

Maryland
Transportation
Authority

MDOT
MARYLAND DEPARTMENT
OF TRANSPORTATION

MARYLAND TRANSPORTATION AUTHORITY

**MARYLAND TRANSPORTATION AUTHORITY
CAPITAL PROGRAM SUMMARY
(\$ MILLIONS)**

	<u>FY 2025</u>	<u>FY 2026</u>	<u>FY 2027</u>	<u>FY 2028</u>	<u>FY 2029</u>	<u>FY 2030</u>	<u>SIX - YEAR TOTAL</u>
<u>Major Construction Program</u>	636.2	799.9	701.6	505.4	284.4	16.7	2,944.1
System Preservation	408.8	588.3	505.0	410.7	248.3	16.7	2,177.7
Expansion/Efficiency	214.0	193.1	164.3	72.5	23.7	-	667.6
Safety & Security	2.3	4.6	10.7	9.0	6.4	-	32.9
Environment	5.2	0.0	0.0	0.0	1.2	-	6.4
Administration	5.9	13.9	21.5	13.2	4.9	-	59.5
<u>Major Development & Evaluation Program</u>	7.5	7.0	-	-	-	-	14.5
Expansion/Efficiency	7.0	7.0	-	-	-	-	14.0
Safety & Security	0.5	-	-	-	-	-	0.5
<u>Minor Program</u>	121.8	252.0	442.0	483.9	476.9	413.7	2,190.3
System Preservation	109.3	231.3	406.0	449.3	424.0	372.1	1,991.9
Expansion/Efficiency	3.4	7.3	21.9	25.0	47.1	37.4	142.2
Safety & Security	3.9	11.0	13.8	9.5	5.8	4.1	48.3
Environment	3.3	2.3	0.4	-	-	-	6.0
Administration	1.9	-	-	-	-	-	1.9
<u>Capital Salaries, Wages & Other Costs</u>	-	-	-	-	-	-	-
TOTAL	765.5	1,058.9	1,143.6	989.2	761.3	430.3	5,148.9
Toll Funds	765.5	1,058.9	1,143.6	989.2	761.3	430.3	5,148.9

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:

- | | | | |
|-------------------------------------|-----------------------------|-------------------------------------|---|
| <input checked="" type="checkbox"/> | Enhance Safety and Security | <input checked="" type="checkbox"/> | Serve Communities and Support the Economy |
| <input checked="" type="checkbox"/> | Deliver System Quality | <input type="checkbox"/> | Promote Environmental Stewardship |

SMART GROWTH STATUS:

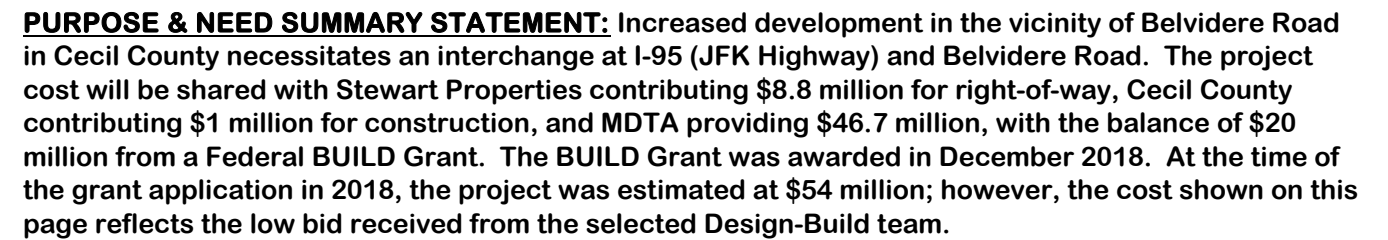
- | | | | |
|--|--|--|--|
| SMART GROWTH STATUS: | | <input type="checkbox"/> Project Not Location Specific | <input checked="" type="checkbox"/> Not Subject to PFA Law |
| <input type="checkbox"/> Project Inside PFA | | <input type="checkbox"/> Grandfathered | |
| <input type="checkbox"/> Project Outside PFA | | <input type="checkbox"/> Exception Will Be Required | |
| <input type="checkbox"/> PFA Status Yet to Be Determined | | <input type="checkbox"/> Exception Granted | |

EXPLANATION: Extending the northbound Express Toll Lanes and associated improvements will provide congestion relief and address safety concerns.

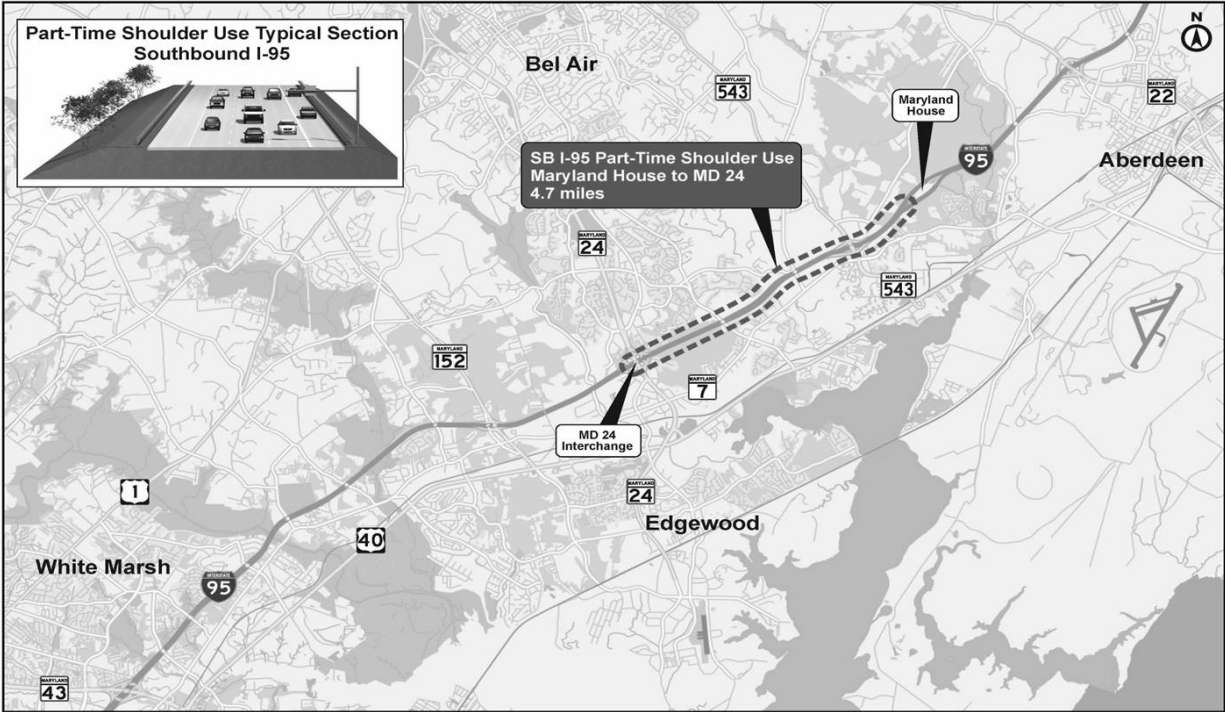
STATUS: The extended northbound I-95 Express Toll Lanes (ETL) opened on December 18, 2024, from White Marsh Boulevard (MD 43) to Mountain Road (MD 152). Engineering and construction continue on the extension from Mountain Road (MD 152) to MD 24.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: None.

[illegible]



STATUS: Engineering is complete. Construction is underway.



PROJECT: I-95 John F. Kennedy Memorial Highway - I-95 Southbound Hard Shoulder Running

DESCRIPTION: This project will provide part-time left shoulder use for approximately 5.4 miles on I-95 southbound from Maryland House to MD 24 in Harford County. It involves restriping I-95 and repaving the left shoulder lane to accommodate part-time left shoulder use. Installation of Intelligent Transportation System (ITS) devices to dynamically open and close the left shoulder lane based on traffic conditions is included.

PURPOSE & NEED SUMMARY STATEMENT: This project will increase capacity along southbound I-95 between Maryland House and MD 24 and reduce congestion during high traffic volumes. 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

☒ Deliver System Quality

☒ Serve Communities and Support the Economy

☐ Promote Environmental Stewardship

SMART GROWTH STATUS:

☐ Project Inside PFA

☐ Project Outside PFA

☐ PFA Status Yet to Be Determined

☐ Project Not Location Specific

☒ Not Subject to PFA Law

☐ Grandfathered

☐ Exception Will Be Required

☐ Exception Granted

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.

STATUS: Engineering is underway. Construction will begin in FY 2026.

POTENTIAL FUNDING SOURCE:						<input type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,060	2,793	809	267	0	0	0	0	0	267	0
Right-of-way	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	0	6,029	15,726	10,594	3,051	0	35,400	0
Total	38,460	2,793	809	267	6,029	15,726	10,594	3,051	0	35,667	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	38,460	2,793	809	267	6,029	15,726	10,594	3,051	0	35,667	0
Other	0	0	0	0	0	0	0	0	0	0	0



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.

