

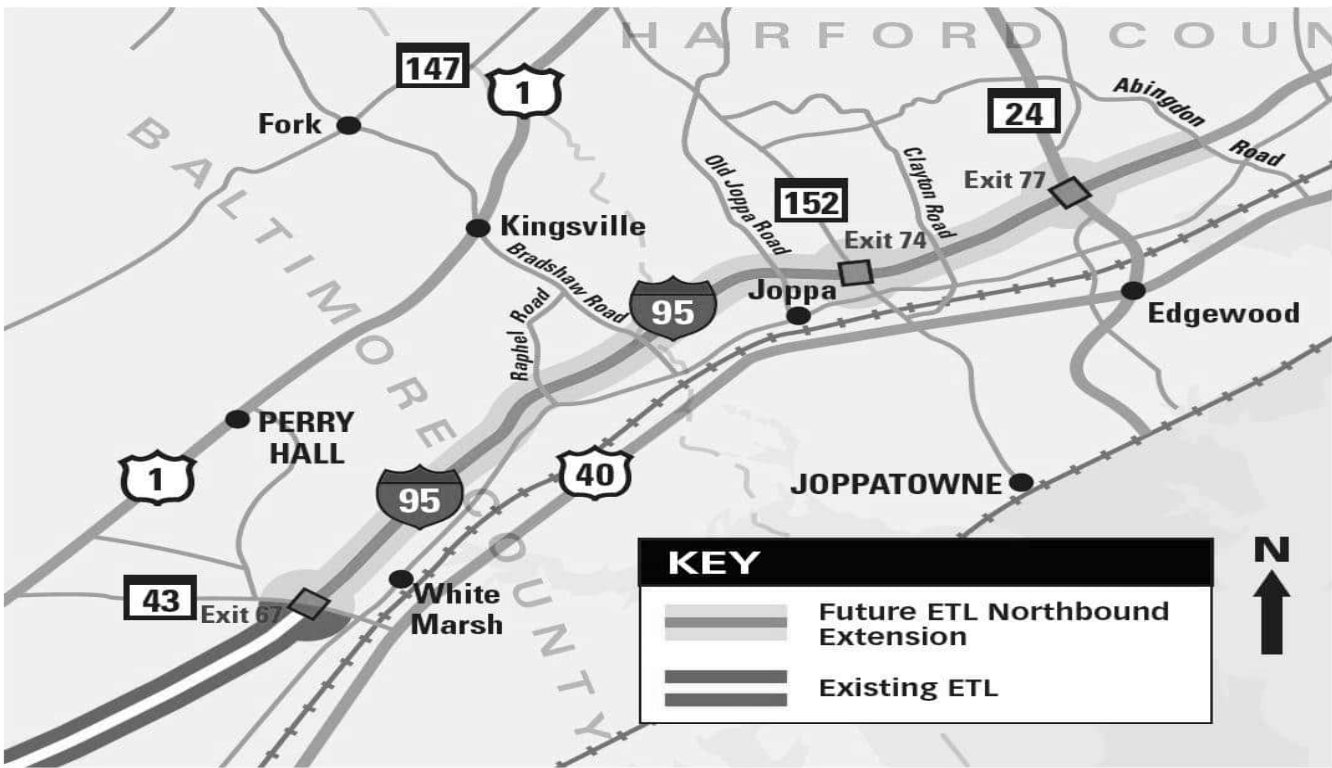
Maryland
Transportation
Authority

MDOT
MARYLAND DEPARTMENT
OF TRANSPORTATION

MARYLAND TRANSPORTATION AUTHORITY

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

| | <u>FY 2026</u> | <u>FY 2027</u> | <u>FY 2028</u> | <u>FY 2029</u> | <u>FY 2030</u> | <u>FY 2031</u> | <u>SIX - YEAR TOTAL</u> |
|--|----------------|----------------|----------------|----------------|----------------|----------------|-----------------------------|
| <u>Major Construction Program</u> | 1,159.4 | 872.3 | 1,135.9 | 1,253.0 | 1,155.6 | 504.5 | 6,080.5 |
| System Preservation | 970.1 | 635.3 | 965.3 | 1,152.3 | 1,119.3 | 488.9 | 5,331.2 |
| Expansion/Efficiency | 176.0 | 166.6 | 81.4 | 26.7 | - | - | 450.8 |
| Safety & Security | 7.6 | 52.7 | 69.2 | 61.3 | 31.4 | 15.6 | 237.8 |
| Environment | 1.3 | 0.0 | 0.0 | 1.2 | - | - | 2.6 |
| Administration | 4.3 | 17.5 | 20.1 | 11.4 | 4.8 | - | 58.1 |
| <u>Major Development & Evaluation Program</u> | 2.3 | 3.7 | - | - | - | - | 6.0 |
| Expansion/Efficiency | 2.3 | 3.7 | - | - | - | - | 6.0 |
| <u>Minor Program</u> | 124.8 | 209.0 | 434.2 | 553.8 | 571.2 | 459.9 | 2,353.0 |
| System Preservation | 104.1 | 189.7 | 393.6 | 522.4 | 556.4 | 437.2 | 2,203.3 |
| Expansion/Efficiency | 3.4 | 5.6 | 29.0 | 22.5 | 8.9 | 21.0 | 90.5 |
| Safety & Security | 10.3 | 12.5 | 9.6 | 8.4 | 5.9 | 1.7 | 48.4 |
| Environment | 6.3 | 0.9 | 2.1 | 0.5 | - | - | 9.7 |
| Administration | 0.8 | 0.3 | - | - | - | - | 1.1 |
| <u>Capital Salaries, Wages & Other Costs</u> | - | - | - | - | - | - | - |
| TOTAL | 1,286.5 | 1,085.0 | 1,570.2 | 1,806.8 | 1,726.8 | 964.4 | 8,439.6 |
| Toll Funds | 1,286.5 | 1,085.0 | 1,570.2 | 1,806.8 | 1,726.8 | 964.4 | 8,439.6 |



PROJECT: I-95 John F. Kennedy Memorial Highway - Express Toll Lanes (ETL) Northern Extension

DESCRIPTION: The two-lane Express Toll Lane extension to MD 24 includes I-95 safety improvements from Cowenton Road to MD 24; the reconstruction of the MD 24 and MD 152 interchanges; the replacement of four bridges over I-95 (Bradshaw Road, Old Joppa Road, Clayton Road, and Raphael Road); the construction of five noise walls; and environmental mitigation.

PURPOSE & NEED SUMMARY STATEMENT: Traffic operations on northbound I-95 beyond the current MD 43 Express Toll Lanes terminus experience routine congestion during peak hours. The improvements will address capacity concerns, improve safety, and allow for better incident management and maintenance activities. The construction of additional noise walls will address the community's requests about quality of life.

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

☒ 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

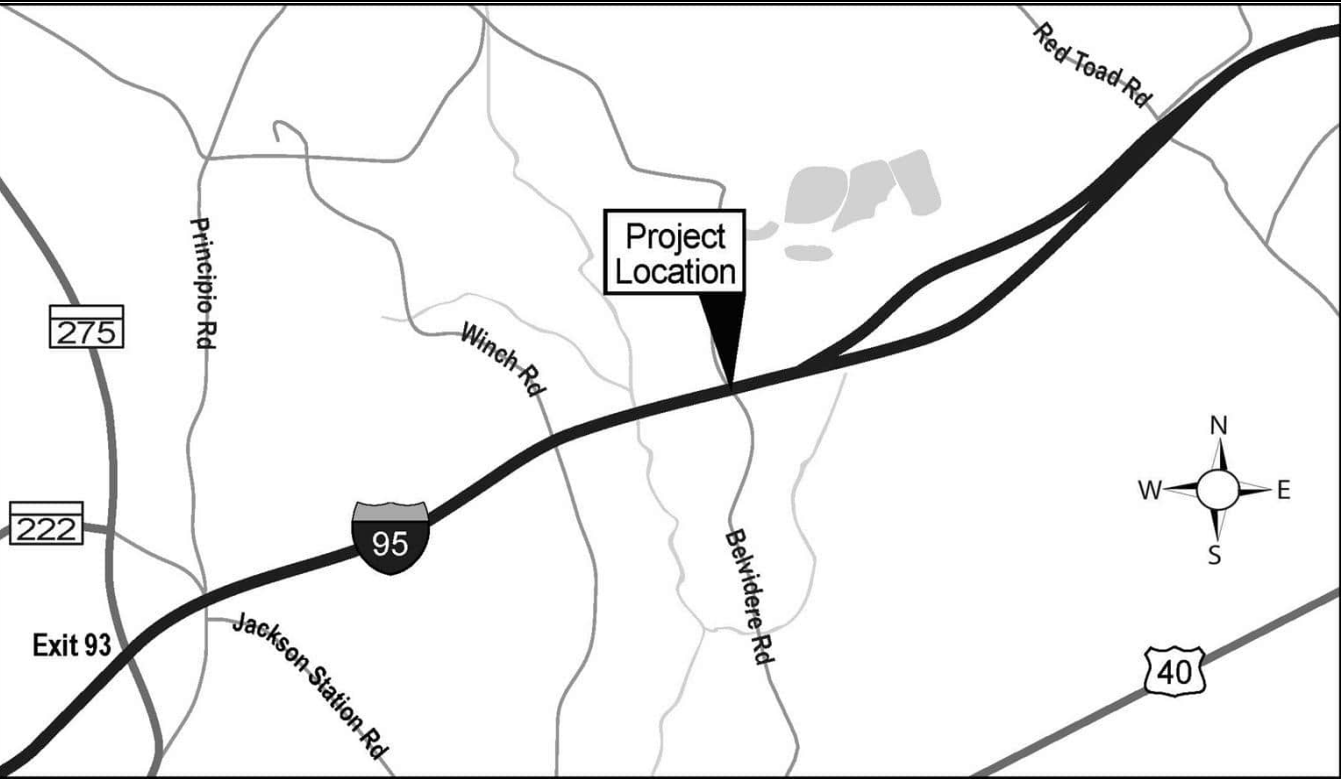
☐ Exception Will Be Required

☐ Exception Granted

EXPLANATION: 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.

| POTENTIAL FUNDING SOURCE: | | | | | | <input type="checkbox"/> SPECIAL | <input type="checkbox"/> FEDERAL | <input type="checkbox"/> GENERAL | <input checked="" type="checkbox"/> OTHER | | |
|---------------------------|-----------|------------|----------|---------|--------|----------------------------------|----------------------------------|----------------------------------|---|---------|----------|
| TOTAL | | | | | | | | | | | |
| PHASE | ESTIMATED | EXPENDED | PREVIOUS | CURRENT | BUDGET | PLANNING | | | | SIX | BALANCE |
| | COST | THRU | YEAR | YEAR | YEAR | FOR PLANNING PURPOSES ONLY | | | | YEAR | TO |
| | (\$000) | CLOSE YEAR | 2025 | 2026 | 2027 | ...2028... | ...2029... | ...2030... | ...2031... | TOTAL | COMPLETE |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 92,662 | 90,349 | 2,302 | 1,773 | 511 | 15 | 13 | 0 | 0 | 2,313 | 0 |
| Right-of-way | 7,980 | 7,858 | 298 | 122 | 0 | 0 | 0 | 0 | 0 | 122 | 0 |
| Utility | 10,967 | 7,874 | 196 | 3,093 | 0 | 0 | 0 | 0 | 0 | 3,093 | 0 |
| Construction | 927,695 | 645,744 | 166,038 | 122,672 | 98,912 | 42,305 | 18,062 | 0 | 0 | 281,951 | 0 |
| Total | 1,039,304 | 751,825 | 168,834 | 127,660 | 99,423 | 42,320 | 18,075 | 0 | 0 | 287,479 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOLL | 1,039,304 | 751,825 | 168,834 | 127,660 | 99,423 | 42,320 | 18,075 | 0 | 0 | 287,479 | 0 |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



PROJECT: I-95 John F. Kennedy Memorial Highway - Construct Interchange at Belvidere Road

DESCRIPTION: The project will construct a new interchange between I-95 John F. Kennedy Memorial Highway and Belvidere Road, including constructing a new bridge over I-95.

PURPOSE & NEED SUMMARY STATEMENT: Increased development in the vicinity of Belvidere Road in Cecil County necessitates an interchange at I-95 (JFK Highway) and Belvidere Road. The project cost will be shared with Stewart Properties contributing \$8.8 million for right-of-way, Cecil County contributing \$1 million for construction, and MDTA providing \$46.7 million, with the balance of \$20 million from a Federal BUILD Grant. The BUILD Grant was awarded in December 2018. At the time of the grant application in 2018, the project was estimated at \$54 million; however, the cost shown on this page reflects the low bid received from the selected Design-Build team.

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

☐ Enhance Safety and Security

☒ Deliver System Quality

☒ Serve Communities and Support the Economy

☐ Promote Environmental Stewardship

EXPLANATION: This project will support development by providing access to I-95 at Belvidere Road.

