

**THE SECRETARY'S OFFICE**

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CAPITAL PROGRAM SUMMARY  
(\$ MILLIONS)**

	<b>FY 2026</b>	<b>FY 2027</b>	<b>FY 2028</b>	<b>FY 2029</b>	<b>FY 2030</b>	<b>FY 2031</b>	<b>SIX - YEAR TOTAL</b>
<b><u>Major Construction Program</u></b>	<b>28.7</b>	<b>57.5</b>	<b>19.6</b>	<b>10.4</b>	<b>8.7</b>	<b>13.2</b>	<b>138.1</b>
System Preservation	0.0	-	-	-	-	-	0.0
Expansion/Efficiency	12.5	7.3	5.6	5.9	5.4	5.4	42.1
Safety & Security	6.5	2.2	2.2	-	-	-	10.8
Local Funding	4.6	7.0	1.8	4.0	3.0	2.0	22.4
Environment	1.2	40.3	9.8	0.3	0.3	-	52.0
Administration	4.0	0.6	0.2	0.2	-	5.8	10.8
<b><u>Major Development &amp; Evaluation Program</u></b>	<b>-</b>						
<b><u>Minor Program</u></b>	<b>39.2</b>	<b>28.1</b>	<b>19.2</b>	<b>14.8</b>	<b>11.1</b>	<b>24.6</b>	<b>136.9</b>
System Preservation	9.1	1.0	0.4	0.4	-	-	10.9
Expansion/Efficiency	1.3	0.5	0.2	1.8	0.2	-	3.8
Safety & Security	2.1	1.9	1.6	1.6	-	-	7.2
Local Funding	0.4	4.0	0.2	-	-	-	4.5
Environment	4.7	4.1	3.4	3.7	3.7	3.7	23.2
Administration	21.7	16.6	13.5	7.4	7.2	20.9	87.3
<b><u>Capital Salaries, Wages &amp; Other Costs</u></b>	<b>2.9</b>	<b>2.8</b>	<b>2.9</b>	<b>3.0</b>	<b>3.1</b>	<b>3.2</b>	<b>17.9</b>
<b>TOTAL</b>	<b>70.9</b>	<b>88.4</b>	<b>41.7</b>	<b>28.2</b>	<b>22.9</b>	<b>41.0</b>	<b>293.0</b>
Special Funds	61.1	78.9	35.3	22.2	18.6	36.7	252.7
Federal Funds	9.8	8.8	6.5	6.0	4.3	4.3	39.6
Other Funds	-	0.7	-	-	-	-	0.7
<b><u>Special Funds Breakdown</u></b>							
General Fund	9.0	2.0	2.0	-	-	-	13.0
Transportation Trust Fund	52.1	76.9	33.3	22.2	18.6	36.7	239.7
<b>SPECIAL FUNDS TOTAL</b>	<b>61.1</b>	<b>78.9</b>	<b>35.3</b>	<b>22.2</b>	<b>18.6</b>	<b>36.7</b>	<b>252.7</b>
<b><u>Other Funds Breakdown</u></b>							
Other (Not GO Bonds)	-	0.7	-	-	-	-	0.7
<b>OTHER FUNDS TOTAL</b>	<b>-</b>	<b>0.7</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.7</b>

**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:

<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 checked="" type="checkbox"/> 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.

<b>SMART GROWTH STATUS:</b>	<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	

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

<b>POTENTIAL FUNDING SOURCE:</b>		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER					
PHASE	TOTAL										BALANCE		
	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET	PLANNING							
	COST (\$000)	THRU CLOSE YEAR	YEAR 2025	YEAR 2026	YEAR 2027	...2028...	...2029...	...2030...	...2031...	YEAR TOTAL	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	61,049	43,122	2,146	2,920	2,810	2,900	3,000	3,100	3,200	17,927	0		
<b>Total</b>	<b>61,049</b>	<b>43,122</b>	<b>2,146</b>	<b>2,920</b>	<b>2,810</b>	<b>2,900</b>	<b>3,000</b>	<b>3,100</b>	<b>3,200</b>	<b>17,927</b>	<b>0</b>		
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0		
Special	61,049	43,122	2,146	2,920	2,810	2,900	3,000	3,100	3,200	17,927	0		
Other	0	0	0	0	0	0	0	0	0	0	0		

STIP REFERENCE #State6

**SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:** FY 31 funding added and this PIF now reflects the federal funding supporting the Transportation Alternatives Program.