STATUS: Engineering is underway. Construction to begin in FY 2026.

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



PROJECT: I-95 Fort McHenry Tunnel - Rehabilitate Vent Fans

DESCRIPTION: Rehabilitate forty-eight ventilation fans in the Fort McHenry Tunnel East and West Ventilation Buildings.

PURPOSE & NEED SUMMARY STATEMENT: The ventilation system is an integral part of the Fort McHenry Tunnel. Rehabilitating the fans and their components will improve the operational reliability of the existing fans and extend the service life of the ventilation system in the tunnel.

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

☒ Enhance Safety and Security

☒ Deliver System Quality

☐ Serve Communities and Support the Economy

☐ Promote Environmental Stewardship

EXPLANATION: Rehabilitating the fans will extend the useful life of the existing ventilation system.

SMART GROWTH STATUS:

☐ Project Not Location Specific

☒ Not Subject to PFA Law

☐ Project Inside PFA

☐ Project Outside PFA

☐ PFA Status Yet to Be Determined

☐ Grandfathered

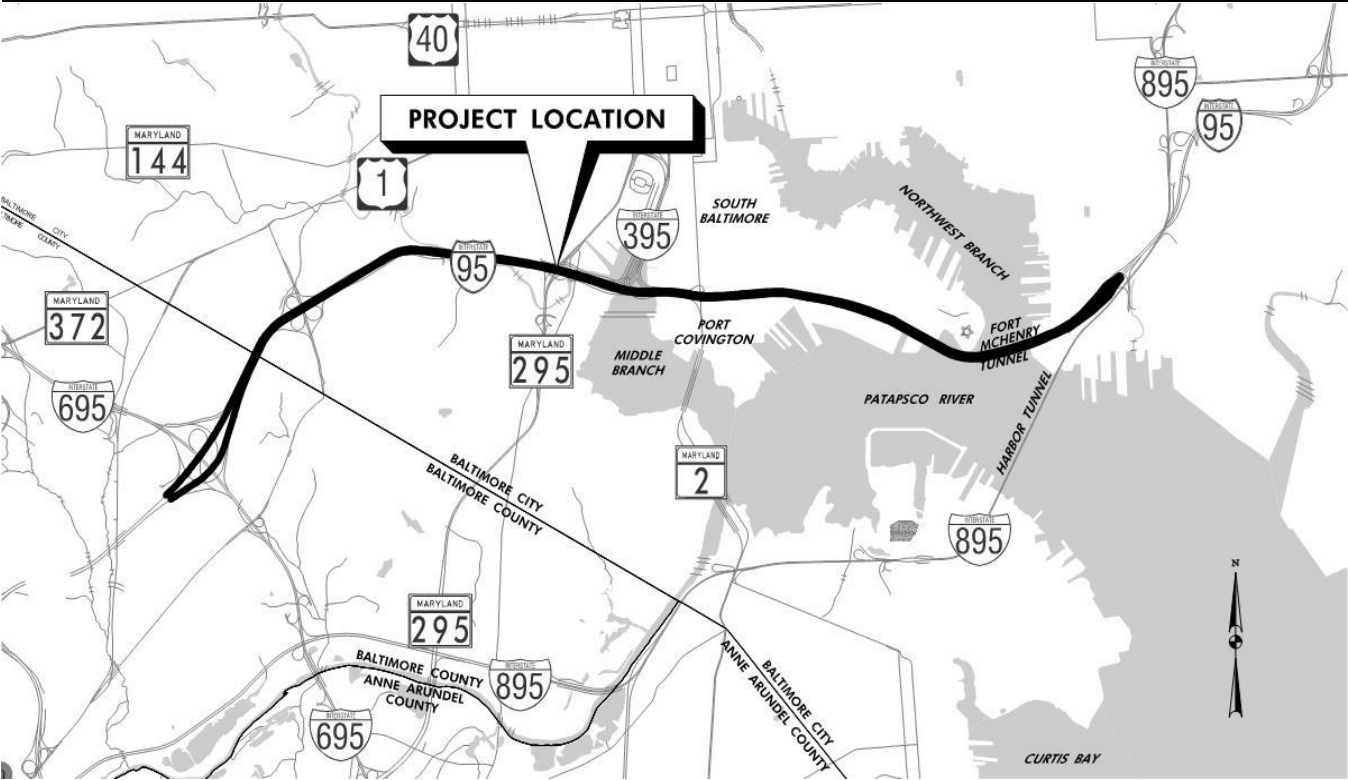
☐ Exception Will Be Required

☐ Exception Granted

STATUS: Engineering and construction are underway.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,149	2,861	0	288	0	0	0	0	0	288	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	42,746	41,802	3,696	944	0	0	0	0	0	944	0
Total	45,895	44,663	3,697	1,232	0	0	0	0	0	1,232	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	45,895	44,663	3,697	1,232	0	0	0	0	0	1,232	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: Cost increased by \$1.2 million due to scope change for additional work.



PROJECT: I-95 Fort McHenry Tunnel - Port Covington I-95 Access Study

DESCRIPTION: The first phase of this project is a comprehensive evaluation of potential improvements to I-95 ramps required to support major planned development on the Port Covington Peninsula located in Baltimore City. Improvements being evaluated include potential changes to the I-95 ramps between Hanover Street and Key Highway.

PURPOSE & NEED SUMMARY STATEMENT: A National Environmental Policy Act (NEPA) study is required to determine the potential environmental effects associated with proposed improvements to accommodate anticipated growth while maintaining the functionality of the regional and local transportation system.

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

☐ Enhance Safety and Security

☒ Deliver System Quality

☒ Serve Communities and Support the Economy

☐ Promote Environmental Stewardship

SMART GROWTH STATUS:

☐ Project Not Location Specific

☒ Not Subject to PFA Law

☐ Project Inside PFA

☐ Project Outside PFA

☐ PFA Status Yet to Be Determined

☐ Grandfathered

☐ Exception Will Be Required

☐ Exception Granted

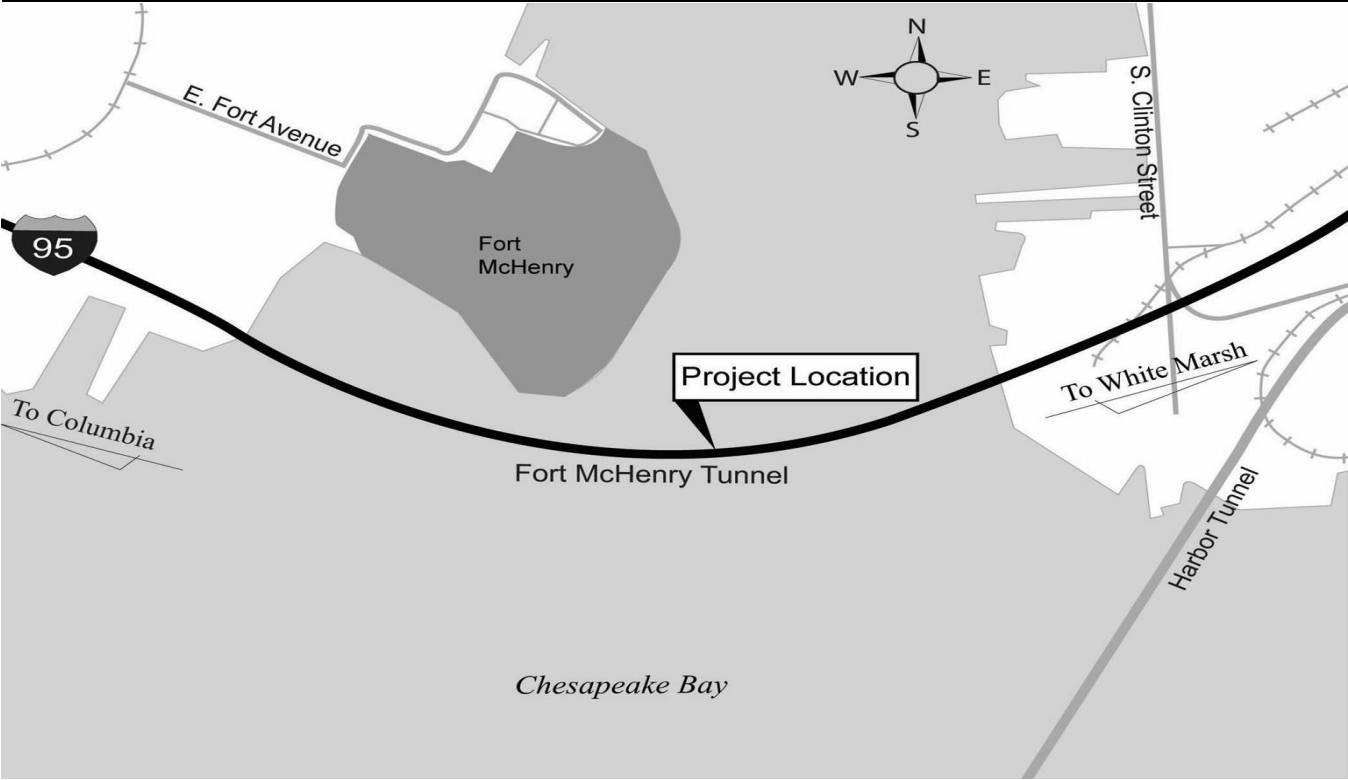
EXPLANATION: The study will identify preferred infrastructure improvements to support the full development potential of a large area of underutilized land in Baltimore City while maintaining the functionality of the regional transportation system.

