet to Be Determined

If Project Outside PFA:
- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- ☒ Enhance Safety and Security
- ☒ Deliver System Quality
- ☒ Serve Communities and Support the Economy
- ☐ Promote Environmental Stewardship

EXPLANATION: This project will address safety concerns at the MD 295 interchange and improve mobility for BRAC expansion at Fort Meade.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,936	5,936	0	0	0	0	0	0	0	0	0
Right-of-way	16,398	16,398	5	0	0	0	0	0	0	0	0
Utilities	3,592	2,639	357	953	0	0	0	0	0	953	0
Construction	56,350	32,957	13,770	23,393	0	0	0	0	0	23,393	0
Total	**82,276**	**57,930**	**14,132**	**24,346**	**0**	**0**	**0**	**0**	**0**	**24,346**	**0**
Federal-Aid	53,795	30,828	13,824	22,966	0	0	0	0	0	22,966	0
Special	26,905	25,525	308	1,380	0	0	0	0	0	1,380	0
Other	1,576	1,576	0	0	0	0	0	0	0	0	0

Classification:

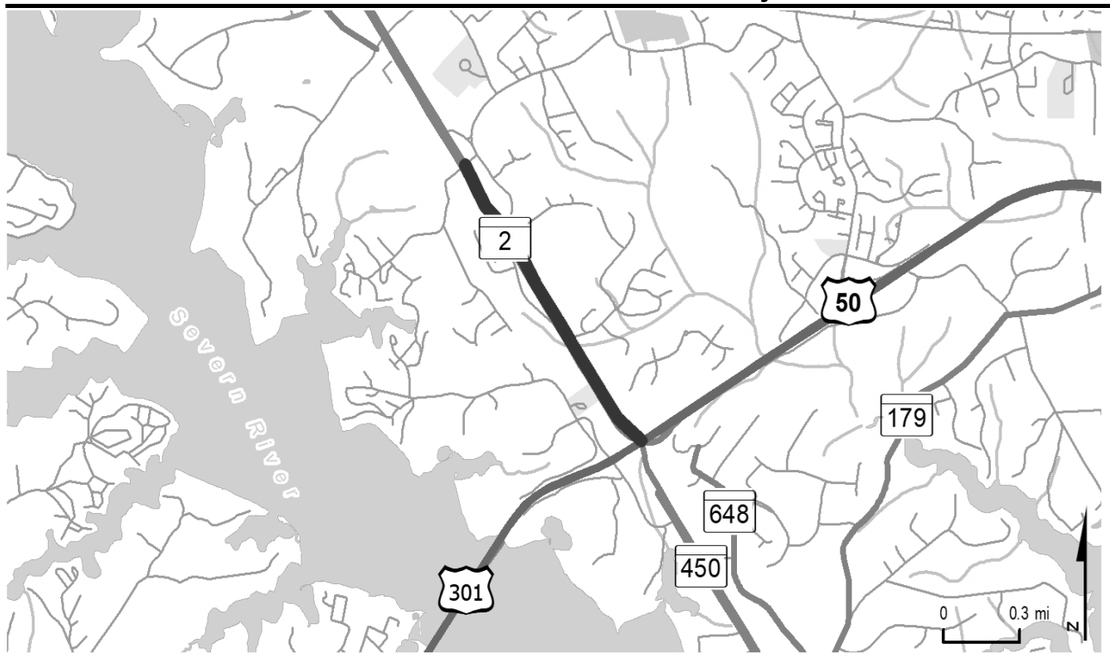
STATE - Urban Minor Arterial
FEDERAL - Urban Minor Arterial
STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2025) 32,000 - 38,600

PROJECTED (2045) 54,300 - 68,900

STIP REFERENCE #AA4363 8/1/2025



PROJECT: MD 2, Ritchie Hwy

DESCRIPTION: This project will improve safety, accessibility, and operations along northbound MD 2 from US 50 to Arnold Road by providing a continuous third lane and a sidewalk along northbound MD 2 from Chautaugua Road to Arnold Road and along Arnold Road from the B&A Trail to MD 2.

PURPOSE & NEED SUMMARY STATEMENT: This project will improve safety for vulnerable users and reduce congestion along MD 2.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐ Project Inside PFA
☐ Project Outside PFA
☒ PFA Status Yet to Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

STATUS: Engineering underway. MDOT is working in partnership with Anne Arundel County through a cost-sharing agreement to advance all phases of the project through construction. Additional phases will be programmed accordingly per the agreement with Anne Arundel County.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: The cost increase of $3.7 million is for final design.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,213	1,513	600	1,000	1,500	1,200	0	0	0	3,700	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	**5,213**	**1,513**	**600**	**1,000**	**1,500**	**1,200**	**0**	**0**	**0**	**3,700**	**0**
Federal-Aid	4,187	1,227	480	800	1,200	960	0	0	0	2,960	0
Special	0	0	0	0	0	0	0	0	0	0	0
Other	1,026	286	120	200	300	240	0	0	0	740	0

Classification:

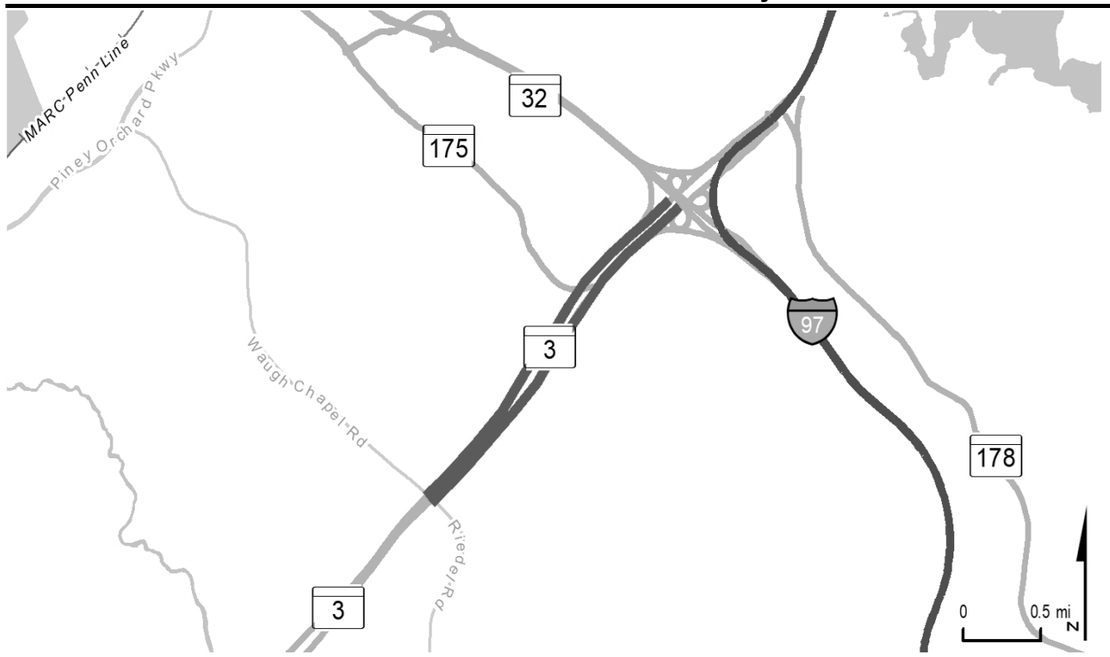
STATE - Principal Arterial
FEDERAL - Other Principal Arterial
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2025) 61,400

PROJECTED (2045) 72,100

STIP REFERENCCE #AA9081 8/1/2025



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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Engineering underway. MDOT is working in partnership with Anne Arundel County through a cost-sharing agreement to advance all phases of the project through construction. Additional phases will be programmed accordingly per the agreement with Anne Arundel County.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: The cost increase of $5.2 million is for final design.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	7,498	2,048	700	1,850	1,900	1,700	0	0	0	5,450	0
Right-of-way	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	**7,498**	**2,048**	**700**	**1,850**	**1,900**	**1,700**	**0**	**0**	**0**	**5,450**	**0**
Federal-Aid	5,972	1,587	560	1,480	1,520	1,385	0	0	0	4,385	0
Special	321	321	0	0	0	0	0	0	0	0	0
Other	1,205	140	140	370	380	315	0	0	0	1,065	0

Classification:

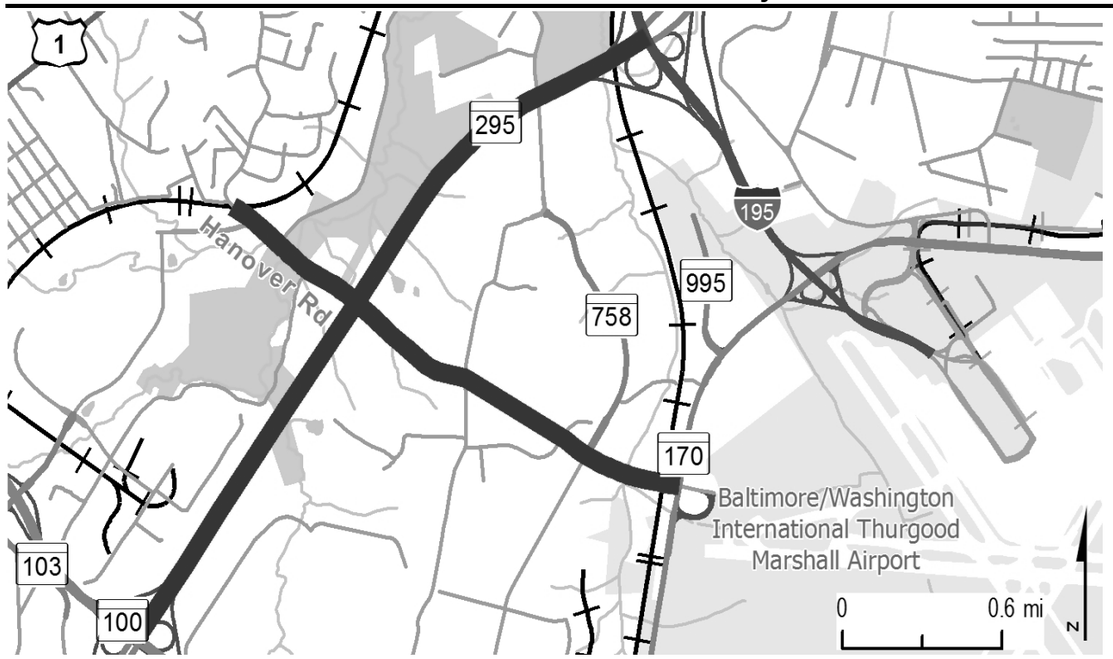
STATE - Principal Arterial
FEDERAL - Other Principal Arterial
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2025) 77,700

PROJECTED (2045) 89,200

STIP REFERENCE #AA0371 8/1/2025



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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Planning complete. Project on hold – no funding in the last 5 years.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,554	2,554	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	**2,554**	**2,554**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	2,554	2,554	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

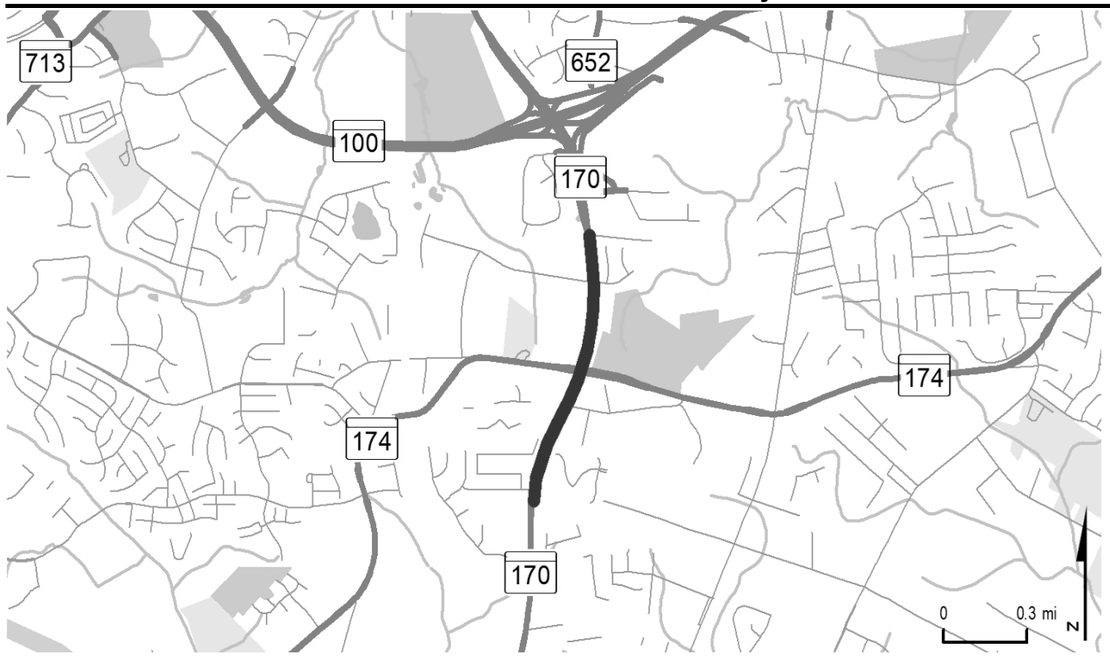
STATE - Principal Arterial
FEDERAL - Freeway/Expressway
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2025) 101,400

PROJECTED (2045) 151,200

STIP REFERENCE #AA3721 8/1/2025



PROJECT: MD 170, Telegraph Road

DESCRIPTION: This project will provide additional northbound and southbound through lanes along MD 170 from Norcross Lane to Wieker Road, and a raised median to control left turn movements. This project also includes bicycle and pedestrian improvements, stormwater management facilities, road resurfacing, installation of traffic signs and pavement markings, traffic signal reconstruction, and landscaping.

PURPOSE & NEED SUMMARY STATEMENT: The purpose of this project is to increase capacity and improve safety. Lengthy queues have been observed during AM and PM peak hours. In addition, there are conflicting turning movements at the commercial access points along MD 170.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☒ Not Subject to PFA Law

☐ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet to Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

STATUS: Engineering underway. Working in partnership with Anne Arundel County to advance utilities and construction. Additional phases will be programmed accordingly per the agreement with Anne Arundel County.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,917	3,029	430	296	296	296	0	0	0	888	0
Right-of-way	1,067	3	0	266	266	266	266	0	0	1,064	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	**4,984**	**3,032**	**430**	**562**	**562**	**562**	**266**	**0**	**0**	**1,952**	**0**
Federal-Aid	3,328	1,611	429	489	489	489	250	0	0	1,717	0
Special	1,656	1,421	1	73	73	73	16	0	0	235	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

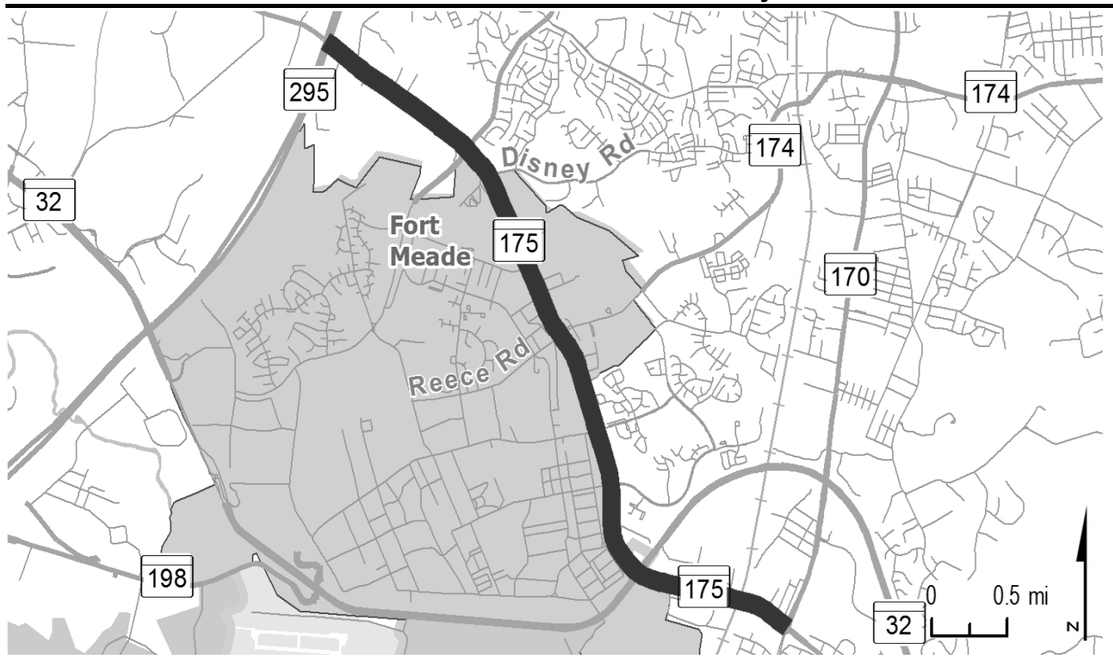
STATE - Intermediate Arterial
FEDERAL - Other Principal Arterial
STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2025) MD 170: 25,900 MD 174: 19,800

PROJECTED (2045) MD 170: 34,900 MD 174: 26,800

STIP REFERENCE #AA1951 8/1/2025



PROJECT: MD 175, Annapolis Road

DESCRIPTION: This study will identify traffic flow improvements on MD 175 from MD 295 to MD 170 including the MD 175/MD 295 interchange (5.2 miles). Bicycle and pedestrian facilities will be provided where appropriate. (BRAC Related)

PURPOSE & NEED SUMMARY STATEMENT: This project will address current and future mobility needs along MD 175 and will improve access to Fort Meade.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet to Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,660	2,660	0	0	0	0	0	0	0	0	0
Engineering	4,889	4,889	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	9	9	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	**7,558**	**7,558**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Federal-Aid	6,274	6,274	0	0	0	0	0	0	0	0	0
Special	1,285	1,285	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

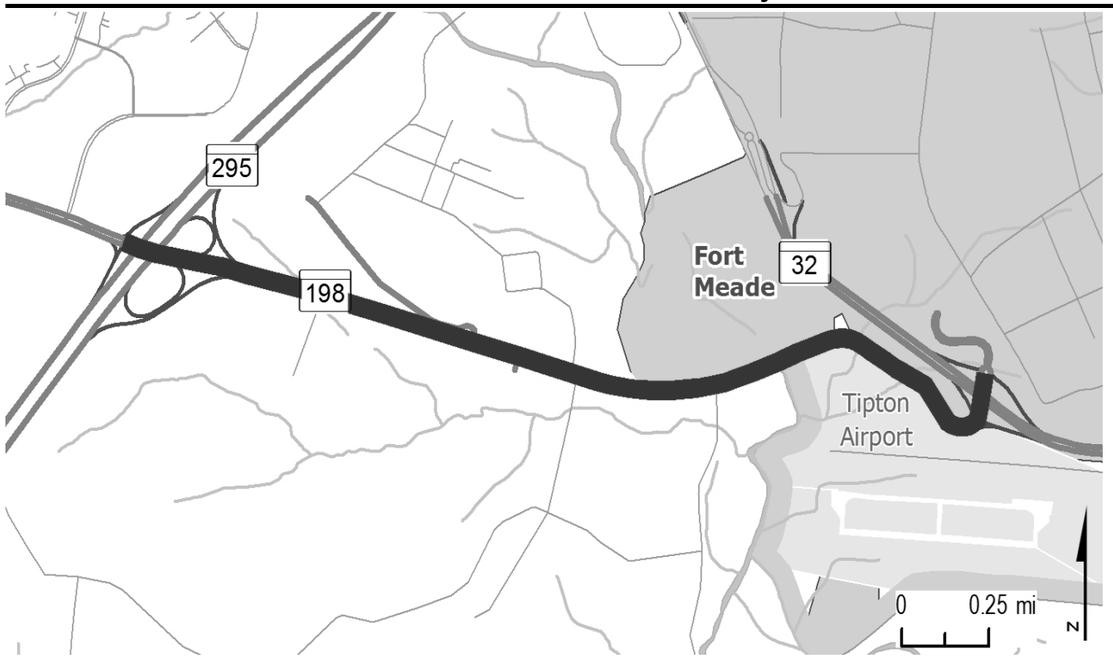
STATE - Minor Arterial
FEDERAL - Minor Arterial
STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2025) 25,600 - 39,100

PROJECTED (2045) 55,100 - 65,200

STIP REFERENCE #AA4361 8/1/2025



PROJECT: MD 198, Laurel Fort Meade Road

DESCRIPTION: Project to address mobility needs on MD 198 from MD 295 to MD 32 (2.7 miles). MD 198 would become a 4-lane divided roadway with on-road bicycle lanes, sidewalk and a shared used path.

PURPOSE & NEED SUMMARY STATEMENT: MD 198 is a commuter route to Fort Meade with access to ongoing economic development in the area. The project will improve traffic operations and increase vehicular, bicycle, and pedestrian safety along MD 198.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Project on hold. County previously contributed $3.5 million for planning.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	3,845	3,845	0	0	0	0	0	0	0	0	0
Engineering	1,439	1,439	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	**5,284**	**5,284**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	1,784	1,784	0	0	0	0	0	0	0	0	0
Other	3,500	3,500	0	0	0	0	0	0	0	0	0

Classification:

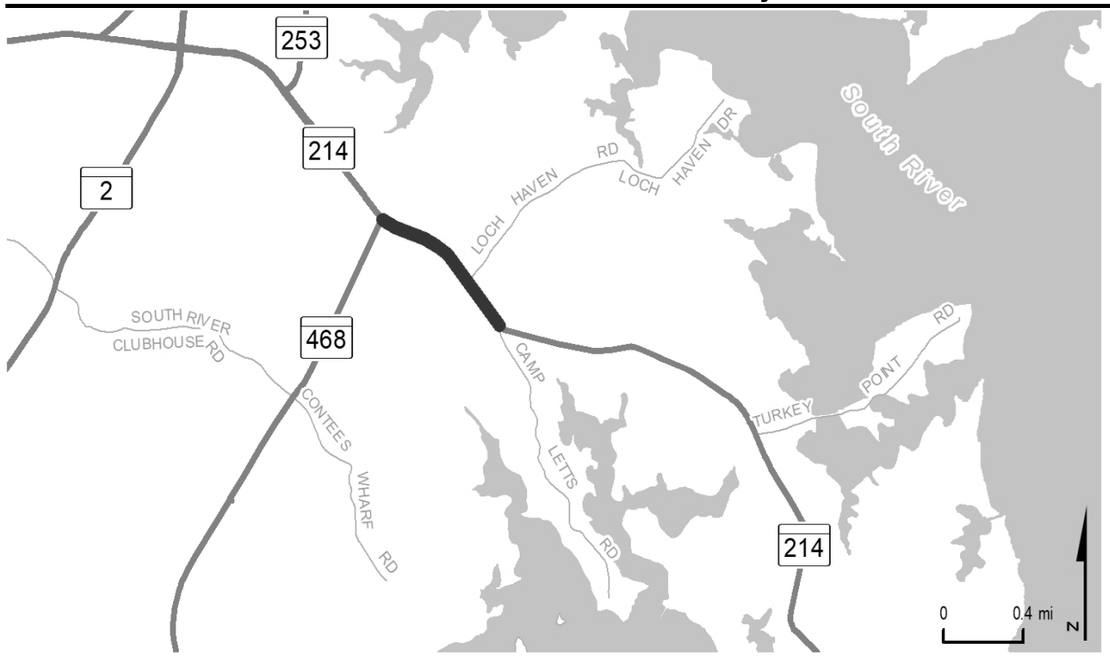
STATE - Other Principal Arterial
FEDERAL - Other Principal Arterial
STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2025) 27,400

PROJECTED (2045) 49,500

STIP REFERENCE #AA5101 8/1/2025



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	☐	Grandfathered
☒	Project Outside PFA	☒	Exception Will Be Required
☐	PFA Status Yet to Be Determined	☐	Exception Granted

STATUS: MDOT is working in partnership with Anne Arundel County through a cost-sharing agreement to advance all phases of the project through construction. Additional phases will be programmed accordingly per the agreement with Anne Arundel County.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

POTENTIAL FUNDING SOURCE: ☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,585	1,585	592	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	**1,585**	**1,585**	**592**	**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	1,585	1,585	592	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 (2025) 22,000

PROJECTED (2045) 32,100

STIP REFERENCE #AA0391 8/1/2025

MINOR PROJECTS PROGRAM

(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Anne Arundel County - LINE 11

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Bicycle Retrofit				
AA0581	MD713	Arundel Mills Boulevard - Bicycle and Pedestrian Route Improvements from Arundel Way to MD 176	$ 6,657	FY 2026
Resurface/Rehabilitate				
XX171A	-	Patching at Various Locations in Anne Arundel County	$ 6,722	Completed
XX5375	-	Patching Bridge Approaches at Various Locations in Anne Arundel County	$ 2,478	Completed
XQ1275	-	Patching at Various Locations in Anne Arundel County	$ 3,471	FY 2026
XQ5022	-	Safety and Resurfacing Improvements at Various Locations in Southern Anne Arundel County	$ 8,974	FY 2026
AA9101	MD100	Safety and Resurfacing Improvements from MD 170 to MD 3 Business	$ 10,845	Under Construction
AA9861	IS97	Pavement Marking from Structure No. 020076011 over Severn Run to I-695	$ 963	Under Construction
XQ244M	-	Joint Sealing at Various Locations in Anne Arundel County	$ 1,017	Under Construction
XQ5375	-	Patching at Various Locations in Anne Arundel County	$ 1,521	Under Construction
XQ6022	-	Safety and Resurfacing Improvements at Various Locations in Southern Anne Arundel County	$ 3,139	Under Construction
XQ9023	-	Safety and Resurfacing Improvements at Various Locations in Northern Anne Arundel County	$ 7,225	Under Construction
Safety/Spot Improvement				
AA9121	MD100	Guardrail Improvements from MD 174 to MD 10	$ 2,349	Completed
AA8851	MD450	Defense Highway - Drainage and Geometric Improvements from MD 424 to Crownsville Road	$ 1,473	Design Underway
AA8661	-	Drainage Improvements - Outfall Stabilization and Restoration at various locations in Anne Arundel County - Phase 2	$ 5,325	FY 2026
XQ536A	-	Guardrail Improvements at Various Locations in Anne Arundel County	$ 2,731	FY 2026
Sidewalks				
AA9201	MD3 BUS	Crain Highway - Safety Improvements from IS 97 to MD 100 - Pedestrian Safety Action Plan	$ 4,338	Design Underway
AA1722	MD214	Central Avenue - Sidewalk Improvements from MD 2 to MD 253	$ 5,418	Under Construction
AA1781	MD173	Fort Smallwood Road - Sidewalk Improvements from Duvall Highway to Kenton Drive	$ 5,840	Under Construction
Transportation Alternatives Program				
AA9131	-	Hammons Ferry School Sidewalk Improvements - Safe Routes to School	$ 450	Design Underway

MINOR PROJECTS PROGRAM

(Dollars in Thousands)

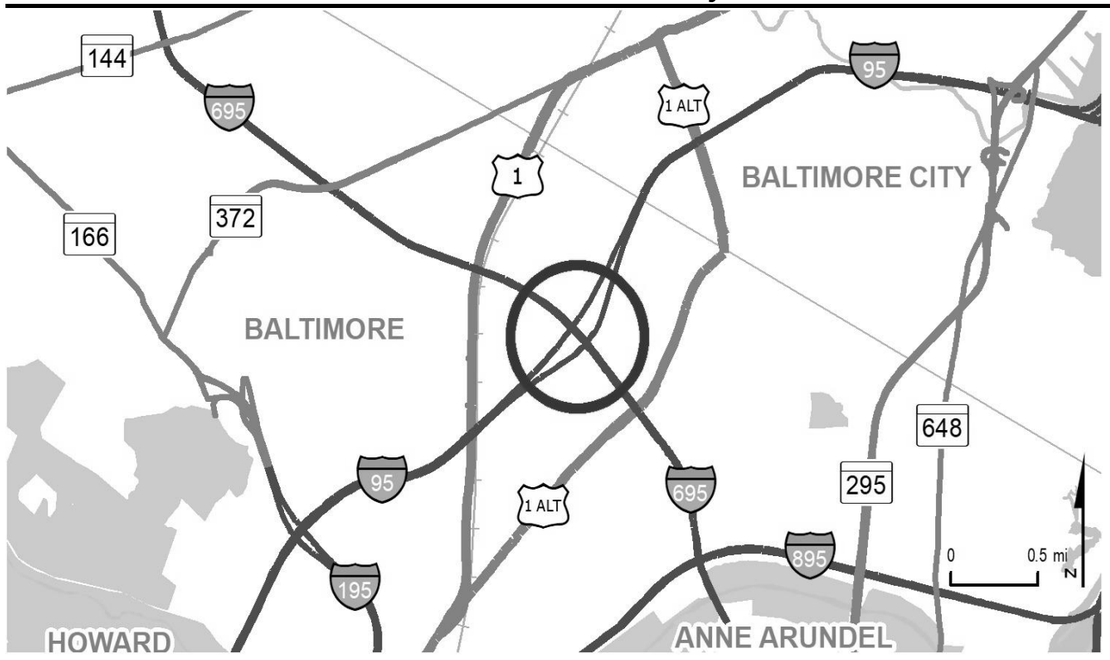
STATE HIGHWAY ADMINISTRATION - Anne Arundel County - LINE 11

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Transportation Alternatives Program				
AA9791	-	Anne Arundel County Accessibility Study Phase II - Safe Routes to School	$ 240	Design Underway
AA0111	-	Bicycle and Pedestrian Route Improvements - Baybrook Connector Trail	$ 750	FY 2026
AA9851	-	So-Glebe Branch Stream Restoration Phases B & C	$ 1,818	FY 2026
AA0261	-	Bicycle and Pedestrian Route Improvements - South Shore Trail - Phase II	$ 2,489	Under Construction
AA0891	-	Bicycle and Pedestrian Route Improvements - WB&A Trail Bridge at Patuxent	$ 4,808	Under Construction

MARYLAND DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY ADMINISTRATION

BALTIMORE COUNTY



PROJECT: I-95 and I-695, Baltimore Beltway

DESCRIPTION: Latex modified concrete bridge deck overlays on I-95 at the I-695 interchange (10 bridges).

PURPOSE & NEED SUMMARY STATEMENT: The purpose of this project is to address concrete bridge decks before they become poor rated, and to upgrade existing bridge parapets to meet current safety criteria. Proactively addressing bridge deck condition will avoid the need for major rehabilitation or replacement of these bridges which are located on a heavily traveled section of the Interstate Highway System.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☒ Not Subject to PFA Law

☐ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet to Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

☒ Enhance Safety and Security
☒ Deliver System Quality
☐ Serve Communities and Support the Economy
☐ Promote Environmental Stewardship

EXPLANATION: 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: Open to service.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,351	2,351	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	39,114	37,603	7,812	1,511	0	0	0	0	0	1,511	0
Total	**41,465**	**39,954**	**7,812**	**1,511**	**0**	**0**	**0**	**0**	**0**	**1,511**	**0**
Federal-Aid	40,764	39,265	7,747	1,499	0	0	0	0	0	1,499	0
Special	701	689	65	12	0	0	0	0	0	12	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

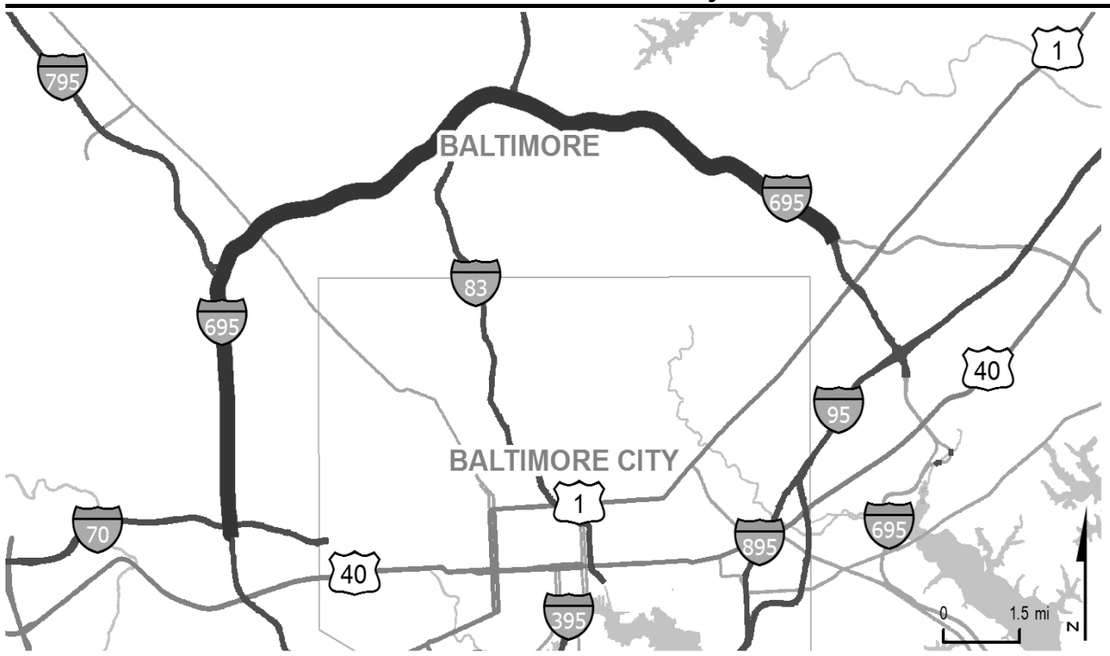
STATE - Principal Arterial
FEDERAL - Interstate
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2025) I-95: 174,000 I-695: 98,500

PROJECTED (2045) I-95: 217,800 I-695: 112,000

STIP REFERENCE #BA3532 8/1/2025



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: The work on I-695 is a Transportation System Management and Operations (TSMO) project involving lane controls, intelligent traffic monitoring and other features to improve safety and reduce congestion along the I-695 inner and outer loops between I-70 and east of White Marsh Boulevard.

PURPOSE & NEED SUMMARY STATEMENT: I-695 experiences considerable congestion in the morning and evening peak commuting periods. Additionally, the facility frequently experiences non-recurring congestion. Once complete, the project will improve nine congestion bottlenecks, improve safety, reduce potential and duration for incidents, and offer estimated time savings of up to 34 minutes for morning commuters traveling on the I-695 outer loop between Overlea and Catonsville, and 21 minutes for evening commuters traveling on the I-695 inner loop between Catonsville and Overlea.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet to Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- ☒ Enhance Safety and Security
- ☒ Deliver System Quality
- ☒ Serve Communities and Support the Economy
- ☐ Promote Environmental Stewardship

EXPLANATION: The 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. Change orders for project design to address the March 2023 crash are underway. Area 1 (I-70 to I-83) is anticipated to be open to service in FY 2027 with full project completion (Areas 1 - 3) in FY 2028.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,920	5,920	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	29	8	8	21	0	0	0	0	0	21	0
Construction	178,100	100,046	25,439	35,298	41,794	962	0	0	0	78,054	0
Total	**184,049**	**105,974**	**25,447**	**35,319**	**41,794**	**962**	**0**	**0**	**0**	**78,075**	**0**
Federal-Aid	178,469	104,300	25,191	33,550	39,704	914	0	0	0	74,168	0
Special	5,581	1,674	256	1,769	2,090	48	0	0	0	3,907	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

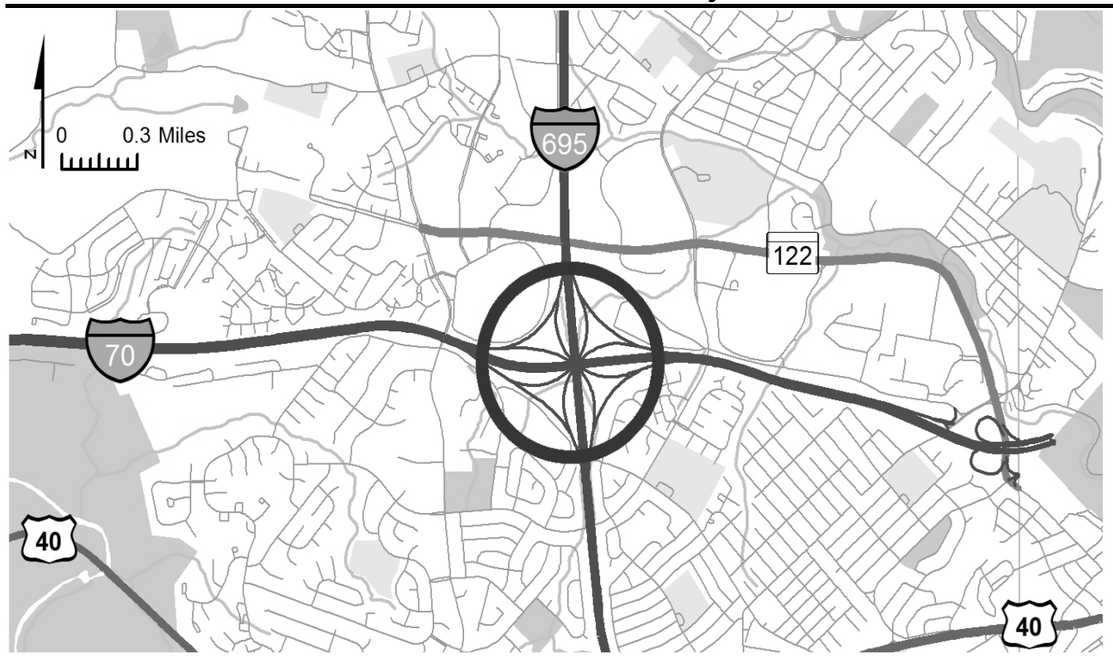
STATE - Principal Arterial
FEDERAL - Interstate
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2025) 156,000 - 211,000

PROJECTED (2045) 182,900 - 248,200

STIP REFERENCE #BA0061 8/1/2025



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Project scope revised to focus on state of good repair needs of the bridges within the I-695/I-70 interchange, to include cleaning and painting of the existing bridge structures.

PURPOSE & NEED SUMMARY STATEMENT: This project will address state of good repair needs of the bridges within the I-695/I-70 interchange.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet to Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- ☒ Enhance Safety and Security
- ☒ Deliver System Quality
- ☐ Serve Communities and Support the Economy
- ☐ Promote Environmental Stewardship

EXPLANATION: This project will address state of good repair needs of the bridges in the vicinity of the I-695/I-70 interchange.

STATUS: Cleaning and painting of the bridge structures will begin in the current fiscal year.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: The cost decrease of $15.0 million is the result of funding the state of good repair improvements through the Bridge Replacement and Rehabilitation program.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	7,619	7,619	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	**7,619**	**7,619**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Federal-Aid	7,246	7,246	0	0	0	0	0	0	0	0	0
Special	372	372	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

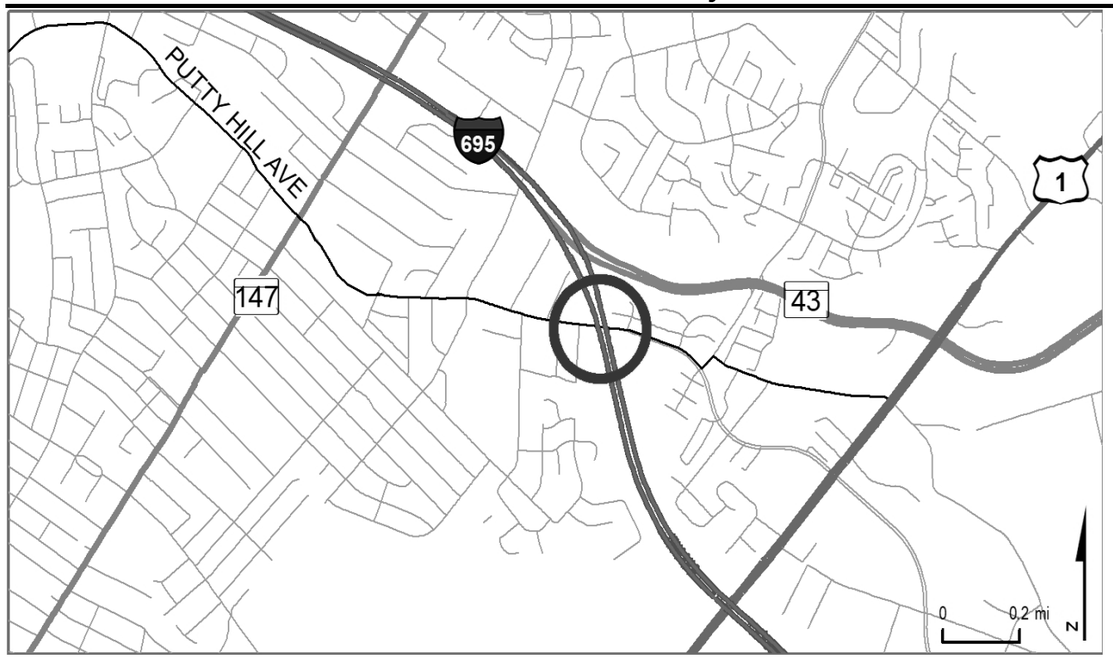
STATE - Principal Arterial
FEDERAL - Interstate
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2025) 168,500 - 202,400

PROJECTED (2045) 197,200 - 236,800

STIP REFERENCE #BA0062 8/1/2025



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Replacement of Bridge No. 0317400 on Putty Hill Avenue over I-695.

PURPOSE & NEED SUMMARY STATEMENT: The purpose of this project is to replace a poor rated and weight restricted bridge to keep the roadway safe and open to traffic.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet to Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- ☒ Enhance Safety and Security
- ☒ Deliver System Quality
- ☒ Serve Communities and Support the Economy
- ☐ Promote Environmental Stewardship

EXPLANATION: This bridge, constructed in 1961, is nearing the end of its structural life and is rated poor based on deck condition.

STATUS: Construction phase activities anticipated to begin in FY 26.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: The cost increase of $7.5 million is for advance utility work included in the construction phase.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,310	3,310	154	0	0	0	0	0	0	0	0
Right-of-way	889	889	0	0	0	0	0	0	0	0	0
Utilities	2,451	2,160	359	249	42	0	0	0	0	291	0
Construction	23,000	0	0	2,000	6,000	5,000	5,000	5,000	0	23,000	0
Total	**29,650**	**6,359**	**513**	**2,249**	**6,042**	**5,000**	**5,000**	**5,000**	**0**	**23,291**	**0**
Federal-Aid	27,079	4,940	423	2,148	5,741	4,750	4,750	4,750	0	22,139	0
Special	2,571	1,419	90	101	301	250	250	250	0	1,152	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

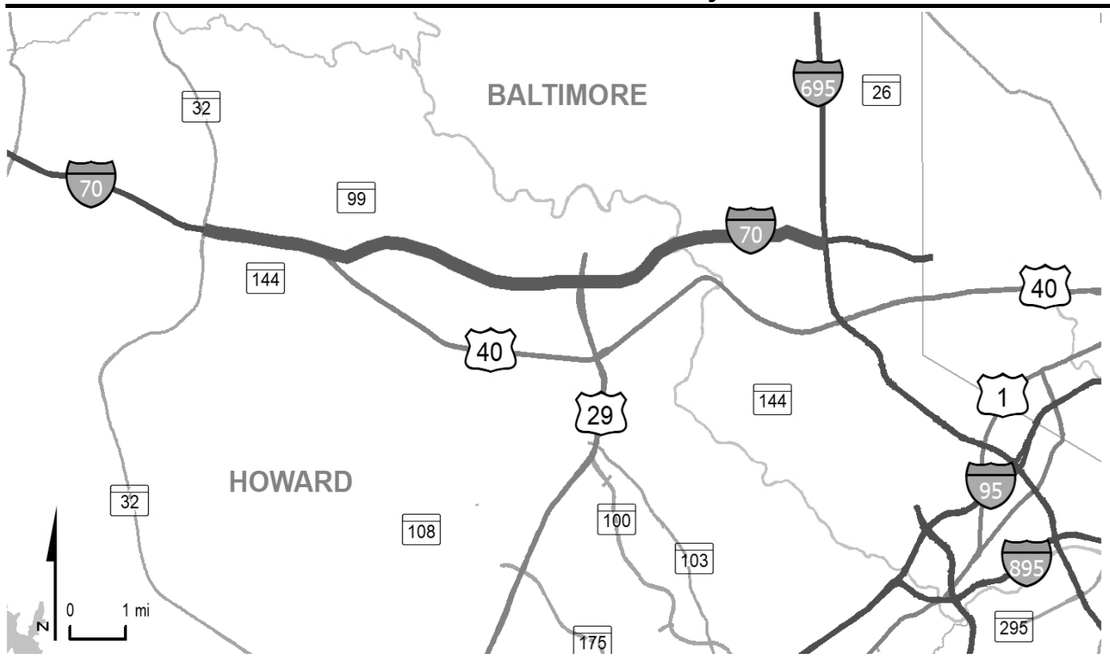
STATE - Principal Arterial
FEDERAL - Interstate
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2025) 15,100

PROJECTED (2045) 19,000

STIP REFERENCE #BA1451 8/1/2025



PROJECT: I-70, MD 32 to I-695

DESCRIPTION: Geometric modifications to improve safety and peak period traffic operations along I-70 from MD 32 to I-695.

PURPOSE & NEED SUMMARY STATEMENT: I-70 is a heavily traveled commuter route linking western Maryland to the Baltimore-Washington Region. The project improves the safety and operations along I-70.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐ Project Inside PFA
☐ Project Outside PFA
☒ PFA Status Yet to Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

STATUS: Engineering anticipated to begin in FY 2027. MDOT is able to advance this project to the Engineering phase because of the funding provided by the Governor and Legislature in the last session.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	432	432	0	0	0	0	0	0	0	0	0
Engineering	7,152	0	0	0	1,674	1,826	1,826	1,826	0	7,152	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	**7,584**	**432**	**0**	**0**	**1,674**	**1,826**	**1,826**	**1,826**	**0**	**7,152**	**0**
Federal-Aid	6,437	0	0	0	1,507	1,643	1,643	1,643	0	6,437	0
Special	1,147	432	0	0	167	183	183	183	0	715	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

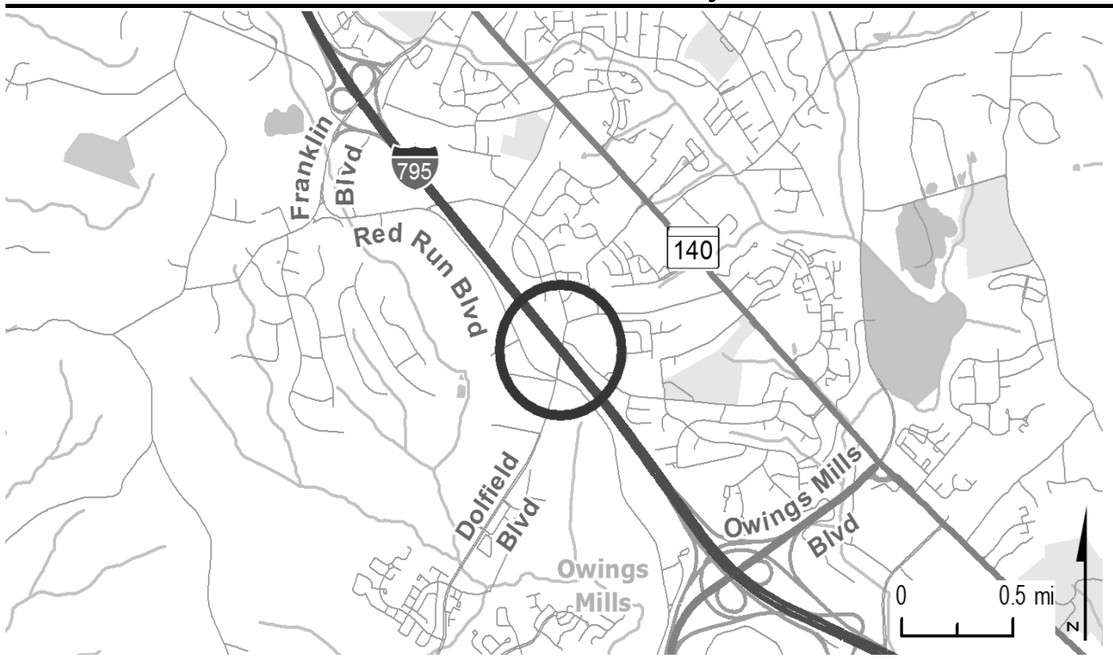
STATE - Principal Arterial
FEDERAL - Interstate
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2025) 72,900 - 111,300

PROJECTED (2045) 91,100 - 128,000

STIP REFERENCE #AZ2321 8/1/2025



PROJECT: I-795, Northwest Expressway

DESCRIPTION: Project to construct an interchange at Dolfield Boulevard. Includes widening and operational improvements along I-795 from Owings Mills Boulevard (MD 940) to Franklin Boulevard. Southbound access to I-795 will be provided by ramps connecting to Red Run Boulevard. Northbound access to I-795 will be provided through a directional on-ramp from Dolfield Boulevard. The northbound off-ramp will connect to a new roundabout along Tollgate Road. A shared-use path will be constructed on Dolfied Boulevard between Red Run Boulevard and Tollgate Road. Sidewalks will be provided along Tollgate Road from Dolfield Boulevard to Hewitt Farms Road.

PURPOSE & NEED SUMMARY STATEMENT: This project will improve overall network safety and mobility along I-795 and improve safety and connections for vulnerable users along Dolfield Boulevard.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Engineering underway. County contributed $0.65 million toward planning. MDOT is able to advance this project to the Engineering and Right-of-way phases because of the funding provided by the Governor and Legislature in the last session.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: The increase of $2.9 million is due to additional design costs.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	3,475	3,475	0	0	0	0	0	0	0	0	0
Engineering	12,373	6,323	1,200	1,250	2,000	2,000	300	500	0	6,050	0
Right-of-way	3,998	0	0	0	0	0	0	3,998	0	3,998	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	**19,846**	**9,798**	**1,200**	**1,250**	**2,000**	**2,000**	**300**	**4,498**	**0**	**10,048**	**0**
Federal-Aid	13,823	4,477	1,140	1,188	1,900	1,900	285	4,073	0	9,346	0
Special	6,024	5,321	60	63	100	100	15	425	0	702	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

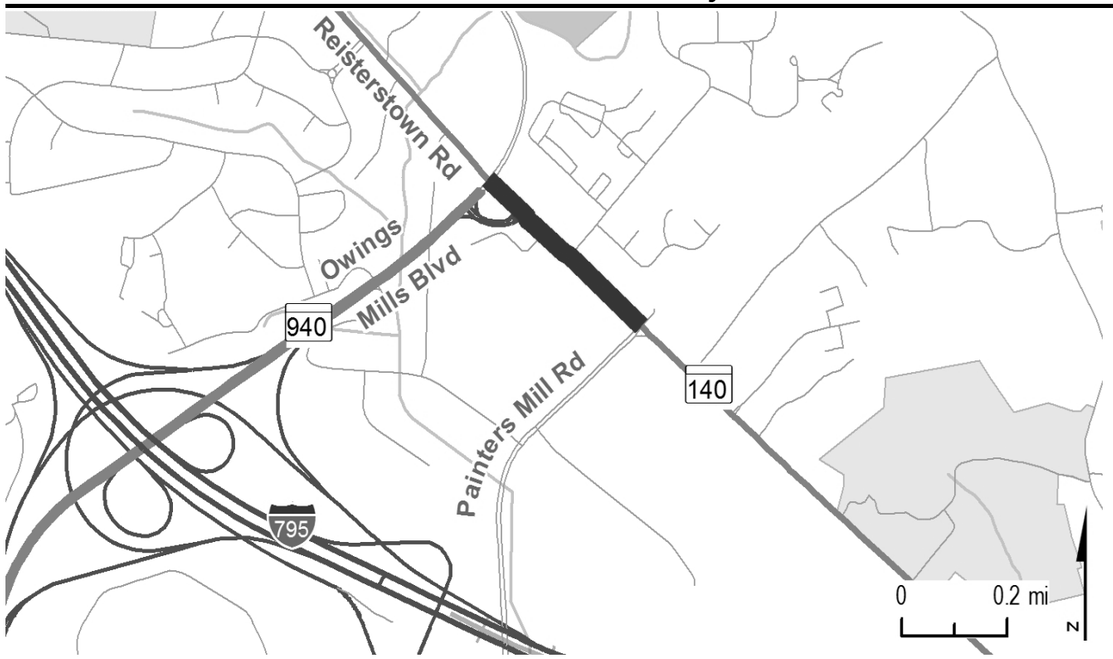
STATE - Principal Arterial
FEDERAL - Interstate
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2025) 75,200

PROJECTED (2045) 107,600

STIP REFERENCE #BA4511 8/1/2025



PROJECT: MD 140, Reisterstown Road

DESCRIPTION: Capacity and safety improvements to MD 140, from north of Painters Mill Road to north of Owings Mills Boulevard. Bicycle and pedestrian improvements will be provided (0.4 miles).

PURPOSE & NEED SUMMARY STATEMENT: This project will provide additional capacity and access for the planned development in Owings Mills.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet to Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

STATUS: Project on hold – no funding in the last 5 years.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,566	3,566	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	**3,566**	**3,566**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	3,566	3,566	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial
FEDERAL - Other Principal Arterial
STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2025) 38,700 (MD 140)

PROJECTED (2045) 55,000 (MD 140)

STIP REFERENCE #BA7291 8/1/2025

MINOR PROJECTS PROGRAM

(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Baltimore County - LINE 8

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Bridge Replacement/Rehabilitation				
BAA391	MD570	Bridge Deck Replacement of Bridge No. 0323900 over Ingleside Avenue	$ 7,087	Completed
BAB211	-	Cleaning and Painting of Bridge Nos. 0303000, 0314500, and 0306500	$ 3,873	Completed
XB1639	IS695	IS-695/IS-70 Triple Bridges - Cleaning and Painting of Bridge Nos. 0312703/04, 0312805/06, 0312903/04, and 0322703/04	$ 3,435	FY 2026
Environmental Preservation				
AZ0714	-	Landscape Installation and Establishment at Various Locations in Baltimore County	$ 320	Under Construction
XB3684	-	Landscape Installation and Establishment at Various Locations in Baltimore County	$ 162	Under Construction
Intersection Capacity Improvements				
BAA261	MD30	Hanover Pike - Intersection Reconstruct at Bortner Road/Dover Road	$ 1,552	FY 2026
Resurface/Rehabilitate				
BA9823	MD45	York Road - Water Transmission Main, Safety and Resurfacing Improvements from Towson Roundabout to Newell Avenue	$ 4,566	FY 2026
XQ6031	-	Patching at Various Locations East of I-83 in Baltimore County	$ 4,378	FY 2026
XQ6032	-	Patching at Various Locations West of I-83 in Baltimore County	$ 3,348	FY 2026
BA2621	MD140	Reisterstown Road - Water Transmission Main, Safety and Resurfacing from Stocksdale Avenue to Pleasant Hill Road	$ 6,718	Under Construction
BAA321	MD144	Frederick Road - Safety and Resurfacing Improvements from I-695 to Baltimore County/City Line	$ 3,131	Under Construction
BAA341	MD542	Loch Raven Boulevard - Water Main Replacement, Safety and Resurfacing from South of Taylor Avenue to Joppa Road	$ 4,594	Under Construction
XY7031	-	Resurfacing Improvements at Various Locations in Baltimore County East of I-83	$ 12,531	Under Construction
XY7032	-	Resurfacing Improvements at Various Locations in Baltimore County West of I-83	$ 10,028	Under Construction
Safety/Spot Improvement				
BA0242	MD139	Charles Street - Intersection Reconstruction, Safety and Resurfacing Improvements at Bellona Avenue	$ 5,674	Under Construction

MINOR PROJECTS PROGRAM

(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Baltimore County - LINE 8

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Sidewalks				
BAB151	MD150	Eastern Boulevard - Safety Improvements from MD 702 to MD 700 - Pedestrian Safety Action Plan	$ 4,500	Design Underway
Transportation Alternatives Program				
BAB611	-	Pedestrian Improvements and Connection for Edgemere Elementary School, Sparrows Middle/High School	$ 160	FY 2026
Urban Reconstruction				
BA5151	US1	Belair Road - Baltimore City Line to I-695 (Funded for Design Only)	$ 6,012	Design Underway

MARYLAND DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY ADMINISTRATION

BALTIMORE CITY

MINOR PROJECTS PROGRAM

(Dollars in Thousands)

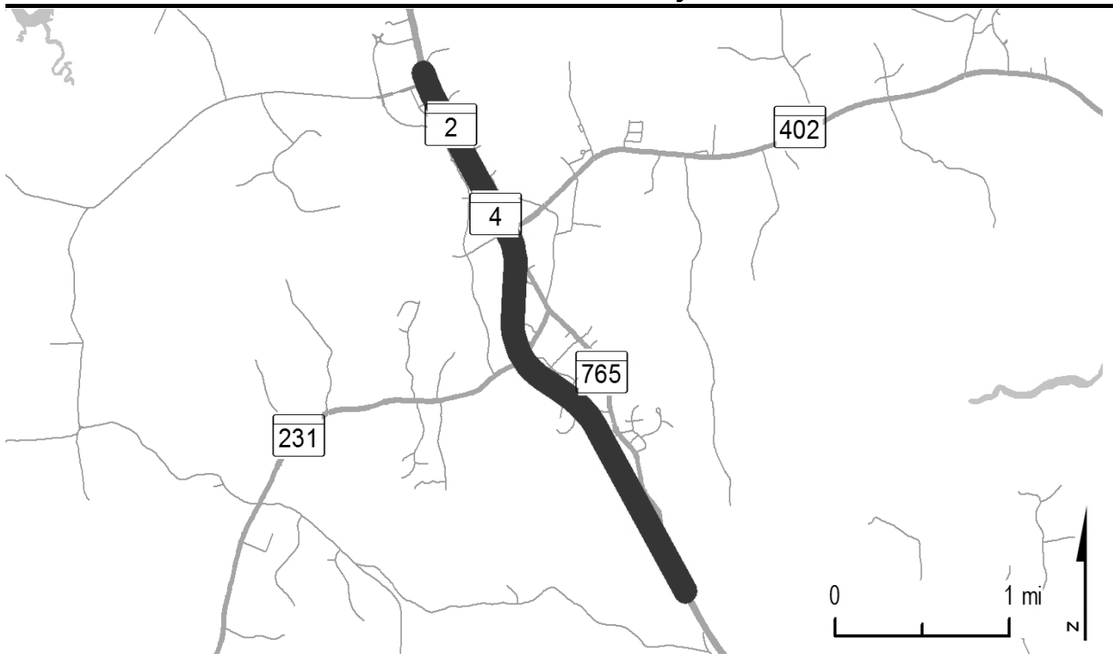
STATE HIGHWAY ADMINISTRATION - Baltimore City - LINE 1

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Bridge Replacement/Rehabilitation				
SHAPRJ000718	-	Hanover Street Bridge - Repair and Resurface (Baltimore City Project)	$ 3,000	FY 2026
Transportation Alternatives Program				
AZ0301	-	Improving the First Mile of American Railroading	$ 1,183	Design Underway
AZ2611	-	Bicycle and Pedestrian Route Improvements - Baltimore Greenway Trails Network - Middle Branch Segment	$ 250	Design Underway
AX3524	-	Baltimore City Safe Routes to School Projects	$ 973	Under Construction
AXA141	-	Inner Harbor Crosswalks and Bicycle Wayfinding Enhancements	$ 1,050	Under Construction

MARYLAND DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY ADMINISTRATION

CALVERT COUNTY



PROJECT: MD 2/4, Solomons Island Road

DESCRIPTION: Project to upgrade and widen MD 2/4 to a six-lane divided highway from north of Stoakley Road/Hospital Road to south of MD 765A (3.5 miles).