**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.

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

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

**EXPLANATION:**

<b>SMART GROWTH STATUS:</b>	<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

**STATUS:** Ongoing

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER					
PHASE	TOTAL										BALANCE		
	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET	PLANNING							
	COST	THRU	YEAR	YEAR	YEAR	...2028...	...2029...	...2030...	...2031...	YEAR	TO		
	(\$000)	CLOSE YEAR	2025	2026	2027					TOTAL	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	65,574	3,341	7,085	5,690	5,968	6,250	5,689	5,357	36,039	0		
<b>Total</b>	<b>101,614</b>	<b>65,574</b>	<b>3,341</b>	<b>7,085</b>	<b>5,690</b>	<b>5,968</b>	<b>6,250</b>	<b>5,689</b>	<b>5,357</b>	<b>36,039</b>	<b>0</b>		
Federal-Aid	29,155	0	0	7,046	4,294	4,509	4,734	4,286	4,286	29,155	0		
Special	72,459	65,574	3,341	39	1,396	1,459	1,516	1,403	1,071	6,884	0		
Other	0	0	0	0	0	0	0	0	0	0	0		

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

**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.

**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:

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

**EXPLANATION:**

<b>SMART GROWTH STATUS:</b>	<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	

**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:						<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER			
PHASE	TOTAL					PLANNING					SIX YEAR	BALANCE TO
	ESTIMATED COST	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR	CURRENT YEAR	BUDGET	YEAR	FOR PLANNING PURPOSES ONLY					
	(\$000)			2025	2026	2027	...2028...	...2029...	...2030...	...2031...	TOTAL	COMPLETE
Planning	1,955	531	122	1,226	198	0	0	0	0	0	1,424	0
Engineering	7,959	4,303	2,437	2,891	766	0	0	0	0	0	3,656	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0	0
Construction	28,012	14,542	1,228	3,328	1,982	1,160	3,000	2,000	2,000	2,000	13,471	0
<b>Total</b>	<b>37,927</b>	<b>19,376</b>	<b>3,787</b>	<b>7,445</b>	<b>2,946</b>	<b>1,160</b>	<b>3,000</b>	<b>2,000</b>	<b>2,000</b>	<b>2,000</b>	<b>18,551</b>	<b>0</b>
Federal-Aid	1,295	1,295	0	0	0	0	0	0	0	0	0	0
Special	36,632	18,081	3,787	7,445	2,946	1,160	3,000	2,000	2,000	2,000	18,551	0
Other	0	0	0	0	0	0	0	0	0	0	0	0

Fund Program # 00434

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**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:

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

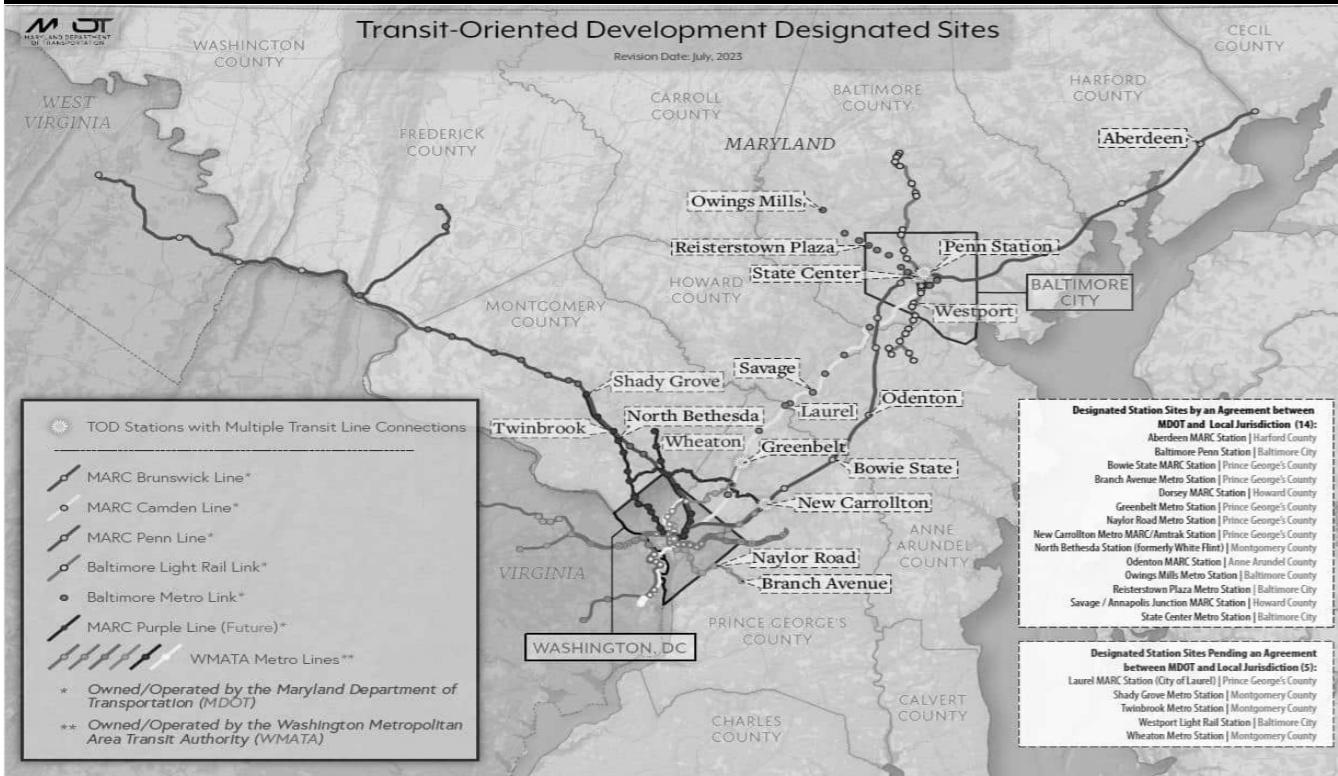
<b>SMART GROWTH STATUS:</b>	<input checked="" type="checkbox"/> Project Not Location Specific	<input type="checkbox"/> Not Subject to PFA Law
<input checked="" type="checkbox"/> Project Inside PFA	<input type="checkbox"/> Grandfathered	
<input type="checkbox"/> Project Outside PFA	<input type="checkbox"/>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