SMART GROWTH STATUS:

☐ Project Not Location Specific

☒ 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 ESTIMATED COST (\$000) | EXPENDED THRU CLOSE YEAR | PREVIOUS YEAR 2025 | CURRENT YEAR 2026 | BUDGET YEAR 2027 | PLANNING FOR PLANNING PURPOSES ONLY ...2028... ...2029... ...2030... ...2031... | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 6,772 | 6,762 | 174 | 10 | 0 | 0 | 0 | 0 | 0 | 10 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Utility | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 74,889 | 41,465 | 22,635 | 22,516 | 8,542 | 2,366 | 0 | 0 | 0 | 33,424 | 0 |
| Total | 81,661 | 48,227 | 22,809 | 22,526 | 8,542 | 2,366 | 0 | 0 | 0 | 33,434 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOLL | 81,661 | 48,227 | 22,809 | 22,526 | 8,542 | 2,366 | 0 | 0 | 0 | 33,434 | 0 |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

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:

- | | | | |
|-------------------------------------|-----------------------------|-------------------------------------|---|
| <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:

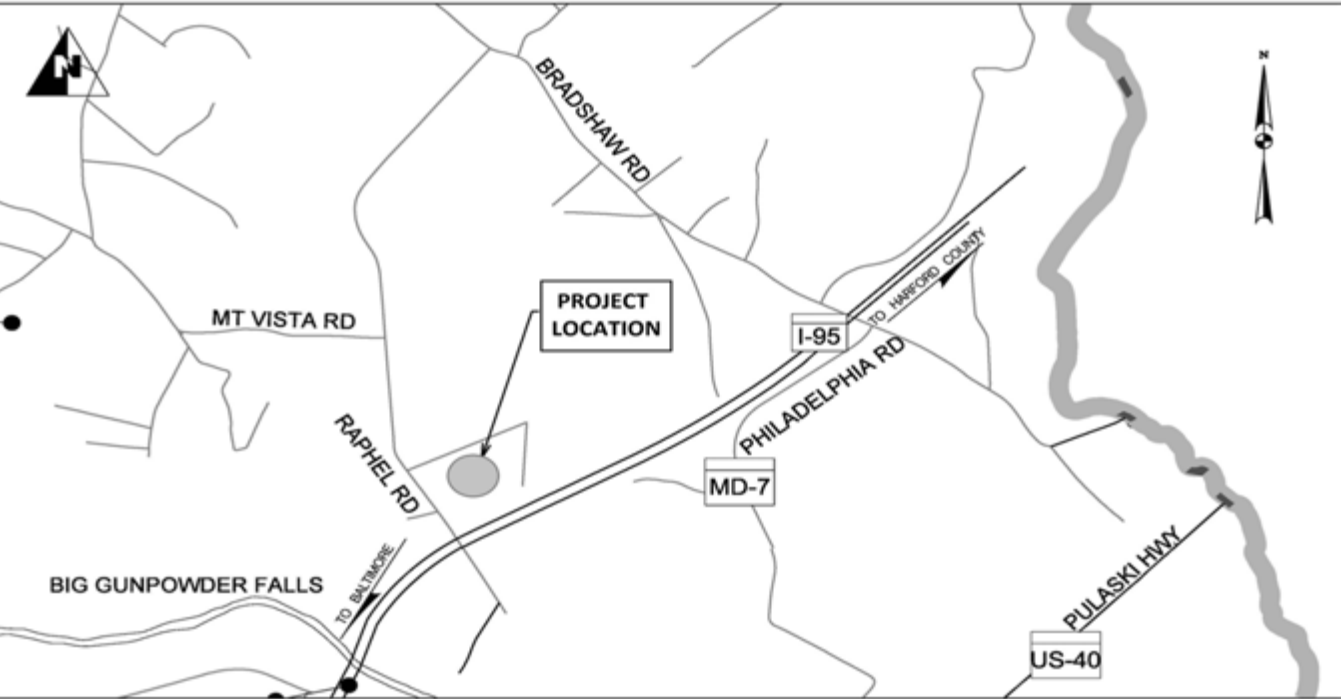
- | | | | |
|-----------------------------|---------------------------------|--|--|
| SMART GROWTH STATUS: | | <input type="checkbox"/> Project Not Location Specific | <input checked="" type="checkbox"/> Not Subject to PFA Law |
| <input type="checkbox"/> | Project Inside PFA | <input type="checkbox"/> | 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: This segment of I-95 currently operates at an unacceptable level of service with significant delays on travel 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. Pre-construction activities for BGE Service Requests are underway. Major construction will begin in FY 2027.

[illegible]

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.



PROJECT: I-95 John F. Kennedy Memorial Highway - JFK Maintenance Facility Complex

DESCRIPTION: The complex will include a new maintenance building to support office space, common areas, locker/rest rooms, automotive shop/bays, material storage, wash bay, salt storage barns, fueling island, debris dewatering pad, and vehicle storage structures. Site improvements shall include grading, pavement, drainage, utilities, storm water management, lighting, security, fencing, and landscaping. This is a Project Labor Agreement candidate project.

PURPOSE & NEED SUMMARY STATEMENT: The Kennedy Highway and approach roadways require continuous maintenance and safety activities to maintain Kennedy Highway and Hatem Bridge in the highest serviceable condition for safe passage of MDTA customers. The JFK Maintenance Facility Complex will provide work areas for the staff, vehicle safety inspections, and full service repair shop bays and parts storage.

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

☒ Enhance Safety and Security

☒ Deliver System Quality

☐ Serve Communities and Support the Economy

☐ Promote Environmental Stewardship

EXPLANATION: The Maintenance Building will support an environment safe for MDTA employees to perform their work duties and protection for the equipment used by operations staff.

SMART GROWTH STATUS:

☐ Project Not Location Specific

☒ Not Subject to PFA Law

☐ Project Inside PFA

☐ Project Outside PFA

☐ PFA Status Yet to Be Determined

☐ Grandfathered

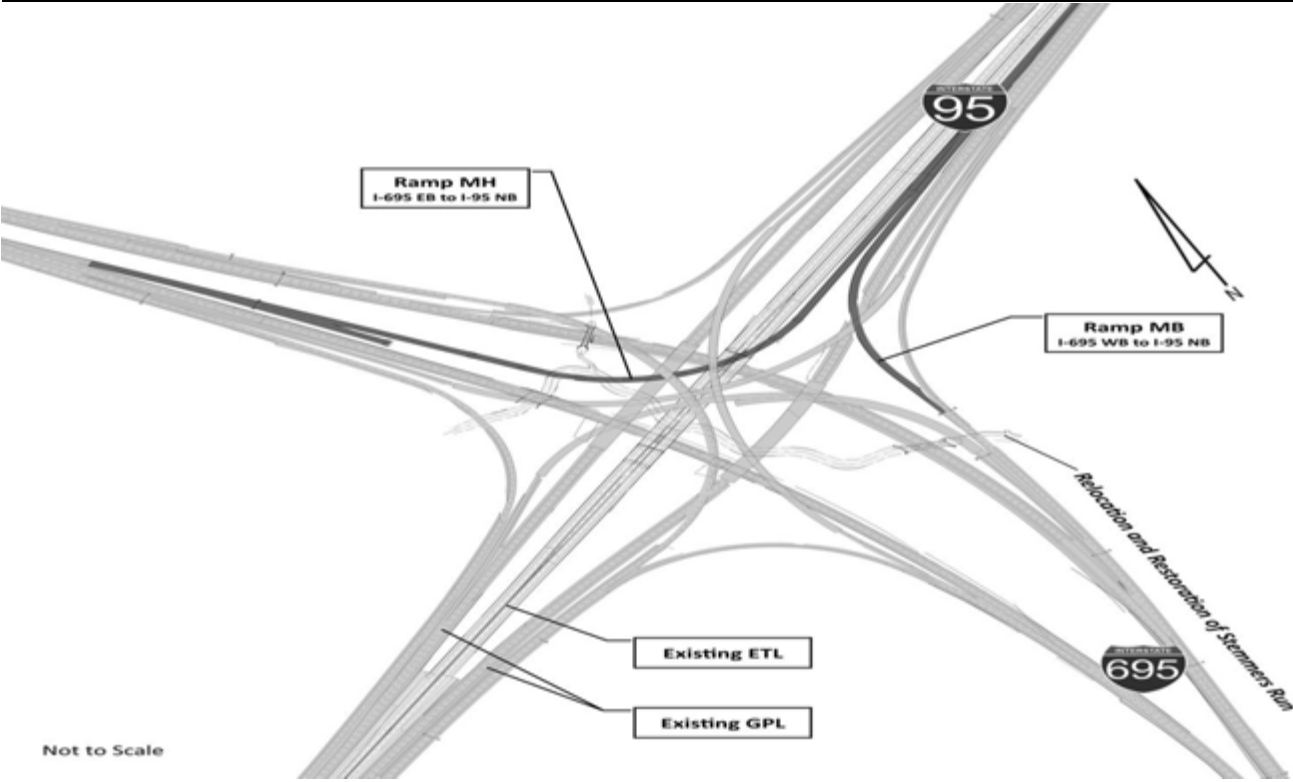
☐ Exception Will Be Required

☐ Exception Granted

STATUS: Engineering and right-of-way acquisition are underway. Construction will begin in FY 2027.

| POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER | | | | | | | | | | | |
|--|------------------------------|--------------------------------|--------------------------|-------------------------|------------------------|--|------------|------------|------------|----------------------|---------------------------|
| PHASE | TOTAL | | PREVIOUS YEAR 2025 | CURRENT YEAR 2026 | BUDGET YEAR 2027 | PLANNING FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | ESTIMATED COST (\$000) | EXPENDED THRU CLOSE YEAR | | | | ...2028... | ...2029... | ...2030... | ...2031... | | |
| | | | | | | | | | | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 4,025 | 3,526 | 319 | 400 | 99 | 0 | 0 | 0 | 0 | 499 | 0 |
| Right-of-way | 2,750 | 0 | 0 | 2,750 | 0 | 0 | 0 | 0 | 0 | 2,750 | 0 |
| Utility | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 45,431 | 76 | 40 | 0 | 12,807 | 17,006 | 10,700 | 4,843 | 0 | 45,356 | 0 |
| Total | 52,206 | 3,602 | 359 | 3,150 | 12,906 | 17,006 | 10,700 | 4,843 | 0 | 48,605 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOLL | 52,206 | 3,602 | 359 | 3,150 | 12,906 | 17,006 | 10,700 | 4,843 | 0 | 48,605 | 0 |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.



PROJECT: I-95 John F. Kennedy Memorial Highway - I-695 Ramps to I-95 Northbound Express Toll Lanes

DESCRIPTION: Construct two I-95 Section 100 ETL Ramps from I-695 Eastbound and Westbound to I-95 Northbound ETLs.This is a Project Labor Agreement candidate project.

PURPOSE & NEED SUMMARY STATEMENT: The two ETL ramps are a part of the connectivity between two major interstate roadways and specifically the northbound ETLs. This allows traffic on I-695 a choice to use the NB General Purpose (GP) lanes or the NB ETLs. This improvement will reduce the volume of traffic traveling onto the GP lanes and thereby improves traffic operation on the I-95 facility.

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

☒ 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: Once open, these I-695 ramps will provide access to I-95 NB ETLs for a distance of approximately 12 miles.

STATUS: Engineering and Utility are underway. Construction expected to begin in April 2026.

| POTENTIAL FUNDING SOURCE: | | | | | | <input type="checkbox"/> SPECIAL | <input type="checkbox"/> FEDERAL | <input type="checkbox"/> GENERAL | <input checked="" 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 TOTAL | BALANCE TO COMPLETE |
| | | | | | | ...2028... | ...2029... | ...2030... | ...2031... | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 5,425 | 4,369 | 1,199 | 1,056 | 0 | 0 | 0 | 0 | 0 | 1,056 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Utility | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 |
| Construction | 73,600 | 0 | 0 | 20,750 | 37,700 | 14,850 | 300 | 0 | 0 | 73,600 | 0 |
| Total | 79,125 | 4,369 | 1,199 | 21,906 | 37,700 | 14,850 | 300 | 0 | 0 | 74,756 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOLL | 79,125 | 4,369 | 1,199 | 21,906 | 37,700 | 14,850 | 300 | 0 | 0 | 74,756 | 0 |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



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

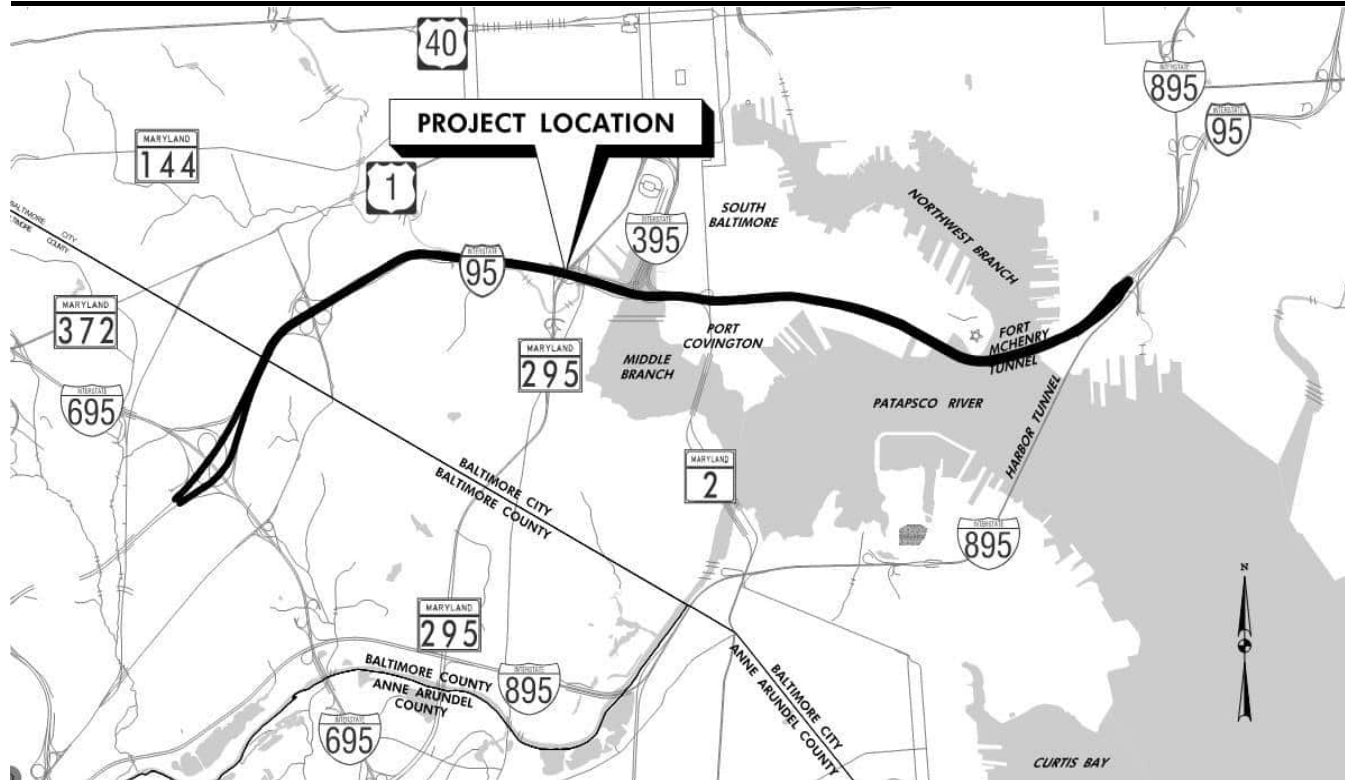
☐ Exception Granted

STATUS: Open to Service.

| POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER | | | | | | | | | | | |
|--|------------------------------|--------------------------------|--------------------------|-------------------------|------------------------|--|------------|------------|------------|----------------------|---------------------------|
| PHASE | TOTAL | | PREVIOUS YEAR 2025 | CURRENT YEAR 2026 | BUDGET YEAR 2027 | PLANNING FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | ESTIMATED COST (\$000) | EXPENDED THRU CLOSE YEAR | | | | ...2028... | ...2029... | ...2030... | ...2031... | | |
| | | | | | | | | | | | |
| 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 | 43,178 | 43,178 | 1,376 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 46,327 | 46,039 | 1,376 | 288 | 0 | 0 | 0 | 0 | 0 | 288 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOLL | 46,327 | 46,039 | 1,376 | 288 | 0 | 0 | 0 | 0 | 0 | 288 | 0 |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

2251

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.