STATUS: Planning is underway. Construction schedule to be determined. Planning funding shown is for MDTA's oversight of the planning phase which is being funded by a private developer. Construction funding shown is MDTA's match for future INFRA Grant.

POTENTIAL FUNDING SOURCE:						<input type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER	
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE		
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY							
						...	2027...	...2028...	...2029...			...2030...	
Planning	409	389	0	5	0	0	0	0	0	5	15		
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	5	0	0	0	0	0	5	33,000		
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0		
TOLL	33,400	395	0	5	0	0	0	0	0	5	33,000		
Other	0	0	0	0	0	0	0	0	0	0	0		

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.

EXPLANATION: The bridges show signs of deterioration. Rehabilitation will improve condition of the bridges' substructure and superstructure.



PROJECT: I-95 Fort McHenry Tunnel - Rehabilitate Tunnel 15 KV Cable, Conduit, and Concrete Wall

DESCRIPTION: The scope of this project includes performing concrete repairs to the underside of the roadway slab and walls inside the fresh air ducts of all four bores of the Fort McHenry Tunnel. In addition, replacement of the existing four (4) 15KV tie feeders, with associated cables and conduits, between the East and West Ventilation Buildings.

PURPOSE & NEED SUMMARY STATEMENT: Hands-on inspections identified the original 15KV cable and conduits including the surrounding concrete need major rehabilitation and replacement.

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

☒ Enhance Safety and Security

☒ Deliver System Quality

☐ Serve Communities and Support the Economy

☐ Promote Environmental Stewardship

EXPLANATION: Rehabilitate 15KV cable, conduit and surrounding concrete wall to increase the useful life of these tunnel components.

SMART GROWTH STATUS:

☐ Project Not Location Specific

☒ Not Subject to PFA Law

☐ Project Inside PFA

☐ Project Outside PFA

☐ PFA Status Yet to Be Determined

☐ Grandfathered

☐ Exception Will Be Required

☐ Exception Granted

STATUS: Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	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	16,381	6,364	7,342	9,084	0	0	0	0	16,427	0
Total	33,284	16,857	6,364	7,342	9,084	0	0	0	0	16,427	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	33,284	16,857	6,364	7,342	9,084	0	0	0	0	16,427	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: None.



PROJECT: I-95 Fort McHenry Tunnel - Convert to Cashless Tolling

DESCRIPTION: Remove the existing toll booths and plaza elements, construct gantry structures, and reconstruct the plaza roadway to convert to all-electronic (cashless) tolling; construct underground infrastructure, utilities, stormwater management, signing and marking, and commercial inspection area.

PURPOSE & NEED SUMMARY STATEMENT: All-electronic (cashless) tolling provides toll collection at highway speeds through the electronic methods of E-ZPass and video tolling. The advantages of converting to cashless tolling include reduced travel time; increased safety/reduced crashes; improved customer convenience; reduced emissions; and reduction in toll collection and maintenance costs. Cashless tolling has been used successfully at the MDTA's MD 200 Intercounty Connector (ICC) and the I-95 Express Toll Lanes (ETL).

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

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

EXPLANATION: Changing to cashless tolling at the Fort McHenry Tunnel provides toll collection at highway speeds through the electronic methods of E-ZPass, Pay-By-Plate, and Video Tolling.

- SMART GROWTH STATUS:**

☐ Project Not Location Specific

☒ Not Subject to PFA Law

☐ Project Inside PFA

☐ Project Outside PFA

☐ PFA Status Yet to Be Determined

☐ Grandfathered

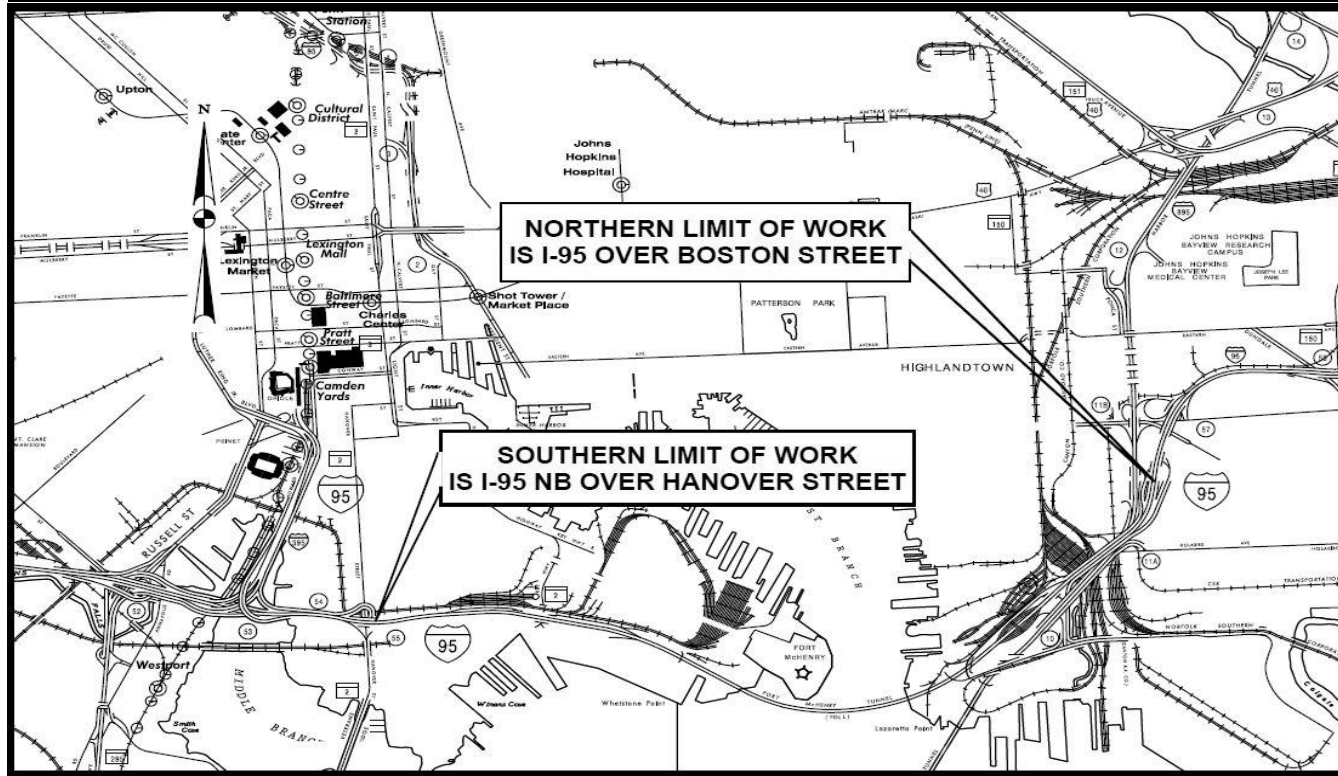
☐ Exception Will Be Required

☐ Exception Granted

STATUS: Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,542	2,542	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	19,910	19,093	7,520	817	0	0	0	0	0	817	0
Total	22,452	21,635	7,520	817	0	0	0	0	0	817	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	22,452	21,635	7,520	817	0	0	0	0	0	817	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: None.



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.