PURPOSE & NEED SUMMARY STATEMENT: This project will improve mobility for planned development. The MD 2/4 corridor is the busy spine of Prince Frederick traffic and development. The project will enhance accessibility, improve safety, and promote economic development.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Project on hold – no funding in the last 5 years.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,423	1,423	0	0	0	0	0	0	0	0	0
Engineering	1,972	1,972	0	0	0	0	0	0	0	0	0
Right-of-way	622	622	0	0	0	0	0	0	0	0	0
Utilities	19	19	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	**4,036**	**4,036**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Federal-Aid	1,372	1,372	0	0	0	0	0	0	0	0	0
Special	2,664	2,664	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

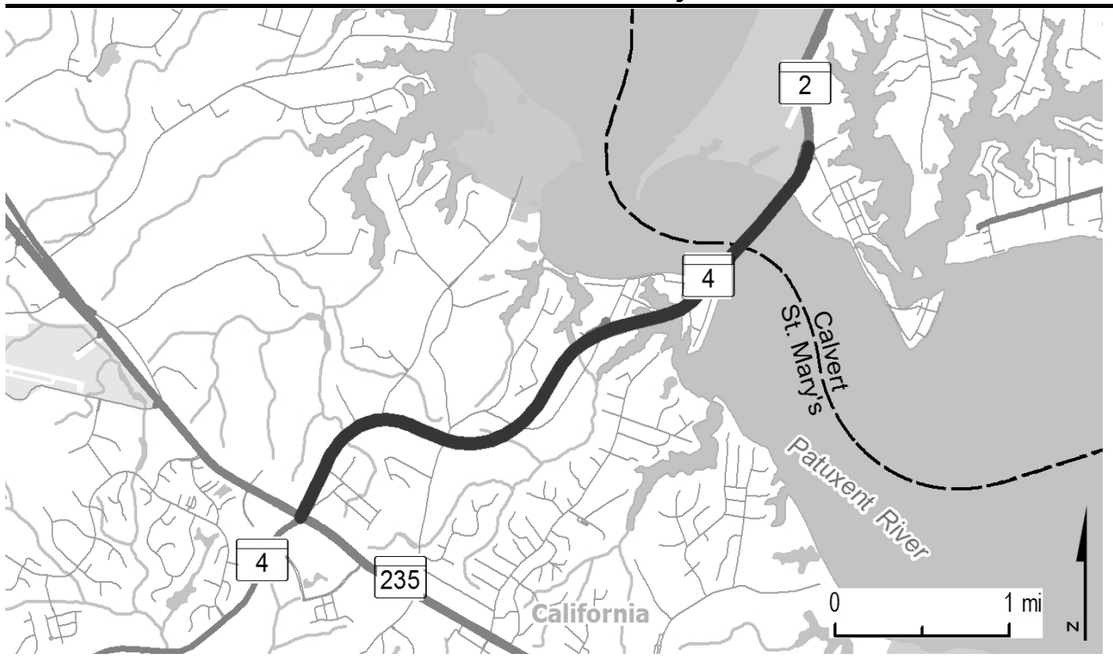
STATE - Intermediate Arterial
FEDERAL - Other Principal Arterial
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2025) 37,800 - 45,500

PROJECTED (2045) 48,200 - 60,000

STIP REFERENCE #CA4131 8/1/2025



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
- ☐ Project Outside PFA
- ☐ PFA Status Yet to Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

STATUS: Patuxent River Studies underway including bathymetric survey, Coast Guard coordination, and navigation clearance determination.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	4,942	4,942	0	0	0	0	0	0	0	0	0
Engineering	2,919	919	0	1,000	1,000	0	0	0	0	2,000	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	**7,861**	**5,861**	**0**	**1,000**	**1,000**	**0**	**0**	**0**	**0**	**2,000**	**0**
Federal-Aid	1,802	2	0	900	900	0	0	0	0	1,800	0
Special	6,058	5,858	0	100	100	0	0	0	0	200	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Intermediate Arterial
FEDERAL - Other Principal Arterial
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2025) 30,100

PROJECTED (2045) 39,800

STIP REFERENCE #SM3511 8/1/2025

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				
XY8041	-	Resurfacing Improvements at Various Locations in Calvert County	$ 5,794	Completed
XQ2041	-	Safety and Resurfacing Improvements at Various Locations in Calvert County	$ 6,100	FY 2026
XQ9041	-	Safety and Resurfacing Improvements at Various Locations in Calvert County	$ 3,964	Under Construction
Safety/Spot Improvement				
CA2761	MD231	Hallowing Point Road - Geometric Improvements at MD 508	$ 14,199	FY 2027
CA1181	MD231	Hallowing Point Road - Geometric Improvements from Toye Lane to West of Prince Frederick Boulevard	$ 13,008	FY 2028
CA3461	MD231	Hallowing Point Road - Safety Improvements at Skipjack Road	$ 5,353	FY 2029
Transportation Alternatives Program				
CANEW1	-	Appeal Lane Sidewalk	$ 462	Completed
CA5191	MD261	Bayside Road - Sidewalk and Safety Improvements - Safe Routes to School	$ 160	FY 2026

MARYLAND DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY ADMINISTRATION

CAROLINE COUNTY

MINOR PROJECTS PROGRAM

(Dollars in Thousands)

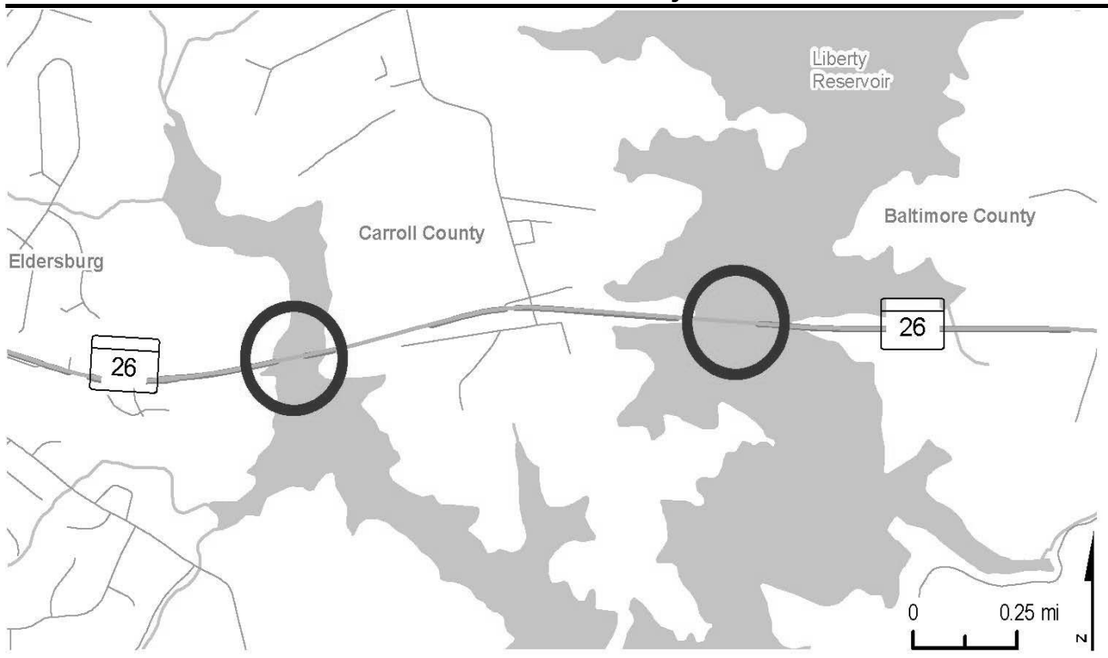
STATE HIGHWAY ADMINISTRATION - Caroline County - LINE 1

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Bridge Replacement/Rehabilitation				
CO1281	MD16	Harmony Road - Superstructure Replacement of Bridge No. 0500100 over Mill Creek	$ 3,814	Under Construction
Intersection Capacity Improvements				
CO2191	MD404	Shore Highway - Harmony Road to Greenwood Road - PEL Study	$ 500	Study Underway
Resurface/Rehabilitate				
XQ9053	-	Resurfacing Improvements at Various Locations in Caroline County	$ 3,353	Under Construction
XY9052	-	Resurfacing Improvements at Various Locations in Caroline County	$ 8,321	Under Construction
Safety/Spot Improvement				
CO1111	MD404	Shore Highway - Geometric Improvements at MD 328	$ 1,423	Completed

MARYLAND DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY ADMINISTRATION

CARROLL COUNTY



PROJECT: MD 26, Liberty Road

DESCRIPTION: Bridge Deck Replacement of Bridge Nos. 0600100 and 0600200 over Liberty Reservoir.

PURPOSE & NEED SUMMARY STATEMENT: The purpose of this project is to replace the bridge decks on two bridges (poor rated and fair rated) to keep the roadway safe and open to traffic.

SMART GROWTH STATUS: [ ] Project Not Location Specific [X] Not Subject to PFA Law

[ ] Project Inside PFA
[X] Project Outside PFA
[ ] PFA Status Yet to Be Determined

[ ] Grandfathered
[ ] Exception Will Be Required
[ ] Exception Granted

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

[X] Enhance Safety and Security
[X] Deliver System Quality
[X] Serve Communities and Support the Economy
[ ] Promote Environmental Stewardship

EXPLANATION: The existing bridge decks are nearing the end of their useful service life with one bridge currently rated in poor condition. Bridge deck replacements will address the deficiencies.

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,400	795	245	229	194	182	0	0	0	605	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	45,001	0	0	0	0	5,175	19,913	19,013	900	45,001	0
Total	**46,401**	**795**	**245**	**229**	**194**	**5,357**	**19,913**	**19,013**	**900**	**45,606**	**0**
Federal-Aid	43,956	612	243	225	193	5,092	18,917	18,062	855	43,344	0
Special	2,445	183	2	4	1	265	996	951	45	2,262	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 (2025) 19,800

PROJECTED (2045) 21,400

STIP REFERENCE #CL2591 8/1/2025

PROJECT: MD 32, Sykesville Road, 2nd Street to Main Street

DESCRIPTION: Improve intersection geometry, extend turn lanes, and modify access along MD 32 from 2nd Street to Main Street. Improvements include the extension of the northbound MD 32 right-turn lane to 2nd St., modifying the existing 2nd St. intersection to right-in/right-out, extension of the northbound left-turn lane to Johnsville Rd and prohibition of left turns from Johnsville Rd, lengthening the auxiliary lanes between Freedom Ave. and Main St. and a traffic signal warrant analysis for the MD 32/Main St. intersection.

PURPOSE & NEED SUMMARY STATEMENT: This project will improve operations and safety along MD 32 from 2nd Street to Main Street. MD 32 is a main commuter route linking Carroll County with I-70 and the Baltimore-Washington Region. The project is essential for advancing economic development opportunities in southeastern Carroll County. Reducing the turning movements through conversion to right-ins/right-outs and providing channelization will limit conflict points, enhancing safety. Lengthening of auxiliary lanes will provide longer refuge areas, reducing the potential for rear-end collisions.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet to Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	703	703	0	0	0	0	0	0	0	0	0
Engineering	779	429	300	300	50	0	0	0	0	350	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	**1,482**	**1,132**	**300**	**300**	**50**	**0**	**0**	**0**	**0**	**350**	**0**
Federal-Aid	746	413	285	285	48	0	0	0	0	333	0
Special	736	718	15	15	3	0	0	0	0	18	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 (2025) 21,100 - 27,800

PROJECTED (2045) 37,200 - 42,400

STIP REFERENCE #CL5031 8/1/2025

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 the former Carroll Bank property 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 – no funding in the last 5 years. County and State split the cost of planning, and the County contributed $1.0 million towards engineering.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	496	496	0	0	0	0	0	0	0	0	0
Engineering	1,366	1,366	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	**1,862**	**1,862**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Federal-Aid	228	228	0	0	0	0	0	0	0	0	0
Special	1,634	1,634	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Intermediate Arterial
FEDERAL - Other Principal Arterial
STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2025) 15,900 - 32,100

PROJECTED (2045) 19,500 - 42,300

STIP REFERENCE #CL8501 8/1/2025

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Carroll County - LINE 4

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Intersection Capacity Improvements				
CL3771	MD97	Littlestown Pike - Bachmans Valley Road to MD 140 in Westminster - PEL Study	$ 504	Study Underway
Resurface/Rehabilitate				
CL4052	MD851	Springfield Avenue - Drainage Improvements from Main Street to Warfield Road	$ 2,521	Completed
XY9061	-	Safety and Resurfacing Improvements at Various Locations in Carroll County	$ 17,172	Completed
XQ6061	-	Safety and Resurfacing Improvements at Various Locations in Carroll County	$ 8,075	FY 2026
XQ9062	-	Safety and Resurfacing Improvements at Various Locations in Carroll County	$ 8,288	Under Construction
Sidewalks				
CL1071	MD31	New Windsor Road - Sidewalk Improvements from Lambert Avenue to East of Church Street	$ 8,530	FY 2027
CL3941	MD27	Manchester Road - Bicycle and Pedestrian Route Improvements from West of MD 140 to Hahn Road	$ 4,268	Under Construction
Transportation Alternatives Program				
CL4871	MD32	Washington Road - Sidewalk Upgrades for ADA Compliance from Washington Lane to Kate Wagner Road - Safe Routes to School	$ 569	Under Construction

MARYLAND DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY ADMINISTRATION

CECIL COUNTY

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

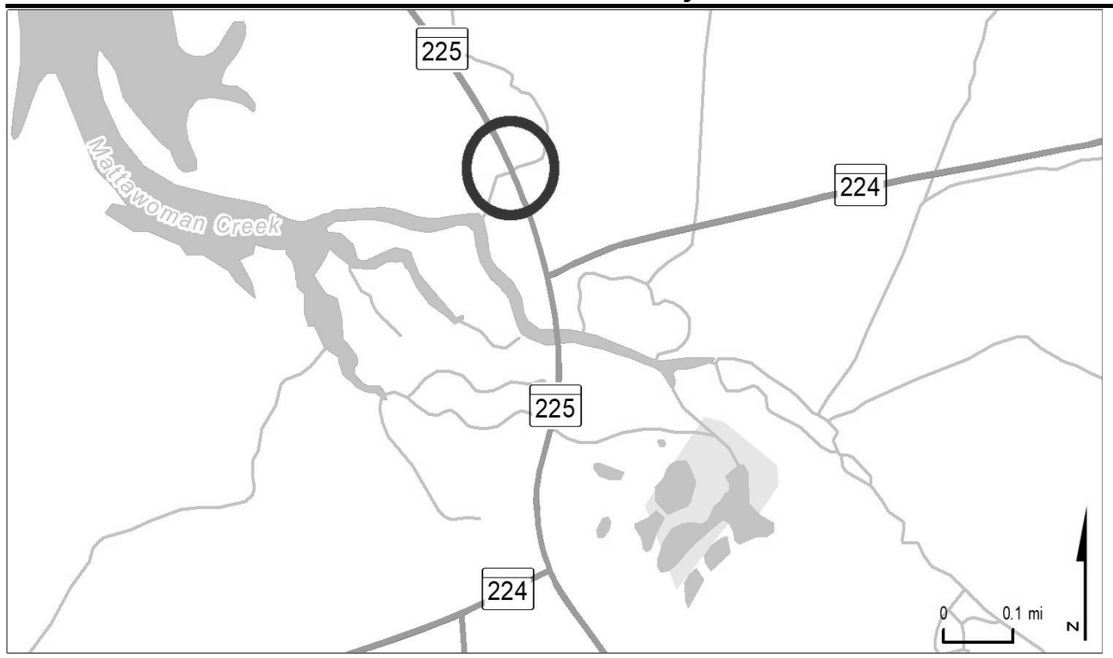
STATE HIGHWAY ADMINISTRATION - Cecil County - LINE 1

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Resurface/Rehabilitate				
XQ9073	-	Resurfacing Improvements at Various Locations in Cecil County	$ 3,304	Under Construction
XX153A	-	Patching at Various Locations in Cecil County	$ 3,425	Under Construction
XY9072	-	Resurfacing Improvements at Various Locations in Cecil County	$ 9,616	Under Construction
Safety/Spot Improvement				
CE2661	US40	Pulaski Highway - Geometric Improvements at Nottingham Road	$ 5,110	Completed
Sidewalks				
CE2471	MD222	Perryville Road - Sidewalk Improvements from Cedar Corner Road to St. Marks Church Road	$ 2,380	Under Construction
CE4091	MD7	Delaware Avenue - Sidewalk Upgrades for ADA Compliance from MD 281 to South of Big Elk Creek Bridge	$ 3,199	Under Construction
Truck Weight				
CE4002	US301	Blue Star Memorial Highway - Weigh Station - Cecilton and Foy Hill Truck Weigh Inspection Station	$ 6,764	Under Construction
Urban Reconstruction				
CE4661	MD222	Main Street - Community Safety and Enhancements from South of High Street to Mill Street	$ 4,400	Design Underway

MARYLAND DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY ADMINISTRATION

CHARLES COUNTY



PROJECT: MD 225, Hawthorne Road

DESCRIPTION: Replacement of Bridge No. 0802100 on MD225 over Mattawoman Creek.

PURPOSE & NEED SUMMARY STATEMENT: The purpose of this project is to replace a poor rated bridge to keep the roadway safe and open to traffic.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☒ Not Subject to PFA Law

☐ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet to Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

☒ Enhance Safety and Security
☒ Deliver System Quality
☒ Serve Communities and Support the Economy
☐ Promote Environmental Stewardship

EXPLANATION: The existing structure (series of large pipes), built in 1951, is nearing the end of its useful service life and is currently rated poor.

STATUS: Engineering underway. Construction anticipated to begin in FY 2026.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,222	1,611	144	611	0	0	0	0	0	611	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	179	179	15	0	0	0	0	0	0	0	0
Construction	2,958	0	0	569	1,535	855	0	0	0	2,958	0
Total	**5,359**	**1,790**	**159**	**1,180**	**1,535**	**855**	**0**	**0**	**0**	**3,569**	**0**
Federal-Aid	3,762	371	(512)	1,121	1,458	812	0	0	0	3,391	0
Special	1,597	1,419	671	58	77	43	0	0	0	178	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

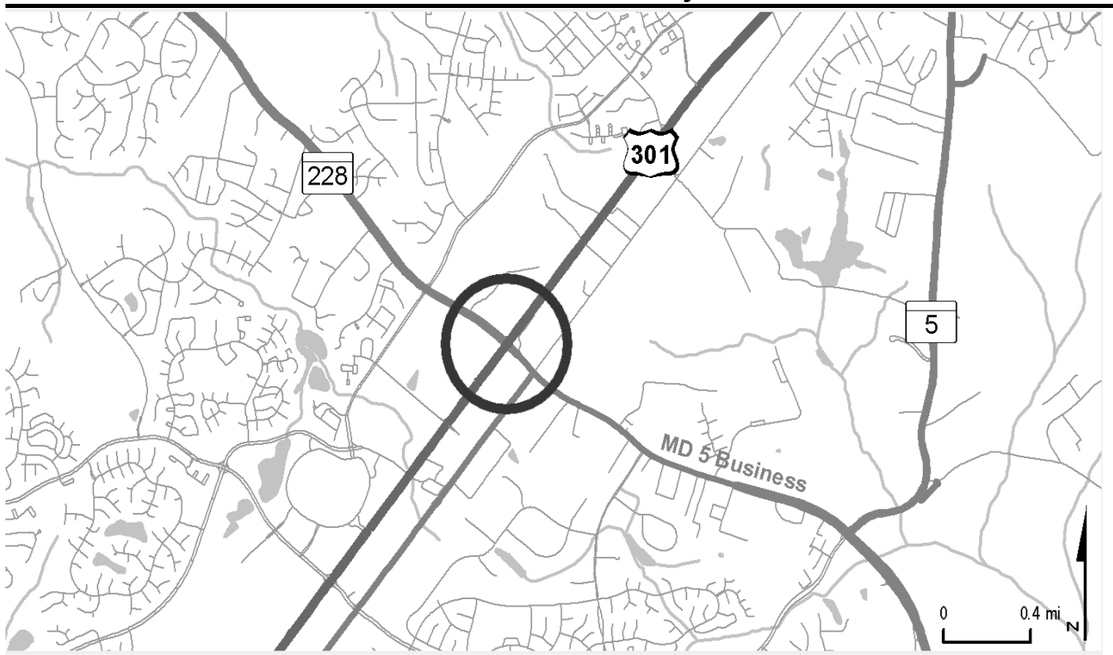
STATE - Intermediate Arterial
FEDERAL - Minor Arterial
STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2025) 11,400

PROJECTED (2045) 13,500

STIP REFERENCE #CH1681 8/1/2025



PROJECT: US 301, Crain Highway

DESCRIPTION: Study to upgrade US 301 intersection at MD 228/ MD 5 Business.

PURPOSE & NEED SUMMARY STATEMENT: Project will improve safety and mobility for planned development.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☒ Project Inside PFA
- ☐ Project Outside PFA — ☐ Grandfathered; ☐ Exception Will Be Required; ☐ Exception Granted
- ☐ PFA Status Yet to Be Determined

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	12,951	12,951	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	**12,951**	**12,951**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	12,951	12,951	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

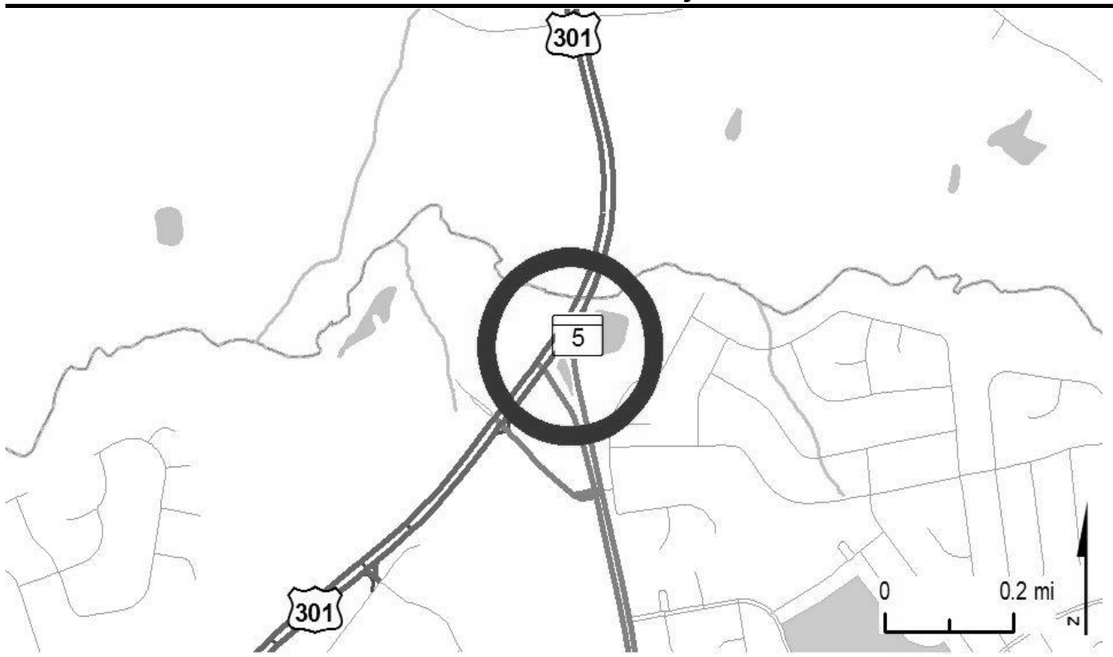
STATE - Principal Arterial
FEDERAL - Other Principal Arterial
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2025) 60,300

PROJECTED (2045) 83,200

STIP REFERENCE #CH2031 8/1/2025



PROJECT: US 301, Crain Highway

DESCRIPTION: Construct a new flyover from southbound US 301 to MD 5 (Mattawoman Beantown Road) to replace US 301 southbound triple left turning movement. Bicycle and pedestrian accommodations to be included where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: US 301 and MD 5 are important commuter routes serving residents in Prince George's County, Charles County and the Southern Maryland region. The project will reduce peak hour traffic congestion and accommodate future increase in traffic associated with planned development in southern Prince George's County and Waldorf in Charles County.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐	Project Inside PFA	☐	Grandfathered
☐	Project Outside PFA	☐	Exception Will Be Required
☒	PFA Status Yet to Be Determined	☐	Exception Granted

STATUS: Project on hold – no funding in the last 5 years.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

POTENTIAL FUNDING SOURCE: ☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

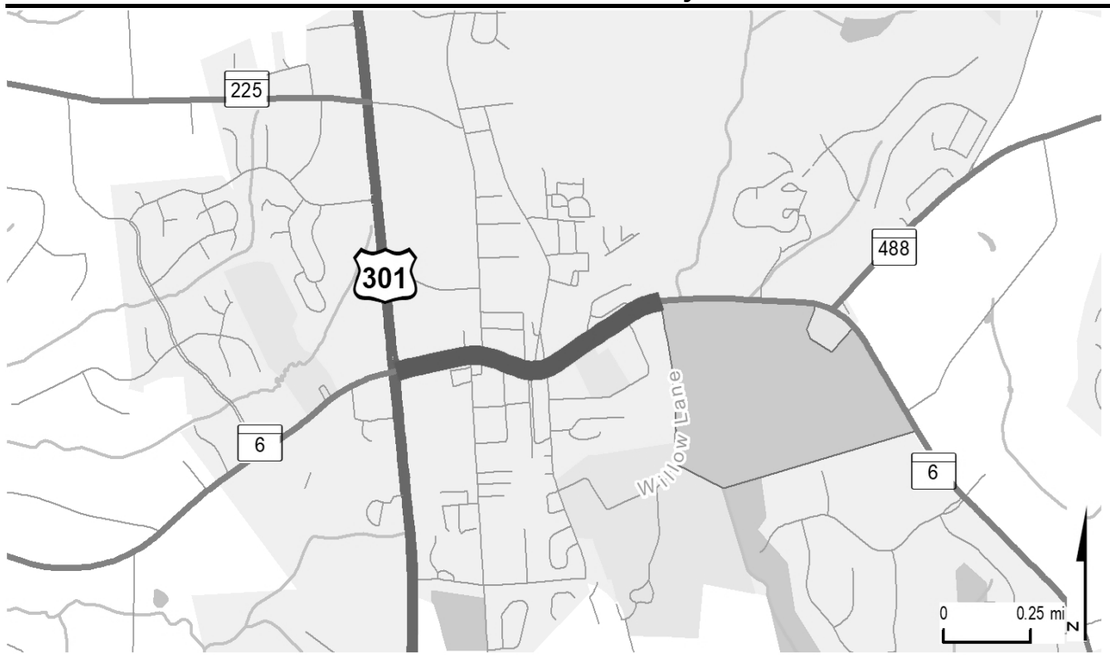
STATE - Primary Arterial
FEDERAL - Other Principal Arterial
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2025) 100,800 (US 301)

PROJECTED (2045) 131,800 (US 301)

STIP REFERENCE #CHNEW1 8/1/2025



PROJECT: MD 6, Charles Street

DESCRIPTION: Safety and accessibility improvements between US 301 and Willow Lane. Improvements will include mountable roundabouts that will calm traffic, improve safety, and still allow for heavy vehicle and emergency vehicle access.

PURPOSE & NEED SUMMARY STATEMENT: This project will make Complete Streets safety and accessibility improvements for vulnerable users along MD 6 and provide other enhancements to create a sense of place in La Plata.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] 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 2025 - 30 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,503	1,945	797	719	719	120	0	0	0	1,558	0
Right-of-way	592	0	0	148	148	148	148	0	0	592	0
Utilities	2,500	0	0	682	682	682	454	0	0	2,500	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	**6,595**	**1,945**	**797**	**1,549**	**1,549**	**950**	**602**	**0**	**0**	**4,650**	**0**
Federal-Aid	6,059	1,783	739	1,448	1,448	850	530	0	0	4,276	0
Special	536	162	58	101	101	100	72	0	0	374	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 (2025) 22,700

PROJECTED (2045) 29,300

STIP REFERENCE #CH2481 8/1/2025

MINOR PROJECTS PROGRAM

(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Charles County - LINE 5

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Resurface/Rehabilitate				
XQ3081	-	Safety and Resurfacing Improvements at Various Locations in Charles County	$ 9,100	FY 2026
XQ6081	-	Safety and Resurfacing Improvements at Various Locations in Charles County	$ 2,553	Under Construction
Transportation Alternatives Program				
CH4101	-	La Plata Bikeways - Bicycle and Pedestrian Route - Milton Somers Middle School to Laurel Springs Regional Park	$ 1,443	FY 2026
HS2321	-	Charles County Mill Hill Project - Safe Routes to School	$ 515	Under Construction

MARYLAND DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY ADMINISTRATION

DORCHESTER COUNTY

MINOR PROJECTS PROGRAM

(Dollars in Thousands)

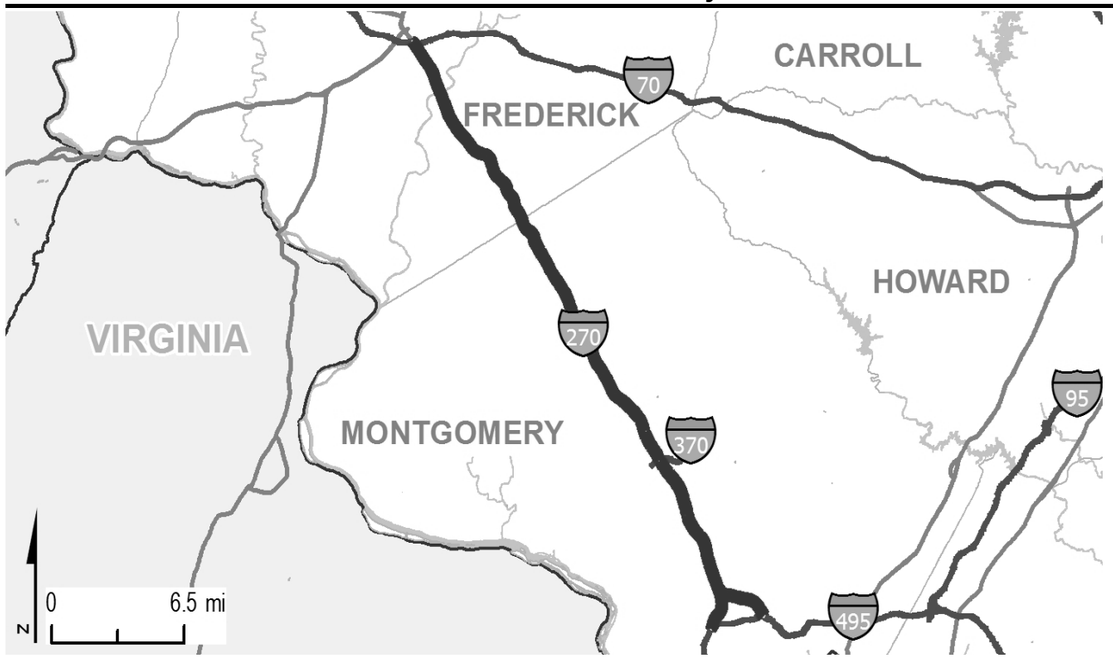
STATE HIGHWAY ADMINISTRATION - Dorchester County - LINE 1

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Intersection Capacity Improvements				
DO3921	MD392	East New Market Bypass - Roundabout Improvements at MD 14	$ 4,650	Design Underway
Resurface/Rehabilitate				
XQ3091	-	Safety and Resurfacing Improvements at Various Locations in Dorchester County	$ 4,174	Under Construction
XY8091	-	Safety and Resurfacing Improvements at Various Locations in Dorchester County	$ 9,474	Under Construction

MARYLAND DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY ADMINISTRATION

FREDERICK COUNTY



STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [ ] Promote Environmental Stewardship

EXPLANATION: As one of Maryland's most heavily traveled roadways, I-270 congestion affects both motorist safety and the economy. The improvements will reduce congestion and improved safety and reliability for all roadway users.

PROJECT: I-270, Eisenhower Highway

DESCRIPTION: Implementation of innovative congestion management (ICM) tools to reduce congestion on I-270, including the east and west I-270 spurs (31.5 miles). Improvements will include a series of roadway and technology-based improvements.

PURPOSE & NEED SUMMARY STATEMENT: This project reduced congestion and improved safety and reliability.

SMART GROWTH STATUS: [ ] Project Not Location Specific [ ] Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Open to service. Completion of additional ramp metering construction underway.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	128,260	125,660	2,000	2,600	0	0	0	0	0	2,600	0
Total	**128,260**	**125,660**	**2,000**	**2,600**	**0**	**0**	**0**	**0**	**0**	**2,600**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	128,260	125,660	2,000	2,600	0	0	0	0	0	2,600	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

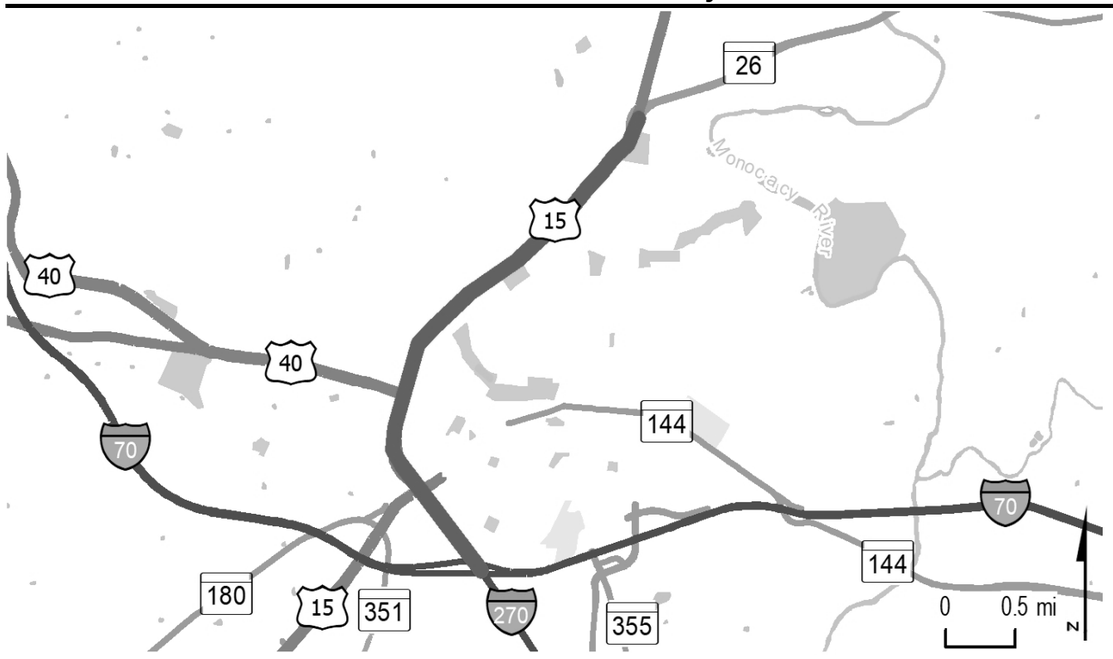
STATE - Principal Arterial
FEDERAL - Interstate
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2025) 82,600 - 238,200

PROJECTED (2045) 108,800 - 309,800

STIP REFERENCE #MO0691 8/1/2025



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
- ☐ Project Outside PFA
- ☐ PFA Status Yet to Be Determined

If Project Outside PFA:
- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- ☒ Enhance Safety and Security
- ☒ Deliver System Quality
- ☒ Serve Communities and Support the Economy
- ☐ Promote Environmental Stewardship

EXPLANATION: This project will address safety, operations, and mobility needs in the US 15 corridor.

STATUS: Engineering underway. MDOT is able to advance all phases of this project because of the funding provided by the Governor and Legislature in the last session.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: The cost increase of $16.2 million is due to additional design costs and inflationary construction costs.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	3,610	3,610	0	0	0	0	0	0	0	0	0
Engineering	11,725	4,625	700	3,050	2,700	1,350	0	0	0	7,100	0
Right-of-way	3,839	0	0	1,925	1,250	500	164	0	0	3,839	0
Utilities	3,024	0	0	1,008	2,016	0	0	0	0	3,024	0
Construction	155,746	0	0	0	0	0	56,262	40,125	38,723	135,110	20,636
Total	**177,944**	**8,235**	**700**	**5,983**	**5,966**	**1,850**	**56,426**	**40,125**	**38,723**	**149,073**	**20,636**
Federal-Aid	164,051	3,890	665	5,264	5,127	1,665	53,597	38,119	36,787	140,558	19,604
Special	13,892	4,345	35	720	839	185	2,830	2,006	1,936	8,515	1,032
Other	0	0	0	0	0	0	0	0	0	0	0

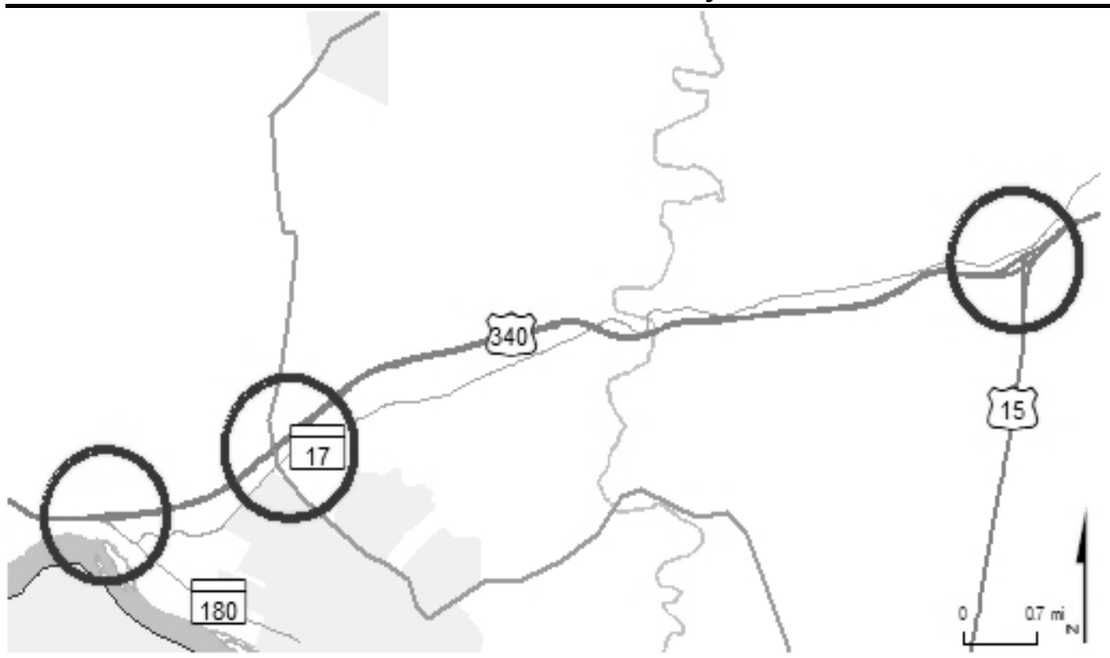
Classification:

STATE - Principal Arterial
FEDERAL - Freeway/Expressway
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2025)	86,300 - 121,000 (US 15)
	83,700 - 121,000 (US 40)
PROJECTED (2045)	111,500 - 152,600 (US 15)
	108,300 - 152,600 (US 40)

STIP REFERENCE #FR1881 8/1/2025



PROJECT: US 340, Jefferson National Pike

DESCRIPTION: Extension of acceleration lanes on US 340 at MD 17, MD 180, and US 15 NB.

PURPOSE & NEED SUMMARY STATEMENT: This project will address safety and operations at the interchange access points.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☒ Not Subject to PFA Law

☐ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet to Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

☒ Enhance Safety and Security
☒ Deliver System Quality
☒ Serve Communities and Support the Economy
☐ Promote Environmental Stewardship

EXPLANATION: The existing merge lane lengths and alignments are below current standards for the type of roadway and speeds. The improvements will enhance safety and operations of the roadway.

STATUS: Construction anticipated to begin in FY 2026.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: New project added to Construction Program.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,102	1,843	826	259	0	0	0	0	0	259	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	15,265	0	0	7,055	6,136	2,074	0	0	0	15,265	0
Total	**17,367**	**1,843**	**826**	**7,314**	**6,136**	**2,074**	**0**	**0**	**0**	**15,524**	**0**
Federal-Aid	17,153	1,629	821	7,314	6,136	2,074	0	0	0	15,524	0
Special	214	214	5	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

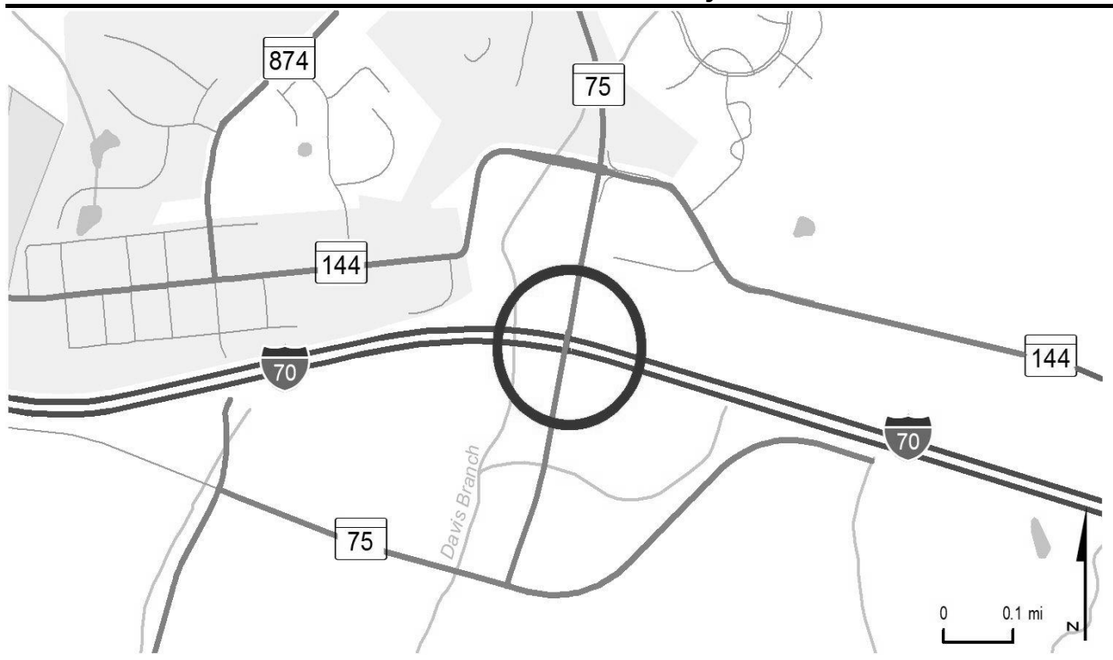
Classification:

STATE - Principal Arterial
FEDERAL -
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2025)	(MD 17) 24,600	
	(MD 180) 25,000	(US 15NB) 37,100
PROJECTED (2045)	(MD 17) 32,000	
	(MD 180) 33,800	(US 15NB) 48,200

STIP REFERENCE #FR7021 8/1/2025



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.

SMART GROWTH STATUS: [ ] Project Not Location Specific [X] Not Subject to PFA Law

[X] Project Inside PFA
[ ] Project Outside PFA
[ ] PFA Status Yet to Be Determined

[ ] Grandfathered
[ ] Exception Will Be Required
[ ] Exception Granted

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

[X] Enhance Safety and Security
[X] Deliver System Quality
[ ] Serve Communities and Support the Economy
[ ] Promote Environmental Stewardship

EXPLANATION: The existing bridge, built in 1973, is nearing the end of its useful service life and is currently rated fair. The bridge deck contains significant patching.

STATUS: Open to service.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	539	539	2	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	3,628	3,628	1,298	0	0	0	0	0	0	0	0
Total	**4,167**	**4,167**	**1,300**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Federal-Aid	3,694	3,694	1,274	0	0	0	0	0	0	0	0
Special	473	473	26	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

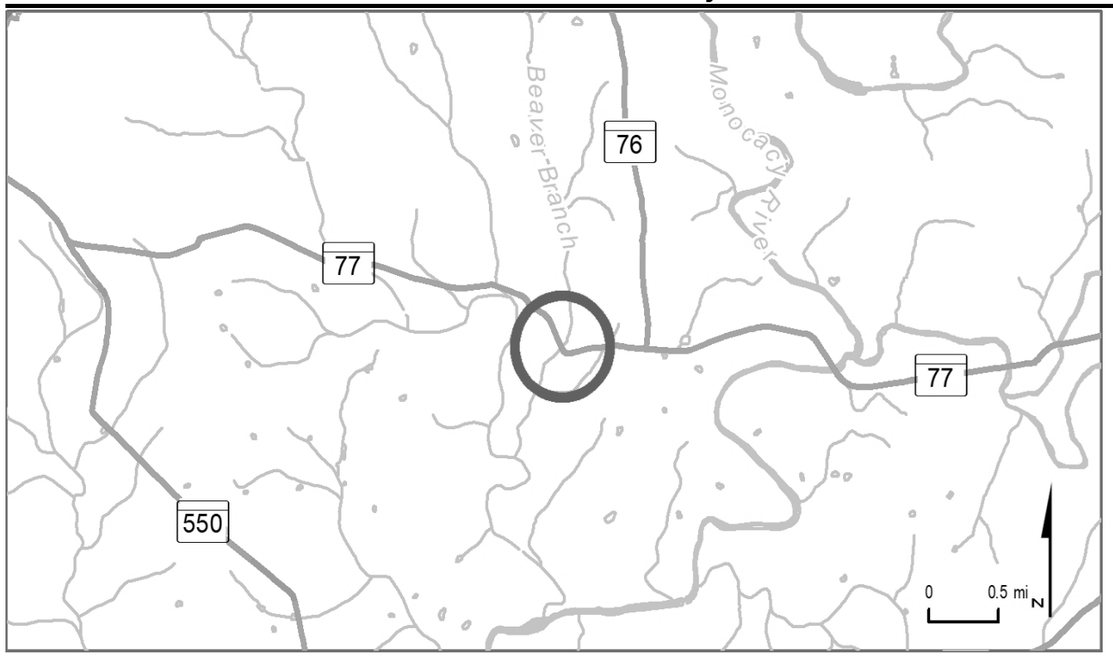
STATE - Major Collector
FEDERAL - Minor Arterial
STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2025) 18,700

PROJECTED (2045) 22,500

STIP REFERENCE #FR1951 8/1/2025



PROJECT: MD 77, Rocky Ridge Road

DESCRIPTION: Replacement of Bridge No. 1005400 on MD 77 over Beaver Branch.

PURPOSE & NEED SUMMARY STATEMENT: The purpose of this project is to replace a fair rated bridge to prevent further deterioration to a poor rating.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☒ Not Subject to PFA Law

☐ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet to Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

STATE 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.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,929	1,929	284	0	0	0	0	0	0	0	0
Right-of-way	101	94	4	7	0	0	0	0	0	7	0
Utilities	742	4	4	443	295	0	0	0	0	738	0
Construction	4,346	105	105	3,608	633	0	0	0	0	4,241	0
Total	**7,118**	**2,132**	**397**	**4,058**	**928**	**0**	**0**	**0**	**0**	**4,986**	**0**
Federal-Aid	6,104	1,125	388	4,051	928	0	0	0	0	4,979	0
Special	1,014	1,007	9	7	0	0	0	0	0	7	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

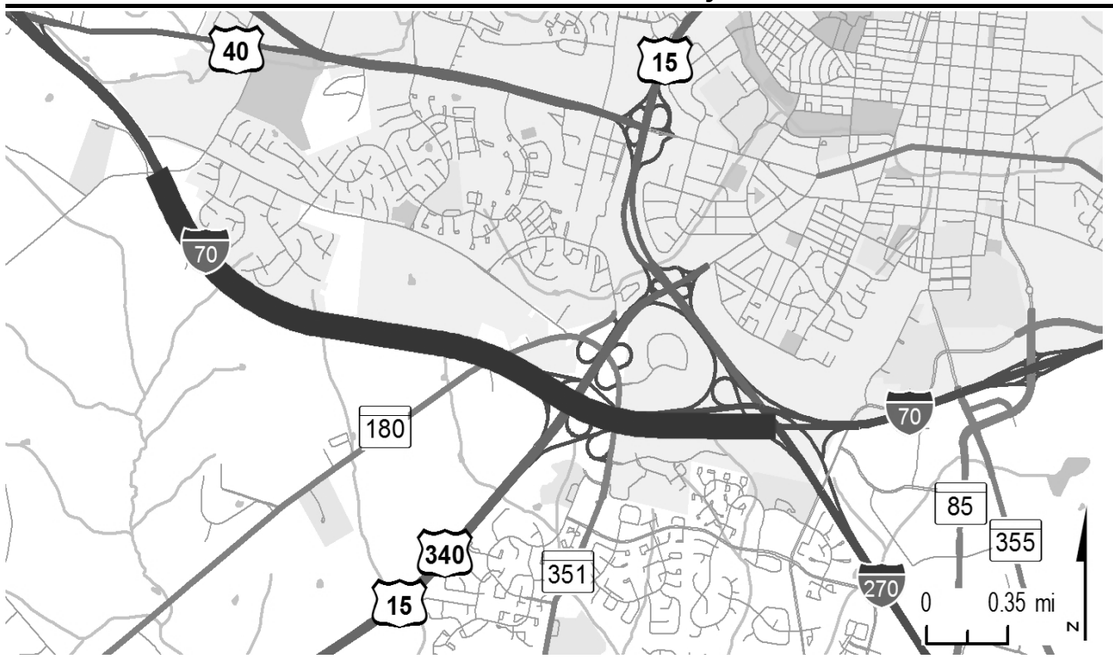
STATE - Major Collector
FEDERAL - Major Collector
STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2025) 900

PROJECTED (2045) 1,200

STIP REFERENCE #FR1541 8/1/2025



PROJECT: I-70, Eisenhower Memorial Highway

DESCRIPTION: Perform median widening to expand from four to six lanes on I -70 between Mount Phillip Road and I-270 (3.0 miles). This is Phase 4 of a 4-phase project to upgrade I-70 from Mount Phillip Road to east of MD 144FA.