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.

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

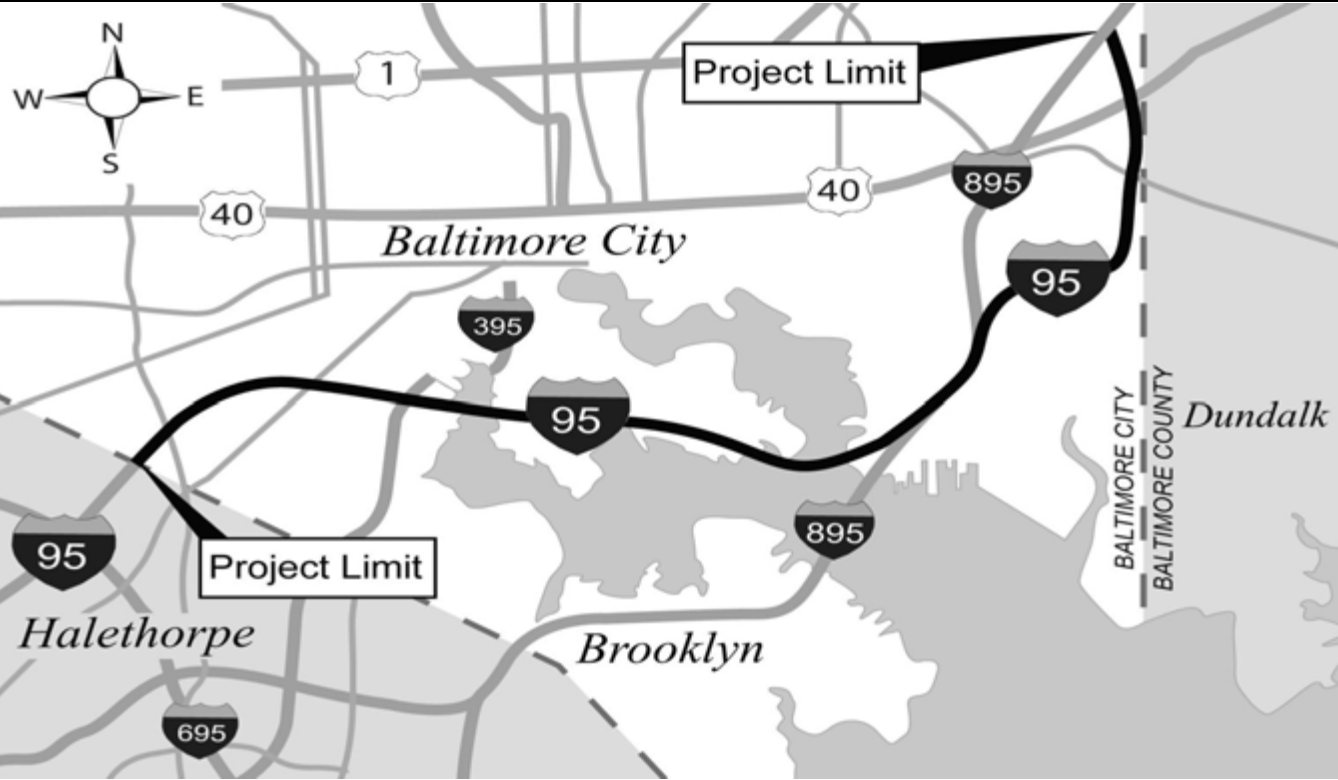
- | | | | |
|-------------------------------------|-----------------------------|-------------------------------------|---|
| <input type="checkbox"/> | Enhance Safety and Security | <input checked="" type="checkbox"/> | Serve Communities and Support the Economy |
| <input checked="" type="checkbox"/>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

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

[illegible]



PROJECT: I-95 Fort McHenry Tunnel - Rehabilitate Substructure and Superstructure of Various Bridges on I-95 in Baltimore City

DESCRIPTION: Repair substructure and superstructure of seventy-four bridges on I-95 in Baltimore City. The work includes structural weld repairs, structural steel repairs, roadway joint repairs, concrete repairs, and application of protective coatings on seventy-four bridges. This project includes two phases. Each phase includes thirty-seven bridges.

PURPOSE & NEED SUMMARY STATEMENT: The annual facility inspections, as well as findings and issues noted by MDTA Operations, have identified the need to perform a comprehensive substructure and superstructure rehabilitation throughout this facility.

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

☒ Enhance Safety and Security

☒ Deliver System Quality

☐ Serve Communities and Support the Economy

☐ Promote Environmental Stewardship

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

SMART GROWTH STATUS:

☐ Project Not Location Specific

☒ Not Subject to PFA Law

☐ Project Inside PFA

☐ Project Outside PFA

☐ PFA Status Yet to Be Determined

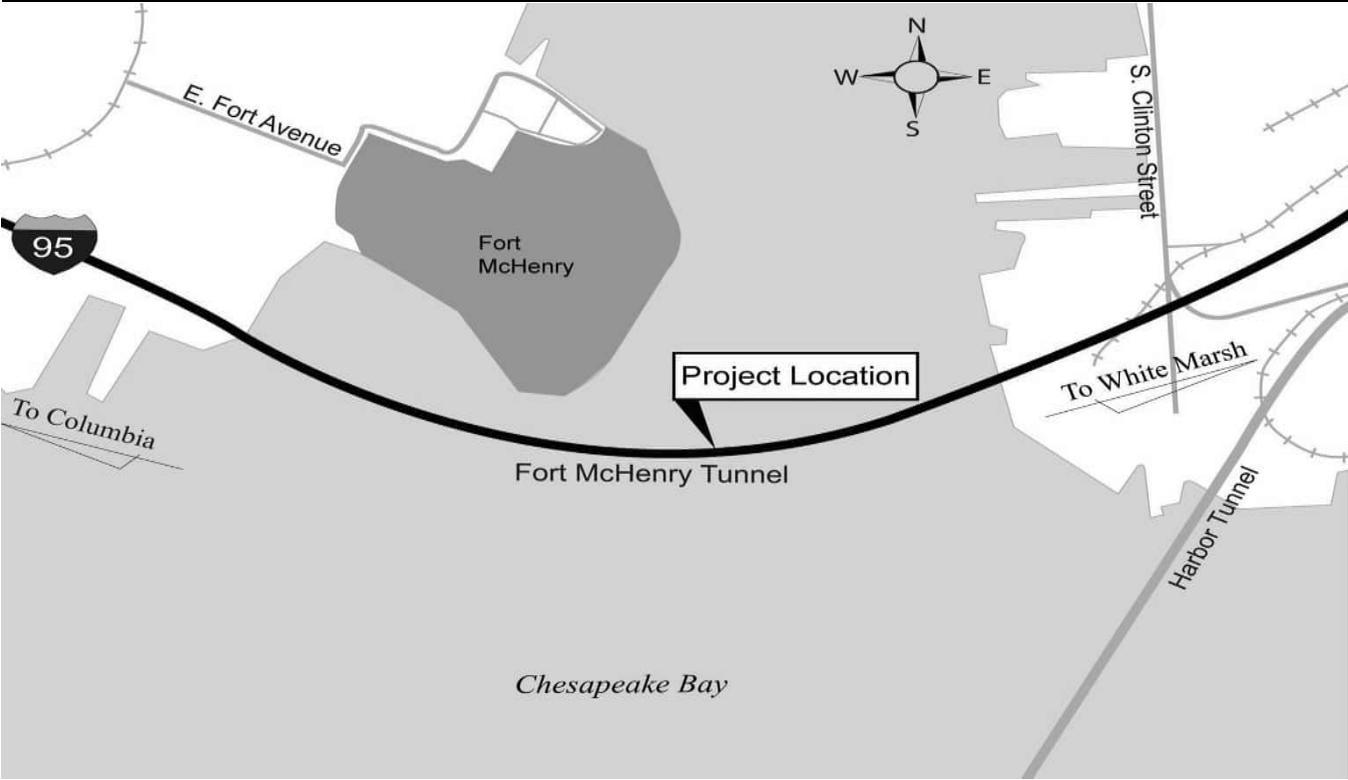
☐ Grandfathered

☐ Exception Will Be Required

☐ Exception Granted

STATUS: Open to Service.

| POTENTIAL FUNDING SOURCE: | | | | | | <input type="checkbox"/> SPECIAL | <input type="checkbox"/> FEDERAL | <input type="checkbox"/> GENERAL | <input checked="" type="checkbox"/> OTHER | | |
|---------------------------|-----------|------------|----------|---------|--------|----------------------------------|----------------------------------|----------------------------------|---|-------|----------|
| TOTAL | | | | | | | | | | | |
| PHASE | ESTIMATED | EXPENDED | PREVIOUS | CURRENT | BUDGET | PLANNING | | | | SIX | BALANCE |
| | COST | THRU | YEAR | YEAR | YEAR | FOR PLANNING PURPOSES ONLY | | | | YEAR | TO |
| | (\$000) | CLOSE YEAR | 2025 | 2026 | 2027 | ...2028... | ...2029... | ...2030... | ...2031... | TOTAL | COMPLETE |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 4,885 | 4,885 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Utility | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 28,185 | 27,985 | 3,202 | 200 | 0 | 0 | 0 | 0 | 0 | 200 | 0 |
| Total | 33,070 | 32,870 | 3,202 | 200 | 0 | 0 | 0 | 0 | 0 | 200 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOLL | 33,070 | 32,870 | 3,202 | 200 | 0 | 0 | 0 | 0 | 0 | 200 | 0 |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



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

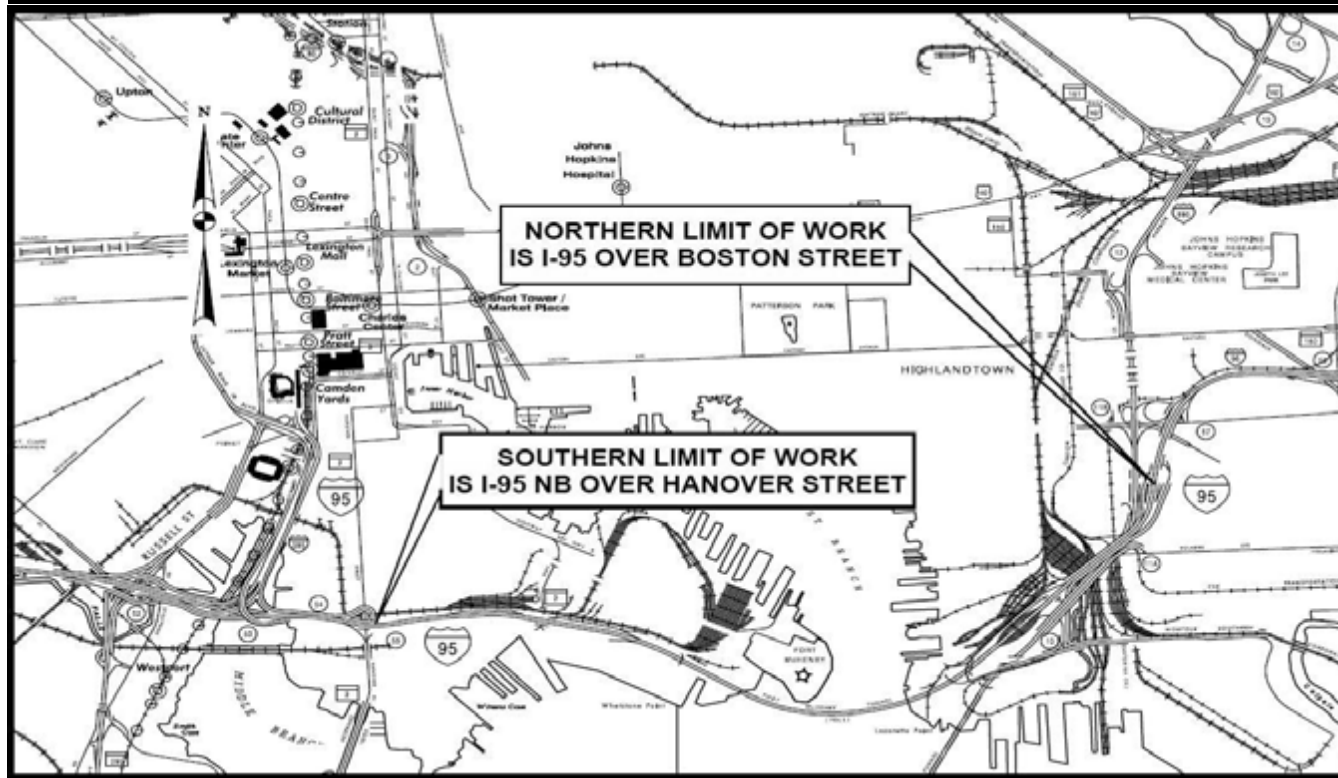
☐ Exception Will Be Required

☐ 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 2025 | CURRENT YEAR 2026 | BUDGET YEAR 2027 | PLANNING FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | ESTIMATED COST (\$000) | EXPENDED THRU CLOSE YEAR | | | | ...2028... | ...2029... | ...2030... | ...2031... | | |
| | | | | | | | | | | | |
| 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 | 22,374 | 5,993 | 10,434 | 0 | 0 | 0 | 0 | 0 | 10,434 | 0 |
| Total | 33,284 | 22,850 | 5,993 | 10,434 | 0 | 0 | 0 | 0 | 0 | 10,434 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOLL | 33,284 | 22,850 | 5,993 | 10,434 | 0 | 0 | 0 | 0 | 0 | 10,434 | 0 |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.



PROJECT: I-95 Fort McHenry Tunnel - FMT Facility-wide Zone Paint Program

DESCRIPTION: This is a system preservation project to address areas of structural steel with moderate to advanced section loss and corrosion. The project will provide zone painting to bridges in the areas of higher corrosion to prevent further deterioration.

PURPOSE & NEED SUMMARY STATEMENT: Bridge inspections revealed significant areas of the structural steel with moderate to advanced section loss particularly at the steel beam ends at the locations of open roadway joints.