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

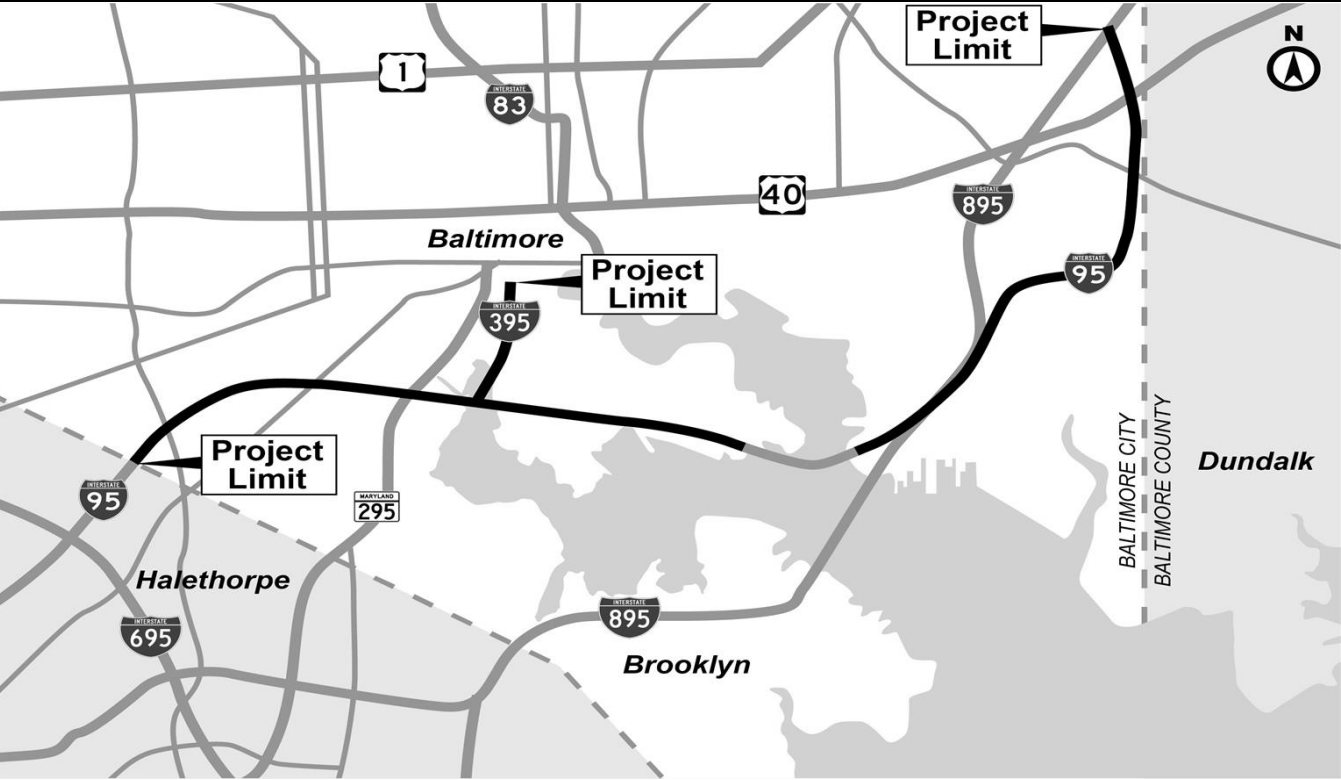
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|-------------------------------------|-----------------------------|--------------------------|---|
| <input type="checkbox"/> | Enhance Safety and Security | <input type="checkbox"/> | Serve Communities and Support the Economy |
| <input checked="" type="checkbox"/> | Deliver System Quality | <input type="checkbox"/> | Promote Environmental Stewardship |

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

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

[illegible]

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PROJECT: I-95 Fort McHenry Tunnel - Rehabilitate FMT Area-Wide Lighting

DESCRIPTION: Upgrade portions of the lighting system, electrical system, and camera communication feeds on the Fort McHenry Tunnel facility to bring assets back into operation.

PURPOSE & NEED SUMMARY STATEMENT: This project will upgrade and restore assets back into operation including improvements to lighting, electrical and communication feeds, parapet cables and circuits, lighting vaults and cabinets, junction box covers, and conduit throughout.

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

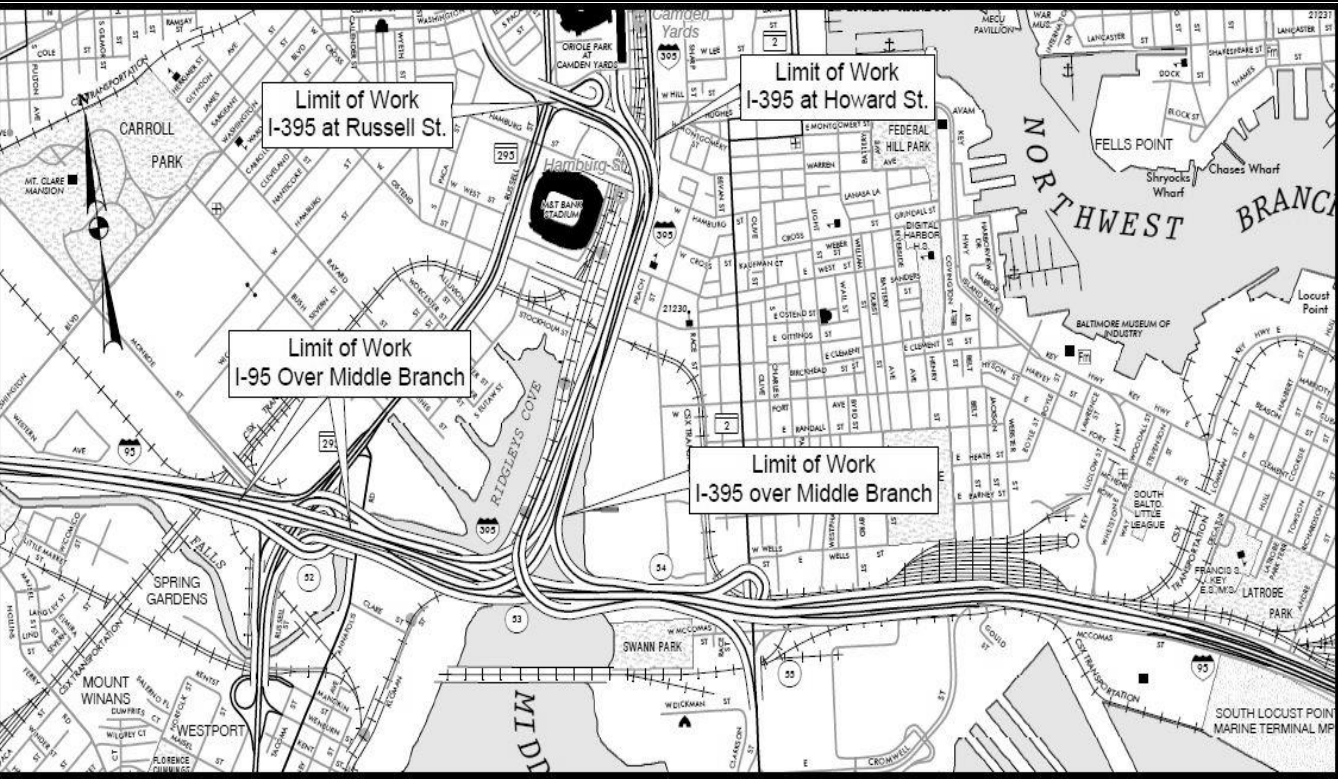
EXPLANATION: Rehabilitation is needed to extend the lifecycle of the assets.

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

STATUS: Engineering is underway. Construction is scheduled to begin in FY 2025.

POTENTIAL FUNDING SOURCE:						<input type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR					
						2027...	2028...	2029...	2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	517	517	50	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	11,500	0	0	3,853	5,033	2,500	115	0	0	11,500	0
Total	12,017	517	50	3,853	5,033	2,500	115	0	0	11,500	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	12,017	517	50	3,853	5,033	2,500	115	0	0	11,500	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: None.



PROJECT: I-95 Fort McHenry Tunnel - FMT Box Girder Preservation

DESCRIPTION: Clean, paint, and repair deteriorated portions of the FMT box girders, especially the supporting girder ends. Multiple bridges on the FMT facility are supported by hollow girders rectangular or "box" in cross section rather than normal "I" shaped girders. These box girders span multiple support piers spaced along their lengths. The work in this project is to abrasive blast (clean) and paint the areas of steel that are rusted inside and outside the girders.

PURPOSE & NEED SUMMARY STATEMENT: The purpose of this project is to remove rust and associated steel deterioration in areas of the FMT "Box" girders by cleaning and painting the rusted steel areas, discovered during biennial inspections, to preserve the useful life of these girders.

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

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

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

EXPLANATION: Cleaning and painting the box girders will preserve and extend their useful life.

STATUS: Engineering is underway. Construction will begin in FY 2025.

POTENTIAL FUNDING SOURCE:											
TOTAL											
PHASE	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	500	430	283	70	0	0	0	0	0	70	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	9,996	0	0	2,829	4,368	2,369	430	0	0	9,996	0
Total	10,496	430	283	2,899	4,368	2,369	430	0	0	10,066	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	10,496	430	283	2,899	4,368	2,369	430	0	0	10,066	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: None.



PROJECT: I-95 Fort McHenry Tunnel - 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:

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

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

EXPLANATION: Provide a more suitable centralized location for safe and efficient management of the MDTA police vehicle fleet.

STATUS: Engineering is underway. Construction to begin in FY 2027.