PURPOSE & NEED SUMMARY STATEMENT: This project will reduce congestion and provide capacity to accommodate planned development. I-70 is a heavily traveled route from the Baltimore-Washington region to points west. The project will reduce congestion and accommodate planned development in the Frederick area.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Project on hold – no funding in the last 5 years.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,251	1,251	0	0	0	0	0	0	0	0	0
Engineering	6,725	6,725	0	0	0	0	0	0	0	0	0
Right-of-way	21,493	21,493	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	**29,469**	**29,469**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Federal-Aid	13,629	13,629	0	0	0	0	0	0	0	0	0
Special	15,840	15,840	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

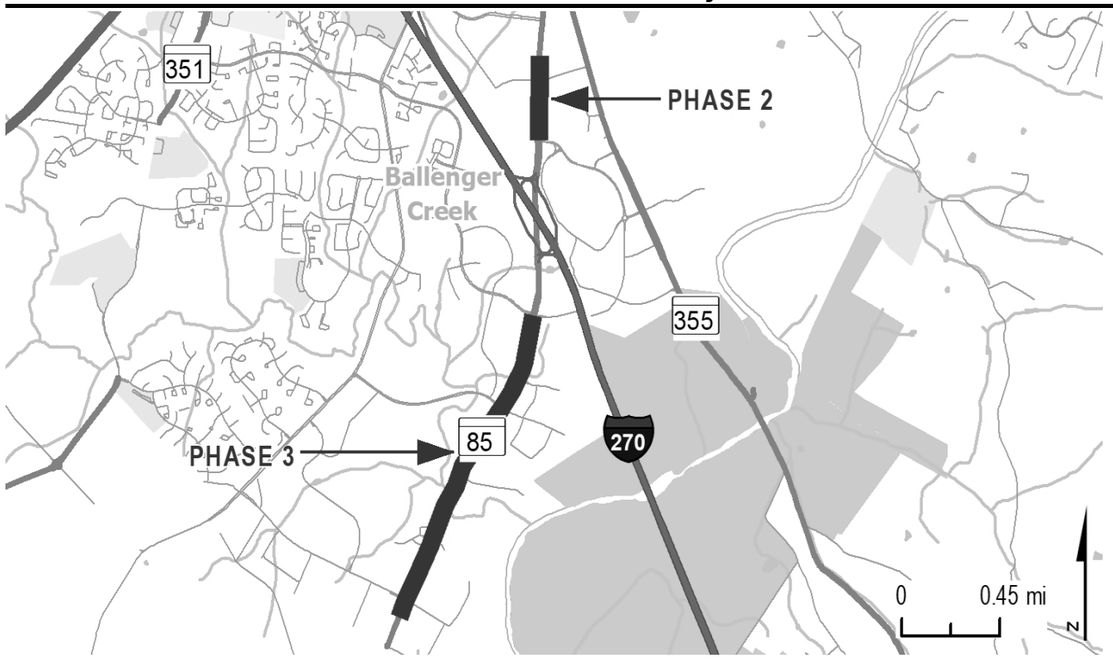
STATE - Principal Arterial
FEDERAL - Interstate
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2025) 99,900

PROJECTED (2045) 154,400

STIP REFERENCE: #FR8668 8/1/2025



PROJECT: MD 85, Buckeystown Pike

DESCRIPTION: Phase 1 widening from Crestwood Boulevard/Shockley Drive, including the I-270 interchange, was completed in 2022. Phase 2 includes widening from two to four lanes from Spectrum Drive to north of Grove Road. Phase 3 includes widening from two to four lanes from south of English Muffin Way to Crestwood Boulevard/Shockley Drive. Sidewalks and on-road bike lanes are included where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: This project will reduce congestion and provide capacity for planned commercial development in the MD 85 corridor. MD 85 is a commercial corridor that provides access to Frederick and supports economic development. The project will reduce congestion and accommodate planned commercial development.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Project on hold – no funding in the last 5 years. Planning complete. Phase 1 (MD 85 from Spectrum Drive to Crestwood Blvd.) is open to service.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	531	531	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	**531**	**531**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	531	531	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Major Collector
FEDERAL - Other Principal Arterial
STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2025) 17,300 - 53,000 (Phases 1 - 3)

PROJECTED (2045) 28,400 - 82,100 (Phases 1 - 3)

STIP REFERENCE #FRNEW3 8/1/2025

MINOR PROJECTS PROGRAM

(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Frederick County - LINE 8

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Bridge Replacement/Rehabilitation				
FR7621	-	Cleaning and Painting Bridge Nos. 1010300, 1010700, 1012100, 1013900, 1015400, 1016900, 1017900, and 1018200	$ 2,904	Completed
FR7791	US15	James Monroe Highway - Cleaning and Painting of Bridge No. Bridge 1001700 over CSX and Potomac River	$ 9,535	FY 2026
FR7241	MD17	South Potomac Street - Replacement of Small Structure No. 10236X0 over Branch of Middle Creek	$ 1,421	FY 2027
Commuter Action Improvements				
FR6861	IS70	Eisenhower Memorial Highway - Major Rest Area - Eastbound and Westbound Truck Parking Expansion	$ 8,441	Under Construction
Intersection Capacity Improvements				
FR0671	MD75	Green Valley Road - Planning Study from MD 355 to I-70 (County Funded)	$ 200	Study Underway
Resurface/Rehabilitate				
XQ5101	-	Safety and Resurfacing Improvements at Various Locations in Frederick County	$ 8,075	FY 2026
FR7581	MD17	Myersville Middletown Road - Resurfacing Improvements from Ventrie Court to Eagle Bay Drive	$ 2,048	Under Construction
XQ9102	-	Safety and Resurfacing Improvements at Various Locations in Frederick County	$ 8,387	Under Construction
XY9101	-	Safety and Resurfacing Improvements at Various Locations in Frederick County	$ 16,000	Under Construction
Safety/Spot Improvement				
FR0161	MD77	Foxville Road - Guardrail Improvements from Washington County Line to Pryor Road	$ 1,469	Completed
TMDL Compliance				
XB0621	-	Reforestation at Various Locations in Frederick County	$ 1,420	Under Construction
Transportation Alternatives Program				
FR0731	-	Bicycle and Pedestrian Route Improvements at East Street Rails with Trails	$ 479	Design Underway

MINOR PROJECTS PROGRAM

(Dollars in Thousands)

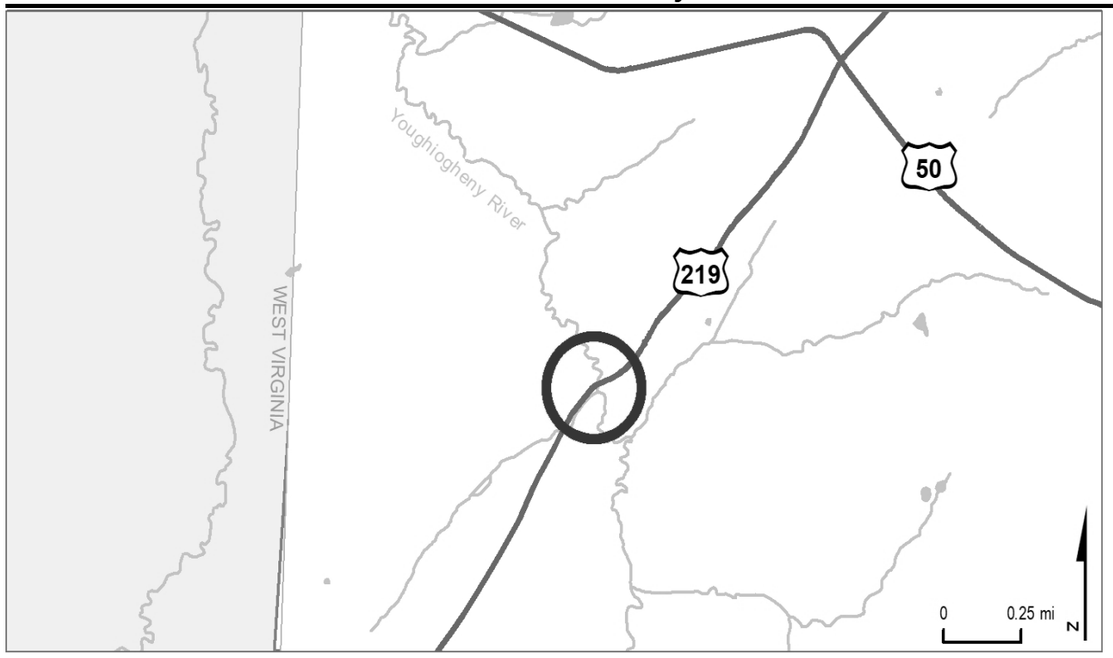
STATE HIGHWAY ADMINISTRATION - Frederick County - LINE 8

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Transportation Alternatives Program				
FR0761	US40	West Patrick Street - Bicycle and Pedestrian Route Improvements from Baughman's Lane to Waverly Drive	$ 724	Design Underway
FR8071	-	Bicycle and Pedestrian Route Improvements - 7th Street Bicycle Lane Design Project	$ 306	Design Underway
FR7571	-	Bicycle and Pedestrian Route Improvements - New Design Roadside Path Phase I	$ 500	FY 2026
FR8101	-	Brunswick H Street School Corridor from 2nd Avenue to Souder Road - Safe Routes to School	$ 331	FY 2026
FRTAP1	-	Frederick and Pennsylvania Line Railroad Trail	$ 4,800	FY 2026

MARYLAND DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY ADMINISTRATION

GARRETT COUNTY



PROJECT: US 219, Garrett Highway

DESCRIPTION: Replacement of Bridge No. 1102400 over the Youghiogheny River (0.04 miles).

PURPOSE & NEED SUMMARY STATEMENT: The purpose of this project is to replace a poor rated bridge and realign the roadway to improve safety.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☒ Not Subject to PFA Law

☐ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet to Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

☒ Enhance Safety and Security
☒ Deliver System Quality
☐ Serve Communities and Support the Economy
☐ Promote Environmental Stewardship

EXPLANATION: The existing bridge, built in 1927, is nearing the end of its useful service life and is rated poor based on substructure condition.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: The cost increase of $3.1 million is primarily due to an unfavorable bid on the construction contract.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,443	3,443	928	0	0	0	0	0	0	0	0
Right-of-way	351	351	261	0	0	0	0	0	0	0	0
Utilities	260	0	0	223	37	0	0	0	0	260	0
Construction	12,223	4	4	5,782	6,095	342	0	0	0	12,219	0
Total	**16,277**	**3,798**	**1,193**	**6,005**	**6,132**	**342**	**0**	**0**	**0**	**12,479**	**0**
Federal-Aid	14,982	2,560	1,030	5,956	6,124	342	0	0	0	12,422	0
Special	1,295	1,238	163	49	8	0	0	0	0	57	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

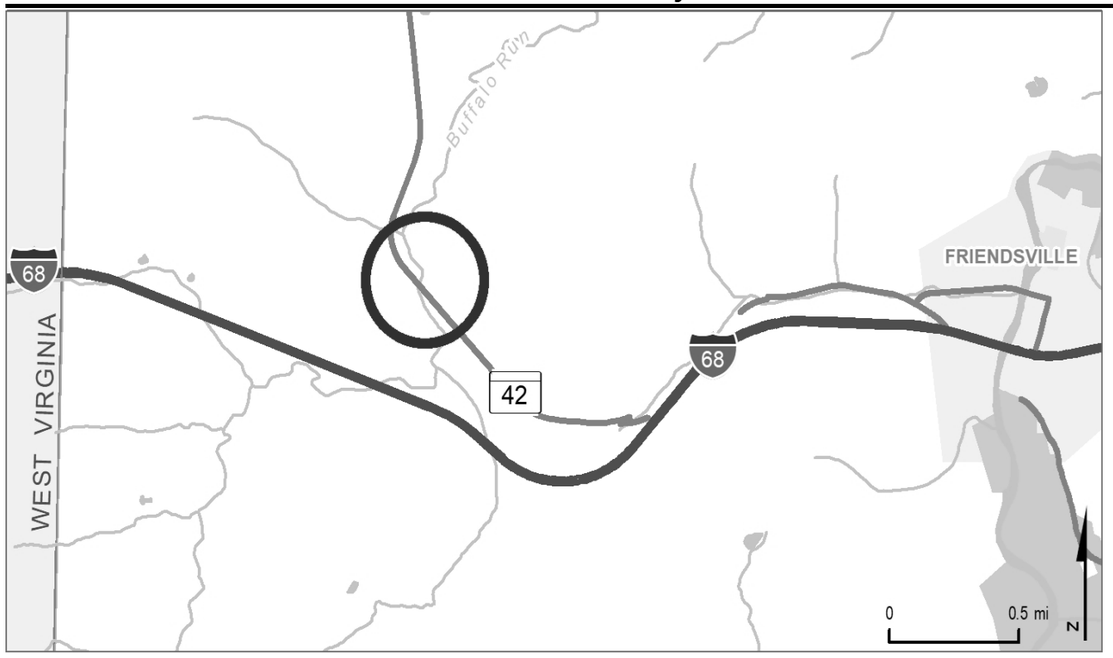
STATE - Minor Arterial
FEDERAL - Other Principal Arterial
STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2025) 1,600

PROJECTED (2045) 1,800

STIP REFERENCE #GA1731 8/1/2025



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.

SMART GROWTH STATUS: [ ] Project Not Location Specific [X] Not Subject to PFA Law

[ ] Project Inside PFA
[ ] Project Outside PFA
[ ] PFA Status Yet to Be Determined

[ ] Grandfathered
[ ] Exception Will Be Required
[ ] Exception Granted

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

[X] Enhance Safety and Security
[X] Deliver System Quality
[ ] Serve Communities and Support the Economy
[ ] Promote Environmental Stewardship

EXPLANATION: The existing bridge, built in 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: Open to service.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,461	1,461	69	0	0	0	0	0	0	0	0
Right-of-way	12	12	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	6,683	6,674	4,155	9	0	0	0	0	0	9	0
Total	**8,156**	**8,147**	**4,224**	**9**	**0**	**0**	**0**	**0**	**0**	**9**	**0**
Federal-Aid	7,219	7,212	4,156	7	0	0	0	0	0	7	0
Special	937	935	68	2	0	0	0	0	0	2	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

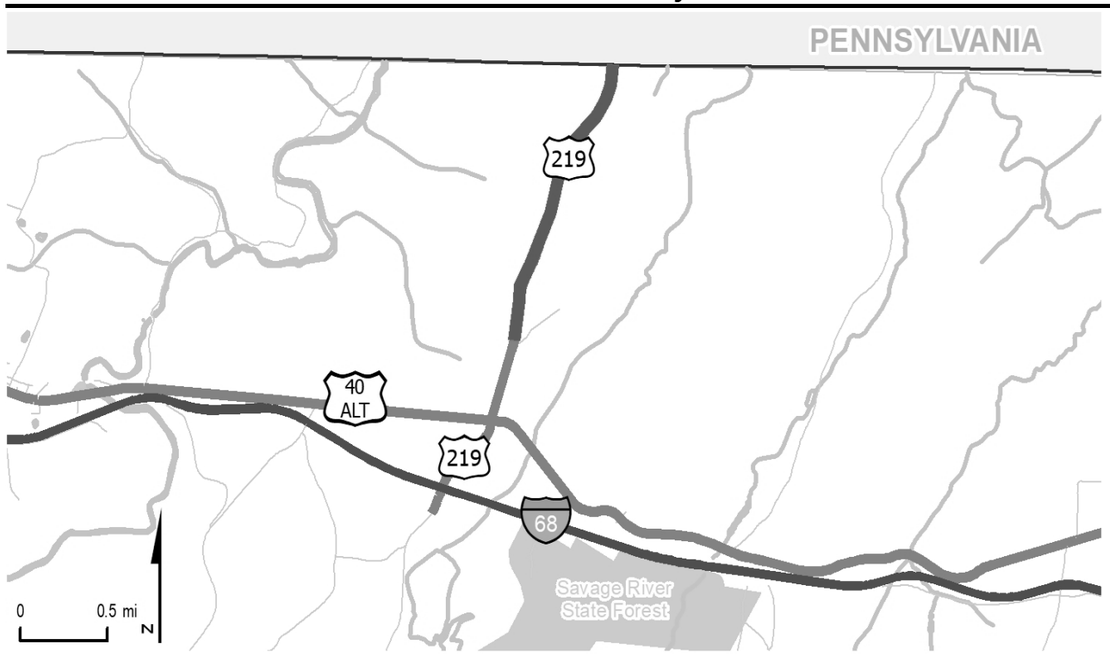
STATE - Major Collector
FEDERAL - Major Collector
STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2025) 2,700

PROJECTED (2045) 3,000

STIP REFERENCE #GA1961 8/1/2025



PROJECT: US 219, Chestnut Ridge Road

DESCRIPTION: Project to relocate US 219 from Old Salisbury Road to the Pennsylvania State line (1.0 mile). This project represents Maryland's portion of the bi-state US 219 corridor between I-68/ US 40 and Meyersdale, Pennsylvania.

PURPOSE & NEED SUMMARY STATEMENT: US 219 corridor improvements will enhance accessibility and promote economic development.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐	Project Inside PFA	☐	Grandfathered
☒	Project Outside PFA	☒	Exception Will Be Required
☐	PFA Status Yet to Be Determined	☐	Exception Granted

STATUS: The segment between I-68/US 40 and Old Salisbury Road is open to service. The remaining segment north of Old Salisbury Road is undergoing a planning effort in partnership with Pennsylvania. The cost shown is Maryland's share only. This project is eligible for restricted federal funding under the Appalachian Development Highway System Program.
SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	6,343	6,343	0	0	0	0	0	0	0	0	0
Engineering	10,792	722	550	2,486	2,986	2,844	1,754	0	0	10,070	0
Right-of-way	5,463	0	0	0	1,821	1,821	1,821	0	0	5,463	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	**22,598**	**7,065**	**550**	**2,486**	**4,807**	**4,665**	**3,575**	**0**	**0**	**15,533**	**0**
Federal-Aid	17,982	3,499	523	2,362	4,476	4,341	3,305	0	0	14,483	0
Special	4,616	3,566	28	124	331	324	270	0	0	1,050	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

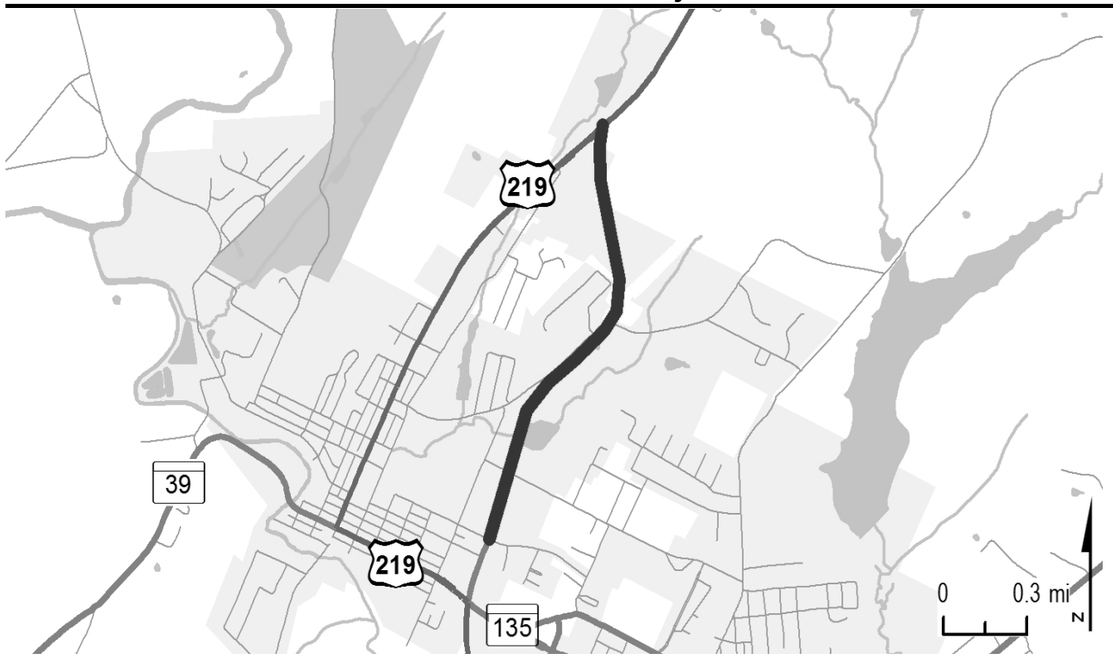
STATE - Minor Arterial
FEDERAL - Other Principal Arterial
STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2025) 5,100

PROJECTED (2045) 5,600

STIP REFERENCE #GA6463 8/1/2025



PROJECT: US 219 Relocated, Oakland Bypass

DESCRIPTION: Relocate US 219 from north of Oakland to MD 135 (2.4 miles).

PURPOSE & NEED SUMMARY STATEMENT: US 219 relocation will divert through traffic, including trucks, from downtown Oakland, improving safety and operations.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Project on hold – no funding in the last 5 years.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,280	1,280	0	0	0	0	0	0	0	0	0
Engineering	4,415	4,415	0	0	0	0	0	0	0	0	0
Right-of-way	4,391	4,391	0	0	0	0	0	0	0	0	0
Utilities	21	21	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	**10,106**	**10,106**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Federal-Aid	3,849	3,849	0	0	0	0	0	0	0	0	0
Special	6,258	6,258	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Intermediate Arterial
FEDERAL - Other Principal Arterial
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2025) 10,900

PROJECTED (2045) 14,400

STIP REFERENCE #GA5991 8/1/2025

MINOR PROJECTS PROGRAM

(Dollars in Thousands)

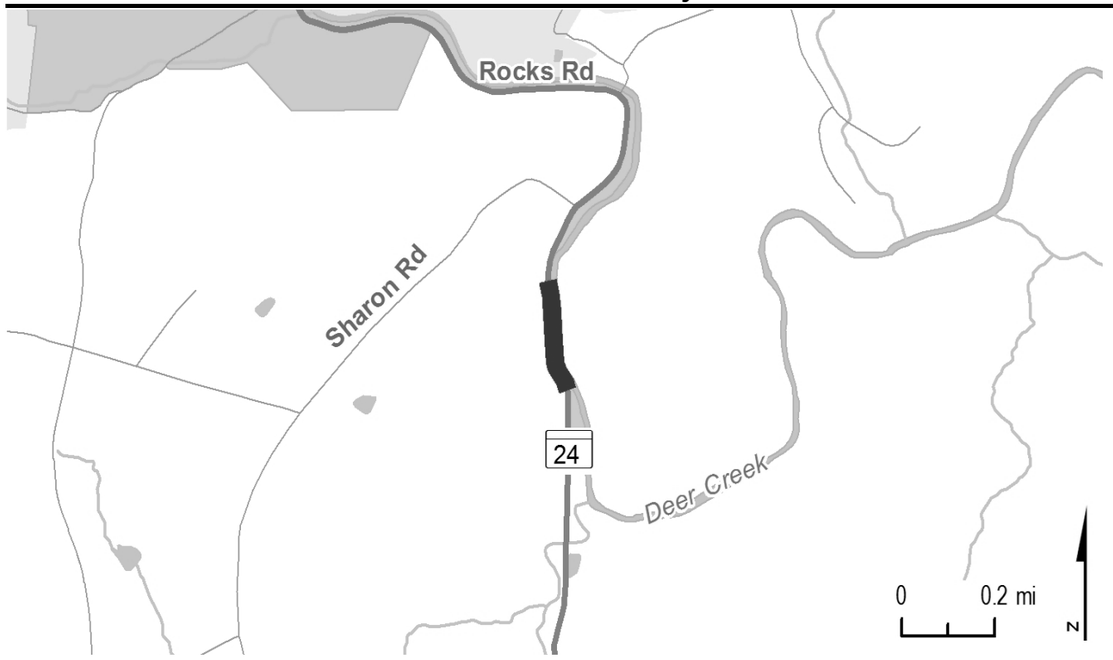
STATE HIGHWAY ADMINISTRATION - Garrett County - LINE 5

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Bridge Replacement/Rehabilitation				
GA4221	MD135	Maryland Highway - Deck Replacement for Bridge No. 1101400 over Little Youghiogheny River	$ 6,506	Under Construction
GA4281	MD42	Friendsville Road - Bridge Deck Overlay on Bridge No. 1005400 over Youghiogheny River	$ 4,221	Under Construction
Commuter Access Improvements				
GA4331	US219	Chestnut Ridge Road - Ridesharing Facilities at US 40 Alt	$ 1,511	Under Construction
Resurface/Rehabilitate				
GA2531	MD669	Springs Road - Safety and Resurfacing Improvements from US 40 Alt to Pennsylvania State Line	$ 3,752	FY 2026
XQ8111	-	Resurfacing Improvements at Various Locations in Garrett County	$ 5,100	FY 2026
GA4321	MD546	Finzel Road - Safety and Resurfacing Improvements from Beall School Road to Pennsylvania State Line	$ 5,475	FY 2028
GA1861	MD495	Swanton Road - Safety and Resurfacing Improvements from Durst Road to US 40 Alt	$ 6,921	Under Construction
XY8111	-	Safety and Resurfacing Improvements at Various Locations in Garrett County	$ 4,882	Under Construction
Transportation Alternatives Program				
GA1281	-	Casselman Bridge Restoration	$ 4,132	Under Construction
Truck Weight				
GA4301	IS68	Upgrade/Installation of Scale Equipment Finzel Truck Weigh Inspection Stations	$ 2,983	Completed

MARYLAND DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY ADMINISTRATION

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.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet to Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☒ Exception Granted

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- ☒ Enhance Safety and Security
- ☐ Deliver System Quality
- ☒ Serve Communities and Support the Economy
- ☒ Promote Environmental Stewardship

EXPLANATION: This project will improve the road safety by strengthening the slope supporting MD 24, repairing the pavement, improving roadway drainage, and addressing roadside safety concerns.

STATUS: Open to service.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,994	2,994	0	0	0	0	0	0	0	0	0
Right-of-way	530	450	87	80	0	0	0	0	0	80	0
Utilities	778	631	43	126	21	0	0	0	0	147	0
Construction	5,548	5,548	3,398	0	0	0	0	0	0	0	0
Total	**9,851**	**9,624**	**3,528**	**206**	**21**	**0**	**0**	**0**	**0**	**227**	**0**
Federal-Aid	8,757	8,563	3,501	178	16	0	0	0	0	194	0
Special	1,094	1,061	27	28	5	0	0	0	0	33	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

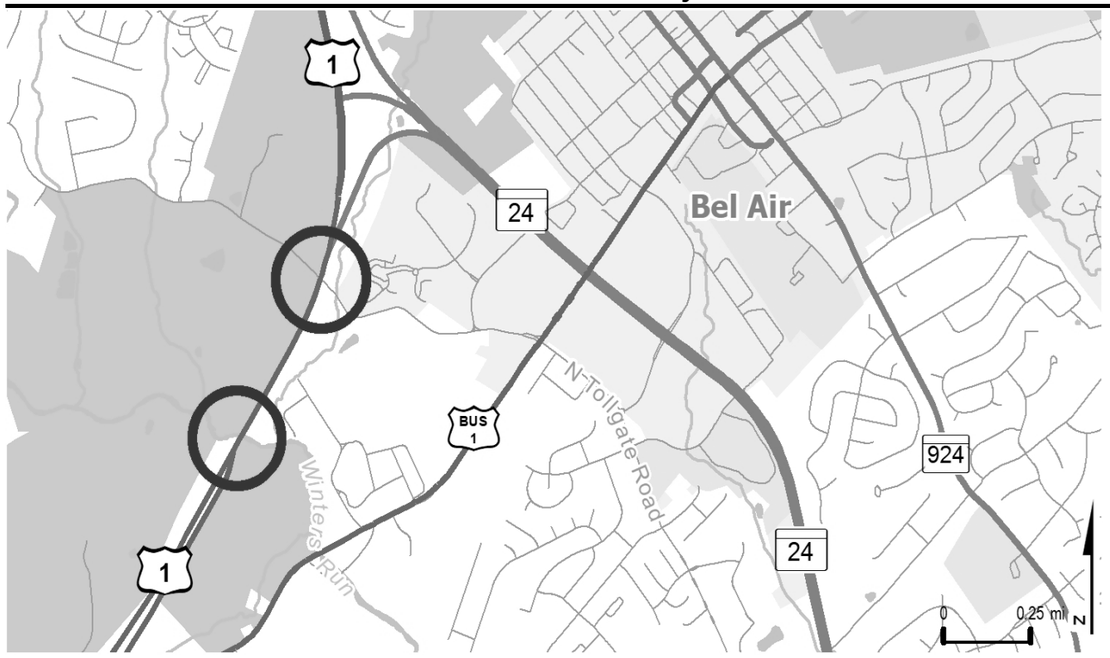
STATE - Major Collector
FEDERAL - Major Collector
STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2025) 3,800

PROJECTED (2045) 8,200

STIP REFERENCE #HA3342 8/1/2025



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.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet to Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- ☒ Enhance Safety and Security
- ☒ Deliver System Quality
- ☒ Serve Communities and Support the Economy
- ☐ Promote Environmental Stewardship

EXPLANATION: The existing bridges, built in 1963, are nearing the end of their useful service lives. Both bridges are rated poor based on deck condition and substructure condition (Bridge No. 1206500 only).

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,680	2,640	636	40	0	0	0	0	0	40	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	20,000	0	0	0	3,933	11,267	4,800	0	0	20,000	0
Total	**22,680**	**2,640**	**636**	**40**	**3,933**	**11,267**	**4,800**	**0**	**0**	**20,040**	**0**
Federal-Aid	20,392	1,352	552	40	3,737	10,703	4,560	0	0	19,040	0
Special	2,288	1,288	84	0	196	564	240	0	0	1,000	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 (2025) 43,800

PROJECTED (2045) 65,400

STIP REFERENCE #HA1051 8/1/2025

MINOR PROJECTS PROGRAM

(Dollars in Thousands)

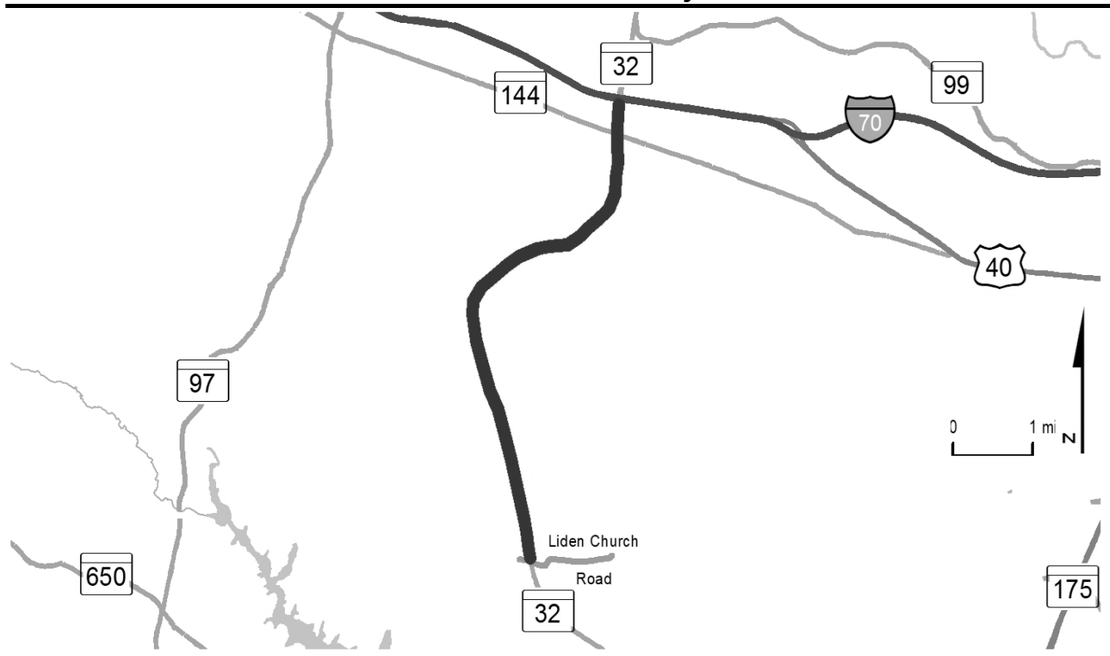
STATE HIGHWAY ADMINISTRATION - Harford County - LINE 3

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Intersection Capacity Improvements				
HA0941	MD24	Emmorton Road - Additional Lane on US 1 Bypass South to Boulton Street	$ 900	Design Underway
HA5541	MD23	East-West Highway - Roundabout Improvements at Grafton Shop Road	$ 3,750	Design Underway
Resurface/Rehabilitate				
HA5411	-	Guardrail Improvements at US 1 Bypass to US 1 Business and MD 24 from MD 924 to Macphail Road	$ 3,050	FY 2026
XQ131B	-	Patching at Various Locations in Harford County	$ 6,026	FY 2026
HA0911	US1	Conowingo Road - Safety and Resurfacing Improvements from Moores Mill Road to US 1 Bypass	$ 3,307	Under Construction
XY7121	-	Mill and Resurfacing Improvements at Various Locations East of US 1 in Harford County	$ 9,336	Under Construction
XY8122	-	Mill and Resurfacing Improvements at Various Locations West of US 1 in Harford County	$ 16,121	Under Construction
Safety/Spot Improvement				
HA5001	MD543	Fountain Green Road - Geometric Improvements at MD 136	$ 3,386	Design Underway
HA5011	MD24	Emmorton Road - Intersection Safety Improvements at MD 755	$ 3,854	Under Construction
Sidewalks				
HA6071	US40	Philadelphia Boulevard - Safety Improvements from MD 22 to MD 715 - Pedestrian Safety Action Plan	$ 2,107	Design Underway
Transportation Alternatives Program				
HA3213	-	Bicycle and Pedestrian Route Improvements at Ma & Pa Connector Trail, Segment 3	$ 2,757	Under Construction

MARYLAND DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY ADMINISTRATION

HOWARD COUNTY



PROJECT: MD 32, Patuxent Freeway

DESCRIPTION: Construct capacity and safety improvements along MD 32 from north of Linden Church Road to I-70 (6.6 miles).

PURPOSE & NEED SUMMARY STATEMENT: This project addressed congestion and safety as a result of increasing traffic volumes on the previous two-lane roadway.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐	Project Inside PFA	☐	Grandfathered
☒	Project Outside PFA	☐	Exception Will Be Required
☐	PFA Status Yet to Be Determined	☒	Exception Granted

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

☒	Enhance Safety and Security	☒	Serve Communities and Support the Economy
☒	Deliver System Quality	☐	Promote Environmental Stewardship

EXPLANATION: This project relieves traffic congestion and addresses safety concerns along MD 32 in Howard County.

STATUS: Open to service.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: The cost increase of $5.4 million is primarily due to the addition of funding for the construction of noise mitigation which is contingent on the funding pre-authorization included in the state legislature's FY 26 budget.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,234	2,234	0	0	0	0	0	0	0	0	0
Engineering	10,274	9,593	0	0	430	208	43	0	0	681	0
Right-of-way	14,465	14,098	467	367	0	0	0	0	0	367	0
Utilities	4,767	1,696	1,434	2,632	439	0	0	0	0	3,071	0
Construction	99,498	94,498	132	0	0	1,500	2,500	1,000	0	5,000	0
Total	**131,238**	**122,119**	**2,033**	**2,999**	**869**	**1,708**	**2,543**	**1,000**	**0**	**9,119**	**0**
Federal-Aid	108,569	102,282	977	2,439	348	1,000	2,000	500	0	6,287	0
Special	21,170	19,838	1,056	560	521	208	43	0	0	1,332	0
Other	1,500	0	0	0	0	500	500	500	0	1,500	0

Classification:

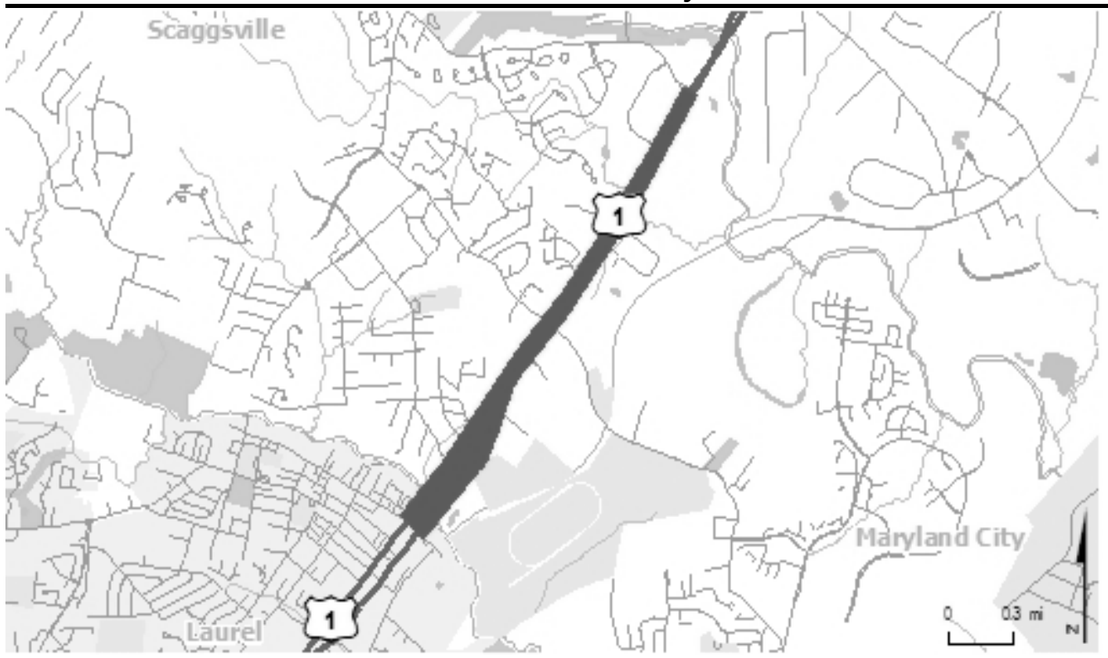
STATE - Principal Arterial
FEDERAL - Other Principal Arterial
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2025) 24,100

PROJECTED (2045) 42,100

STIP REFERENCE #HO7563 8/1/2025



PROJECT: US 1, Washington Boulevard

DESCRIPTION: Safety and accessibility improvements in the US 1 corridor from the Prince Georges County line to Gorman Road. Improvements include upgrades to existing, and installation of new ADA compliant sidewalks, curbs, ramps, medians, crosswalks, grass buffers, lighting and traffic signals. A 2 foot monolithic median on Bridge No. 16001 will also be included.

PURPOSE & NEED SUMMARY STATEMENT: This project is part of the Pedestrian Safety Action Plan Program which utilizes a data-driven approach to prioritize corridors for vulnerable road users safety projects.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet to Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- ☒ Enhance Safety and Security
- ☒ Deliver System Quality
- ☒ Serve Communities and Support the Economy
- ☐ Promote Environmental Stewardship

EXPLANATION: This project will make Context Driven improvements on US 1 from the Prince George's County Line to Gorman Road making travel safe for all users.

STATUS: Engineering underway. MDOT is able to advance this project to the Engineering and Construction phases because of the funding provided by the Governor and Legislature in the last session.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: New project added to Construction Program.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,222	1,676	1,375	2,364	1,182	0	0	0	0	3,546	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	17,890	0	0	0	2,670	9,763	5,457	0	0	17,890	0
Total	**23,112**	**1,676**	**1,375**	**2,364**	**3,852**	**9,763**	**5,457**	**0**	**0**	**21,436**	**0**
Federal-Aid	22,066	1,547	1,246	2,349	3,711	9,275	5,184	0	0	20,519	0
Special	1,046	129	129	15	141	488	273	0	0	917	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

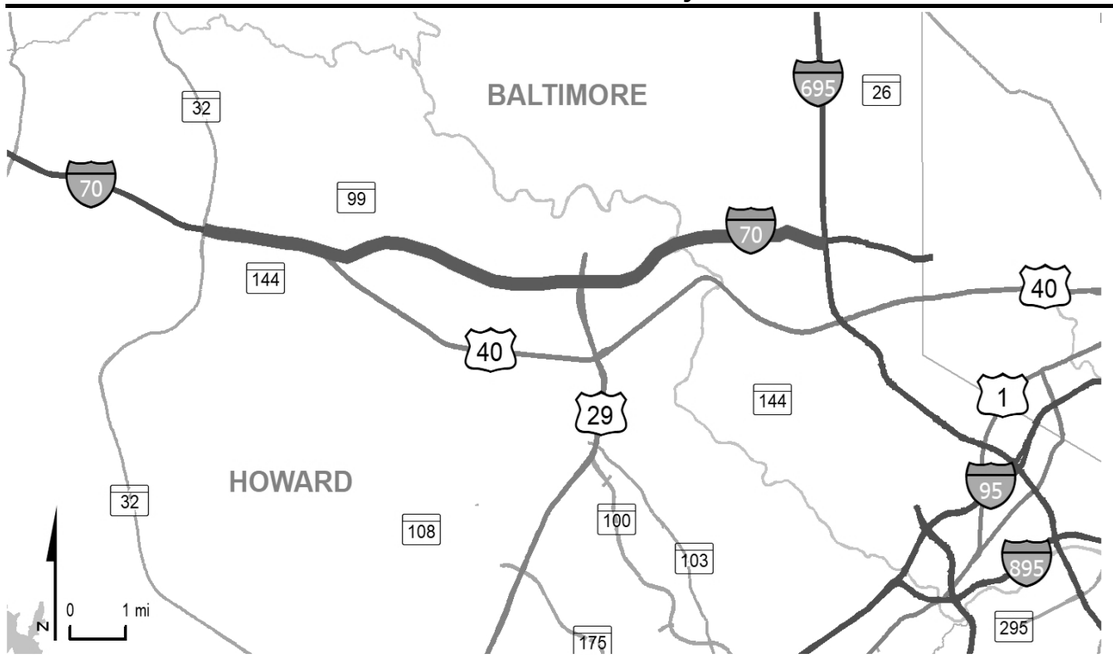
STATE - Minor Arterial
FEDERAL - Other Principal Arterial
STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2025) 30,500

PROJECTED (2045) 33,600

STIP REFERENCE #HO5411 8/1/2025



PROJECT: I-70, MD 32 to I-695

DESCRIPTION: Geometric modifications to improve safety and peak period traffic operations along I-70 from MD 32 to I-695.

PURPOSE & NEED SUMMARY STATEMENT: I-70 is a heavily traveled commuter route linking western Maryland to the Baltimore-Washington Region. The project improves the safety and operations along I-70.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐ Project Inside PFA
☐ Project Outside PFA
☒ PFA Status Yet to Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

STATUS: Engineering anticipated to begin in FY 2027. MDOT is able to advance this project to the Engineering phase because of the funding provided by the Governor and Legislature in the last session.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	432	432	0	0	0	0	0	0	0	0	0
Engineering	7,152	0	0	0	1,674	1,826	1,826	1,826	0	7,152	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	**7,584**	**432**	**0**	**0**	**1,674**	**1,826**	**1,826**	**1,826**	**0**	**7,152**	**0**
Federal-Aid	6,437	0	0	0	1,507	1,643	1,643	1,643	0	6,437	0
Special	1,147	432	0	0	167	183	183	183	0	715	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

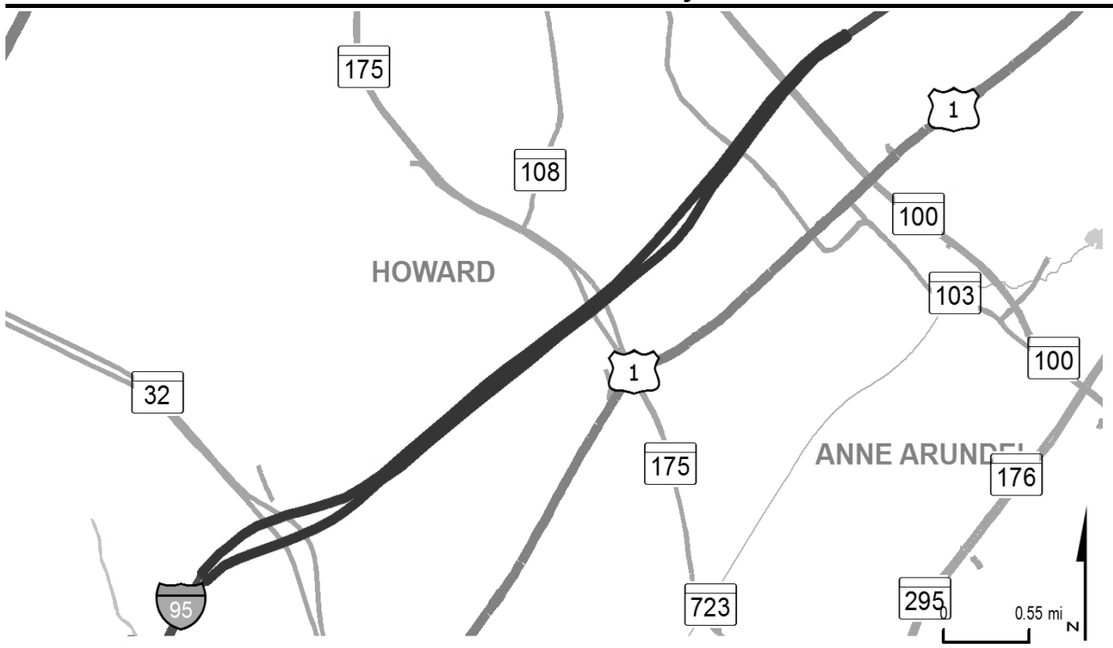
STATE - Principal Arterial
FEDERAL - Interstate
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2025) 72,900 - 111,300

PROJECTED (2045) 91,100 - 128,000

STIP REFERENCE #AZ2321 8/1/2025



PROJECT: I-95, Active Traffic Management

DESCRIPTION: Construct facilities to accommodate peak hour shoulder use on I-95 between MD 32 and MD 100.

PURPOSE & NEED SUMMARY STATEMENT: This project will address congestion and safety concerns along I-95.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet to Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

STATUS: Project on hold – no funding in the last 5 years.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,259	1,259	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	**1,259**	**1,259**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	1,259	1,259	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

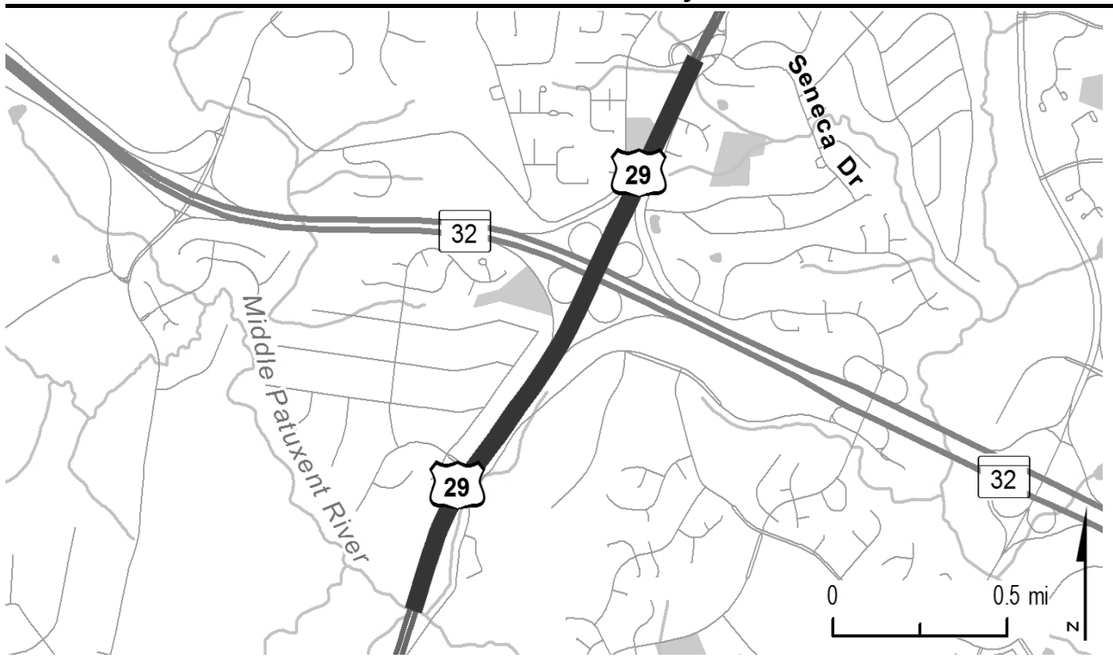
STATE - Principal Arterial
FEDERAL - Interstate
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2025) 203,400 - 211,000

PROJECTED (2045) 232,800 - 245,000

STIP REFERENCE #HO7261 8/1/2025



PROJECT: US 29, Columbia Pike

DESCRIPTION: Widen northbound US 29 from two to three lanes from the Middle Patuxent River to Seneca Drive (Phase 2; 1.7 miles). A bicycle connection on the west side of the River's Edge community will be explored.

PURPOSE & NEED SUMMARY STATEMENT: This project will improve safety and reduce congestion by upgrading northbound US 29 to match the southbound section which is currently three lanes.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet to Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

STATUS: Feasibility study for improving bicycle access to the River's Edge community is complete. Project on hold.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	808	808	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	**808**	**808**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	808	808	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

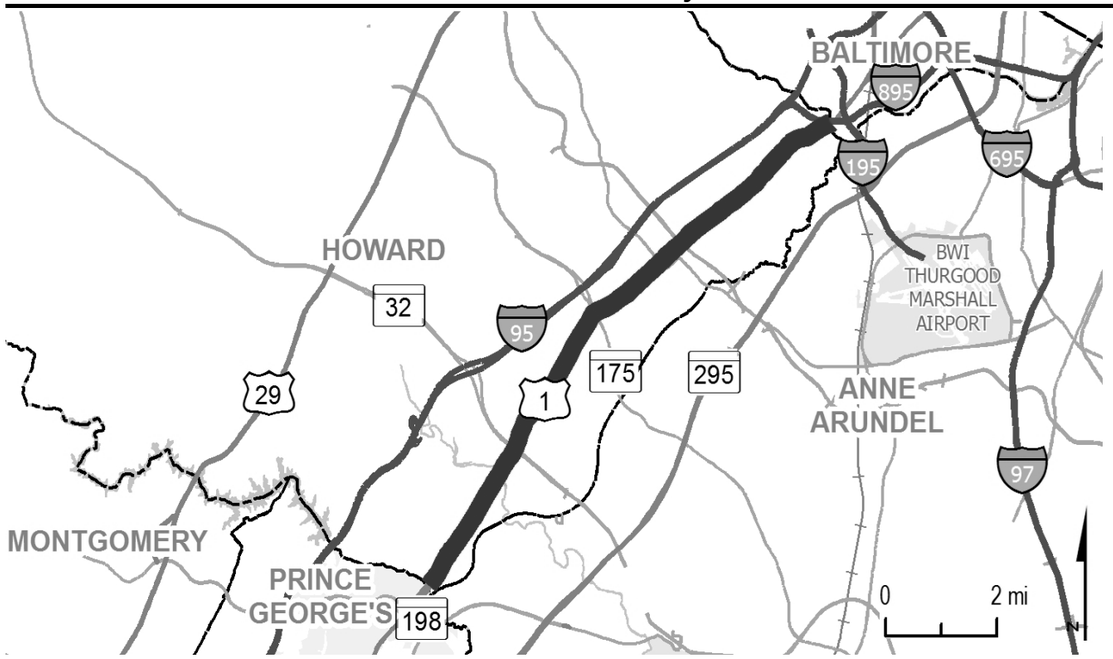
STATE - Principal Arterial
FEDERAL - Freeway/Expressway
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2025) 45,300

PROJECTED (2045) 68,900

STIP REFERENCE #HO3173 8/1/2025



PROJECT: US 1, Washington Boulevard

DESCRIPTION: Study to identify potential improvements in the US 1 corridor from the Prince George's County line to the Baltimore County line, including potential interchange improvements at MD 175 and improvements throughout the corridor to protect the vulnerable users (11.0 miles).

PURPOSE & NEED SUMMARY STATEMENT: US 1 is an important regional roadway providing access to employment and economic opportunities and serving as an alternative route to I-95 and MD 295. This project will reduce congestion and enhance pedestrian and bicycle accommodations to increase community connections.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Feasibility study complete. Project on hold – no funding in the last 5 years.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,043	1,043	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	**1,044**	**1,044**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Federal-Aid	835	835	0	0	0	0	0	0	0	0	0
Special	209	209	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Minor Arterial
FEDERAL - Other Principal Arterial
STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2025) 19,300 - 42,200

PROJECTED (2045) 38,600 - 65,600

STIP REFERENCE #HO3321 8/1/2025

MINOR PROJECTS PROGRAM

(Dollars in Thousands)

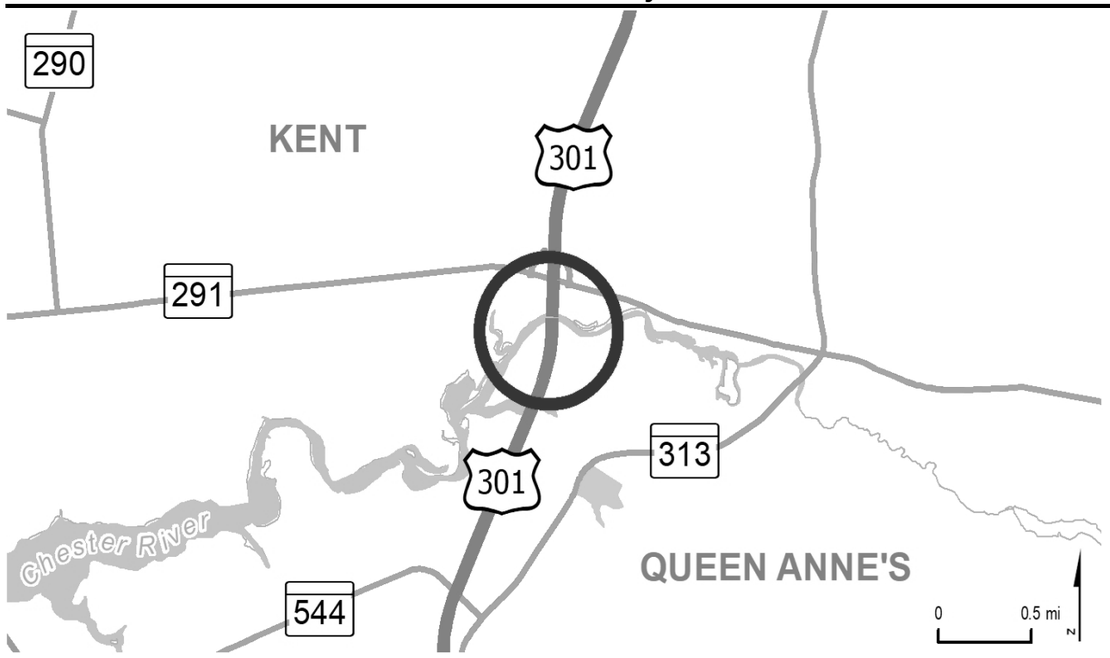
STATE HIGHWAY ADMINISTRATION - Howard County - LINE 7

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Bridge Replacement/Rehabilitation				
HO5561	-	Cleaning and Painting of Bridge Nos. 1300200, 1300400, 1300900, 1306700, 1309900, 1311503, and 1311504	$ 2,894	Completed
Intersection Capacity Improvements				
HO1241	IS70	Geometric Improvements at US 29 Southbound Ramp	$ 4,147	Under Construction
Resurface/Rehabilitate				
XY8131	-	Safety and Resurfacing Improvements at Various Locations in Howard County	$ 13,961	Completed
XQ2131	-	Safety and Resurfacing Improvements at Various Locations in Howard County	$ 8,631	FY 2026
XY9131	-	Safety and Resurfacing Improvements at Various Locations in Howard County	$ 16,524	Under Construction
Safety/Spot Improvement				
HO2152	US1	Washington Boulevard - Sidewalk Improvements from Rowanberry Drive and Doctor Patel Drive	$ 2,708	Under Construction
Transportation Alternatives Program				
HO105C	-	Bicycle and Pedestrian Route Improvements at Dobbin Road and Mcgaw Road	$ 220	Design Underway
HO5691	-	Patuxent Branch Trail Surface Upgrade - Bicycle and Pedestrian Route Improvements	$ 1,655	FY 2026
HO5831	-	Dobbin Road - Shared Use Path at MD 175 to Oakland Mills Road, McGraw Road and Oak Hall Lane	$ 6,000	FY 2027

MARYLAND DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY ADMINISTRATION

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.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☒ Not Subject to PFA Law

☐ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet to Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

☒ Enhance Safety and Security
☒ Deliver System Quality
☒ Serve Communities and Support the Economy
☐ Promote Environmental Stewardship

EXPLANATION: The existing bridge, built in 1955, is nearing the end of its useful service life and was rated poor based on the bridge deck condition.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: The cost increase of $1.9 million is due to project change orders and construction delays.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,308	2,308	80	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	12,326	11,776	3,037	550	0	0	0	0	0	550	0
Total	**14,634**	**14,084**	**3,117**	**550**	**0**	**0**	**0**	**0**	**0**	**550**	**0**
Federal-Aid	12,878	12,354	2,867	524	0	0	0	0	0	524	0
Special	1,756	1,730	250	26	0	0	0	0	0	26	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 (2025) 13,500

PROJECTED (2045) 17,600

STIP REFERENCE #QA1841 8/1/2025

MINOR PROJECTS PROGRAM

(Dollars in Thousands)

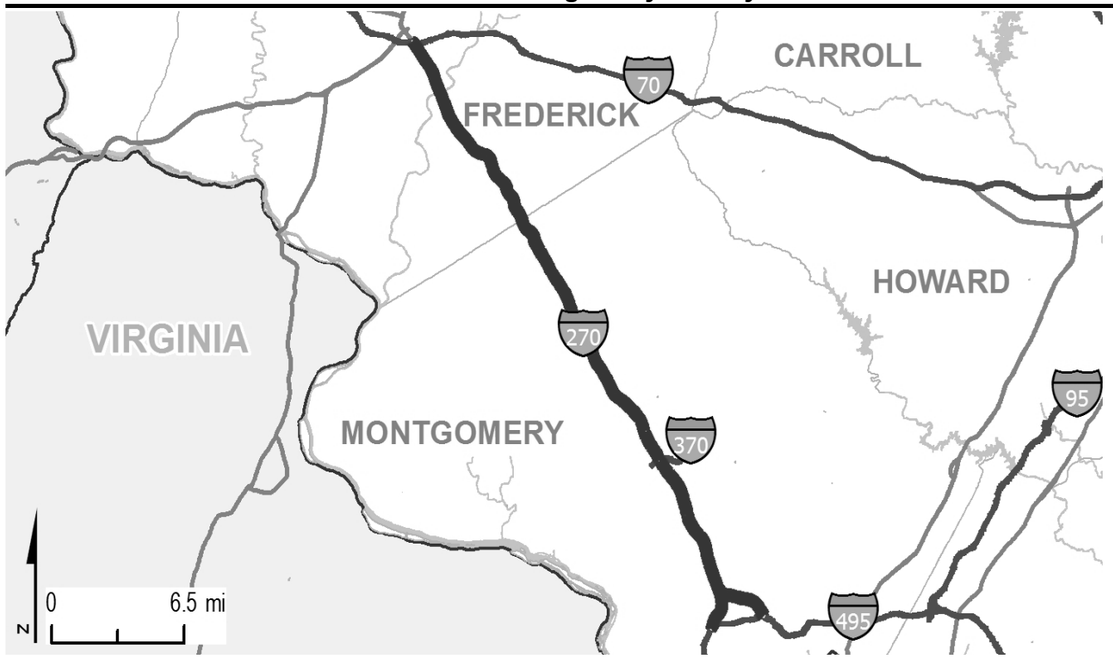
STATE HIGHWAY ADMINISTRATION - Kent County - LINE 2

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Resurface/Rehabilitate				
XQ9143	-	Resurfacing Improvements at Various Locations in Kent County	$ 3,288	Under Construction
XY9142	-	Resurfacing Improvements at Various Locations in Kent County	$ 7,344	Under Construction

MARYLAND DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY ADMINISTRATION

MONTGOMERY COUNTY



PROJECT: I-270, Eisenhower Highway

DESCRIPTION: Implementation of innovative congestion management (ICM) tools to reduce congestion on I-270, including the east and west I-270 spurs (31.5 miles). Improvements will include a series of roadway and technology-based improvements.

PURPOSE & NEED SUMMARY STATEMENT: This project reduced congestion and improved safety and reliability.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet to Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- ☒ Enhance Safety and Security
- ☒ Deliver System Quality
- ☒ Serve Communities and Support the Economy
- ☐ Promote Environmental Stewardship

EXPLANATION: As one of Maryland's most heavily traveled roadways, I-270 congestion affects both motorist safety and the economy. The improvements will reduce congestion and improved safety and reliability for all roadway users.