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

- | | |
|--|--|
| <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 |

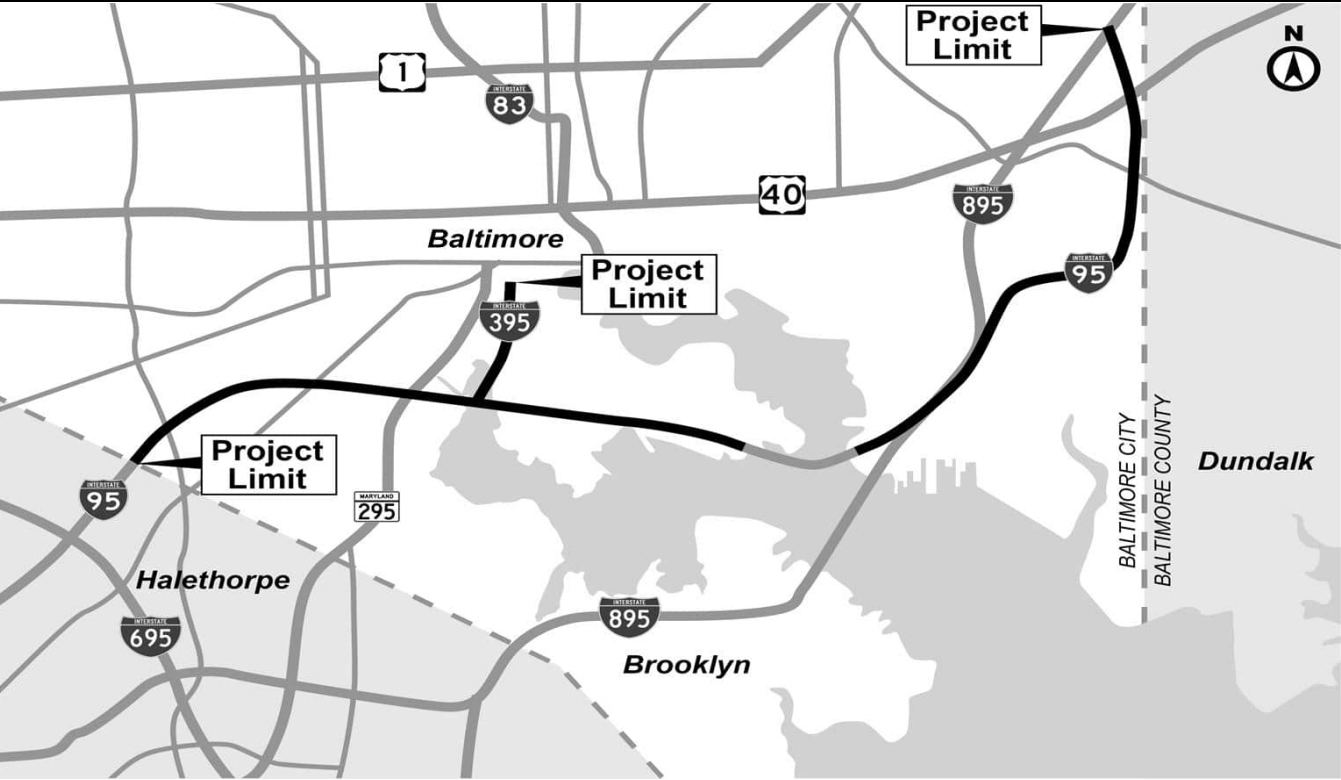
EXPLANATION: The patina protecting the steel is wearing off, therefore cleaning and painting the steel is needed to prevent further deterioration.

- 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 |

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 2025 | CURRENT YEAR 2026 | BUDGET YEAR 2027 | PLANNING FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | ESTIMATED COST (\$000) | EXPENDED THRU CLOSE YEAR | | | | ...2028... | ...2029... | ...2030... | ...2031... | | |
| | | | | | | | | | | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 115 | 115 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Utility | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 26,424 | 5,658 | 5,647 | 11,843 | 6,113 | 2,810 | 0 | 0 | 0 | 20,766 | 0 |
| Total | 26,539 | 5,773 | 5,647 | 11,843 | 6,113 | 2,810 | 0 | 0 | 0 | 20,766 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOLL | 26,539 | 5,773 | 5,647 | 11,843 | 6,113 | 2,810 | 0 | 0 | 0 | 20,766 | 0 |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.



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

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

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

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

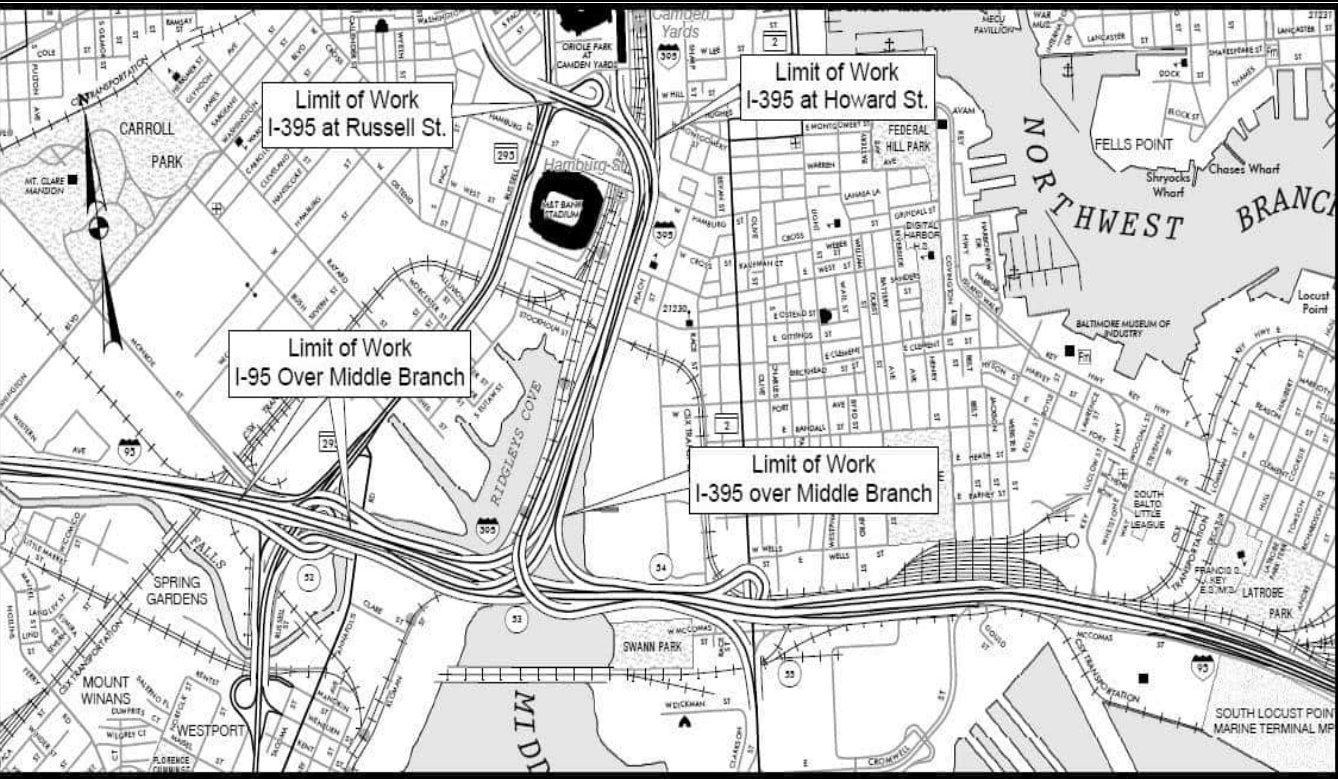
EXPLANATION: Rehabilitation is needed to extend the lifecycle of the assets.

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 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 2025 | CURRENT YEAR 2026 | BUDGET YEAR 2027 | PLANNING FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | ESTIMATED COST (\$000) | EXPENDED THRU CLOSE YEAR | | | | ...2028... | ...2029... | ...2030... | ...2031... | | |
| | | | | | | | | | | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 518 | 518 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Utility | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 10,817 | 293 | 293 | 4,260 | 4,957 | 1,307 | 0 | 0 | 0 | 10,524 | 0 |
| Total | 11,335 | 811 | 295 | 4,260 | 4,957 | 1,307 | 0 | 0 | 0 | 10,524 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOLL | 11,335 | 811 | 295 | 4,260 | 4,957 | 1,307 | 0 | 0 | 0 | 10,524 | 0 |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.



PROJECT: I-95 Fort McHenry Tunnel - 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 complete. Construction is expected to begin in April 2026.

| POTENTIAL FUNDING SOURCE: | | | | | | | | | | | |
|---------------------------|------------------------|--------------------------|--------------------|-------------------|------------------|-------------------------------------|------------|------------|------------|----------------|---------------------|
| | | | | | | | | | | | |
| TOTAL | | | | | | | | | | | |
| PHASE | ESTIMATED COST (\$000) | EXPENDED THRU CLOSE YEAR | PREVIOUS YEAR 2025 | CURRENT YEAR 2026 | BUDGET YEAR 2027 | PLANNING FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | | | ...2028... | ...2029... | ...2030... | ...2031... | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 500 | 469 | 39 | 31 | 0 | 0 | 0 | 0 | 0 | 31 | 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 | 833 | 4,998 | 4,165 | 0 | 0 | 0 | 9,996 | 0 |
| Total | 10,496 | 469 | 39 | 864 | 4,998 | 4,165 | 0 | 0 | 0 | 10,027 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOLL | 10,496 | 469 | 39 | 864 | 4,998 | 4,165 | 0 | 0 | 0 | 10,027 | 0 |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.



PROJECT: I-95 Fort McHenry Tunnel - 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 2025 | CURRENT YEAR 2026 | BUDGET YEAR 2027 | PLANNING FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | ESTIMATED COST (\$000) | EXPENDED THRU CLOSE YEAR | | | | ...2028... | ...2029... | ...2030... | ...2031... | | |
| | | | | | | | | | | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 2,473 | 1,412 | 439 | 1,061 | 0 | 0 | 0 | 0 | 0 | 1,061 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Utility | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 21,015 | 0 | 0 | 0 | 7,125 | 7,536 | 6,354 | 0 | 0 | 21,015 | 0 |
| Total | 23,488 | 1,412 | 439 | 1,061 | 7,125 | 7,536 | 6,354 | 0 | 0 | 22,076 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOLL | 23,488 | 1,412 | 439 | 1,061 | 7,125 | 7,536 | 6,354 | 0 | 0 | 22,076 | 0 |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.



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. The MDTA will use toll revenue to fund the up front costs of the Key Bridge reconstruction, with Federal 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 allision. 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 is being delivered using an aggressive 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, engineering and construction are underway.

| POTENTIAL FUNDING SOURCE: | | | | | | | | | | | |
|---------------------------|------------------------|--------------------------|--------------------|-------------------|------------------|-------------------------------------|------------|------------|------------|----------------|---------------------|
| | | | | | | | | | | | |
| TOTAL | | | | | | | | | | | |
| PHASE | ESTIMATED COST (\$000) | EXPENDED THRU CLOSE YEAR | PREVIOUS YEAR 2025 | CURRENT YEAR 2026 | BUDGET YEAR 2027 | PLANNING FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | | | ...2028... | ...2029... | ...2030... | ...2031... | | |
| Planning | 2,000 | 267 | 91 | 1,733 | 0 | 0 | 0 | 0 | 0 | 1,733 | 0 |
| Engineering | 193,179 | 77,854 | 77,742 | 115,325 | 0 | 0 | 0 | 0 | 0 | 115,325 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Utility | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 4,993,579 | 1,968 | 1,264 | 719,432 | 529,583 | 896,359 | 1,128,859 | 1,112,560 | 487,517 | 4,874,309 | 117,302 |
| Total | 5,188,758 | 80,088 | 79,098 | 836,490 | 529,583 | 896,359 | 1,128,859 | 1,112,560 | 487,517 | 4,991,367 | 117,302 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOLL | 5,188,758 | 80,088 | 79,098 | 836,490 | 529,583 | 896,359 | 1,128,859 | 1,112,560 | 487,517 | 4,991,367 | 117,302 |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: Cost increased by \$3.4 billion due to detailed design development and refinement, as well as detailed cost estimating efforts. Previous cost estimates were developed for programming purposes shortly after the Key Bridge collapse.



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

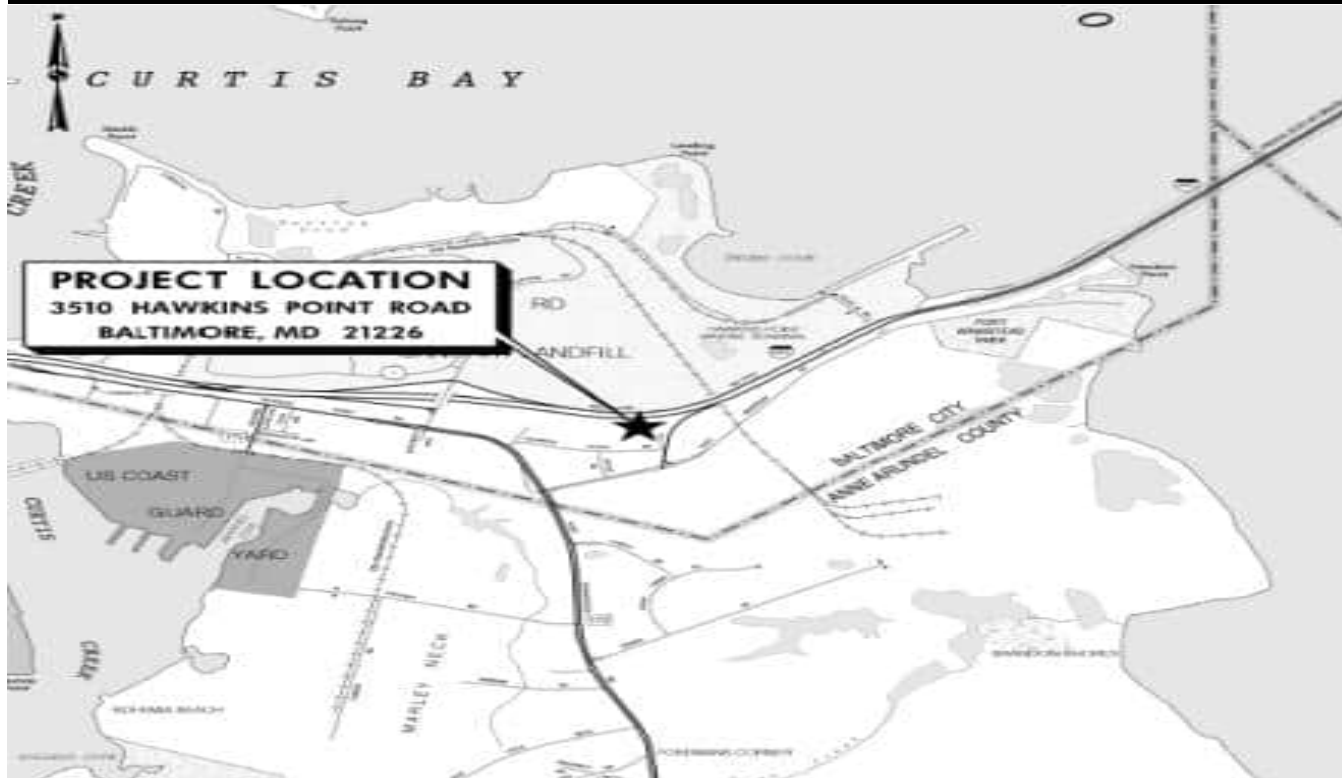
☐ Exception Will Be Required

☐ Exception Granted

STATUS: Engineering 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 2025 | CURRENT YEAR 2026 | BUDGET YEAR 2027 | PLANNING FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | ESTIMATED COST (\$000) | EXPENDED THRU CLOSE YEAR | | | | ...2028... | ...2029... | ...2030... | ...2031... | | |
| | | | | | | | | | | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 3,721 | 3,721 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Utility | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 40,192 | 26,569 | 20,239 | 11,059 | 2,564 | 0 | 0 | 0 | 0 | 13,623 | 0 |
| Total | 43,913 | 30,290 | 20,240 | 11,059 | 2,564 | 0 | 0 | 0 | 0 | 13,623 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOLL | 43,913 | 30,290 | 20,240 | 11,059 | 2,564 | 0 | 0 | 0 | 0 | 13,623 | 0 |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.