POTENTIAL FUNDING SOURCE:						<input type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER	
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE		
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY							
						...	2027...	...2028...	...2029...			...2030...	
Planning	0	0	0	0	0	0	0	0	0	0			
Engineering	3,272	973	507	1,299	1,000	0	0	0	0	2,299	0		
Right-of-way	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	0	7,125	7,536	6,354	0	21,015	0		
Total	24,287	973	507	1,299	1,000	7,125	7,536	6,354	0	23,314	0		
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0		
TOLL	24,287	973	507	1,299	1,000	7,125	7,536	6,354	0	23,314	0		
Other	0	0	0	0	0	0	0	0	0	0	0		



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:

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

SMART GROWTH STATUS:

☐ Project Not Location Specific

☒ Not Subject to PFA Law

☐ Project Inside PFA

☐ Project Outside PFA

☐ PFA Status Yet to Be Determined

☐ Grandfathered

☐ Exception Will Be Required

☐ Exception Granted

EXPLANATION: Replacing the 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.

STATUS: Planning and engineering are underway. Construction will begin in the spring of 2025.

POTENTIAL FUNDING SOURCE:						<input type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
Planning	2,000	175	175	1,425	400	0	0	0	0	1,825	0
Engineering	94,000	112	112	74,888	19,000	0	0	0	0	93,888	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	1,606,000	703	703	128,224	357,418	461,879	400,686	243,645	13,445	1,605,297	0
Total	1,702,000	991	991	204,536	376,818	461,879	400,686	243,645	13,445	1,701,009	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	1,702,000	991	991	204,536	376,818	461,879	400,686	243,645	13,445	1,701,009	0
Other	0	0	0	0	0	0	0	0	0	0	0

2655

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



PROJECT: I-695 Francis Scott Key Bridge - Subgrade Improvements at Bear Creek

DESCRIPTION: This project will rehabilitate the subgrade and pavement systems of the I-695 roadway in the Bear Creek vicinity.

PURPOSE & NEED SUMMARY STATEMENT: The purpose of the project is to repair and rehabilitate the subgrade and pavement of MD 695 near Bear Creek and perform backwall repairs of adjacent bridges. The need for repairs and rehabilitation are based on studies that revealed settlement and deterioration in this area. The expected increase in truck volumes due to the ongoing development and expansion of Tradepoint Atlantic confirms the need for the rehabilitation at this time.

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

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

EXPLANATION: The rehabilitation and repairs of the roadway and bridge abutments will provide a safer and smoother ride.

- SMART GROWTH STATUS:**

☐ Project Not Location Specific

☒ Not Subject to PFA Law

☐ Project Inside PFA

☐ Project Outside PFA

☐ PFA Status Yet to Be Determined

☐ Grandfathered

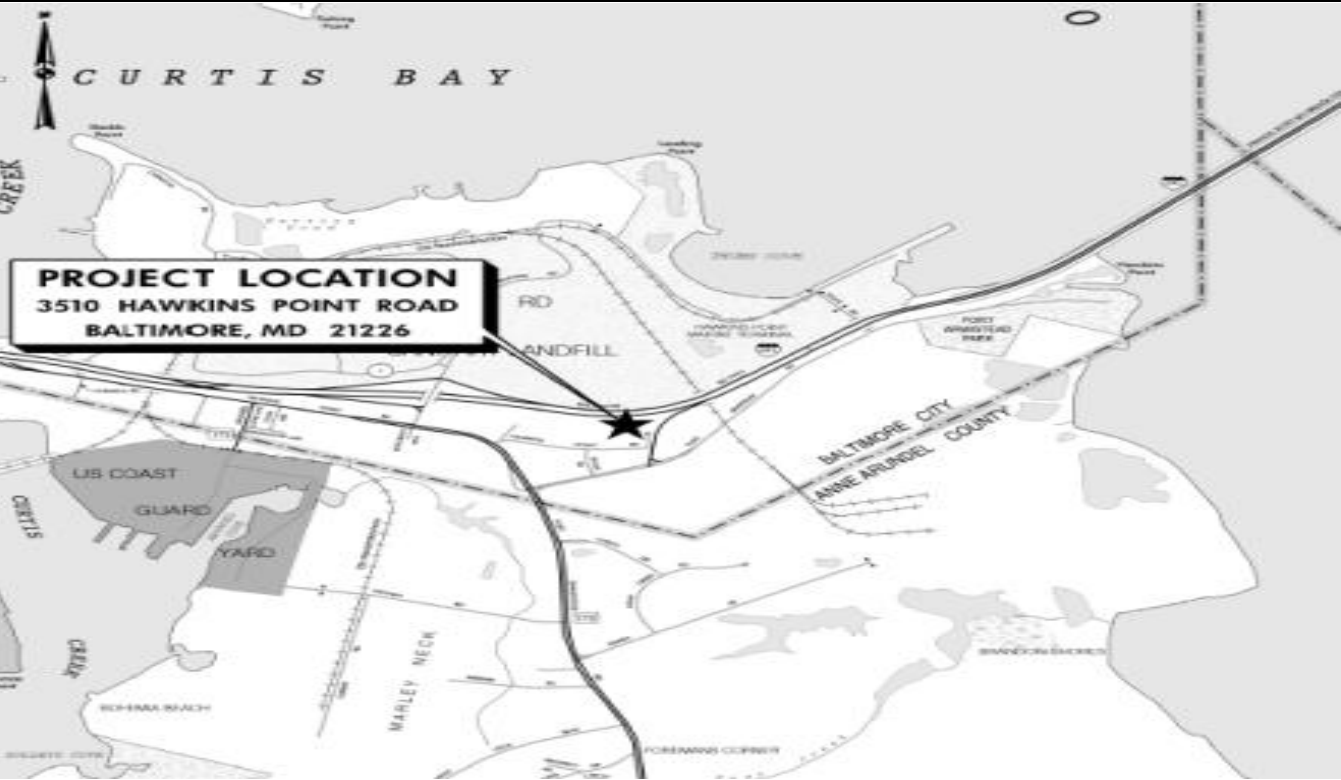
☐ Exception Will Be Required

☐ Exception Granted

STATUS: Engineering and construction are underway.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,791	3,720	105	71	0	0	0	0	0	71	0
Right-of-way	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	6,330	6,330	23,805	10,057	0	0	0	0	33,862	0
Total	43,983	10,050	6,434	23,876	10,057	0	0	0	0	33,933	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	43,983	10,050	6,434	23,876	10,057	0	0	0	0	33,933	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: Cost decreased by \$4.8 million to reflect actual bid price.



PROJECT: I-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:
☒ 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: Construct an independent police training academy building and facility.

STATUS: Engineering for Phase 2 is underway. Construction to begin in FY 2027.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,976	1,763	329	150	64	0	0	0	0	214	0
Right-of-way	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	11	0	0	7,265	8,215	3,933	0	19,413	0
Total	24,255	4,627	341	150	64	7,265	8,215	3,933	0	19,627	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	24,255	4,627	341	150	64	7,265	8,215	3,933	0	19,627	0
Other	0	0	0	0	0	0	0	0	0	0	0

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



PROJECT: I-895 Baltimore Harbor Tunnel Thruway - Envelope and Switchgear Replacements at Vent Buildings

DESCRIPTION: Replace building facade, louvers, doors, roofing, elevators and fire pumps along with switchgear/MCC line-ups, transformers, switchboards, SCADA system integration and associated feeder cables at the Baltimore Harbor Tunnel Vent Buildings, Fairfield and Canton Sites.

PURPOSE & NEED SUMMARY STATEMENT: The existing facade is failing and the existing louvers provide no protection of the building interiors and equipment from rain and snow. The switchgear is original to the facility and has reached the end of its useful life.

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

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

EXPLANATION: Replacing the facade will extend the useful life of the Baltimore Harbor Tunnel Vent Buildings and provide protection for the equipment housed therein. Replacing the switchgear and associated apparatus will provide reliable system and power control.

- SMART GROWTH STATUS:**

☐ Project Not Location Specific

☒ Not Subject to PFA Law

☐ Project Inside PFA

☐ Project Outside PFA

☐ PFA Status Yet to Be Determined

☐ Grandfathered

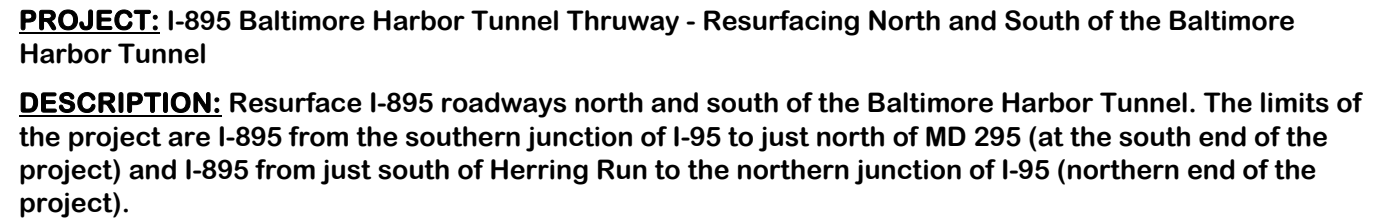
☐ Exception Will Be Required

☐ Exception Granted

STATUS: Engineering and right-of-way acquisition are complete. Construction is underway.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	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	22,970	19,696	25,000	21,399	6,692	0	0	0	53,091	0
Total	80,675	27,584	19,696	25,000	21,399	6,692	0	0	0	53,091	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	80,675	27,584	19,696	25,000	21,399	6,692	0	0	0	53,091	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: None.