STATUS: Open to service. Completion of additional ramp metering construction underway.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	128,260	125,660	2,000	2,600	0	0	0	0	0	2,600	0
Total	**128,260**	**125,660**	**2,000**	**2,600**	**0**	**0**	**0**	**0**	**0**	**2,600**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	128,260	125,660	2,000	2,600	0	0	0	0	0	2,600	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

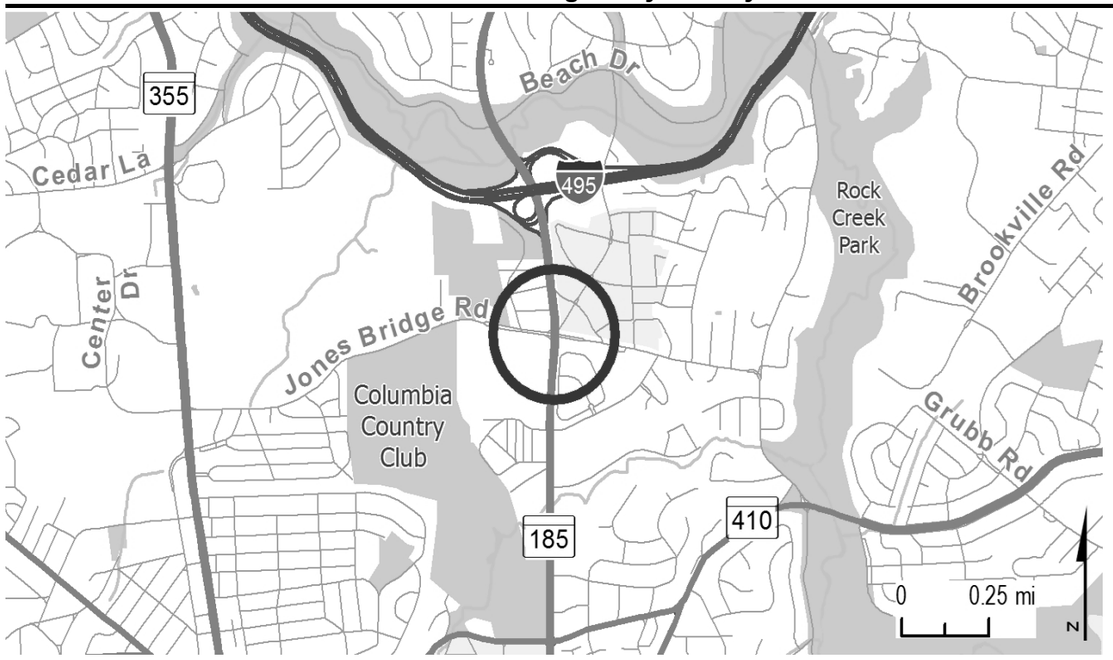
STATE - Principal Arterial
FEDERAL - Interstate
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2025) 82,600 - 238,200

PROJECTED (2045) 108,800 - 309,800

STIP REFERENCE #MO0691 8/1/2025



PROJECT: MD 185, Connecticut Avenue

DESCRIPTION: Construct MD 185 Phase 3 intersection improvements at Jones Bridge Road. Bicycle and pedestrian facilities will be provided where appropriate. (BRAC Intersection Improvements)

PURPOSE & NEED SUMMARY STATEMENT: Improved access to Naval Support Activity Bethesda is vital to accommodate increased employment as a result of BRAC. This project will improve safety, capacity, and operations.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet to Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- ☒ Enhance Safety and Security
- ☐ Deliver System Quality
- ☒ Serve Communities and Support the Economy
- ☐ Promote Environmental Stewardship

EXPLANATION: 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: Open to service. This project was funded through the U.S. Department of Defense's Office of Economic Adjustment.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: The cost increase of $1.5 million is due to construction delays and associated construction inspection costs.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	5,507	5,507	42	0	0	0	0	0	0	0	0
Utilities	3,952	1,570	717	2,382	0	0	0	0	0	2,382	0
Construction	12,978	12,978	2,445	0	0	0	0	0	0	0	0
Total	**22,437**	**20,055**	**3,204**	**2,382**	**0**	**0**	**0**	**0**	**0**	**2,382**	**0**
Federal-Aid	21,398	19,025	3,178	2,373	0	0	0	0	0	2,373	0
Special	625	616	26	9	0	0	0	0	0	9	0
Other	413	413	0	0	0	0	0	0	0	0	0

Classification:

STATE - Minor Arterial
FEDERAL - Other Principal Arterial
STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2025) 76,000

PROJECTED (2045) 84,900

STIP REFERENCE #MO5938 8/1/2025

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [ ] Promote Environmental Stewardship

EXPLANATION: This project will improve safety and accessibility along MD 97, including enhancing bicycle and pedestrian connectivity and accessibility while balancing vehicular mobility in the corridor.

STATUS: Engineering, right-of-way acquisition, and utilities underway. Montgomery County contributed $3.0 million towards planning. MDOT is able to advance all phases of this project because of the funding provided by the Governor and Legislature in the last session.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: Project moved to Contruction Program from Development and Evaluation Program. The cost increase of $16.8 million is primarily due to the addition of construction funding.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	3,000	3,000	0	0	0	0	0	0	0	0	0
Engineering	9,937	7,769	700	800	868	500	0	0	0	2,168	0
Right-of-way	16,284	13,858	10,101	1,650	776	0	0	0	0	2,426	0
Utilities	5,466	288	288	1,726	1,726	1,726	0	0	0	5,178	0
Construction	16,068	0	0	0	0	1,887	4,525	5,102	4,554	16,068	0
Total	**50,755**	**24,915**	**11,089**	**4,176**	**3,370**	**4,113**	**4,525**	**5,102**	**4,554**	**25,840**	**0**
Federal-Aid	42,455	18,257	10,893	3,889	3,076	3,762	4,299	4,847	4,326	24,199	0
Special	8,300	6,658	196	287	294	351	226	255	228	1,641	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

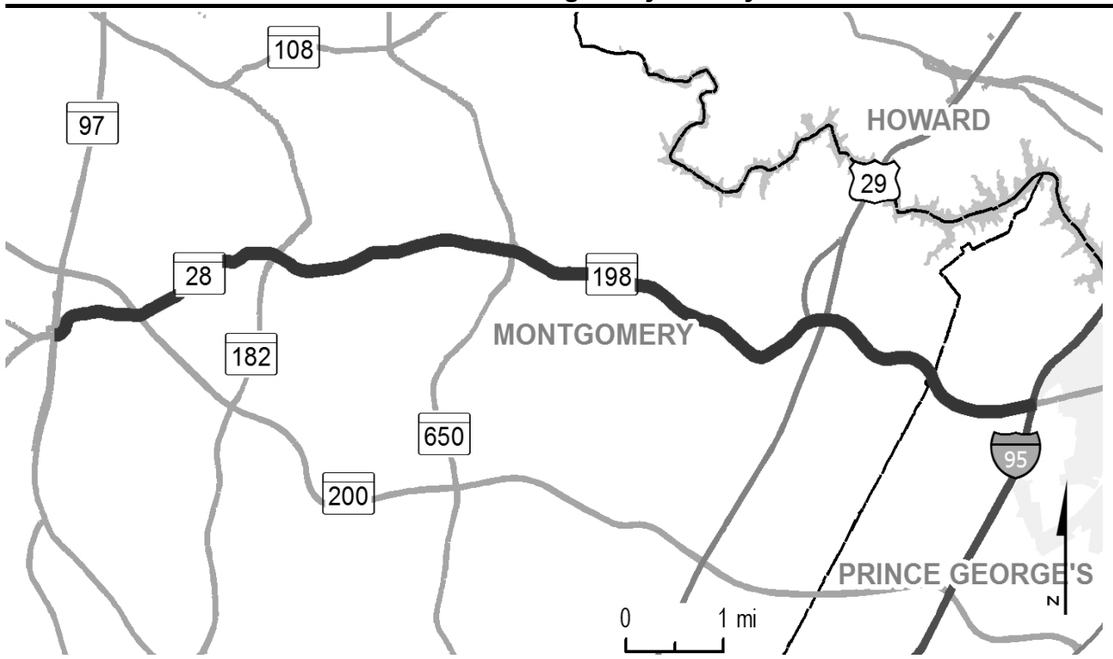
STATE - Intermediate Arterial
FEDERAL - Other Principal Arterial
STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2025) 79,500

PROJECTED (2045) 94,000

STIP REFERENCE #MO2241 8/1/2025



PROJECT: MD 28, Norbeck Road, and MD 198, Spencerville Road/Sandy Spring Road

DESCRIPTION: Study of MD 28/ MD 198 corridor safety, capacity, and operational improvements in Montgomery and Prince George's counties, between MD 97 and I-95 (11.1 miles). Localized traffic operational improvements are included along with sidewalks, shared use paths, and on-road bicycle lanes, where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: The MD 28/ MD 198 corridor is an important regional connection between Montgomery and Prince George's counties. The project will improve safety and operations, and better accommodate bicyclists and pedestrians through the Burtonsville business district.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐	Project Inside PFA	☐	Grandfathered
☒	Project Outside PFA	☒	Exception Will Be Required
☐	PFA Status Yet to Be Determined	☐	Exception Granted

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	9,159	9,159	1	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	2	2	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	**9,161**	**9,161**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Federal-Aid	3,206	3,206	0	0	0	0	0	0	0	0	0
Special	5,955	5,955	1	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

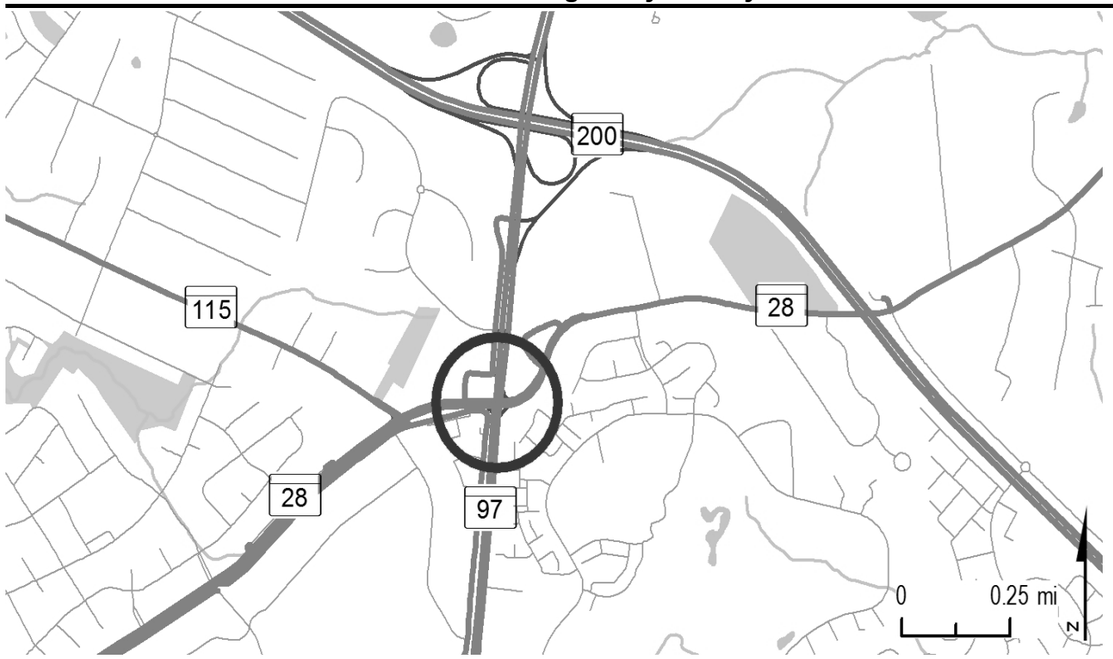
Classification:

STATE - Intermediate Arterial
FEDERAL - Other Principal Arterial
STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2025)	20,200 - 37,400 (MD 28)
	17,300 - 46,100 (MD 198)
PROJECTED (2045)	30,400 - 52,600 (MD 28)
	27,100 - 61,000 (MD 198)

STIP REFERENCE #MO8862 8/1/2025



PROJECT: MD 97, Georgia Avenue

DESCRIPTION: Construct a new MD 97 interchange at MD 28. Bicycle and pedestrian accommodations will be included where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: This project will reduce congestion and improve safety at the existing intersection.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet to Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

STATUS: Project on hold – no funding in the last 5 years.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,981	1,981	0	0	0	0	0	0	0	0	0
Engineering	848	848	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	**2,829**	**2,829**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Federal-Aid	1,581	1,581	0	0	0	0	0	0	0	0	0
Special	1,248	1,248	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

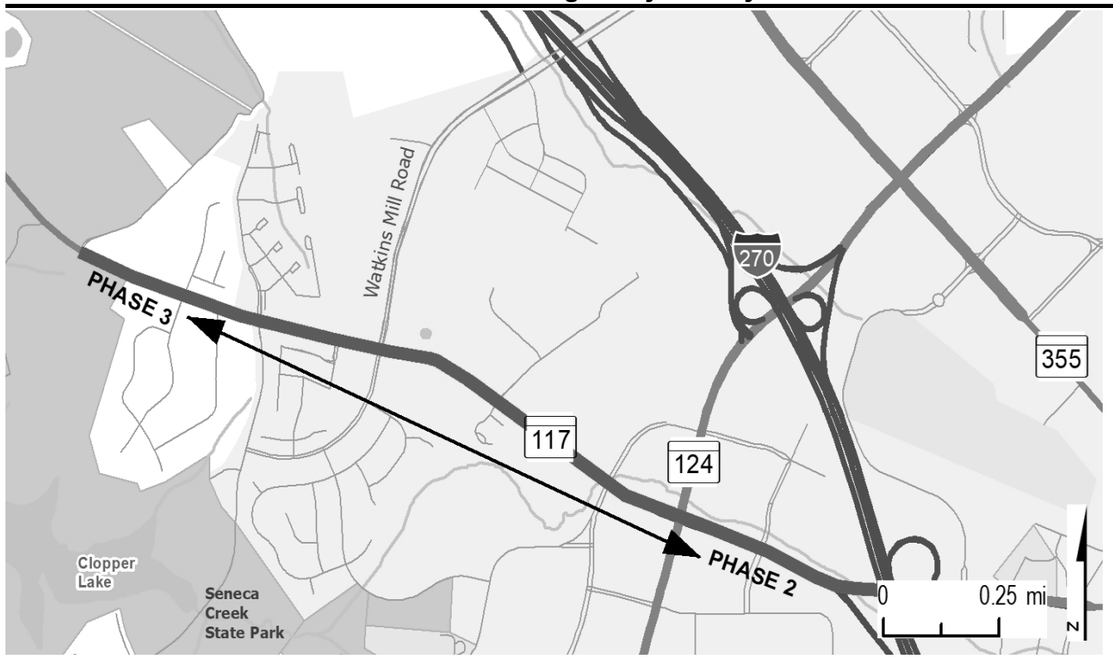
STATE - Intermediate Arterial
FEDERAL - Other Principal Arterial
STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2025) 49,000

PROJECTED (2045) 59,300

STIP REFERENCE #MO8521 8/1/2025



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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Project on hold – no funding in the last 5 years.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,030	1,030	0	0	0	0	0	0	0	0	0
Engineering	1,910	1,910	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	**2,940**	**2,940**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Federal-Aid	546	546	0	0	0	0	0	0	0	0	0
Special	2,394	2,394	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Major Collector
FEDERAL - Minor Arterial
STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2025)	24,300 - 42,700 (Phase 2)
	29,500 - 49,400 (Phase 3)
PROJECTED (2045)	32,000 - 53,100 (Phase 2)
	39,600 - 55,600 (Phase 3)

STIP REFERENCE #MO6711 8/1/2025

MINOR PROJECTS PROGRAM

(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Montgomery County - LINE 7

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Bicycle Retrofit				
MO9981	MD390	16th Street - Bicycle and Pedestrian Route Improvements from Spring Street to 2nd Avenue	$ 5,643	FY 2027
Resurface/Rehabilitate				
MO994M	MD355	Frederick Road - Safety and Resurfacing Improvements from Brookes Avenue to Montgomery Village Avenue	$ 3,598	FY 2026
MO1599	MD650	New Hampshire Avenue - Safety and Resurfacing Improvements from Norbeck Road to MD 200 (ICC)	$ 4,594	Under Construction
XB131M	-	Patching at Various Locations in Montgomery County	$ 2,502	Under Construction
XQ131M	-	Patching at Various Locations in Montgomery County	$ 3,122	Under Construction
XQ5151	-	Resurfacing Improvements at Various Locations in Montgomery County	$ 4,303	Under Construction
XY8151	-	Safety and Resurfacing Improvements at Various Locations in Montgomery County	$ 21,389	Under Construction
Safety/Spot Improvement				
MO9971	MD650	New Hampshire Avenue - Safety Improvements from Northampton Drive to Powder Mill Road - Pedestrian Safety Action Plan	$ 13,309	Under Construction
Sidewalks				
MOA721	MD193	University Boulevard - Safety Improvements from US 29 to MD 97 - Pedestrian Safety Action Plan	$ 3,161	Design Underway
TMDL Compliance				
MO0321	-	TMDL Stream Restoration of Watts Branch Tributary at Plymouth Woods	$ 2,329	FY 2026
Transportation Alternatives Program				
MO0591	MD355	North Frederick Road - Bicycle and Pedestrian Route Improvements at Clarksburg Shared Use Path and Sidewalk	$ 651	Completed
MO0991	-	Takoma Park Improvement - Safe Routes to School	$ 86	Completed
MOA161	MD187	Old Georgetown Road - Bicycle and Pedestrian Route Improvements at Cordell Avenue	$ 111	Completed
MOA521	-	Twinbrook Safe Routes to School and Transit Access Feasibility Study	$ 234	Completed
MO0201	-	Sidewalk Improvements at Forest Glen Road	$ 248	Design Underway
MO0992	-	Enhancing Biking and Bike Safety in Takoma Park Project	$ 99	Design Underway
MO9561	-	Sidewalk Improvements at North Stonestreet Avenue	$ 280	Design Underway

MINOR PROJECTS PROGRAM

(Dollars in Thousands)

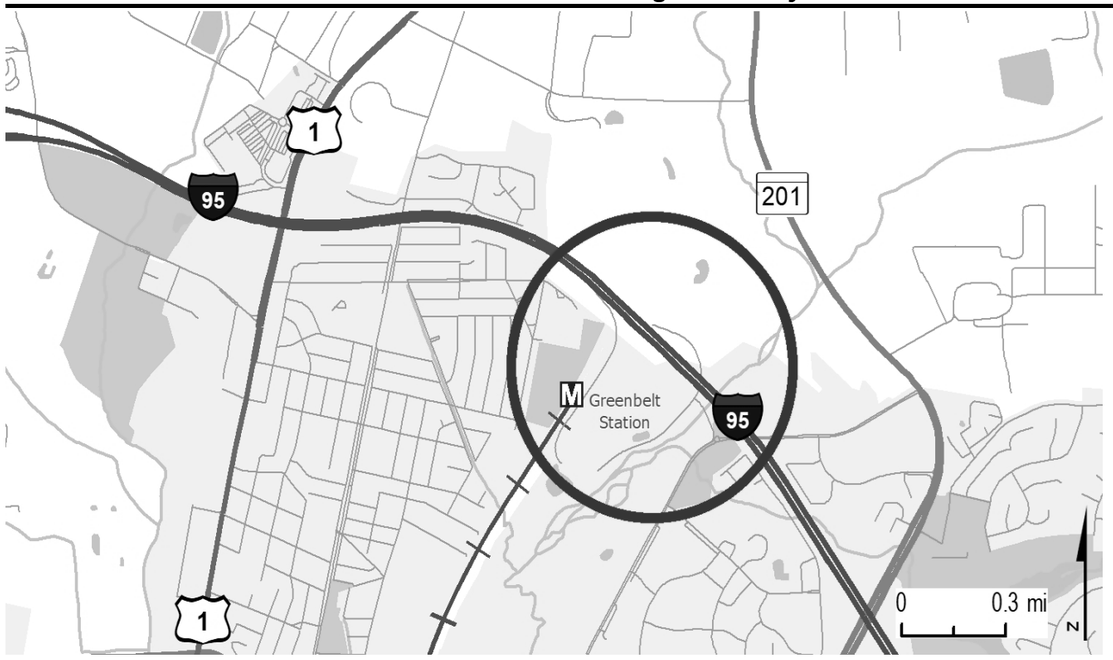
STATE HIGHWAY ADMINISTRATION - Montgomery County - LINE 7

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Transportation Alternatives Program				
MO0221	-	Bicycle and Pedestrian Route Improvements at North Branch Hiker - Biker Trail	$ 2,000	FY 2026
MOA691	-	Bicycle and Pedestrian Route Improvements from Industrial Drive Path to Morris Park	$ 400	FY 2026
MOA881	-	Bicycle and Pedestrian Route Improvements - Fleet and Monroe Complete Streets	$ 224	FY 2026
MONEW9	-	MD 355 Clarksburg Shared Use Path	$ 3,673	FY 2026
MOA831	MD188	Wilson Lane - Pedestrian Safety Improvements at Cordell Avenue	$ 47	Under Construction

MARYLAND DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY ADMINISTRATION

PRINCE GEORGE'S COUNTY



PROJECT: I-95/I-495, Capital Beltway

DESCRIPTION: Construct a full interchange along I-95/I-495 at Greenbelt Metro Station in coordination with WMATA, Prince George's County, Greenbelt, and other stakeholder agencies to support FBI headquarters relocation and transit-oriented development.

PURPOSE & NEED SUMMARY STATEMENT: The interchange will improve traffic operations on mainline I-95/ I-495 and improve access to the Greenbelt Metro Station. The project is needed to accommodate the relocation of the FBI headquarters at this site.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet to Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- ☒ Enhance Safety and Security
- ☒ Deliver System Quality
- ☒ Serve Communities and Support the Economy
- ☐ Promote Environmental Stewardship

EXPLANATION: The interchange will improve traffic operations on mainline I-95/ I-495 and improve access to the Greenbelt Metro Station and support the relocation of the FBI Headquarters.

STATUS: Engineering underway. Cashflows shown are based on order of magnitude estimates and will be refined with further scope development.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,561	1,561	0	0	0	0	0	0	0	0	0
Engineering	22,569	12,569	700	0	2,500	2,500	2,500	2,500	0	10,000	0
Right-of-way	5,129	129	0	0	2,500	2,500	0	0	0	5,000	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	235,824	824	0	0	25,000	105,000	105,000	0	0	235,000	0
Total	**265,084**	**15,084**	**700**	**0**	**30,000**	**110,000**	**107,500**	**2,500**	**0**	**250,000**	**0**
Federal-Aid	51,426	1,426	0	0	6,500	13,500	27,500	2,500	0	50,000	0
Special	13,657	13,657	700	0	0	0	0	0	0	0	0
Other	200,000	0	0	0	23,500	96,500	80,000	0	0	200,000	0

Classification:

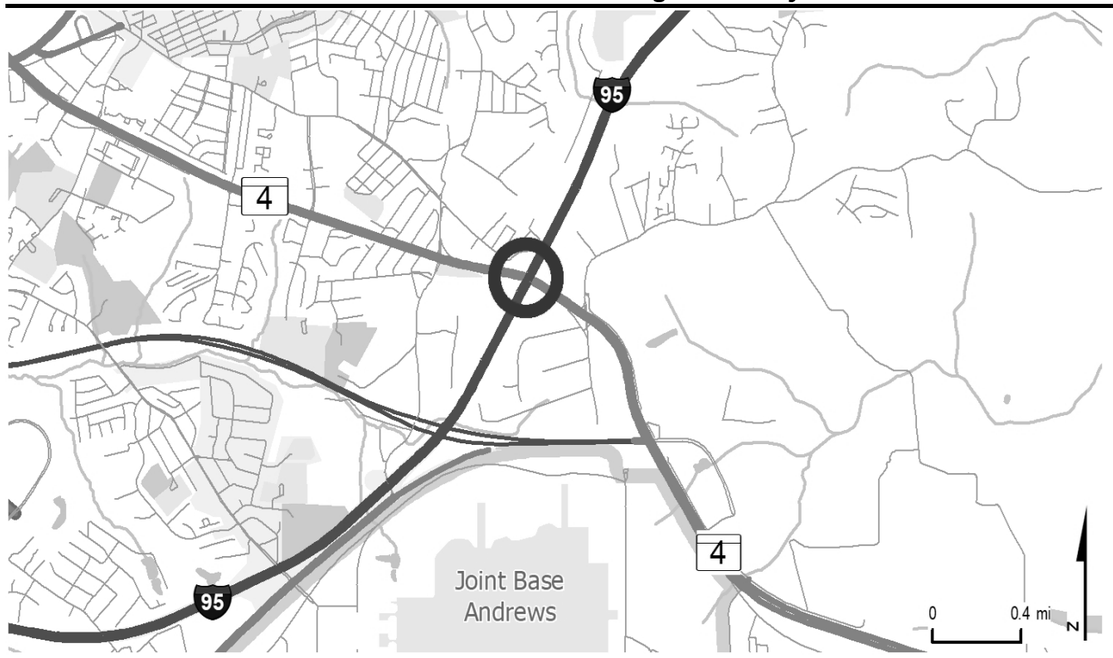
STATE - Principal Arterial
FEDERAL - Interstate
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2025) 215,600

PROJECTED (2045) 245,000

STIP REFERENCE #PG3331 8/1/2025



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 (PLA) 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.

SMART GROWTH STATUS: [ ] Project Not Location Specific [X] Not Subject to PFA Law

[ ] Project Inside PFA
[ ] Project Outside PFA
[ ] PFA Status Yet to Be Determined

[ ] Grandfathered
[ ] Exception Will Be Required
[ ] Exception Granted

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

[X] Enhance Safety and Security
[X] Deliver System Quality
[X] Serve Communities and Support the Economy
[ ] Promote Environmental Stewardship

EXPLANATION: The existing bridges, built in 1963, are nearing the end of their useful service life and are currently rated fair.

STATUS: Engineering and right-of-way acquisition underway.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	7,250	4,900	87	1,567	783	0	0	0	0	2,350	0
Right-of-way	1,558	12	12	371	371	371	371	62	0	1,546	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	55,000	0	0	0	9,244	19,821	17,537	8,398	0	55,000	0
Total	**63,808**	**4,912**	**99**	**1,938**	**10,398**	**20,192**	**17,908**	**8,460**	**0**	**58,896**	**0**
Federal-Aid	58,100	2,097	(2,272)	1,842	9,889	19,201	17,031	8,040	0	56,003	0
Special	5,708	2,815	2,371	96	509	991	877	420	0	2,893	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

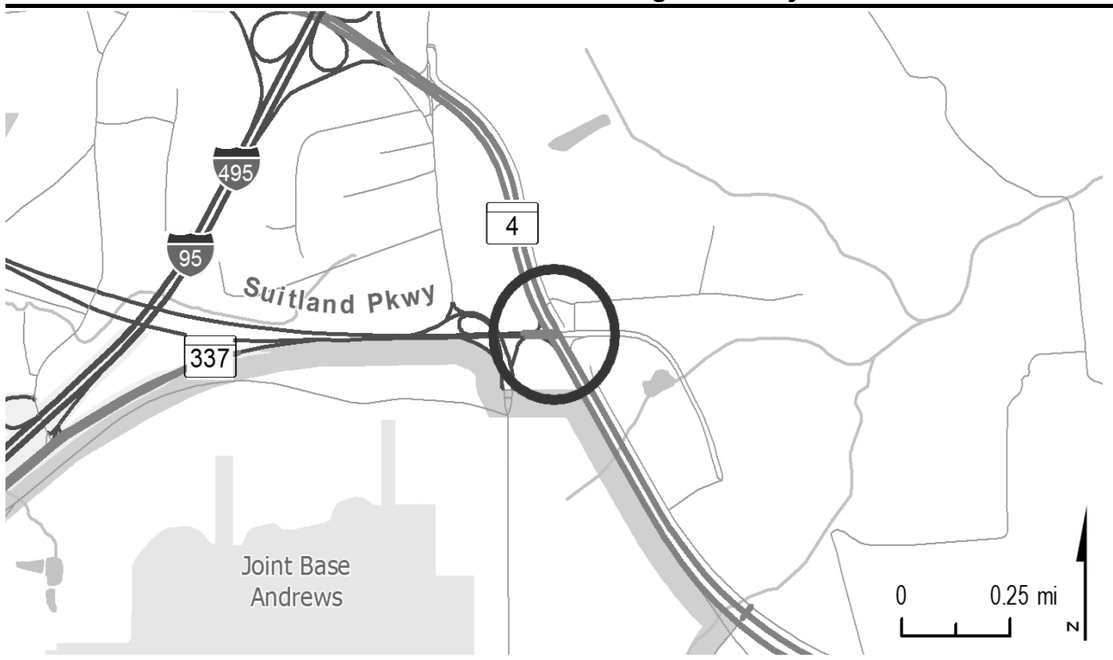
STATE - Principal Arterial
FEDERAL - Interstate
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2025) 211,200

PROJECTED (2045) 240,600

STIP REFERENCE #PG0191 8/1/2025



PROJECT: MD 4, Pennsylvania Avenue

DESCRIPTION: Construct a new interchange at MD 4 and Suitland Parkway. Bicycles and pedestrians will be accommodated where appropriate. (BRAC Related)

PURPOSE & NEED SUMMARY STATEMENT: Severe traffic congestion occurs during peak hours and will increase with planned development in the immediate area. This project will relieve existing congestion and accommodate increasing traffic volumes associated with future growth.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet to Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- ☒ Enhance Safety and Security
- ☒ Deliver System Quality
- ☒ Serve Communities and Support the Economy
- ☐ Promote Environmental Stewardship

EXPLANATION: The new interchange at MD 4 and Suitland Parkway will facilitate enhanced access to an area that is planned for growth and economic development. In addition, the project will improve safety and reduce congestion at this location.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	21,762	21,762	0	0	0	0	0	0	0	0	0
Right-of-way	14,195	13,918	1,956	277	0	0	0	0	0	277	0
Utilities	8,773	8,682	8	34	34	23	0	0	0	91	0
Construction	223,962	74,668	25,778	39,457	41,029	40,603	28,205	0	0	149,294	0
Total	**268,692**	**119,030**	**27,742**	**39,768**	**41,063**	**40,626**	**28,205**	**0**	**0**	**149,662**	**0**
Federal-Aid	222,941	80,889	27,319	37,706	38,978	38,573	26,795	0	0	142,051	0
Special	43,584	35,973	423	2,062	2,085	2,053	1,410	0	0	7,611	0
Other	2,168	2,168	0	0	0	0	0	0	0	0	0

Classification:

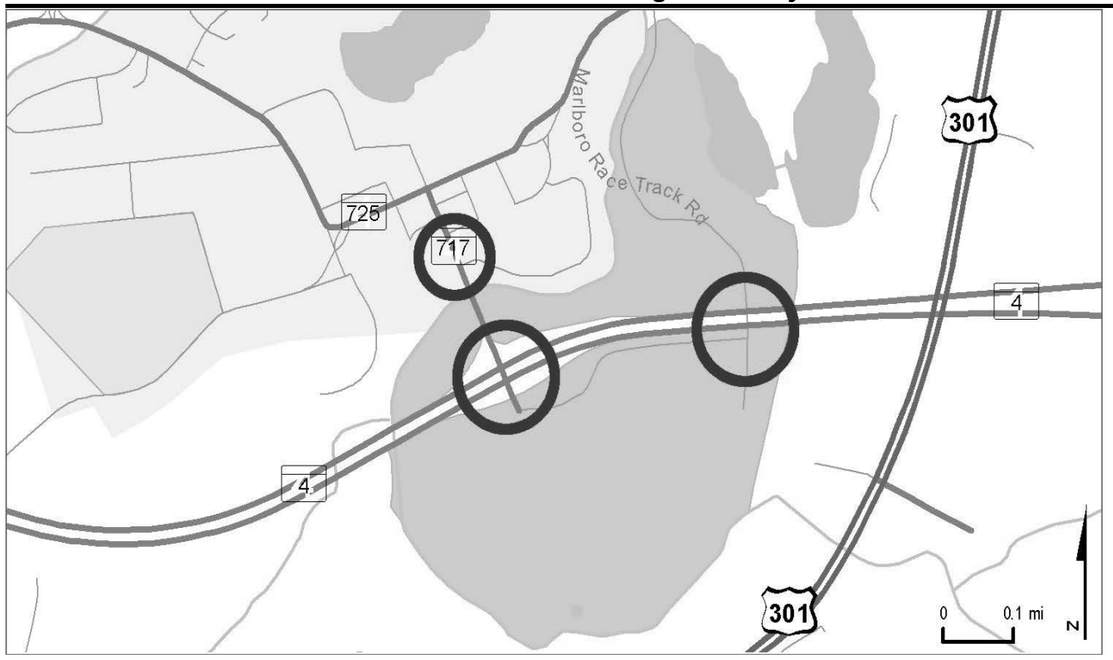
STATE - Intermediate Arterial
FEDERAL - Freeway/Expressway
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2025) 66,000

PROJECTED (2045) 111,400

STIP REFERENCE #PG6181 8/1/2025



PROJECT: MD 4, Pennsylvania Avenue and MD 717, Water Street

DESCRIPTION: Replacement of Bridge Nos. 1609903 and 1609904 on MD 4 over MD 717, Bridge Nos. 1610803 and 1610804 on MD 4 over Race Track Road, and Bridge No. 1610900 on MD 717 over Western Branch. This is a Project Labor Agreement (PLA) 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 and reduce the frequency of flooding in the area. The project will provide improved pedestrian facilities under MD 4 along MD 717 and will increase the clearance of MD 4 over Race Track Road and Western Branch, which is subject to frequent flooding.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [X] Promote Environmental Stewardship

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

EXPLANATION: The existing bridges, built in 1960, are nearing the end of their useful service lives. One of the MD 4 bridges over MD 717 is rated poor based on deck condition. The MD 4 bridges over Race Track Road are fair rated with restrictive under-clearance. The MD 717 bridge is weight restricted and is subject to flooding. The project will provide improved pedestrian facilities.

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	7,341	5,490	439	1,058	793	0	0	0	0	1,851	0
Right-of-way	74	0	0	21	21	21	11	0	0	74	0
Utilities	27	0	0	27	0	0	0	0	0	27	0
Construction	44,999	0	0	0	2,645	10,476	12,134	11,308	8,436	44,999	0
Total	**52,441**	**5,490**	**439**	**1,106**	**3,459**	**10,497**	**12,145**	**11,308**	**8,436**	**46,951**	**0**
Federal-Aid	46,639	2,165	(755)	978	3,235	9,968	11,535	10,743	8,015	44,474	0
Special	5,802	3,325	1,194	128	224	528	610	565	422	2,477	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

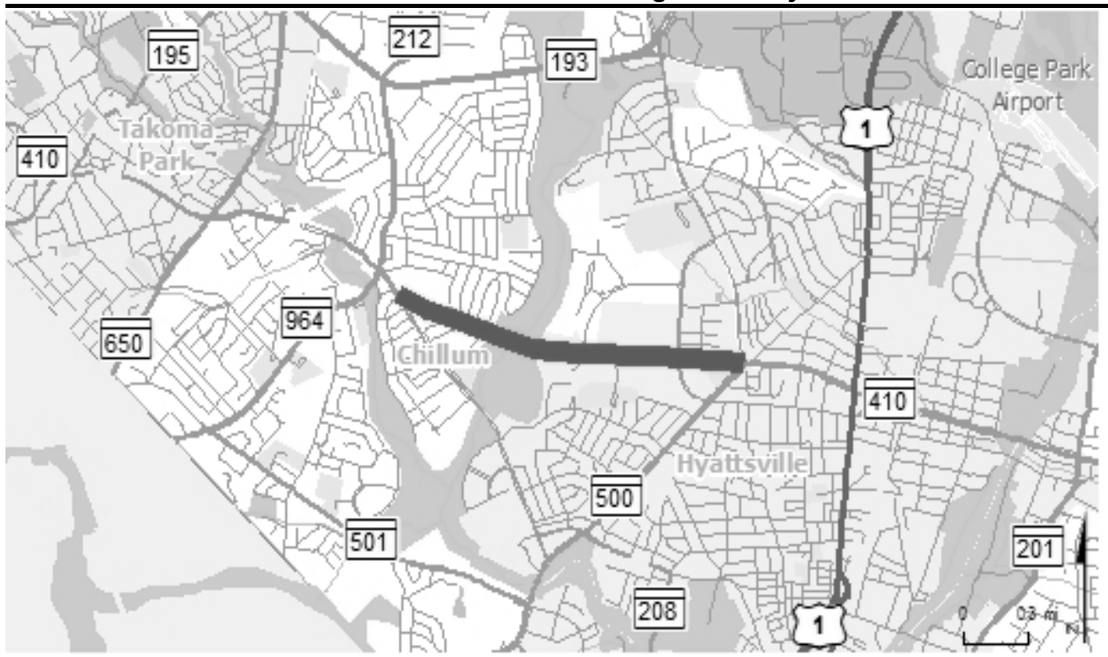
STATE - Intermediate Arterial and Minor Arterial
FEDERAL - Freeway/Expressway and Minor Arterial
STATE SYSTEM: Primary and Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2025) 53,075 (MD 4) and 8,000 (MD 717)

PROJECTED (2045) 66,300 (MD 4) and 9,800 (MD 717)

STIP REFERENCE #PG2582 8/1/2025



PROJECT: MD 410, East-West Highway

DESCRIPTION: Safety and accessibility improvements in the MD 410 corridor from Adelphi Road/ MD 500 to MD 212. Improvements include the elimination of channelized right-turn lanes, sidewalk construction, pedestrian refuge areas and curb extensions.

PURPOSE & NEED SUMMARY STATEMENT: This project is part of the Pedestrian Safety Action Plan Program which utilizes a data-driven approach to prioritize corridors for vulnerable road user safety.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [ ] Promote Environmental Stewardship

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

EXPLANATION: This project will make Context Driven improvements on MD 410 from MD 212 (Riggs Road) to Adelphi Road/ MD 500 (Queens Chapel Road) making travel safe for all users.

STATUS: Engineering underway. MDOT is able to advance this project to the Engineering and Consruction phases because of the funding provided by the Governor and Legislature in the last session.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: New project added to Construction Program.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,130	1,394	1,385	736	0	0	0	0	0	736	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	15,070	0	0	0	1,648	6,401	5,552	1,469	0	15,070	0
Total	**17,200**	**1,394**	**1,385**	**736**	**1,648**	**6,401**	**5,552**	**1,469**	**0**	**15,806**	**0**
Federal-Aid	16,450	1,394	1,385	736	1,566	6,081	5,274	1,399	0	15,056	0
Special	750	0	0	0	82	320	278	70	0	750	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

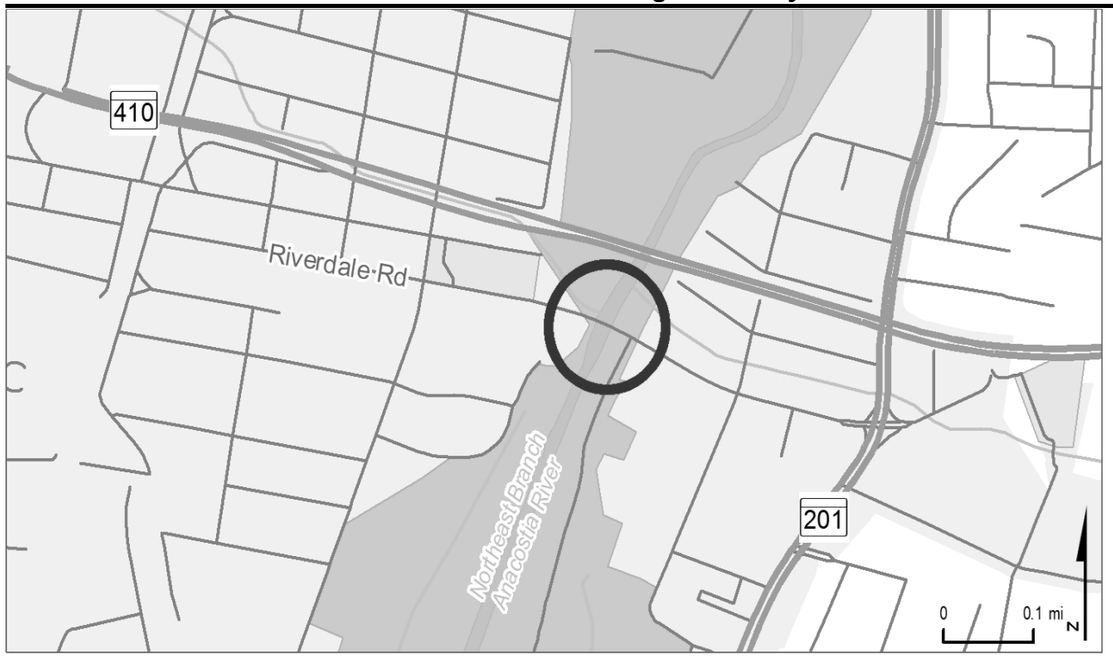
STATE - Principal Arterial
FEDERAL - Other Principal Arterial
STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2025) 27,870

PROJECTED (2045)

STIP REFERENCE #PGA441 8/1/2025



PROJECT: MU 227, Riverdale Road

DESCRIPTION: Replacement of Bridge No. 1609000 on Riverdale Road over Northeast Branch Anacostia River.

PURPOSE & NEED SUMMARY STATEMENT: The purpose of this project is to replace a poor rated bridge to keep the roadway safe and open to traffic. The new bridge will provide shoulders and sidewalks to improve safety.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet to Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- ☒ Enhance Safety and Security
- ☒ Deliver System Quality
- ☒ Serve Communities and Support the Economy
- ☐ Promote Environmental Stewardship

EXPLANATION: The existing bridge, built in 1931, is nearing the end of its useful service life and is rated poor based on deck and superstructure condition.

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,049	1,899	154	150	0	0	0	0	0	150	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	8,275	0	0	0	3,393	3,889	993	0	0	8,275	0
Total	**10,324**	**1,899**	**154**	**150**	**3,393**	**3,889**	**993**	**0**	**0**	**8,425**	**0**
Federal-Aid	9,105	1,095	153	149	3,223	3,695	943	0	0	8,010	0
Special	1,219	804	1	1	170	194	50	0	0	415	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

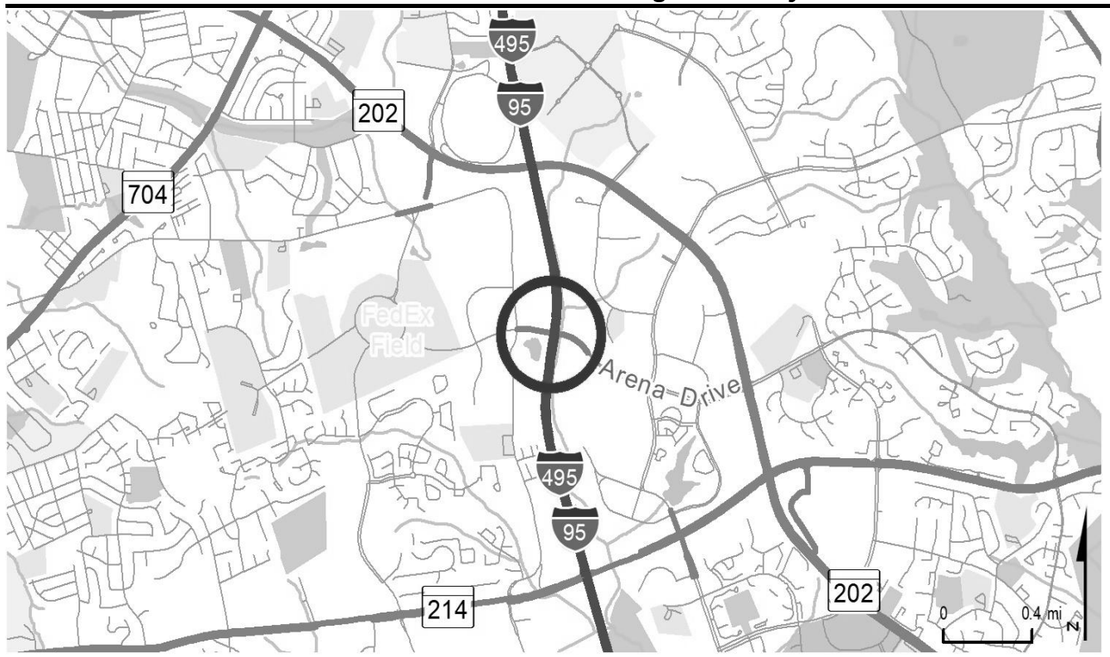
STATE - Minor Collector
FEDERAL - Major Collector
STATE SYSTEM: N/A

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2025) 5,900

PROJECTED (2045) 7,850

STIP REFERENCE #PG9671 8/1/2025



PROJECT: I-95/I-495, Capital Beltway

DESCRIPTION: Project to upgrade the existing I-95/ I-495 interchange at Medical Center Drive (formerly Arena Drive). A shared-use path will be provided along Medical Center Drive with fully protected crossings at all ramps.

PURPOSE & NEED SUMMARY STATEMENT: This project will address existing congestion during stadium events and will accommodate increasing traffic volumes associated with future growth.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet to Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

STATUS: Engineering underway. MDOT is able to advance this project to the Engineering, Right-of-way, and Utilities phases because of the funding provided by the Governor and Legislature in the last session.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: The cost increase of $2.5 million is due to increased design costs.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	9,608	4,308	600	2,000	2,000	1,300	0	0	0	5,300	0
Right-of-way	4,226	0	0	400	1,330	2,496	0	0	0	4,226	0
Utilities	2,100	0	0	0	0	909	1,191	0	0	2,100	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	**15,934**	**4,308**	**600**	**2,400**	**3,330**	**4,705**	**1,191**	**0**	**0**	**11,626**	**0**
Federal-Aid	14,112	3,384	570	2,260	3,097	4,300	1,072	0	0	10,728	0
Special	1,822	925	30	140	233	406	119	0	0	898	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

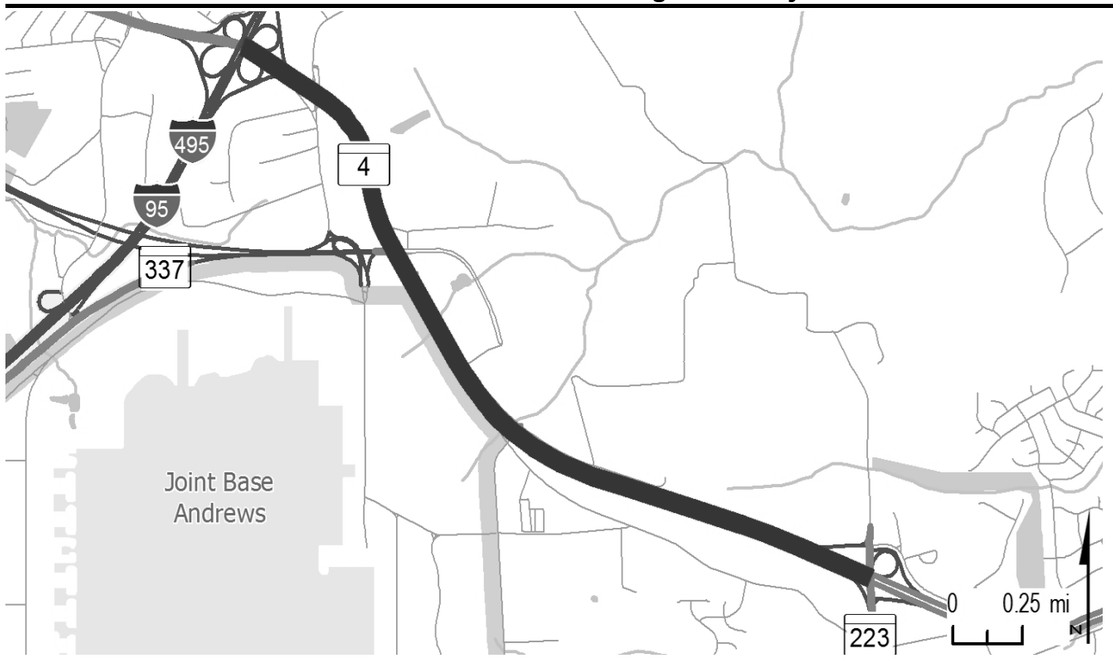
STATE - Principle Arterial
FEDERAL - Interstate
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2025) 206,000

PROJECTED (2045) 252,000

STIP REFERENCE #PGA201 8/1/2025



PROJECT: MD 4, Pennsylvania Avenue

DESCRIPTION: Upgrade existing MD 4 to a multi-lane freeway with grade-separated interchanges from MD 223 to I-95/ I-495 (Capital Beltway) (3.1 miles). Bicycles and pedestrians will be accommodated where appropriate. (BRAC Related)

PURPOSE & NEED SUMMARY STATEMENT: MD 4 is a connection to Joint Base Andrews and economic opportunities. The project will improve peak hour traffic congestion and the future increase in traffic associated with planned development in the immediate area.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet to Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

STATUS: Planning complete. Project on hold – no funding in the last 5 years.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,615	1,615	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	**1,615**	**1,615**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Federal-Aid	786	786	0	0	0	0	0	0	0	0	0
Special	829	829	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

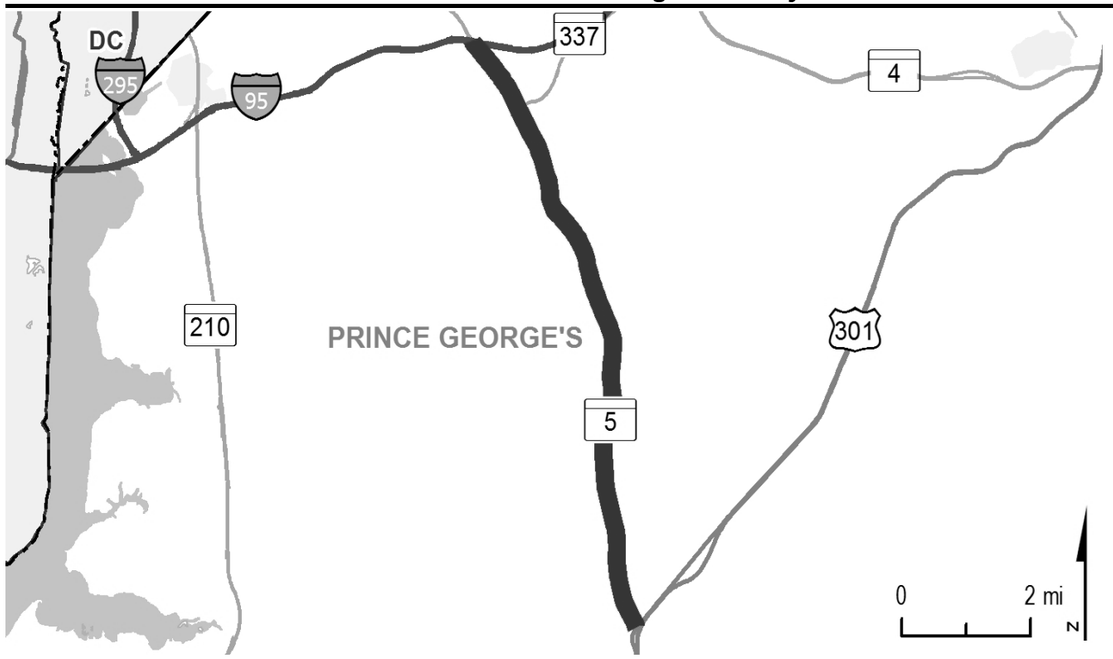
STATE - Intermediate Arterial
FEDERAL - Freeway/Expressway
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2025) 66,000

PROJECTED (2045) 111,600

STIP REFERENCE #PG9171 8/1/2025



PROJECT: MD 5, Branch Avenue

DESCRIPTION: Project to upgrade existing MD 5 to a multilane freeway from US 301 interchange at T.B. to north of I-95/ I-495 Capital Beltway (10.5 miles). Bicycles and pedestrians will be accommodated where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: MD 5 is an important commuter route serving residents in Prince George's County, Charles County, and the Southern Maryland region. The project will improve mobility and safety at several intersections along MD 5 and accommodate continued development in the corridor.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐	Project Inside PFA	☐	Grandfathered
☒	Project Outside PFA	☒	Exception Will Be Required
☐	PFA Status Yet to Be Determined	☐	Exception Granted

STATUS: Project on hold – no funding in the last 5 years.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	4,084	4,084	0	0	0	0	0	0	0	0	0
Engineering	1,724	1,724	0	0	0	0	0	0	0	0	0
Right-of-way	8,169	8,169	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	**13,977**	**13,977**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Federal-Aid	7,368	7,368	0	0	0	0	0	0	0	0	0
Special	6,609	6,609	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

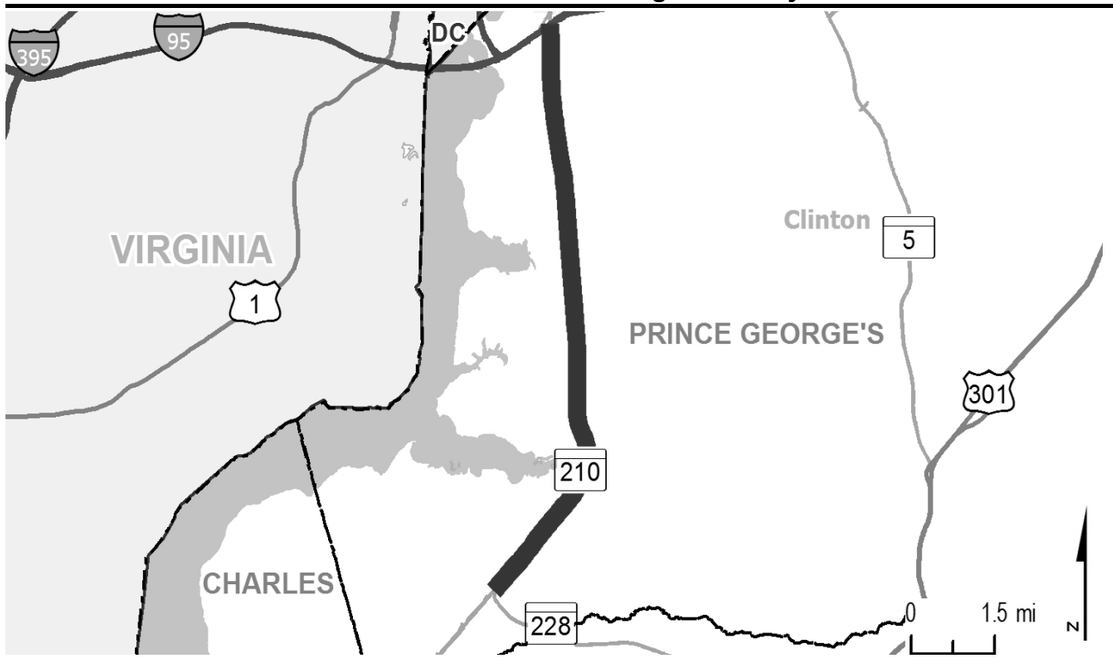
STATE - Principal Arterial
FEDERAL - Freeway/Expressway
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2025) 126,600

PROJECTED (2045) 148,700

STIP REFERENCE #PG3916 8/1/2025



PROJECT: MD 210, Indian Head Highway

DESCRIPTION: Project to improve safety and mobility along MD 210 and provide grade-separated interchanges from I-95/ I-495 to MD 228 (10.0 miles). Bicycles and pedestrians will be accommodated through the provision of a facility consisting of bicycle lanes, a separated shared use path adjacent to MD 210, and various other treatments that will extend from I-95/ I-495 to MD 373.

PURPOSE & NEED SUMMARY STATEMENT: MD 210 is an important commuter route serving residents in Prince George's County, Charles County, and the Southern Maryland region. The project will improve severe peak hour traffic congestion and the future increase in traffic associated with planned development in the immediate area.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Preliminary engineering underway for Palmer Road/ Livingston Road and Old Fort Road (south) interchange. Prince George's County is contributing $1.0 million for engineering.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,523	2,523	0	0	0	0	0	0	0	0	0
Engineering	12,178	2,478	500	1,700	3,000	3,000	2,000	0	0	9,700	0
Right-of-way	982	982	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	**15,682**	**5,982**	**500**	**1,700**	**3,000**	**3,000**	**2,000**	**0**	**0**	**9,700**	**0**
Federal-Aid	10,697	1,395	250	1,302	3,000	3,000	2,000	0	0	9,302	0
Special	4,236	4,236	0	0	0	0	0	0	0	0	0
Other	750	352	250	398	0	0	0	0	0	398	0

Classification:

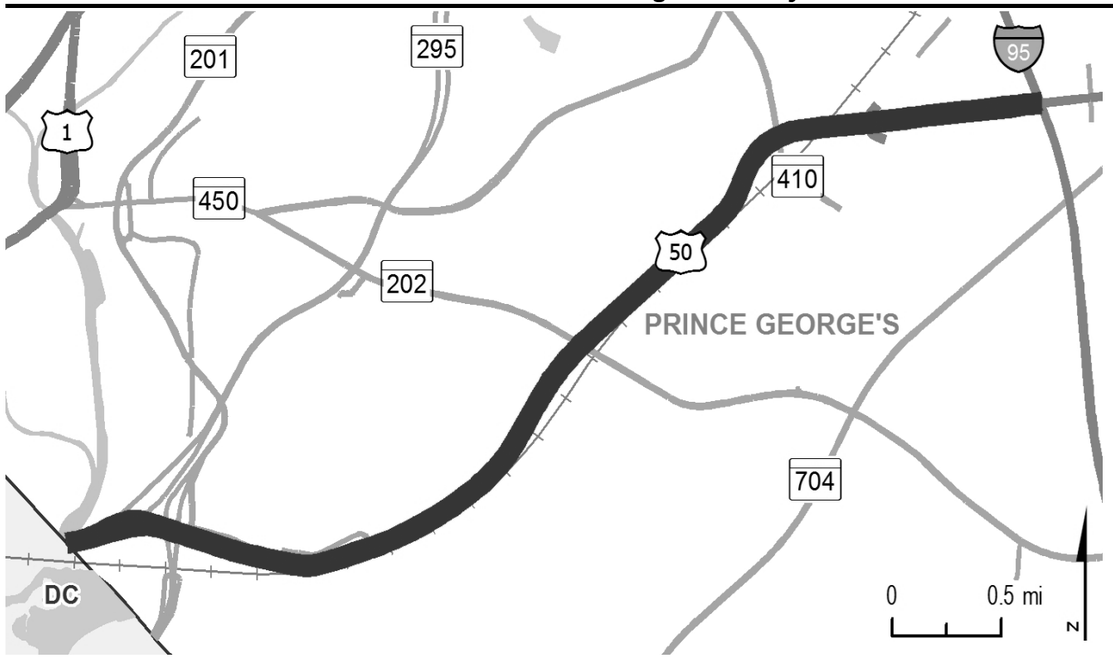
STATE - Intermediate Arterial
FEDERAL - Freeway/Expressway
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2025) 60,000 - 80,000

PROJECTED (2045) 70,000 - 100,000

STIP REFERENCE #PG2211 8/1/2025



PROJECT: US 50, John Hanson Highway

DESCRIPTION: Feasibility study to investigate improving traffic capacity and operations for US 50 from the District of Columbia to MD 704 (5.0 miles). Study concepts recommend various interchange and auxiliary lane modifications to help improve traffic operations.