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:

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

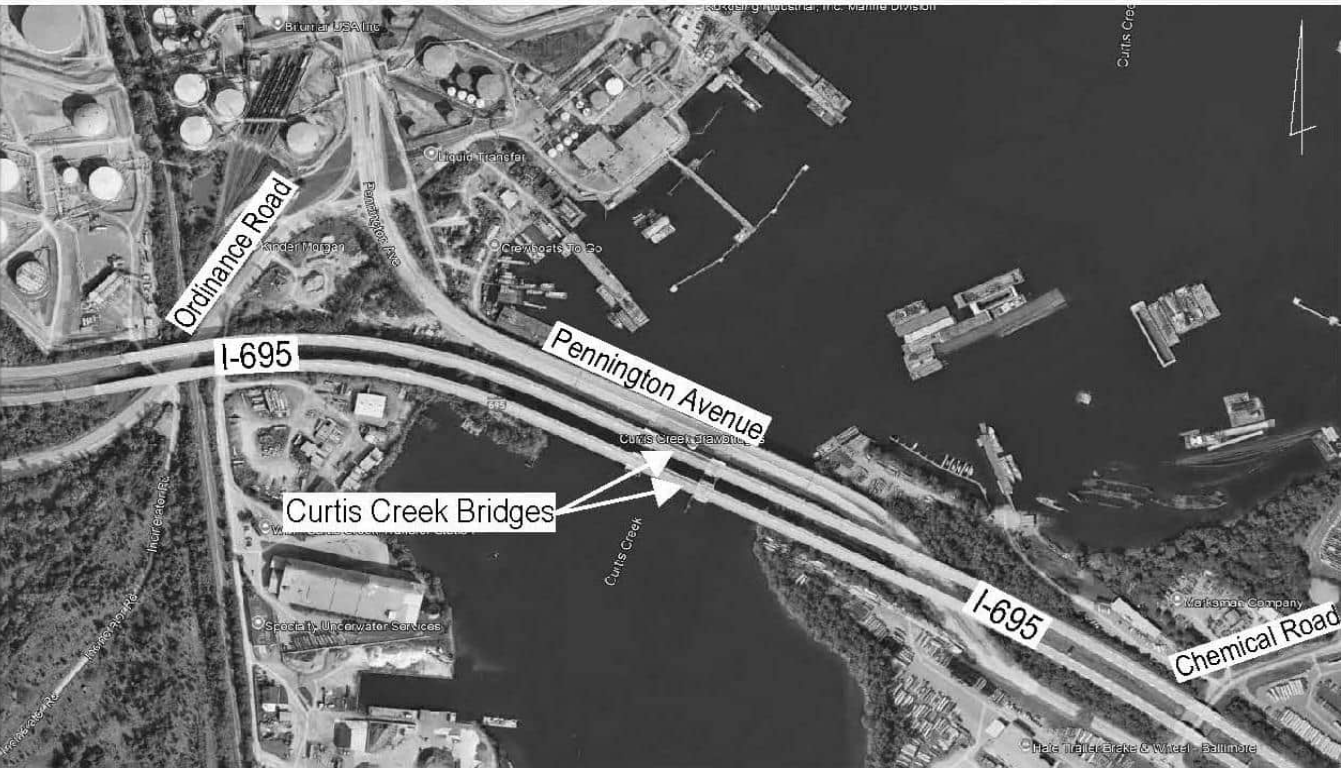
EXPLANATION: Construct an independent police training academy building and facility.

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: Phase 1 is complete. Engineering for Phase 2 is underway. Construction for Phase 2 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 2025 | CURRENT YEAR 2026 | BUDGET YEAR 2027 | PLANNING FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | ESTIMATED COST (\$000) | EXPENDED THRU CLOSE YEAR | | | | ...2028... | ...2029... | ...2030... | ...2031... | | |
| | | | | | | | | | | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 2,126 | 1,910 | 147 | 200 | 16 | 0 | 0 | 0 | 0 | 216 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Utility | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 22,278 | 2,865 | 0 | 0 | 7,265 | 8,215 | 3,933 | 0 | 0 | 19,413 | 0 |
| Total | 24,405 | 4,775 | 147 | 200 | 7,282 | 8,215 | 3,933 | 0 | 0 | 19,630 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOLL | 24,405 | 4,775 | 147 | 200 | 7,282 | 8,215 | 3,933 | 0 | 0 | 19,630 | 0 |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.



PROJECT: I-695 Francis Scott Key Bridge - Rehabilitation of Curtis Creek Drawbridges Superstructure

DESCRIPTION: Perform steel repairs and strengthening measures to portions of the superstructure, particularly the outer loop bascule span; performing repairs to the existing catwalks; staged removal and replacement of portions of the decks and parapets; removal and replacement of all bridge-mounted low-level lights; associated electrical work, maintenance of traffic and final pavement markings.

PURPOSE & NEED SUMMARY STATEMENT: The project is an outcome of bi-annual bridge inspection reports of multiple defects that needed repair to maintain quality functioning of the bridge. Subsequent to the inspections, bridge deck surveys and analysis revealed that several deck spans needed replacement. The purpose of the project it to efficiently address the multiple existing superstructure defects at one time. In October 2024 this project was awarded an Infrastructure for Rebuilding America (INFRA) Grant in the amount of \$7.5 million.

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

☒ Enhance Safety and Security

☒ Deliver System Quality

☐ Serve Communities and Support the Economy

☐ Promote Environmental Stewardship

EXPLANATION: Bridge superstructure restoration and extension of its useful life.

SMART GROWTH STATUS:

☐ Project Not Location Specific

☒ Not Subject to PFA Law

☐ Project Inside PFA

☐ Project Outside PFA

☐ PFA Status Yet to Be Determined

☐ Grandfathered

☐ Exception Will Be Required

☐ Exception Granted

STATUS: Engineering is underway. Construction to begin in April 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 2025 | CURRENT YEAR 2026 | BUDGET YEAR 2027 | PLANNING | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE | | |
| | ESTIMATED COST (\$000) | EXPENDED THRU CLOSE YEAR | | | | FOR PLANNING PURPOSES ONLY | | | | | | | |
| | | | | | | ...2028... | ...2029... | ...2030... | ...2031... | | | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Engineering | 1,300 | 1,093 | 441 | 207 | 0 | 0 | 0 | 0 | 0 | 207 | 0 | | |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Utility | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Construction | 18,300 | 0 | 0 | 8,125 | 9,827 | 348 | 0 | 0 | 0 | 18,300 | 0 | | |
| Total | 19,600 | 1,093 | 441 | 8,332 | 9,827 | 348 | 0 | 0 | 0 | 18,507 | 0 | | |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| TOLL | 19,600 | 1,093 | 441 | 8,332 | 9,827 | 348 | 0 | 0 | 0 | 18,507 | 0 | | |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |



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

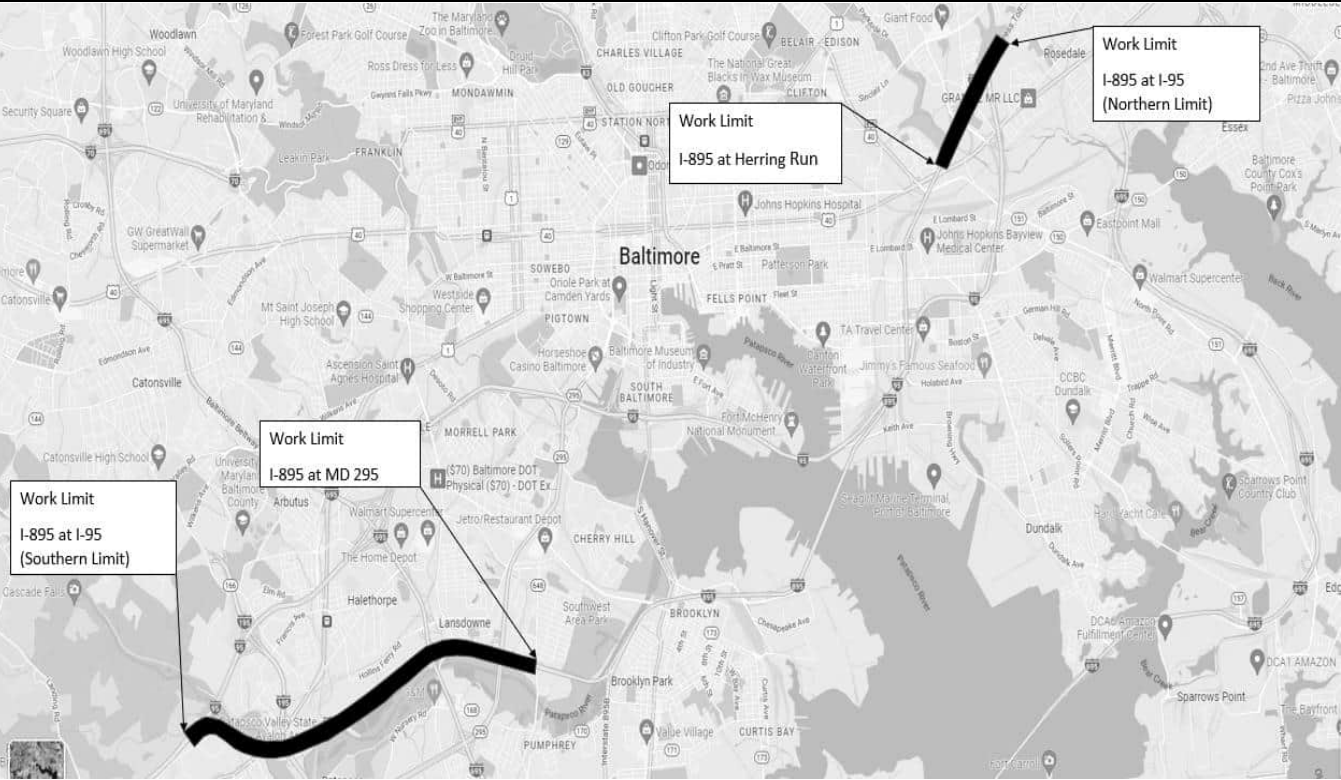
☐ Exception Granted

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 2025 | CURRENT YEAR 2026 | BUDGET YEAR 2027 | PLANNING FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | ESTIMATED COST (\$000) | EXPENDED THRU CLOSE YEAR | | | | ...2028... | ...2029... | ...2030... | ...2031... | | |
| | | | | | | | | | | | |
| 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 | 45,943 | 22,973 | 21,992 | 8,126 | 0 | 0 | 0 | 0 | 30,118 | 0 |
| Total | 80,675 | 50,557 | 22,973 | 21,992 | 8,126 | 0 | 0 | 0 | 0 | 30,118 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOLL | 80,675 | 50,557 | 22,973 | 21,992 | 8,126 | 0 | 0 | 0 | 0 | 30,118 | 0 |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

2306

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.



PROJECT: I-895 Baltimore Harbor Tunnel Thruway - Resurfacing North and South of the Baltimore Harbor Tunnel

DESCRIPTION: Resurface I-895 roadways north and south of the Baltimore Harbor Tunnel. The limits of the project are I-895 from the southern junction of I-95 to just north of MD 295 (at the south end of the project) and I-895 from just south of Herring Run to the northern junction of I-95 (northern end of the project).

PURPOSE & NEED SUMMARY STATEMENT: This project will perform the required life-cycle pavement resurfacing and rehabilitation along I-895 in order to ensure that the pavement remains in acceptable condition.

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

| | |
|---|--|
| <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 |

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: The I-895 roadway requires resurfacing to extend the useful life of the highway.

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 2025 | CURRENT YEAR 2026 | BUDGET YEAR 2027 | PLANNING FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | ESTIMATED COST (\$000) | EXPENDED THRU CLOSE YEAR | | | | ...2028... | ...2029... | ...2030... | ...2031... | | |
| | | | | | | | | | | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 561 | 541 | 7 | 20 | 0 | 0 | 0 | 0 | 0 | 20 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Utility | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 13,042 | 8,284 | 7,995 | 4,758 | 0 | 0 | 0 | 0 | 0 | 4,758 | 0 |
| Total | 13,603 | 8,825 | 8,002 | 4,778 | 0 | 0 | 0 | 0 | 0 | 4,778 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOLL | 13,603 | 8,825 | 8,002 | 4,778 | 0 | 0 | 0 | 0 | 0 | 4,778 | 0 |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.