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

<input checked="" type="checkbox"/> Enhance Safety and Security	<input type="checkbox"/> Serve Communities and Support the Economy
<input checked="" type="checkbox"/> Deliver System Quality	<input type="checkbox"/> Promote Environmental Stewardship

STATUS: Engineering is complete. Construction is underway.

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Improvement Concept



PROJECT: I-895 Baltimore Harbor Tunnel Thruway - AET Conversion with Frankfort 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 Frankfort Avenue to improve safety and operations. This is a Project Labor Agreement candidate project.

PURPOSE & NEED SUMMARY STATEMENT: The advantages of converting to cashless tolling include reduced travel times; increased safety/reduced crashes; alignment with national practice; improved customer convenience; reduced emissions; and reduction in toll collection and maintenance costs. The I-895 interchange modifications will address aging bridges, clearances, and other safety and efficiency related items.

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

EXPLANATION: Changing to cashless tolling at the Baltimore Harbor Tunnel provides toll collection at highway speeds through the electronic methods of E-ZPass, Pay-By-Plate, and Video Tolling.

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

STATUS: Engineering and construction are underway. Only those portions of the construction that can be completed without major traffic impacts are underway at this time. 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 2024 - 29 CTP: Added to the Construction Program.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,766	5,274	2,900	492	0	0	0	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	8,900	468	50	8,432	0	0	0	0	0	8,432	0
Total	14,666	5,741	2,950	8,925	0	0	0	0	0	8,925	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	14,666	5,741	2,950	8,925	0	0	0	0	0	8,925	0
Other	0	0	0	0	0	0	0	0	0	0	0

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).

STATUS: Engineering is underway. Construction will begin in FY 2026.



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:

- | | |
|---|--|
| <input checked="" type="checkbox"/> Enhance Safety and Security | <input type="checkbox"/> Serve Communities and Support the Economy |
| <input checked="" type="checkbox"/> Deliver System Quality | <input type="checkbox"/> Promote Environmental Stewardship |

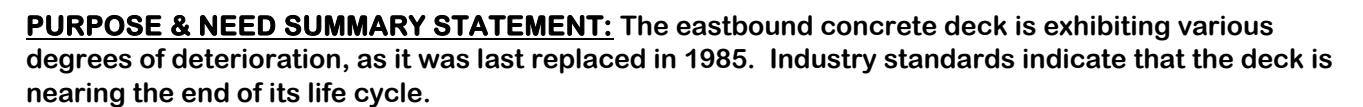
EXPLANATION: LUS and DMS will be installed to support traffic needs.

- SMART GROWTH STATUS:**
- | | | |
|--|--|--|
| <input type="checkbox"/> Project Inside PFA | <input type="checkbox"/> Project Not Location Specific | <input checked="" type="checkbox"/> Not Subject to PFA Law |
| <input type="checkbox"/> Project Outside PFA | | <input type="checkbox"/> Grandfathered |
| <input type="checkbox"/> PFA Status Yet to Be Determined | | <input type="checkbox"/> Exception Will Be Required |
| | | <input type="checkbox"/> Exception Granted |

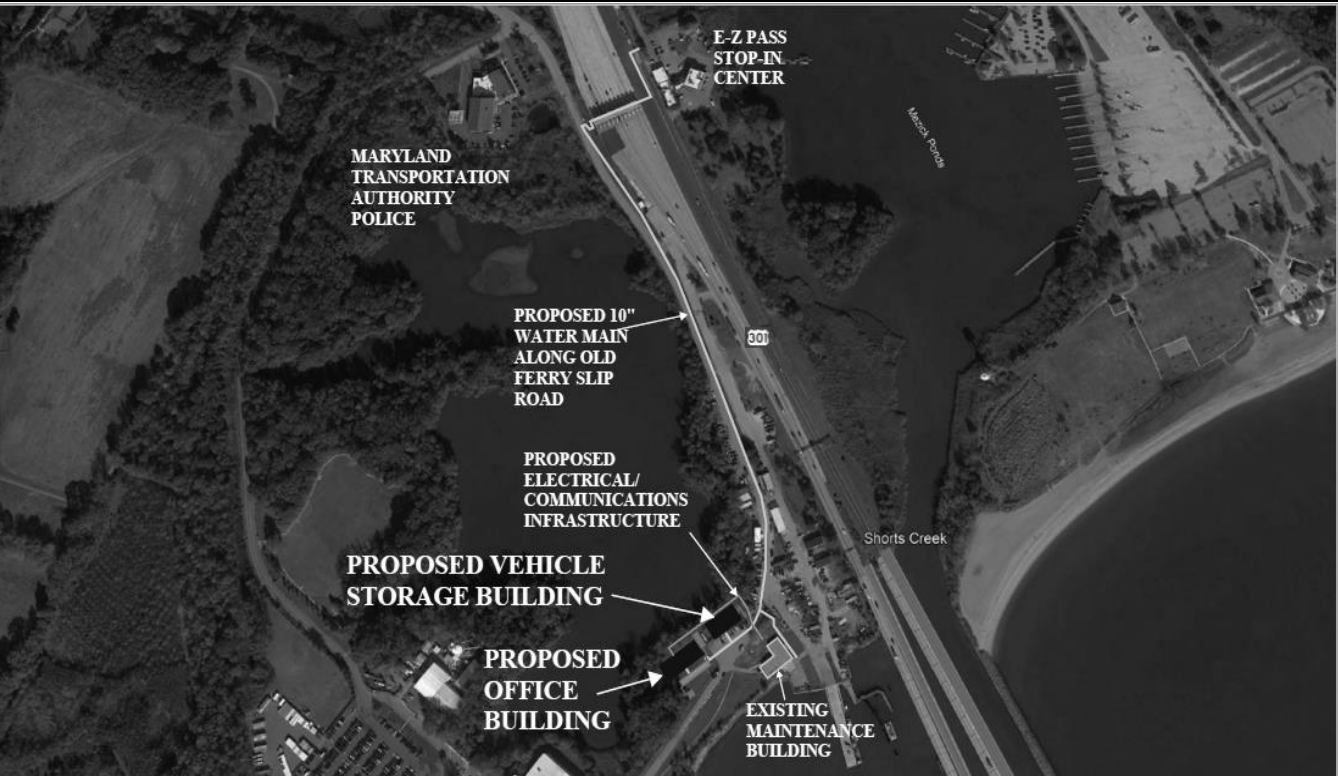
STATUS: Engineering is underway. Construction to begin in FY 2025.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	900	541	467	359	0	0	0	0	0	359	0
Right-of-way	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	624	3,561	3,542	1,459	0	0	9,186	0
Total	10,086	541	467	983	3,561	3,542	1,459	0	0	9,545	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	10,086	541	467	983	3,561	3,542	1,459	0	0	9,545	0
Other	0	0	0	0	0	0	0	0	0	0	0

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



STATUS: Engineering and construction are underway.



PROJECT: US 50/301 Bay Bridge - Project Management Office and Maintenance Equipment Storage Building

DESCRIPTION: This project includes the construction of a new Project Management Office and a new Maintenance Equipment Storage Building at the Bay Bridge Campus. Work also includes site utility upgrades including water main, power, fiber, and street lighting to support the new and existing buildings.

PURPOSE & NEED SUMMARY STATEMENT: The Bay Bridge crossing and approach roadways require continuous construction and maintenance activity to maintain the dual bridges in the highest serviceable condition for safe passage of MDTA customers. The Project Management Office will provide work areas for the inspection and contract administration staff. The Maintenance Equipment Storage Building will provide protection for the equipment used by operations staff.

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

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

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

☒ Not 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: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,950	2,785	340	165	0	0	0	0	0	165	0
Right-of-way	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	(4)	0	1,113	4,638	3,067	672	0	9,490	0
Total	12,460	2,805	336	165	1,113	4,638	3,067	672	0	9,655	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	12,460	2,805	336	165	1,113	4,638	3,067	672	0	9,655	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: None.



PROJECT: US 40 Thomas J. Hatem Memorial Bridge - Cleaning and Painting of the Hatem Bridge

DESCRIPTION: Recent bridge inspections identified rust and peeling paint of the structural steel that requires attention. This project will clean and paint the structural steel and coating system of the entire bridge. Single lane closures during off-peak traffic periods will be necessary to set-up shielding and equipment and when cleaning and painting over travel lanes.

PURPOSE & NEED SUMMARY STATEMENT: Recent bridge inspections identified rust and peeling paint of the structural steel that requires attention. Cleaning and painting will protect the existing superstructure of the Hatem Bridge.