PURPOSE & NEED SUMMARY STATEMENT: US 50 is an important east-west commuter route to employment centers in Washington DC. The project will improve mobility, safety, and operations along US 50.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet to Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

STATUS: Planning complete. Project on hold – no funding in the last 5 years.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	477	477	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	**477**	**477**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	477	477	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

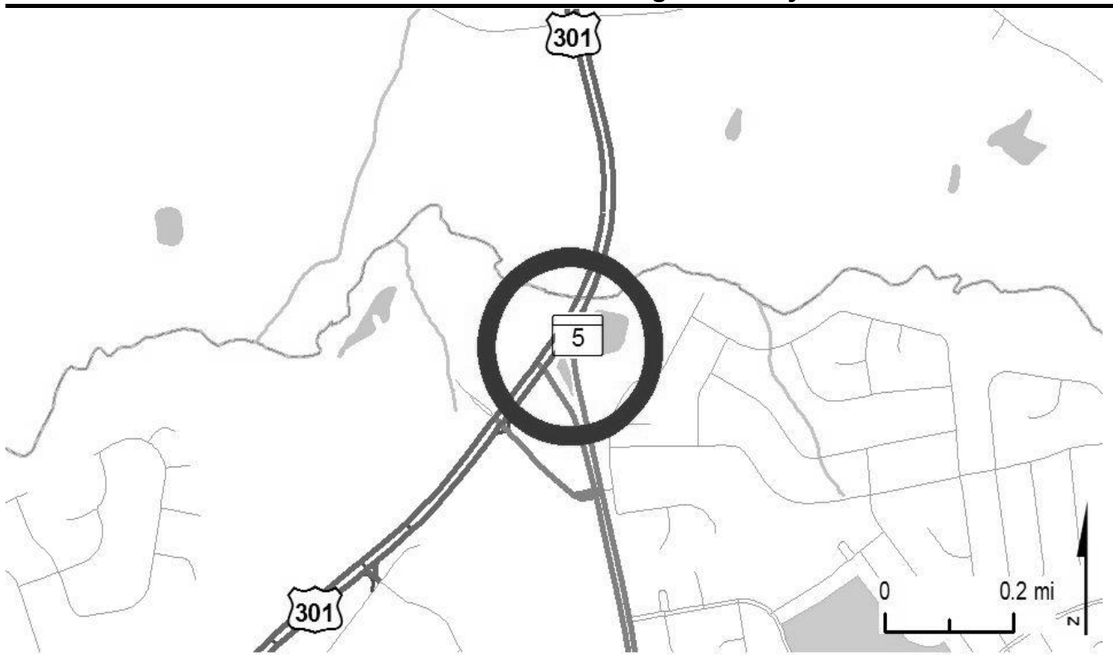
STATE - Principal Arterial
FEDERAL - Freeway/Expressway
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2025) 77,700 - 149,200

PROJECTED (2045) 87,500 - 162,400

STIP REFERENCE #PG0641 8/1/2025



PROJECT: US 301, Crain Highway

DESCRIPTION: Construct a new flyover from southbound US 301 to MD 5 (Mattawoman Beantown Road) to replace US 301 southbound triple left turning movement. Bicycle and pedestrian accommodations to be included where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: US 301 and MD 5 are important commuter routes serving residents in Prince George's County, Charles County and the Southern Maryland region. The project will reduce peak hour traffic congestion and accommodate future increase in traffic associated with planned development in southern Prince George's County and Waldorf in Charles County.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐	Project Inside PFA	☐	Grandfathered
☐	Project Outside PFA	☐	Exception Will Be Required
☒	PFA Status Yet to Be Determined	☐	Exception Granted

STATUS: Project on hold – no funding in the last 5 years.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

POTENTIAL FUNDING SOURCE: ☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

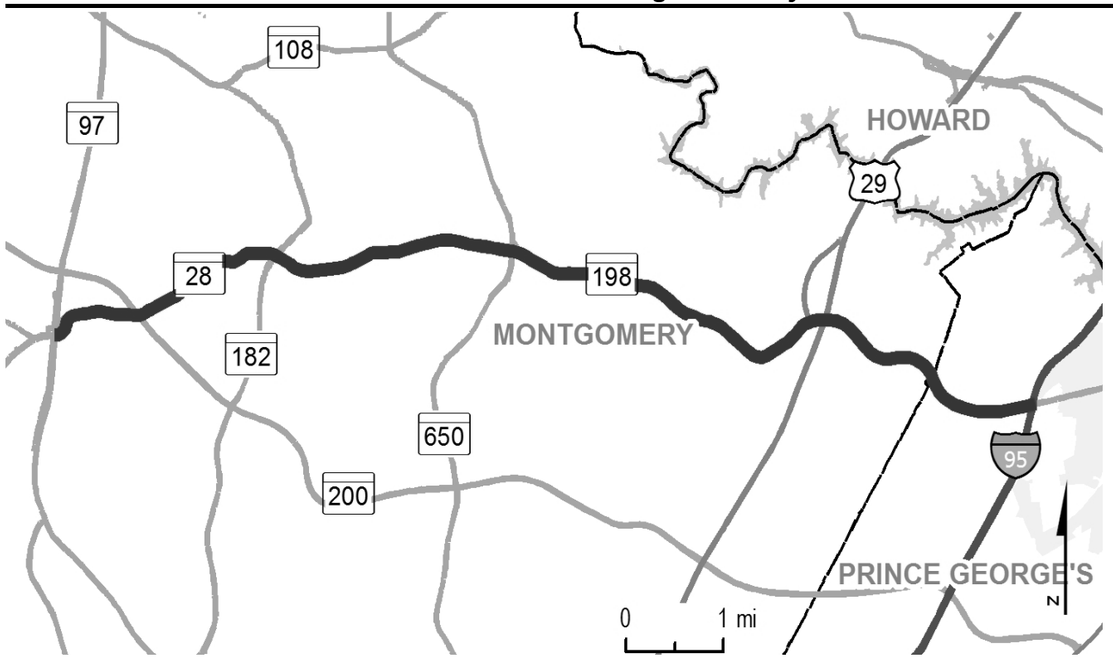
STATE - Primary Arterial
FEDERAL - Other Principal Arterial
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2025) 100,800 (US 301)

PROJECTED (2045) 131,800 (US 301)

STIP REFERENCE #CHNEW1 8/1/2025



PROJECT: MD 28, Norbeck Road, and MD 198, Spencerville Road/Sandy Spring Road

DESCRIPTION: Study of MD 28/ MD 198 corridor safety, capacity, and operational improvements in Montgomery and Prince George's counties, between MD 97 and I-95 (11.1 miles). Localized traffic operational improvements are included along with sidewalks, shared use paths, and on-road bicycle lanes, where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: The MD 28/ MD 198 corridor is an important regional connection between Montgomery and Prince George's counties. The project will improve safety and operations, and better accommodate bicyclists and pedestrians through the Burtonsville business district.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐	Project Inside PFA	☐	Grandfathered
☒	Project Outside PFA	☒	Exception Will Be Required
☐	PFA Status Yet to Be Determined	☐	Exception Granted

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	9,159	9,159	1	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	2	2	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	**9,161**	**9,161**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Federal-Aid	3,206	3,206	0	0	0	0	0	0	0	0	0
Special	5,955	5,955	1	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 (2025)	20,200 - 37,400 (MD 28)
	17,300 - 46,100 (MD 198)
PROJECTED (2045)	30,400 - 52,600 (MD 28)
	27,100 - 61,000 (MD 198)

STIP REFERENCE #MO8862 8/1/2025

PROJECT: MD 197, Collington Road

DESCRIPTION: Upgrade and widen existing MD 197 from two to four lanes from Kenhill Drive to MD 450 Relocated (1.4 miles), including three multi-lane roundabouts. The shared-use path along northbound MD 197 will be realigned and enhanced.

PURPOSE & NEED SUMMARY STATEMENT: Additional capacity is needed to accommodate an increase in traffic volume and improve access in Bowie. The project will also improve accessibility by providing safe pedestrian crossings to connect residences to a nearby school and park.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Engineering underway. Prince George's County contributed $1.0 million for planning. MDOT is able to advance this project to the Engineering phase because of the funding provided by the Governor and Legislature in the last session.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: The cost increase of $1.4 million is for additional project design.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,810	1,810	0	0	0	0	0	0	0	0	0
Engineering	6,578	4,878	730	0	900	800	0	0	0	1,700	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	**8,388**	**6,688**	**730**	**0**	**900**	**800**	**0**	**0**	**0**	**1,700**	**0**
Federal-Aid	3,957	2,342	730	0	855	760	0	0	0	1,615	0
Special	4,431	4,346	0	0	45	40	0	0	0	85	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

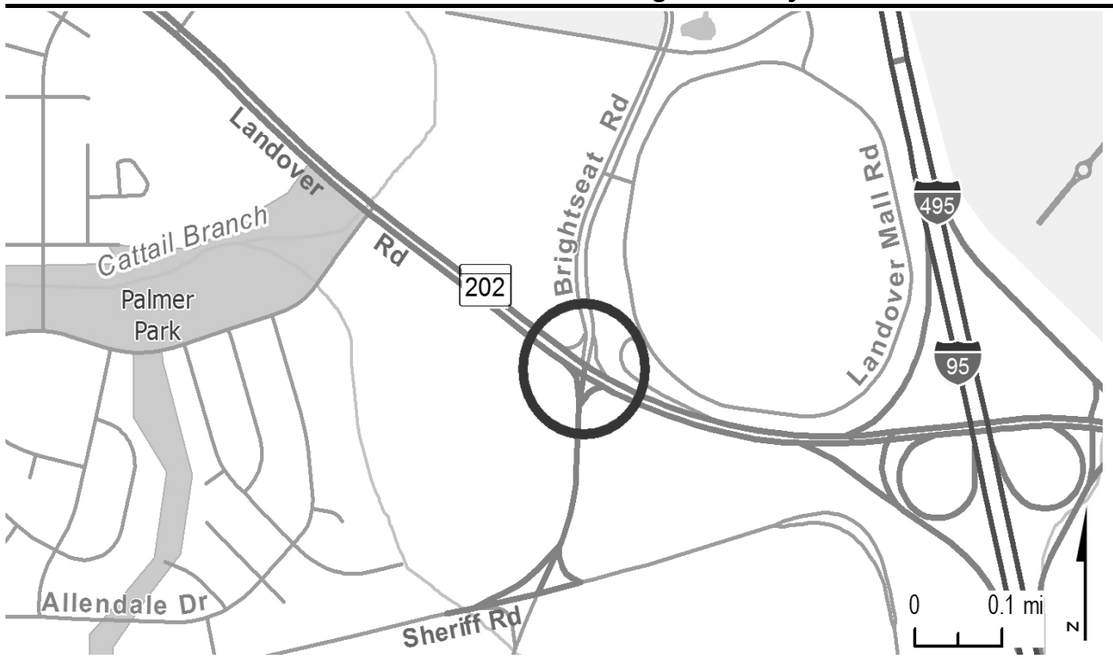
STATE - Intermediate Arterial
FEDERAL - Other Principal Arterial
STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2025) 31,000

PROJECTED (2045) 44,300

STIP REFERENCE #PG6911 8/1/2025



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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Project on hold – no funding in the last 5 years.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	475	475	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	**475**	**475**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	475	475	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

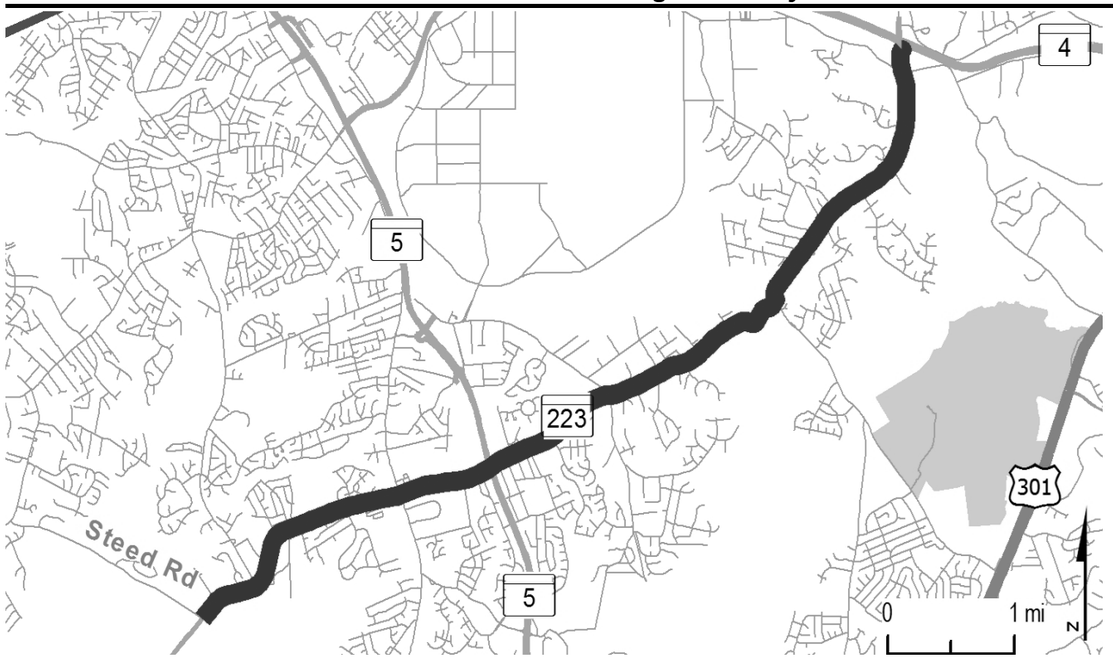
STATE - Minor Arterial
FEDERAL - Other Principal Arterial
STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2025) 51,800

PROJECTED (2045) 64,600

STIP REFERENCE #PG6191 8/1/2025



PROJECT: MD 223, Piscataway Road

DESCRIPTION: A study to establish a long-term vision for the MD 223 corridor from Steed Road to MD 4 (7.9 miles). Intersection and lane configuration modifications are included to address traffic congestion, along with sidewalks and on road bike lanes where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: MD 223 is a congested corridor linking growing residential communities in south central Prince George's County. This project will develop a long-term vision and identify short-term safety and operational improvements.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet to Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

STATUS: Corridor study complete. Project on hold – no funding in the last 5 years.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,294	1,294	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	**1,294**	**1,294**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Federal-Aid	622	622	0	0	0	0	0	0	0	0	0
Special	671	671	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Minor Arterial
FEDERAL - Minor Arterial
STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2025) 45,800

PROJECTED (2045) 55,500

STIP REFERENCE #PG5811 8/1/2025

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Project on hold – no funding in the last 5 years.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,529	1,529	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	**1,529**	**1,529**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Federal-Aid	1,181	1,181	0	0	0	0	0	0	0	0	0
Special	347	347	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

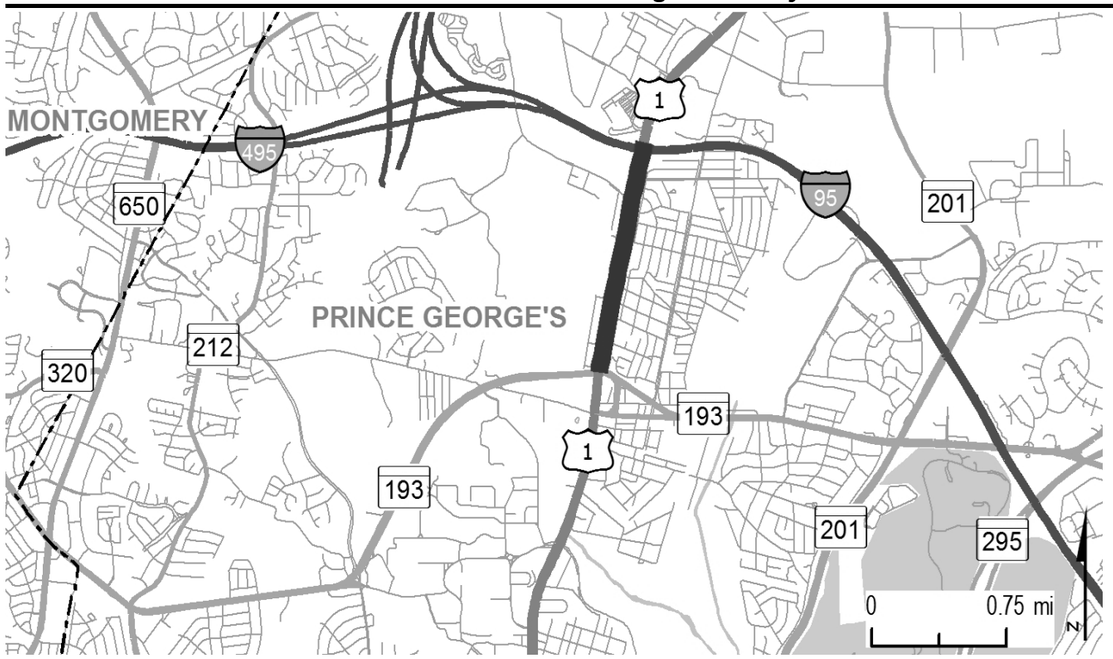
STATE - Minor Arterial
FEDERAL - Other Principal Arterial
STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2025) 24,900 - 31,000

PROJECTED (2045) 32,400 - 40,300

STIP REFERENCE #PG6541 8/1/2025



PROJECT: US 1, Baltimore Avenue

DESCRIPTION: Reconstruct US 1 from MD 193 to I-95 (Capital Beltway) This is Segments 2 and 3 (1.1 miles) of a 3-segment project to upgrade US 1 from College Avenue to I-95/I-495. Bicycle and pedestrian facilities will be included.

PURPOSE & NEED SUMMARY STATEMENT: There are significant mobility needs along this segment of US 1. This project would improve traffic operations, pedestrian circulation, safety, and accommodate planned revitalization within College Park.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet to Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

STATUS: Preliminary engineering anticipated to begin in FY 2027. Segment 1 is open to service. MDOT is able to advance this project to the Engineering phase because of the funding provided by the Governor and Legislature in the last session.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: The cost increase of $6.4 million programs the accompanying federal dollars for preliminary engineering.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,183	1,183	0	0	0	0	0	0	0	0	0
Engineering	8,800	0	0	0	3,970	4,830	0	0	0	8,800	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	**9,983**	**1,183**	**0**	**0**	**3,970**	**4,830**	**0**	**0**	**0**	**8,800**	**0**
Federal-Aid	6,600	0	0	0	2,970	3,630	0	0	0	6,600	0
Special	3,383	1,183	0	0	1,000	1,200	0	0	0	2,200	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 (2025) 45,500

PROJECTED (2045) 50,300

STIP REFERENCE #PG2531 8/1/2025

MINOR PROJECTS PROGRAM

(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Prince George's County - LINE 19

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Bridge Replacement/Rehabilitation				
PGA471	-	Cleaning and Painting Bridge Nos. 1604400, 1612500, 1619900, and 1620500	$ 6,193	Completed
PG0672	MD382	Croom Road - Replacement of Small Structure No. 16043X0 over County Line Creek	$ 5,109	FY 2026
Intersection Capacity Improvements				
PG8571	MD202	Landover Road - Geometric Improvements from MD 450 to 57th Avenue	$ 3,361	FY 2026
Resurface/Rehabilitate				
XY8161	-	Safety and Resurfacing Improvements at Various Locations in Prince George's County	$ 22,525	Completed
PG0431	US301	Crain Highway - Safety and Resurfacing Improvements from Charles County Line to Structure No. 16056	$ 6,085	Under Construction
PG8501	IS95	Capital Beltway - Safety and Resurfacing Improvements from Livingston Road to South of Auth Road	$ 12,455	Under Construction
PG8531	MD210	Indian Head Highway - Safety and Resurfacing Improvements from Seneca Drive Spur to DC Line	$ 2,089	Under Construction
XB131G	-	Patching at Various Locations in Prince George's County	$ 3,020	Under Construction
XQ131G	-	Patching at Various Locations in Prince George's County	$ 2,931	Under Construction
XQ5161	-	Safety and Resurfacing Improvements at Various Locations in Prince George's County	$ 4,004	Under Construction
Safety/Spot Improvement				
PG0111	MD201	Kenilworth Avenue - Intersection Reconstruction - M Square Betterments near River Road	$ 1,857	Completed
PG8901	-	Bicycle and Pedestrian Route Improvements - Purple Line Alignment	$ 4,551	Completed
PG6252	IS495	Capital Beltway - Drainage Improvements at WSSC Watermain near Everhart Place	$ 2,479	Under Construction
PG6261	MD223	Piscataway Road - Intersection Improvements at Floral Park Road	$ 9,235	Under Construction
PGA481	MD650	New Hampshire Avenue - Safety Improvements from MD 193 to Montgomery County Line - Pedestrian Safety Action Plan	$ 5,316	Under Construction
Sidewalks				
PG2801	MD223	Woodyard Road - Sidewalk Improvements from South of Victoria Drive to North of Sherwood Drive	$ 8,042	Completed
PGA111	MD725	Main Street - Sidewalk Improvements from West of Service Lane to East of Governor Oden Bowie Drive	$ 1,624	Completed

MINOR PROJECTS PROGRAM

(Dollars in Thousands)

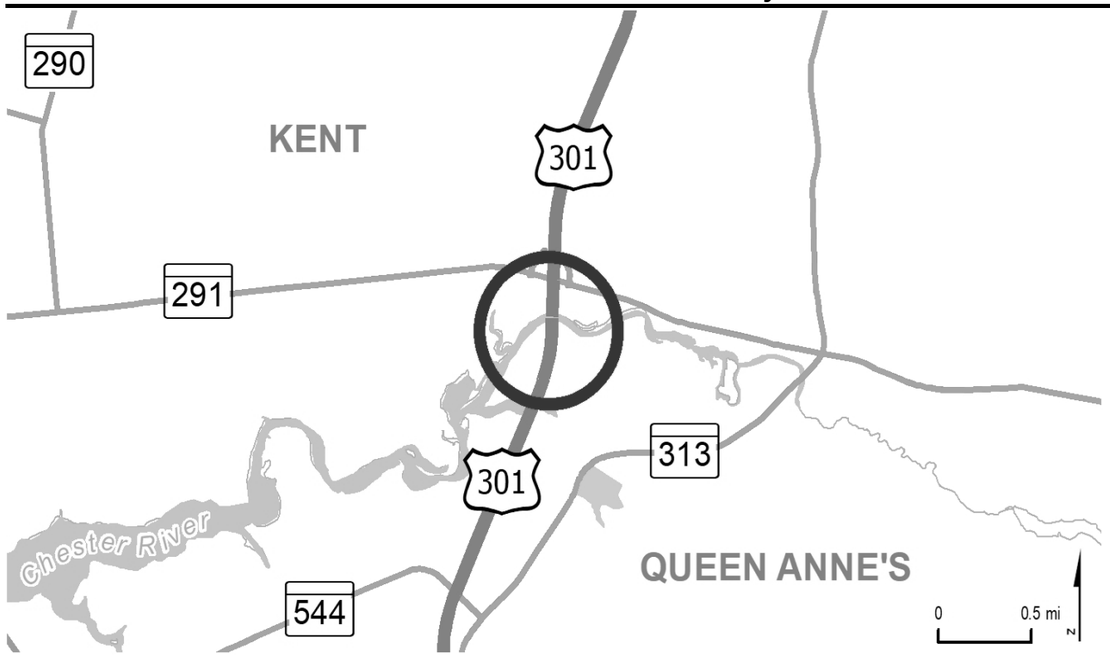
STATE HIGHWAY ADMINISTRATION - Prince George's County - LINE 19

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Sidewalks				
PGA901	MD201	Kenilworth Avenue - Safety Improvements from 52nd Avenue to Good Luck Road - Pedestrian Safety Action Plan	$ 3,161	Design Underway
PGA911	MD214	Central Avenue - Safety Improvements from Southern Avenue to Ritchie Road - Pedestrian Safety Action Plan	$ 3,161	Design Underway
Transportation Alternatives Program				
PGNEW6	-	Laurel Marc Station Platform and Pedestrian Safety Improvements	$ 960	Completed
PGNEW7	-	Oxon Cove Trail	$ 1,228	Completed
PGA381	-	Bicycle and Pedestrian Route Improvements at Central Avenue Connector Trail - Phase I	$ 749	Design Underway
PGA651	-	Signal Modification, Pedestrian Safety, and Access Improvement	$ 1,456	FY 2026
PGB191	-	Greenbelt Station/WMATA Hiker Biker Trail	$ 1,529	FY 2026
PGA501	-	Bicycle and Pedestrian Route Improvements on Metzerott Road	$ 4,603	Under Construction

MARYLAND DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY ADMINISTRATION

QUEEN ANNE'S COUNTY



PROJECT: US 301, Blue Star Memorial Highway

DESCRIPTION: Replacement of Bridge No. 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.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☒ Not Subject to PFA Law

☐ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet to Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

☒ Enhance Safety and Security
☒ Deliver System Quality
☒ Serve Communities and Support the Economy
☐ Promote Environmental Stewardship

EXPLANATION: The existing bridge, built in 1955, is nearing the end of its useful service life and was rated poor based on the bridge deck condition.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: The cost increase of $1.9 million is due to project change orders and construction delays.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,308	2,308	80	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	12,326	11,776	3,037	550	0	0	0	0	0	550	0
Total	**14,634**	**14,084**	**3,117**	**550**	**0**	**0**	**0**	**0**	**0**	**550**	**0**
Federal-Aid	12,878	12,354	2,867	524	0	0	0	0	0	524	0
Special	1,756	1,730	250	26	0	0	0	0	0	26	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

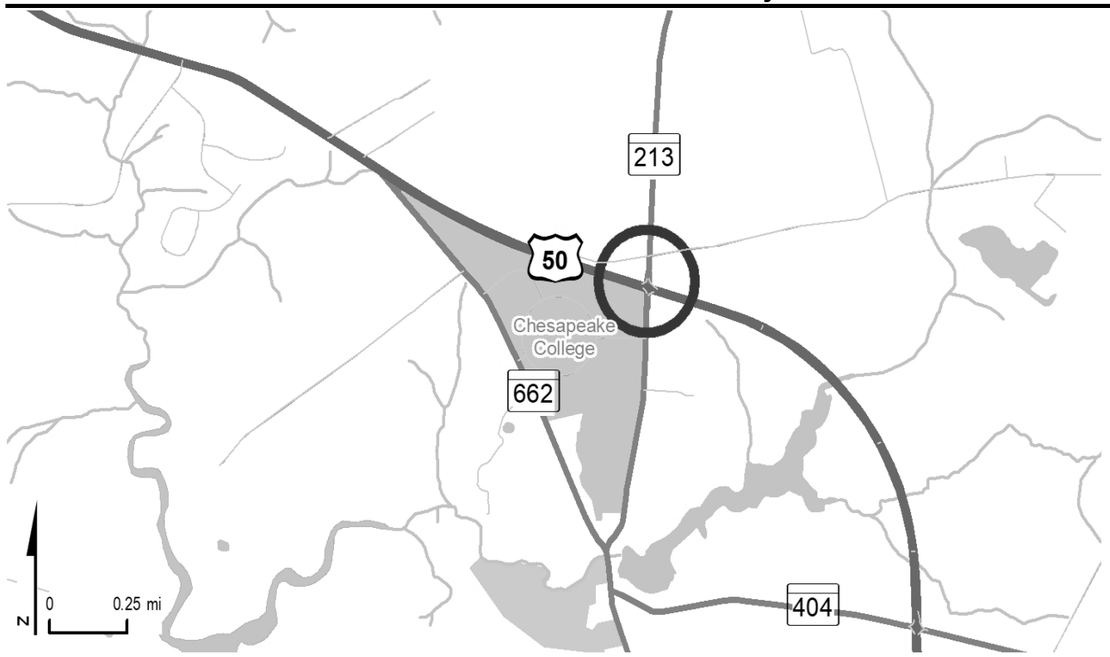
STATE - Principal Arterial
FEDERAL - Freeway/Expressway
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2025) 13,500

PROJECTED (2045) 17,600

STIP REFERENCE #QA1841 8/1/2025



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 2025 - 30 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,557	1,557	0	0	0	0	0	0	0	0	0
Engineering	492	492	0	0	0	0	0	0	0	0	0
Right-of-way	2,523	2,523	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	**4,572**	**4,572**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Federal-Aid	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

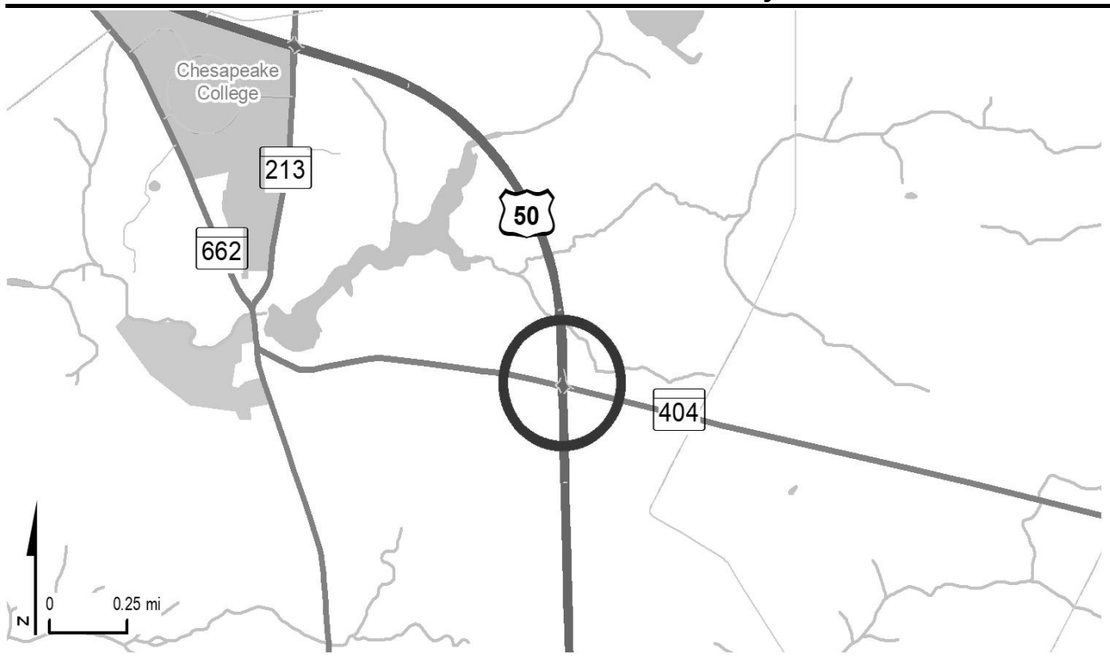
Classification:

STATE - Principal Arterial
FEDERAL - Other Principal Arterial
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2025)	45,500
	65,300 (Summer Peak)
PROJECTED (2045)	55,600
	95,600 (Summer Peak)

STIP REFERENCE #QA2364 8/1/2025



PROJECT: US 50, Ocean Gateway

DESCRIPTION: Project to grade-separate the intersection of US 50 and MD 404.

PURPOSE & NEED SUMMARY STATEMENT: This project will improve operations and safety, especially during the peak summer travel season.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐	Project Inside PFA	☒	Grandfathered
☒	Project Outside PFA	☐	Exception Will Be Required
☐	PFA Status Yet to Be Determined	☐	Exception Granted

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	570	570	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	**570**	**570**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Federal-Aid	450	450	0	0	0	0	0	0	0	0	0
Special	120	120	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial
FEDERAL - Other Principal Arterial
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2025)	45,500
	65,300 (Summer Peak)
PROJECTED (2045)	55,600
	95,600 (Summer Peak)

STIP REFERENCE #QA2363 8/1/2025

MINOR PROJECTS PROGRAM

(Dollars in Thousands)

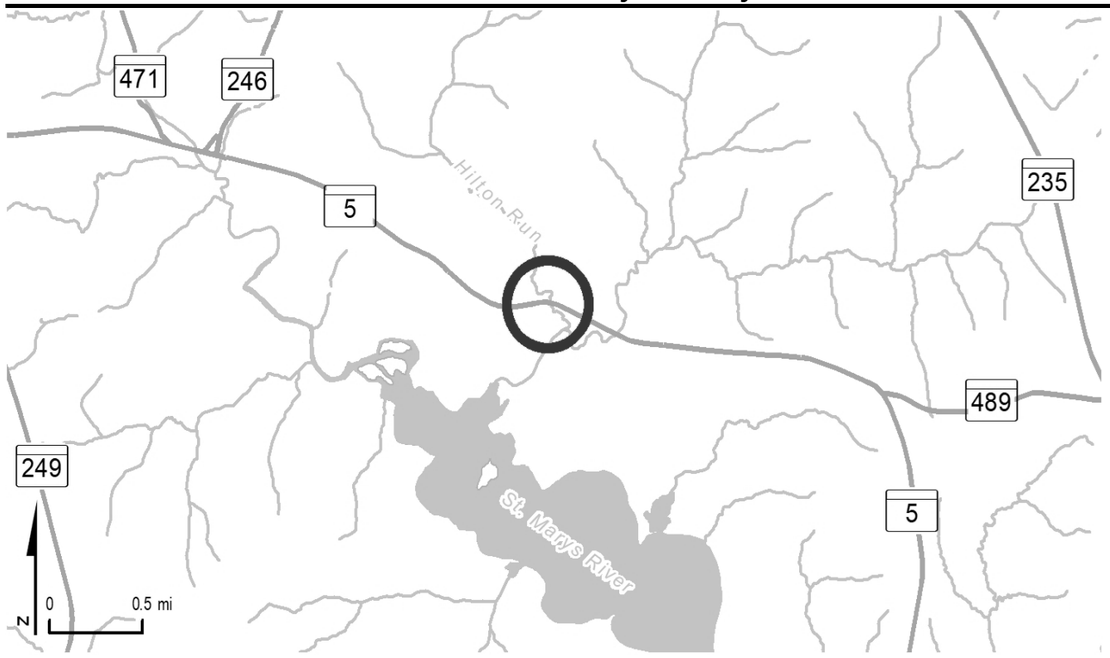
STATE HIGHWAY ADMINISTRATION - Queen Anne's County - LINE 4

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Bridge Replacement/Rehabilitation				
QA2991	US301	Blue Star Memorial Highway - Bridge Deck Replacement of Bridge No. 1701102 over MD 290	$ 8,704	FY 2026
Intersection Capacity Improvements				
QA3061	MD18	Main Street from Castle Marina Road to MD 835 - PEL Study	$ 502	Study Underway
Resurface/Rehabilitate				
XQ9173	-	Resurfacing Improvements at Various Locations in Queen Anne's County	$ 3,791	Under Construction
XY9172	-	Resurfacing Improvements at Various Locations in Queen Anne's County	$ 10,018	Under Construction

MARYLAND DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY ADMINISTRATION

SAINT MARY'S COUNTY



PROJECT: MD 5, Point Lookout Road

DESCRIPTION: Replace bridge No. 1800700 on MD 5 over Hilton Run.

PURPOSE & NEED SUMMARY STATEMENT: The purpose of this project is to replace a poor rated bridge to keep the roadway safe and open to traffic.

SMART GROWTH STATUS: [ ] Project Not Location Specific [X] Not Subject to PFA Law

[ ] Project Inside PFA
[ ] Project Outside PFA
[ ] PFA Status Yet to Be Determined

[ ] Grandfathered
[ ] Exception Will Be Required
[ ] Exception Granted

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

[X] Enhance Safety and Security
[X] Deliver System Quality
[X] Serve Communities and Support the Economy
[ ] Promote Environmental Stewardship

EXPLANATION: The existing bridge, built in 1936, is nearing the end of is useful service life and is poor rated based upon the bridge deck condition.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,323	2,323	49	0	0	0	0	0	0	0	0
Right-of-way	71	69	8	1	1	0	0	0	0	2	0
Utilities	145	145	145	0	0	0	0	0	0	0	0
Construction	5,237	3,411	3,411	1,826	0	0	0	0	0	1,826	0
Total	**7,776**	**5,948**	**3,613**	**1,827**	**1**	**0**	**0**	**0**	**0**	**1,828**	**0**
Federal-Aid	6,562	4,740	3,581	1,822	0	0	0	0	0	1,822	0
Special	1,214	1,208	32	5	1	0	0	0	0	6	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

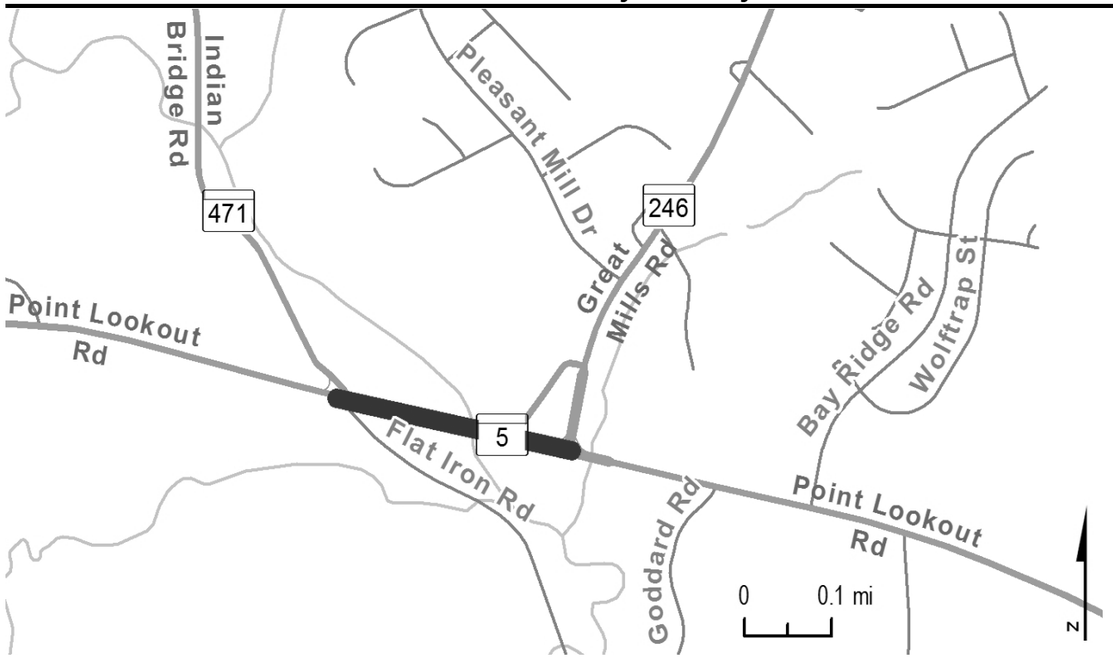
STATE - Minor Arterial
FEDERAL - Major Collector
STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2025) 8,600

PROJECTED (2045) 11,200

STIP REFERENCE #SM1671 8/1/2025



PROJECT: MD 5, Point Lookout Road

DESCRIPTION: Upgrade MD 5 from MD 471 to MD 246 in Great Mills, including replacing Bridge No.1800600 over the Saint Mary's River (0.3 miles).

PURPOSE & NEED SUMMARY STATEMENT: Improvements will address mobility, accessibility, and state of good repair needs while providing capacity for planned development.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐ Project Inside PFA
☒ Project Outside PFA
☐ PFA Status Yet to Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☒ Exception Granted

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

☒ Enhance Safety and Security
☒ Deliver System Quality
☒ Serve Communities and Support the Economy
☐ Promote Environmental Stewardship

EXPLANATION: This project provides critical multi-modal safety and traffic solutions at a key intersection in St. Mary's County, which is undergoing major residential, workforce and commercial growth.

STATUS: Engineering and utilities underway. MDOT is able to advance this project to the Utilities and Construction phases because of the funding provided by the Governor and Legislature in the last session.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: Project moved to Construction Program from the Development and Evaluation Program. The cost increase of $20 million is due to the addition of construction funding.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,632	1,632	0	0	0	0	0	0	0	0	0
Engineering	5,202	4,752	100	250	200	0	0	0	0	450	0
Right-of-way	4,771	4,771	221	0	0	0	0	0	0	0	0
Utilities	627	285	275	342	0	0	0	0	0	342	0
Construction	20,167	0	0	0	3,126	9,297	7,744	0	0	20,167	0
Total	**32,399**	**11,440**	**596**	**592**	**3,326**	**9,297**	**7,744**	**0**	**0**	**20,959**	**0**
Federal-Aid	24,139	4,210	591	579	3,160	8,833	7,357	0	0	19,929	0
Special	8,260	7,229	5	14	166	464	387	0	0	1,031	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

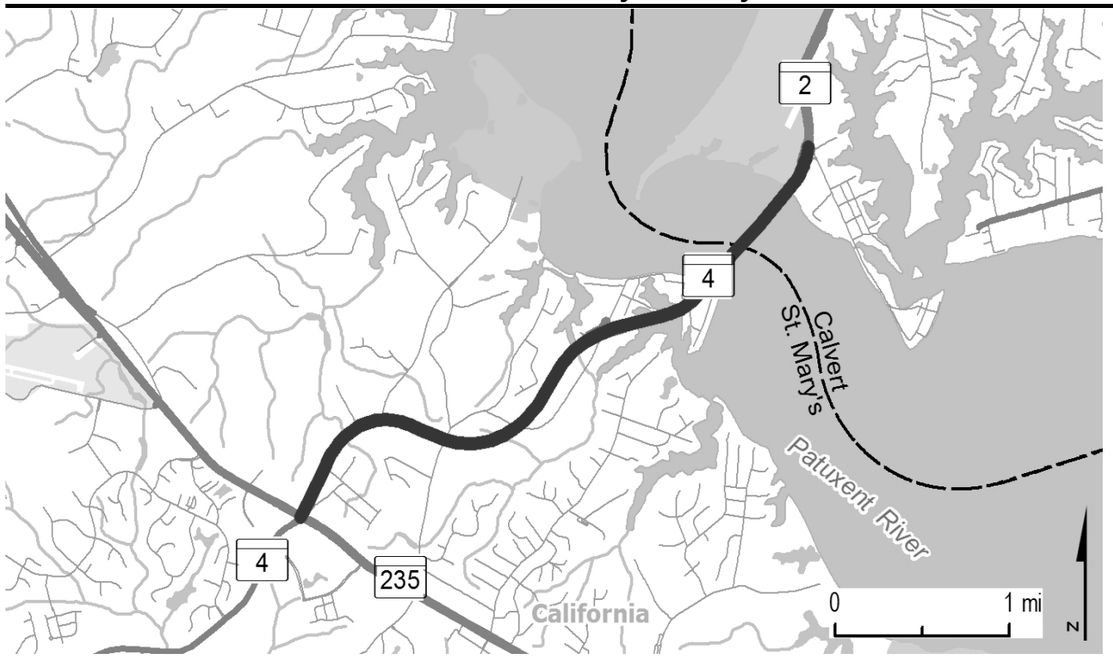
STATE - Major Collector
FEDERAL - Minor Arterial
STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2025) 21,600

PROJECTED (2045) 28,100

STIP REFERENCE #SM2101 8/1/2025



PROJECT: MD 4, Patuxent Beach Road and Solomons Island Road

DESCRIPTION: Study to upgrade MD 4 between MD 2 and MD 235 (4.0 miles), including the Governor Thomas Johnson Memorial Bridge (bridge 04019) over the Patuxent River and the intersection at MD 235. MD 4 is planned to become a four-lane divided highway with wide shoulders, a shared used path, and sidewalk accommodations where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: The MD 4 corridor links communities on both sides of the Patuxent River. The project will reduce congestion and improve bridge operations to support community connections and regional development.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Patuxent River Studies underway including bathymetric survey, Coast Guard coordination, and navigation clearance determination.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	4,942	4,942	0	0	0	0	0	0	0	0	0
Engineering	2,919	919	0	1,000	1,000	0	0	0	0	2,000	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	**7,861**	**5,861**	**0**	**1,000**	**1,000**	**0**	**0**	**0**	**0**	**2,000**	**0**
Federal-Aid	1,802	2	0	900	900	0	0	0	0	1,800	0
Special	6,058	5,858	0	100	100	0	0	0	0	200	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Intermediate Arterial
FEDERAL - Other Principal Arterial
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2025) 30,100

PROJECTED (2045) 39,800

STIP REFERENCE #SM3511 8/1/2025

MINOR PROJECTS PROGRAM

(Dollars in Thousands)

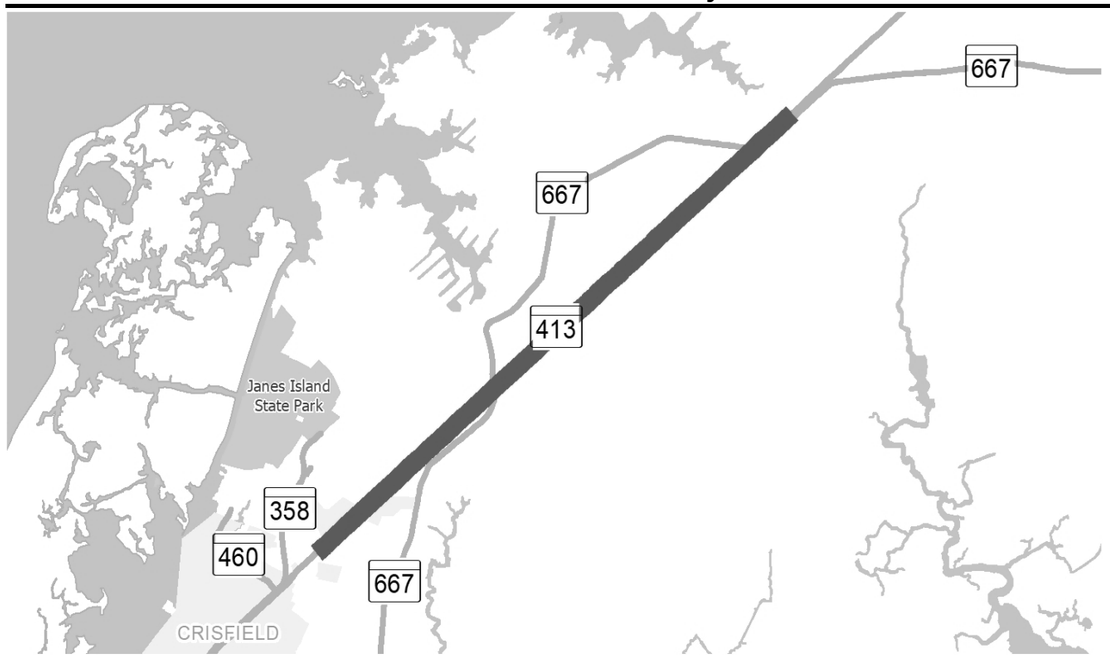
STATE HIGHWAY ADMINISTRATION - Saint Mary's County - LINE 4

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Resurface/Rehabilitate				
XY9181	-	Safety and Resurfacing Improvements at Various Locations in St. Mary's County	$ 7,688	Completed
XQ3181	-	Safety And Resurfacing Improvements at Various Locations in St. Mary's County	$ 8,100	FY 2026
XQ9181	-	Safety and Resurfacing Improvements at Various Locations in St. Mary's County	$ 3,802	Under Construction
Sidewalks				
SM1241	MD235	Three Notch Road - Safety Improvements from MD 246 to MD 237 - Pedestrian Safety Action Plan	$ 3,161	Design Underway
SM2052	MD245	Hollywood Road - Sidewalk Improvements from Baldridge Street to Town Run Drive - Phase 2	$ 4,885	FY 2027
Transportation Alternatives Program				
SM3833	-	Bicycle and Pedestrian Route Improvements at Three Notch Trail - Phase VII	$ 3,511	Design Underway

MARYLAND DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY ADMINISTRATION

SOMERSET COUNTY



PROJECT: MD 413 Trail

DESCRIPTION: Construction of a paved bike/pedestrian trail with parking areas and plantings along the MD 413 corridor. The project will continue the improvements to complete the 12-mile corridor for the shared use path between Crisfield and Westover.

PURPOSE & NEED SUMMARY STATEMENT: This project completes a 12-mile trail from Crisfield to Westover, providing a safe alternative for pedestrians and cyclists and supporting tourism and economic development opportunities. The improvements will also afford pedestrian and cyclists a safer alternative to navigate the corridor versus using the shoulder areas along the high-speed MD 413 corridor.

SMART GROWTH STATUS: [ ] Project Not Location Specific [X] Not Subject to PFA Law

[ ] Project Inside PFA
[ ] Project Outside PFA
[ ] PFA Status Yet to Be Determined

[ ] Grandfathered
[ ] Exception Will Be Required
[ ] Exception Granted

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

[X] Enhance Safety and Security
[X] Deliver System Quality
[X] Serve Communities and Support the Economy
[ ] Promote Environmental Stewardship

EXPLANATION: This project completes a 12-mile trail from Crisfield to Westover, providing a safe alternative for pedestrians and cyclists and supporting tourism and economic development opportunities. The project will also make extensive use of the old railroad bed to safely locate pedestrians and cyclists off the roadway.

STATUS: Construction of Phase 2C (north of Big Annemessex River to south of US 13) is underway. Construction of Phases 2A (Davis Lane to Lover's Lane) and 2B (Lover's Lane to south of Sheriff's Office) is anticipated to begin in FY 2026. Phase 2C engineering was funded through grants from the Transportation Alternatives Program and the Kim Lamphier Bikeways Network Program.
SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,421	2,421	784	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	24	24	11	0	0	0	0	0	0	0	0
Construction	18,862	3,441	3,441	4,897	5,897	4,557	70	0	0	15,421	0
Total	**21,307**	**5,886**	**4,236**	**4,897**	**5,897**	**4,557**	**70**	**0**	**0**	**15,421**	**0**
Federal-Aid	19,162	4,320	4,121	4,845	5,602	4,329	66	0	0	14,842	0
Special	2,145	1,566	115	52	295	228	4	0	0	579	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - N/A
FEDERAL - N/A
STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2025) 6,200

PROJECTED (2045) 6,800

STIP REFERENCE #SO1944 8/1/2025

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				
XQ3191	-	Safety and Resurfacing Improvements at Various Locations in Somerset County	$ 3,575	FY 2026
XY8191	-	Safety and Resurfacing Improvements at Various Locations in Somerset County	$ 9,420	Under Construction

MARYLAND DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY ADMINISTRATION

TALBOT COUNTY

PROJECT: Easton Shop

DESCRIPTION: Renovation of the vacant laboratory building to become the new maintenance shop and overall site improvements to the Easton Shop facility.

PURPOSE & NEED SUMMARY STATEMENT: The existing Easton shop no longer meets SHA's District needs to effectively maintain the roads in Easton and Talbot County, including proper equipment storage needs.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☒ Not Subject to PFA Law

☐ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet to Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

☐ Enhance Safety and Security
☒ Deliver System Quality
☐ Serve Communities and Support the Economy
☐ Promote Environmental Stewardship

EXPLANATION: The aging Easton Shop facility buildings are in need of replacement and renovation.

STATUS: Construction complete.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,518	3,518	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	99	99	0	0	0	0	0	0	0	0	0
Construction	16,433	14,675	8,407	1,758	0	0	0	0	0	1,758	0
Total	**20,050**	**18,292**	**8,407**	**1,758**	**0**	**0**	**0**	**0**	**0**	**1,758**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	20,050	18,292	8,407	1,758	0	0	0	0	0	1,758	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 (2025) N/A

PROJECTED (2045) N/A

STIP REFERENCE #TA2951 8/1/2025

MINOR PROJECTS PROGRAM

(Dollars in Thousands)

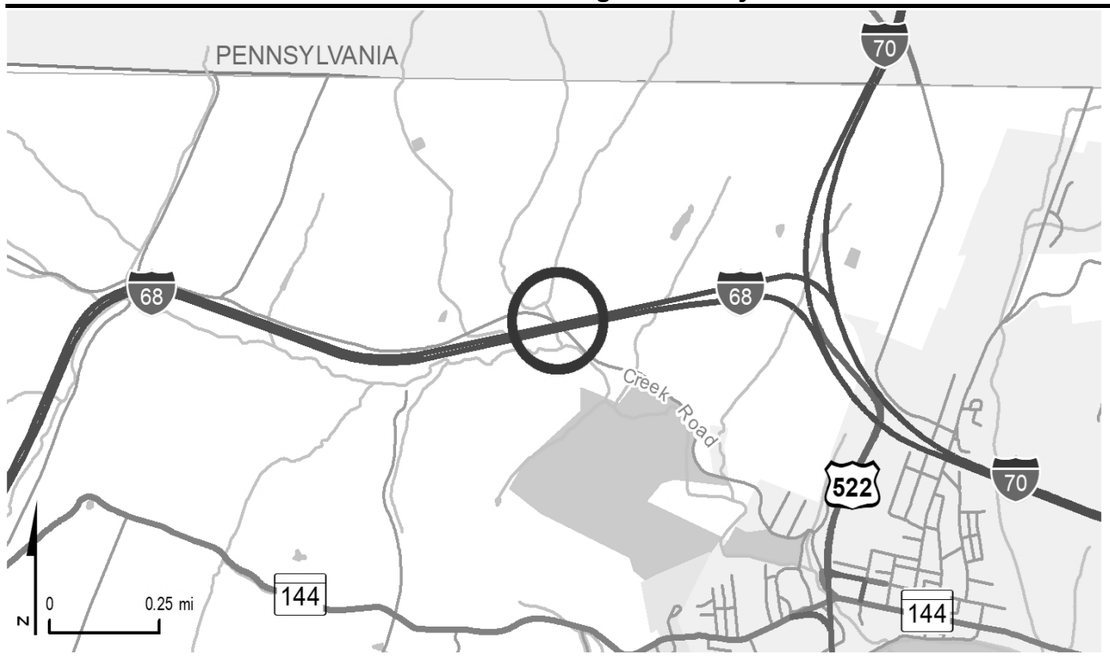
STATE HIGHWAY ADMINISTRATION - Talbot County - LINE 2

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Resurface/Rehabilitate				
XY9202	-	Resurfacing Improvements at Various Locations in Talbot County	$ 9,200	Completed
XQ9203	-	Resurfacing Improvements at Various Locations in Talbot County	$ 3,846	Under Construction
Safety/Spot Improvement				
TA2851	MD322	Easton Parkway - Geometric Improvements at Glenwood Avenue	$ 6,177	FY 2026
TA2891	US50	Ocean Gateway - Geometric Improvements from Lomax Street to Dutchman's Lane	$ 10,763	FY 2026
TA2241	MD328	Matthewstown Road - Planning Study from US 50 to Black Dog Alley	$ 1,500	Study Underway
Sidewalks				
TA2291	MD33	Talbot Street - Sidewalk Improvements from North of Lee Street to South of Spencer Drive	$ 4,678	Completed

MARYLAND DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY ADMINISTRATION

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.