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. The project will be completed in three phases: AET Conversion with Frankfort Interchange (Gantry Work); Reconstruction Frankfort Intersection; and I-895 Mainline & Bridge Replacement. This is a Project Labor Agreement candidate project.

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

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

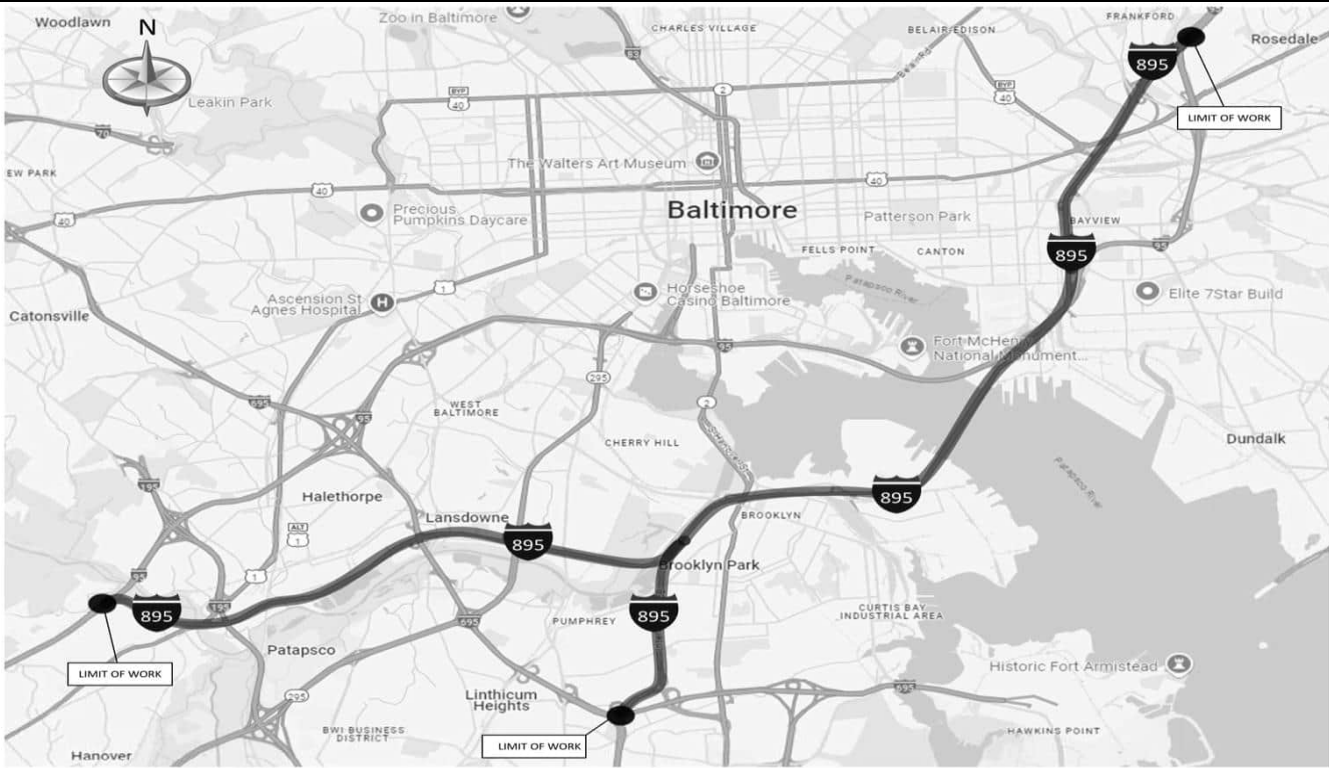
EXPLANATION: Changing to cashless tolling at the Baltimore Harbor Tunnel provides toll collection at highway speeds through the electronic methods of E-ZPass, Pay-By-Plate, and Video Tolling.

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

| POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER | | | | | | | | | | | |
|--|------------------------------|--------------------------------|--------------------------|-------------------------|------------------------|--|------------|------------|------------|----------------------|---------------------------|
| PHASE | TOTAL | | PREVIOUS YEAR 2025 | CURRENT YEAR 2026 | BUDGET YEAR 2027 | PLANNING FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | ESTIMATED COST (\$000) | EXPENDED THRU CLOSE YEAR | | | | ...2028... | ...2029... | ...2030... | ...2031... | | |
| | | | | | | | | | | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 8,294 | 6,264 | 991 | 1,655 | 375 | 0 | 0 | 0 | 0 | 2,030 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Utility | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 6,800 | 3,207 | 2,739 | 3,593 | 0 | 0 | 0 | 0 | 0 | 3,593 | 0 |
| Total | 15,094 | 9,471 | 3,730 | 5,248 | 375 | 0 | 0 | 0 | 0 | 5,623 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOLL | 15,094 | 9,471 | 3,730 | 5,248 | 375 | 0 | 0 | 0 | 0 | 5,623 | 0 |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

STATUS: Design and construction are underway. Only those portions of the construction that can be completed without major traffic impacts are underway at this time due to the increased traffic in this corridor from the Key Bridge corridor closure. The project was awarded an \$80M MEGA grant, which will be applied to the construction. Additional funding for the balance of the project will be added later.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.



PROJECT: I-895 Baltimore Harbor Tunnel Thruway - Facility-wide Signing Upgrades

DESCRIPTION: The existing signing along the BHT facility is past their service life. This project will upgrade all existing signing along the BHT facility, ensuring the facility signing is in accordance with the Maryland Manual on Uniform Traffic Control Devices (MdMUTCD). The project will also upgrade AET tolling signing as needed.

PURPOSE & NEED SUMMARY STATEMENT: This purpose of this project is to replace existing highway signs for the BHT facility that are, or will soon be, beyond their expected service life and to address new signing requirements within the latest edition of the Manual on Uniform Traffic Control Devices (MUTCD).

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

☒ 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: Upon completion of the project, highway signing along the BHT facility will be in a state of good repair and will generally meet the latest requirements of the MUTCD.

STATUS: Engineering is underway. Construction will begin in March 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 2025 | CURRENT YEAR 2026 | BUDGET YEAR 2027 | PLANNING | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE | | |
| | ESTIMATED COST (\$000) | EXPENDED THRU CLOSE YEAR | | | | FOR PLANNING PURPOSES ONLY | | | | | | | |
| | | | | | | ... | 2028... | ...2029... | ...2030... | | | ...2031... | |
| | | | | | | | | | | | | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Engineering | 1,175 | 1,085 | 418 | 90 | 0 | 0 | 0 | 0 | 0 | 90 | 0 | | |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Utility | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Construction | 12,499 | 0 | 0 | 470 | 4,712 | 5,069 | 2,248 | 0 | 0 | 12,499 | 0 | | |
| Total | 13,674 | 1,085 | 418 | 560 | 4,712 | 5,069 | 2,248 | 0 | 0 | 12,589 | 0 | | |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| TOLL | 13,674 | 1,085 | 418 | 560 | 4,712 | 5,069 | 2,248 | 0 | 0 | 12,589 | 0 | | |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |



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 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: Engineering is complete. Construction to begin in February 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 2025 | CURRENT YEAR 2026 | BUDGET YEAR 2027 | PLANNING FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | ESTIMATED COST (\$000) | EXPENDED THRU CLOSE YEAR | | | | ...2028... | ...2029... | ...2030... | ...2031... | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 754 | 754 | 212 | 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 | 9,174 | 0 | 0 | 3,549 | 3,542 | 2,083 | 0 | 0 | 0 | 9,174 | 0 |
| Total | 9,927 | 754 | 212 | 3,549 | 3,542 | 2,083 | 0 | 0 | 0 | 9,174 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOLL | 9,927 | 754 | 212 | 3,549 | 3,542 | 2,083 | 0 | 0 | 0 | 9,174 | 0 |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.



PROJECT: I-895 Baltimore Harbor Tunnel Thruway - Rehabilitate BHT Tunnel Lighting System

DESCRIPTION: The project will remove and replace the existing tunnel lighting system and remove and replace the existing in-tunnel puck-style lane use signals (LUS) system through the tunnel. Additionally, scope of work includes: Programmable Logic Controllers (PLC) replacements for the tunnel's control systems for both east and west tubes, and new Lighting controllers' installation at both Canton and Fairfield Ventilation Buildings.

PURPOSE & NEED SUMMARY STATEMENT: The project will install LED type luminaires and smart lighting control systems to achieve driver safety and energy savings by upgrading the controllers in ventilation buildings, and conduits & conductors inside the tunnel.

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

- | | |
|---|--|
| <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: Rehabilitation is needed to improve the lifecycle of assets, and compliance with standards in energy efficiency.

SMART GROWTH STATUS:

- | |
|--|
| <input type="checkbox"/> Project Inside PFA |
| <input type="checkbox"/> Project Outside PFA |
| <input type="checkbox"/> PFA Status Yet to Be Determined |

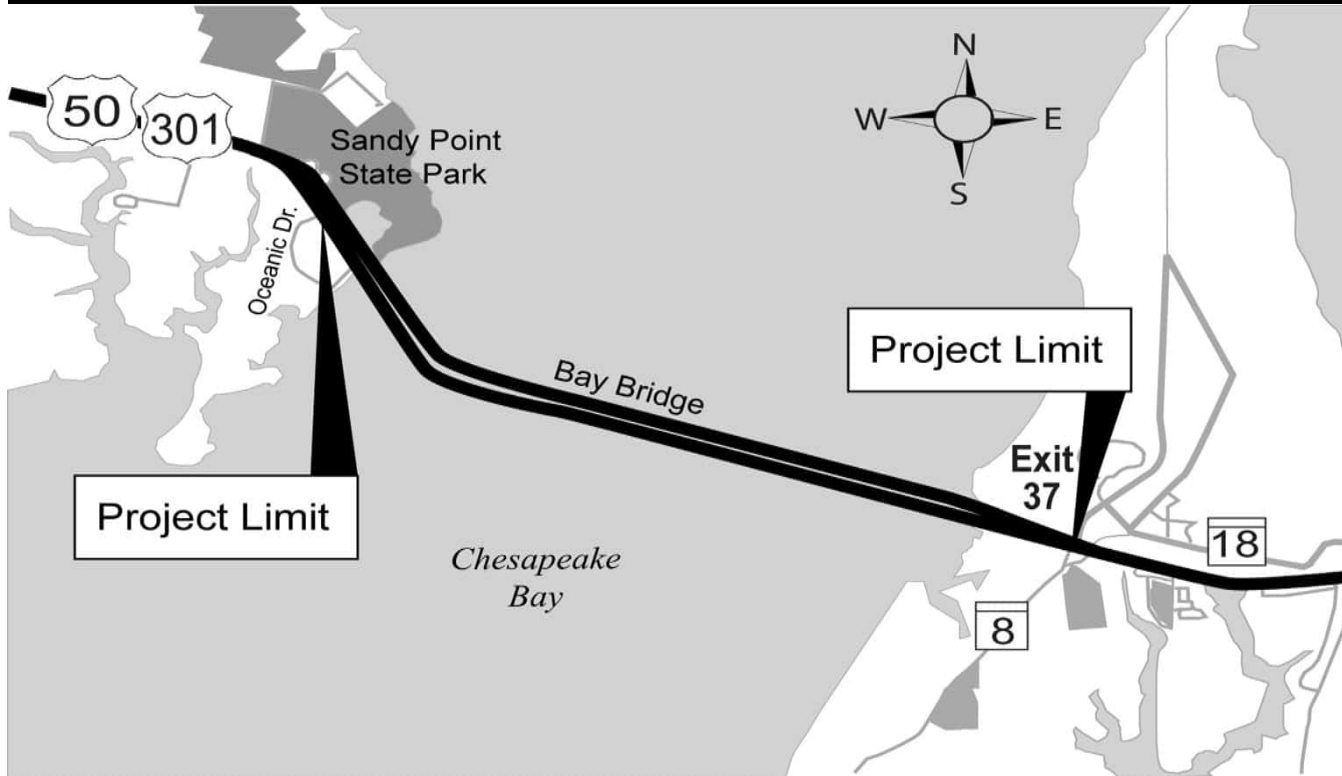
☐ Project Not Location Specific ☒ Not Subject to PFA Law

- | |
|---|
| <input type="checkbox"/> Grandfathered |
| <input type="checkbox"/> Exception Will Be Required |
| <input type="checkbox"/> Exception Granted |

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 2025 | CURRENT YEAR 2026 | BUDGET YEAR 2027 | PLANNING FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | ESTIMATED COST (\$000) | EXPENDED THRU CLOSE YEAR | | | | ...2028... | ...2029... | ...2030... | ...2031... | | |
| | | | | | | | | | | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 946 | 557 | 247 | 389 | 0 | 0 | 0 | 0 | 0 | 389 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Utility | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 25,070 | 0 | 0 | 0 | 5,740 | 7,726 | 6,525 | 3,741 | 1,338 | 25,070 | 0 |
| Total | 26,016 | 557 | 247 | 389 | 5,740 | 7,726 | 6,525 | 3,741 | 1,338 | 25,459 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOLL | 26,016 | 557 | 247 | 389 | 5,740 | 7,726 | 6,525 | 3,741 | 1,338 | 25,459 | 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.



PROJECT: US 50/301 Bay Bridge - Rehabilitate Eastbound Bridge Deck

DESCRIPTION: This project includes bridge deck & floor system replacement & widening, signal gantry replacement, utility relocations, strengthening of steel truss superstructure for Deck Truss Spans T1-T13, utility relocations and strengthening of steel truss superstructure for Deck Truss Spans T14-T22, utility relocations and MASH TL-4 barrier upgrade for Suspension Spans S32-S34, and off-site storm water management work.

PURPOSE & NEED SUMMARY STATEMENT: The eastbound concrete deck is exhibiting various degrees of deterioration, as it was last replaced in 1985. Industry standards indicate that the deck is nearing the end of its life cycle.