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

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

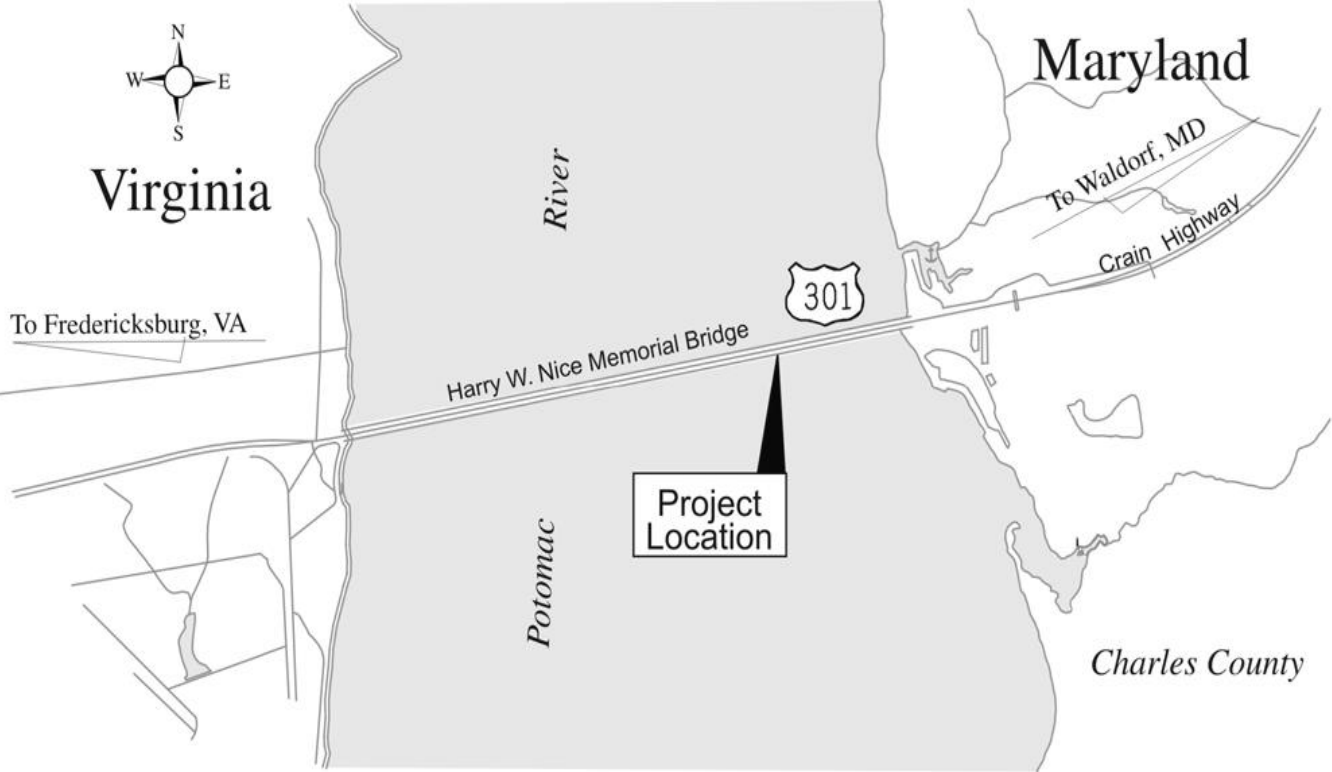
- SMART GROWTH STATUS:**
- ☐ Project Not Location Specific
- ☒ Not Subject to PFA Law
- ☐ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet to Be Determined
- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

EXPLANATION: The coating system is showing signs of wear. This improvement will address existing deterioration and extend the useful life of the bridge.

STATUS: Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	907	907	59	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	17,317	17,317	26,382	21,330	0	0	0	0	47,712	0
Total	65,936	18,224	17,376	26,382	21,330	0	0	0	0	47,712	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	65,936	18,224	17,376	26,382	21,330	0	0	0	0	47,712	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: None.



PROJECT: US 301 Governor Harry W. Nice Memorial/Senator Thomas "Mac" Middleton Bridge - Replace Nice/Middleton Bridge

DESCRIPTION: Replace the current bridge with a new 4-lane bridge.

PURPOSE & NEED SUMMARY STATEMENT: The existing bridge 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:

☒ Enhance Safety and Security

☒ Deliver System Quality

☒ 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

☒ Not 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.

POTENTIAL FUNDING SOURCE:						<input type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2027...	...2028...	...2029...	...2030...		
Planning	5,295	5,295	0	0	0	0	0	0	0	0	0
Engineering	34,662	34,662	0	0	0	0	0	0	0	0	0
Right-of-way	4,907	1,909	1	2,998	0	0	0	0	0	2,998	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	545,570	530,029	28,147	5,112	10,429	0	0	0	0	15,541	0
Total	590,434	571,895	28,148	8,109	10,429	0	0	0	0	18,538	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	590,434	571,895	28,148	8,109	10,429	0	0	0	0	18,538	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: Decreased by \$20.4 million due to favorable climate conditions, which allowed the contractor to continue working into the winter months, resulting in time and cost savings.



Maryland Transportation Authority

PROJECT: Authority-Wide - Replace Electronic Toll Collection and Operating System - 3rd Generation

DESCRIPTION: The project will design and build a replacement toll system and services to support it; and design and build a new Customer Service Center (CSC) and provide the services to operate it. These projects include account and transaction processing systems, CSC phone systems, IVR, MVA lookups, reporting, operations, web site, mobile app, image review services, reciprocity services, enforcement services, and maintenance services for six to up to ten years.

PURPOSE & NEED SUMMARY STATEMENT: This project will update the Electronic Toll Collection hardware and Operating System software and increase the capacity for handling video tolling and citations.

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

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

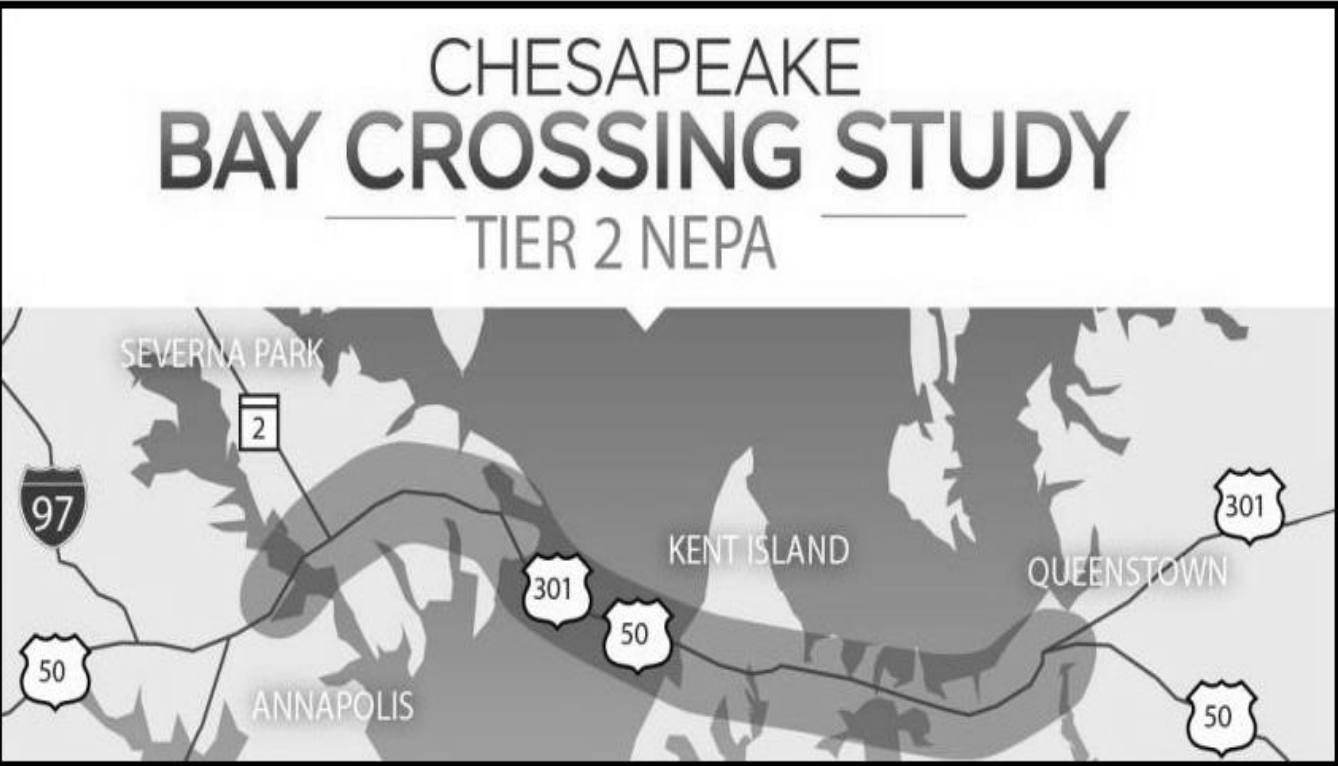
EXPLANATION: This project will update the Electronic Toll Collection hardware and Operating System software and increase the capacity for handling video tolling and citations.