SMART GROWTH STATUS: [ ] Project Not Location Specific [X] Not Subject to PFA Law

[ ] Project Inside PFA
[ ] Project Outside PFA
[ ] PFA Status Yet to Be Determined

[ ] Grandfathered
[ ] Exception Will Be Required
[ ] Exception Granted

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

[X] Enhance Safety and Security
[X] Deliver System Quality
[ ] Serve Communities and Support the Economy
[ ] Promote Environmental Stewardship

EXPLANATION: The existing bridges, built in 1978, are nearing the end of their useful service life and are currently rated fair.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	842	842	18	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	16,911	14,015	8,132	2,896	0	0	0	0	0	2,896	0
Total	**17,753**	**14,857**	**8,150**	**2,896**	**0**	**0**	**0**	**0**	**0**	**2,896**	**0**
Federal-Aid	17,254	14,399	8,105	2,855	0	0	0	0	0	2,855	0
Special	499	458	45	41	0	0	0	0	0	41	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

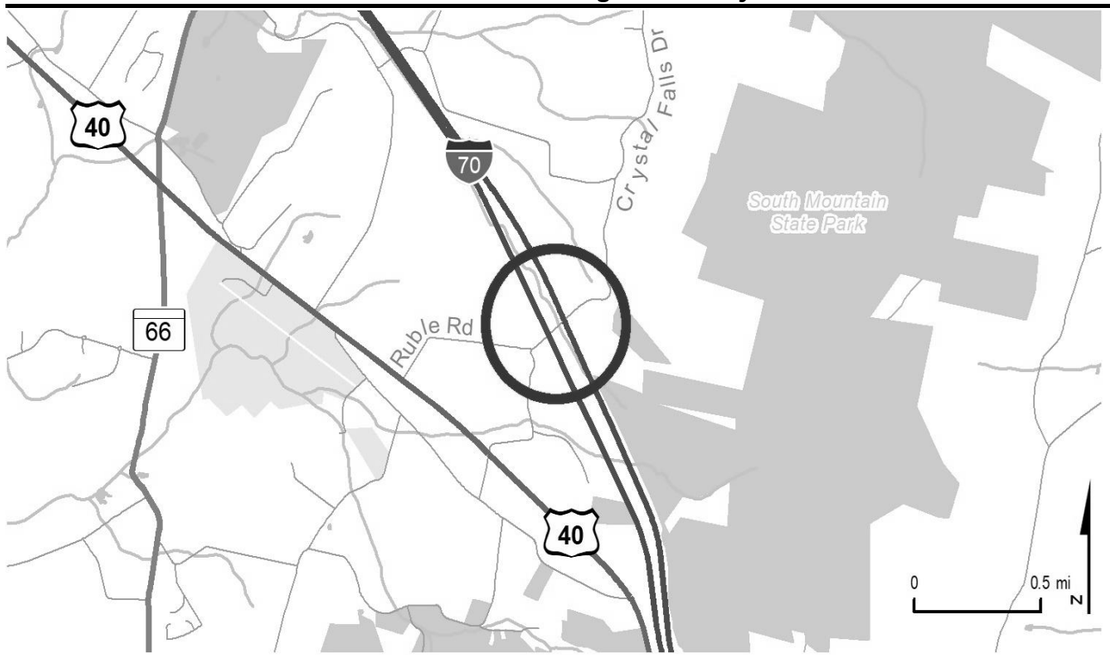
STATE - Principal Arterial
FEDERAL - Interstate
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2025) 21,400

PROJECTED (2045) 25,700

STIP REFERENCE #WA4611 8/1/2025



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.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☒ Not Subject to PFA Law

☐ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet to Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

☒ Enhance Safety and Security
☒ Deliver System Quality
☐ Serve Communities and Support the Economy
☐ Promote Environmental Stewardship

EXPLANATION: The existing bridges, built in 1968, are nearing the end of their useful service lives and are rated in fair condition. There have been numerous deck patches which could compromise this type of bridge over time.

STATUS: Open to service.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,752	1,752	6	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	21,808	21,808	6,181	0	0	0	0	0	0	0	0
Total	**23,560**	**23,560**	**6,187**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Federal-Aid	22,058	22,058	6,146	0	0	0	0	0	0	0	0
Special	1,502	1,502	41	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

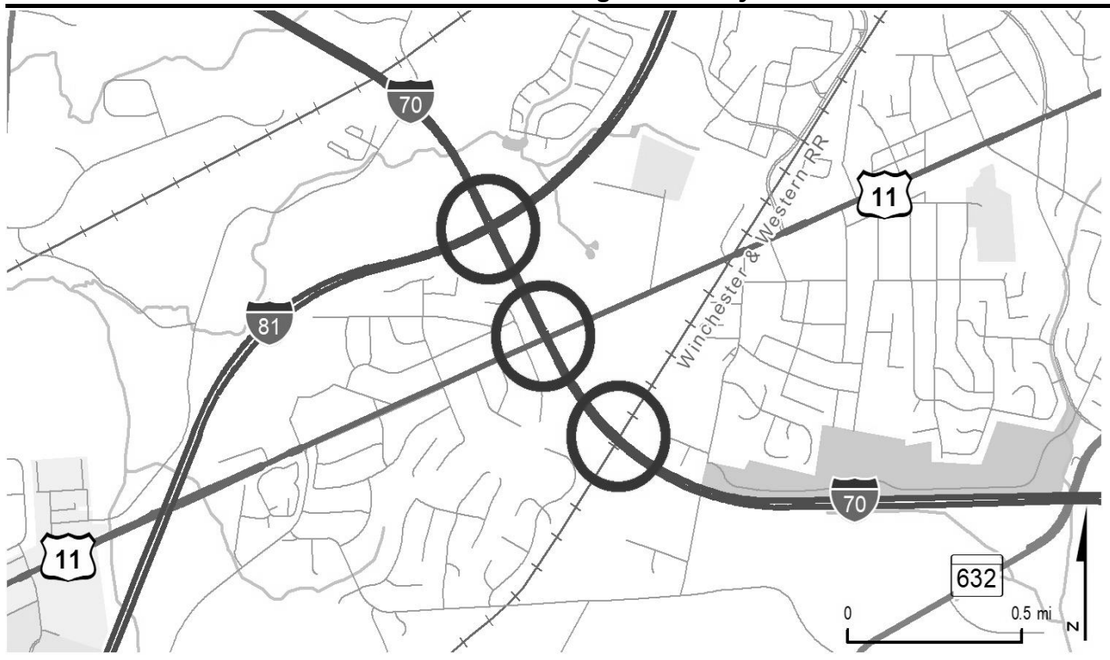
STATE - Principal Arterial
FEDERAL - Interstate
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2025) 73,700

PROJECTED (2045) 87,300

STIP REFERENCE #WA4511 8/1/2025



PROJECT: I-70, Eisenhower Memorial Highway

DESCRIPTION: Deck replacement and rehabilitation of Bridge Nos. 2107303 and 2114100 on I-70 over I-81 and Bridge Nos. 2111303 and 2111304 on I-70 over Norfolk Southern Railroad. Replacement of Bridge Nos. 2111203 and 2111204 on I-70 over US 11.

PURPOSE & NEED SUMMARY STATEMENT: The purpose of this project is to rehabilitate and/or replace the fair and poor rated bridges to keep the roadway safe and open to traffic. Replacing and rehabilitating these bridges will create additional width for mainline traffic during construction and allow for the extension of ramps to and from I-81, improving I-70 operations and safety.

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [ ] Serve Communities and Support the Economy
- [ ] Promote Environmental Stewardship

EXPLANATION: The existing bridges, built in 1965-1968, are nearing the end of their useful service lives, and the bridges over US 11 are rated poor based on deck condition.

SMART GROWTH STATUS: [ ] Project Not Location Specific [ ] Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,642	2,642	15	0	0	0	0	0	0	0	0
Right-of-way	208	208	1	0	0	0	0	0	0	0	0
Utilities	1,140	1,140	0	0	0	0	0	0	0	0	0
Construction	57,935	10,045	7,519	20,840	17,576	9,474	0	0	0	47,890	0
Total	**61,925**	**14,035**	**7,535**	**20,840**	**17,576**	**9,474**	**0**	**0**	**0**	**47,890**	**0**
Federal-Aid	59,987	12,100	7,466	20,837	17,576	9,474	0	0	0	47,887	0
Special	1,938	1,935	69	3	0	0	0	0	0	3	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

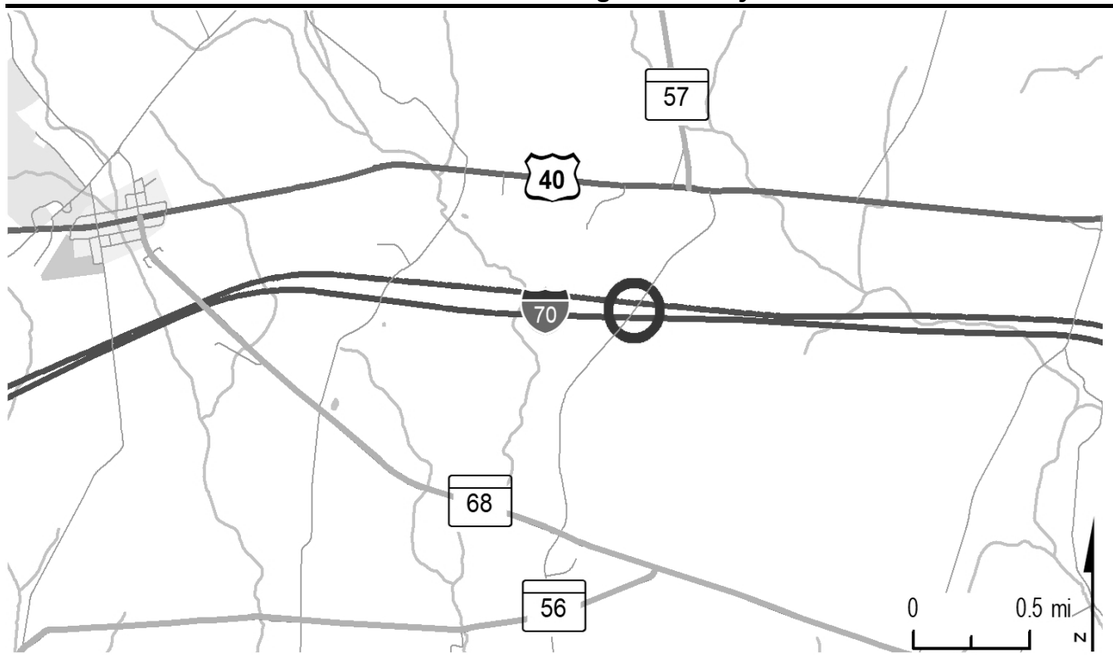
STATE - Principal Arterial
FEDERAL - Interstate
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2025) 67,600

PROJECTED (2045) 87,200

STIP REFERENCE #WA4431 8/1/2025



PROJECT: I-70, Eisenhower Memorial Highway

DESCRIPTION: Replacement of Bridge Nos. 2110203 and 21102014 on I-70 over St. Paul Road.

PURPOSE & NEED SUMMARY STATEMENT: The purpose of this project is to replace the deteriorated bridges to keep the roadway safe and open to traffic. Replacing the bridges before they become poor rated will prevent additional disruptions to this heavily traveled roadway.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☒ Not Subject to PFA Law

☐ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet to Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

☒ Enhance Safety and Security
☒ Deliver System Quality
☐ Serve Communities and Support the Economy
☐ Promote Environmental Stewardship

EXPLANATION: The existing bridges, built in 1965, are nearing the end of their useful service lives and are rated in fair condition. There have been numerous deck patches placed to repair the deteriorating deck.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: The cost increase of $3.2 million is primarily due to a revised engineer's estimate for construction.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,521	1,521	123	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	21,531	18	18	10,236	10,768	509	0	0	0	21,513	0
Total	**23,052**	**1,539**	**141**	**10,236**	**10,768**	**509**	**0**	**0**	**0**	**21,513**	**0**
Federal-Aid	22,436	1,267	137	10,072	10,596	501	0	0	0	21,169	0
Special	616	272	4	164	172	8	0	0	0	344	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

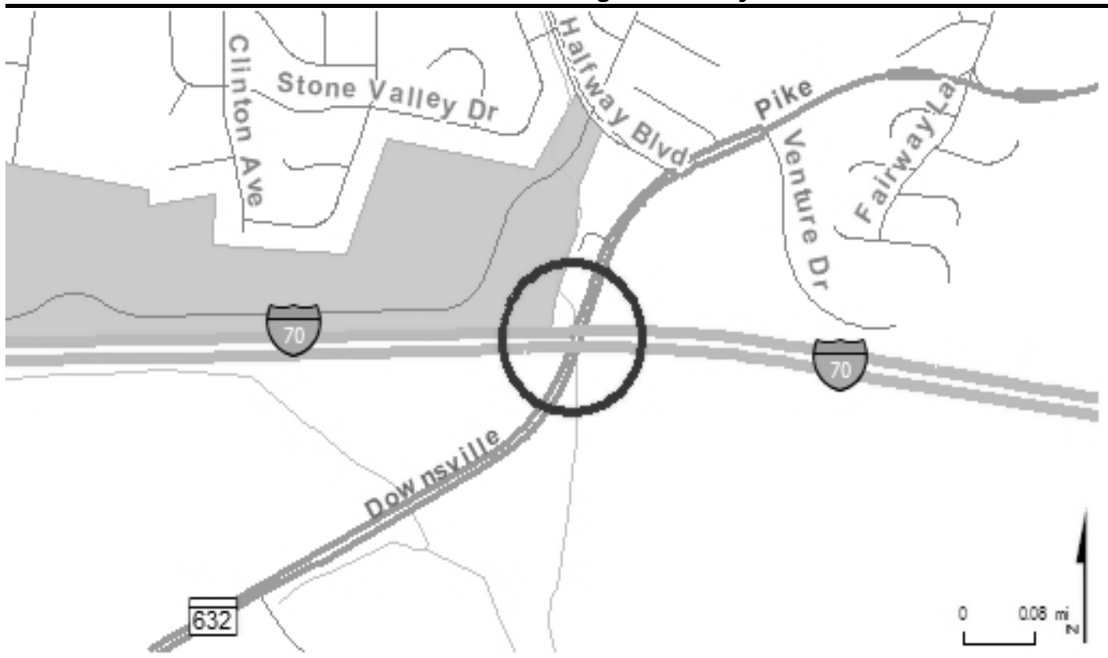
STATE - Principal Arterial
FEDERAL - Interstate
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2025) 42,100

PROJECTED (2045) 54,700

STIP REFERENCE #WA4661 8/1/2025



PROJECT: I-70, Eisenhower Highway

DESCRIPTION: Replacement of Dual Bridge Nos. 2111503 and 2111504 on I-70 over MD 632.

PURPOSE & NEED SUMMARY STATEMENT: The purpose of this project is to replace the deteriorated and poor rated bridges to keep the roadway safe and open to traffic.

SMART GROWTH STATUS: [ ] Project Not Location Specific [X] Not Subject to PFA Law

[ ] Project Inside PFA
[ ] Project Outside PFA
[ ] PFA Status Yet to Be Determined

[ ] Grandfathered
[ ] Exception Will Be Required
[ ] Exception Granted

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

[X] Enhance Safety and Security
[X] Deliver System Quality
[ ] Serve Communities and Support the Economy
[ ] Promote Environmental Stewardship

EXPLANATION: The existing bridges, built in 1965, are nearing the end of their useful service lives and are rated in poor condition based on deck and substructure.

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: New project added to Construction Program.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,443	1,090	590	773	580	0	0	0	0	1,353	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	29,582	0	0	0	1,645	6,027	7,257	6,725	5,877	27,531	2,051
Total	**32,025**	**1,090**	**590**	**773**	**2,225**	**6,027**	**7,257**	**6,725**	**5,877**	**28,884**	**2,051**
Federal-Aid	30,532	1,078	579	773	2,142	5,725	6,894	6,389	5,583	27,506	1,948
Special	1,493	12	11	0	83	302	363	336	294	1,378	103
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

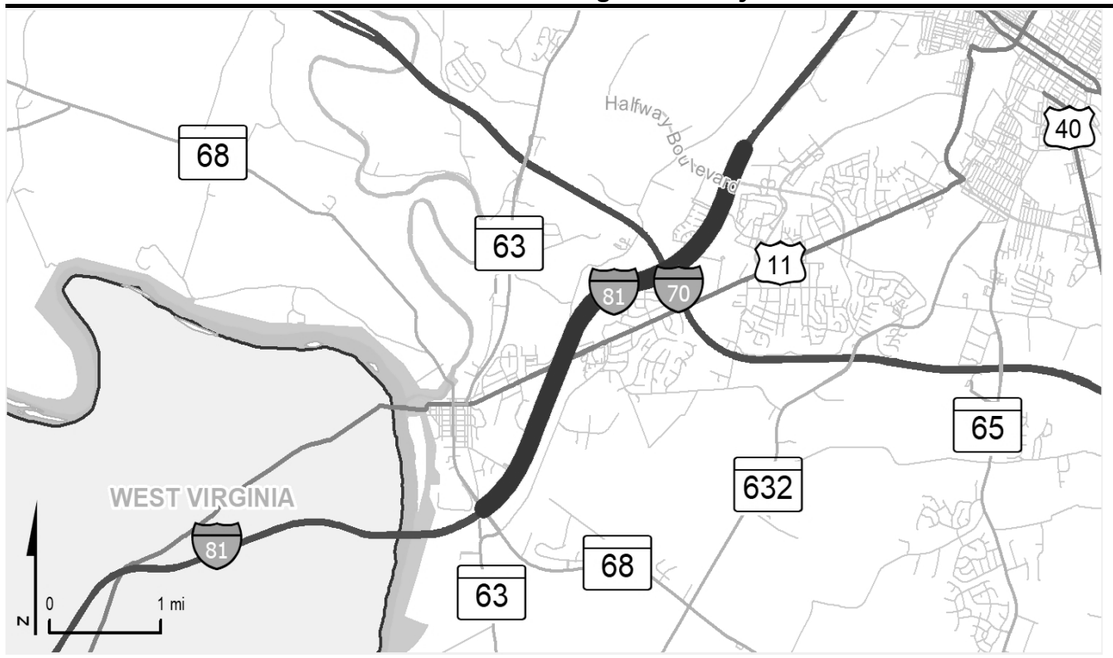
STATE - Principal Arterial
FEDERAL - Interstate
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2025) 70,800

PROJECTED (2045) 81,400

STIP REFERENCE #WA4801 8/1/2025



PROJECT: I-81, Maryland Veterans Memorial Highway

DESCRIPTION: Project to upgrade and widen I-81 to a six-lane divided highway from MD 63/MD 68 to the CSX railroad bridges north of Halfway Boulevard (4.0 miles). Two noise barrier systems will be provided as part of the project.

PURPOSE & NEED SUMMARY STATEMENT: I-81 corridor improvements improve mobility, accommodate a high truck volume, and provide capacity for planned development.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet to Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- ☒ Enhance Safety and Security
- ☒ Deliver System Quality
- ☒ Serve Communities and Support the Economy
- ☐ Promote Environmental Stewardship

EXPLANATION: I-81 is a critical link in western Maryland, increasing capacity supports critical regional transportation needs.

STATUS: Engineering underway for Phase 2. Phase 1 is open to service. MDOT is able to advance all phases of this project because of the funding provided by the Governor and Legislature in the last session.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: The cost increase of $8.7 million is due to additional design costs and a revised construction cost estimate.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	14,494	9,535	1,300	2,800	2,159	0	0	0	0	4,959	0
Right-of-way	686	0	0	390	200	60	36	0	0	686	0
Utilities	2,034	70	70	421	421	421	421	280	0	1,964	0
Construction	90,639	0	0	0	0	7,778	11,116	13,497	14,404	46,795	43,844
Total	**107,853**	**9,605**	**1,370**	**3,611**	**2,780**	**8,259**	**11,573**	**13,777**	**14,404**	**54,404**	**43,844**
Federal-Aid	95,746	5,220	1,290	3,199	2,451	7,771	10,921	13,041	13,684	51,067	39,460
Special	12,107	4,385	80	412	329	488	652	736	720	3,337	4,384
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

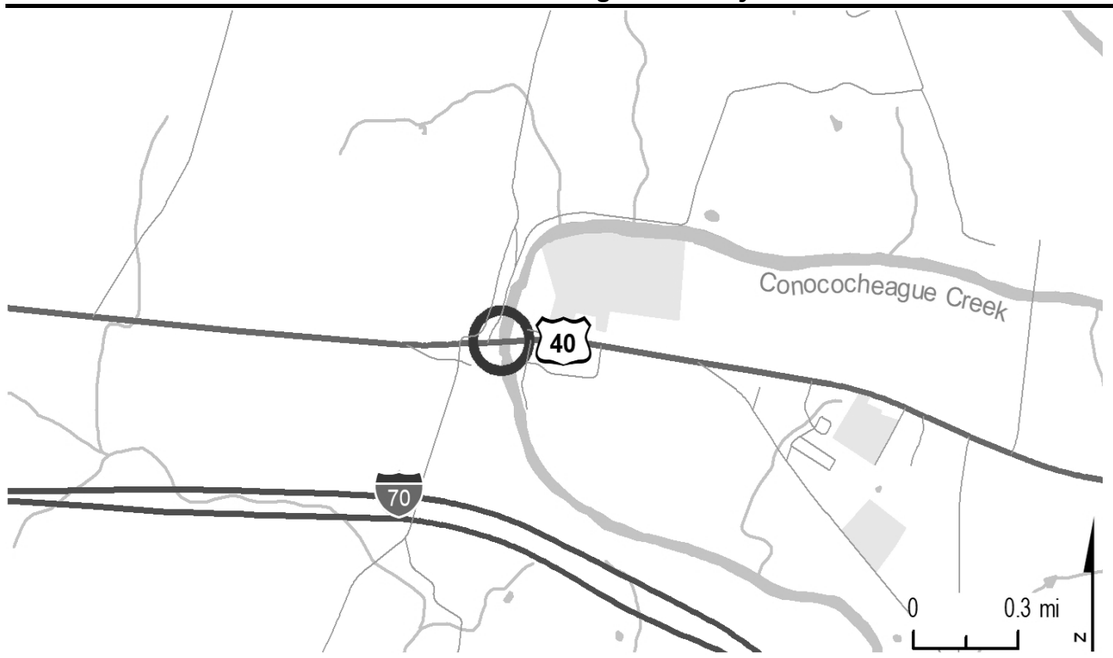
STATE - Principal Arterial
FEDERAL - Interstate
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2025) 65,200 - 82,700

PROJECTED (2045) 77,400 - 91,300

STIP REFERENCE #WA0921 8/1/2025



PROJECT: US 40, National Pike

DESCRIPTION: Rehabilitation of Bridge No. 2101200 over Conococheague Creek.

PURPOSE & NEED SUMMARY STATEMENT: The purpose of this project is to complete a major rehabilitation of the deteriorated portions of an existing historic bridge to keep the roadway safe and open to traffic. Rehabilitating the bridge before it becomes poor rated will prevent additional disruptions to this roadway.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet to Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- ☒ Enhance Safety and Security
- ☒ Deliver System Quality
- ☐ Serve Communities and Support the Economy
- ☐ Promote Environmental Stewardship

EXPLANATION: The existing bridge, built in 1936, is rated in fair condition with numerous patches in the bridge deck and deteriorated concrete in portions of the supporting substructure. Rehabilitation of the bridge at this time will allow us to maintain the bridge in a state of good repair and continue to preserve one of 17 SHA Bridges identified for long-term preservation.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: The cost increase of $1.5 million is primarily due to a revised engineer's estimate for construction.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,241	2,241	249	0	0	0	0	0	0	0	0
Right-of-way	46	46	14	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	21,626	1,051	1,051	8,318	10,729	1,528	0	0	0	20,575	0
Total	**23,913**	**3,338**	**1,314**	**8,318**	**10,729**	**1,528**	**0**	**0**	**0**	**20,575**	**0**
Federal-Aid	23,262	2,718	1,295	8,305	10,713	1,526	0	0	0	20,544	0
Special	651	620	19	13	16	2	0	0	0	31	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

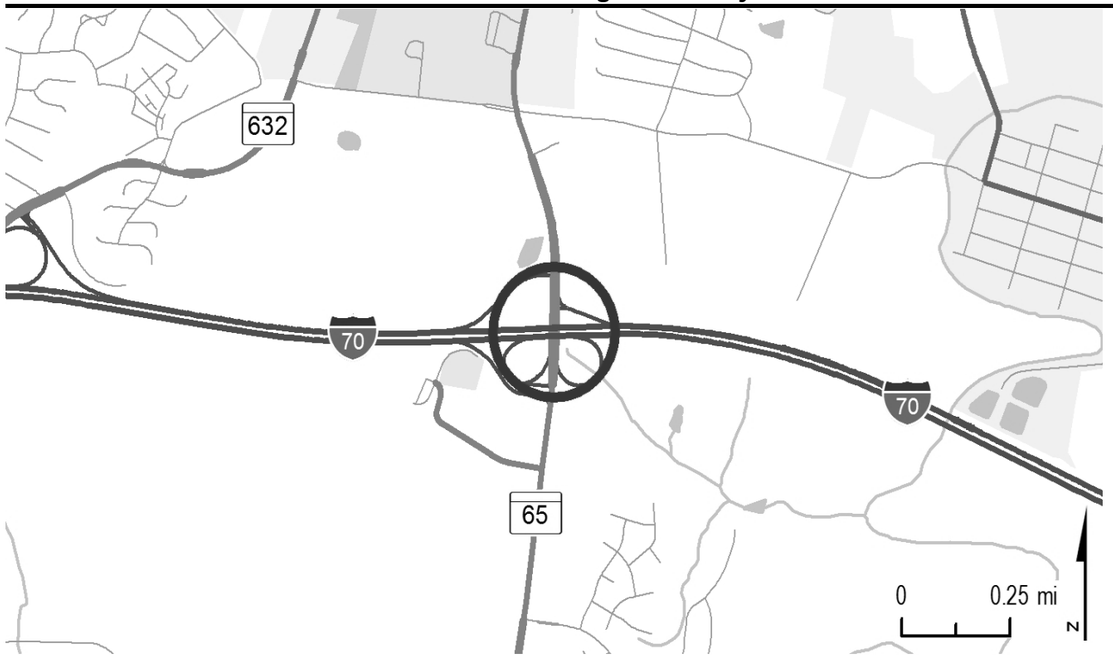
STATE - Minor Arterial
FEDERAL - Minor Arterial
STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2025) 8,000

PROJECTED (2045) 10,200

STIP REFERENCE #WA8811 8/1/2025



PROJECT: I-70 Eisenhower Memorial Highway

DESCRIPTION: Project to upgrade the I-70 interchange at MD 65 to improve safety traffic operations on I-70 and MD 65. Sidewalks and on-road bicycle lanes included along MD 65.

PURPOSE & NEED SUMMARY STATEMENT: MD 65 north and south of I-70 is a growing commercial center. This project will reduce congestion and support access to existing and planned development.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

If Project Outside PFA:
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Project on hold – no funding in the last 5 years.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,815	1,815	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	**1,815**	**1,815**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	1,815	1,815	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

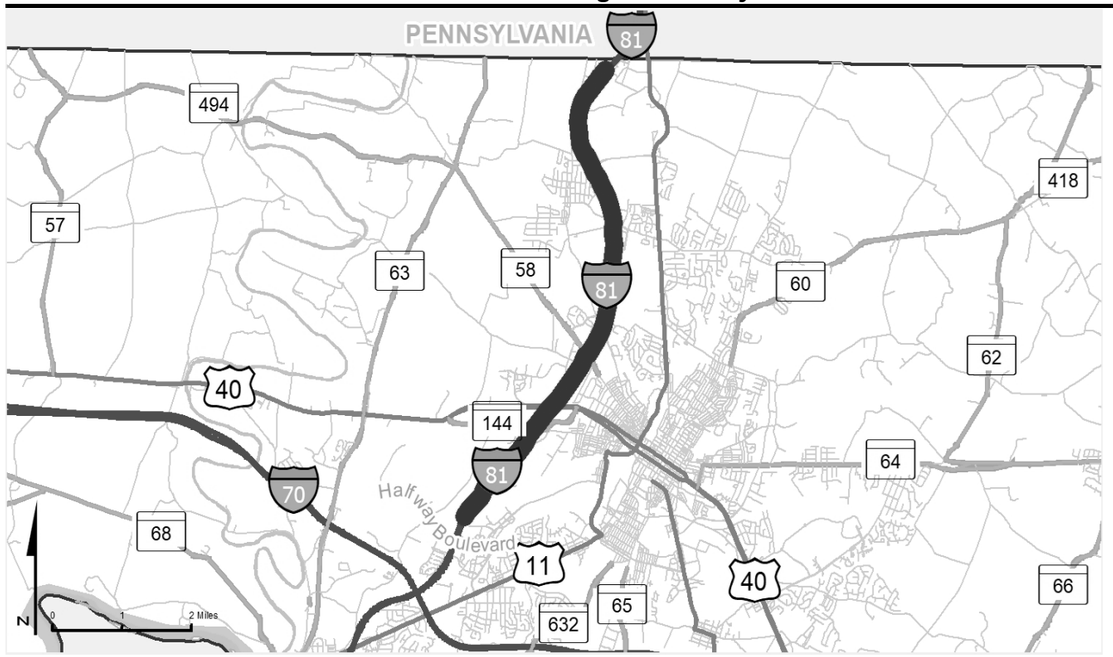
Classification:

STATE - Principal Arterial
FEDERAL - Interstate
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2025)	65,800 (I-70)
	24,300 (MD 65)
PROJECTED (2045)	87,600 (I-70)
	38,300 (MD 65)

STIP REFERENCE #WA2581 8/1/2025



PROJECT: I-81 Corridor - CSX Bridges to the PA County Line

DESCRIPTION: Project to upgrade and widen I-81 to a six-lane divided highway from the CSX railroad bridges north of Halfway Boulevard to the Pennsylvania State Line (7.2 miles). This project entails Phases 3 and 4 (7.2 miles) of a 4-phase project to improve I-81 from US 11 in West Virginia to the Pennsylvania State Line.

PURPOSE & NEED SUMMARY STATEMENT: The I-81 corridor improvements will improve safety and mobility, accommodate a high truck traffic volume, and provide capacity for planned development.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Project (Phases 3 and 4) is on hold. Phase 1 is open to service. Phase 2 (Washington County Line 6) is funded for construction.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	3,530	3,530	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	**3,530**	**3,530**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Federal-Aid	3,056	3,056	0	0	0	0	0	0	0	0	0
Special	474	474	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial
FEDERAL - Interstate
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2025) 51,000 - 75,700

PROJECTED (2045) 66,700 - 98,900

STIP REFERENCE #WA1281 8/1/2025

MINOR PROJECTS PROGRAM

(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Washington County - LINE 10

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Bridge Replacement/Rehabilitation				
WA4991	IS70	Bridge Deck Replacement of Bridge No. 2112800 over Beaver Creek	$ 4,010	FY 2029
WA1582	US40	National Pike - Bridge Deck Overlay on Bridge Nos. 2112303 and 2112304 over I-70	$ 9,403	Under Construction
WA2631	US522	Warfordsburg Road - Bridge Rehabilitation of Bridge No. 2109000 over I-70 Eastbound	$ 10,536	Under Construction
Commuter Action Improvements				
XB3701	-	Resurface Rideshare Facilities at Various Locations in Washington County	$ 634	Completed
Intersection Capacity Improvements				
WA4481	MD64	North Cleveland Avenue - Geometric Improvements at Eastern Boulevard	$ 3,249	Completed
WA5012	-	Maple Avenue - Geometric Improvements at MD 64	$ 3,795	FY 2026
Resurface/Rehabilitate				
WA4971	MD144	Main Street - Safety and Resurfacing Improvements from Old Route 40 to I-70	$ 1,490	Completed
XY249J	-	Surface Treatment on Various Roadways in Washington County	$ 3,619	Completed
XQ9211	-	Resurfacing Improvements at Various Locations in Eastern Washington County	$ 7,100	FY 2027
XY250Q	-	Pavement Marking at Various Locations in Washington County	$ 1,644	Under Construction
XY9211	-	Resurfacing Improvements at Various Locations in Eastern Washington County	$ 7,147	Under Construction
XY9212	-	Resurfacing Improvements at Various Locations in Western Washington County	$ 8,355	Under Construction
Safety/Spot Improvement				
WA9342	IS68	National Freeway - Slope Protection from East of Mountain Road to Sideling Hill Rest Area	$ 4,582	Completed
WA5611	IS81	Maryland Veterans Memorial Highway - Construct Ramp at Showalter Road	$ 6,182	FY 2026
Sidewalks				
WA8091	US40	Dual Highway - Safety Improvements from Garland Groh Boulevard to All Star Court - Pedestrian Safety Action Plan	$ 5,206	Design Underway

MINOR PROJECTS PROGRAM

(Dollars in Thousands)

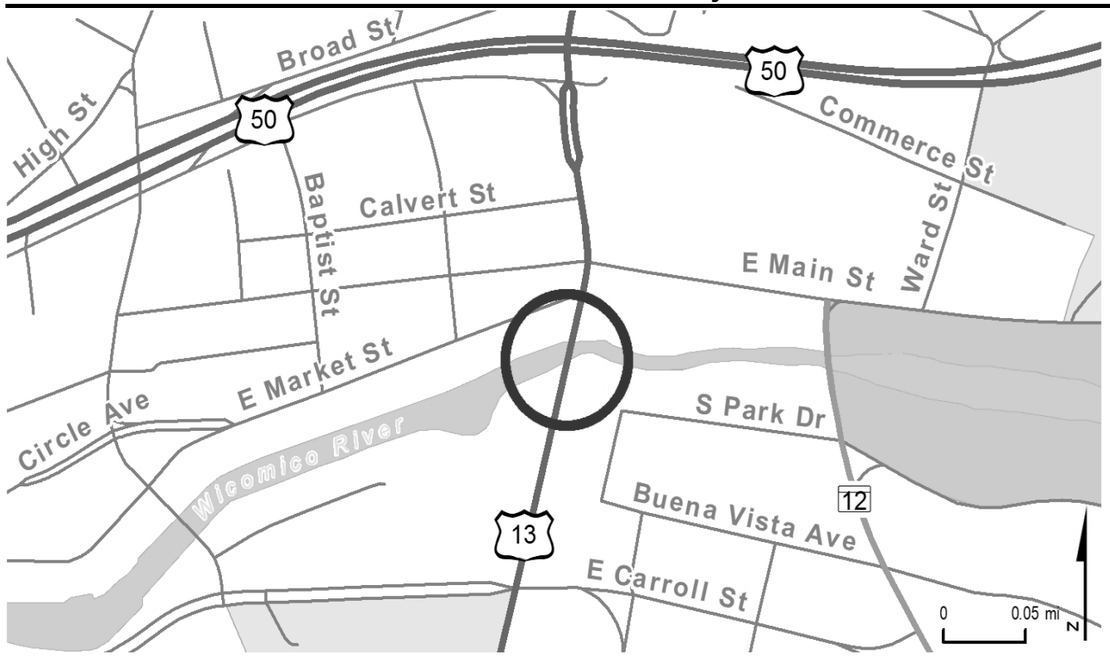
STATE HIGHWAY ADMINISTRATION - Washington County - LINE 10

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Sidewalks				
WA4791	US40	Dual Highway - Sidewalk Improvements from Eastern Boulevard to All Star Court	$ 5,121	Under Construction
Transportation Alternatives Program				
WA5711	-	Town of Boonsboro Safe Routes to School Complex - Orchard Drive, Ford Avenue, and Center Street	$ 752	Completed
WA5741	-	Town of Williamsport Safe Routes to School - East Sunset Avenue, South Artizan Street, and South Clifton Drive	$ 387	Completed
WANEW5	-	Byron Bridge Access Improvement	$ 2,414	Completed
WA5321	-	Intersection Improvements along South Potomac Street and Baltimore Street in Hagerstown - Safe Routes to School	$ 550	FY 2026

MARYLAND DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY ADMINISTRATION

WICOMICO COUNTY



PROJECT: US 13 Business, Salisbury Boulevard

DESCRIPTION: Replacement of Bridge No. 2200400 over East Branch Wicomico River.

PURPOSE & NEED SUMMARY STATEMENT: The purpose of this project is to replace a weight restricted fair rated bridge to keep the roadway safe and open to traffic. The project will provide improved pedestrian facilities through the addition of a shared use path and sidewalk.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet to Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- ☒ Enhance Safety and Security
- ☒ Deliver System Quality
- ☒ Serve Communities and Support the Economy
- ☐ Promote Environmental Stewardship

EXPLANATION: The existing bridge, built in 1937, is nearing the end of its useful service life. It is currently in fair condition and weight restricted for weight restrictions.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,399	2,399	10	0	0	0	0	0	0	0	0
Right-of-way	1,550	1,550	0	0	0	0	0	0	0	0	0
Utilities	1,820	1,004	8	699	117	0	0	0	0	816	0
Construction	11,077	4,207	4,102	5,012	1,858	0	0	0	0	6,870	0
Total	**16,846**	**9,160**	**4,120**	**5,711**	**1,975**	**0**	**0**	**0**	**0**	**7,686**	**0**
Federal-Aid	13,030	5,514	3,971	5,566	1,950	0	0	0	0	7,516	0
Special	3,816	3,646	149	145	25	0	0	0	0	170	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 (2025) 32,500

PROJECTED (2045) 37,400

STIP REFERENCE #WI2221 8/1/2025

MINOR PROJECTS PROGRAM

(Dollars in Thousands)

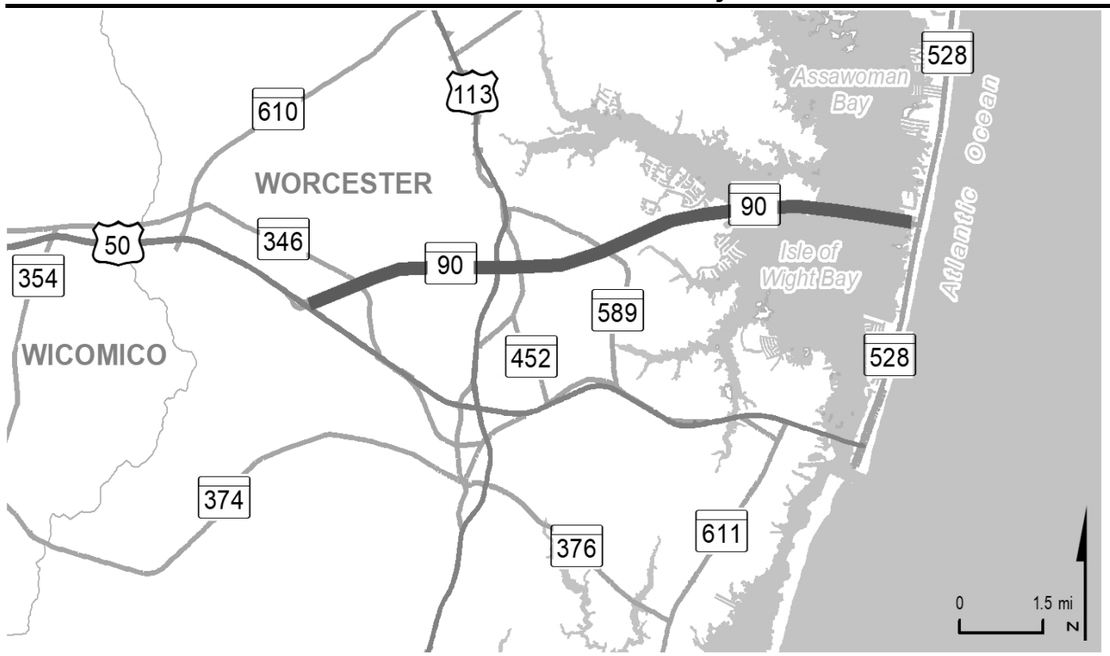
STATE HIGHWAY ADMINISTRATION - Wicomico County - LINE 2

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Bridge Replacement/Rehabilitation				
WI4191	US50	Salisbury Parkway - Bridge Rehabilitation of Bridge Nos. 2200900 and 2202800 over Wicomico River	$ 6,258	Under Construction
Intersection Capacity Improvements				
WI3461	US50	Ocean Gateway - Geometric Improvements at Old Railroad Road	$ 3,508	FY 2026
Resurface/Rehabilitate				
WI1321	US13	South Fruitland Boulevard - Safety and Resurfacing Improvements from North of Stockyard Road to Somerset County Line	$ 625	Completed
XQ6221	-	Safety and Resurfacing Improvements at Various Locations in Wicomico County	$ 8,308	FY 2026
XQ5221	-	Safety and Resurfacing Improvements at Various Locations in Wicomico County	$ 4,701	Under Construction
XY9221	-	Safety and Resurfacing Improvements at Various Locations in Wicomico County	$ 9,810	Under Construction
Safety/Spot Improvement				
WI1441	MD12	Snow Hill Road - Geometric Improvements at Robins Avenue	$ 3,467	Completed
WI4341	US50	Ocean Gateway - Geometric Improvements from Olde Florist Lane to East of Rockawalkin Road	$ 2,138	Design Underway
Transportation Alternatives Program				
WI1361	-	Bicycle and Pedestrian Route Improvements - Citywide Bike Network Design	$ 597	Design Underway
Truck Weight				
WI4171	US13	Ocean Highway - Northbound and Southbound Truck Weigh Inspection Station Facility	$ 5,466	Under Construction

MARYLAND DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY ADMINISTRATION

WORCESTER COUNTY



PROJECT: MD 90, Ocean City Expressway

DESCRIPTION: Project to improve MD 90 operations from US 50 to MD 528, including Bridge No. 2302000 over the St. Martin River and Bridge No. 2302100 over Assawoman Bay. Additional travel lanes, interchange and at-grade intersections to be evaluated, along with pedestrian and bicycle needs throughout the corridor.

PURPOSE & NEED SUMMARY STATEMENT: MD 90 is a heavily traveled roadway providing crucial access to and from Ocean City and serving as a key evacuation route during storm events. This project will improve operations and increase network redundancy in Ocean City.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐	Project Inside PFA	☐	Grandfathered
☒	Project Outside PFA	☒	Exception Will Be Required
☐	PFA Status Yet to Be Determined	☐	Exception Granted

STATUS: Environmental analysis and engineering anticipated to begin in FY 2027.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,446	1,446	0	0	0	0	0	0	0	0	0
Engineering	11,171	411	150	0	2,500	2,260	3,000	3,000	0	10,760	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	**12,618**	**1,858**	**150**	**0**	**2,500**	**2,260**	**3,000**	**3,000**	**0**	**10,760**	**0**
Federal-Aid	11,362	1,678	150	0	2,250	2,034	2,700	2,700	0	9,684	0
Special	1,256	180	0	0	250	226	300	300	0	1,076	0
Other	0	0	0	0	0	0	0	0	0	0	0

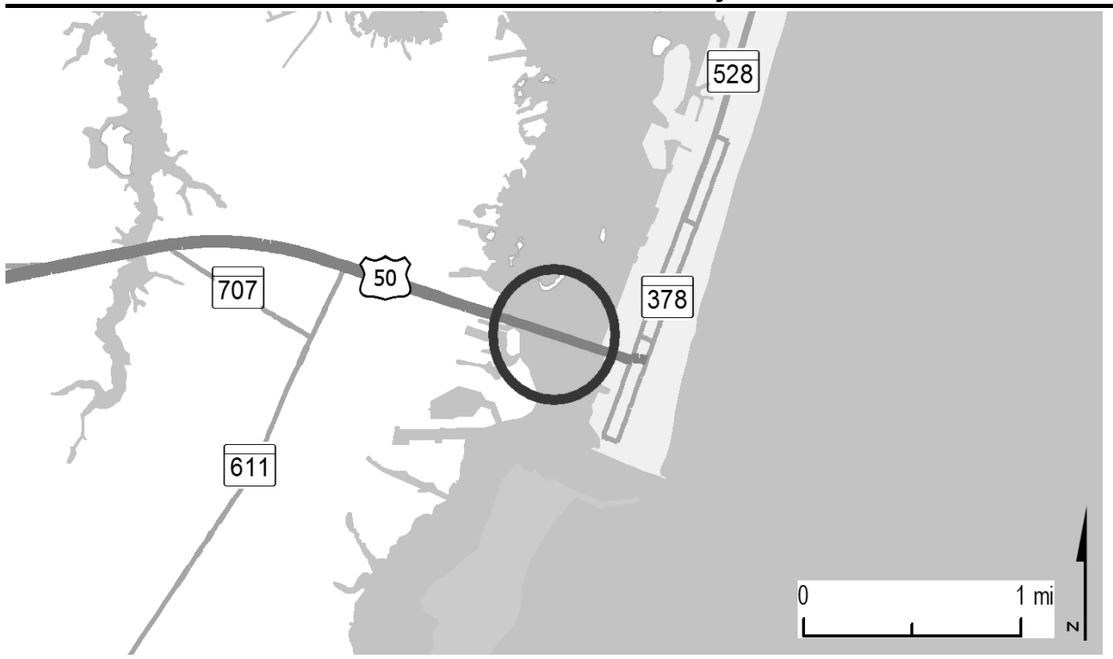
Classification:

STATE - Principal Arterial
FEDERAL - Freeway/Expressway
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2025)	9,700 - 31,900
	10,600 - 34,400 (Summer Peak)
PROJECTED (2045)	10,800 - 34,900
	11,700 - 37,700 (Summer Peak)

STIP REFERENCE #WO7821 8/1/2025



PROJECT: US 50, Ocean Gateway

DESCRIPTION: Study to replace Bridge No. 2300700 over the Sinepuxent Bay. The study investigated options to eliminate/upgrade the draw span structure. New bridge/roadway improvements to include median and sidewalks where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: This high traffic volume arterial has experienced mechanical problems with the drawbridge during peak seasonal traffic. This project will improve the highway's safety and operations.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Planning complete. Project on hold – no funding in the last 5 years.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,910	2,910	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	**2,910**	**2,910**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	2,910	2,910	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

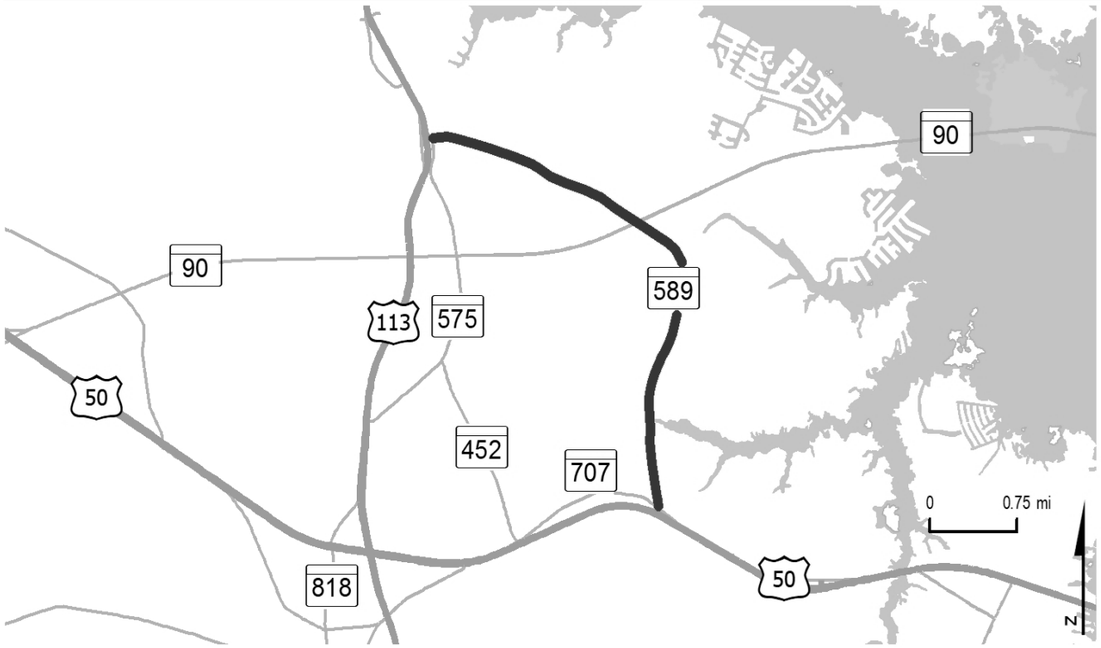
Classification:

STATE - Principal Arterial
FEDERAL - Other Principal Arterial
STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2025)	33,300
	41,000 (Summer Peak)
PROJECTED (2045)	36,900
	45,600 (Summer Peak)

STIP REFERENCE #WO4191 8/1/2025



PROJECT: MD 589, Racetrack Road

DESCRIPTION: Study of potential improvements to the existing MD 589 corridor from US 50 to US 113 (4.7 miles). Concepts include widening to four lanes and incorporating sidewalks, shared use paths, and on-road bike lanes where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: MD 589 is a heavily traveled roadway connecting Ocean City communities. This project will reduce congestion and improve safety and operations along MD 589 and at the US 50 intersection.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐	Project Inside PFA	☐	Grandfathered
☒	Project Outside PFA	☒	Exception Will Be Required
☐	PFA Status Yet to Be Determined	☐	Exception Granted

STATUS: Feasibility study complete. Project on hold – no funding in the last 5 years.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,417	1,417	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	**1,417**	**1,417**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Federal-Aid	246	246	0	0	0	0	0	0	0	0	0
Special	1,171	1,171	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Minor Arterial
FEDERAL - Minor Arterial
STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

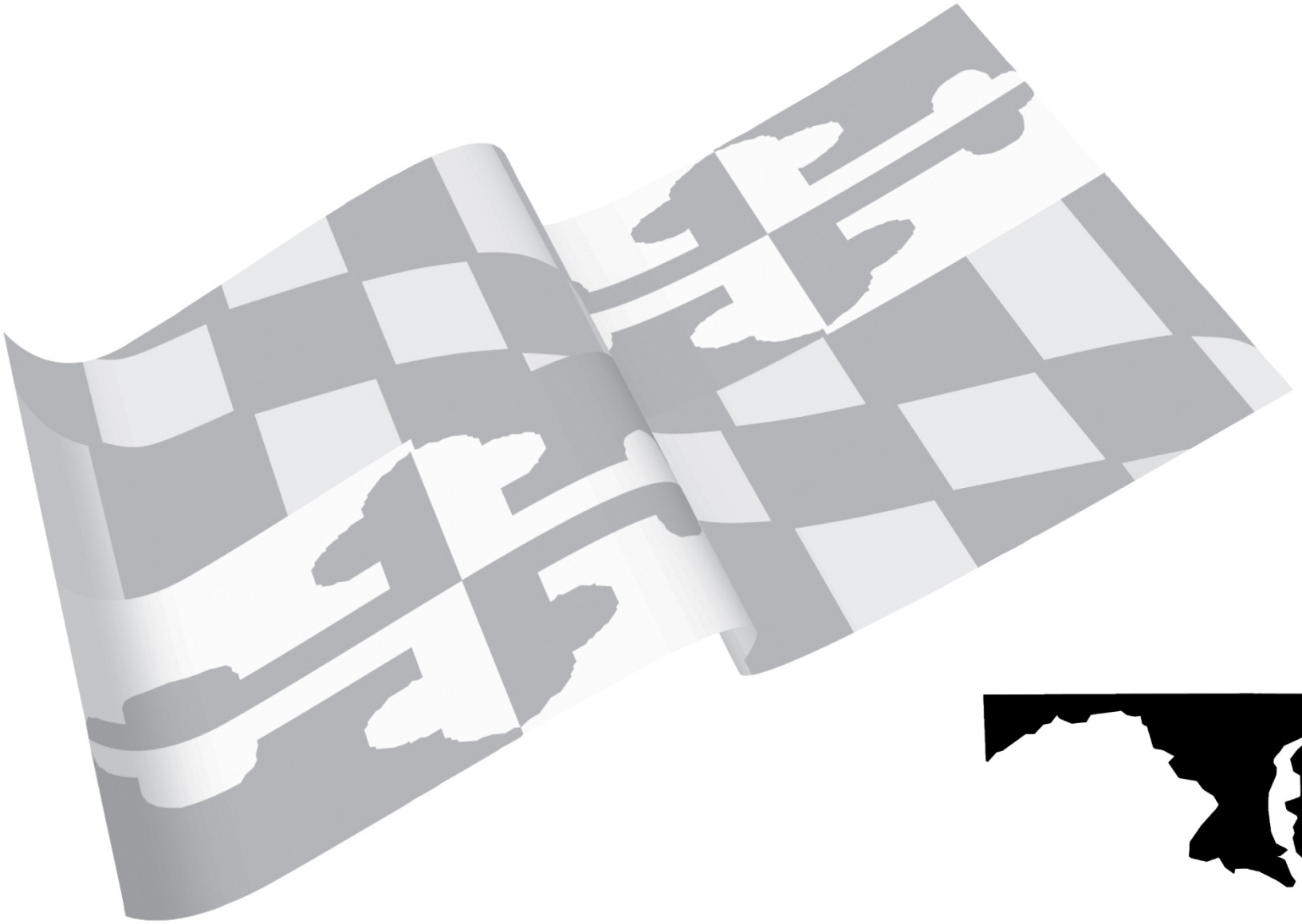
CURRENT (2025)	20,600
	22,800 (Summer Peak)
PROJECTED (2045)	26,200
	29,900 (Summer Peak)

STIP REFERENCE #WO3151 8/1/2025

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 No. 23019X0 over Whaleyville Branch	$ 1,518	Completed
Resurface/Rehabilitate				
XQ3231	-	Safety and Resurfacing Improvements at Various Locations in Worcester County	$ 5,255	Under Construction
XY9231	-	Safety and Resurfacing Improvements at Various Locations in Worcester County	$ 9,750	Under Construction
Sidewalks				
WO4641	MD528	Coastal Highway - Safety Improvements from 15th Street to 67th Street - Pedestrian Safety Action Plan	$ 3,161	Design Underway

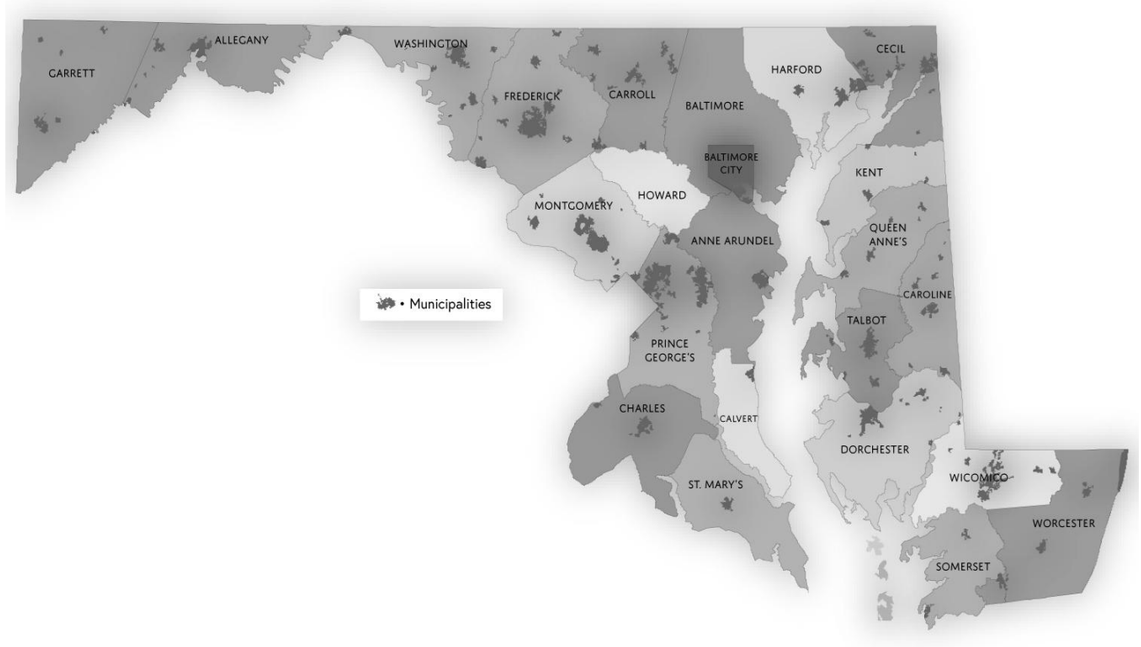


MARYLAND DEPARTMENT OF TRANSPORTATION

HIGHWAY USER REVENUE

HIGHWAY USER REVENUE
CAPITAL PROGRAM SUMMARY
($ MILLIONS)

	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	SIX - YEAR TOTAL
Highway User Revenue	**450.6**	**459.2**	**351.6**	**355.5**	**361.3**	**365.7**	**2,344.0**
	-	**-**	**-**	**-**	**-**	**-**	**-**
TOTAL	**450.6**	**459.2**	**351.6**	**355.5**	**361.3**	**365.7**	**2,344.0**
Special Funds	450.6	459.2	351.6	355.5	361.3	365.7	2,344.0
Federal Funds	-	-	-	-	-	-	-
Other Funds	-	-	-	-	-	-	-
Special Funds Breakdown							
Transportation Trust Fund	450.6	459.2	351.6	355.5	361.3	365.7	2,344.0
SPECIAL FUNDS TOTAL	**450.6**	**459.2**	**351.6**	**355.5**	**361.3**	**365.7**	**2,344.0**



PROJECT: Highway User Revenue

DESCRIPTION: Highway User Revenue (HUR) capital grants are funds that are distributed from the Transportation Trust Fund to Baltimore City, counties and municipalities to provide funding for local transportation projects. The calculation of funding is based on certain transportation revenues and allocated based on formulas established in law. Grant amounts shown are based on revenue estimates. Actual grant amounts depend on actual revenue attainment.

PURPOSE & NEED SUMMARY STATEMENT: HUR grants provide critical investments for the repair, maintenance, and replacement of transportation facilities in local jurisdictions.