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

- | | |
|---|---|
| <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 |

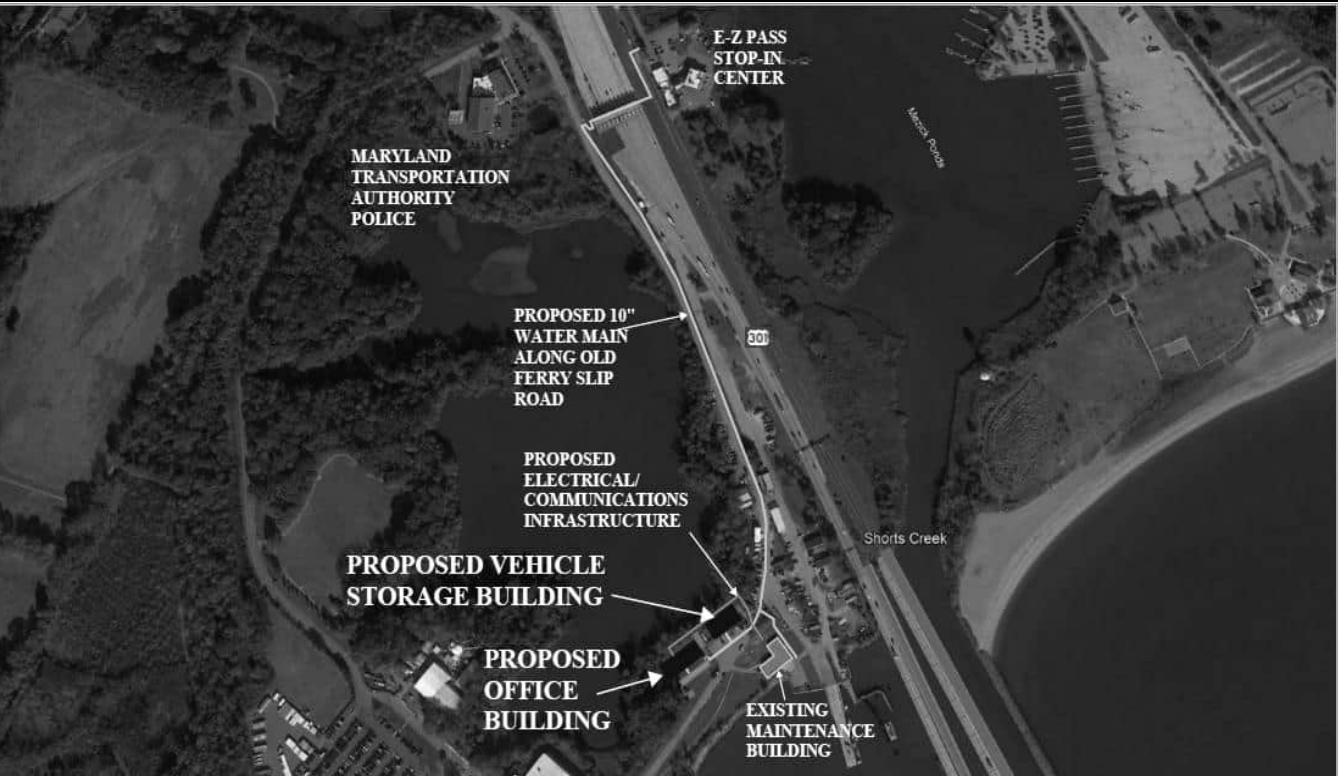
EXPLANATION: The eastbound bridge deck is exhibiting various degrees of deterioration and will be replaced or rehabilitated.

- 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 |

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 ESTIMATED COST (\$000) | EXPENDED THRU CLOSE YEAR | PREVIOUS YEAR 2025 | CURRENT YEAR 2026 | BUDGET YEAR 2027 | PLANNING FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | | | ...2028... | ...2029... | ...2030... | ...2031... | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 13,100 | 12,815 | 340 | 285 | 0 | 0 | 0 | 0 | 0 | 285 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Utility | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 238,551 | 158,417 | 58,660 | 30,094 | 30,000 | 20,041 | 0 | 0 | 0 | 80,135 | 0 |
| Total | 251,651 | 171,232 | 59,000 | 30,379 | 30,000 | 20,041 | 0 | 0 | 0 | 80,419 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOLL | 251,651 | 171,232 | 59,000 | 30,379 | 30,000 | 20,041 | 0 | 0 | 0 | 80,419 | 0 |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: Cost decreased by \$56.1 million for changes in scope with the removal of Package 2 for Eastbound Bay Bridge Deck Replacement Project.



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

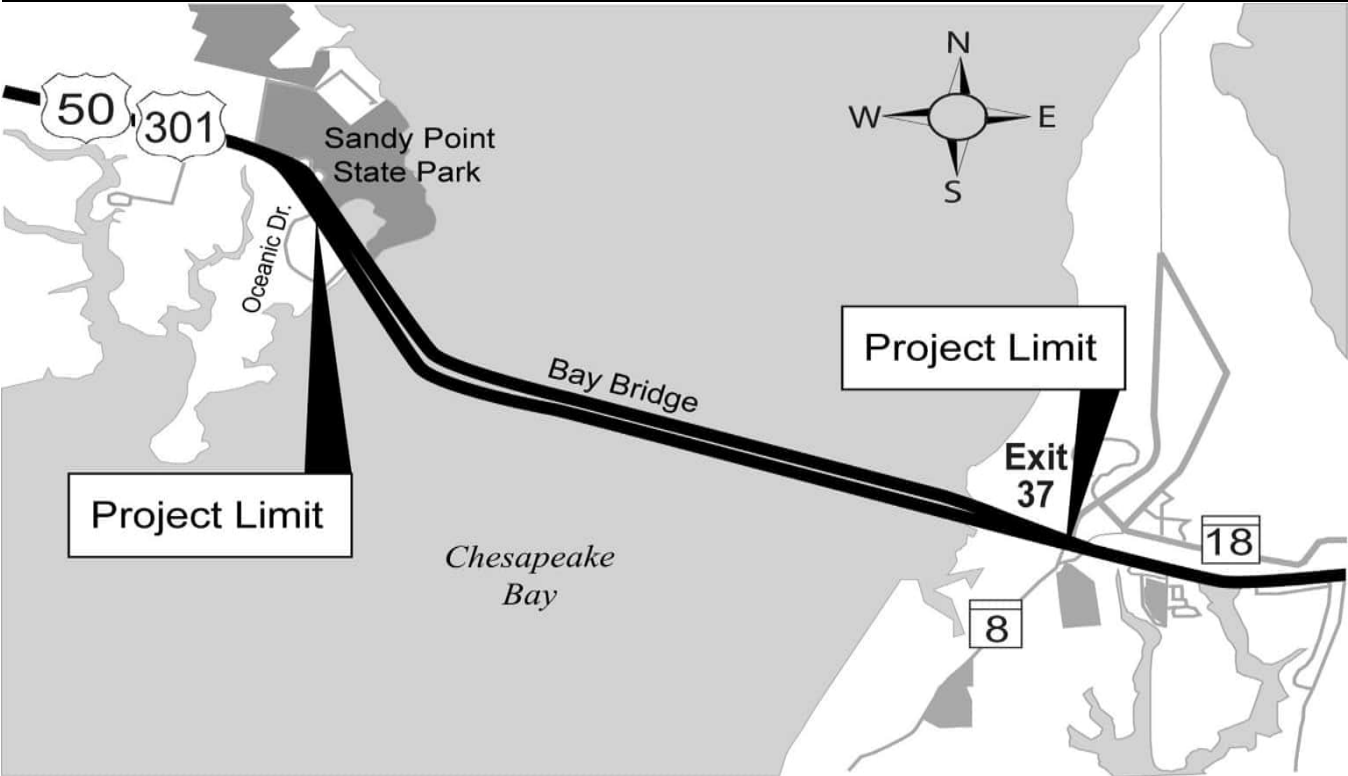
☐ Exception Will Be Required

☐ Exception Granted

STATUS: Engineering is underway. Construction expected to begin in June 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 2025 | CURRENT YEAR 2026 | BUDGET YEAR 2027 | PLANNING FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | ESTIMATED COST (\$000) | EXPENDED THRU CLOSE YEAR | | | | ...2028... | ...2029... | ...2030... | ...2031... | | |
| | | | | | | | | | | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 3,100 | 3,054 | 269 | 46 | 0 | 0 | 0 | 0 | 0 | 46 | 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 | 21 | 1 | 1,112 | 4,638 | 3,067 | 672 | 0 | 0 | 9,489 | 0 |
| Total | 12,610 | 3,074 | 270 | 1,159 | 4,638 | 3,067 | 672 | 0 | 0 | 9,535 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOLL | 12,610 | 3,074 | 270 | 1,159 | 4,638 | 3,067 | 672 | 0 | 0 | 9,535 | 0 |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.



PROJECT: US 50/301 Bay Bridge - Bay Bridge Protection Project

DESCRIPTION: Design and install an enhanced pier protection system at the eastbound and westbound Bay Bridges based on current bridge standards. This is a Project Labor Agreement candidate project.

PURPOSE & NEED SUMMARY STATEMENT: Enhanced pier protection measures are essential to mitigate the risk of damage from accidental ship impacts on the bridges' structural supports.

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

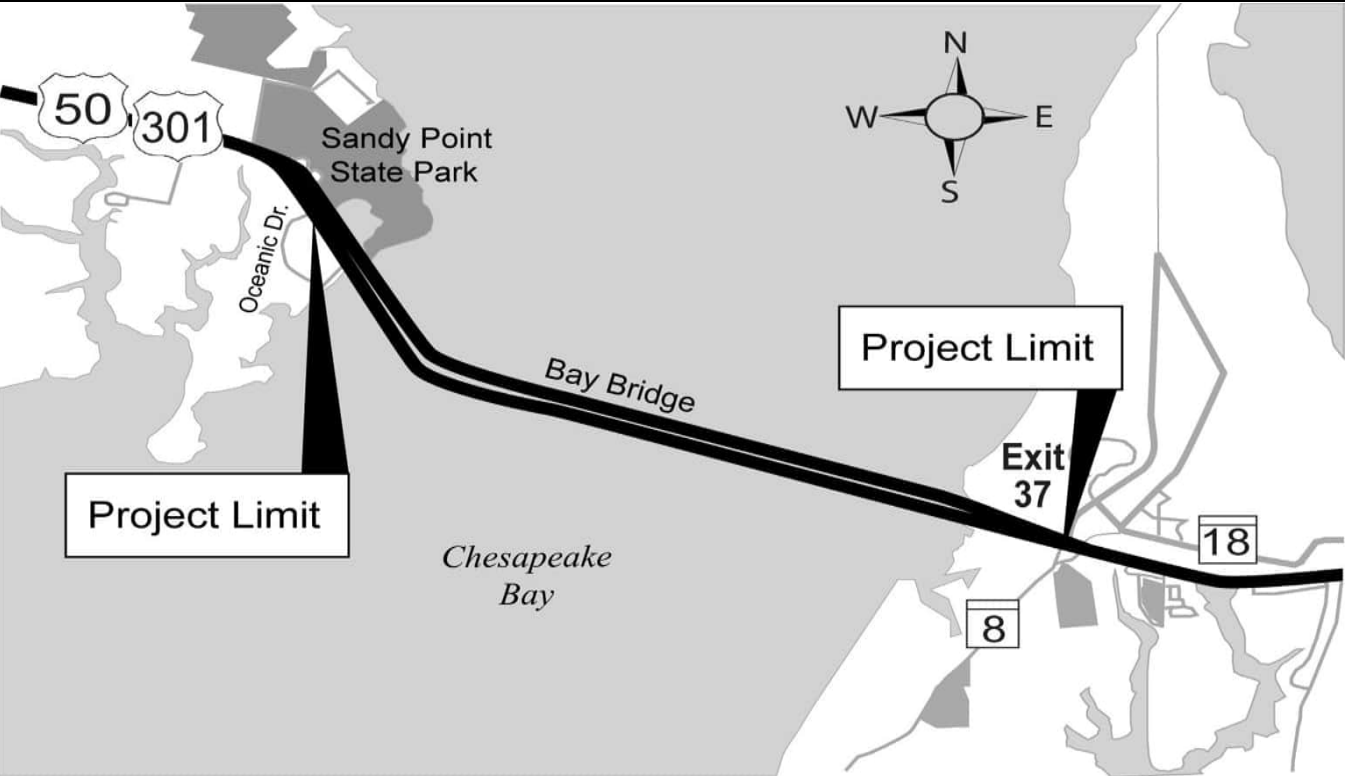
EXPLANATION: After completion of this project, major bridge supporting piers and towers will have enhanced physical protection from accidental collision by vessels during the service life of both eastbound and westbound Bay Bridges.

- 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

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 2025 | CURRENT YEAR 2026 | BUDGET YEAR 2027 | PLANNING FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | ESTIMATED COST (\$000) | EXPENDED THRU CLOSE YEAR | | | | ...2028... | ...2029... | ...2030... | ...2031... | | |
| | | | | | | | | | | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 7,596 | 996 | 926 | 2,982 | 1,679 | 1,374 | 564 | 0 | 0 | 6,600 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Utility | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 200,000 | 0 | 0 | 0 | 40,400 | 58,200 | 54,400 | 31,400 | 15,600 | 200,000 | 0 |
| Total | 207,596 | 996 | 926 | 2,982 | 42,079 | 59,574 | 54,964 | 31,400 | 15,600 | 206,600 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOLL | 207,596 | 996 | 926 | 2,982 | 42,079 | 59,574 | 54,964 | 31,400 | 15,600 | 206,600 | 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.



PROJECT: US 50/301 Bay Bridge - EB Spans Full Paint - Phase 1 (T14-T22 & Suspension Span Towers from Water to below Roadway)

DESCRIPTION: Full blast cleaning and painting of the T14-T22 Deck Truss Superstructure and Steel Bent Substructure, which was last painted in the 1990s. The coating system in these spans has exceeded its service life and full painting of these areas is necessary to prevent corrosion, section loss and reduction of capacity. The blast cleaning and painting of the non-redundant trusses will extend the service life. Full blast cleaning and painting of the Pier 25 and Pier 26 Suspension Span Main Towers from just below the roadway to the bottom of the towers, which were last painted in the 1990s. Pin and hanger auxiliary support installation included in the scope.

PURPOSE & NEED SUMMARY STATEMENT: These areas are highly exposed to deterioration from road salt accumulation and the coating system in these select areas has exceeded its services life, with pack rust developing between the plies of steel that comprise the individual members.

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 blast cleaning and painting will preserve the condition and extend the service life of the non-redundant main towers.

- 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

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 2025 | CURRENT YEAR 2026 | BUDGET YEAR 2027 | PLANNING FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | ESTIMATED COST (\$000) | EXPENDED THRU CLOSE YEAR | | | | ...2028... | ...2029... | ...2030... | ...2031... | | |
| | | | | | | | | | | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 600 | 5 | 5 | 595 | 0 | 0 | 0 | 0 | 0 | 595 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Utility | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 57,704 | 0 | 0 | 0 | 21,593 | 24,420 | 11,691 | 0 | 0 | 57,704 | 0 |
| Total | 58,304 | 5 | 5 | 595 | 21,593 | 24,420 | 11,691 | 0 | 0 | 58,300 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOLL | 58,304 | 5 | 5 | 595 | 21,593 | 24,420 | 11,691 | 0 | 0 | 58,300 | 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.