**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.

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL					PLANNING				SIX YEAR	BALANCE TO
	ESTIMATED COST	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR	CURRENT YEAR	BUDGET	YEAR	FOR PLANNING PURPOSES ONLY				
	(\$000)						...2028...	...2029...	...2030...	...2031...	
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	7,061	4,997	595	1,153	550	200	161	0	0	2,064	0
<b>Total</b>	<b>7,134</b>	<b>5,070</b>	<b>595</b>	<b>1,153</b>	<b>550</b>	<b>200</b>	<b>161</b>	<b>0</b>	<b>0</b>	<b>2,064</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	7,134	5,070	595	1,153	550	200	161	0	0	2,064	0
Other	0	0	0	0	0	0	0	0	0	0	0

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**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       Serve Communities and Support the Economy  
 Deliver System Quality       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:**  Project Inside PFA       Project Not Location Specific       Not Subject to PFA Law  
 Project Outside PFA       Grandfathered  
 PFA Status Yet to Be Determined       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.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER					
PHASE	TOTAL										BALANCE		
	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET	PLANNING							
	COST (\$000)	THRU CLOSE YEAR	YEAR 2025	YEAR 2026	YEAR 2027	...2028...	...2029...	...2030...	...2031...	TOTAL	COMPLETE		
Planning	500	0	0	377	123	0	0	0	0	500	0		
Engineering	0	0	0	0	0	0	0	0	0	0	0		
Right-of-way	0	0	0	0	0	0	0	0	0	0	0		
Utility	0	0	0	0	0	0	0	0	0	0	0		
Construction	9,294	0	0	3,940	5,354	0	0	0	0	9,294	0		
<b>Total</b>	<b>9,794</b>	<b>0</b>	<b>0</b>	<b>4,317</b>	<b>5,477</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9,794</b>	<b>0</b>		
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0		
Special	9,794	0	0	4,317	5,477	0	0	0	0	9,794	0		
Other	0	0	0	0	0	0	0	0	0	0	0		

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

**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:

<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

**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.

<b>SMART GROWTH STATUS:</b>	<input checked="" type="checkbox"/> Project Not Location Specific	<input 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

**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.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER					
PHASE	TOTAL										BALANCE YEAR TO COMPLETE		
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL			
						...2028...	...2029...	...2030...	...2031...				
Planning	823	705	22	117	0	0	0	0	0	117	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	4,118	654	1,275	0	0	0	0	0	1,275	0		
<b>Total</b>	<b>6,216</b>	<b>4,823</b>	<b>676</b>	<b>1,392</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,392</b>	<b>0</b>		
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0		
Special	6,216	4,823	676	1,392	0	0	0	0	0	1,392	0		
Other	0	0	0	0	0	0	0	0	0	0	0		

000276, 121310

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**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 applications on the mainframe and allow for future integration with systems.