SMART GROWTH STATUS: [X] Project Not Location Specific [ ] Not Subject to PFA Law

[ ] Project Inside PFA
[ ] Project Outside PFA
[ ] PFA Status Yet to Be Determined

[ ] Grandfathered
[ ] Exception Will Be Required
[ ] Exception Granted

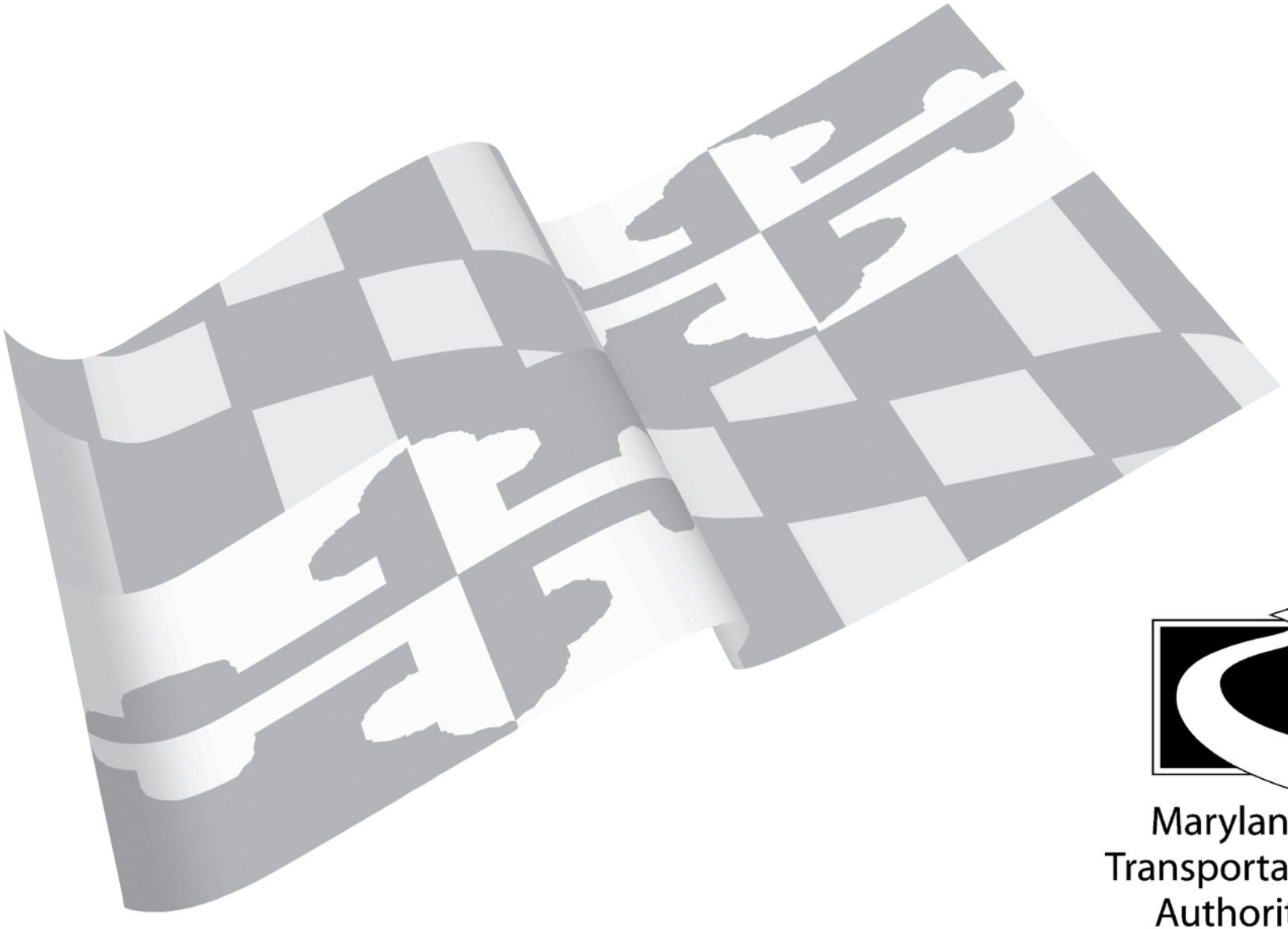
STATUS: Funding ongoing.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	4,127,330	1,783,343	393,233	450,643	459,232	351,589	355,545	361,261	365,717	2,343,987	0
Total	**4,127,330**	**1,783,343**	**393,233**	**450,643**	**459,232**	**351,589**	**355,545**	**361,261**	**365,717**	**2,343,987**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	4,127,330	1,783,343	393,233	450,643	459,232	351,589	355,545	361,261	365,717	2,343,987	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: Funding decreased $16.4 million. Highway user revenue capital grants are based on a formula contained in statute that varies based on revenue projections.

STIP REFERENCE #HUR-1 8/1/2025



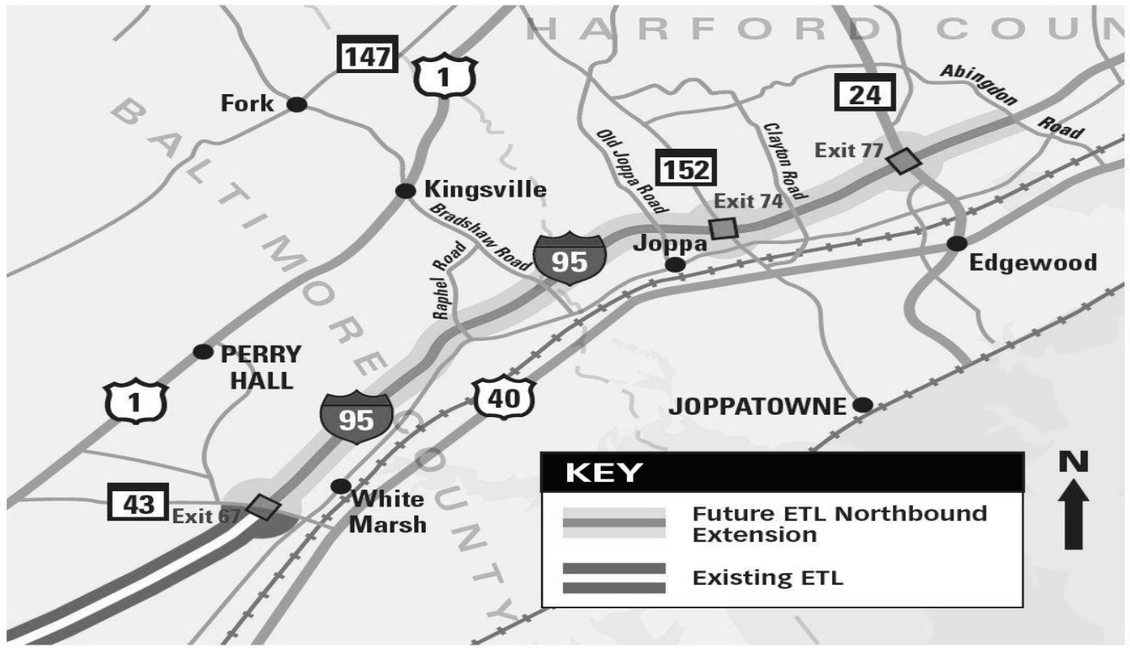
Maryland
Transportation
Authority

MARYLAND DEPARTMENT
OF TRANSPORTATION

MARYLAND TRANSPORTATION AUTHORITY

MARYLAND TRANSPORTATION AUTHORITY
CAPITAL PROGRAM SUMMARY
($ MILLIONS)

	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	SIX - YEAR TOTAL
Major Construction Program	**983.3**	**692.8**	**474.3**	**226.4**	**25.3**	**1.3**	**2,403.4**
System Preservation	813.3	500.1	365.0	178.9	20.4	1.3	1,879.0
Expansion/Efficiency	162.8	164.5	79.6	28.6	-	-	435.5
Safety & Security	4.8	10.7	9.6	6.4	-	-	31.4
Environment	1.2	0.0	0.0	1.2	-	-	2.5
Administration	1.2	17.5	20.1	11.4	4.8	-	55.0
Major Development & Evaluation Program	**7.2**	**-**	**-**	**-**	**-**	**-**	**7.2**
Expansion/Efficiency	7.0	-	-	-	-	-	7.0
Safety & Security	0.2	-	-	-	-	-	0.2
Minor Program	**163.2**	**336.8**	**516.3**	**566.0**	**557.9**	**501.5**	**2,641.7**
System Preservation	147.2	313.4	480.9	537.3	525.7	442.4	2,447.0
Expansion/Efficiency	2.9	9.3	24.8	20.5	26.8	58.3	142.5
Safety & Security	8.9	13.4	10.6	8.2	5.4	0.8	47.3
Environment	3.4	0.4	-	-	-	-	3.7
Administration	0.8	0.3	-	-	-	-	1.1
Capital Salaries, Wages & Other Costs	**-**	**-**	**-**	**-**	**-**	**-**	**-**
TOTAL	**1,153.8**	**1,029.6**	**990.6**	**792.4**	**583.1**	**502.8**	**5,052.4**
Toll Funds	**1,153.8**	**1,029.6**	**990.6**	**792.4**	**583.1**	**502.8**	**5,052.4**



PROJECT: I-95 John F. Kennedy Memorial Highway - Express Toll Lanes (ETL) Northern Extension

DESCRIPTION: The two-lane Express Toll Lane extension to MD 24 includes I-95 safety improvements from Cowenton Road to MD 24; the reconstruction of the MD 24 and MD 152 interchanges; the replacement of four bridges over I-95 (Bradshaw Road, Old Joppa Road, Clayton Road, and Raphel Road); the construction of five noise walls; and environmental mitigation.

PURPOSE & NEED SUMMARY STATEMENT: Traffic operations on northbound I-95 beyond the current MD 43 Express Toll Lanes terminus experience routine congestion during peak hours. The improvements will address capacity concerns, improve safety, and allow for better incident management and maintenance activities. The construction of additional noise walls will address the community's requests about quality of life.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [ ] Promote Environmental Stewardship

EXPLANATION: Extending the northbound Express Toll Lanes and associated improvements will provide congestion relief and address safety concerns.

SMART GROWTH STATUS: [ ] Project Not Location Specific [X] Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

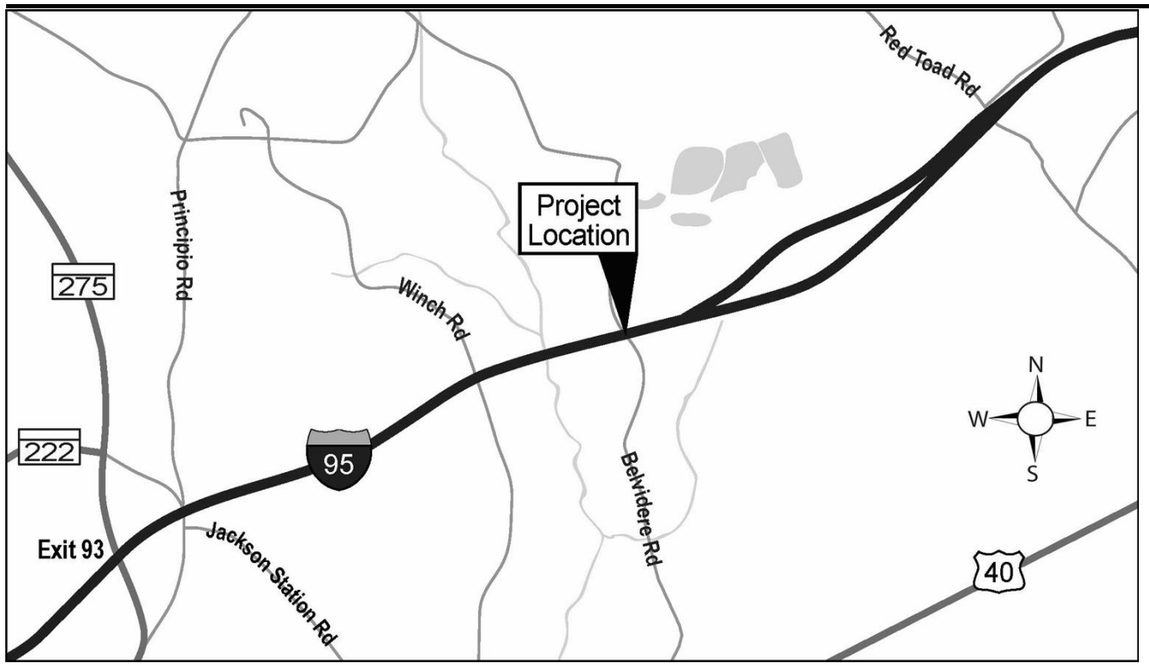
STATUS: The extended northbound I-95 Express Toll Lanes (ETL) opened on December 18, 2024, from White Marsh Boulevard (MD 43) to Mountain Road (MD 152). Engineering and construction continue on the extension from Mountain Road (MD 152) to MD 24.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: Cost decreased by $11 million. The ETL Northbound Extension has received favorable bids for several contracts that have been below cost estimates. These include the last two large contracts in the ETL program. Additionally, the program is moving into its final stages with the first section open to traffic and the final contracts in procurement or construction. Therefore, the decision was made to reduce the overall program budget.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	93,693	91,844	3,798	1,801	20	15	12	0	0	1,848	0
Right-of-way	7,980	7,870	311	110	0	0	0	0	0	110	0
Utility	10,988	10,988	3,310	0	0	0	0	0	0	0	0
Construction	926,643	647,371	167,664	121,591	97,261	40,551	19,870	0	0	279,272	0
Total	**1,039,304**	**758,073**	**175,083**	**123,502**	**97,281**	**40,566**	**19,882**	**0**	**0**	**281,231**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	1,039,304	758,073	175,083	123,502	97,281	40,566	19,882	0	0	281,231	0
Other	0	0	0	0	0	0	0	0	0	0	0

602



PROJECT: I-95 John F. Kennedy Memorial Highway - Construct Interchange at Belvidere Road

DESCRIPTION: The project will construct a new interchange between I-95 John F. Kennedy Memorial Highway and Belvidere Road, including constructing a new bridge over I-95.

PURPOSE & NEED SUMMARY STATEMENT: Increased development in the vicinity of Belvidere Road in Cecil County necessitates an interchange at I-95 (JFK Highway) and Belvidere Road. The project cost will be shared with Stewart Properties contributing $8.8 million for right-of-way, Cecil County contributing $1 million for construction, and MDTA providing $46.7 million, with the balance of $20 million from a Federal BUILD Grant. The BUILD Grant was awarded in December 2018. At the time of the grant application in 2018, the project was estimated at $54 million; however, the cost shown on this page reflects the low bid received from the selected Design-Build team.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- [ ] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [ ] Promote Environmental Stewardship

EXPLANATION: This project will support development by providing access to I-95 at Belvidere Road.

SMART GROWTH STATUS: [ ] Project Not Location Specific [X] Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

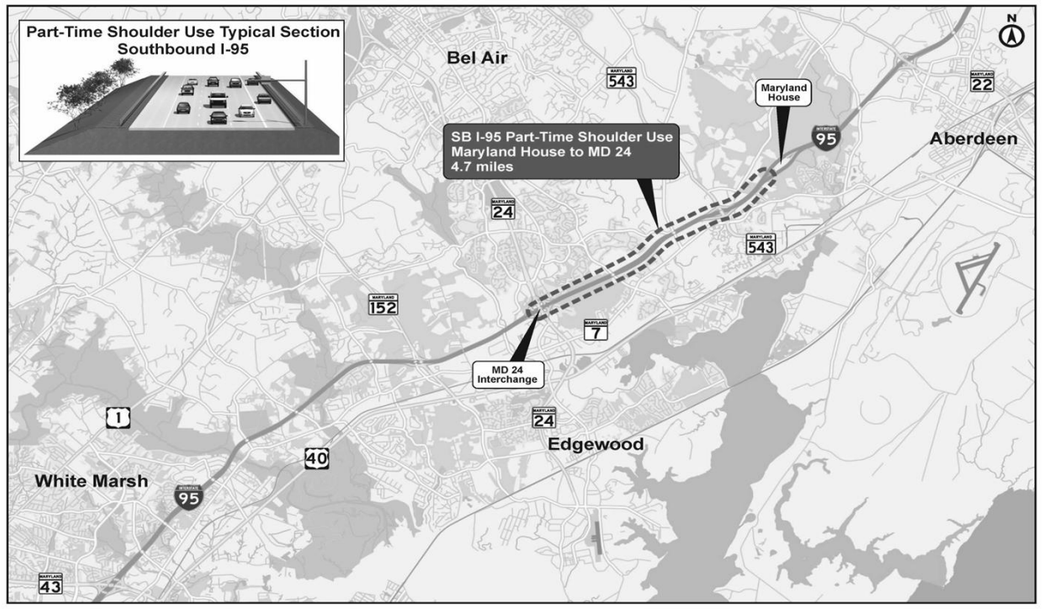
STATUS: Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	6,698	6,688	100	10	0	0	0	0	0	10	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	74,889	48,089	29,259	15,842	8,542	2,366	51	0	0	26,801	0
Total	**81,587**	**54,776**	**29,359**	**15,852**	**8,542**	**2,366**	**51**	**0**	**0**	**26,811**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	81,587	54,776	29,359	15,852	8,542	2,366	51	0	0	26,811	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

2477



PROJECT: I-95 John F. Kennedy Memorial Highway - I-95 Southbound Hard Shoulder Running

DESCRIPTION: This project will provide part-time left shoulder use for approximately 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. This is a Project Labor Agreement candidate project.

PURPOSE & NEED SUMMARY STATEMENT: This project will increase capacity along southbound I-95 between Maryland House and MD 24 and reduce congestion during high traffic volumes. The part time shoulder will be utilized during prescheduled peak periods and during unforeseen spikes in demand.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- [ ] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [ ] Promote Environmental Stewardship

EXPLANATION: This segment of I-95 currently operates at an unacceptable level of service with significant delays on summer weekends and the Maryland House On-Ramp is a high frequency crash location with approximately 75% of crashes occurring on the weekends. This project will increase capacity and improve safety, particularly during summer weekends, to alleviate severe congestion, delays and crashes along southbound I-95 between the Maryland House and MD 24.

SMART GROWTH STATUS: [ ] Project Not Location Specific [X] Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

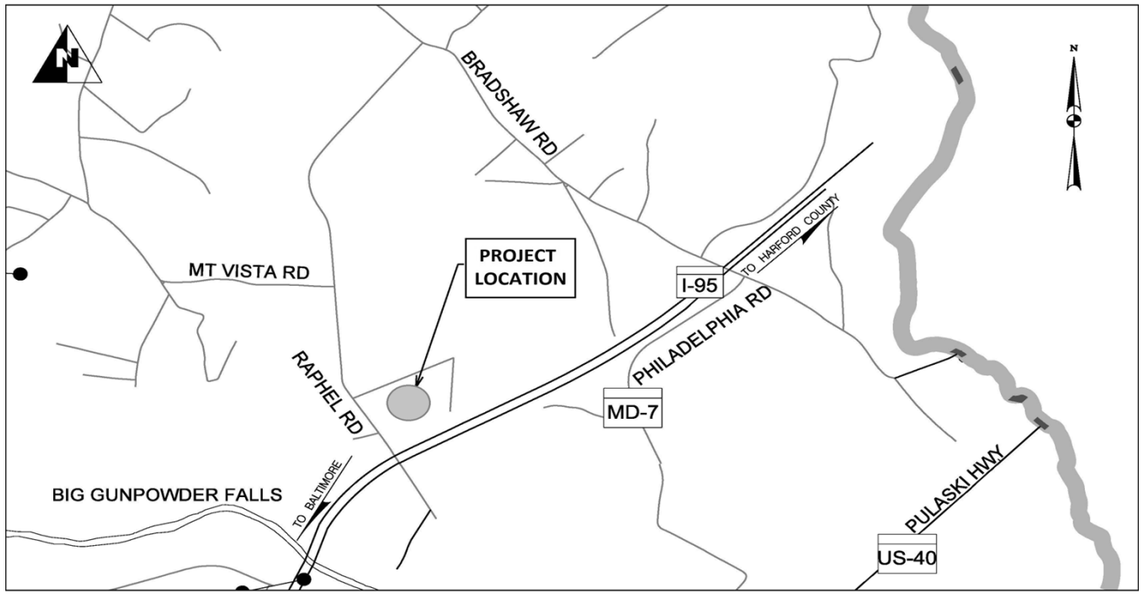
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Engineering is underway. Construction will begin in FY 2026.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,610	3,435	642	175	0	0	0	0	0	175	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	35,400	0	0	2,406	13,723	13,649	5,622	0	0	35,400	0
Total	**39,010**	**3,435**	**642**	**2,581**	**13,723**	**13,649**	**5,622**	**0**	**0**	**35,575**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	39,010	3,435	642	2,581	13,723	13,649	5,622	0	0	35,575	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2025 - 30 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. This is a Project Labor Agreement candidate project.

PURPOSE & NEED SUMMARY STATEMENT: The Kennedy Highway and approach roadways require continuous maintenance and safety activities to maintain Kennedy Highway and Hatem Bridge in the highest serviceable condition for safe passage of MDTA customers. The JFK Maintenance Facility Complex will provide work areas for the staff, vehicle safety inspections, and full service repair shop bays and parts storage.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [ ] Serve Communities and Support the Economy
- [ ] Promote Environmental Stewardship

EXPLANATION: The Maintenance Building will support an environment safe for MDTA employees to perform their work duties and protection for the equipment used by operations staff.

SMART GROWTH STATUS: [ ] Project Not Location Specific [X] Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

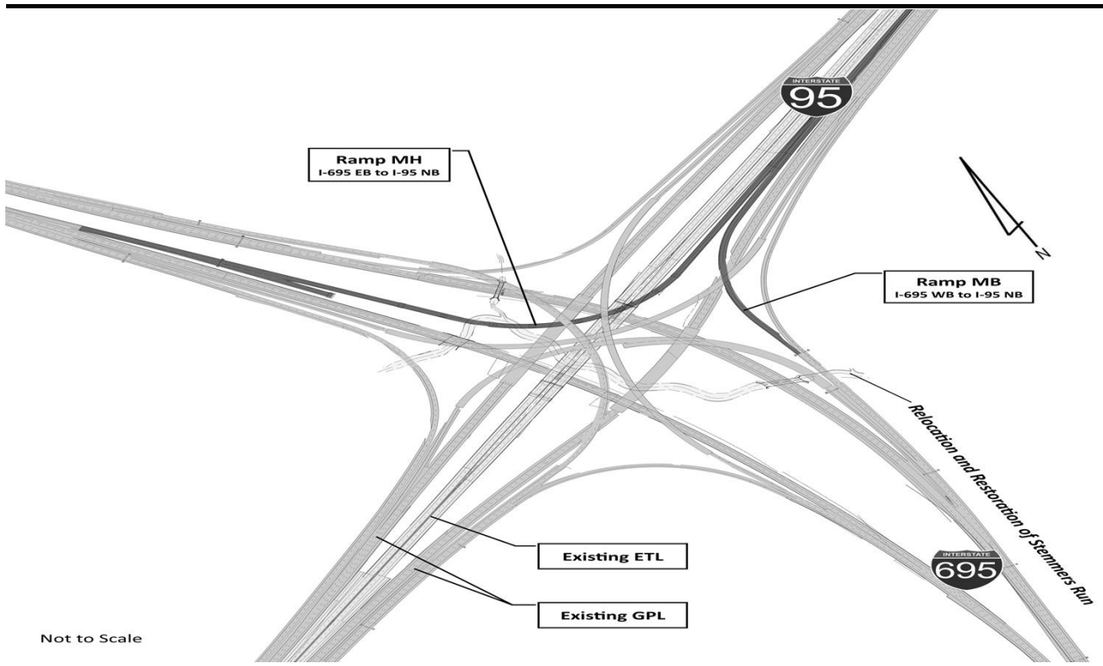
STATUS: Engineering and right-of-way acquisition are underway. Construction will begin in FY 2027.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,625	3,575	368	50	0	0	0	0	0	50	0
Right-of-way	2,750	2,750	2,750	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	45,431	36	0	0	12,847	17,006	10,700	4,843	0	45,396	0
Total	**51,806**	**6,361**	**3,118**	**50**	**12,847**	**17,006**	**10,700**	**4,843**	**0**	**45,446**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	51,806	6,361	3,118	50	12,847	17,006	10,700	4,843	0	45,446	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: Cost decreased by $1.3 million due to updated Real Estate estimates.

2500



PROJECT: I-95 John F. Kennedy Memorial Highway - I-695 Ramps to I-95 Northbound Express Toll Lanes

DESCRIPTION: Construct two I-95 Section 100 ETL Ramps from I-695 Eastbound and Westbound to I-95 Northbound ETLs.This is a Project Labor Agreement candidate project.

PURPOSE & NEED SUMMARY STATEMENT: The two ETL ramps are a part of the connectivity between two major interstate roadways and specifically the northbound ETLs. This allows traffic on I-695 a choice to use the NB General Purpose (GP) lanes or the NB ETLs. This improvement will reduce the volume of traffic traveling onto the GP lanes and thereby improves traffic operation on the I-95 facility.

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [ ] Promote Environmental Stewardship

EXPLANATION: Once open, these I-695 ramps will provide access to I-95 NB ETLs for a distance of approximately 12 miles.

SMART GROWTH STATUS: [ ] Project Not Location Specific [X] Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA — [ ] Grandfathered; [ ] Exception Will Be Required; [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

STATUS: Engineering is underway. Construction to begin in FY 2026.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,425	5,225	2,055	200	0	0	0	0	0	200	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	100	0	0	100	0	0	0	0	0	100	0
Construction	73,600	0	0	20,750	37,700	14,850	300	0	0	73,600	0
Total	**79,125**	**5,225**	**2,055**	**21,050**	**37,700**	**14,850**	**300**	**0**	**0**	**73,900**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	79,125	5,225	2,055	21,050	37,700	14,850	300	0	0	73,900	0
Other	0	0	0	0	0	0	0	0	0	0	0

2582

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:**

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [ ] Serve Communities and Support the Economy
- [ ] Promote Environmental Stewardship

EXPLANATION: Rehabilitating the fans will extend the useful life of the existing ventilation system.

SMART GROWTH STATUS: [ ] Project Not Location Specific [X] Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

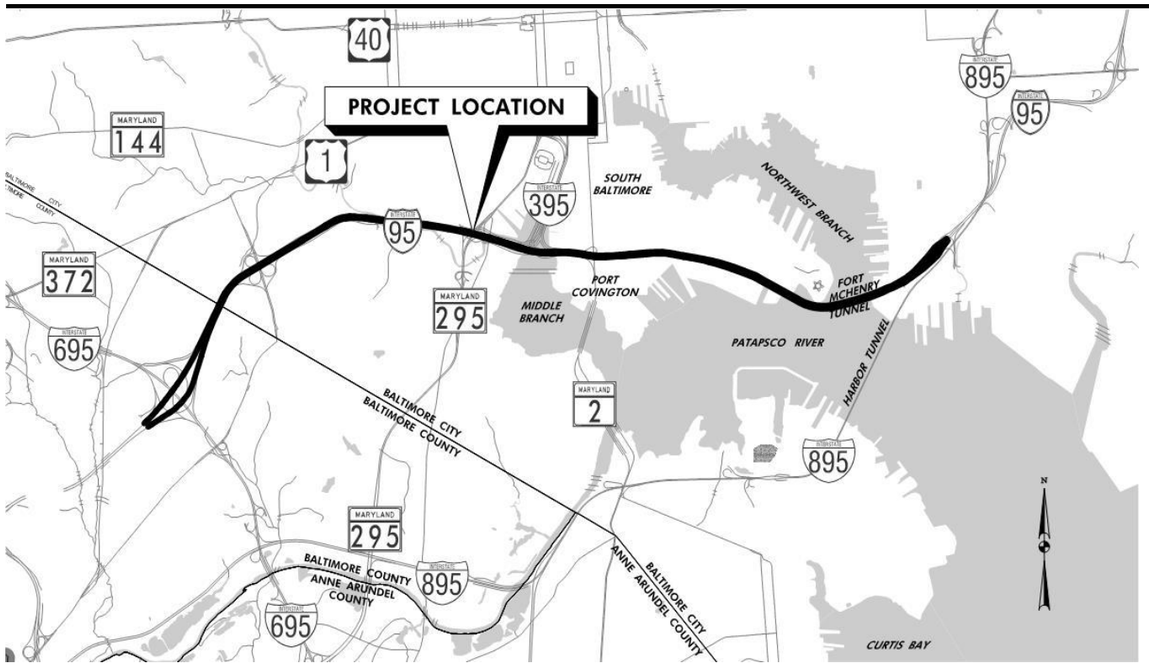
STATUS: Open to Service.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,149	3,149	288	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	42,746	42,746	944	0	0	0	0	0	0	0	0
Total	**45,895**	**45,895**	**1,232**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	45,895	45,895	1,232	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

2251



PROJECT: I-95 Fort McHenry Tunnel - Port Covington I-95 Access Study

DESCRIPTION: The first phase of this project is a comprehensive evaluation of potential improvements to I-95 ramps required to support major planned development on the Port Covington Peninsula located in Baltimore City. Improvements being evaluated include potential changes to the I-95 ramps between Hanover Street and Key Highway.

PURPOSE & NEED SUMMARY STATEMENT: A National Environmental Policy Act (NEPA) study is required to determine the potential environmental effects associated with proposed improvements to accommodate anticipated growth while maintaining the functionality of the regional and local transportation system.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- [ ] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [ ] Promote Environmental Stewardship

EXPLANATION: The study will identify preferred infrastructure improvements to support the full development potential of a large area of underutilized land in Baltimore City while maintaining the functionality of the regional transportation system.

SMART GROWTH STATUS: [ ] Project Not Location Specific [X] Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

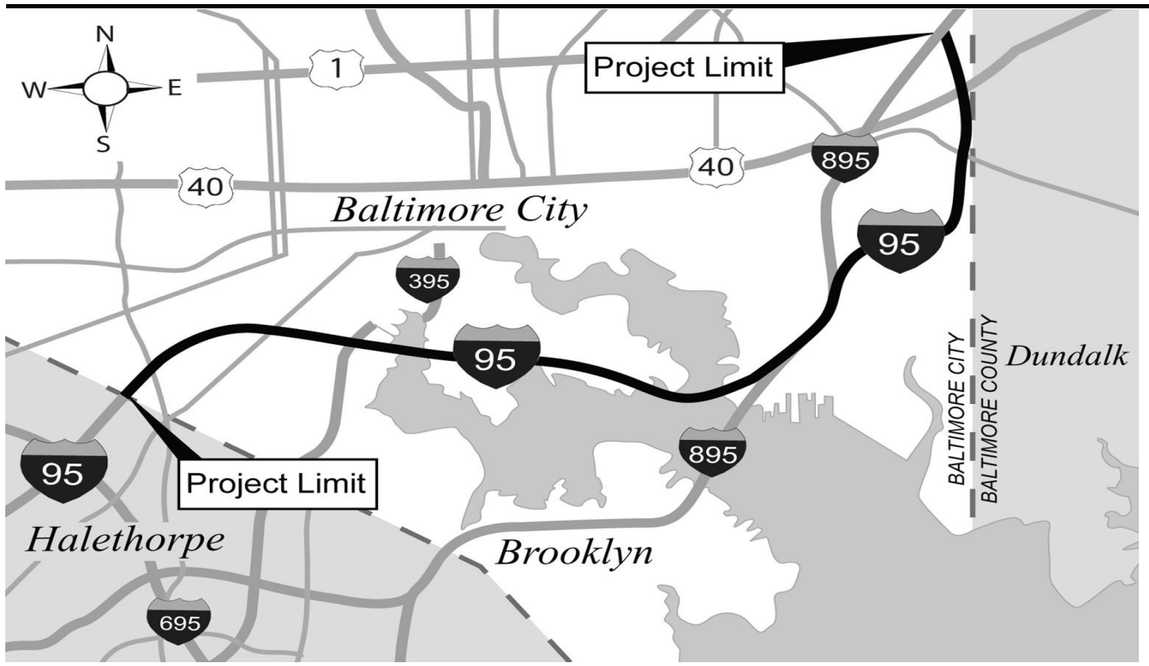
STATUS: Planning is underway. Construction schedule to be determined. Planning funding shown is for MDTA's oversight of the planning phase which is being funded by a private developer. Construction funding shown is MDTA's match for future INFRA Grant.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	409	389	0	0	0	0	0	0	0	0	20
Engineering	6	6	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	32,985	0	0	0	0	0	0	0	0	0	32,985
Total	**33,400**	**395**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**33,005**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	33,400	395	0	0	0	0	0	0	0	0	33,005
Other	0	0	0	0	0	0	0	0	0	0	0

2442



PROJECT: I-95 Fort McHenry Tunnel - Rehabilitate Substructure and Superstructure of Various Bridges on I-95 in Baltimore City

DESCRIPTION: Repair substructure and superstructure of seventy-four bridges on I-95 in Baltimore City. The work includes structural weld repairs, structural steel repairs, roadway joint repairs, concrete repairs, and application of protective coatings on seventy-four bridges. Originally only Phase 1 was funded. Funding for Phase 2 is now added. Each phase includes thirty-seven bridges.

PURPOSE & NEED SUMMARY STATEMENT: The annual facility inspections, as well as findings and issues noted by MDTA Operations, have identified the need to perform a comprehensive substructure and superstructure rehabilitation throughout this facility.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [ ] Serve Communities and Support the Economy
- [ ] Promote Environmental Stewardship

EXPLANATION: The bridges show signs of deterioration. Rehabilitation will improve condition of the bridges' substructure and superstructure.

SMART GROWTH STATUS: [ ] Project Not Location Specific [X] Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

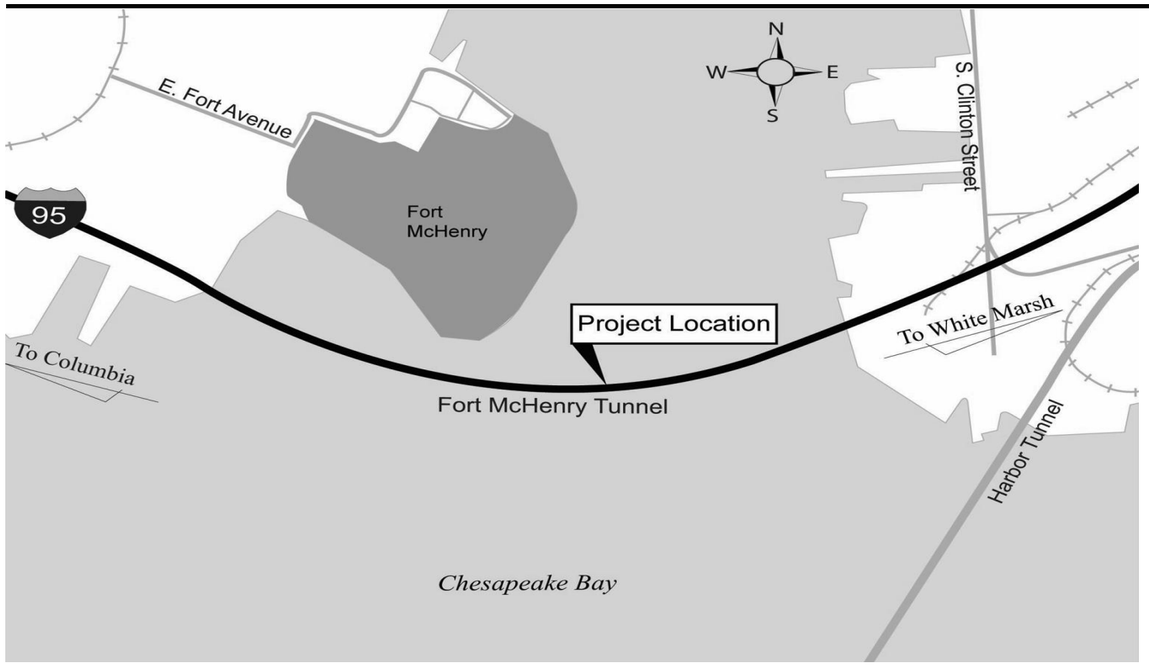
STATUS: Open to Service.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,885	4,885	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	27,741	27,741	2,957	0	0	0	0	0	0	0	0
Total	**32,626**	**32,626**	**2,957**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	32,626	32,626	2,957	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

2397, 2513

SIGNIFICANT CHANGE FROM FY 2025 - 30 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: Hands-on inspections identified the original 15KV cable and conduits including the surrounding concrete need major rehabilitation and replacement.

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [ ] Serve Communities and Support the Economy
- [ ] Promote Environmental Stewardship

EXPLANATION: Rehabilitate 15KV cable, conduit and surrounding concrete wall to increase the useful life of these tunnel components.

SMART GROWTH STATUS: [ ] Project Not Location Specific [X] Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

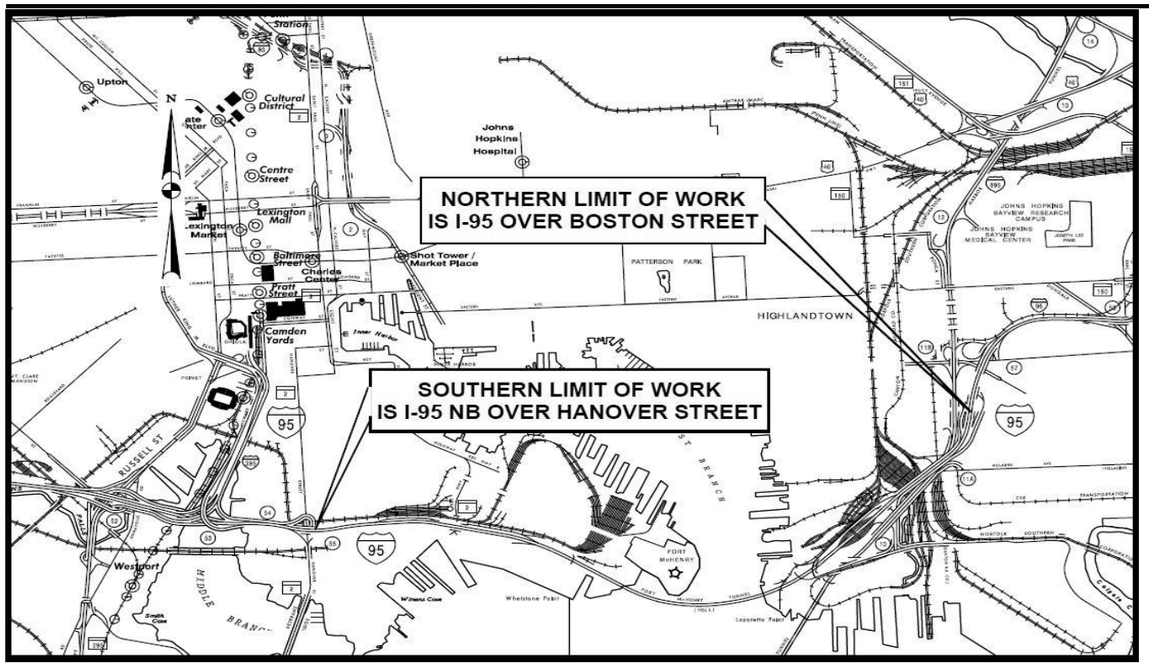
STATUS: Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	476	476	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	32,808	23,724	7,342	9,084	0	0	0	0	0	9,084	0
Total	**33,284**	**24,199**	**7,342**	**9,084**	**0**	**0**	**0**	**0**	**0**	**9,084**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	33,284	24,199	7,342	9,084	0	0	0	0	0	9,084	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

2458



PROJECT: I-95 Fort McHenry Tunnel - FMT Facility-wide Zone Paint Program

DESCRIPTION: This is a system preservation project to address areas of structural steel with moderate to advanced section loss and corrosion. The project will provide zone painting to bridges in the areas of higher corrosion to prevent further deterioration.

PURPOSE & NEED SUMMARY STATEMENT: Bridge inspections revealed large areas of the structural steel with moderate to advanced section loss particularly at the steel beam ends at the locations of open roadway joints.

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [ ] Enhance Safety and Security
- [X] Deliver System Quality
- [ ] Serve Communities and Support the Economy
- [ ] Promote Environmental Stewardship

EXPLANATION: The patina protecting the steel is wearing off, therefore cleaning and painting the steel is needed to prevent further deterioration.

SMART GROWTH STATUS: [ ] Project Not Location Specific [X] Not Subject to PFA Law

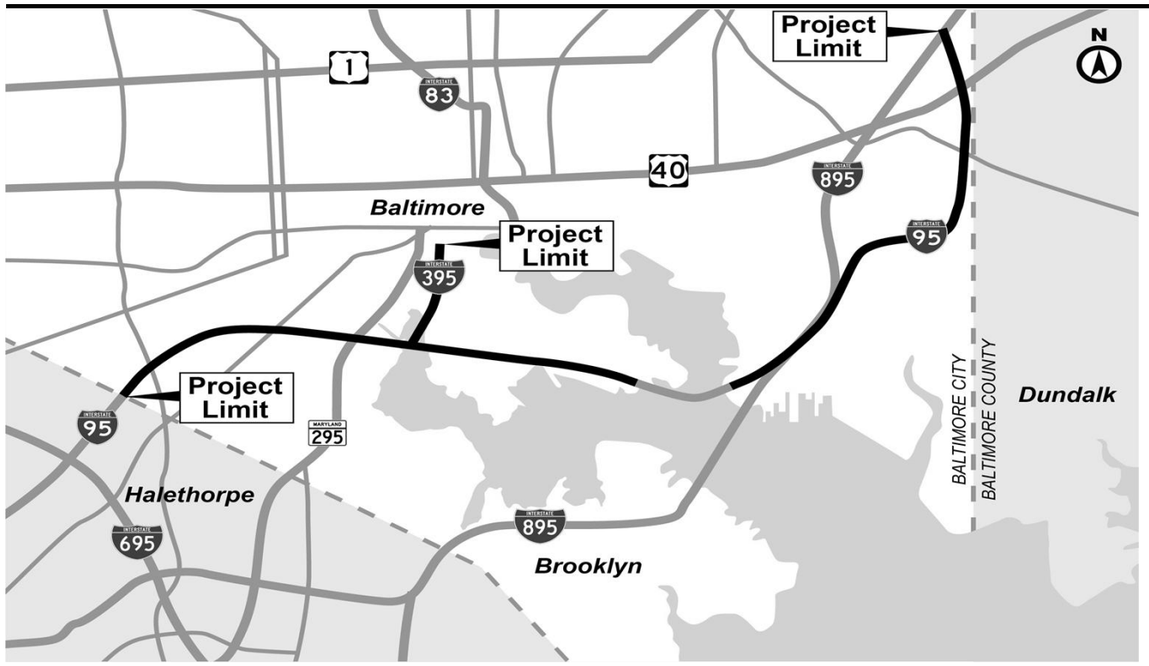
- [ ] Project Inside PFA
- [ ] Project Outside PFA — [ ] Grandfathered; [ ] Exception Will Be Required; [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

STATUS: Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	115	115	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	26,424	7,871	7,860	11,843	6,113	597	0	0	0	18,554	0
Total	**26,539**	**7,986**	**7,860**	**11,843**	**6,113**	**597**	**0**	**0**	**0**	**18,554**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	26,539	7,986	7,860	11,843	6,113	597	0	0	0	18,554	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.



PROJECT: I-95 Fort McHenry Tunnel - Rehabilitate FMT Area-Wide Lighting

DESCRIPTION: Upgrade portions of the lighting system, electrical system, and camera communication feeds on the Fort McHenry Tunnel facility to bring assets back into operation.

PURPOSE & NEED SUMMARY STATEMENT: This project will upgrade and restore assets back into operation including improvements to lighting, electrical and communication feeds, parapet cables and circuits, lighting vaults and cabinets, junction box covers, and conduit throughout.

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [ ] Serve Communities and Support the Economy
- [ ] Promote Environmental Stewardship

EXPLANATION: Rehabilitation is needed to extend the lifecycle of the assets.

SMART GROWTH STATUS: [ ] Project Not Location Specific [X] Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

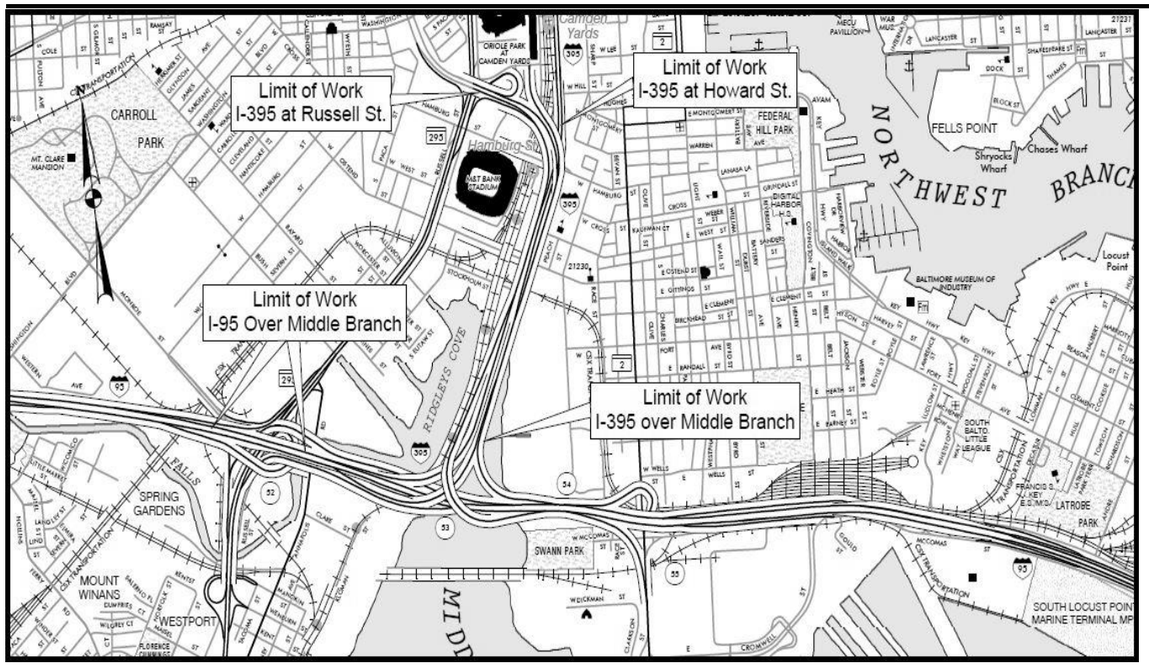
STATUS: Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	519	519	2	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	10,817	1,290	1,290	4,520	3,700	1,307	0	0	0	9,527	0
Total	**11,336**	**1,809**	**1,292**	**4,520**	**3,700**	**1,307**	**0**	**0**	**0**	**9,527**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	11,336	1,809	1,292	4,520	3,700	1,307	0	0	0	9,527	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

200



PROJECT: I-95 Fort McHenry Tunnel - FMT Box Girder Preservation

DESCRIPTION: Clean, paint, and repair deteriorated portions of the FMT box girders, especially the supporting girder ends. Multiple bridges on the FMT facility are supported by hollow girders rectangular or "box" in cross section rather than normal "I" shaped girders. These box girders span multiple support piers spaced along their lengths. The work in this project is to abrasive blast (clean) and paint the areas of steel that are rusted inside and outside the girders.

PURPOSE & NEED SUMMARY STATEMENT: The purpose of this project is to remove rust and associated steel deterioration in areas of the FMT "Box" girders by cleaning and painting the rusted steel areas, discovered during biennial inspections, to preserve the useful life of these girders.

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [ ] Enhance Safety and Security
- [X] Deliver System Quality
- [ ] Serve Communities and Support the Economy
- [ ] Promote Environmental Stewardship

EXPLANATION: Cleaning and painting the box girders will preserve and extend their useful life.

SMART GROWTH STATUS: [ ] Project Not Location Specific [X] Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Engineering is complete. Construction will begin in FY 2026.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	500	500	70	0	0	0	0	0	0	0	0
Right-of-way	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	5,793	3,634	570	0	0	0	9,996	0
Total	**10,496**	**500**	**70**	**5,793**	**3,634**	**570**	**0**	**0**	**0**	**9,996**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	10,496	500	70	5,793	3,634	570	0	0	0	9,996	0
Other	0	0	0	0	0	0	0	0	0	0	0

2580

PROJECT: I-95 Fort McHenry Tunnel - MDTA Police Vehicle Storage Garage and Auto Repair Shop

DESCRIPTION: Project to construct a new multi-use facility at the Fort McHenry Tunnel Campus to support the MDTA police vehicle fleet. The building will include four (4) storage bays for safe shelter of various essential vehicles and equipment including the Command Vehicle and Motorcycles. The Automotive Service Shop will have three (3) bays to provide maintenance and repair for MDTA police vehicles along with office, support and parts storage space.

PURPOSE & NEED SUMMARY STATEMENT: MDTA Police identified the necessity for a centralized facility to support storage of essential vehicles for emergency response and expansion of the patrol fleet. The police vehicle fleet will increase by approximately 175 vehicles over the next two years. These emergency response vehicles require more frequent and stringent safety inspections. The existing facility auto shops will not have the capacity to perform inspections, routine maintenance, and repairs for the increased fleet due to the total number of vehicles both new and existing. The current auto shops service the entire MDTA maintenance vehicle and heavy equipment fleet.

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [X] Enhance Safety and Security
- [ ] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [ ] Promote Environmental Stewardship

EXPLANATION: Provide a more suitable centralized location for safe and efficient management of the MDTA police vehicle fleet.

SMART GROWTH STATUS: [ ] Project Not Location Specific [X] Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA — [ ] Grandfathered; [ ] Exception Will Be Required; [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

STATUS: Engineering is underway. Construction to begin in FY 2027.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,473	1,273	300	1,200	0	0	0	0	0	1,200	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	21,015	0	0	0	7,125	7,536	6,354	0	0	21,015	0
Total	**23,488**	**1,273**	**300**	**1,200**	**7,125**	**7,536**	**6,354**	**0**	**0**	**22,215**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	23,488	1,273	300	1,200	7,125	7,536	6,354	0	0	22,215	0
Other	0	0	0	0	0	0	0	0	0	0	0

2499

PROJECT: I-695 Francis Scott Key Bridge - Key Bridge Rebuild

DESCRIPTION: This project will replace the Francis Scott Key Bridge and approaches using a Progressive Design-Build procurement process. The project is expected to be funded from insurance and FHWA emergency relief proceeds. Regionally, the Key Bridge played a critical role in the transportation network, including the transport of goods to and from the Port of Baltimore, the nation's largest port facility for specialized cargo and passenger facilities, and nearby distribution centers such as Tradepoint Atlantic at Sparrows Point. On 12/21/24, Congress approved the full federal funding of the Key Bridge Replacement Project's eligible costs. This project's costs will be updated when more details are available. The MDTA will use toll revenue to fund the Key Bridge reconstruction, with potential reimbursement in the future.

PURPOSE & NEED SUMMARY STATEMENT: On March 26, 2024, a cargo container vessel struck a main pier of the Francis Scott Key Bridge while transiting out of the Baltimore Harbor. The impact caused the bridge to collapse into the Patapsco River within seconds of the collision. As a result, the I-695 highway and ship channel became impassable. The loss of the Francis Scott Key Bridge significantly impacts travel in the Baltimore Metropolitan Region. The preliminary design phase will be completed as quickly as possible using an aggressive delivery schedule, so construction can commence as soon as possible.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [X] Promote Environmental Stewardship

EXPLANATION: Replacing the Francis Scott Key Bridge will restore critically affected traffic patterns in the Baltimore Metropolitan Region. It is a critical link in the regional and interstate transportation network and was the primary interstate route for hazardous material loads traveling through Baltimore. The collapse has negatively impacted community mobility and connectivity by creating a major gap in the Baltimore transportation network for both local and regional traffic.

SMART GROWTH STATUS: [ ] Project Not Location Specific [X] Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Planning, engineering and construction are underway. The budget reflects the original cost estimate that was prepared for the FSK Bridge Rebuild within two weeks of the bridge collapse. Updates to the cost estimate and schedule are under development.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,000	1,600	1,425	400	0	0	0	0	0	400	0
Engineering	150,814	76,214	76,102	74,600	0	0	0	0	0	74,600	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	1,549,186	15,703	15,000	610,000	416,489	325,295	168,254	13,445	0	1,533,483	0
Total	**1,702,000**	**93,517**	**92,526**	**685,000**	**416,489**	**325,295**	**168,254**	**13,445**	**0**	**1,608,483**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	1,702,000	93,517	92,526	685,000	416,489	325,295	168,254	13,445	0	1,608,483	0
Other	0	0	0	0	0	0	0	0	0	0	0

2655

PROJECT: I-695 Francis Scott Key Bridge - Subgrade Improvements at Bear Creek

DESCRIPTION: This project will rehabilitate the subgrade and pavement systems of the I-695 roadway in the Bear Creek vicinity.

PURPOSE & NEED SUMMARY STATEMENT: The purpose of the project is to repair and rehabilitate the subgrade and pavement of MD 695 near Bear Creek and perform backwall repairs of adjacent bridges. The need for repairs and rehabilitation are based on studies that revealed settlement and deterioration in this area. The expected increase in truck volumes due to the ongoing development and expansion of Tradepoint Atlantic confirms the need for the rehabilitation at this time.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- [ ] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [ ] Promote Environmental Stewardship

EXPLANATION: The rehabilitation and repairs of the roadway and bridge abutments will provide a safer and smoother ride.

SMART GROWTH STATUS: [ ] Project Not Location Specific [X] Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

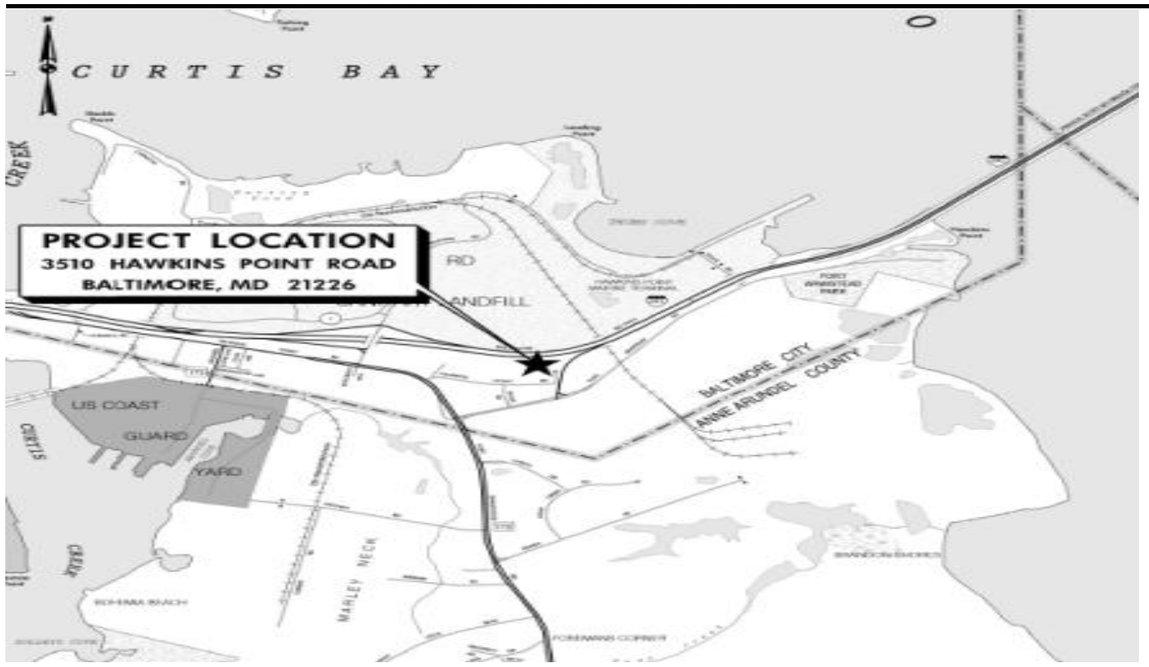
STATUS: Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,791	3,791	71	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	40,192	29,801	23,471	7,827	2,564	0	0	0	0	10,391	0
Total	**43,983**	**33,592**	**23,542**	**7,827**	**2,564**	**0**	**0**	**0**	**0**	**10,391**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	43,983	33,592	23,542	7,827	2,564	0	0	0	0	10,391	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

2450



PROJECT: I-695 Francis Scott Key Bridge - MDTA Police Training Academy

DESCRIPTION: Construct MDTA Police Training Academy at former Allied Property.

PURPOSE & NEED SUMMARY STATEMENT: There is insufficient space at the Police Headquarters Building, where the Police Training Academy is currently located, due to the growth of police duties and responsibilities over the past decade. There is a consistent and increasing need for new recruit training and in-service accreditation from MDTA Police and other law enforcement agencies that train alongside the MDTA.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- [X] Enhance Safety and Security
- [ ] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [ ] Promote Environmental Stewardship

EXPLANATION: Construct an independent police training academy building and facility.

