



## **APPENDICES A & B - CHAPTER 30 SCORES**

## Appendix A: Chapter 30 Project Scores Final FY 2025-30 CTP

The Maryland Department of Transportation (MDOT) evaluates major transportation projects through a project-based scoring model that is required by the Maryland Open Transportation Investment Decision Act – Application and Evaluation (Chapter 30). Major transportation projects are defined as highway and transit capacity projects over \$5 million. The major transportation projects evaluated through the scoring model in this year’s CTP and their corresponding scores are shown below. Please note that the maximum allowable score for any project was determined to be 2000. The project prioritization model required under Chapter 30 does not select major transportation projects for funding, but it is one of many tools MDOT utilizes in its project evaluation and selection process.

<b><u>Project Name</u></b>	<b><u>Sponsor</u></b>	<b><u>Score</u></b>	<b><u>Rank</u></b>
MD 3 (MD 32 to St. Stephens Church Road)	Anne Arundel County	1376.21	1
Parole Transportation Center	Anne Arundel County	614.36	2
MD 170 (MD 100 to south of MD 174)	Anne Arundel County	276.88	3
Odenton MARC Garage	Anne Arundel County	192.53	4
MD 4 (Lous Way to north end of South Patuxent Beach Road)	St. Mary's County	160.24	5
MD 214 (MD 468 to Oakford Avenue)	Anne Arundel County	116.25	6
US 40 & Otsego Street/Ohio Street Intersection	Harford County	111.67	7
MD 27 (Leishear Road to Penn Shop Road)	Carroll County	69.24	8
MD 175 (US 1 to Dorsey Run Road)	Howard County	56.34	9
MD 194 (MD 26 to Devilbiss Bridge Road)	Frederick County	55.63	10
US 50/US 301 (MD 2/MD 450 to Chesapeake Bay Bridge)	Anne Arundel County	54.42	11
MD 26 (MD 32 to Liberty Reservoir)	Carroll County	29.69	12
MD 2 (US 50 to Wishing Rock Road)	Anne Arundel County	27.62	13
MD 117 (I-270 to Watkins Mill Road)	Montgomery County	26.43	14
I-95 (MD 32 to MD 100)	MDOT SHA	25.97	15
MD 18 (Castle Marina Road to the Kent Narrows)	Queen Anne's County	22.20	16
MD 175 (MD 170 to west of MD 295)	Anne Arundel County	20.56	17
MD 197 (MD 450 to Kenhill Drive)	Prince George's County	18.92	18
US 29 (Seneca Drive to Middle Patuxent River)	Howard County	15.44	19
MD 85 (Guilford Drive to south of Ballenger Creek)	Frederick County	14.38	20
I-70 (I-270 to Alternate US 40)	Frederick County	13.68	21
MD 198 (MD 295 to MD 32)	Anne Arundel County	12.66	22
MD 2/4 (Auto Dr to MD 765A)	Calvert County	10.67	23
MD 355 Flash Bus Rapid Transit (Clarksburg to Bethesda)	Montgomery County	6.59	24

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<b><u>Project Name</u></b>	<b><u>Sponsor</u></b>	<b><u>Score</u></b>	<b><u>Rank</u></b>
I-70 (US 29 to US 40)	Howard County	6.14	25
MD 32 (MD 26 to Howard County line)	Carroll County	5.75	26
MD 295 (I-195 to MD 100) and Hanover Road (MD 170 to CSX Railroad)	Anne Arundel County	5.62	27
BWI Rail Station and Fourth Track (Grove Interlocking to Winans Interlocking)	MDOT MTA	5.37	28
MD 5 (north of I-95/I-495 to US 301)	Prince George's County	4.91	29
MD 210 (MD 228 to Palmer Road)	Prince George's County	4.68	30
MD 223 (MD 4 to Steed Road)	Prince George's County	4.31	31
MD 4 (I-95/I-495 to MD 223)	Prince George's County	4.25	32
US 29 Bus Rapid Transit (US 40 to Silver Spring Metro)	Howard County	4.24	33
South Side Transit (Branch Avenue Metro to King Street Metro)	Prince George's County	3.85	34
MD 4 Governor Thomas Johnson Bridge (MD 2 to MD 235)	St. Mary's County	3.42	35
Southern Maryland Rapid Transit (Branch Avenue Metro to Demarr Road)	Charles & Prince George's Counties	3.18	36
MD 213 Chestertown Bypass (MD 297 to south of MD 544)	Kent County	2.97	37

## Appendix B: Previously Scored Chapter 30 Projects that Entered Construction Program

Appendix A describes the Chapter 30 scoring model. The projects listed below were not evaluated for this current CTP. Instead, they were scored in previously years and have since entered the Construction Program in FY 2023 or FY 2024, in whole or in part. The list includes projects that have been temporarily suspended from the Construction Program due to funding shortfalls but are set to reenter it when funding becomes available. Such projects do not need rescoring to reenter the Construction Program. If phases of a project enter the Construction Program, applicants are required to update the project limits for the remainder of the project and submit a full application for it to be scored.

<b><u>Project Name</u></b>	<b><u>Sponsor</u></b>	<b><u>Phase(s) Scored</u></b>	<b><u>Phase(s) Entered</u></b>	<b><u>FY Entered</u></b>	<b><u>Score</u></b>	<b><u>Rank</u></b>
US 15/US 40 (I-70 To MD 26)	Frederick County	---	---	2023	13.22	20
I-795 @ Dolfield Boulevard Interchange	MDOT SHA	---	---	2023	5.51	29
I-97 (US 50 to MD 32)	MDOT SHA	---	---	2023	12.88	22
US 219 (Old Salisbury Road to Pennsylvania state line)	MDOT SHA	---	---	2023	13.05	21
US 220 and MD 53 at Cresaptown	MDOT SHA	---	---	2023	35.85	12
I-95/I-495 @ Greenbelt Metro Station Interchange	Prince George's County	---	---	2024	14.38	20
MD 5 (MD 246 to MD 471)	St. Mary's County	---	---	2023	27.43	14
I-81 (north of MD 63/MD 68 to Pennsylvania state line)	Washington County	2 to 4	2	2023*	11.40	23

\*The I-81 project was also scored in FY 2024 in error