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

<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

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

<b>SMART GROWTH STATUS:</b>	<input checked="" type="checkbox"/> Project Not Location Specific	<input 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

**STATUS:** Project is live.

<b>POTENTIAL FUNDING SOURCE:</b>		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER					
PHASE	TOTAL										<b>SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:</b> No significant changes.		
	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET	PLANNING				SIX	BALANCE		
	COST (\$000)	THRU CLOSE YEAR	YEAR 2025	YEAR 2026	YEAR 2027	...2028...	...2029...	...2030...	...2031...	YEAR TOTAL	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	19,361	1,594	2,889	0	0	0	0	0	2,889	0		
<b>Total</b>	<b>22,250</b>	<b>19,361</b>	<b>1,594</b>	<b>2,889</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,889</b>	<b>0</b>		
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0		
Special	22,250	19,361	1,594	2,889	0	0	0	0	0	2,889	0		
Other	0	0	0	0	0	0	0	0	0	0	0		

TSOPRJ000299

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**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:

<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

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

<b>SMART GROWTH STATUS:</b>	<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	

**STATUS:** ADA Street and Sidewalks Improvements in Baltimore City grant agreement with significant improvements expected in FY 2025 - 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											
	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET	PLANNING				SIX	BALANCE	
	COST (\$000)	THRU CLOSE YEAR	YEAR 2025	YEAR 2026	YEAR 2027	...2028...	...2029...	...2030...	...2031...	YEAR TOTAL	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	2,994	1,177	3,006	2,000	2,000	0	0	0	7,006	0	
<b>Total</b>	<b>10,000</b>	<b>2,994</b>	<b>1,177</b>	<b>3,006</b>	<b>2,000</b>	<b>2,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7,006</b>	<b>0</b>	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	
Special	10,000	2,994	1,177	3,006	2,000	2,000	0	0	0	7,006	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

**SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:** None.

**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:

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

<b>SMART GROWTH STATUS:</b>	<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	

**STATUS:** Project Planning Underway

<b>POTENTIAL FUNDING SOURCE:</b>		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER					
PHASE	TOTAL										<b>SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:</b> Added to the construction program.		
	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET	PLANNING FOR PLANNING PURPOSES ONLY					SIX	BALANCE	
	COST (\$000)	THRU CLOSE YEAR	YEAR 2025	YEAR 2026	YEAR 2027	...2028...	...2029...	...2030...	...2031...	TOTAL	YEAR 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		
<b>Total</b>	<b>1,000</b>	<b>0</b>	<b>0</b>	<b>1,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,000</b>	<b>0</b>		
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		

TSOPRJ000419

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**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:

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

<b>SMART GROWTH STATUS:</b>	<input checked="" type="checkbox"/> Project Not Location Specific	<input 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

**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.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER					
PHASE	TOTAL												
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR	BALANCE TO		
						...2028...	...2029...	...2030...	...2031...	TOTAL	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	500	40,000	9,500	0	0	0	50,000	0		
<b>Total</b>	<b>50,000</b>	<b>0</b>	<b>0</b>	<b>500</b>	<b>40,000</b>	<b>9,500</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50,000</b>	<b>0</b>		
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0		
Special	50,000	0	0	500	40,000	9,500	0	0	0	50,000	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 with \$50M initial funding from the Maryland Energy Administration.

**PROJECT:** Enterprise IT Capital Program - TSO OTTS

**DESCRIPTION:** This is the MDOT Enterprise Information Technology (IT) Program. This program supports IT projects which enhance MDOT's information technology infrastructure and strategy, including cybersecurity, innovation, IT oversight responsibilities, hardware/software upgrades, and end-of-life replacements.

**PURPOSE & NEED SUMMARY STATEMENT:** These reflected capital funds contribute to the MDOT Enterprise Information Technology Program.

**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 checked="" type="checkbox"/> Promote Environmental Stewardship

**EXPLANATION:** Information technology supports the MDOT enterprise. Information technology enhances MDOT's ability to achieve its goals by supporting specific transportation projects and information technology projects that enhances the safety, security, and efficiency of MDOT.