SMART GROWTH STATUS: [ ] Project Not Location Specific [X] Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA — [ ] Grandfathered; [ ] Exception Will Be Required; [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

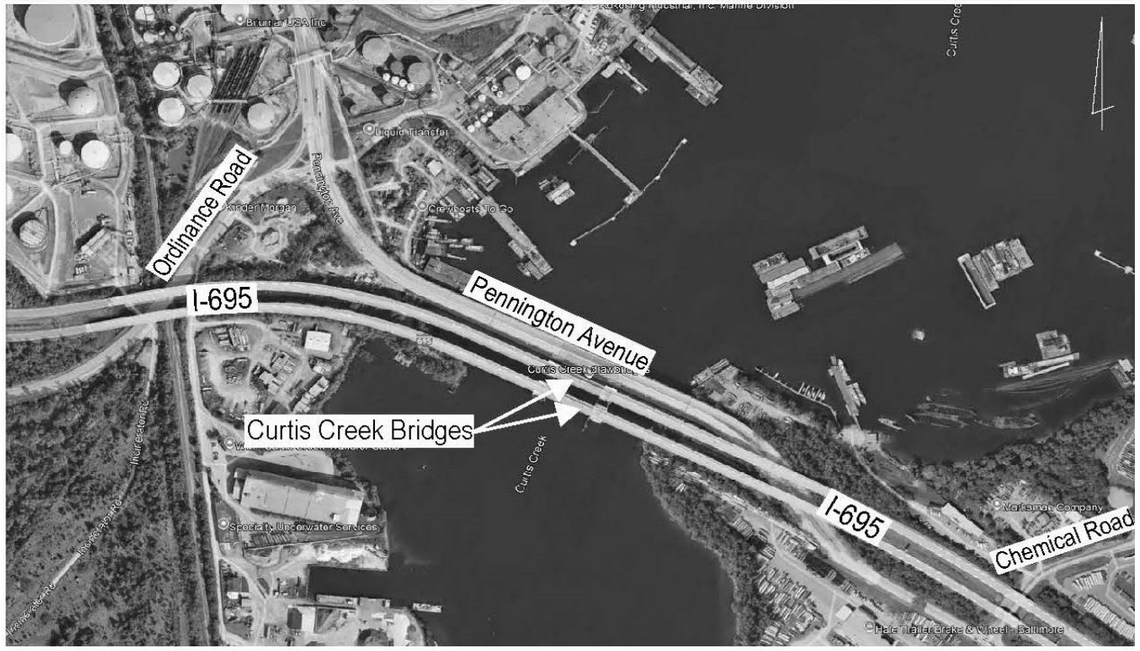
STATUS: Engineering for Phase 2 is underway. Construction for Phase 2 to begin in FY 2027.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,976	1,913	150	64	0	0	0	0	0	64	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	22,278	2,865	0	0	7,265	8,215	3,933	0	0	19,413	0
Total	**24,255**	**4,777**	**150**	**64**	**7,265**	**8,215**	**3,933**	**0**	**0**	**19,477**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	24,255	4,777	150	64	7,265	8,215	3,933	0	0	19,477	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

2521



PROJECT: I-695 Francis Scott Key Bridge - Rehabilitation of Curtis Creek Drawbridges Superstructure

DESCRIPTION: Perform steel repairs and strengthening measures to portions of the superstructure, particularly the outer loop bascule span; performing repairs to the existing catwalks; staged removal and replacement of portions of the decks and parapets; removal and replacement of all bridge-mounted low-level lights; associated electrical work, maintenance of traffic and final pavement markings.

PURPOSE & NEED SUMMARY STATEMENT: The project is an outcome of bi-annual bridge inspection reports of multiple defects that needed repair to maintain quality functioning of the bridge. Subsequent to the inspections, bridge deck surveys and analysis revealed that several deck spans needed replacement. The purpose of the project it to efficiently address the multiple existing superstructure defects at one time. In October 2024 this project was awarded an Infrastructure for Rebuilding America (INFRA) Grant in the amount of $7.5 million.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [ ] Serve Communities and Support the Economy
- [ ] Promote Environmental Stewardship

EXPLANATION: Bridge superstructure restoration and extension of its useful life.

SMART GROWTH STATUS: [ ] Project Not Location Specific [X] Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Engineering is underway. Construction to begin in January 2026.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,300	1,152	500	148	0	0	0	0	0	148	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	18,300	0	0	8,125	9,827	348	0	0	0	18,300	0
Total	**19,600**	**1,152**	**500**	**8,274**	**9,827**	**348**	**0**	**0**	**0**	**18,448**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	19,600	1,152	500	8,274	9,827	348	0	0	0	18,448	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: Added to the Construction Program.

2619

PROJECT: I-895 Baltimore Harbor Tunnel Thruway - Envelope and Switchgear Replacements at Vent Buildings

DESCRIPTION: Replace building facade, louvers, doors, roofing, elevators and fire pumps along with switchgear/MCC line-ups, transformers, switchboards, SCADA system integration and associated feeder cables at the Baltimore Harbor Tunnel Vent Buildings, Fairfield and Canton Sites.

PURPOSE & NEED SUMMARY STATEMENT: The existing facade is failing and the existing louvers provide no protection of the building interiors and equipment from rain and snow. The switchgear is original to the facility and has reached the end of its useful life.

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [ ] Serve Communities and Support the Economy
- [ ] Promote Environmental Stewardship

EXPLANATION: Replacing the facade will extend the useful life of the Baltimore Harbor Tunnel Vent Buildings and provide protection for the equipment housed therein. Replacing the switchgear and associated apparatus will provide reliable system and power control.

SMART GROWTH STATUS: [ ] Project Not Location Specific [X] Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

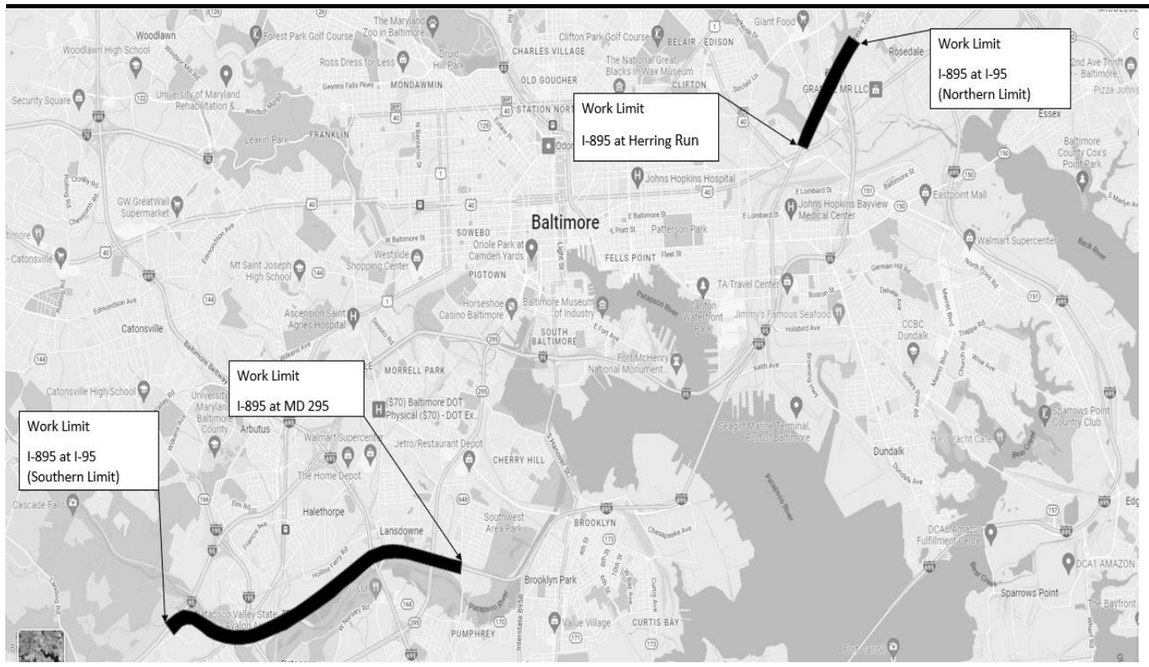
STATUS: Engineering and right-of-way acquisition are complete. Construction is underway.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,148	4,148	0	0	0	0	0	0	0	0	0
Right-of-way	466	466	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	76,061	43,942	20,972	21,992	10,127	0	0	0	0	32,119	0
Total	**80,675**	**48,556**	**20,972**	**21,992**	**10,127**	**0**	**0**	**0**	**0**	**32,119**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	80,675	48,556	20,972	21,992	10,127	0	0	0	0	32,119	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

2306



PROJECT: I-895 Baltimore Harbor Tunnel Thruway - Resurfacing North and South of the Baltimore Harbor Tunnel

DESCRIPTION: Resurface I-895 roadways north and south of the Baltimore Harbor Tunnel. The limits of the project are I-895 from the southern junction of I-95 to just north of MD 295 (at the south end of the project) and I-895 from just south of Herring Run to the northern junction of I-95 (northern end of the project).

PURPOSE & NEED SUMMARY STATEMENT: This project will perform the required life-cycle pavement resurfacing and rehabilitation along I-895 in order to ensure that the pavement remains in acceptable condition.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [ ] Serve Communities and Support the Economy
- [ ] Promote Environmental Stewardship

EXPLANATION: The I-895 roadway requires resurfacing to extend the useful life of the highway.

SMART GROWTH STATUS: [ ] Project Not Location Specific [X] Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	540	540	6	0	0	0	0	0	0	0	0
Right-of-way	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	10,671	10,381	2,392	0	0	0	0	0	2,392	0
Total	**13,603**	**11,211**	**10,388**	**2,392**	**0**	**0**	**0**	**0**	**0**	**2,392**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	13,603	11,211	10,388	2,392	0	0	0	0	0	2,392	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

240

PROJECT: I-895 Baltimore Harbor Tunnel Thruway - AET Conversion with Frankfurst Avenue Interchange Modifications

DESCRIPTION: Demolish toll plaza, rehabilitate pavement, and install equipment to convert to all electronic tolling (AET), or cashless tolling. Modify the I-895 interchange at Frankfurst Avenue to improve safety and operations. The project will be completed in three phases: AET Conversion with Frankfurst Interchange (Gantry Work); Reconstruction Frankfurst Intersection; and I-895 Mainline & Bridge Replacement. This is a Project Labor Agreement candidate project.

PURPOSE & NEED SUMMARY STATEMENT: The advantages of converting to cashless tolling include reduced travel times; increased safety/reduced crashes; alignment with national practice; improved customer convenience; reduced emissions; and reduction in toll collection and maintenance costs. The I-895 interchange modifications will address aging bridges, clearances, and other safety and efficiency related items.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [ ] Promote Environmental Stewardship

EXPLANATION: Changing to cashless tolling at the Baltimore Harbor Tunnel provides toll collection at highway speeds through the electronic methods of E-ZPass, Pay-By-Plate, and Video Tolling.

SMART GROWTH STATUS: [ ] Project Not Location Specific [X] Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

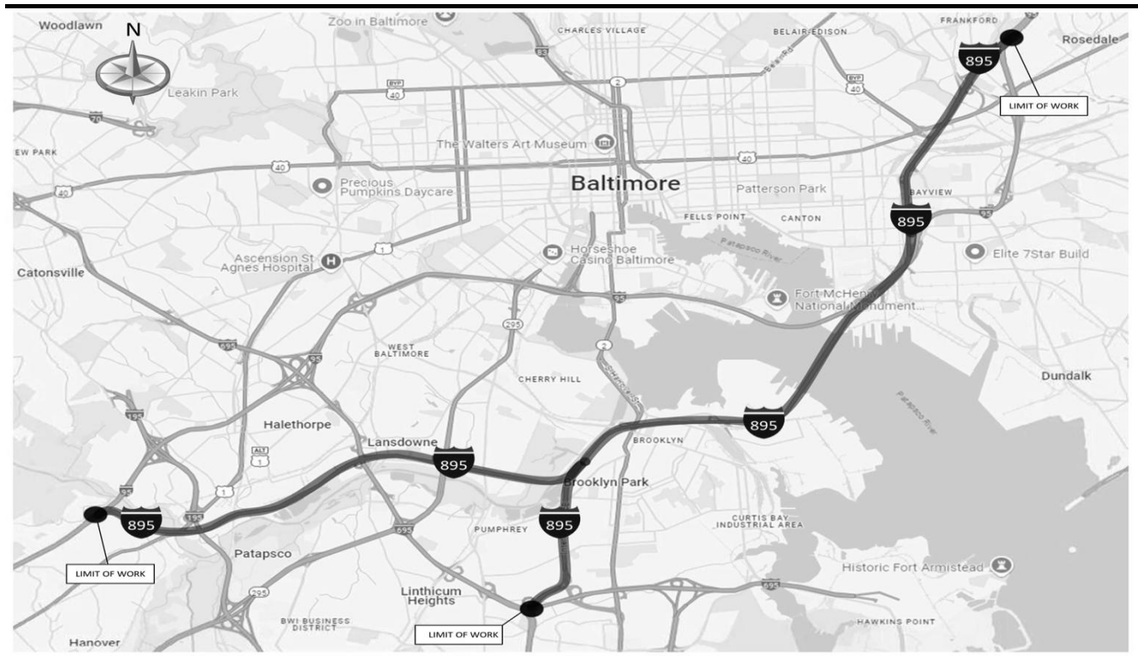
STATUS: Engineering and construction are underway. Only those portions of the construction that can be completed without major traffic impacts are underway at this time. The project was awarded an $80M MEGA grant, which will be applied to construction of the project. Additional funding for the balance of the project will be added later.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	8,266	6,391	1,117	1,500	375	0	0	0	0	1,875	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	6,800	6,800	6,332	0	0	0	0	0	0	0	0
Total	**15,066**	**13,191**	**7,450**	**1,500**	**375**	**0**	**0**	**0**	**0**	**1,875**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	15,066	13,191	7,450	1,500	375	0	0	0	0	1,875	0
Other	0	0	0	0	0	0	0	0	0	0	0

2487



PROJECT: I-895 Baltimore Harbor Tunnel Thruway - Facility-wide Signing Upgrades

DESCRIPTION: The existing signing along the BHT facility is past their service life. This project will upgrade all existing signing along the BHT facility, ensuring the facility signing is in accordance with the Maryland Manual on Uniform Traffic Control Devices (MdMUTCD). The project will also upgrade AET tolling signing as needed.

PURPOSE & NEED SUMMARY STATEMENT: This purpose of this project is to replace existing highway signs for the BHT facility that are, or will soon be, beyond their expected service life and to address new signing requirements within the latest edition of the Manual on Uniform Traffic Control Devices (MUTCD).

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [ ] Serve Communities and Support the Economy
- [ ] Promote Environmental Stewardship

EXPLANATION: Upon completion of the project, highway signing along the BHT facility will be in a state of good repair and will generally meet the latest requirements of the MUTCD.

SMART GROWTH STATUS: [ ] Project Not Location Specific [X] Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Engineering is underway. Construction will begin in January 2026.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,175	1,120	453	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	12,499	0	0	2,480	5,652	3,497	870	0	0	12,499	0
Total	**13,674**	**1,120**	**453**	**2,535**	**5,652**	**3,497**	**870**	**0**	**0**	**12,554**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	13,674	1,120	453	2,535	5,652	3,497	870	0	0	12,554	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: Cost decreased by $7.5 million due to a portion of the scope was removed due to an anticipated MTA project being shelved, resulting in no longer needing to replace MDTA cantilever sign structure and infrastructure along Ponca Street.

2614

PROJECT: I-895 Baltimore Harbor Tunnel Thruway - BHT Lane Use Signals (LUS) Extension

DESCRIPTION: Recently installed gates at BHT require safe guidance for vehicles traveling through BHT. Therefore we need to extend LUS beyond gates.

PURPOSE & NEED SUMMARY STATEMENT: Additional LUS (lane use signals) are needed to safely transition from newly installed gates. Also, the project will look into other ITS (intelligent transportation systems) devices like DMS if necessary to support this.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [ ] Serve Communities and Support the Economy
- [ ] Promote Environmental Stewardship

EXPLANATION: LUS and DMS will be installed to support traffic needs.

SMART GROWTH STATUS: [ ] Project Not Location Specific [X] Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Engineering is complete. Construction to begin in October 2025.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	900	900	359	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	9,186	0	0	3,561	3,542	2,083	0	0	0	9,186	0
Total	**10,086**	**900**	**359**	**3,561**	**3,542**	**2,083**	**0**	**0**	**0**	**9,186**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	10,086	900	359	3,561	3,542	2,083	0	0	0	9,186	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

2587

PROJECT: I-895 Baltimore Harbor Tunnel Thruway - Rehabilitate BHT Tunnel Lighting System

DESCRIPTION: The project will remove and replace the existing tunnel lighting system and remove and replace the existing in-tunnel puck-style lane use signals (LUS) system through the tunnel. Additionally, scope of work includes: Programmable Logic Controllers (PLC) replacements for the tunnel's control systems for both east and west tubes, and new Lighting controllers' installation at both Canton and Fairfield Ventilation Buildings.

PURPOSE & NEED SUMMARY STATEMENT: The project will install LED type luminaires and smart lighting control systems to achieve driver safety and energy savings by upgrading the controllers in ventilation buildings, and conduits & conductors inside the tunnel.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [ ] Serve Communities and Support the Economy
- [ ] Promote Environmental Stewardship

EXPLANATION: Rehabilitation is needed to improve the lifecycle of assets, and compliance with standards in energy efficiency.

SMART GROWTH STATUS: [ ] Project Not Location Specific [X] Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA — [ ] Grandfathered; [ ] Exception Will Be Required; [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

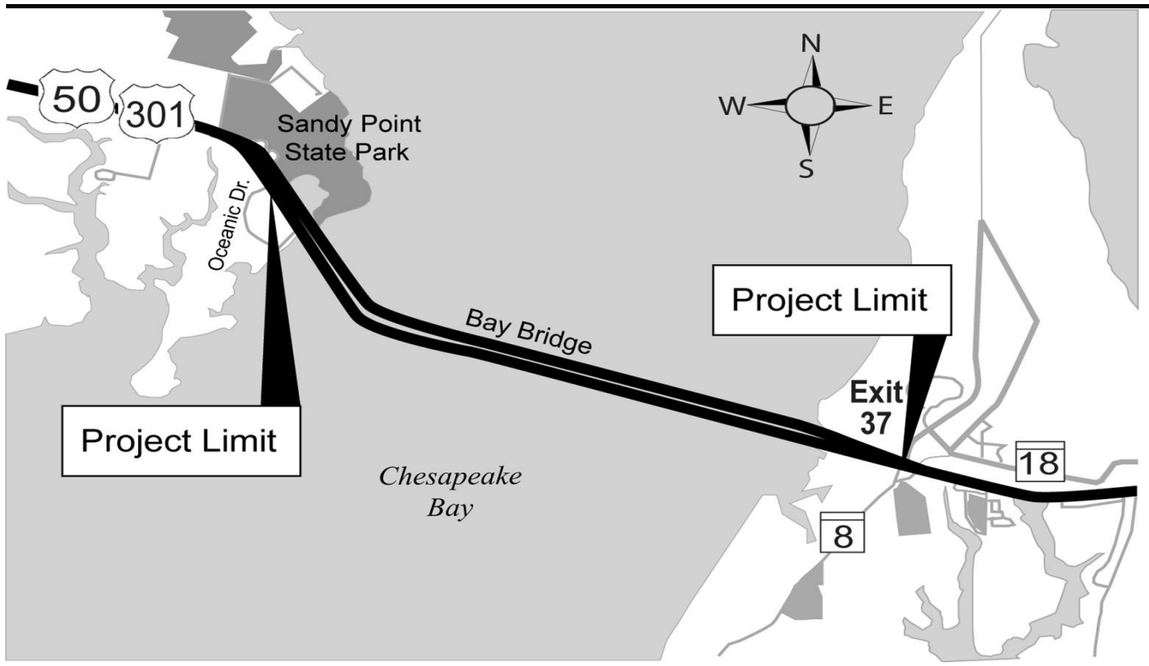
STATUS: Engineering is underway. Construction to begin in FY 2027.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	946	696	386	250	0	0	0	0	0	250	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	25,070	0	0	0	5,740	7,726	6,525	3,741	1,338	25,070	0
Total	**26,016**	**696**	**386**	**250**	**5,740**	**7,726**	**6,525**	**3,741**	**1,338**	**25,320**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	26,016	696	386	250	5,740	7,726	6,525	3,741	1,338	25,320	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: Added to the Construction Program.

2529



PROJECT: US 50/301 Bay Bridge - Rehabilitate Eastbound Bridge Deck

DESCRIPTION: This project provides for the rehabilitation and/or replacement of the eastbound bridge deck. The first phase of construction, deck widening and replacement of deck truss spans, is funded.

PURPOSE & NEED SUMMARY STATEMENT: The eastbound concrete deck is exhibiting various degrees of deterioration, as it was last replaced in 1985. Industry standards indicate that the deck is nearing the end of its life cycle.

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [ ] Promote Environmental Stewardship

EXPLANATION: The eastbound bridge deck is exhibiting various degrees of deterioration and will be replaced or rehabilitated.

SMART GROWTH STATUS: [ ] Project Not Location Specific [X] Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

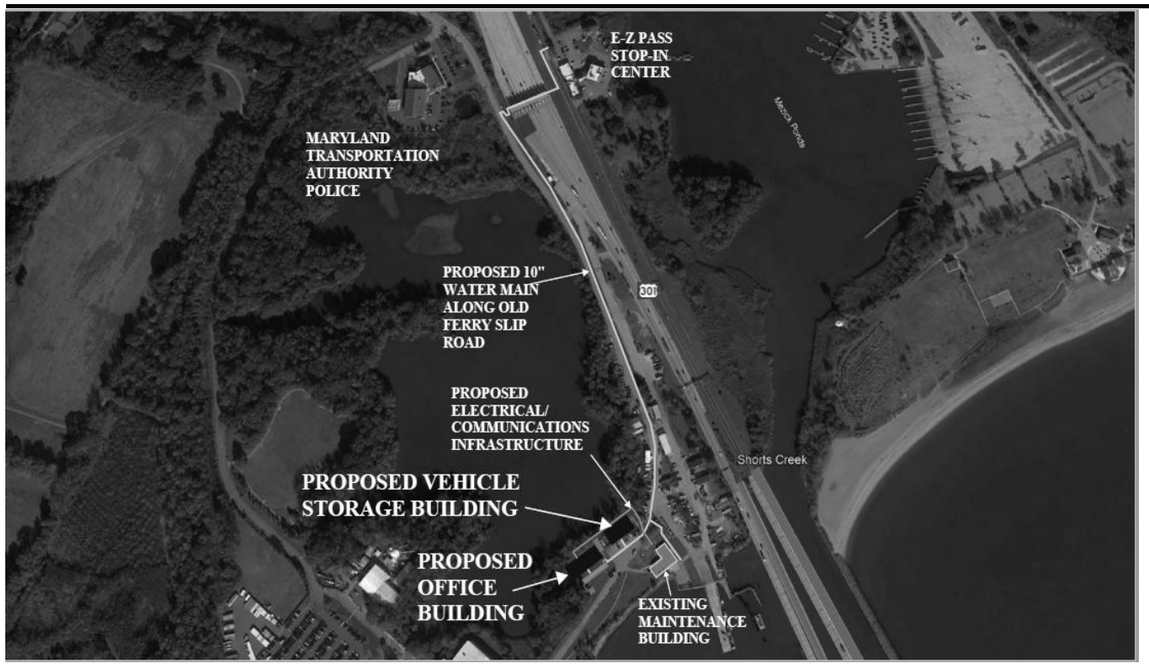
STATUS: Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	12,730	12,730	255	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	238,558	156,151	56,394	30,000	30,000	22,406	0	0	0	82,406	0
Total	**251,288**	**168,881**	**56,649**	**30,000**	**30,000**	**22,406**	**0**	**0**	**0**	**82,406**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	251,288	168,881	56,649	30,000	30,000	22,406	0	0	0	82,406	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: Cost decreased by $56.5 million for changes in scope with the removal of Package 2 for Eastbound Bay Bridge Deck Replacement Project.

2317



PROJECT: US 50/301 Bay Bridge - Project Management Office and Maintenance Equipment Storage Building

DESCRIPTION: This project includes the construction of a new Project Management Office and a new Maintenance Equipment Storage Building at the Bay Bridge Campus. Work also includes site utility upgrades including water main, power, fiber, and street lighting to support the new and existing buildings.

PURPOSE & NEED SUMMARY STATEMENT: The Bay Bridge crossing and approach roadways require continuous construction and maintenance activity to maintain the dual bridges in the highest serviceable condition for safe passage of MDTA customers. The Project Management Office will provide work areas for the inspection and contract administration staff. The Maintenance Equipment Storage Building will provide protection for the equipment used by operations staff.

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [ ] Enhance Safety and Security
- [X] Deliver System Quality
- [ ] Serve Communities and Support the Economy
- [ ] Promote Environmental Stewardship

EXPLANATION: The Project Management Office will provide a permanent centralized office building for the construction management personnel and field staff necessary for the year round, daytime, and nighttime hours of contract work. The Maintenance Equipment Storage Building will provide protection for the equipment used by the Operations staff.

SMART GROWTH STATUS: [ ] Project Not Location Specific [X] Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: Engineering is underway. Construction will begin in FY 2026.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,035	3,005	220	30	0	0	0	0	0	30	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	9,510	20	0	1,113	4,638	3,067	672	0	0	9,490	0
Total	**12,545**	**3,025**	**220**	**1,143**	**4,638**	**3,067**	**672**	**0**	**0**	**9,520**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	12,545	3,025	220	1,143	4,638	3,067	672	0	0	9,520	0
Other	0	0	0	0	0	0	0	0	0	0	0

2470

PROJECT: US 40 Thomas J. Hatem Memorial Bridge - Cleaning and Painting of the Hatem Bridge

DESCRIPTION: Recent bridge inspections identified rust and peeling paint of the structural steel that requires attention. This project will clean and paint the structural steel and coating system of the entire bridge. Single lane closures during off-peak traffic periods will be necessary to set-up shielding and equipment and when cleaning and painting over travel lanes.

PURPOSE & NEED SUMMARY STATEMENT: Recent bridge inspections identified rust and peeling paint of the structural steel that requires attention. Cleaning and painting will protect the existing superstructure of the Hatem Bridge.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- [ ] Enhance Safety and Security
- [X] Deliver System Quality
- [ ] Serve Communities and Support the Economy
- [ ] Promote Environmental Stewardship

EXPLANATION: The coating system is showing signs of wear. This improvement will address existing deterioration and extend the useful life of the bridge.

SMART GROWTH STATUS: [ ] Project Not Location Specific [X] Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

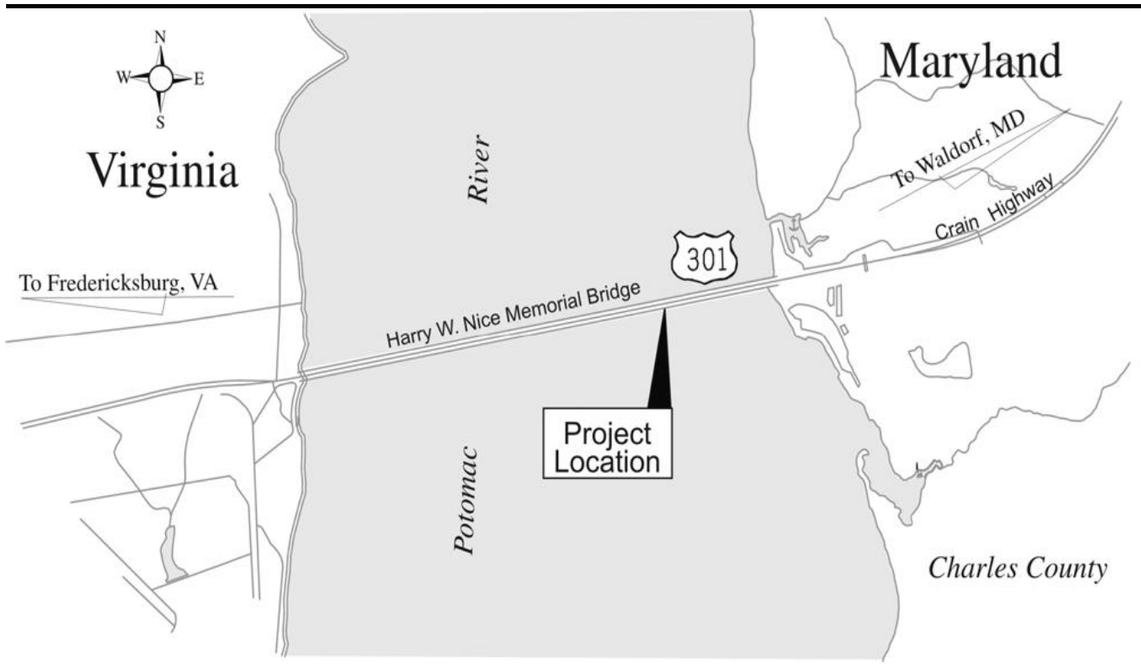
STATUS: Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	907	907	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	65,029	49,522	32,205	15,507	0	0	0	0	0	15,507	0
Total	**65,936**	**50,430**	**32,205**	**15,507**	**0**	**0**	**0**	**0**	**0**	**15,507**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	65,936	50,430	32,205	15,507	0	0	0	0	0	15,507	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

2512



PROJECT: US 301 Governor Harry W. Nice Memorial/Senator Thomas "Mac" Middleton Bridge - Replace Nice/Middleton Bridge

DESCRIPTION: Replace the current bridge with a new 4-lane bridge.

PURPOSE & NEED SUMMARY STATEMENT: The existing bridge did not meet current standards, i.e., narrow lanes, lack of shoulders, and steep grades with lack of truck climbing lanes and was reaching capacity during peak travel periods. Traffic was projected to increase by 45 percent on weekdays and 33 percent on weekends by 2025.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [X] Serve Communities and Support the Economy
- [ ] Promote Environmental Stewardship

EXPLANATION: The new 4-lane bridge is safer and relieves congestion.

SMART GROWTH STATUS: [ ] Project Not Location Specific [X] Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: The facility is open to service. Final construction activities related to Intelligent Transportation Systems (ITS) devices are finishing up.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: Decreased by $7.4 million due to project coming in under budget as it nears completion.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
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	4,907	2,998	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	538,161	537,161	7,132	1,000	0	0	0	0	0	1,000	0
Total	**583,024**	**582,024**	**10,129**	**1,000**	**0**	**0**	**0**	**0**	**0**	**1,000**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	583,024	582,024	10,129	1,000	0	0	0	0	0	1,000	0
Other	0	0	0	0	0	0	0	0	0	0	0

1024

Maryland Transportation Authority

PROJECT: Authority-Wide - Replace Electronic Toll Collection and Operating System - 3rd Generation

DESCRIPTION: The project will design and build a replacement toll system and services to support it; and design and build a new Customer Service Center (CSC) and provide the services to operate it. These projects include account and transaction processing systems, CSC phone systems, IVR, MVA lookups, reporting, operations, web site, mobile app, image review services, reciprocity services, enforcement services, and maintenance services for six to up to ten years.

PURPOSE & NEED SUMMARY STATEMENT: This project will update the Electronic Toll Collection hardware and Operating System software and increase the capacity for handling video tolling and citations.

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [X] Enhance Safety and Security
- [X] Deliver System Quality
- [ ] Serve Communities and Support the Economy
- [ ] Promote Environmental Stewardship

EXPLANATION: This project will update the Electronic Toll Collection hardware and Operating System software and increase the capacity for handling video tolling and citations.

SMART GROWTH STATUS: [ ] Project Not Location Specific [X] Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

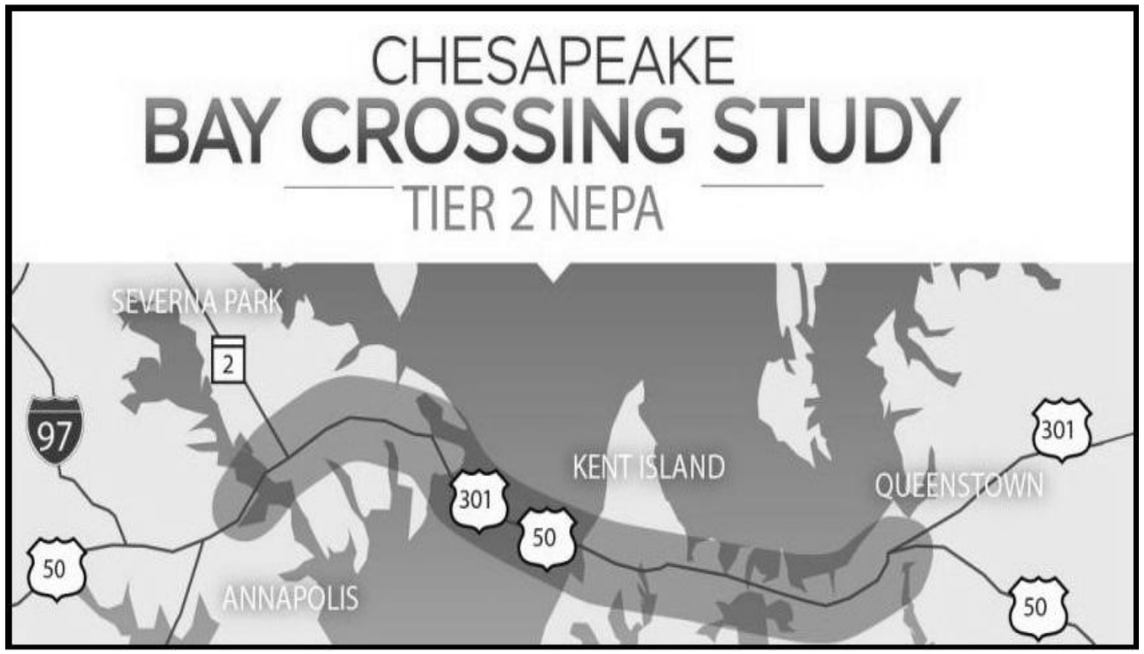
STATUS: Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	19,361	19,361	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	119,992	97,623	13,431	6,783	5,901	3,228	3,228	3,228	0	22,369	0
Total	**139,353**	**116,984**	**13,431**	**6,783**	**5,901**	**3,228**	**3,228**	**3,228**	**0**	**22,369**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	139,353	116,984	13,431	6,783	5,901	3,228	3,228	3,228	0	22,369	0
Other	0	0	0	0	0	0	0	0	0	0	0

2147

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.



PROJECT: US 50/301 Bay Bridge - Tier 2 NEPA Study

DESCRIPTION: The Bay Crossing Study Tier 2 NEPA is the second stage of the two-tiered federally required National Environmental Policy Act (NEPA) process. The Bay Crossing Study Tier 1 NEPA was approved by FHWA in April 2022, identifying Corridor 7, the corridor containing the existing Bay Bridge, as the Selected Corridor Alternative. Tier 2 studies specific alignment, crossing type and potential number of lanes needed within the 2-mile wide, 22-mile long corridor from Severn River Bridge to the US 50/301 split. Tier 2 involves significant public engagement and participation. Project delivery method options will be determined.

PURPOSE & NEED SUMMARY STATEMENT: The Bay Crossing Study Tier 2 NEPA is the next step in the strategy to address congestion and future traffic demand crossing the Chesapeake Bay. It must be completed before final design and construction could potentially begin if a build alignment alternative is selected.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☒ Not Subject to PFA Law

☐ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet to Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

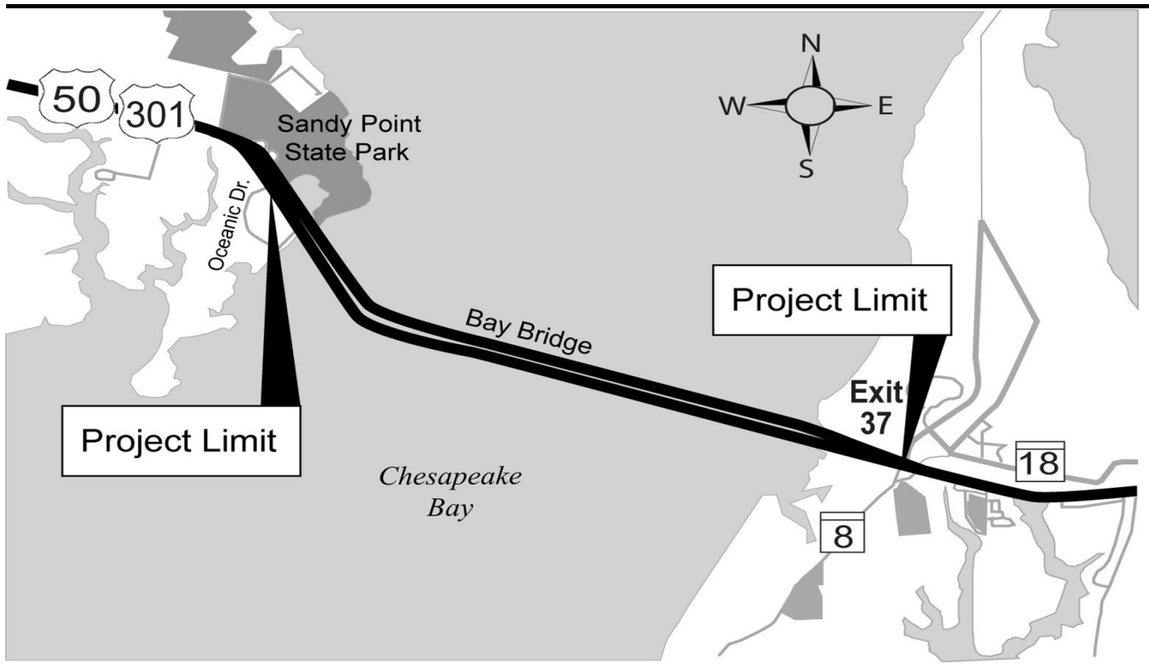
STATUS: Planning is underway.

POTENTIAL FUNDING SOURCE: ☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	25,924	18,924	6,987	7,000	0	0	0	0	0	7,000	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	**25,924**	**18,924**	**6,987**	**7,000**	**0**	**0**	**0**	**0**	**0**	**7,000**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	25,924	18,924	6,987	7,000	0	0	0	0	0	7,000	0
Other	0	0	0	0	0	0	0	0	0	0	0

2586

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.



PROJECT: US 50/301 Bay Bridge - Bay Bridge Protection, Suspension Span Anchorage Concrete and Navigation Lighting Rehabilitation

DESCRIPTION: Design and install a pier protection system at the eastbound and westbound Bay Bridges. This is a Project Labor Agreement candidate project.

PURPOSE & NEED SUMMARY STATEMENT: Enhanced pier protection measures are essential to safeguard against potential ship impacts on the bridges' structural supports.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☒ Not Subject to PFA Law

☐ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet to Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

STATUS: Engineering is underway.

POTENTIAL FUNDING SOURCE: ☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY ...2028...	...2029...	...2030...	...2031...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,129	900	829	229	0	0	0	0	0	229	0
Right-of-way	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	**1,129**	**900**	**829**	**229**	**0**	**0**	**0**	**0**	**0**	**229**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	1,129	900	829	229	0	0	0	0	0	229	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

2656

MINOR PROJECTS PROGRAM

(Dollars in Thousands)

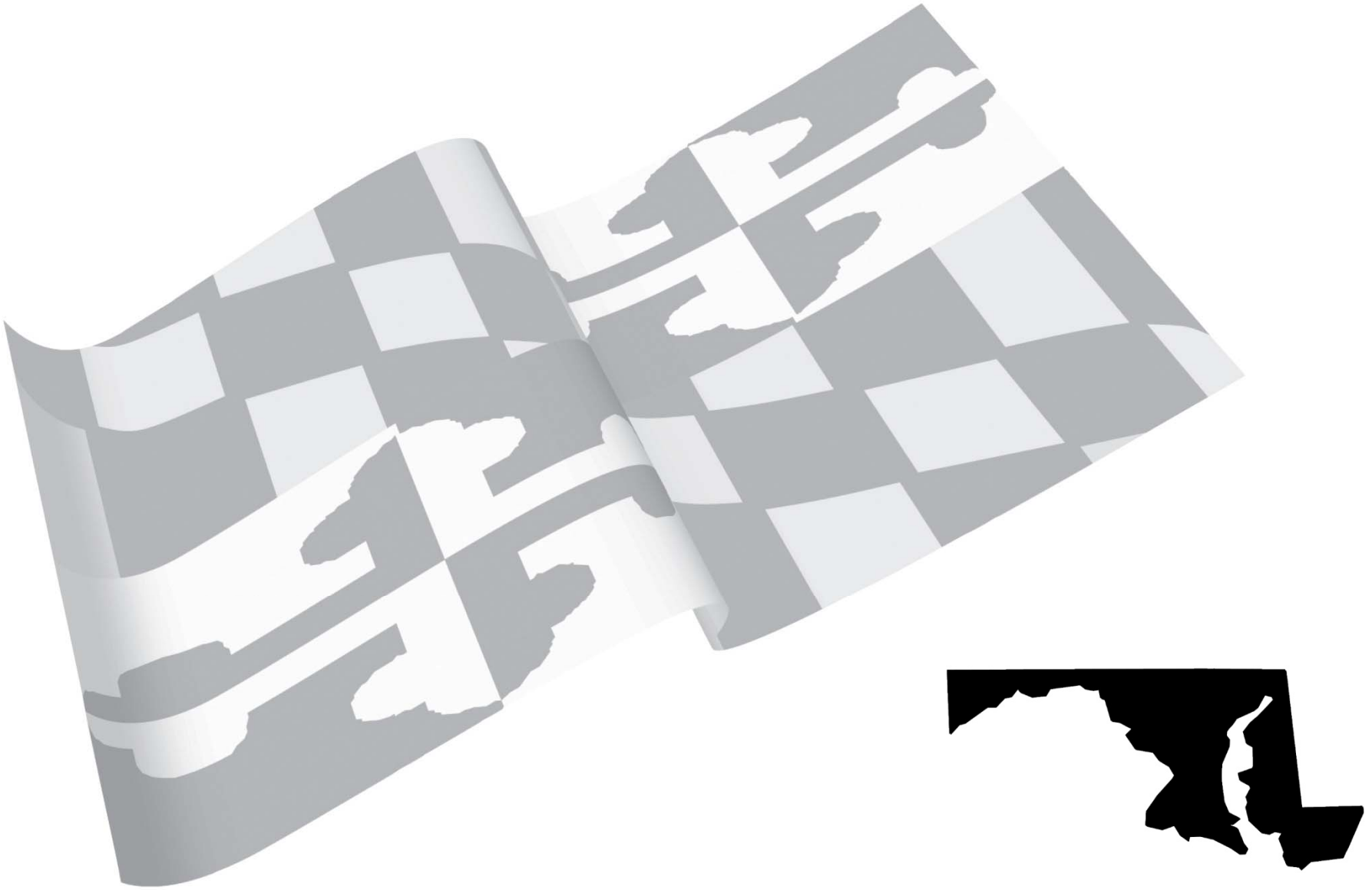
MARYLAND TRANSPORTATION AUTHORITY - LINE 31

PROJECT ID	PROJECT NAME	FACILITY CODE	TOTAL PROGRAMMED COST	STATUS
Building Preservation				
MDTAPRJ002560	BHT Maintenance/Auto Building HVAC and Roof Replacement	HT - HARBOR TUNNEL	$ 7,936	Under Construction
MDTAPRJ002565	FMT East Vent Building Facade and Roof Replacement (Engineering only)	FT - FORT MCHENRY TUNNEL	$ 400	Design Underway
Building Renovations/Replacements				
2438	Police Headquarters Building Envelope Renovations	KB - F.S.KEY BRIDGE	$ 3,183	Under Construction
MDTAPRJ002569	JFK MSP Building Remodeling (Engineering only)	KH - KENNEDY HIGHWAY	$ 500	Design Underway
Environmental				
2489	Drainage Rehabilitation - Phase III - Outfalls	MA - MULTI-AREA	$ 6,369	Under Construction
MDTAPRJ002675	Environmental On-Call V	MA - MULTI-AREA	$ 3,636	Design Underway
Equipment - System Preservation				
2471	10-Year Equipment Budget - FY 2018 through FY 2027	MA - MULTI-AREA	$ 61,031	Ongoing
Highway Preservation				
MDTAPRJ002645	Resurface I-95 from the Tydings Bridge to the MD 24 Interchange (Engineering only)	KH - KENNEDY HIGHWAY	$ 2,200	Design Underway
ITS/Elec Preservation & Improvements				
2497	Radio Rebroadcast and Radiax in BHT & FMT	MA - MULTI-AREA	$ 6,250	Design Underway
Safety & Capacity Improvements				
2504	Bay Bridge Queue Detection System	BB - BAY BRIDGE	$ 3,413	Under Construction
MDTAPRJ002602	Fire Alarm System Upgrades and Security System Upgrades (Engineering Only)	MA - MULTI-AREA	$ 400	Design Underway

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND TRANSPORTATION AUTHORITY - LINE 31

PROJECT ID	PROJECT NAME	FACILITY CODE	TOTAL PROGRAMMED COST	STATUS
Signage				
MDTAPRJ002625	ICC Sign Panel Replacements (Engineering Only)	ICC - INTERCOUNTY CONNECTOR	$ 1,200	Design Underway
MDTAPRJ002630	On-Call Signs, Sign Lights, and Sign Structures	MA - MULTI-AREA	$ 6,269	Design Underway
Structural Preservation				
2436	Replace I-95 Kennedy Highway Bridge over CSXT (Engineering only)	KH - KENNEDY HIGHWAY	$ 3,081	Design Underway
2527	Replace Bridges on I-895 over I-695 (Engineering only)	HT - HARBOR TUNNEL	$ 2,260	Design Underway
MDTAPRJ000199	Maintenance and Repairs of the I-695 Curtis Creek Drawbridges at FSK	KB - F.S.KEY BRIDGE	$ 2,541	Under Construction
Tunnel Preservation				
MDTAPRJ002591	Rehabilitate Upper Plenum Liner and Ceiling (Engineering only)	HT - HARBOR TUNNEL	$ 100	Design Underway
MDTAPRJ002615	Replace and Rehabilitate FMT Electrical Switchgear (Engineering only)	FT - FORT MCHENRY TUNNEL	$ 450	Design Underway



MARYLAND DEPARTMENT OF TRANSPORTATION

APPENDICES A&B – PREVIOUS CHAPTER 30 SCORES

Appendix A: Previous Chapter 30 Project Scores
Draft FY 2026-31 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 that have been evaluated under chapter 30 and their corresponding scores are shown below. Please note that the maximum allowable score for any project was determined to be 2000. The project prioritization model required under Chapter 30 does not select major transportation projects for funding, but it is one of many tools MDOT utilizes in its project evaluation and selection process.

Project Name	Sponsor	Score	Rank
MD 3 (MD 32 to St. Stephens Church Road)	Anne Arundel County	1376.21	1
Parole Transportation Center	Anne Arundel County	614.36	2
MD 170 (MD 100 to south of MD 174)	Anne Arundel County	276.88	3
Odenton MARC Garage	Anne Arundel County	192.53	4
MD 4 (Lous Way to north end of South Patuxent Beach Road)	St. Mary's County	160.24	5
MD 214 (MD 468 to Oakford Avenue)	Anne Arundel County	116.25	6
US 40 & Otsego Street/Ohio Street Intersection	Harford County	111.67	7
MD 27 (Leishear Road to Penn Shop Road)	Carroll County	69.24	8
MD 175 (US 1 to Dorsey Run Road)	Howard County	56.34	9
MD 194 (MD 26 to Devilbiss Bridge Road)	Frederick County	55.63	10
US 50/US 301 (MD 2/MD 450 to Chesapeake Bay Bridge)	Anne Arundel County	54.42	11
MD 26 (MD 32 to Liberty Reservoir)	Carroll County	29.69	12
MD 2 (US 50 to Wishing Rock Road)	Anne Arundel County	27.62	13
MD 117 (I-270 to Watkins Mill Road)	Montgomery County	26.43	14
I-95 (MD 32 to MD 100)	MDOT SHA	25.97	15
MD 18 (Castle Marina Road to the Kent Narrows)	Queen Anne’s County	22.20	16
MD 175 (MD 170 to west of MD 295)	Anne Arundel County	20.56	17
MD 197 (MD 450 to Kenhill Drive)	Prince George’s County	18.92	18
US 29 (Seneca Drive to Middle Patuxent River)	Howard County	15.44	19
MD 85 (Guilford Drive to south of Ballenger Creek)	Frederick County	14.38	20
I-70 (I-270 to Alternate US 40)	Frederick County	13.68	21
MD 198 (MD 295 to MD 32)	Anne Arundel County	12.66	22
MD 2/4 (Auto Dr to MD 765A)	Calvert County	10.67	23
MD 355 Flash Bus Rapid Transit (Clarksburg to Bethesda)	Montgomery County	6.59	24

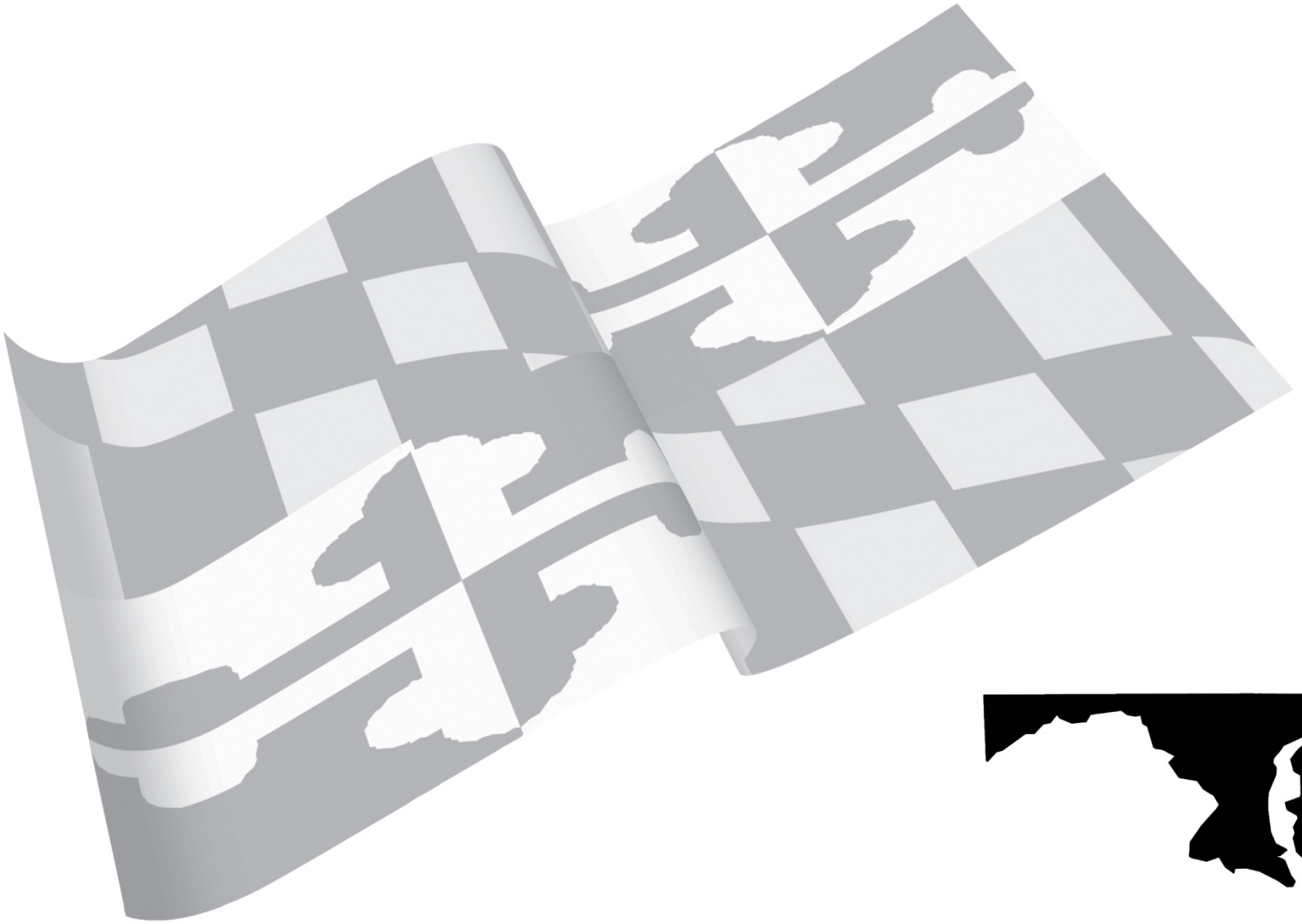
Appendix A: Previous Chapter 30 Project Scores
Draft FY 2026-31 CTP

Project Name	Sponsor	Score	Rank
I-70 (US 29 to US 40)	Howard County	6.14	25
MD 32 (MD 26 to Howard County line)	Carroll County	5.75	26
MD 295 (I-195 to MD 100) and Hanover Road (MD 170 to CSX Railroad)	Anne Arundel County	5.62	27
BWI Rail Station and Fourth Track (Grove Interlocking to Winans Interlocking)	MDOT MTA	5.37	28
MD 5 (north of I-95/I-495 to US 301)	Prince George's County	4.91	29
MD 210 (MD 228 to Palmer Road)	Prince George's County	4.68	30
MD 223 (MD 4 to Steed Road)	Prince George's County	4.31	31
MD 4 (I-95/I-495 to MD 223)	Prince George's County	4.25	32
US 29 Bus Rapid Transit (US 40 to Silver Spring Metro)	Howard County	4.24	33
South Side Transit (Branch Avenue Metro to King Street Metro)	Prince George's County	3.85	34
MD 4 Governor Thomas Johnson Bridge (MD 2 to MD 235)	St. Mary's County	3.42	35
Southern Maryland Rapid Transit (Branch Avenue Metro to Demarr Road)	Charles & Prince George's Counties	3.18	36
MD 213 Chestertown Bypass (MD 297 to south of MD 544)	Kent County	2.97	37

Appendix B: Previously Scored Chapter 30 Projects Entering the Construction Program

Appendix A describes the Maryland Department of Transportation (MDOT) Chapter 30 scoring model. The projects listed below are those that have been evaluated under Chapter 30 and have since entered the Construction Program. If phases of a project enter the Construction Program, applicants are required to update the project limits for the remainder of the project and submit a full application for it to be scored.

Project Name	**Sponsor**
MD 5 Great Mills (MD 471 to MD 246)	St. Mary's County
I 97 (MD 32 to US 50)	Anne Arundel County



MARYLAND DEPARTMENT OF TRANSPORTATION

GLOSSARY

CONSOLIDATED TRANSPORTATION PROGRAM GLOSSARY

State Report on Transportation (SRT)	Consists of the Maryland Transportation Plan (MTP) and the Consolidated Transportation Program (CTP).
Maryland Transportation Plan (MTP)	The MTP identifies the focus of the Department and its modal administration that defines program objectives and serves to guide program development. It includes a 20-year forecast of needs based on anticipated resources available to the Department.
CHART	Coordinated Highways Action Response Team – Maryland's program to employ Intelligent Vehicle Highway System (IVHS) technology to better manage highway capacity.
Consolidated Transportation Program (CTP)	The CTP designates capital projects that will be undertaken during the six-year period, and a summary of operating programs. The CTP also identifies projects added to the Construction Program and Development and Evaluation Program, delayed in schedule, deleted from the Development and Evaluation Program and finally completions.
Construction Program	List within the CTP of major projects (descriptions, cost estimates and schedules) under construction and those anticipated to begin construction within the six-year period. An estimate of annual expenditure levels for system preservation projects is also included.
Development & Evaluation Program (D&E)	List within the CTP of projects for planning studies, preparation of environmental studies and preliminary design. These projects are candidates for future addition to the Construction Program.
Remaining Cost to Complete	Amount of funds required after the budget year to complete a project.
Balance to Complete	Amount of funds required after the six-year program period of the CTP to complete a project.
Major Capital Project	New, expanded or significantly improved facility or service that generally involves planning, environmental studies, design, right-of-way acquisition, construction or purchase of essential equipment related to the facility or service.
System Preservation Project	Project of limited scope for the preservation or rehabilitation of an existing facility or service which generally does not have a significant impact on the human or natural environment.

CONSOLIDATED TRANSPORTATION PROGRAM GLOSSARY (Cont'd.)

Reconstruction	Complete rebuilding of a facility/structure or system which is beyond the point where it may be economically repaired or renovated.
Rehabilitation	Restoration and/or modernization of a facility/structure or system in order that it may be effectively used for its designated functional purpose or comply with current requirements.
Highway System Preservation Program	Program of projects oriented toward preserving the existing highway system, including resurfacing, safety improvements, bridge rehabilitation, landscaping, traffic control and ridesharing lots and other miscellaneous improvements.
Reimbursables	State funds advanced for work performed for local jurisdictions, services performed for other agencies, recovery of damages to Department property, salaries and expenses of the Interstate Division for Baltimore City, fees for issuing commercial entrance permits, and other activities performed by the Department and are paid by various sources.
Capital Contributions Agreement	Agreement entered into by 8 local jurisdictions in Maryland, Virginia and the District of Columbia that provides a capital funding schedule for Metrorail construction in the Washington area.
(PP)	Project Planning: The state in the planning process where detailed studies and analysis are conducted to establish the scope and location of proposed transportation facilities.
(PE)	Preliminary Engineering: The state in project development when surveys, soil conditions, elevations, right-of-way plats, and detailed design plans and specifications are prepared.
(RW)	Right-of-Way: Acquisition of land for transportation projects.
(CO)	Construction.
(IN)	Inflated Cost.
(FA)	Federal-aid.
(STP)	Surface Transportation Program category of federal aid
(NHS)	National Highway System category of federal aid.

CONSOLIDATED TRANSPORTATION PROGRAM GLOSSARY (Cont'd.)

(IM)	Interstate Maintenance category of federal aid.
(BR)	Bridge Replacement/Rehabilitation category of federal aid.
(CMAQ)	Congestion Mitigation/Air Quality category of federal aid.
(DEMO)	Specific projects identified in federal legislation for demonstration purposes.