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

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

- SMART GROWTH STATUS:**

☐ Project Not Location Specific

☒ Not Subject to PFA Law

☐ Project Inside PFA

☐ Project Outside PFA

☐ PFA Status Yet to Be Determined

☐ Grandfathered

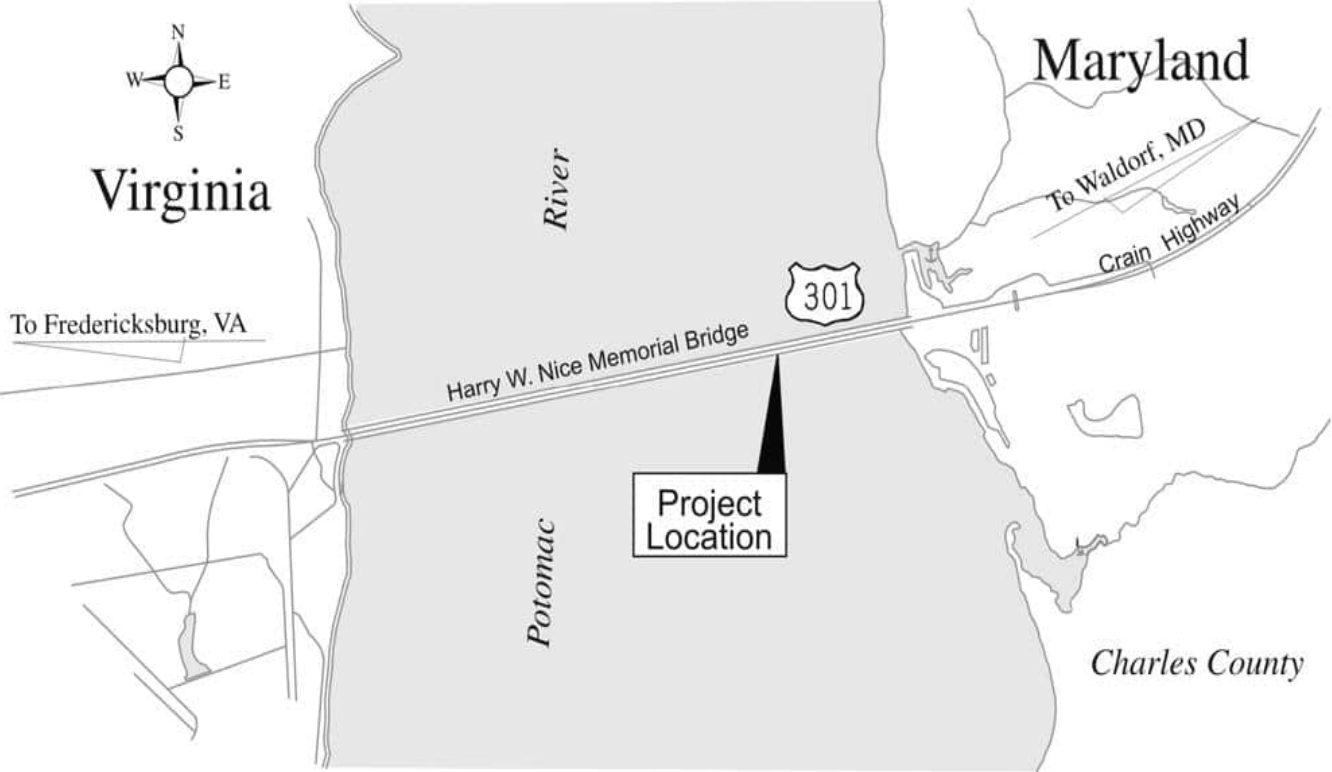
☐ Exception Will Be Required

☐ 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 2025 | CURRENT YEAR 2026 | BUDGET YEAR 2027 | PLANNING FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | ESTIMATED COST (\$000) | EXPENDED THRU CLOSE YEAR | | | | ...2028... | ...2029... | ...2030... | ...2031... | | |
| | | | | | | | | | | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 907 | 907 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Utility | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 65,029 | 52,828 | 35,510 | 12,201 | 0 | 0 | 0 | 0 | 0 | 12,201 | 0 |
| Total | 65,936 | 53,734 | 35,510 | 12,201 | 0 | 0 | 0 | 0 | 0 | 12,201 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOLL | 65,936 | 53,734 | 35,510 | 12,201 | 0 | 0 | 0 | 0 | 0 | 12,201 | 0 |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

SIGNIFICANT CHANGE FROM FY 2025 - 30 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 near completion.

| POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER | | | | | | | | | | | |
|--|------------------------|--------------------------|--------------------|-------------------|------------------|-------------------------------------|------------|------------|------------|----------------|---------------------|
| PHASE | TOTAL | | PREVIOUS YEAR 2025 | CURRENT YEAR 2026 | BUDGET YEAR 2027 | PLANNING FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | ESTIMATED COST (\$000) | EXPENDED THRU CLOSE YEAR | | | | ...2028... | ...2029... | ...2030... | ...2031... | | |
| | | | | | | | | | | | |
| Planning | 5,295 | 5,295 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 34,662 | 34,662 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 4,907 | 4,818 | 2,908 | 89 | 0 | 0 | 0 | 0 | 0 | 89 | 0 |
| Utility | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 538,072 | 535,740 | 5,711 | 2,331 | 0 | 0 | 0 | 0 | 0 | 2,331 | 0 |
| Total | 582,935 | 580,515 | 8,619 | 2,421 | 0 | 0 | 0 | 0 | 0 | 2,421 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOLL | 582,935 | 580,515 | 8,619 | 2,421 | 0 | 0 | 0 | 0 | 0 | 2,421 | 0 |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: Decreased by \$7.5 million due to project coming in under budget as it nears completion.



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

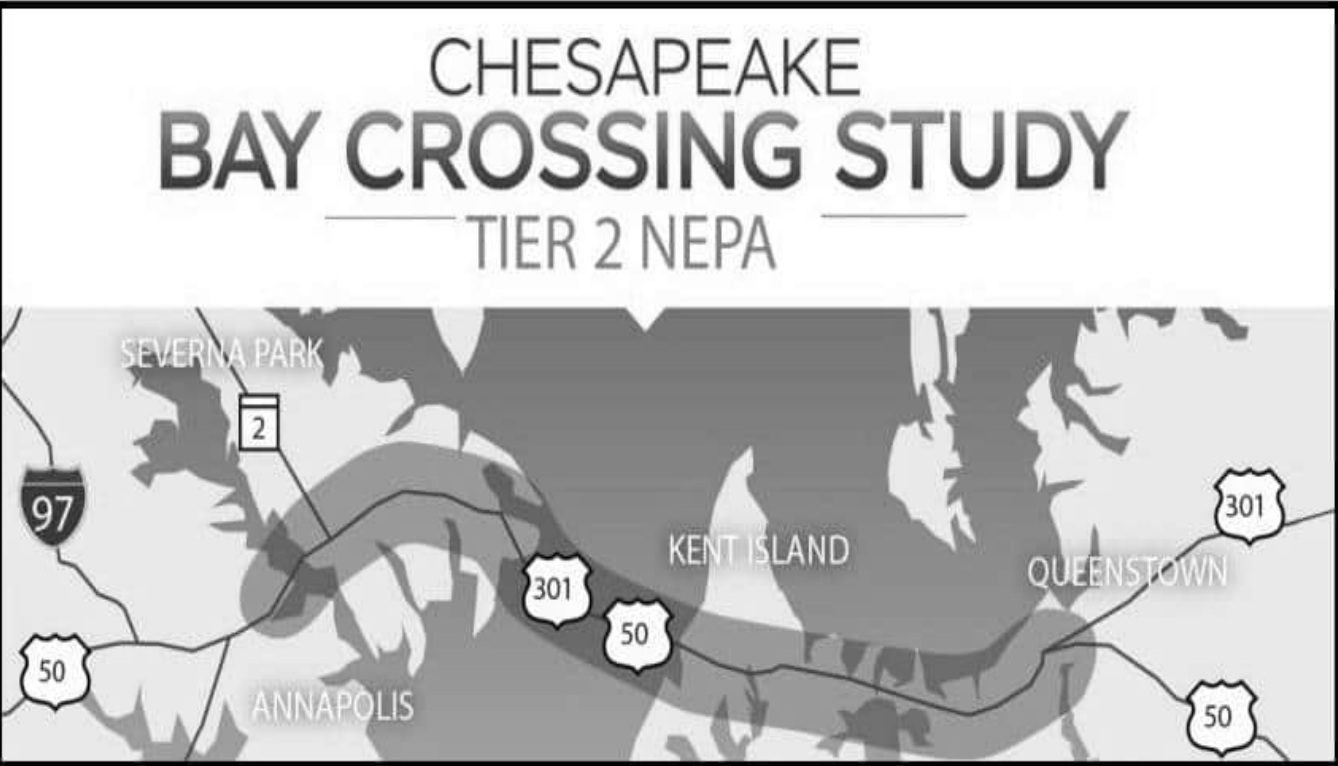
- SMART GROWTH STATUS:**
- ☐ Project Not Location Specific
- ☒ Not Subject to PFA Law
- ☐ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet to Be Determined
- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

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

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 2025 | CURRENT YEAR 2026 | BUDGET YEAR 2027 | PLANNING FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | ESTIMATED COST (\$000) | EXPENDED THRU CLOSE YEAR | | | | ...2028... | ...2029... | ...2030... | ...2031... | | |
| | | | | | | | | | | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 19,361 | 19,361 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Utility | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 119,992 | 100,026 | 15,834 | 5,428 | 5,513 | 3,008 | 3,008 | 3,008 | 0 | 19,966 | 0 |
| Total | 139,353 | 119,387 | 15,834 | 5,428 | 5,513 | 3,008 | 3,008 | 3,008 | 0 | 19,966 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOLL | 139,353 | 119,387 | 15,834 | 5,428 | 5,513 | 3,008 | 3,008 | 3,008 | 0 | 19,966 | 0 |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.



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

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

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

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

STATUS: Planning is underway. NEPA is ongoing and anticipated to complete November 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 2025 | CURRENT YEAR 2026 | BUDGET YEAR 2027 | PLANNING | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | ESTIMATED COST (\$000) | EXPENDED THRU CLOSE YEAR | | | | FOR PLANNING PURPOSES ONLY | | | | | |
| | | | | | | ...2028... | ...2029... | ...2030... | ...2031... | | |
| Planning | 25,924 | 19,901 | 7,964 | 2,323 | 3,700 | 0 | 0 | 0 | 0 | 6,023 | 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 | 19,901 | 7,964 | 2,323 | 3,700 | 0 | 0 | 0 | 0 | 6,023 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOLL | 25,924 | 19,901 | 7,964 | 2,323 | 3,700 | 0 | 0 | 0 | 0 | 6,023 | 0 |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.



PROJECT: Enterprise IT Capital Program - MDTA 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:

- ☒ Enhance Safety and Security
- ☒ Deliver System Quality
- ☒ Serve Communities and Support the Economy
- ☒ 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.

- 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: IT projects are on going.

| POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER | | | | | | | | | | | |
|--|------------------------------|--------------------------------|--------------------------|-------------------------|------------------------|--|------------|------------|------------|----------------------|---------------------------|
| PHASE | TOTAL | | PREVIOUS YEAR 2025 | CURRENT YEAR 2026 | BUDGET YEAR 2027 | PLANNING FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | ESTIMATED COST (\$000) | EXPENDED THRU CLOSE YEAR | | | | ...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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Utility | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 13,615 | 7,615 | 382 | 4,780 | 1,220 | 0 | 0 | 0 | 0 | 6,000 | 0 |
| Total | 13,615 | 7,615 | 382 | 4,780 | 1,220 | 0 | 0 | 0 | 0 | 6,000 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOLL | 13,615 | 7,615 | 382 | 4,780 | 1,220 | 0 | 0 | 0 | 0 | 6,000 | 0 |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

2456, 2478, 2502, 2520, 2545, 2546, 2633, 2684

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: New PIF

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND TRANSPORTATION AUTHORITY - LINE 33

| 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 | \$ | 7,188 | 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 | \$ | 3,098 | Under Construction |
| MDTAPRJ002569 | JFK MSP Building Remodeling (Engineering only) | KH - KENNEDY HIGHWAY | \$ | 650 | Design Underway |
| <u>Environmental</u> | | | | | |
| 2489 | Drainage Rehabilitation - Phase III - Outfalls | MA - MULTI-AREA | \$ | 6,309 | Under Construction |
| MDTAPRJ002675 | Environmental On-Call V | MA - MULTI-AREA | \$ | 3,636 | Design Underway |
| <u>Equipment - System Preservation</u> | | | | | |
| 2471 | 10-Year Equipment Budget - FY 2018 through FY 2027 | MA - MULTI-AREA | \$ | 61,031 | 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 | \$ | 5,484 | Design Underway |
| <u>Safety & Capacity Improvements</u> | | | | | |
| 2504 | Bay Bridge Queue Detection System | BB - BAY BRIDGE | \$ | 3,413 | Under Construction |
| MDTAPRJ002602 | Fire Alarm System Upgrades and Security System Upgrades (Engineering Only) | MA - MULTI-AREA | \$ | 400 | Design Underway |

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND TRANSPORTATION AUTHORITY - LINE 33

| PROJECT ID | PROJECT NAME | FACILITY CODE | TOTAL PROGRAMMED COST | STATUS |
|---------------------------------------|---|-----------------------------|-----------------------|--------------------|
| <u>Signage</u> | | | | |
| MDTAPRJ002625 | ICC Sign Panel Replacements (Engineering Only) | ICC - INTERCOUNTY CONNECTOR | \$ 1,200 | 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 | \$ 2,541 | Under Construction |
| <u>Tunnel Preservation</u> | | | | |
| MDTAPRJ002591 | Rehabilitate Upper Plenum Liner and Ceiling (Engineering only) | HT - HARBOR TUNNEL | \$ 100 | Design Underway |
| MDTAPRJ002615 | Replace and Rehabilitate FMT Electrical Switchgear (Engineering only) | FT - FORT MCHENRY TUNNEL | \$ 1,000 | Design Underway |