

MDOTTM
MARYLAND DEPARTMENT
OF TRANSPORTATION

THE SECRETARY'S OFFICE

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

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



PROJECT: Transportation Alternatives Program

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

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

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

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

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

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

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

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

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

STIP REFERENCE #State6



PROJECT: Transportation Emission Reduction Program

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

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

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

STATUS: Ongoing

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU YEAR				FOR PLANNING PURPOSES ONLY					
			2024	2025	2026	...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	78,915	63,653	4,646	4,230	1,787	1,860	1,964	2,710	2,710	15,262	0
Total	78,915	63,653	4,646	4,230	1,787	1,860	1,964	2,710	2,710	15,262	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	78,915	63,653	4,646	4,230	1,787	1,860	1,964	2,710	2,710	15,262	0
Other	0	0	0	0	0	0	0	0	0	0	0

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

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



PROJECT: Kim Lamphier Bikeways Network Program

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

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

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

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

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

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

Fund Program # 00434



PROJECT: Transit Oriented Development Planning & Implementation

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

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

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

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

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

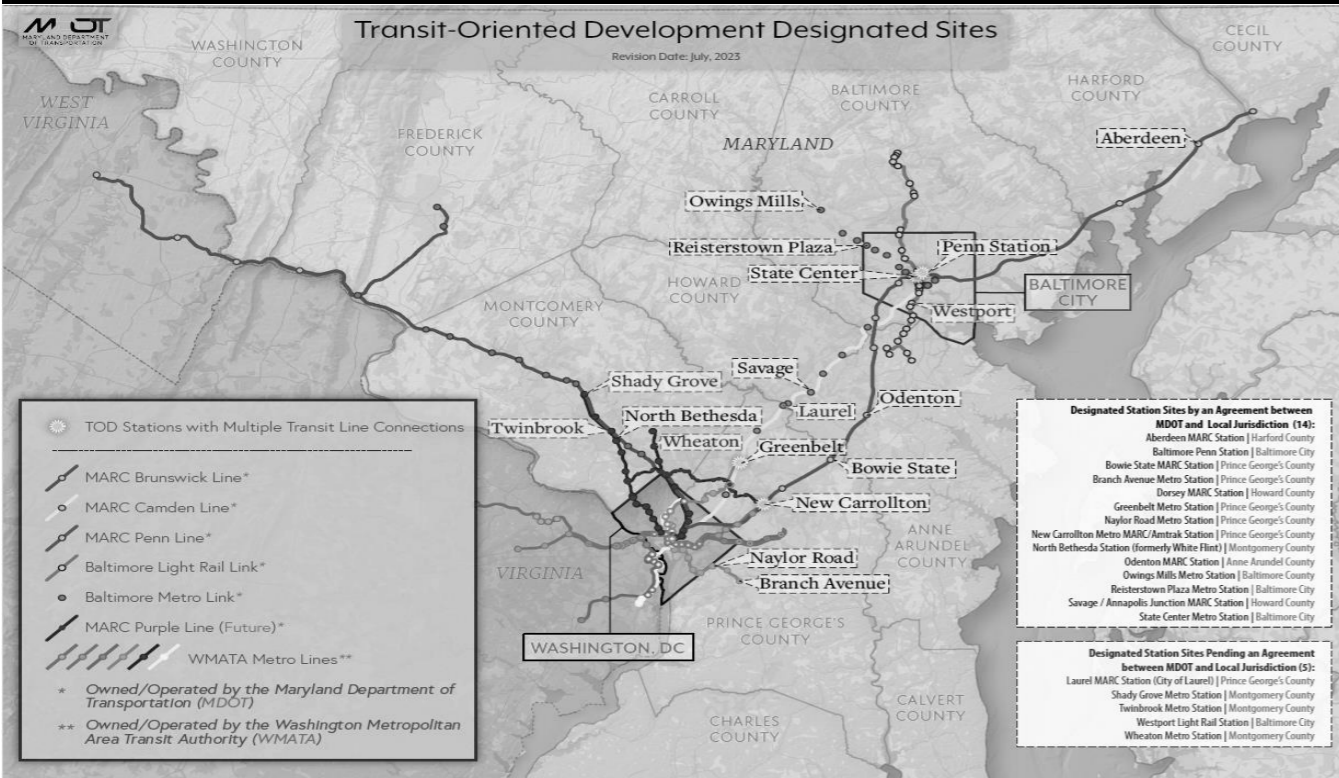
EXPLANATION: TOD will encourage dense development which will provide connected employment and enhanced tax revenue opportunities around transit hubs while also increasing transit ridership. This development will create better transportation choice by developing mixed-use communities around transit that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

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

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: None

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

0143, 000374



PROJECT: Transit Oriented Development Grant Program

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

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

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

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

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

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

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

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: None



PROJECT: MDOT Asset Management Program

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

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

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

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

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

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

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

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

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



PROJECT: MDOT RSTARS Refactoring Project

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

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

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

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

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

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

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL										<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO			
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY						TOTAL	COMPLETE	
	(\$000)	CLOSE YEAR	2024	2025	2026	...2027...	...2028...	...2029...	...2030...					
Planning	0	0	0	0	0	0	0	0	0	0	0			
Engineering	0	0	0	0	0	0	0	0	0	0	0			
Right-of-way	0	0	0	0	0	0	0	0	0	0	0			
Utility	0	0	0	0	0	0	0	0	0	0	0			
Construction	19,046	19,046	9,391	0	0	0	0	0	0	0	0			
Total	19,046	19,046	9,391	0	0	0	0	0	0	0	0			
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0			
Special	19,046	19,046	9,391	0	0	0	0	0	0	0	0			
Other	0	0	0	0	0	0	0	0	0	0	0			

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



PROJECT: Baltimore-Washington Superconducting Maglev (SCMAGLEV) Project

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

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

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

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

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

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP:
None



PROJECT: ADA Street and Sidewalk Improvements in Baltimore City

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

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

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

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

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

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

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

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: None.

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

THE SECRETARY'S OFFICE - LINE 10

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

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

THE SECRETARY'S OFFICE - LINE 10

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