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

STATUS: Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE:						<input type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	19,361	19,361	(16)	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	84,192	8,060	13,431	6,783	5,901	3,228	3,228	3,228	35,800	0
Total	139,353	103,553	8,044	13,431	6,783	5,901	3,228	3,228	3,228	35,800	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	139,353	103,553	8,044	13,431	6,783	5,901	3,228	3,228	3,228	35,800	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: None.



PROJECT: US 50/301 Bay Bridge - Tier 2 NEPA Study

DESCRIPTION: The Bay Crossing Study Tier 2 NEPA is the second stage of the two-tiered federally required National Environmental Policy Act (NEPA) process. The Bay Crossing Study Tier 1 NEPA was approved by FHWA in April 2022, identifying Corridor 7, the corridor containing the existing Bay Bridge, as the Selected Corridor Alternative. Tier 2 studies specific alignment, crossing type and potential number of lanes needed within the 2-mile wide, 22-mile long corridor from Severn River Bridge to the US 50/301 split. Tier 2 involves significant public engagement and participation. Project delivery method options will be determined.

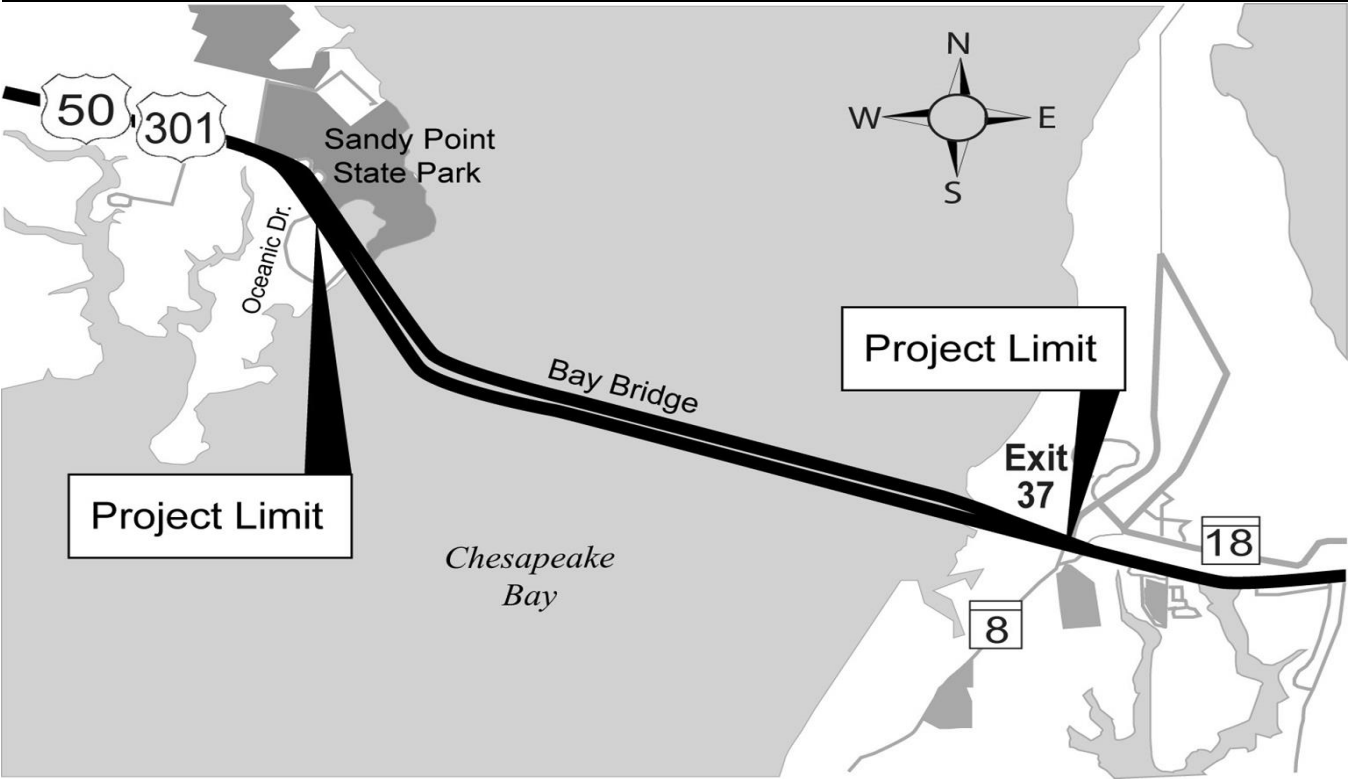
PURPOSE & NEED SUMMARY STATEMENT: The Bay Crossing Study Tier 2 NEPA is the next step in the strategy to address congestion and future traffic demand crossing the Chesapeake Bay. It must be completed before final design and construction could potentially begin if a build alignment alternative is selected.

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

STATUS: Planning is underway.

POTENTIAL FUNDING SOURCE:					<input type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2027...	...2028...	...2029...	...2030...		
Planning	25,924	11,937	7,263	6,987	7,000	0	0	0	0	13,987	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	11,937	7,263	6,987	7,000	0	0	0	0	13,987	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	25,924	11,937	7,263	6,987	7,000	0	0	0	0	13,987	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: Decreased by \$2.1 million for less than anticipated costs.



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.

PURPOSE & NEED SUMMARY STATEMENT: Enhanced pier protection measures are essential to safeguard against potential ship impacts on the bridges' structural supports.

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

STATUS: Engineering is underway.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	600	71	71	529	0	0	0	0	0	529	0
Right-of-way	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	600	71	71	529	0	0	0	0	0	529	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	600	71	71	529	0	0	0	0	0	529	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: Added to the Development & Evaluation program.

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND TRANSPORTATION AUTHORITY - LINE 30

PROJECT ID	PROJECT NAME	FACILITY CODE	TOTAL PROGRAMMED COST		STATUS
<u>Building Preservation</u>					
MDTAPRJ002560	BHT Maintenance/Auto Building HVAC and Roof Replacement	HT - HARBOR TUNNEL	\$	7,936	Under Construction
MDTAPRJ002565	FMT East Vent Building Facade and Roof Replacement (Engineering only)	FT - FORT MCHENRY TUNNEL	\$	400	Design Underway
<u>Building Renovations/Replacements</u>					
2438	Police Headquarters Building Envelope Renovations	KB - F.S.KEY BRIDGE	\$	3,183	Design Underway
MDTAPRJ002569	JFK MSP Building Remodeling (Engineering only)	KH - KENNEDY HIGHWAY	\$	500	Design Underway
<u>Environmental</u>					
2483	Small Drainage Rehabilitation	MA - MULTI-AREA	\$	7,589	Completed
2489	Drainage Rehabilitation - Phase III - Outfalls	MA - MULTI-AREA	\$	6,369	Under Construction
<u>Equipment - System Preservation</u>					
2471	10-Year Equipment Budget - FY 2018 through FY 2027	MA - MULTI-AREA	\$	58,397	Ongoing
<u>Highway Preservation</u>					
MDTAPRJ002645	Resurface I-95 from the Tydings Bridge to the MD 24 Interchange (Engineering only)	KH - KENNEDY HIGHWAY	\$	2,200	Design Underway
<u>ITS/Elec Preservation & Improvements</u>					
2497	Radio Rebroadcast and Radiax in BHT & FMT	MA - MULTI-AREA	\$	6,141	Design Underway
<u>Safety & Capacity Improvements</u>					
2504	Bay Bridge Queue Detection System	BB - BAY BRIDGE	\$	2,963	Under Construction

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND TRANSPORTATION AUTHORITY - LINE 30

PROJECT ID	PROJECT NAME	FACILITY CODE	TOTAL PROGRAMMED COST		STATUS
<u>Signage</u>					
MDTAPRJ002630	On-Call Signs, Sign Lights, and Sign Structures	MA - MULTI-AREA	\$	6,269	Design Underway
<u>Structural Preservation</u>					
2436	Replace I-95 Kennedy Highway Bridge over CSXT (Engineering only)	KH - KENNEDY HIGHWAY	\$	3,081	Design Underway
2527	Replace Bridges on I-895 over I-695 (Engineering only)	HT - HARBOR TUNNEL	\$	2,260	Design Underway
MDTAPRJ000199	Maintenance and Repairs of the I-695 Curtis Creek Drawbridges at FSK	KB - F.S.KEY BRIDGE	\$	1,910	Under Construction
<u>Tunnel Preservation</u>					
2506	BHT In-Tunnel Fiber Improvements	HT - HARBOR TUNNEL	\$	2,169	Completed
2529	Rehabilitate BHT Tunnel Lighting System (Engineering only)	HT - HARBOR TUNNEL	\$	646	Design Underway
MDTAPRJ002591	Rehabilitate Upper Plenum Liner and Ceiling (Engineering only)	HT - HARBOR TUNNEL	\$	100	Design Underway