<b>SMART GROWTH STATUS:</b>	<input checked="" 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	

**STATUS:** IT projects are on going.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER					
PHASE	TOTAL										<u>SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:</u> New PIF		
	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET	PLANNING				SIX	BALANCE		
	COST	THRU	YEAR	YEAR	YEAR	...2028...	...2029...	...2030...	...2031...	YEAR	TO		
	(\$000)	CLOSE YEAR	2025	2026	2027					TOTAL	COMPLETE		
Planning	7,157	145	0	1,175	0	0	0	0	0	5,837	7,012	0	
Engineering	0	0	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	0	
Construction	122,915	110,263	7,122	5,291	2,650	2,987	1,724	0	0	12,651	0		
<b>Total</b>	<b>130,072</b>	<b>110,408</b>	<b>7,122</b>	<b>6,466</b>	<b>2,650</b>	<b>2,987</b>	<b>1,724</b>	<b>0</b>	<b>5,837</b>	<b>19,664</b>	<b>0</b>		
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0		
Special	130,072	110,408	7,122	6,466	2,650	2,987	1,724	0	5,837	19,664	0		
Other	0	0	0	0	0	0	0	0	0	0	0		

0020, 0099, 0203, 0216, 0227, 121316, 121319, 121324, 121326, 121327, 121335, 0237, 0243, 0277, 0278, 0279, 0300, 0323, 0337, 0340, 0341, 0344, 0349, 0406, 0425

**MINOR PROJECTS PROGRAM***(Dollars in Thousands)***THE SECRETARY'S OFFICE - LINE 12**

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<b><u>Environmental Service Funds</u></b>			
TSOGRT000280	Urban Tree Program	\$ 400	Ongoing
TSOPRJ000260	Support for Stream Gauge Monitoring by USGS	\$ 1,695	Ongoing
TSOPRJ000301	Office of Environment Consultant Services Contract	\$ 8,499	Underway
<b><u>Freight &amp; Intermodal Program</u></b>			
TSO0219	Rosedale Grade Crossing Improvement Grant	\$ 3,759	Underway
TSOGRT000336	Centreville & Chestertown Lines Track Work	\$ 1,149	Completed
TSOGRT000396	MDOT Freight Rail Grant Program	\$ 3,354	Ongoing
TSOGRT000448	Freight Grant - Switch Nine Revenue Capacity Enhancement	\$ 28	Underway
TSOGRT000449	Freight Grant - Finksburg Rail Terminal Improvements	\$ 500	Underway
TSOGRT000450	Freight Grant - FDRT Denton Spur Choptank Bridge Feasibility Study	\$ 160	Underway
TSOGRT000451	Freight Grant - 100-Year Storm Floodplain Study	\$ 57	Underway
TSOGRT000452	Freight Grant - Massey to Millington Freight Rail Rehabilitation Project	\$ 500	Underway
<b><u>MBE Disparity Studies</u></b>			
TSO0234	2021 MBE Disparity Study	\$ 2,950	Underway
<b><u>MDOT HQ Building Preservation</u></b>			
TSO008111	Air Conditioner Unit Replacement	\$ 827	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	Completed
TSOPRJ000290	TSO HQ Building - New Roof	\$ 944	Completed
TSOPRJ000403	TSO Building - Security Measures Upgrade	\$ 36	Completed
TSOPRJ000407	TSO Elevator Modernization	\$ 401	Underway
TSOPRJ000420	Weapons Detection System	\$ 210	Underway
<b><u>MDOT IT Enhancement Program</u></b>			
TSOPRJ000339	HRIS System Upgrade	\$ 3,546	Completed

**MINOR PROJECTS PROGRAM**  
*(Dollars in Thousands)*

**THE SECRETARY'S OFFICE - LINE 12**

PROJECT ID	PROJECT NAME		TOTAL PROGRAMMED COST	STATUS
<b><u>Planning Services &amp; Studies</u></b>				
TSOPRJ000422	Consultant Support for Modal Project Delivery Investigations	\$ 300	Underway	
TSOPRJ000424	STIP Modernization	\$ 1,650	Underway	
<b><u>Secretary Grants</u></b>				
TSO0148	UMD - NCSG Agreement	\$ 3,247	Ongoing	
TSO0228	Keep Maryland Beautiful Grant	\$ 650	Ongoing	
TSOGRT000418	Town of Forest Heights Traffic Management Grant	\$ 100	Completed	
TSOGRT000454	Maryland Economic Development Corporation Dredge Materials	\$ 6,000	Underway	
<b><u>TOD Implementation</u></b>				
TSOPRJ000430	State Center Redevelopment Strategy	\$ 2,390	Underway	
<b><u>TSO Vehicles and Equipments</u></b>				
TSOPRJ000453	Skid Steer Loader Purchase	\$ 100	Underway	

